

An Extraordinary Meeting of Cumberland Local Planning Panel will be held at 11:30am via Zoom on Wednesday, 26 May 2021.

Business as below:

Yours faithfully

Peter Fitzgerald
Acting General Manager

ORDER OF BUSINESS

1. Receipt of Apologies
2. Declaration of Interest
3. Address by invited speakers
4. Reports
 - Development Applications
 - Planning Proposals
5. Closed Session Reports

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Item No: ELPP019/21

PLANNING PROPOSAL - GRANVILLE TOWN CENTRE AND SURROUNDS

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: CS-220

SUMMARY:

This report provides an overview of the planning proposal targeted sites in the Granville Town Centre and surrounding area. The planning proposal seeks to implement a new planning framework for development that capitalises on land use opportunities for housing diversity and jobs growth supported by transport and local amenity.

Early consultation (pre-Gateway) on proposed planning controls for targeted sites in the Granville area has been sought and a range of submissions received. Subject to the advice of the Cumberland Local Planning Panel and a favourable decision by Council, the planning proposal will be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination. Following receipt of a Gateway Determination, further consultation will be undertaken with the community and the planning proposal will then be considered again by Council prior to finalisation.

It is recommended that the Cumberland Local Planning Panel support the planning proposal for the Granville Town Centre and surrounds.

REPORT:

Background

As outlined in Cumberland 2030: Our Local Strategic Planning Statement, a high level strategic planning work program was identified to progress more detailed planning for Cumberland City's key centres and strategic corridors. Since the preparation of this high level program, Council officers have further considered the scope and implementation approach for this planning work.

In July 2020, Council endorsed the strategic planning work program for Cumberland City's key centres and strategic corridors (Figure 1). The focus of this work is to review the existing planning framework and consider future requirements to ensure that planning controls are appropriate to support development in the area. Site specific requests received as part of the Cumberland LEP process may be further considered as part of this program.

Granville was identified as part of Stage 2 of Council's strategic planning work program. To date, background analysis, early consultation, Councillor briefings and the preparation of draft planning controls have been undertaken. This report provides the outcomes of this work and is seeking advice from the Cumberland Local Planning Panel before being considered by Council.

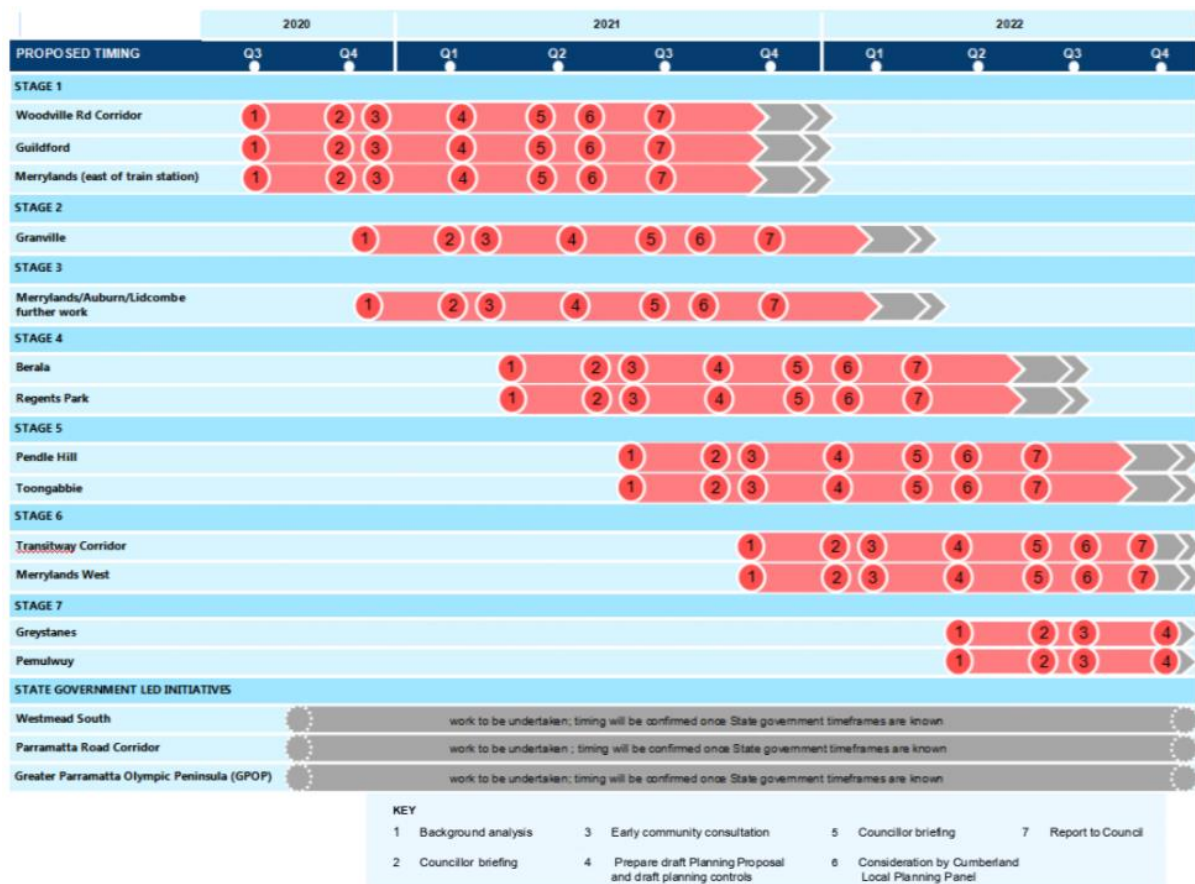


Figure 1 – Council's strategic planning work program

Planning Context

Granville is a principal local centre in Cumberland City. It has a rich local character, with recognised heritage conservation areas and heritage listed items. It is supported by a mix of commercial and retail services, as well as community facilities. The proximity to Parramatta CBD offers good access to services, jobs, and key infrastructure, making Granville a strategic area for development and future growth.

The current planning controls for Granville, as identified for the new Cumberland Local Environmental Plan, are outlined in Figures 2 to 4.

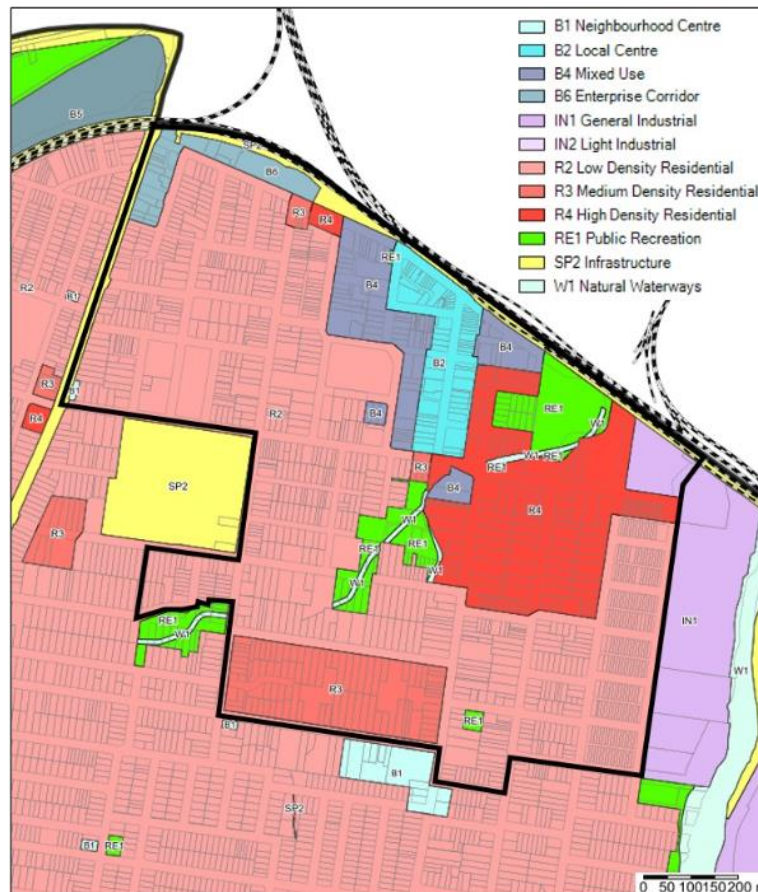


Figure 2 – Granville Town Centre and Surrounds: Current Land Zoning

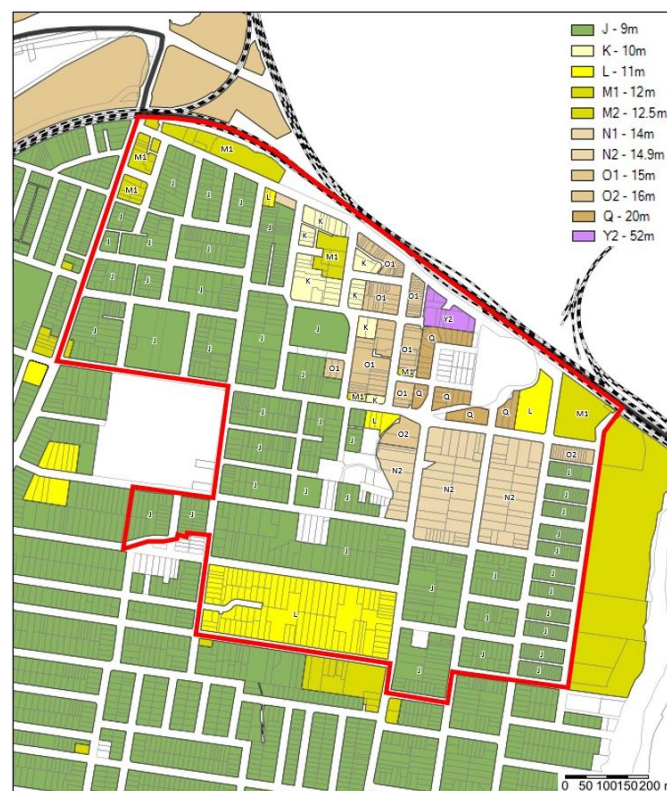


Figure 3 – Granville Town Centre and Surrounds: Current Height of Building

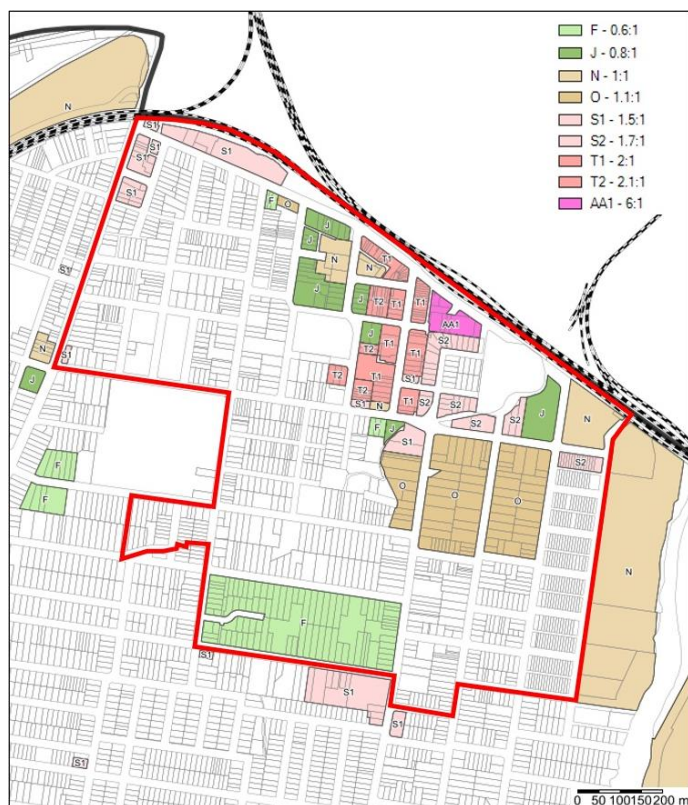


Figure 4 – Granville Town Centre and Surrounds: Current Floor Space Ratio

The planning approach for the proposal is to implement targeted changes to planning controls in the Granville Town Centre and surrounds. It focusses growth in the existing town centre and in the Granville/Clyde area to take advantage of existing and planned infrastructure and facilities. Where no changes are proposed, the existing planning controls will continue to apply.

Proposed Planning Controls

Planning Proposal

The planning proposal seeks to amend the Cumberland LEP as follows:

- Rezone land in the Granville/Clyde area to facilitate medium and high density residential development.
- Increase the height of buildings in the Granville/Clyde residential area to align with proposed zones.
- Increase the floor space ratio in the Granville/Clyde residential area to align with proposed zones and height of buildings.
- Apply consistent height of buildings and floor space ratio controls for all land zoned B2 Local Centre and B4 Mixed Use bound by Carlton Street, Russell Street, Mary Street and South Street.

- Increase the height of buildings for 2-4 Blaxcell Street (corner of William Street) to align with sites on opposite corners of the intersection.

Further details of the planning proposal for Granville Town Centre and surrounds are provided in Table 1. These are also shown graphically in Figures 6 to 8.

Site location	Proposed Amendments
Granville/Clyde residential area	<ul style="list-style-type: none"> • Amend the Land Zoning Map – Sheet LZN_012 to rezone land between Clyde and Factory Streets, within approximately 400m catchment of Clyde Station, to facilitate high density residential development (Zone R4); rezone land between Clyde and Factory Street, within approximately 800m catchment of Clyde Station, to facilitate medium density residential development (Zone R3); rezone land along Louis Street and Blaxcell Street, adjacent to land zoned B1 Neighbourhood Centre to facilitate medium density residential development. • Amend the Height of Buildings Map – Sheet HOB_012 to apply a 16m height limit for land proposed to be zoned R4 High Density Residential, and 11m for land proposed to be zoned R3 Medium Density Residential. • Amend the Floor Space Ratio Map – Sheet FSR_012 to apply a 1.7:1 FSR for land proposed to be zoned R4 High Density Residential, and 0.6:1 for land proposed to be zoned R3 Medium Density Residential.
Granville Town Centre i)	<ul style="list-style-type: none"> • Amend the Height of Buildings Map – Sheet HOB_012 to apply a 15m height limit for land zoned B4 Mixed Use fronting Carlton Street (between Russell Street and Mary Street); and apply a 20m height limit for 2-4 Blaxcell Street. • Amend the Floor Space Ratio Map – Sheet FSR_012 to apply a 2.1:1 FSR for land zoned B2 Local Centre and B4 Mixed Use, fronting Carlton Street (between Russell Street and Mary Street).

Table 1 – Details of Planning Proposal

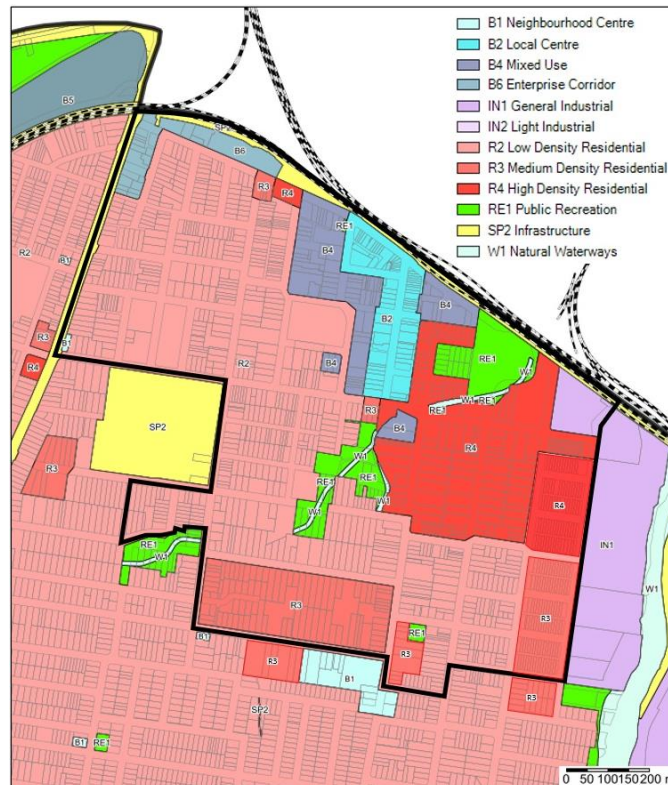


Figure 5 – Granville Town Centre and Surrounds: Proposed Land Zoning

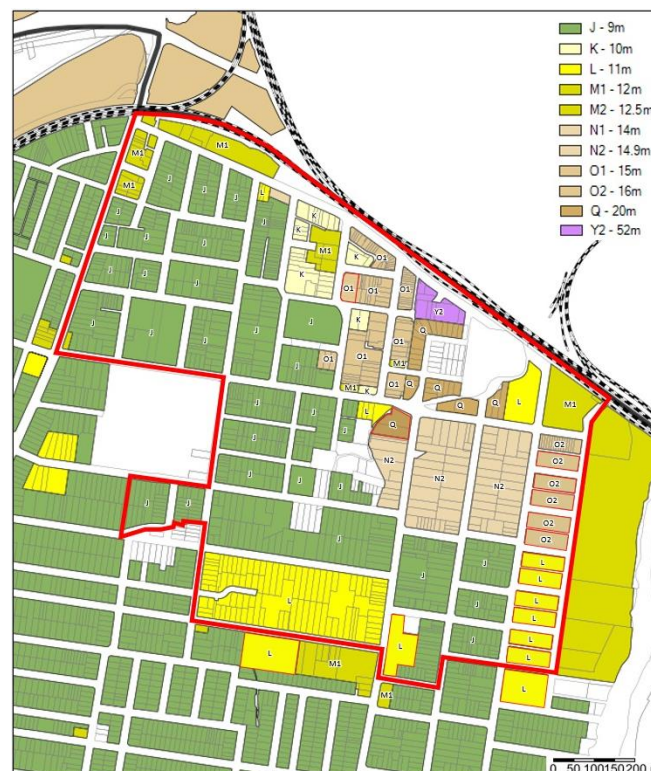


Figure 6 – Granville Town Centre and Surrounds: Proposed Height of Buildings

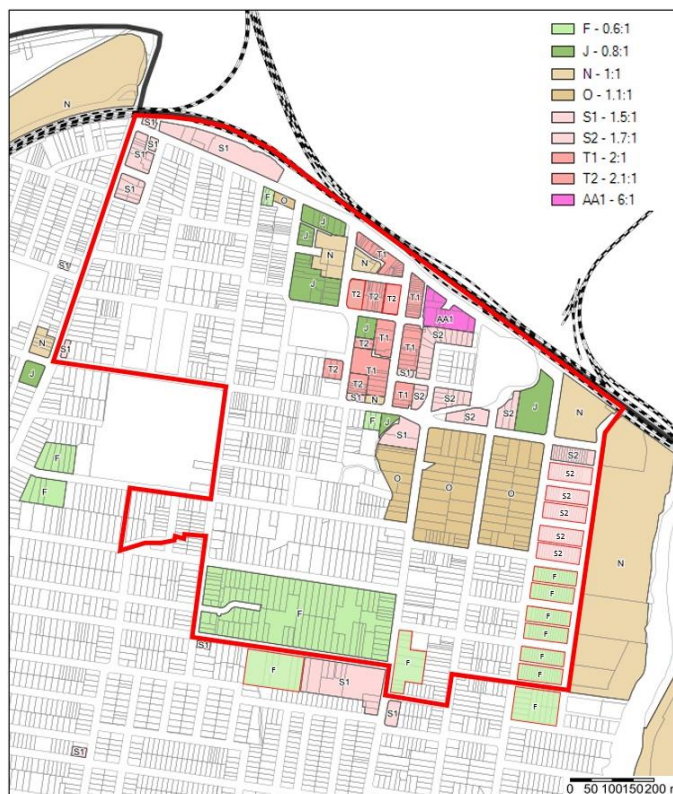


Figure 7 – Granville Town Centre and Surrounds: Proposed Floor Space Ratio

The planning proposal is supported by analysis undertaken on built form, traffic, and transport. Further information is attached to this report.

It is estimated that the planning proposal will provide for over 720 additional dwellings, which will contribute to Cumberland's housing target of 28,000 to 28,500 additional dwellings between 2016-2036.

Development Control Plan

Minor changes have been identified to the Development Control Plan for Granville. This is to ensure consistency with the planning proposal for this area. The draft Development Control Plan is attached to this report for information.

Public Domain Plan

A Public Domain Plan has also been prepared to guide the delivery of an enhanced public realm for the Granville Town Centre. The Plan will support future work by Council, landowners, and developers in achieving the desired public domain outcomes for this area. The draft Public Domain Plan is attached to this report for information.

Strategic Merit Assessment

Consistency with the Greater Sydney Region Plan and Central City District Plan

The planning proposal is consistent with the directions of the Greater Sydney Region Plan: A Metropolis of Three Cities, namely:

- A city supported by infrastructure – The planning proposal will provide development opportunities for housing and jobs within 30-minute access to a metropolitan centre (i.e. Parramatta CBD).
- Housing the city – The planning proposal will provide greater housing supply and choice.
- A well-connected city – The Planning proposal will increase the percentage of dwellings located within 30 minutes by public transport of a (potential) strategic centre (i.e. Merrylands).

The proposal is also consistent with the priorities and actions in the Central City District Plan, namely:

- C5 Housing the city – The planning proposal will provide housing supply, choice, and affordability with access to jobs, services, and public transport.
- C9 Jobs and skills for the city – The planning proposal will deliver integrated land use and transport planning and a 30-minute city.

Consistency with Cumberland 2030: Our Local Strategic Planning Statement

The proposal delivers on a key strategic corridor for housing identified in the structure plan for Cumberland City. The proposal is also consistent with the priorities and actions in Cumberland 2030: Our Local Strategic Planning Statement, namely:

- Local Planning Priority 5 – Deliver housing diversity to suit changing needs.
- Local Planning Priority 7 – Design vibrant and attractive centres and encourage healthy living.
- Local Planning Priority 11 – Promote access to local jobs, education opportunities and care services.

Consistency with Cumberland Local Housing Strategy

The planning proposal is consistent with the Cumberland Local Housing Strategy, which has been adopted by Council. The Granville Town Centre is a principal local centre identified as a location for housing in Strategy, which will contribute to Cumberland's housing target of 28,000 to 28,500 additional dwellings between 2016-2036.

Status and Next Steps

Early consultation (pre-Gateway) on proposed planning controls for the Granville Town Centre and surrounds has been sought and a range of submissions received. Subject to the advice of the Cumberland Local Planning Panel and a favourable decision by Council, the planning proposal will be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination. Following receipt of a Gateway Determination, further consultation will be undertaken with the community and the planning proposal will then be considered again by Council prior to finalisation.

CONCLUSION:

The planning proposal for the Granville Town Centre and surrounds will facilitate the implementation of a suite of targeted changes to land use and planning controls in the area to improve connectivity, enhance amenity and provide housing diversity. It is recommended that the Panel support the planning proposal for the Granville Town Centre and surrounds.

CONSULTATION:

Early consultation on the proposed planning controls occurred March 2021, representing pre-Gateway consultation in accordance with Council's Planning Proposal Notification Policy. This consultation enabled feedback from a broad range of stakeholders and the community which has informed the preparation of the detailed planning controls.

A total of 35 submissions were received across a range of themes, including the following site-specific requests which are considered to have merit and are included in the planning proposal.

- Blocks bounded by First Lane, Factory Street, Third Street and Clyde Street – Rezone from R2 to R4 with corresponding height and FSR controls.
- Blocks bounded by Third Street, Factory Street, Seventh Street and Clyde Street as well as along Louis Street and Blaxcell Street (nearby the Neighbourhood Centre) – Rezone from R2 to R3 with corresponding height and FSR controls.
- Lots bound by Carlton Street, Russell Street, Mary Street and South Street – Apply consistent building height and floor space ratio controls.
- 2-4 Blaxcell Street – Increase height to allow up to two additional storeys.

Public exhibition of the draft planning proposal for the Granville Town Centre and surrounds will be undertaken, subject to support by Council and the receipt of a Gateway Determination by the Department of Planning, Industry and Environment. This consultation will be statutory consultation, undertaken in accordance with any relevant conditions of the Gateway Determination.

FINANCIAL IMPLICATIONS:

Work undertaken on planning for the Granville Town Centre and surrounds will be undertaken using existing resources.

POLICY IMPLICATIONS:

Policy implications are outlined in the main body of the report.

COMMUNICATION / PUBLICATIONS:

The final outcome of this matter will be notified. The objectors will also be notified in writing of the outcome.

REPORT RECOMMENDATION:

That the Cumberland Local Planning Panel (CLPP) provide its support for the planning proposal for the Granville Town Centre and surrounds.

ATTACHMENTS

1. Planning Proposal - Granville [↓](#)
2. Draft Development Control Plan Part F2-2 Granville Town Centre [↓](#)
3. Draft Granville Public Domain Plan [↓](#)
4. Land Use Planning Analysis [↓](#)
5. Traffic and Transport Analysis [↓](#)
6. Early Consultation and Submissions [↓](#)

**DOCUMENTS
ASSOCIATED WITH
REPORT EELPP019/21**

**Attachment 1
Planning Proposal - Granville**



CUMBERLAND
CITY COUNCIL

Planning Proposal – Targeted sites in Granville Town Centre and surrounds

Draft for Gateway May 2021

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INTRODUCTION

This planning proposal seeks to implement targeted changes to planning controls in the Granville town centre and surrounding area as part of a new planning framework for development that capitalises on land use opportunities to deliver built form, public domain and connectivity objectives.

It has been prepared by Cumberland City Council in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* and the relevant Department of Planning, Industry and Environment's guidelines, including:

- A Guide to Preparing Local Environmental Plans
- A Guide to Preparing Planning Proposals

Background

Cumberland City's portion of Granville lies south of Granville train station. It is a centre rich in history and local character, with recognised heritage conservation areas and heritage listed items. It is supported by a mix of commercial and retail services, as well as community facilities. The proximity to Parramatta CBD offers good access to services, jobs and key infrastructure, making Granville a strategic area for development and future growth.

The town centre and surrounds are generally characterised by a fine-grain subdivision and resulting development pattern. The future strategic planning of Granville seeks to retain and preserve the integrity and character of the heritage conservation areas, established west of the town centre.



Figure 1: Granville Town Centre and surrounds study area

The implementation of targeted changes to land use and planning controls proposed for specific sites within the study area, in alignment with growth forecasts, transport demand and infrastructure requirements, will facilitate a built form and development outcome that supports growth and vitality in and around the centre.

Council resolution

The planning proposal has been prepared in accordance with Council's resolution on # 2021.

Supporting documentation

The planning proposal is supported by the following documentation:

Attachment 1 – C##/21-# Early consultation and proposed planning controls for targeted sites in Granville

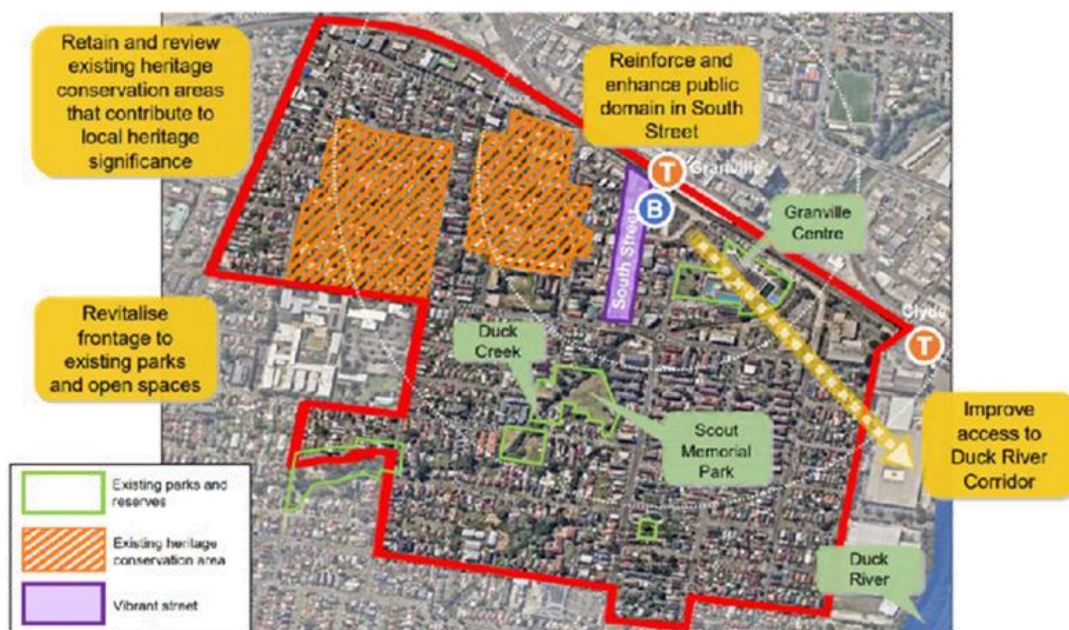
Attachment 2 – Proposed Planning Controls for Granville Town Centre and Surrounds

PART 1: OBJECTIVES

This planning proposal seeks to implement targeted changes to planning controls in the Granville town centre and surrounding area as part of a new planning framework that capitalises on land use opportunities for housing diversity and jobs growth, supported by transport, local amenity and existing and planned infrastructure and facilities. Where no changes are proposed, the existing planning controls will continue to apply.

Specifically, the planning framework seeks to:

- Enhance the amenity of Granville town centre's public domain.
- Retain and contribute to Granville's distinct local character and heritage significance.
- Improve pedestrian connectivity and permeability in and around the town centre.
- Promote street activation and social interaction.



The planning framework targets growth in the Granville-Clyde area along the eastern boundary of the study area. It responds to opportunities for increased housing diversity that can take advantage of its proximity to public transport and good access to the town centre and local amenities. The planning proposal also seeks to promote an appropriate urban design and built form outcome in the B2 Local Centre and B4 Mixed Use zones in the town centre.

PART 2: EXPLANATION OF PROVISIONS

***Note:** This planning proposal has been prepared on the assumption that the Cumberland Local Environmental Plan is finalised and in effect as the statutory planning instrument establishing development standards such as land use zones, building heights and floor space ratios for development in the City of Cumberland, replacing the Parramatta LEP 2011 in so far as it applied to properties within the Granville town centre study area.*

To achieve the stated objectives, the planning proposal seeks to amend the Cumberland Local Environmental Plan 2021 as follows:

Granville/Clyde Residential Area

- Amend the Land Zoning Map – Sheet LZN_012 to rezone land between Clyde and Factory Streets, within approximately 400m catchment of Clyde Station, to facilitate high density residential development (Zone R4); rezone land between Clyde and Factory Street, within approximately 800m catchment of Clyde Station, to facilitate medium density residential development (Zone R3); rezone land along Louis Street and Blaxcell Street, adjacent to land zoned B1 Neighbourhood Centre to facilitate medium density residential development.
- Amend the Height of Buildings Map – Sheet HOB_012 to apply a 16m height limit for land proposed to be zoned R4 High Density Residential, and 11m for land proposed to be zoned R3 Medium Density Residential.
- Amend the Floor Space Ratio Map – Sheet FSR_012 to apply a 1.7:1 FSR for land proposed to be zoned R4 High Density Residential, and 0.6:1 for land proposed to be zoned R3 Medium Density Residential.

Granville Town Centre

- Amend the Height of Buildings Map – Sheet HOB_012 to apply a 15m height limit for all land zoned B2 Local Centre and B4 Mixed Use, bounded by Carlton Street, Russell Street, Mary Street and South Street; and apply a 20m height limit for 2-4 Blaxcell Street.
- Amend the Floor Space Ratio Map – Sheet FSR_012 to apply a 2.1:1 FSR for all land zoned B2 Local Centre and B4 Mixed Use, bounded by Carlton Street, Russell Street, Mary Street and South Street.

The detail of these map amendments is shown at Attachment 2.

PART 3: JUSTIFICATION**Section A – Need for the proposal****1. Is the planning proposal a result of any strategic study or report?**

In July 2020, Council endorsed a strategic planning work program for 2021/22. The program sets out a staged approach to progress land use planning for Cumberland's key centres and corridors, aligned with growth forecasts, market demand and infrastructure requirements.

The proposed planning control changes are aligned with the strategic outcomes identified in Council's strategic planning and policy documents including:

- Cumberland 2030: Our Local Strategic Planning Statement
- Cumberland Local Housing Strategy
- Technical analysis of built form, urban design and traffic/transport

2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes or is there a better way?

The planning proposal is the appropriate and most effective means of amending the Cumberland Local Environmental Plan to achieve the stated objectives. The planning proposal will provide Council and the community with certainty as to the development outcomes and potential of the sites.

Section B – Relationship to strategic planning framework**3. Is the Planning Proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy?**

The planning proposal is consistent with the directions of the *Greater Sydney Region Plan: A Metropolis of Three Cities*, namely:

- A city supported by infrastructure – The planning proposal will increase development opportunities for housing and jobs within 30-minute access to a metropolitan centre (ie. Parramatta CBD).
- Housing the city – The planning proposal will provide greater housing supply and choice.
- A city of great places – The planning proposal will promote place-based planning to deliver well-designed built environment and social infrastructure that brings people together.
- A well-connected city – The planning proposal will increase walkability and 30-minute access to a (potential) strategic centre (ie. Merrylands).

The proposal is also consistent with the priorities and actions in the Central City District Plan, namely:

- C5 Housing the city – The planning proposal will provide housing supply and choice, with access to jobs, services, and public transport.
- C9 Jobs and skills for the city – The planning proposal will deliver integrated land use and transport planning and a 30-minute city.

4. Is the Planning Proposal consistent with a local strategy or other local strategic plan?

The planning proposal is consistent with *Cumberland 2030: Our Local Strategic Planning Statement* which identifies Granville as a principal local centre that meets the criteria of the 30-minute city. The planning proposal will offer greater opportunities for residents to access these centres and the services they provide. Key actions include:

- Provide for a range of retail, commercial, community uses in town centres to provide services for the community and local employment opportunities in accordance with adopted plans and strategies.
- Development focused on housing diversity around centres and transit node/train stations – 800 m walking catchment.
- Reviewing planning controls to ensure housing meets current and future needs.
- Progress planning and development work that support vibrant and attractive centres.
- Planning for renewal and revitalisation of Cumberland's local centres.
- Continue to promote access to local jobs, education opportunities and care services through Council's strategies, plans and programs.

5. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

The planning proposal does not propose any provisions that would contradict or hinder the application of applicable State Environmental Planning Policies (SEPPs).

State Environmental Planning Policy	Consistency
SEPP 1 Development Standards	The planning proposal is consistent with the SEPP.
SEPP 64 Advertising and Signage	The planning proposal is consistent with the SEPP.
SEPP 65 Design Quality of Residential Flat Development	The planning proposal is consistent with the SEPP and will take into consideration the design principles of the Apartment Design Guide.
SEPP (Affordable Rental Housing) 2009	The planning proposal is consistent with the SEPP.
SEPP (Building Sustainability Index: BASIX) 2004	The planning proposal is consistent with the SEPP.
SEPP (Educational Establishments and Child Care Facilities) 2017	The planning proposal is consistent with the SEPP.
SEPP (Exempt and Complying Development Codes) 2008	The planning proposal is consistent with the SEPP.
SEPP (Housing for Seniors or People with a Disability) 2004	The planning proposal is consistent with the SEPP.
SEPP (Infrastructure) 2007	The planning proposal is consistent with the SEPP.

Table 1 – Consistency with applicable SEPPs

6. Is the Planning Proposal consistent with applicable Ministerial Directions?

The following table outlines the consistency of the planning proposal to the Ministerial Directions under section 9.1 of the *Environmental Planning and Assessment Act 1979*.

Section 9.1 Ministerial Direction	Consistency
Employment and Resources	
1.1 Business and Industrial Zones	The planning proposal is consistent with this Direction.
1.2 Rural Zones	Not applicable.
1.3 Mining, Petroleum Production and Extractive Industries	Not applicable.
1.4 Oyster Aquaculture	Not applicable.
1.5 Rural Lands	Not applicable.
Environment and Heritage	

2.1 Environment Protection Zones	Not applicable.
2.2 Coastal Protection	Not applicable.
2.3 Heritage Conservation	The planning proposal is consistent with this Direction.
2.4 Recreation Vehicle Areas	Not applicable.
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable.
2.6 Remediation of Contaminated Land	Not applicable.
Housing, Infrastructure and Urban Development	
3.1 Residential Zones	The planning proposal is consistent with this Direction.
3.2 Caravan Parks and Manufactured Home Estates	Not applicable.
3.3 Home Occupations	The planning proposal is consistent with this Direction.
3.4 Integrating Land Use and Transport	The planning proposal is consistent with this Direction.
3.5 Development Near Regulated Airports and Defence Airfields	Not applicable.
3.6 Shooting Ranges	Not applicable.
3.7 Reduction in non-hosted short-term rental accommodation period	The planning proposal is consistent with this Direction.
Hazard and Risk	
4.1 Acid Sulphate Soils	The planning proposal is consistent with this Direction.
4.2 Mine Subsidence and Unstable Land	Not applicable.
4.3 Flood Prone Land	Not applicable.
4.4 Planning for Bushfire Protection	Not applicable.
Regional Planning	
5.1 Implementation of Regional Strategies	The planning proposal is consistent with this Direction.
5.2 Sydney Drinking Water Catchments	Not applicable.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable.
5.5 - Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA)	Revoked.
5.6 - Sydney to Canberra Corridor	Revoked.
5.7 - Central Coast	Revoked.
5.8 Second Sydney Airport: Badgerys Creek	Revoked.
5.9 North West Rail Link Corridor Strategy	Not applicable.
5.10 Implementation of Regional Plans	The planning proposal is consistent with this Direction.
5.11 Development of Aboriginal Land Council land	Not applicable.
Local Plan Making	
6.1 Approval and Referral Requirements	The planning proposal is consistent with this Direction.
6.2 Reserving Land for Public Purposes	The planning proposal is consistent with this Direction.

6.3 Site Specific Provisions	The planning proposal is consistent with this Direction.
Metropolitan Planning	
7.1 Implementation of the Metropolitan Plan for Sydney 2036	The planning proposal is consistent with this Direction and complies with the aims, objectives, and provisions of the metropolitan plan for Sydney.
7.2 Implementation of Greater Macarthur Land Release Investigation	Revoked
7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable.
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable.
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	The planning proposal is consistent with this Direction.
Plan 7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.
Plan 7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable.
7.8 Implementation of Western Sydney Aerotropolis Plan	Not applicable.
7.9 Implementation of Bayside West Precincts 2036 Plan	Not applicable.
7.10 Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable.
7.11 Implementation of St Leonards and Crows Nest 2036 Plan	Not applicable.
7.12 Implementation of Greater Macarthur 2040	Not applicable.
7.13 Implementation of the Pyrmont Peninsula Place Strategy	Not applicable.

Table 2 – Consistency with Section 9.1 Ministerial Directions

Section C – Environmental, social, and economic impact

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities or their habitats will be adversely affected?

The planning proposal will not adversely affect critical habitat, threatened species, populations or ecological communities or their habitats. The proposed changes to planning controls in the Granville area apply to sites that are already heavily urbanised and developed and are not known to support any environmental values.

8. Are there any environmental impacts and how will they be mitigated?

There are no significant adverse environment impacts expected related to the proposed planning control amendments. Site-specific amenity impacts will be taken into consideration and addressed as part of a future Development Application.

9. Has the Planning Proposal adequately addressed any social and economic impact?

The Planning Proposal is not expected to result in any significant negative economic or social impacts. The proposal will enable additional residential yield and a range of dwelling

types to provide for existing and future housing needs, whilst promoting growth of a modest scale in proximity to public transport with the higher density residential zoning.

In addition, the proposed changes to planning controls will:

- Better align zoning with building heights and floor space ratios to improve development feasibility and improve built form outcomes.
- Provide further opportunities for the local economy, services and employment through the continued revitalisation of the main street that supports existing business activities.

Socially, the planning proposal is anticipated to achieve the following community benefits:

- Increased opportunities for residents to live and work within proximity to metropolitan, strategic and local centres with access to public transport, resulting in the potential for reduced commute times
- Provide opportunities for social interaction and connections with spaces that are accessible, in human scale and with well-designed urban form and built environment principles.

Section D – State and Commonwealth interests

10. Is there adequate public infrastructure for the Planning Proposal?

Granville is an established urban area with adequate public infrastructure available including water, electricity, gas, sewerage and telecommunications. Any site-specific redevelopment in the area will be subject to the use of existing utilities and services, which will be a matter for consideration and technical investigation at the DA stage, if required.

The site has good public transport access with proximity to Granville bus interchange, as well as Granville and Clyde train stations.

The planning proposal will be made available to public agencies and placed on public exhibition, and infrastructure providers will be able to make a submission to Council.

11. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway Determination?

Consultation with relevant State and Commonwealth public authorities will be undertaken as directed by the Gateway Determination.

PART 4: MAPPING

The planning proposal is accompanied by the following relevant draft LEP maps pertaining to the various sites in Granville:

- Draft Land Zoning Map
- Draft Height of Buildings Map
- Draft Floor Space Ratio Map

These maps are found in Attachment 2.

PART 5: COMMUNITY CONSULTATION

Public consultation will be undertaken in accordance with the requirements of the Gateway Determination. As a minimum, all documentation will be publicly exhibited for a period of 28 days. The material will contain a copy of the Planning Proposal and relevant maps supported by a written notice describing the objectives and intended outcomes of the proposal, the land to which the proposal applies, and an indicative time frame for finalisation of the planning proposal.

The planning proposal is considered to be 'low impact' for the following reasons:

- It is consistent with the pattern of surrounding land use zones and/or land uses.
- It is consistent with the strategic planning framework.
- It does not present issues with regard to infrastructure servicing.
- It is not a principal LEP.
- It does not reclassify public land.

PART 6: PROJECT TIMELINE

The following project timeline is intended to be a guide only and may be subject to changes in response to the public consultation process and/or community submissions.

Milestone	Timeframe
Early consultation on proposed planning framework	March 2021
Prepare proposed planning controls	Q1 2021
Report to Cumberland Local Planning Panel	May 2021
Report to Council on draft Planning Proposal	June 2021
Gateway Determination	Mid 2021
Public Exhibition of Planning Proposal	Late 2021
Review of submissions and report to Council	Early-mid 2022
Submit to Department for finalisation	Mid 2022

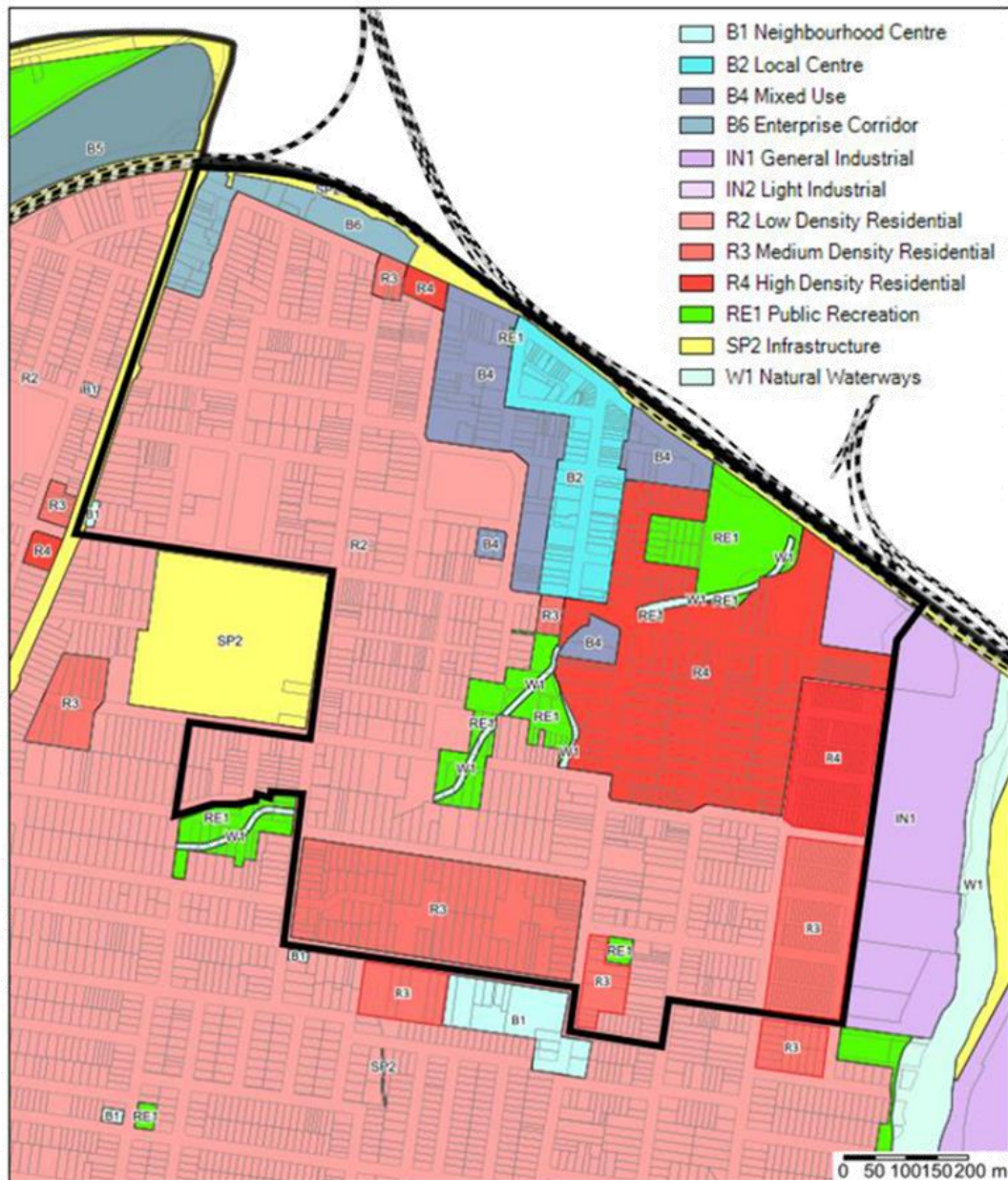
ATTACHMENT 1

C##/21-# Early consultation and proposed planning controls for targeted sites in Granville

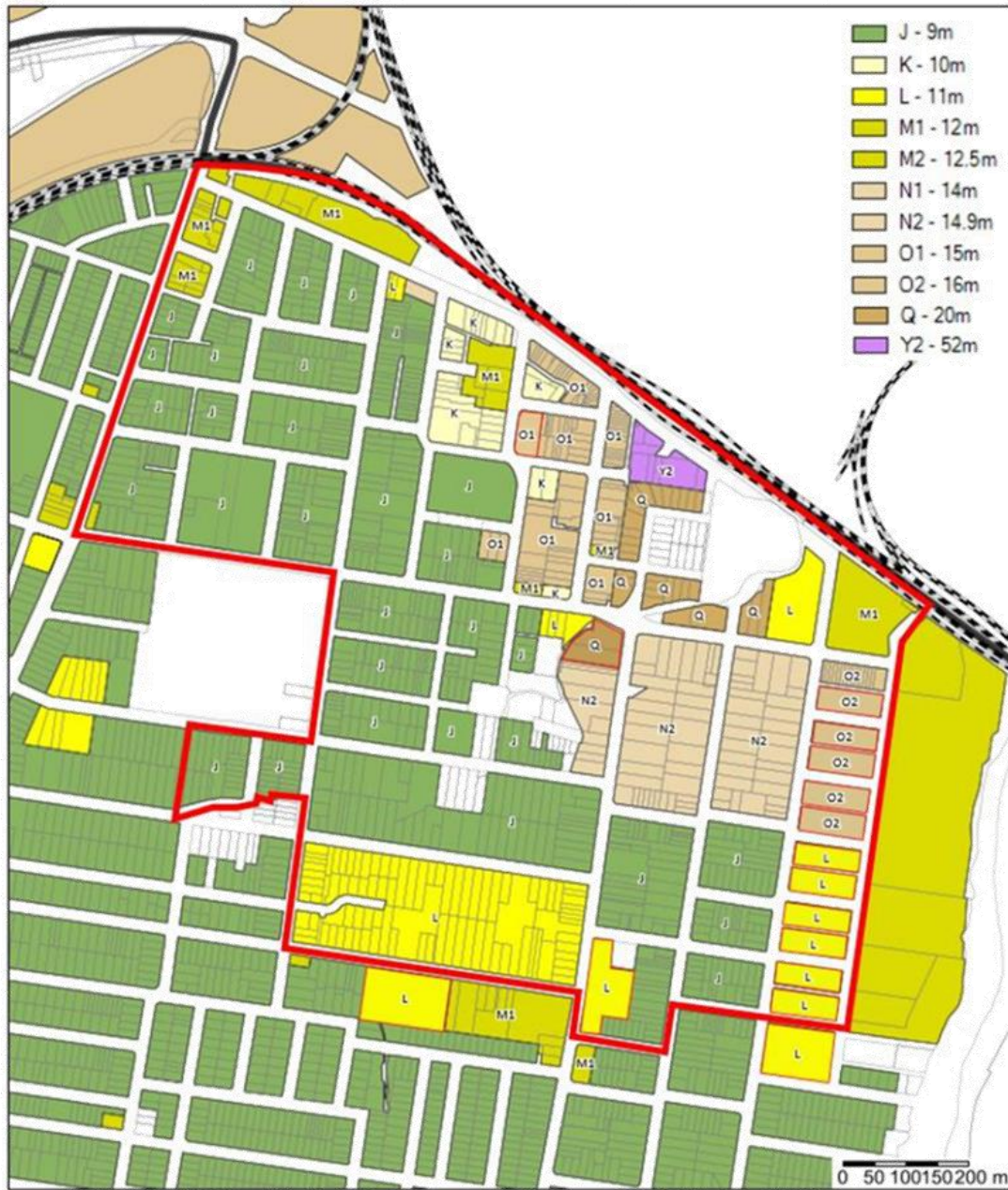
ATTACHMENT 2

Proposed Planning Controls for Granville Town Centre and Surrounds

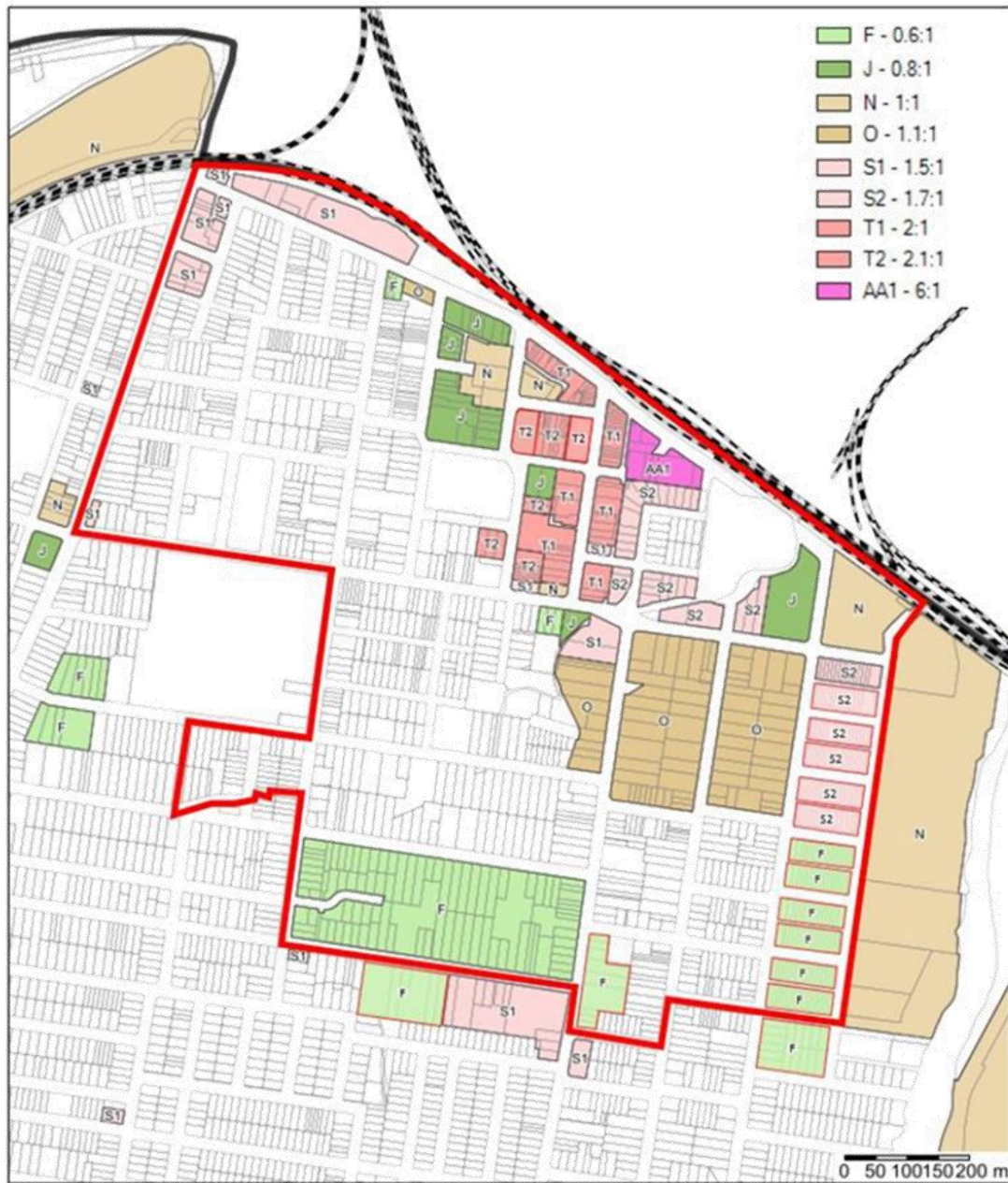
Proposed zoning



Proposed height of buildings



Proposed floor space ratio



**DOCUMENTS
ASSOCIATED WITH
REPORT EELPP019/21**

Attachment 2

**Draft Development Control Plan
Part F2-2 Granville Town Centre**



CUMBERLAND
CITY COUNCIL

PART F2-2

GRANVILLE TOWN CENTRE

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1. Desired Future Character

The Granville town centre precinct is envisioned to be a vibrant place that offers high quality amenity and public domain that serve the community. This will be achieved through activated and permeable spaces, as well as a mix of uses, building heights and densities that support the role and function of Granville as a principal local centre.

Specific characteristics for parts of the town centre are detailed below:

Retail centre: New development in the main street south of the railway line is to be consistent with the scale and fine-grain form of existing developments. Active ground level frontages are to be provided, with at grade pedestrian access. The existing street pattern, including rear lanes, will be retained to reflect the main street's historical context. Shop-top housing is encouraged and will be set back from the street alignment to respect pedestrian scale of the existing streetscape.

Residential zone: New development is to respect and retain the heritage character and narrow subdivision pattern in the heritage conservation areas, and low density residential areas south of William Street and west of Duck Creek.

Investigation Area: Council will investigate the potential for redevelopment of the bus interchange and car park to provide for a mix of community, residential and commercial uses.

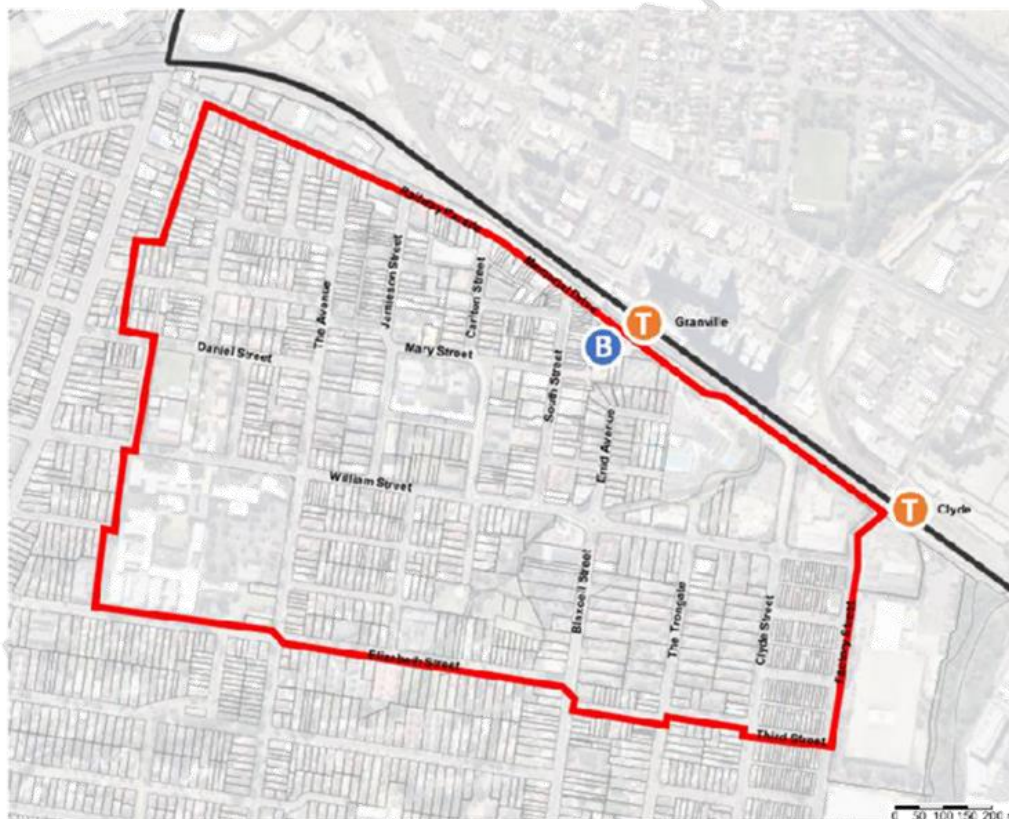


Figure 1: Granville Town Centre Precinct Map

2. Objectives and Controls

Objectives

- O1. Ensure that new development provides a strong interface to Granville train station and South Street.
- O2. Ensure that new development maintains the character and function of South Street as a retail centre by continuing the fine-grain pattern of retail and commercial uses.
- O3. Ensure that new development responds well to existing heritage items.
- O4. Ensure new development within the mixed use area provides active ground floor uses to increase the safety, use and interest of the area.
- O5. Ensure new buildings within the mixed use area provide articulation and an attractive composition of building elements.
- O6. New pedestrian connections, roads and laneways should be provided in accordance with Figure 2. Where a development provides for publicly accessible connections, a variation to Council's floor space ratio control may be considered, subject to the objectives of this part.
- O7. New road connections and laneways should be provided to improve through-site connections, remove dead-end streets, extend existing connections, improve serviceability of retail development and improve the interface to the train station.
- O8. Properties facing South Street are to form an extension of existing laneways to the rear to provide for vehicular access and servicing needs of development in the B2 Local Centre zone. The laneways will need to be located over or abutting the B2 Local Centre zone.

2.1 Setbacks

Objective

- O1. Ensure that setbacks support planning outcomes for the Granville Town Centre.

Controls

Front Setbacks

- C1. Front building setbacks are to be in accordance with Figure 2 and any additional controls set out below:
 - for development in the B2 Local Centre zone, south of the railway line, setbacks shown in Figure 2 apply to the first 3 storeys of development. Remaining storeys are to be setback an additional 3 metres. Balconies are not to encroach the upper level set back area.
 - for development in the B4 Mixed Use zone, south of the railway line, setbacks shown in Figure 2 apply to the first 2 storeys of development. Remaining storeys are to be set back an additional 3 metres. Balconies are not to encroach the upper level setback area.
 - for development in the B4 Mixed Use Zone with frontage to Mary, Jamieson and Carlton Streets, the front setback is to be between 5 and 9 metres.

- for development in the R4 High Density Housing Zone, south of the railway line, setbacks shown in Figure 2 apply to the first 4 storeys of development. Remaining storeys are to be set back an additional 3 metres. Balconies may encroach the upper level setback (levels 5 and 6 only) for a maximum depth of 1 metre.

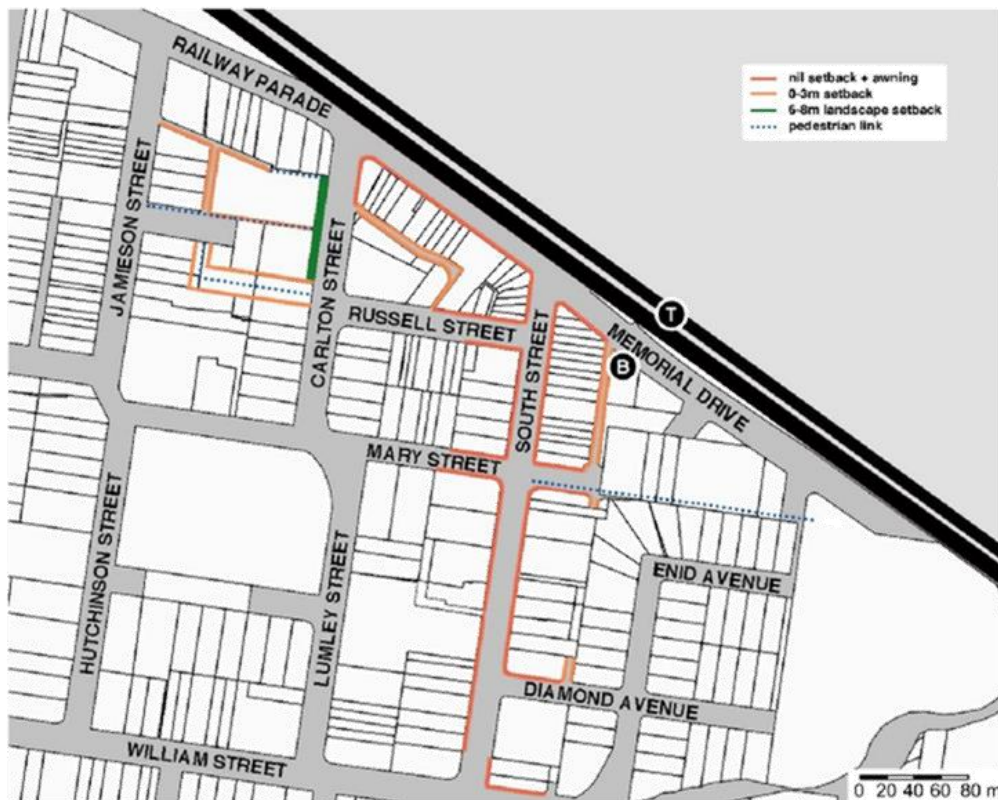


Figure 2: Building setbacks and pedestrian links

- C2. Side and rear building setbacks are to be in accordance with Figure 2 and the below controls:

Rear Setbacks

B2 Local Centre Zone

- C3. A zero rear setback is permitted for development in the B2 Local Centre Zone.

B4 Mixed Use Zone

- C4. A minimum rear setback of 9 metres is required for development of up to 25 metres in height.
- C5. A minimum rear setback of 12 metres is required for development over 25 metres.

Side Setbacks

B2 Local Centre Zone

- C6. A zero side setback is permitted for development of up to 4 storeys (15 metres) in height, except where the development addresses a lane.

B4 Mixed Use Zone

- C7. A zero side setback is permitted for development of up to 4 storeys (15 metres) in height, except where the development addresses a lane.
- C8. For any portion of development over 4 storeys (15 metres) in height, a minimum side setback of 9 metres is required for habitable rooms and a minimum side setback of 6.5 metres is required for non-habitable rooms.

Side setbacks (addressing lanes)

- C9. Where lanes are indicated in Figure 2 (see Front Setbacks above), half of the width of the lane is to be provided by each adjoining property. For passive surveillance and a high quality public domain, continuous full length blank walls are discouraged for laneways. Streetscape setbacks to lanes are shown in Figure 3. For visual and acoustic privacy, the following additional setbacks are required.

6 metre wide lanes

- C10. Development of up to 4 storeys (12 metres) in height are to have a minimum setback of 1.5 metres from the lane where there are non-habitable rooms and 3 metres where there are habitable rooms.
- C11. For the portion of development over 4 storeys (15 metres) but less than 25 metres, a minimum setback of 3.5 metres to the lane is required for non-habitable rooms and a minimum setback of 6 metres to the lane for habitable rooms.

3 metre wide lanes

- C12. For privacy of buildings up to 4 storeys, a minimum 3 metre setback to the lane is required for non-habitable rooms and a minimum 4.5 metre setback to the lane for habitable rooms.
- C13. For the portion of development over 4 storeys (15 metres) but less than 25 metres, a minimum 5 metre setback to the boundary is required for non-habitable rooms and a minimum 7.5 metre setback for habitable rooms.
- C14. To achieve a continuous street edge development in the B2 Local Centre, there should be a zero side setback where it will not have a detrimental impact upon adjoining development.
- C15. Building setbacks to existing and desired laneways should be designed to activate the laneway while still allowing for the servicing needs of the development.
- C16. Where development proposes to adjoin residential development greater than 2 storeys in height, building separation requirements prescribed by the NSW *Apartment Design Guide* (ADG) should be achieved.
- C17. The building separation distances between buildings on the same site are not to be less than those required between buildings on adjoining sites.

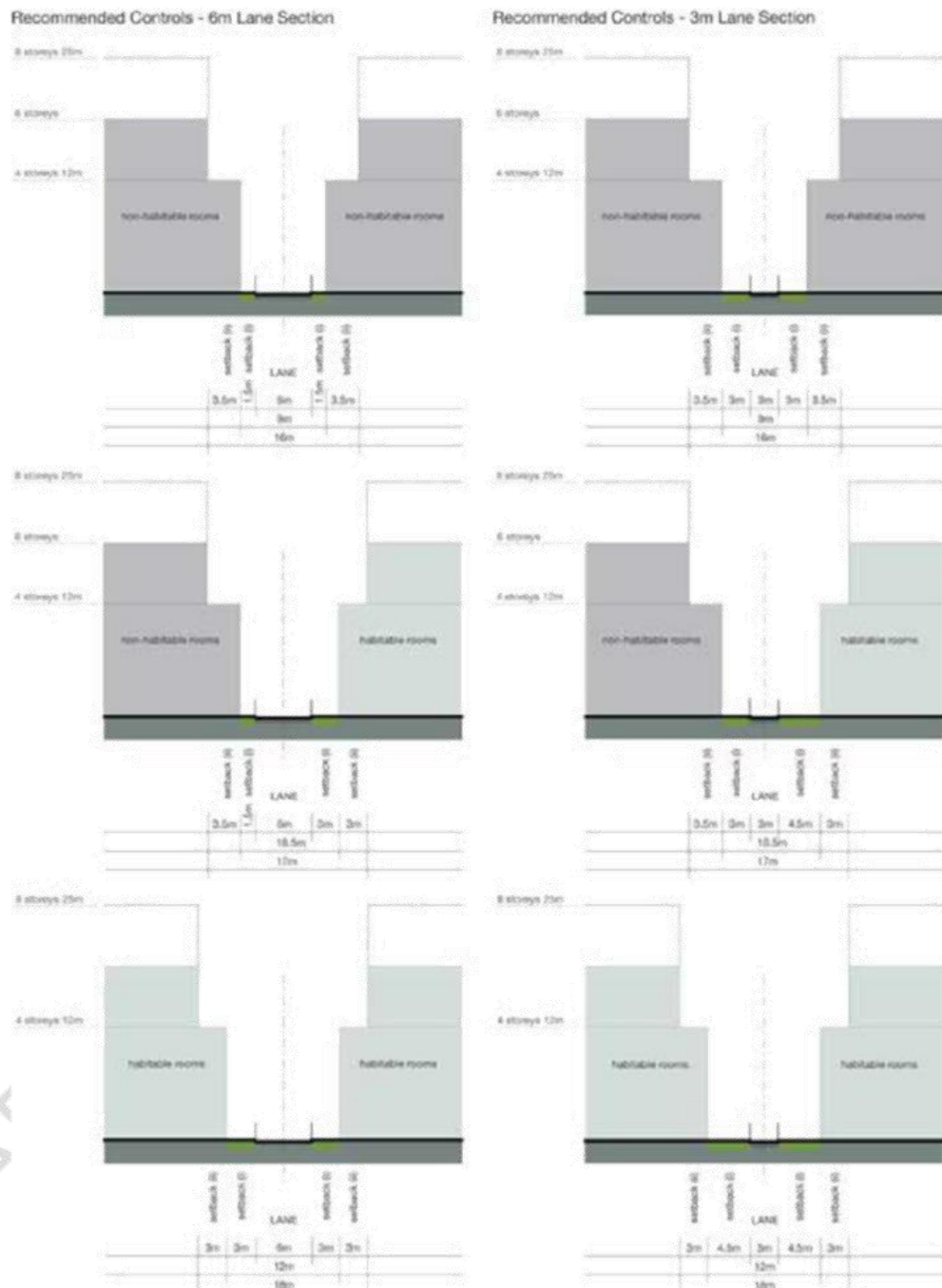


Figure 3: Lane and Street Sections

2.2 Land amalgamation

Objective

- O1. Ensure that land amalgamation support planning outcomes for the Granville Town Centre.

Control

- C1. The preferred pattern of land amalgamation is to be side by side to maximise lineal street frontage and to encourage east-west built form for good solar access, as shown in Figure 4.

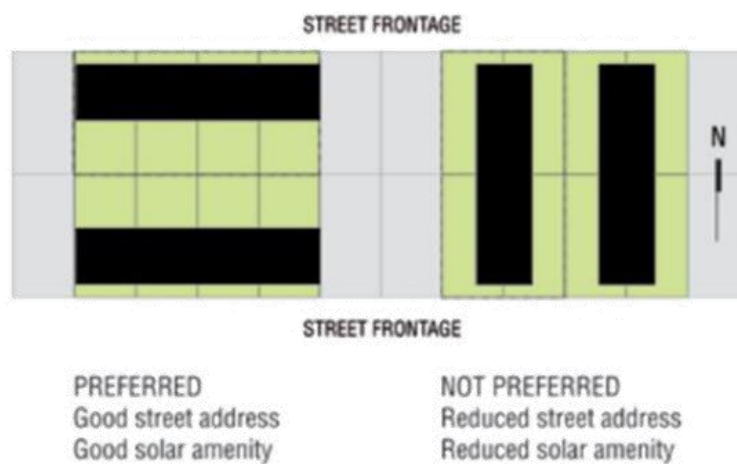


Figure 4: Preferred Street Frontage condition

2.3 Landscaping and deep soil

Objective

- O1. Ensure that landscaping and deep soil is considered as part of development in the area.

Controls

- C1. The required deep soil areas are to be predominantly located at the rear of the site to provide a landscape corridor and visual screening between buildings.
- C2. Where a front building setback is required as shown in Figure 2, the front setback area is to be landscaped. Provision of street trees is required in this area.

2.4 Awnings

Objectives

- O9. Maintain a consistent streetscape and provide visual interest through a continuous awning theme.
- O10. Provide pedestrian amenity through the provision of weather protection.
- O11. Design awnings to accommodate the location of street trees and furniture.

Controls

- C1. Continuous awnings are to be provided on all primary active frontages in the town centre.
- C2. Design of awnings is to comply with Part C, 3.10 of the *Cumberland DCP XXXX*.

2.5 Active street frontage**Objectives**

- O1. Facilitate the provision of active street frontages through the orientation and design of ground floor entries and shopfronts contribute to the vitality of streets, whilst supporting economic viability and enhancing the pedestrian experience.
- O2. Maintain the established character of fine-grain frontages of South Street at the ground level.
- O3. Ensure that façade articulation and elements within the building setback areas facilitate an active street environment.
- O4. Encourage pedestrian movement and activity around and within the town centre.
- O5. Enhance pedestrian safety, security and amenity around and within the town centre.
- O6. Ensure vehicular access and car parking does not impact on character and function of active frontages.

Controls

- C1. Continuous ground level active uses must be provided along primary active frontages.
- C2. Primary active frontages include but are not limited to:
 - retail and commercial shopfronts;
 - food and drink premises including restaurants and cafes;
 - entrances to public buildings or commercial building foyers; and
 - customer service areas and receptions (where visible from the street).
- C3. Maximise the use of transparent glazing and display windows to provide visual interest and encourage street activity. Blank walls, roller shutters and the use of dark or obscured glass on active frontages are not permitted.
- C4. Maintain a pedestrian-scale through articulation and detailing at the street level.
- C5. The ground floor level of active frontages shall be at the same level as the footpath.
- C6. Signage shall be sympathetic to the existing streetscape and contribute to the local character.
- C7. Development on corner sites will be required to articulate street corners and accommodate a splay corner to facilitate improved traffic conditions.

2.6 Heritage**Objective**

- O1. Ensure that heritage is recognised and considered in achieving planning outcomes for the Granville Town Centre and surrounds.

Control

- C1. The Granville Civic and Residential Precincts are characterised by developments and dwelling styles that occurred during the late nineteenth and early twentieth centuries when the area experienced a period of growth and economic development. These areas include heritage items as well as heritage conservation areas. For heritage provisions related to the Granville Town Centre and surrounds, refer to Part G2 – Heritage of the *Cumberland DCP XXXX*.

2.7 Public domain**Objectives**

- Q1. Provide a high quality public realm to foster a sense of community and encourage social interaction.
- Q2. Ensure new development respects the character and integrity of the existing streetscape, and is sympathetic to the scale, form, colour and material existing in the immediate environment.
- Q3. Create a safe, pedestrian-friendly environment through the activation of streets and place-based design.
- Q4. Improve paving treatment to footpath and shared path to highlight key sites.
- Q5. Provide areas with street furniture including shade and lighting to promote outdoor dining and social interaction.
- Q6. Enable equitable and safe access for all people in accordance with the Building Code of Australia (BCA) and the Australian Standards on Design for Access and Mobility – AS 1428.1-2009.
- Q7. Support the implementation of the Granville Town Centre and Surrounds Public Domain Plan.

Controls

- C1. The following provisions are to be read in conjunction with the Granville Town Centre and Surrounds Public Domain Plan. The Plan seeks to enhance the amenity of the town centre and surrounding areas through the provision of activated and permeable streets, envisioned to support a vibrant town centre and enhance the quality of life for the community.
- C2. Provide visual interest through coordinated selection of paving finish in the town centre.
- C3. Provide enhanced streetscape character and amenity through the retention and/or coordinated planting of trees and greenery.
- C4. Incorporate Water Sensitive Urban Design (WSUD) measures for landscaped areas and tree pits.
- C5. Locate street and park furniture in suitable places that support public amenity and safety.

- C6. Pedestrian walkways, communal open spaces and car parking areas shall be clearly defined, visible and provided with adequate lighting.
- C7. Illumination in carparks and building entrances should accommodate active and passive surveillance to increase safety.
- C8. Lighting should not interfere with the amenity of residents or affect the safety of motorists.

2.8 Access and movement

Objectives

- O1. Provide an access and movement framework to support planning outcomes for the Granville Town Centre.
- O2. Improve pedestrian access, safety and connectivity around and within the town centre.
- O3. Contribute to the pedestrian and cycle network to encourage forms of active transport.
- O4. Provide direct and accessible through-site pedestrian links that improve the legibility of the town centre.
- O5. Provide improved access to public open spaces within the town centre.
- O6. Design and treat vehicular access to minimise impact on streetscape amenity, pedestrian safety and circulation within the centre.
- O7. Ensure parking does not impact on the character and function of active frontages.
- O8. Provide sufficient car parking within the town centre while minimising impacts on the surrounding road network.

Controls

- C1. Development is to be considered in the context of the access and movement framework of the Granville Town Centre, as shown in Figure 5.
- C2. The width of footpaths is to ensure comfortable pedestrian movement and to accommodate for tree planting.
- C3. New street links are to match the width of the existing public road that forms or extends from it. New laneways are to have a minimum width of 6 metres.
- C4. Shared vehicular and pedestrian lanes are to have a minimum width of 6 metres.
- C5. New pedestrian links are to improve through-site connections and provide better access to the main street and public carpark from Granville train station. New pedestrian links are to have a minimum width of 3 metres and be consistent in width along the full length.
- C6. Through-site links are to:
 - provide a functionally and visually continuous pedestrian link with a clear line of sight for surveillance and accessibility;
 - be designed to consider pedestrian safety and the security of adjacent businesses particular at night;
 - be publicly available at all times and be well lit for the safety of users;
 - incorporate active frontages where possible; and
 - extend and enhance the public domain and character of the locality.

- C7. On-site car parking is to be provided in accordance with Part G3 – Traffic, Parking, Transport and Access of the *Cumberland DCP XXXX*.
- C8. Bicycle parking is to be provided in accordance with Part G3 – Traffic, Parking, Transport and Access of the *Cumberland DCP XXXX*.



Figure 5 Access and movement framework for Granville Town Centre

2.9 Site specific controls

Objectives

- O1. Ensure that site specific requirements are considered to support planning outcomes for the Granville Town Centre.

Block bounded by South Street, Russell Street, Carlton Street and Mary Street, Granville

Controls

- C1. For minor alterations and additions, development is to respect the significance of the existing heritage items and heritage conservation areas in relation to scale, character, form, siting, material, colour and detailing.
- C2. For major alterations and additions or new development, the following controls apply:
- site frontages of heritage items are to be retained as far as practicable
 - heritage interpretive elements are to be identified and included in the development
 - alternate solutions in relation to site constraints may be considered for the development, such as built form, design, traffic and transport
 - opportunities to integrate heritage items with a larger built form that is consistent with the maximum height and density controls may be considered

- C3. For sites where a heritage item is located and part of major alterations and additions or new development over multiple sites, the reallocation of density and/or height from the heritage item site towards the development may be considered.

Sites fronting South Street, Granville

- C4. For alterations and additions, development is to respect the significance of the existing heritage items and heritage conservation areas in relation to scale, character, form, siting, material, colour and detailing.
- C5. For new development, opportunities to integrate heritage items with the maximum height and density controls may be considered. Site frontages of heritage items are to be retained as far as practicable. Heritage interpretive elements are to be identified and included in the development.

Block bounded by Railway Parade, Mary Street, Carlton Street and Jamieson Street, Granville

- C4. Development in this location is to respect the significance of the existing heritage items and heritage conservation areas in relation to scale, character, form, siting, material, colour and detailing.
- C5. The proportion and massing of buildings is to relate favourably to that of existing building patterns in the street.

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**DOCUMENTS
ASSOCIATED WITH
REPORT EELPP019/21**

**Attachment 3
Draft Granville Public Domain
Plan**

PUBLIC DOMAIN PLAN 2021

Granville Town Centre

DRAFT



Welcome to Country

“ Jumna ya wogal wal ya pemel jumna mingan jumna tamu.
Ngalaringi wyanga pemal.
Ngalaringi babuna wal gnja ya pemal da lo-loley dice wara
mooting jumna banga nolla ya.
Pemal jumna wal gnja koi mund wal tati pemal jumna
annagar dice.
Eorah wal mullana wal mingan jumna gai gnja bou gu-nu-gal
nglaringi go-roong dyaralang.
Nglaringi go-roong dyaralang.
Ngalaringi bou ngalaringi jam ya tiati nglaringi bubuna jumna.
Mittigar gurrung burruk gneene da daruga pemal.
Didjeree Goor. ”

“ We were the first carers of the land, we took only what we needed
from our Mother Earth.
Our ancestors knew how to take care of the land, so as to continue
their survival.
We do not own the land, but we are charged with the care of
it. As custodians of this land we ask that all people join us and
preserve what we have left for future generations.
We must protect the few sites we have to ensure our culture
continues.
In the language of our ancestors we welcome you to Darug Lands.
Thank you. ”

Welcome to Country by Darug Elder Aunty Edna

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1. Introduction

1.1 Purpose

The Granville Town Centre and Surrounds Public Domain Plan has been prepared by Cumberland City Council to establish a guideline that sets out to best achieve design and placemaking outcomes for the public realm. The key objectives of the plan are to:

- Enhance the amenity of the Granville town centre and surrounds public domain
- Retain and enhance Granville's distinctive local character and place-based qualities
- Enable the delivery of a place that is attractive, well-connected and innovative
- Promote street activation and support the local economy
- Foster a sense of community and encourage social interaction

1.2 What is the Public Domain

Within the context of this document, the public domain represents all urban and natural elements, structures, and spaces that exist within public-owned areas of Granville town centre and surrounds, as well as the relationship between them. The public domain also includes private-owned arcades, plazas, building forecourts, internal walkways, and other semi-public spaces as they also influence the overall character of the public domain.



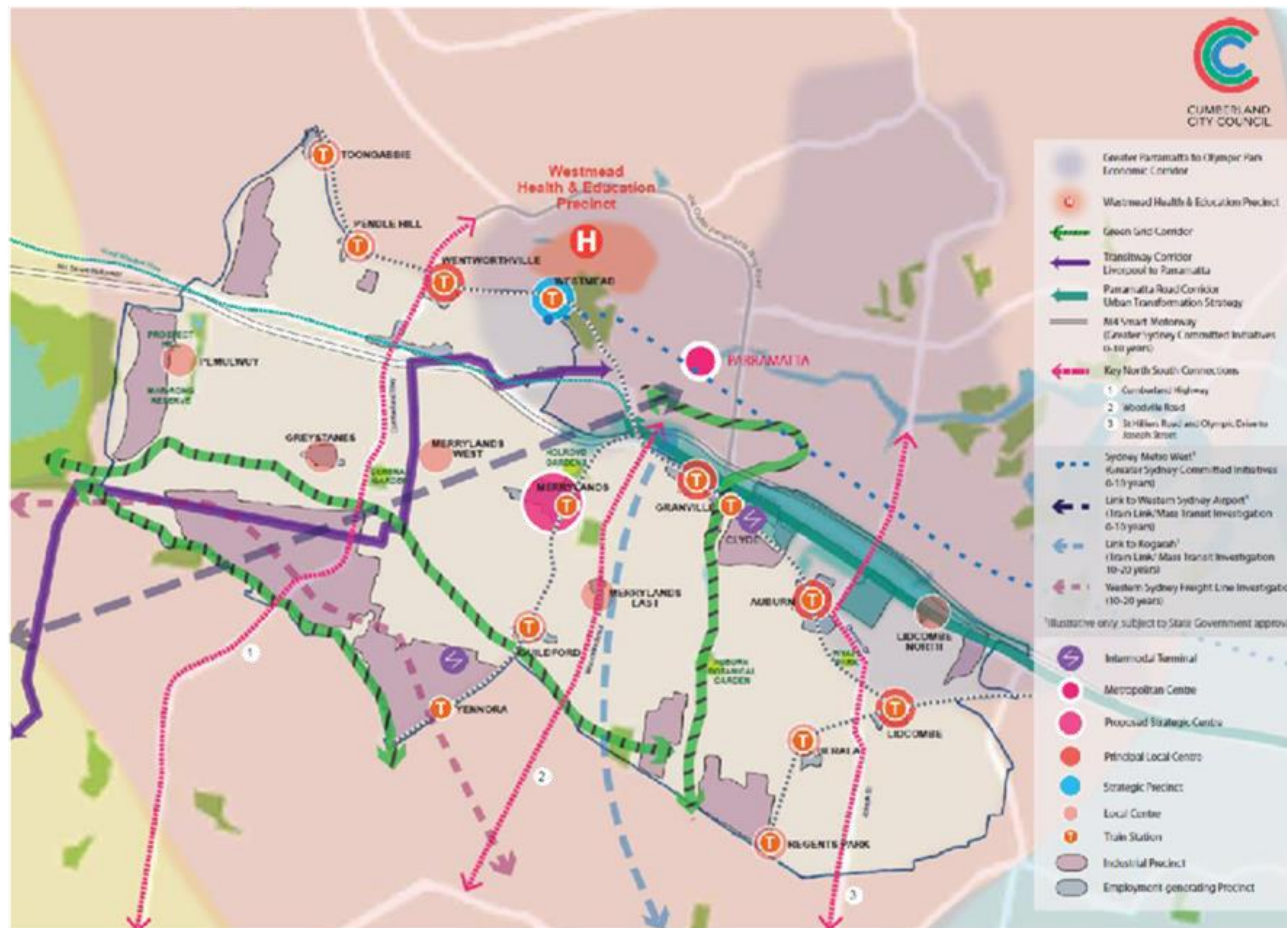
2. Planning Context

The Plan builds on the community feedback and the identified planning approach from a range of legislation, strategies and plans. These include:

1. Cumberland 2030: Our Local Strategic Planning Statement
2. Cumberland Local Housing Strategy
3. Cumberland Local Environmental Plan
4. Cumberland Development Control Plan with reference to miscellaneous development controls under heritage for the Granville Civic and Residential Precincts

Granville is established as a principal local centre in the *Cumberland 2030: Our Local Strategic Planning Statement* and offers opportunities to provide land use for housing, jobs and services that support the high-level strategic vision of the framework.

Granville town centre provides 30-minute access to Parramatta CBD, Sydney's second biggest CBD and a metropolitan centre, as identified in the *Greater Sydney Region Plan*. It plays a significant role in providing public transport and facilities to meet the needs of the broader local community.



CUMBERLAND CITY STRUCTURE PLAN

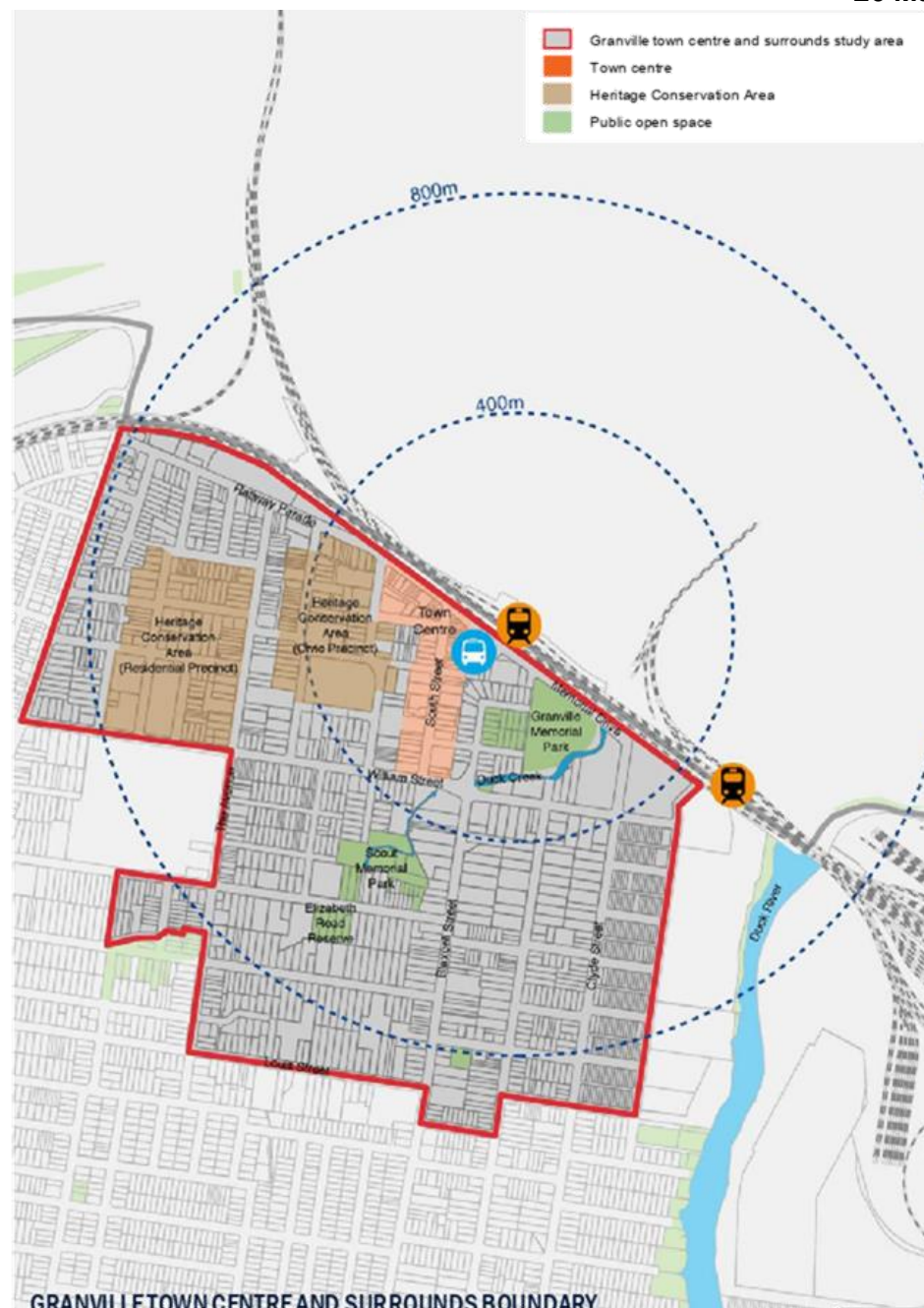
3. Site Overview

The site is bound by Woodville Road and The Avenue to the west, the railway line to the north, Factory Street to the east, and Louis Street to the south. The town centre interfaces Granville train station and bus interchange, and the frame area is generally composed of a mix of residential and business zoned lands.

The town centre is supported by a public transport hub, a main street with a mix of retail and commercial services, as well as social infrastructure including a network of education institutions, public library, swimming pool, community centre and parks. The site also consists of heritage conservation areas known as Granville Civic and Residential Precincts, as well as Duck Creek. The Duck River corridor is also located just outside the eastern boundary, which serves as an important ecological asset and open space link, as identified in the *Sydney Green Grid Plan*.

Prior to European settlement, the land which is now known as Granville was occupied by the Darug people for thousands of years. Granville also has heritage significance that reflects the early history of the area, which was shaped by a period of development that occurred during the 1880s, as a result of growth in the manufacturing industry and community of workers that moved into the area. It continued to experience growth and prosperity in the early 1900s with the establishment of new small industries, housing and businesses.

With population growth expected for the area in the future, the vision for Granville town centre and surrounds is a vibrant centre that is found on principles that accommodate a range of housing needs, facilitate social cohesion and transport connectivity, as well as support local economy through employment and innovation.



4. Vision and Design Principles

4.1 Vision

The overarching public domain objectives for Granville town centre and surrounds is to integrate the town centre and surrounding areas with activated and permeable spaces for people to meet, interact and enjoy, as well as high quality amenity that supports the vibrant mixed-use town centre and public transport hub.

In developing the guiding principles for the public domain of Granville town centre and surrounds, the following urban design elements have been identified for consideration in Part 6 of this document:

- Street layout and typology
- Street furniture and lighting
- Wayfinding and signage
- Street trees and vegetation
- Smart infrastructure



4.2 Design Principles

A place for community | *Granville Centre and Memorial Park*

A civic place that offers a diverse range of use to the community, with high public amenity and design quality. Directly adjacent to the town centre and public transport infrastructure, the civic place serves as a cultural and recreational hub that features urban furniture, lighting, paving, street vegetation and landscaping elements.

A place of connections | *South Street and transit hub*

A place for people to eat, shop, meet and greet, providing connectivity and accessibility for pedestrians and cyclists. The vibrant street enhances the public realm with activated frontage and an integrated movement network that reinforces pedestrian priority and human scale.

A place with character | *Heritage Conservation Areas*

A place that celebrates and respects the local heritage significance, reinforced by the existing areas characterised by civic and residential developments from the late 19th and early 20th century, during which the locality experienced periods of population and economic growth. These areas are characterised by varied subdivision patterns, allotment sizes and building forms, typically single or double storey suburban houses built in brick with tile, slate or iron roofs, and spacious frontage, occasionally providing interest and variety through the use of alternative materials such as stone and timber.

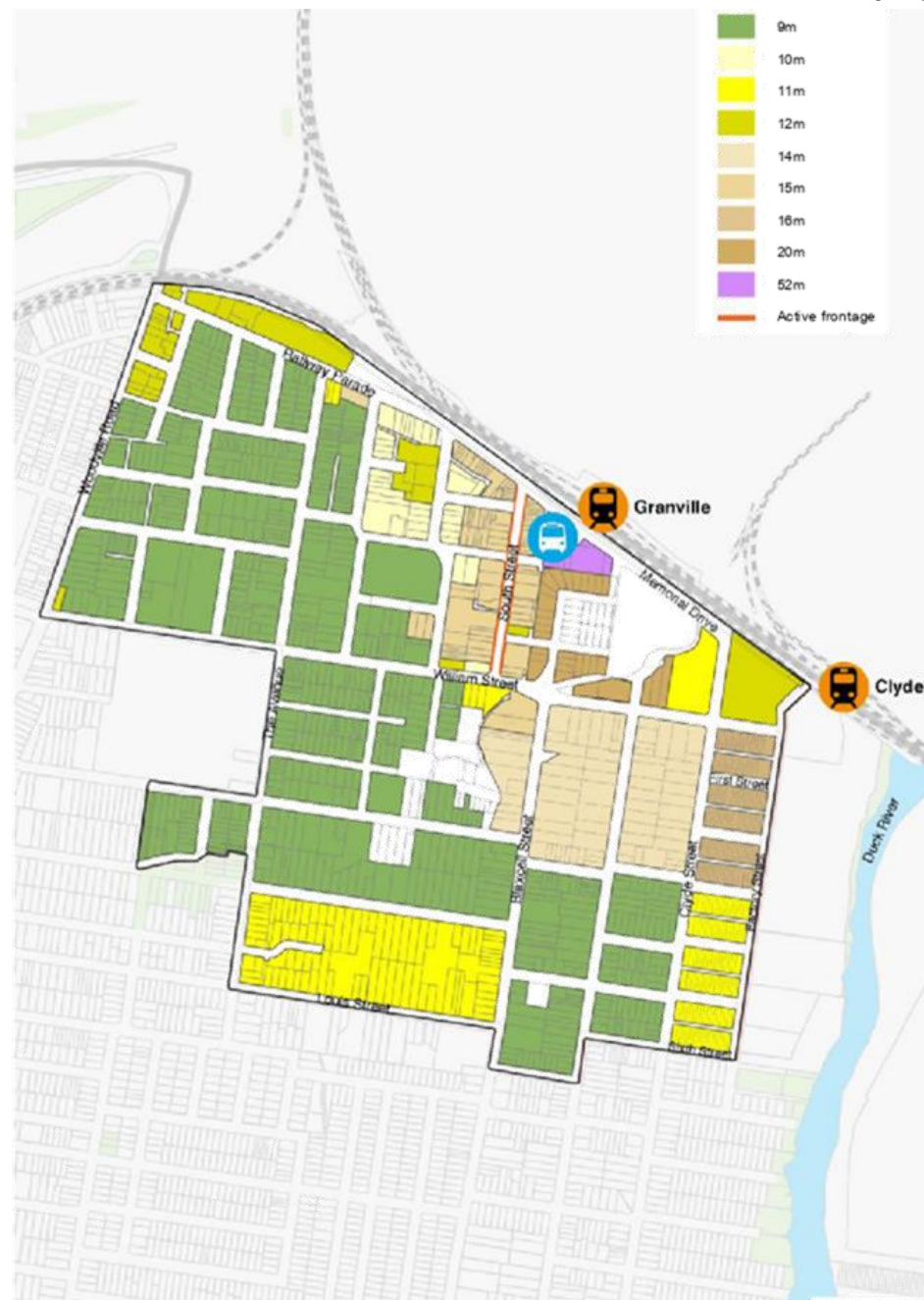
5. Urban Structure

5.1 Built Form

The town centre is characterised by fine-grain buildings, which is evident along the main street on South Street. The rectilinear building shapes, which is consistent throughout the area, reinforce the grid pattern layout and define the streetscape character. The built form strategy for Granville town centre and surrounds reflects the planning objectives to retain the fine-grain, low density residential character of the heritage conservation areas to the west of the town centre. Higher building heights are applied to the area east of the town centre, with lower heights in the outer ring of the town centre to the south and west. There is potential to increase density along the eastern boundary of the frame area to support future growth and housing needs in the area.

5.2 Active Frontage

The northern part of South Street that interfaces Granville train station offers a variety of restaurants, food outlets, shops and businesses, presenting itself as an “eat street” attraction for locals and visitors. A continuous building edge provides visual consistency along the street with adjoining developments and reinforces the civic place qualities of South Street, contributing to its success as a retail and commercial destination with potential to become pedestrianised. There is opportunity for the retail edge to interact with the public domain through the provision of outdoor dining spaces, parklets, seating and lighting that promote both day time and night time activation. Better, more attractive street facade for pedestrians, diners and shoppers will be achieved by reinforcing and retaining the fine-grain and human-scale spatial definition of South Street.



5. Urban Structure

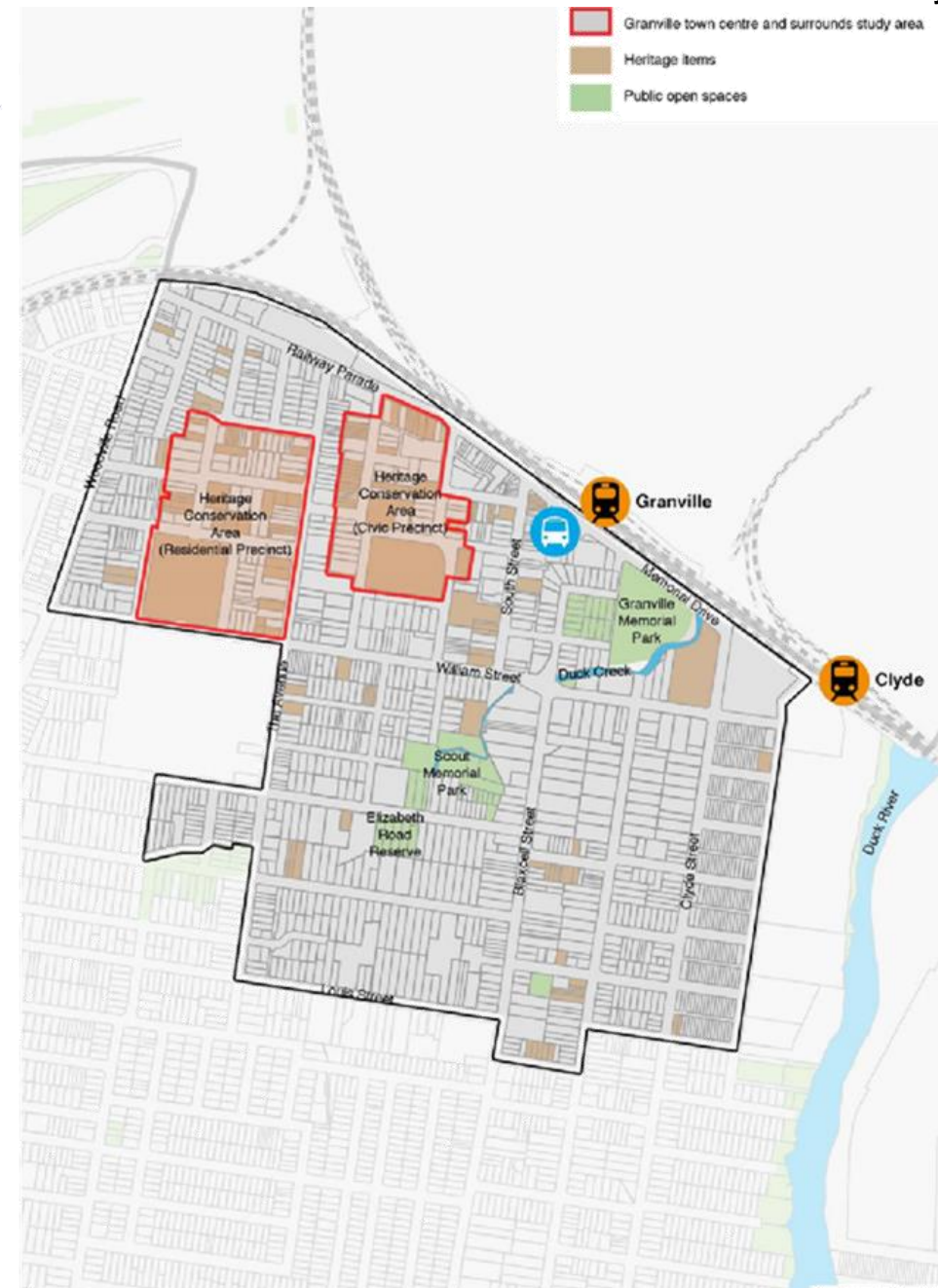
5.3 Heritage

Local heritage value is concentrated in the Civic and Residential Heritage Conservation Areas in Granville. These precincts are characterised by developments and dwelling styles that occurred during the late nineteenth and early twentieth centuries when Granville experienced a period of growth and economic development through employment and industrial advances especially in manufacturing. There is also a number of state and local heritage listed items scattered throughout the general area of Granville. Examples of iconic local built heritage that exist in the area include Granville Town Hall (1889), Granville Public School (1880), and St Mark's Anglican Church (1882).

5.4 Open Space

Open spaces such as parks and nature reserves provide areas for respite and recreation, which is an important aspect of responding to and complementing the built form and urban activity in the surrounding areas, effectively enhancing liveability for the local community. Scout Memorial Park and Elizabeth Road Reserve is located at the core of the frame area, connecting the Duck Creek corridor that runs through. Activating the frontage will enhance access and connectivity to existing open spaces.

Granville is in a strategic position to promote access to Duck River, a main tributary of the Parramatta River. Improving waterways and recreational open spaces provides opportunities to connect communities and enhance biodiversity networks. The public amenity at Granville Memorial Park should be designed to respond to the social, cultural and ecological values of the site.



5. Urban Structure

5.5 Access and Movement

Pedestrians

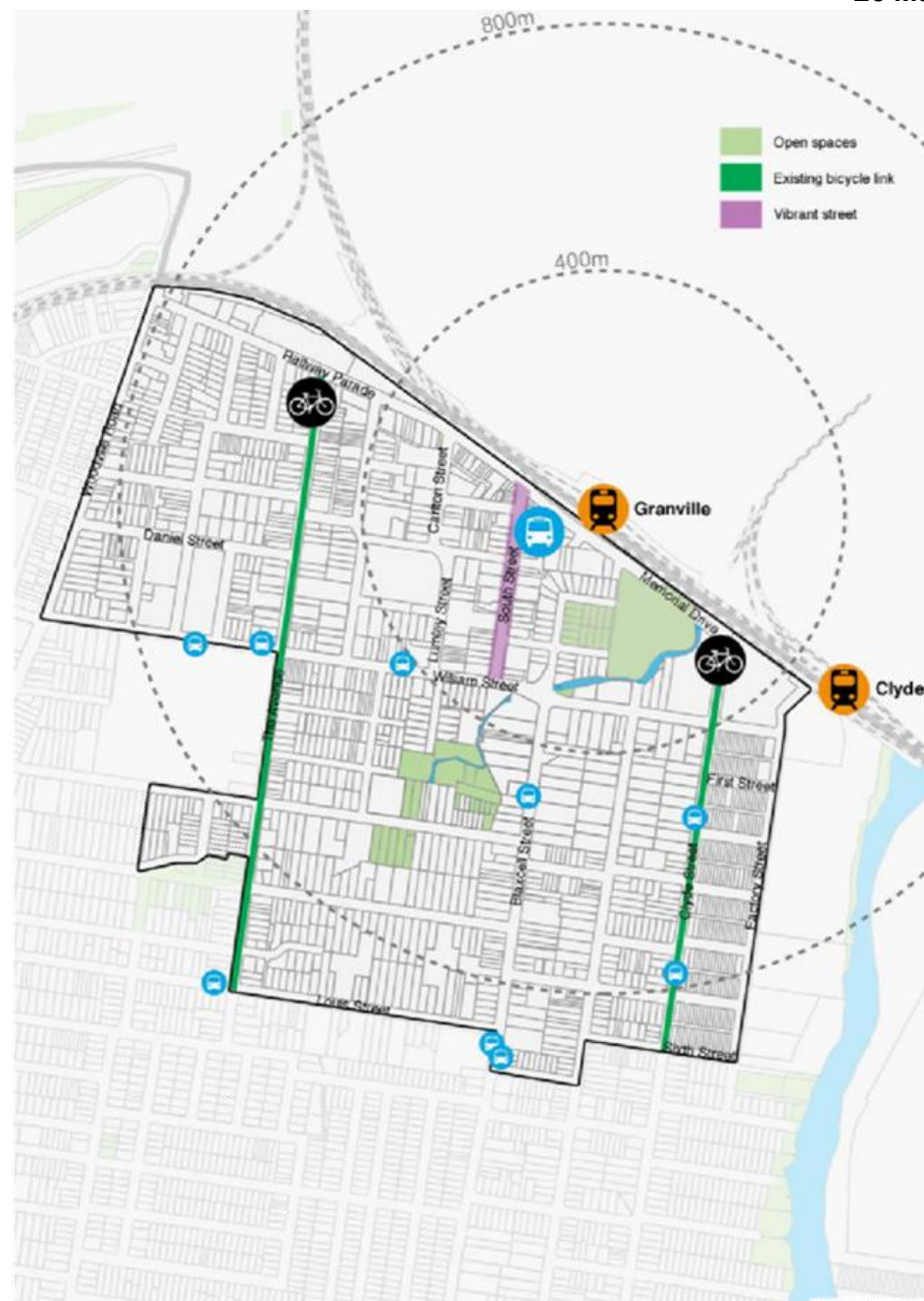
The fine granularity of the area promotes walkability but small lot size and land parcels limit potential through-site links. Improvements to existing road infrastructure will need to be explored to best achieve access and movement objectives. The provision of pedestrian safety, accessibility and connectivity in and around the town centre, particularly in areas of high pedestrian activity such as South Street, Granville Centre, and the public transport hub, will facilitate efficient and balanced share in the use of the road network between pedestrians, cyclists and motorists. There is limited pedestrian connectivity along William Street and new signalised north-south crossings or pedestrian threshold crossings along the corridor will improve pedestrian safety and access. There is future opportunity to add pedestrian links across the railway line to improve north-south connectivity.

Cyclists

Cyclist connectivity in the area is limited, with minimal existing bike infrastructure provided and dedicated bicycle lanes integrated in the road network. Cycle links exist along Woodville Road, The Avenue, and Clyde Street. There is opportunity for cycle connectivity to the Parramatta bicycle network in the future to enable cyclists to safely share the road with motor vehicles and pedestrians. The provision and upgrade of cycle infrastructure including dedicated bicycle lanes, bike parking and signage will improve road safety and promote active transport options.

Public transport

Granville is an important public transport destination for the Central City district. Granville train station services the T1 North Shore and Western Line and the T2 Inner West and Leppington Line. The bus interchange on Mary Street provides bus services to Fairfield, Parramatta, Hurstville, Bankstown, Merrylands, Auburn, and Sutherland.



5. Urban Structure

5.5 Access and Movement

Motorists

William Street serves as an important east-west movement corridor through Granville for transport as well as other movement corridors and local streets that provide north-south connectivity, such as The Avenue, Blaxcell Street, and Clyde Street. Carlton Street is a high-use local collector road that adjoins Bridge Street and Bold Street, providing connectivity to north Granville and Parramatta CBD. The town centre incorporates 'spaces for people' elements and prioritises pedestrian safety with a traffic 40km/h speed limit along South Street.

There is opportunity to improve existing intersections in the future to create more direct, legible, safe and consistent movement flow for all road users. There is also future opportunity to provide an additional north-south link to Parramatta extending from Enid Avenue or Clyde Street, to support traffic volume on the road network over the railway line, especially experienced along Railway Parade and Woodville Road.

Parking

Peripheral parking is provided on Enid Avenue, which encourages the community to use the public transport. Parking efficiency is achieved in the town centre with transitional time restrictions for street parking on South Street. Growing demand will support opportunities for new parking options as part of future development.



6. Urban Design Elements

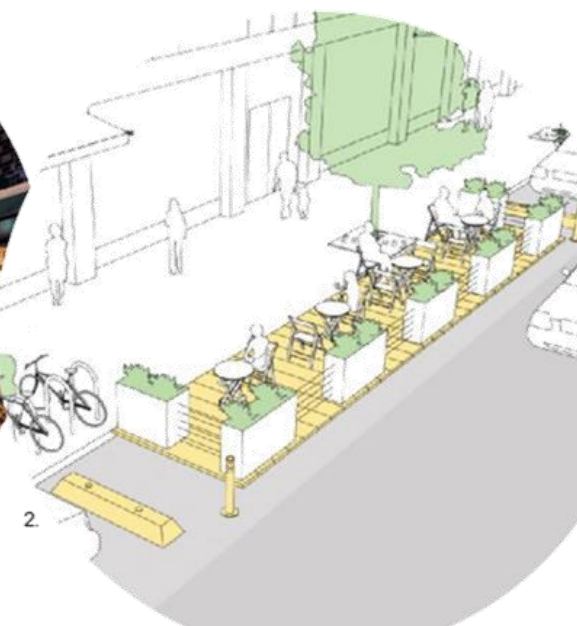
6.1 Street layout and typology

Streets are a critical component and building block of the urban environment that serves an important role in the public domain. Street design must be in accordance with the Australian Standards for pedestrian access on footpaths, as defined in AS/NZS 1428.4.1:2009 and it must follow these principles:

- Reinforce the street hierarchy, its use and character
- Create a pedestrian-friendly environment and the safe crossing and movement of carriageways for all people
- Allow references to the site's geographical and cultural history
- Be sufficiently robust and durable to withstand heavy use, and be easily maintained
- Maximise permeability for water infiltration



1.



2.

6.2 Street furniture and lighting

Street furniture contributes to the delivery of placemaking objectives and vibrant streetscapes for the public to enjoy. Lighting is an important element of the public domain and streetscape that can influence the level of activity and use. Through the installation of suitable lighting, passive surveillance and security is provided for the safety of the community. It also plays a role in reinforcing legibility and promoting street activation that supports the night economy.

There is opportunity to improve current street lighting to support sustainability and urban design objectives, as well as to also explore ideas for lighting activation in coordination with public art installations, particularly in shared zones and civic areas. A thoughtfully curated palette of outdoor dining furniture such as parklets, standing bars, seats and tables will activate the street space, encourage social interaction and support local businesses along the main street.

Street lighting must be in accordance with the Australian Standards for lighting in pedestrian areas, as defined in AS/NZS 1158.3.1:2020 and AS/NZS 60598.2.3:2015.

Street furniture and lighting elements should:

- Be robust and durable in material
- Define a sense of place and respond to the local history and cultural values of the site
- Activate the public domain that attracts and engages people
- Provide comfort and amenity
- Complement the placement of street trees and landscaping elements

1. Laneway in Brisbane CBD (Image source: Rothelowman)

2. Parklets (Image source: NACTO Urban Street Design Guide)

6. Urban Design Elements

6.3 Street trees and landscaping

Increasing urban tree canopy cover and green spaces is an effective measure to reduce urban heat island effect and increase biodiversity. Integrating tree and landscaping in the public realm will provide shade, cooler spaces and visual interest for an urban environment that can enhance the wellbeing and quality of life for the community.

Street trees and landscaping considerations should be in accordance with *Cumberland Urban Tree Strategy 2020* and follow these principles:

- Provide consistent spacing and visual continuity along the street
- Contribute to place identity and character
- Be suitably selected for the location
- Provide an appropriate level of solar access
- Preserve and protect existing significant trees where possible
- Plant native species to protect local endemic ecosystems
- Maximise softscape in tree pits within residential/local streets
- Incorporate best practice WSUD measures



6.4 Wayfinding and signage

A coordinated approach is required to provide clear and easy access to destinations and assist in the navigation around the town centre. Signage and banners should be in accordance with Council's branding style guideline and:

- Enhance legibility and a sense of place
- Provide continuity in the design approach (placement, material and look)
- Avoid visual clutter in design and form
- Complies with sightline requirements as per traffic engineering specifications
- Contributes to street activation and urban activity

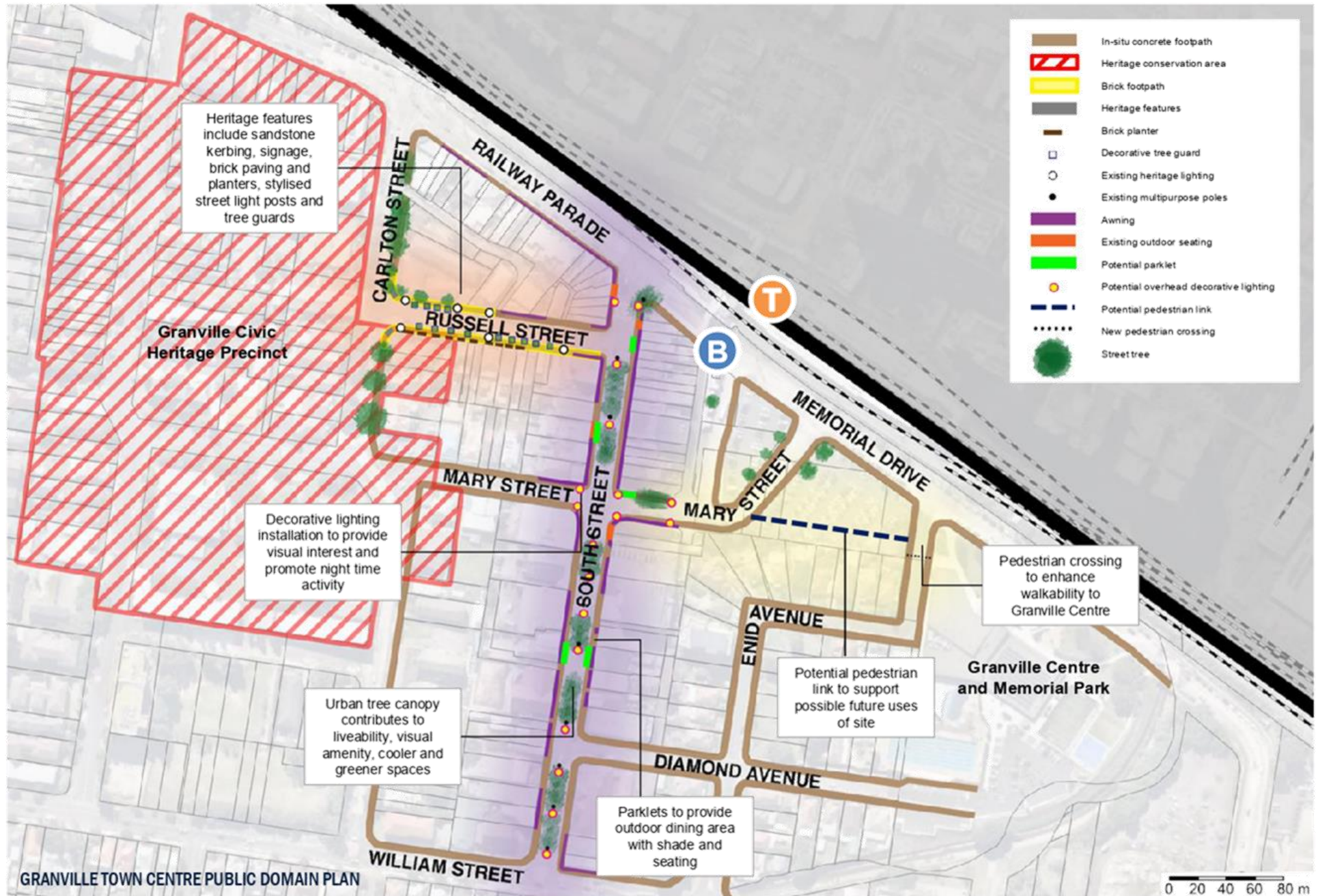
Opportunities for heritage signage in the Granville town centre and surrounds will also be considered.

6.5 Smart infrastructure

The Granville Smart Precinct Pilot Project delivered a scalable and adaptable model that can inform agile placemaking and facilitate data-driven planning for the future. Smart technology is a useful tool to enhance the public amenity by providing real-time data that measure impacts on local microclimates, monitor car parking demand, as well as improve public safety and security. There is an opportunity to further explore and deliver integrated digital solutions and utilities that will contribute to the resilience and innovation objectives for the town centre.



Green Your Laneway pilot program
(Image source: City of Melbourne)



7. Public Domain Palette

7.1 A place for community | Granville Centre

Paving

Local street

- Granite (dark grey)
- Polished pebblecrete (charcoal, sandstone)
- In-situ concrete (natural grey)



Landscaping

- A range of small, medium, large sized trees
- Street verges
- Planter boxes
- Incorporate opportunities for water sensitive urban design (WSUD)



Street furniture

- Bicycle racks
- Outdoor seating
- Dual waste bins
- Standard modular bus shelters

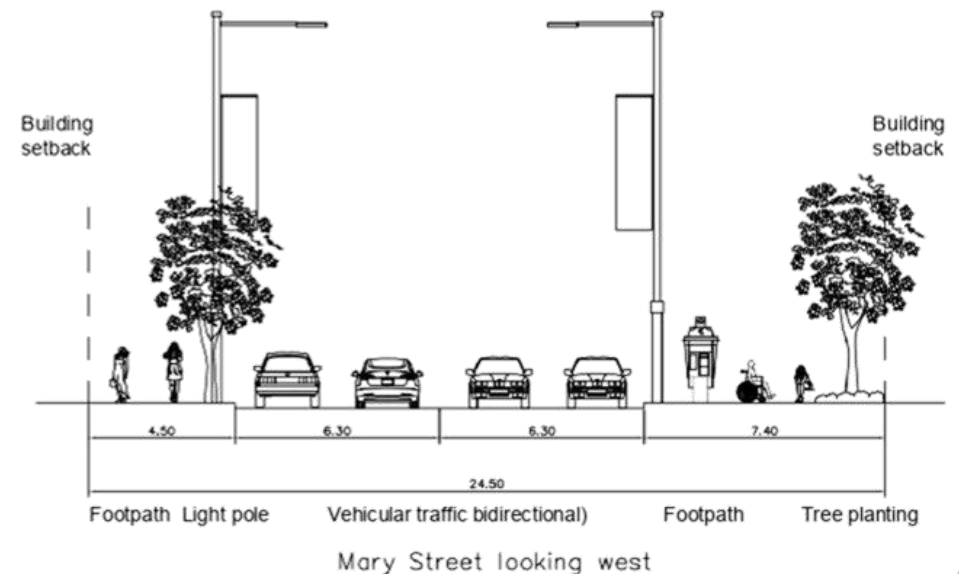
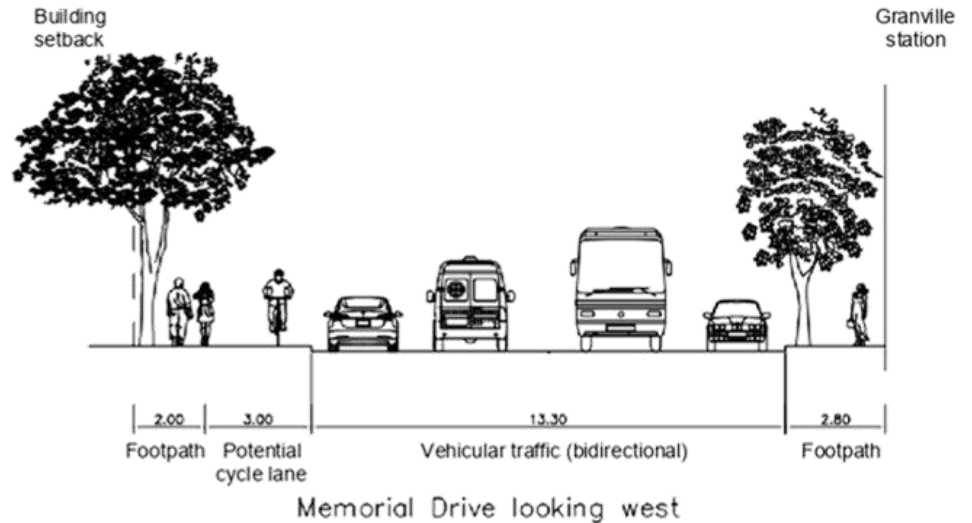


Lighting and signage

- Mounted light poles (MFP) with banner arms
- LED luminaires in natural white (refer to AS/NZS 1158.3.1:2020 Pedestrian Area Lighting, AS/NZS 60598.2.3:2015 Luminaires for road and street lighting)



Typical street section



7. Public Domain Palette

7.2 A place of connections | South Street

Paving

Local centre

- Polished pebblecrete (charcoal, sandstone)
- In-situ concrete (blue steel)



Landscaping

- A range of small, medium, large sized trees
- Planter boxes
- Vegetated road median



Street furniture

- Drainage grates
- Dual waste bins
- Bollards



Parklets

- Tables/stands
- Outdoor seating
- Shade

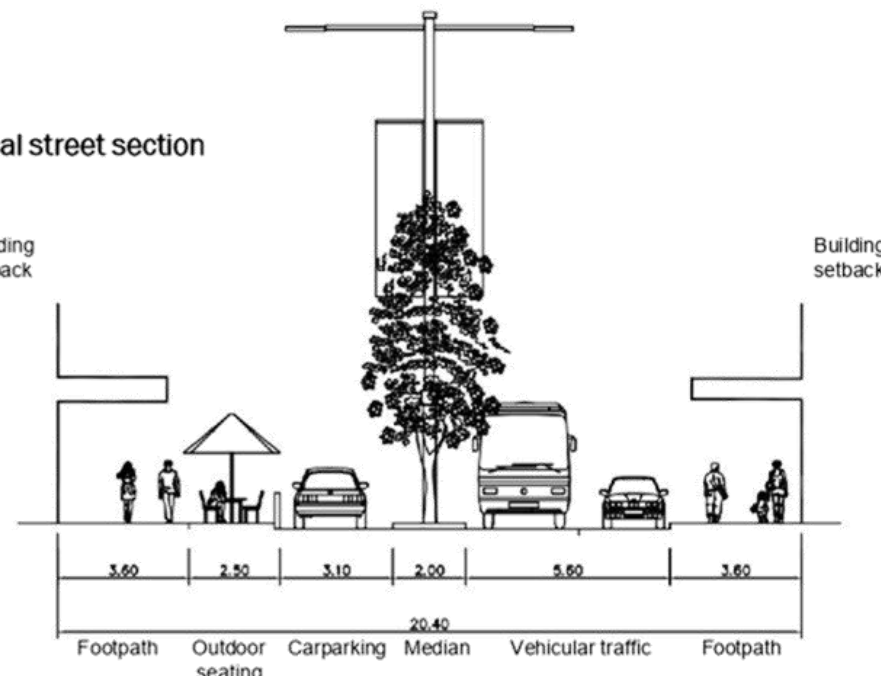


Lighting and signage

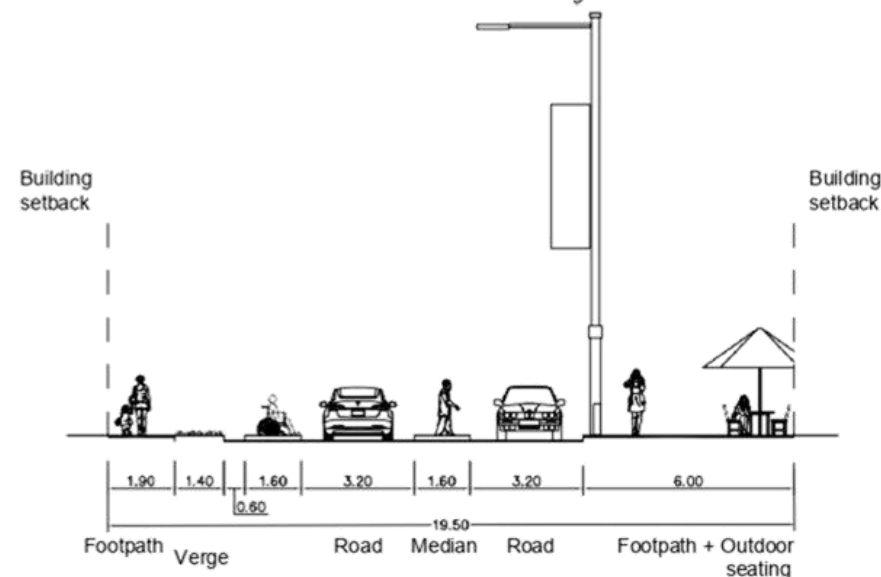
- Mounted light poles (MFP) with banner arms
- LED catenary street lighting



Typical street section



South Street looking north



William Street at pedestrian crossing looking west

7. Public Domain Palette

7.3 A place with character | Heritage Precincts

Paving

Local street

- Polished pebblecrete
- Recycled brick pavers
- Sandstone kerb
- Sandstone feature wall
- In-situ concrete (stencilled red herringbone) raised pedestrian threshold crossing/speed table



Landscaping

- A range of small, medium, large sized trees
- Street verges
- Brick raised garden beds
- Decorative tree guards
- Incorporate opportunities for WSUD



Signage

- Standard signs



- Heritage specific signs

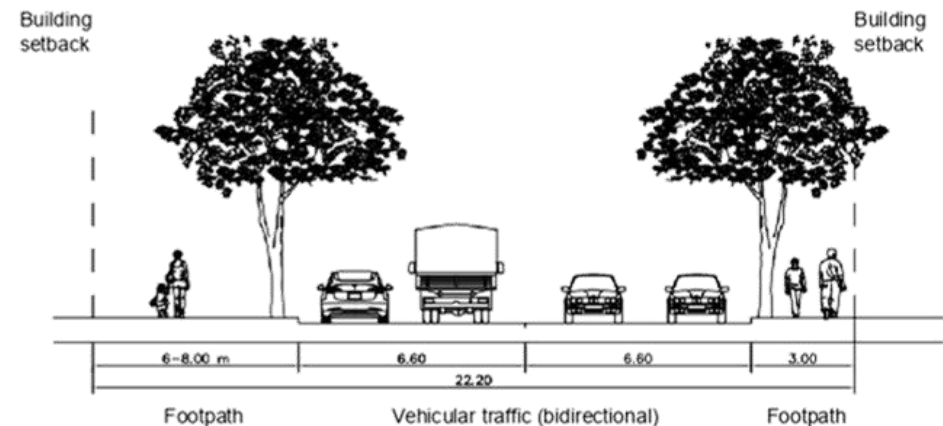


Street furniture

- Tactile ground surface indicators (TGSi)
- Heritage light poles
- Street bins
- Signage for heritage significant items



Typical street section



Carlton Street looking north

8. Implementation of works

The works outlined in the Public Domain Plan will be delivered by Council as part of its Capital Works Program or by the private sector through areas of future development activity.

The Public Domain Plan for Granville town centre and surrounds will be progressively implemented in stages. The timing of works will be determined by development activity within the boundary area, available funding for Council to use, or the delivery of works in accordance to local infrastructure contributions or planning agreements.

The areas where the Public Domain Plan are implemented by a developer, the following guidelines shall apply:

- The Developer will be responsible for the upgrade works that interface with the street frontage to the standard and in accordance with this Public Domain Plan.
- Public domain works to be in accordance with the Works Schedule prepared by Council.
- Construction works for the public domain to be approved by Council's representative prior to final sign off.



DOCUMENTS
ASSOCIATED WITH
REPORT EELPP019/21

Attachment 4
Land Use Planning Analysis



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Granville Town Centre and surrounds
Land use planning analysis

May 2021



CUMBERLAND
CITY COUNCIL

Local snapshot



Study area





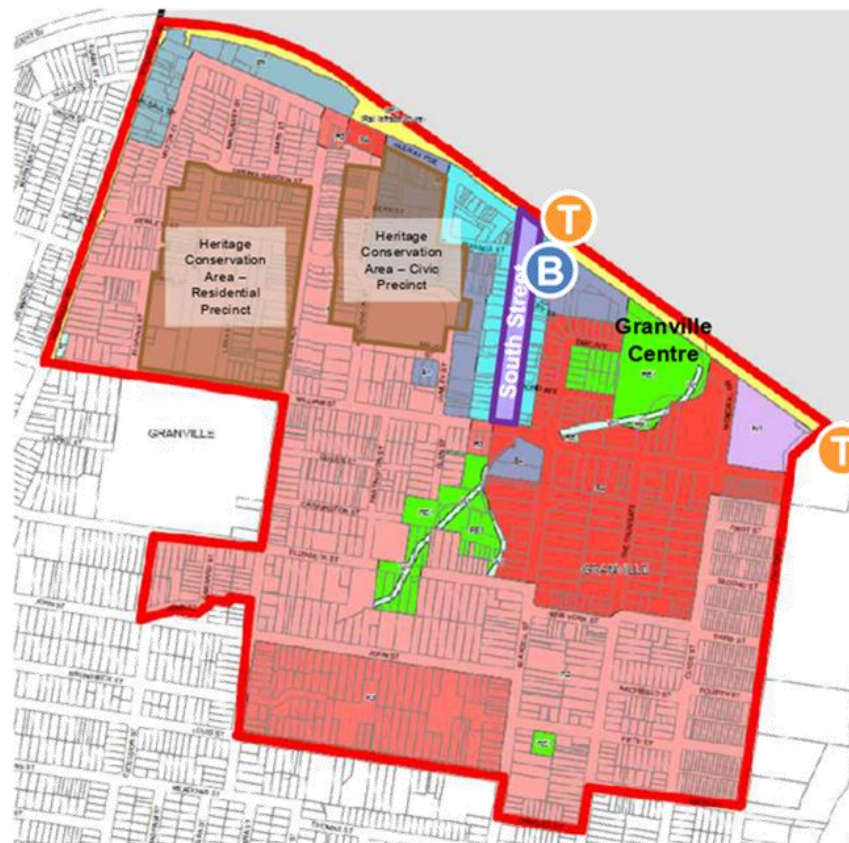
Urban context

Exiting urban structure

- Transit-oriented local centre
- Grid street network
- Predominantly low density detached housing
- Medium/higher density in proximity to transport
- Industrial land use sites interfacing Clyde train station

Local character

- Good access to local amenities and services (community centre, library, pool, park)
- Vibrant eat-street (South Street)
- Heritage conservation area and heritage listed items south-west of the train station



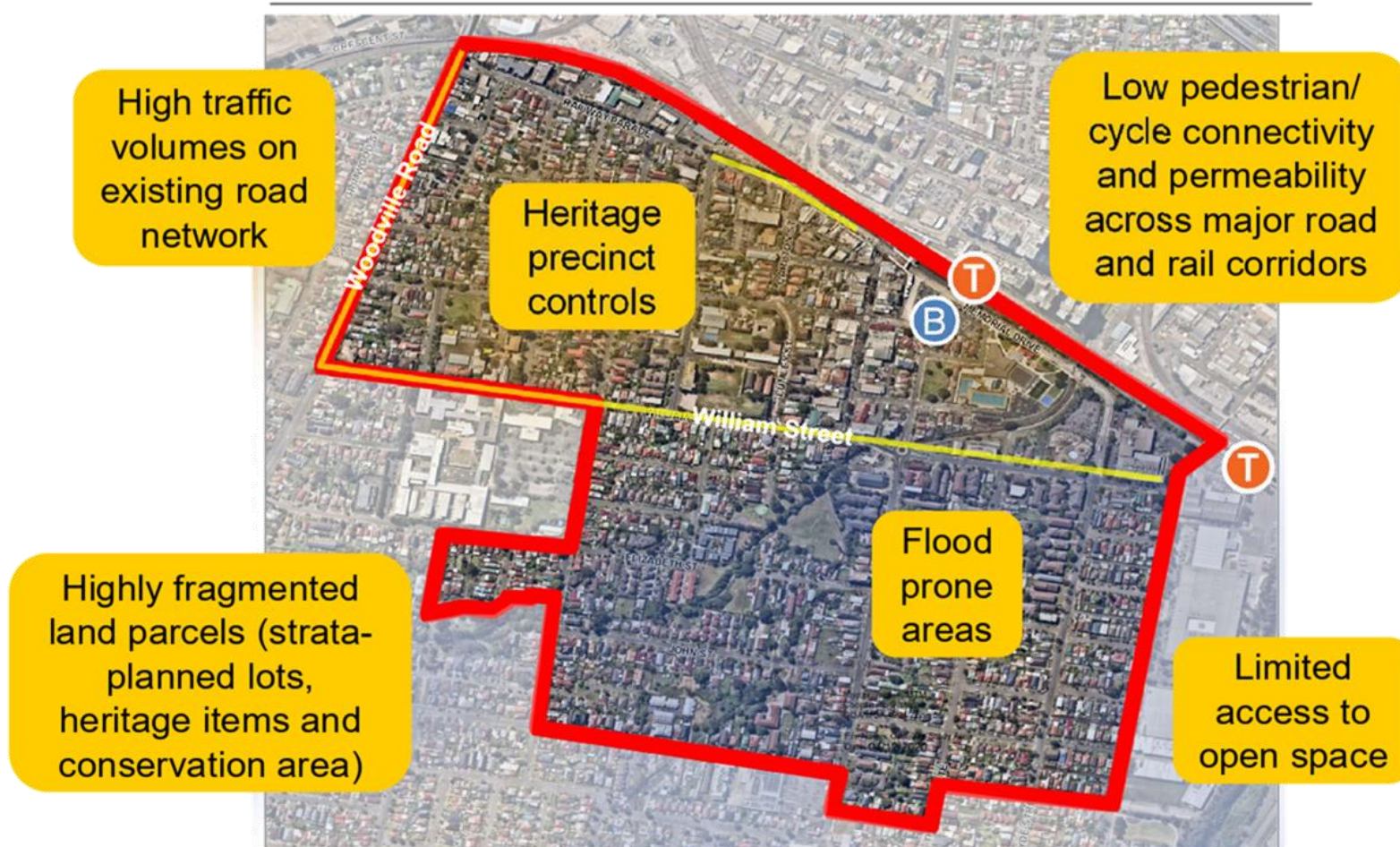


Opportunities





Constraints





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Proposed planning approach Post - Early consultation phase



Planning approach



Granville-Clyde Area

Opportunity to increase housing density in residential areas with close proximity to the town centre and public transport (Granville and Clyde train stations).

Granville Main Street

Opportunity to reinforce the role of South Street as a vibrant street, supported by targeted land use activation and enhanced public domain.

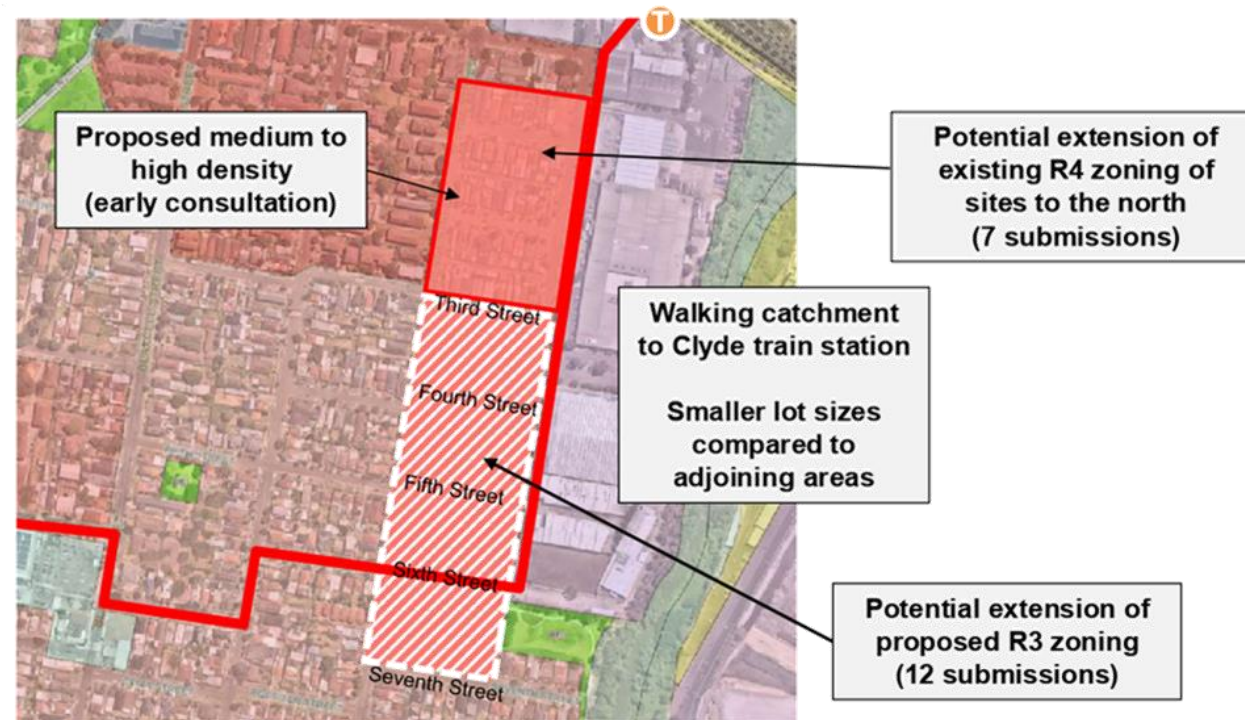
Heritage Conservation Areas

Opportunity to contribute to the local heritage value of the civic and residential heritage precincts by retaining the existing planning controls to support the local heritage significance of the area.



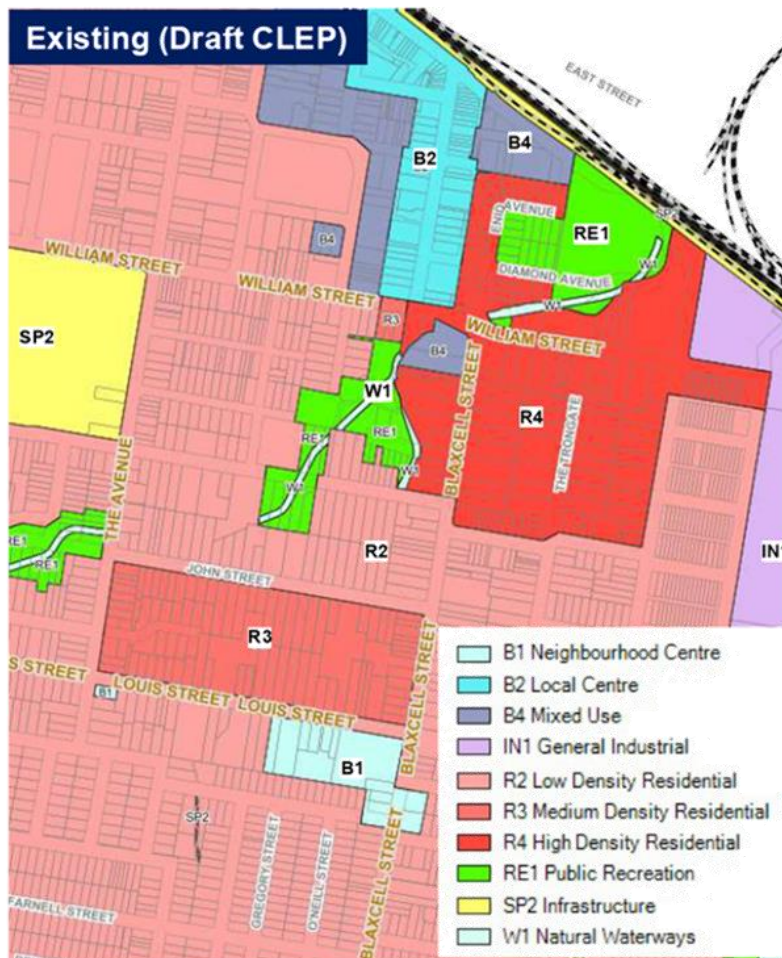
Granville-Clyde Area

Site analysis





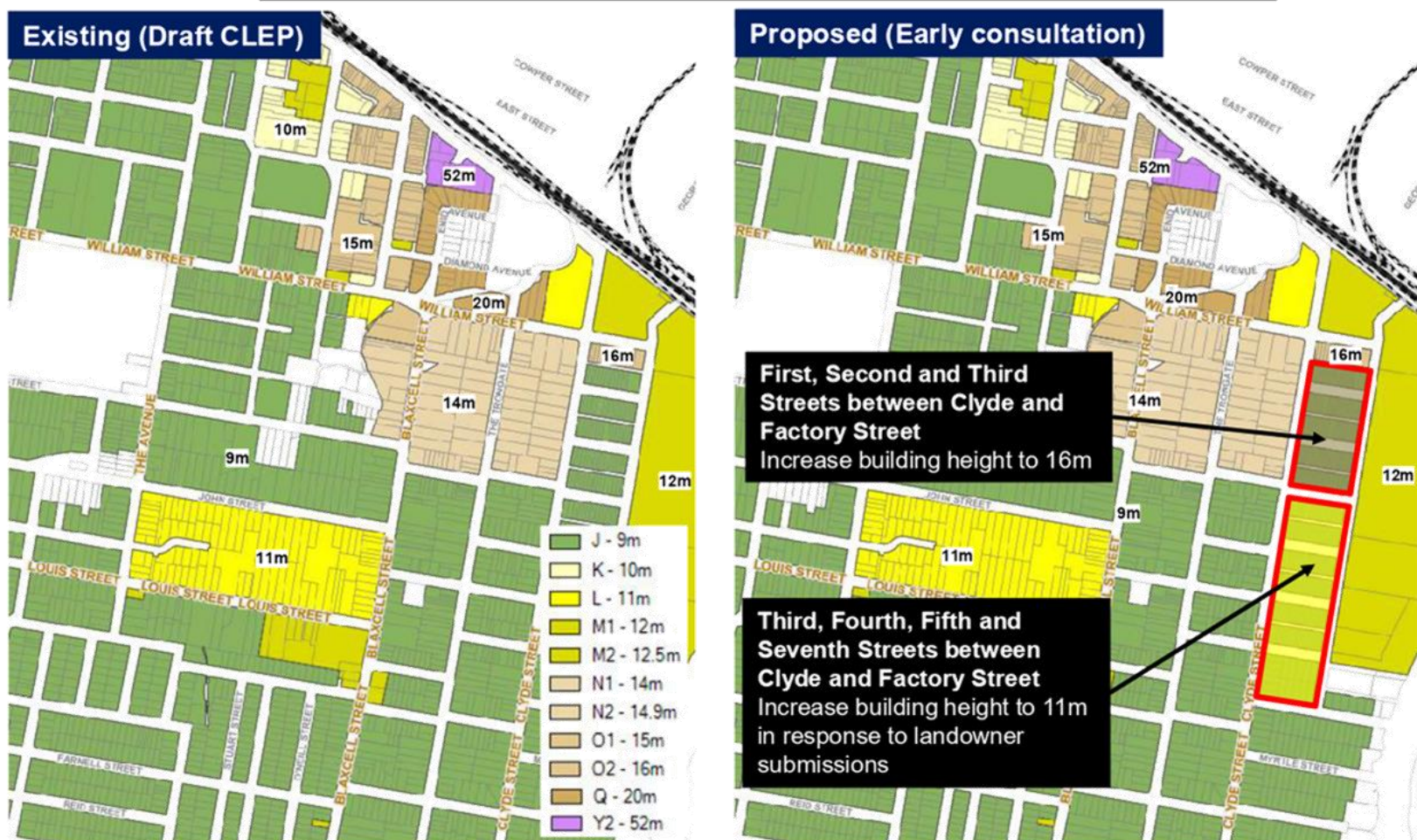
Granville-Clyde Area Proposed zoning





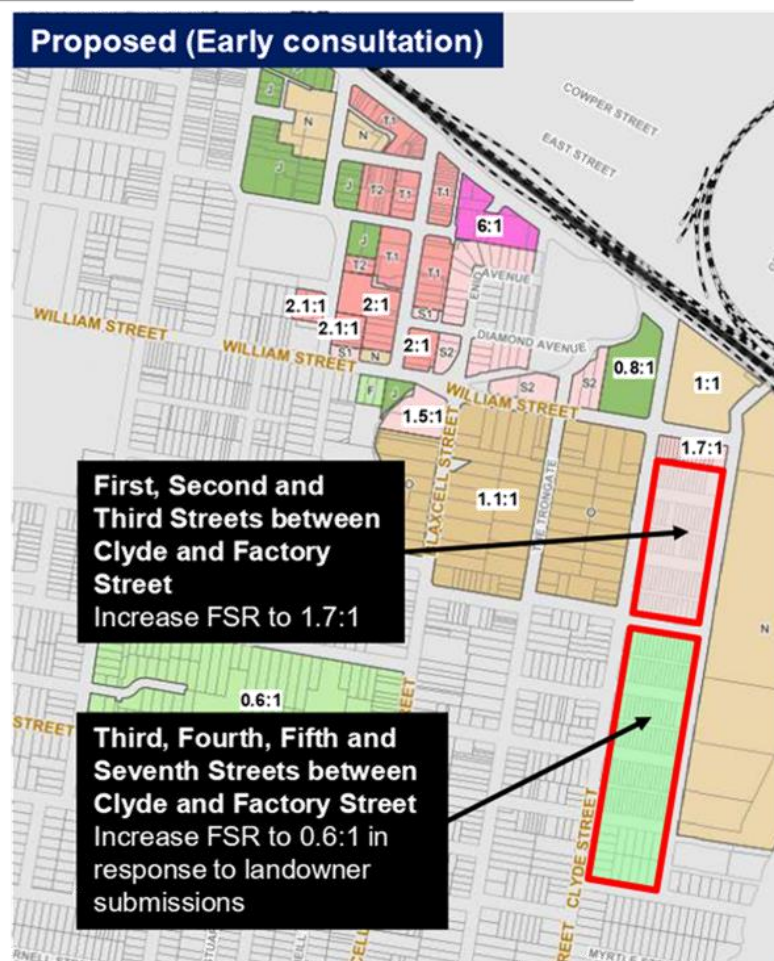
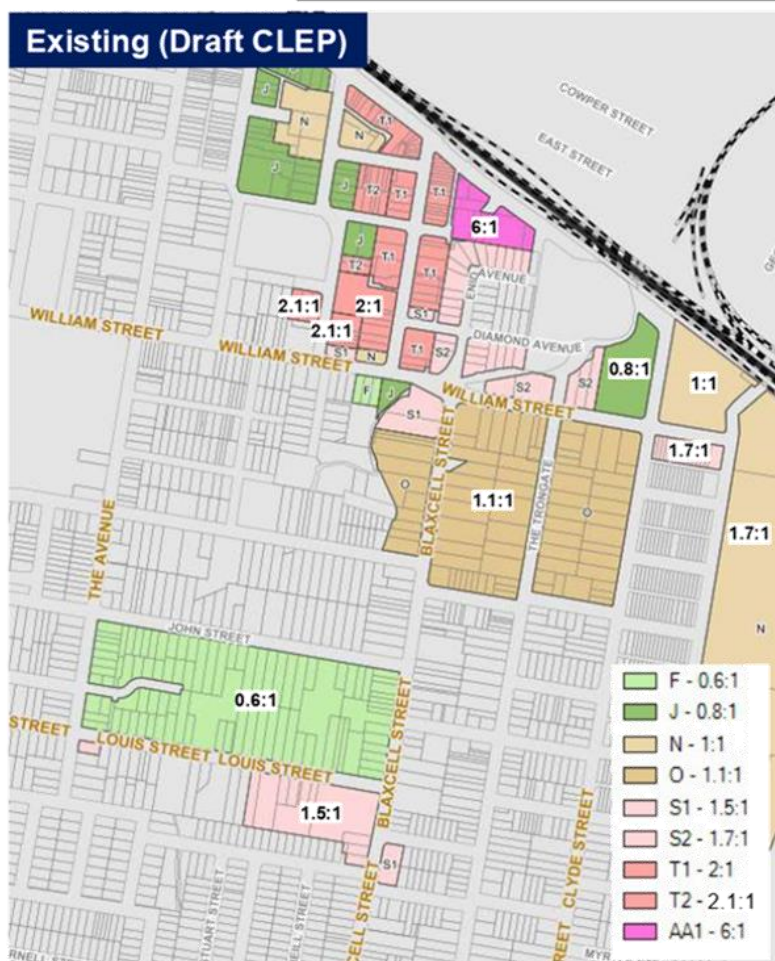
Granville-Clyde Area

Proposed height of buildings





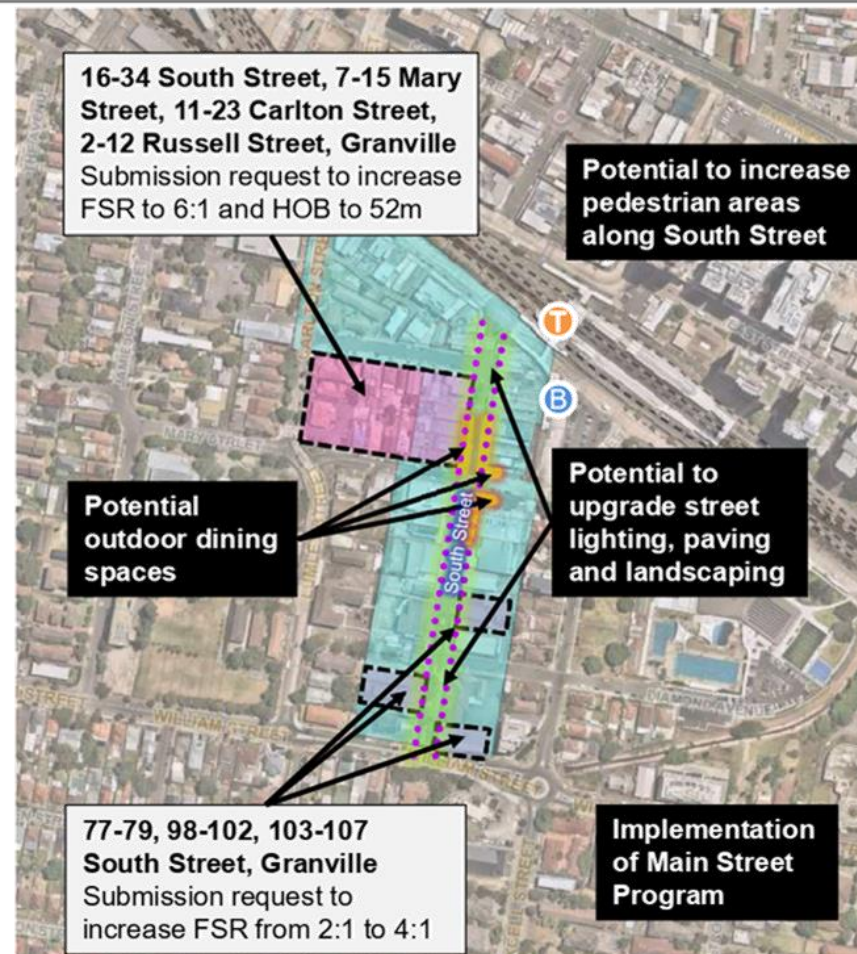
Granville-Clyde Area Proposed FSR





Granville Main Street

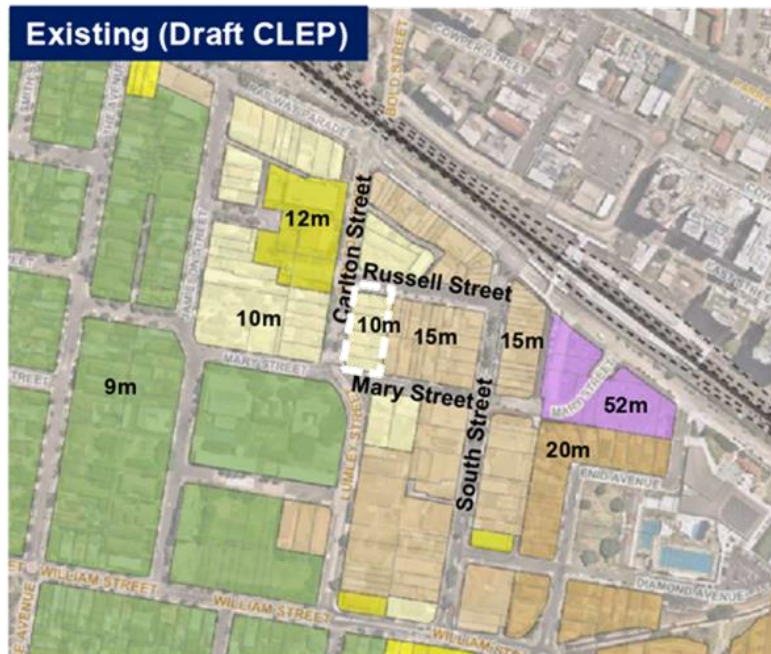
Site analysis





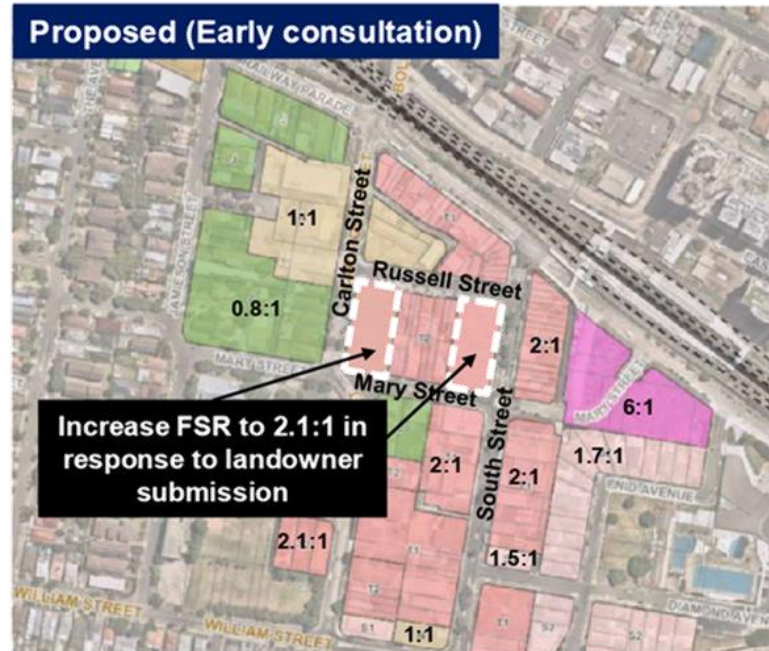
Granville Main Street

Proposed height of buildings



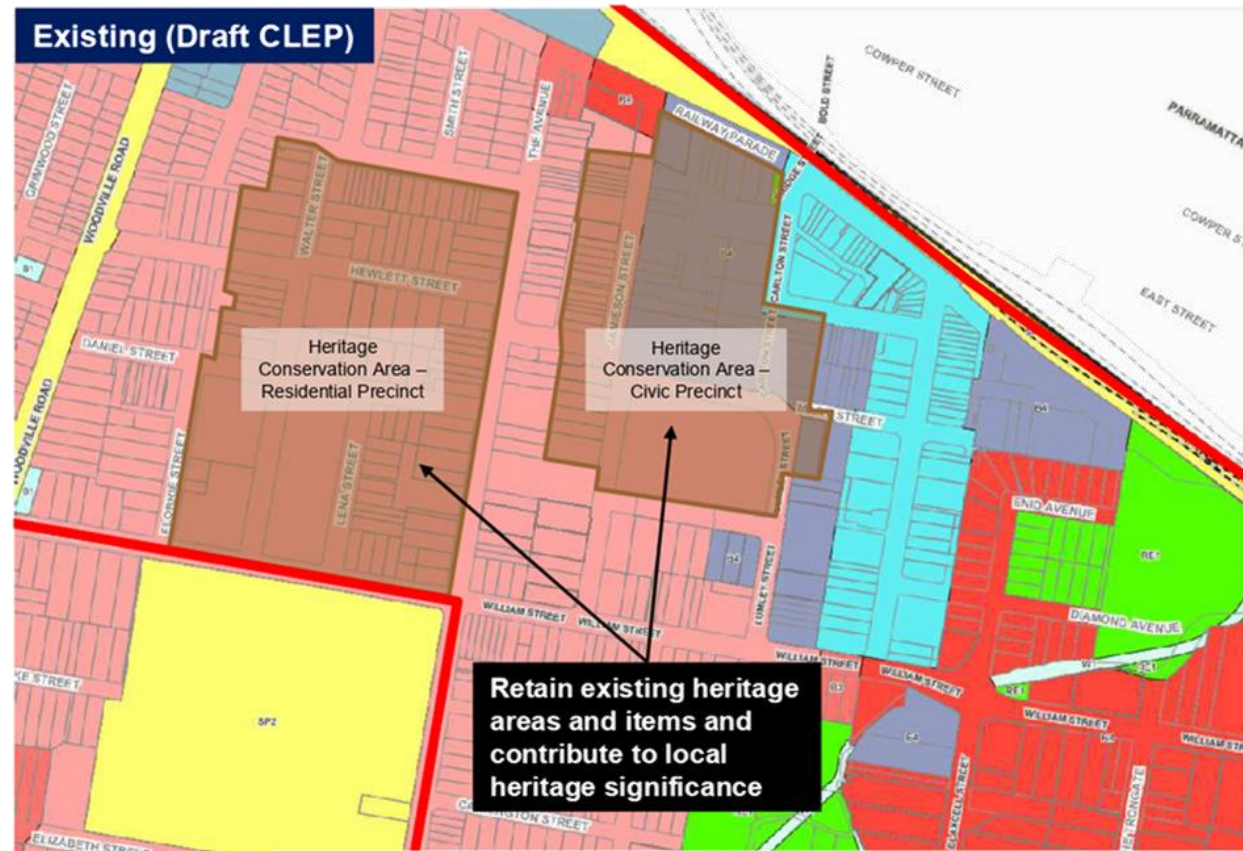


Granville Main Street Proposed FSR





Granville Heritage Conservation Areas





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**Proposed planning approach
Further early consultation phase and
recommended to proceed**



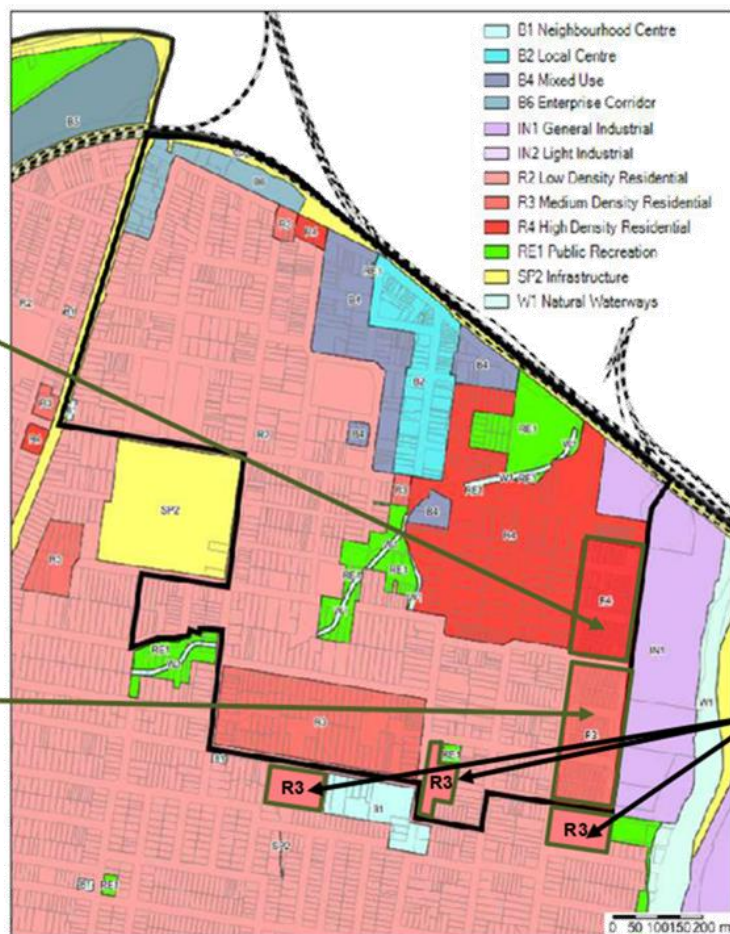
Granville Town Centre and surrounds

Proposed zoning (post further consultation)

Interim preferred approach
(early consultation + response
to submissions)

Rezone land within
approximately 400m walking
catchment of Clyde Station
from **R2 to R4** to facilitate
higher density residential
development

Rezone land within
approximately 800m walking
catchment of Clyde Station
from **R2 to R3** to facilitate
medium density residential
development



Proposed planning controls
(response to feedback and
further submissions)

Councillor feedback to extend
proposed R3 zone to include
properties at Seventh Street,
and towards Rossiter Street
and Blaxcell Street to the
Neighbourhood Centre,
supported by rezoning of sites
backing onto New Glasgow
Park from R2 to RE1.

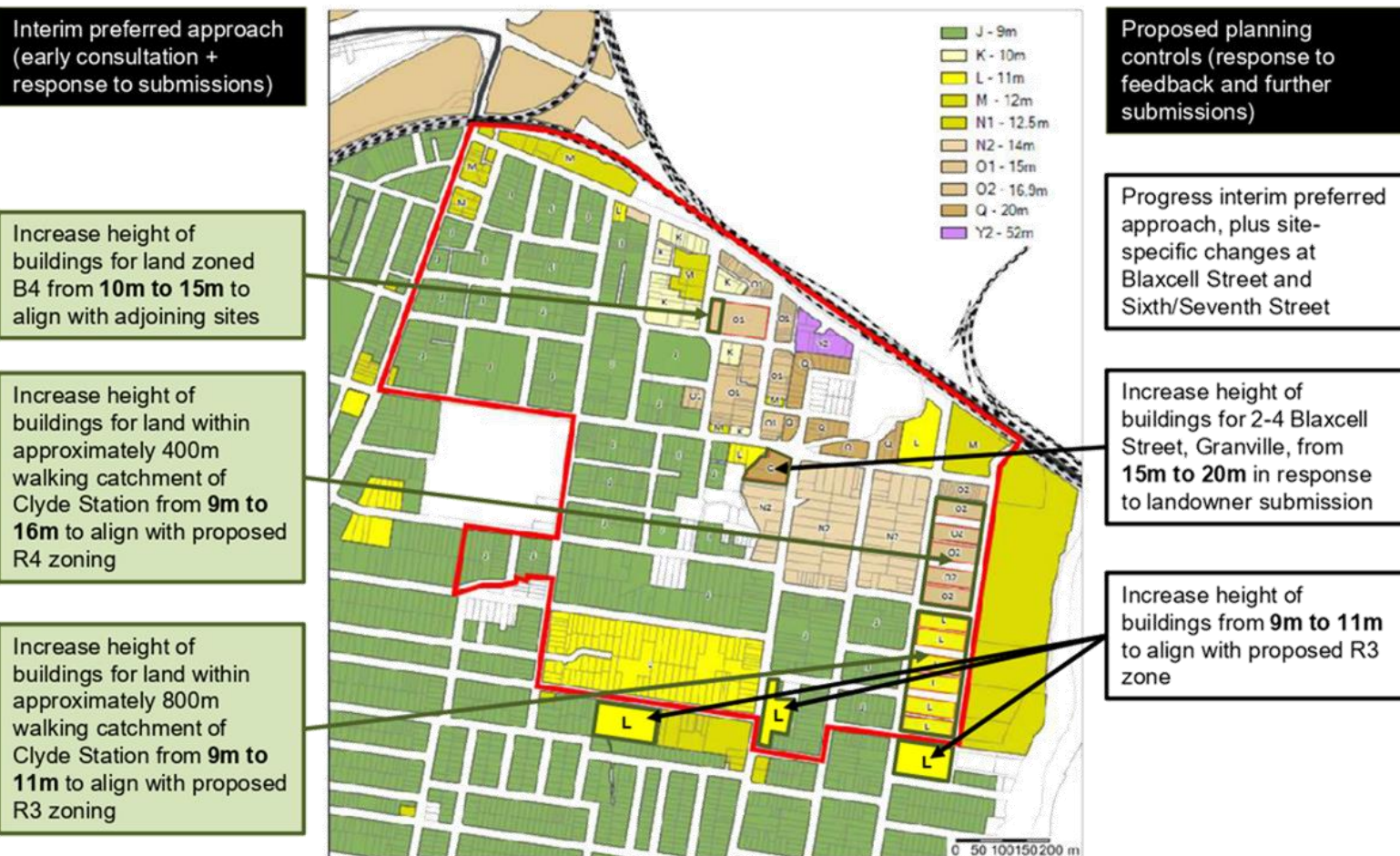
Feedback to extend proposed
R3 zone along Louis Street and
Blaxcell Street near the
Neighbourhood Centre.

Progress interim preferred
approach – plus rezone land
between Sixth/Seventh Street,
and along Blaxcell Street, and
Louis Street from **R2 to R3**



Granville Town Centre and surrounds

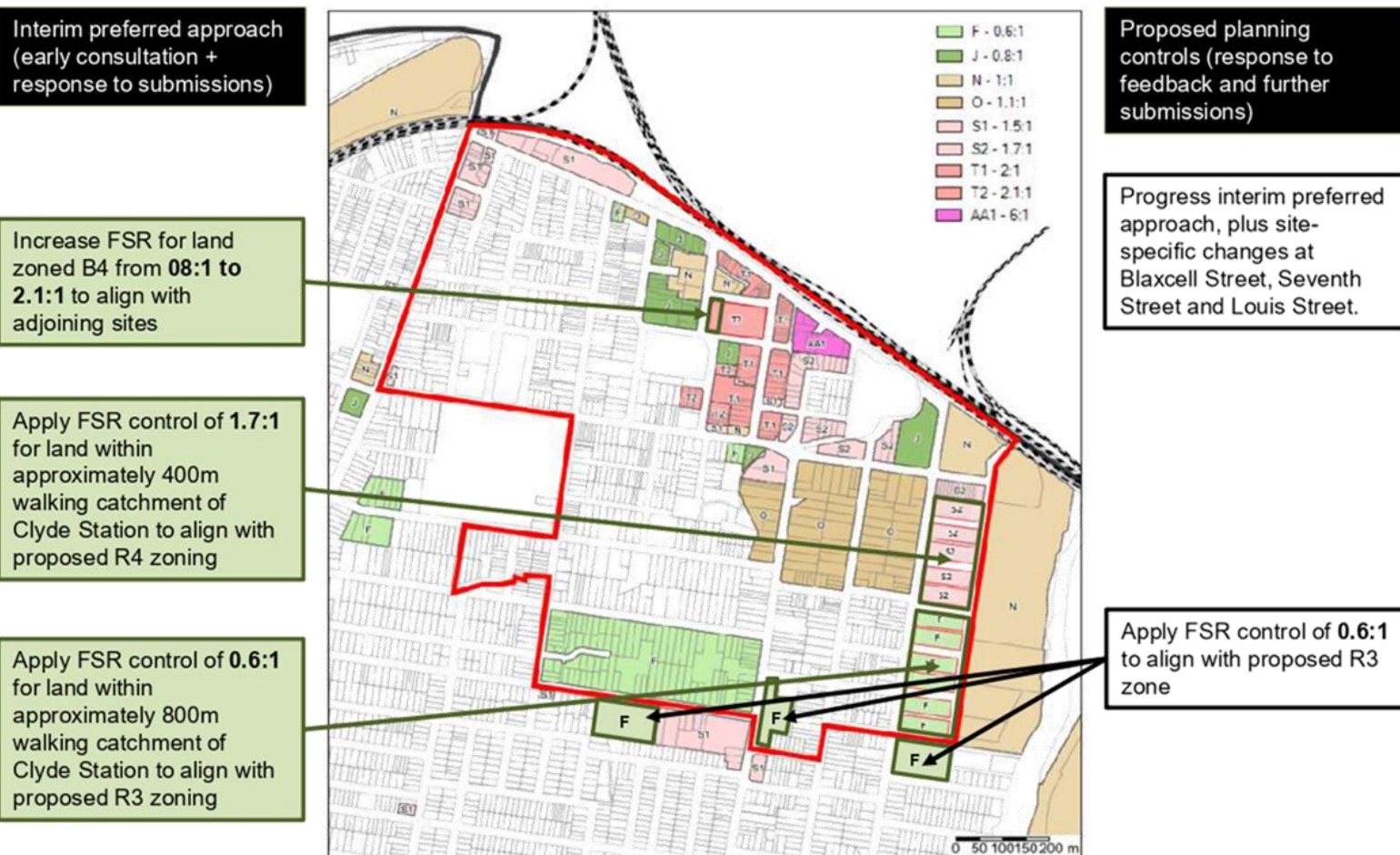
Proposed height of buildings (post further consultation)





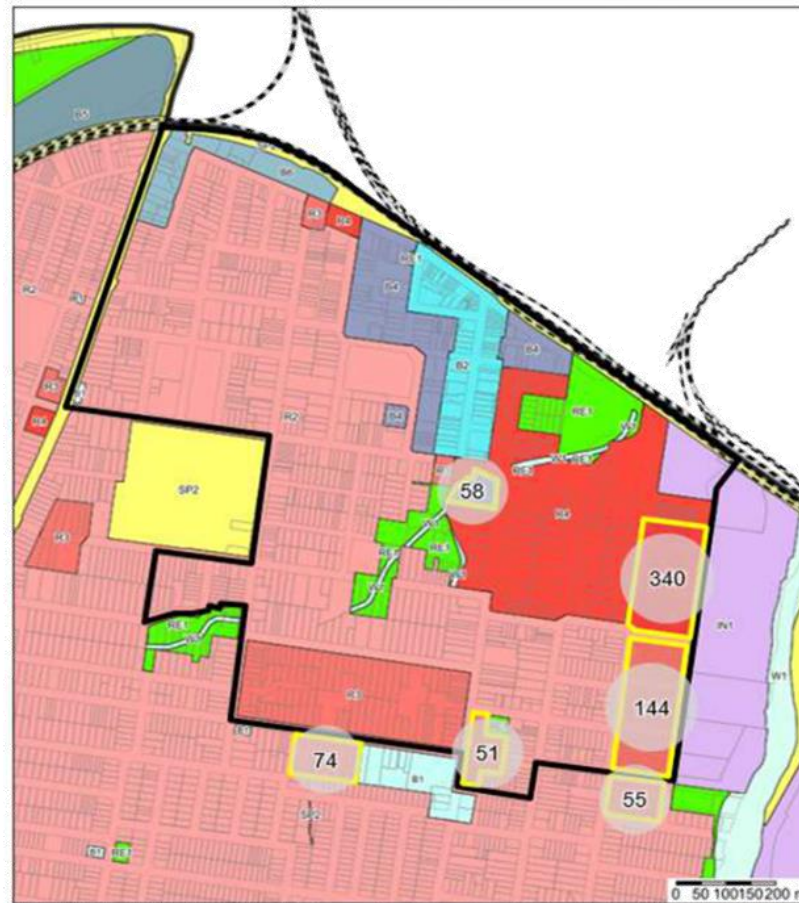
Granville Town Centre and surrounds

Proposed floor space ratio (post further consultation)





Potential additional dwelling yield



**Over 720 total
estimated
additional dwellings
based on proposed
planning controls**



Proposed Planning Controls



Planning Proposal

Amend planning controls in targeted sites.

Development Control Plan

Review Cumberland DCP Part F2 – Business Site Specific Development Controls for Granville Town Centre to align with the proposed planning framework.

Public Domain Plan

Prepare a new Public Domain Plan to guide the delivery of an enhanced public realm for the Granville Town Centre area.

DOCUMENTS
ASSOCIATED WITH
REPORT EELPP019/21

Attachment 5
Traffic and Transport Analysis



Granville Centre Traffic and Transport Study

18 May 2021

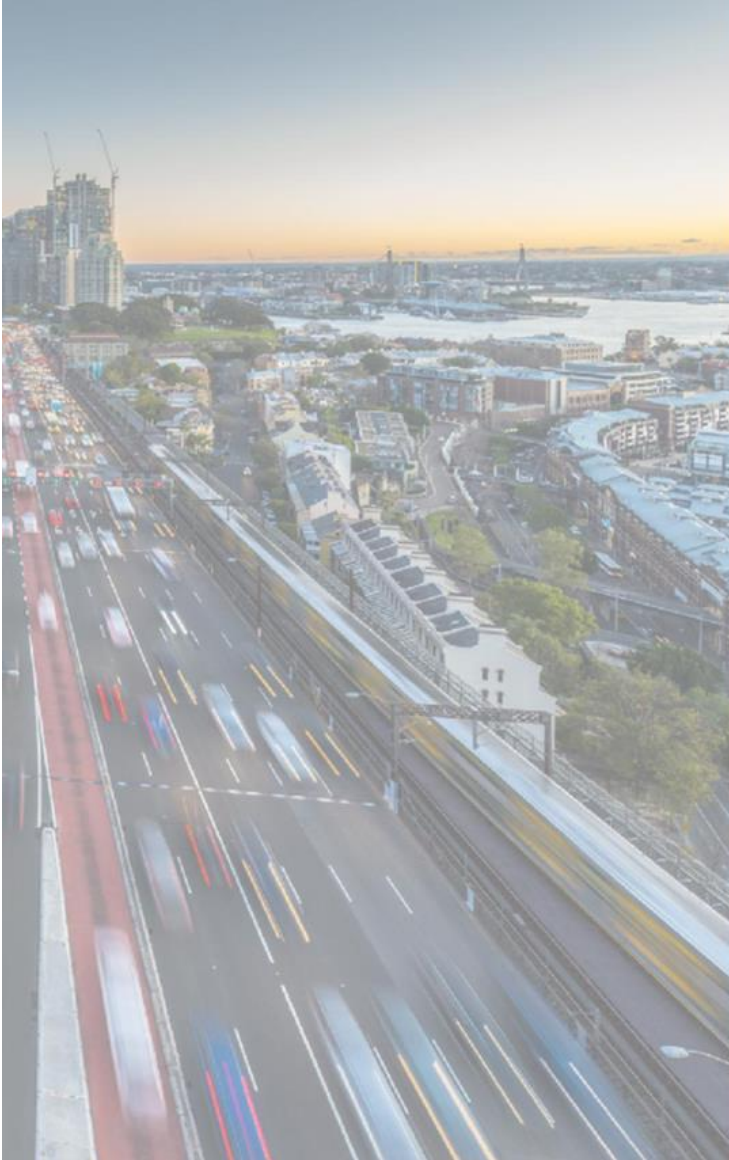


Table of Contents

- 01** BACKGROUND AND PURPOSE
- 02** GRANVILLE CENTRE TRAFFIC AND TRANSPORT EVIDENCE BASE
- 03** GRANVILLE CENTRE TRAFFIC MODELLING
- 04** RECOMMENDED APPROACH

Summary

- SCT Consulting was engaged by Cumberland City Council to undertake a traffic and transport study for the Granville Centre. This study is to support land use planning works for the centre.
- Traffic and transport evidence base was prepared for Granville Centre to identify the key transport issues and opportunities and to inform land use planning for the centre.
- Traffic modelling was undertaken to assess the capacity of key intersections in Granville Centre to support potential growth of the centre. The assessment identified that no intersection upgrades would be required to support potential growth of the centre.
- There are walking, cycling and public transport opportunities that can be deployed to cater for growth of the centre.

01

Background and purpose

Background and purpose

- SCT Consulting was engaged by Cumberland City Council to undertake a traffic and transport study for Granville Centre. This study is to support land use planning works for the centre.
- The study includes information on the following areas:
 - Evidence base of current traffic and transport of the centre
 - Traffic modelling assessment on potential growth of the centre
 - Recommended approach for consideration to support land use planning outcomes of the centre.

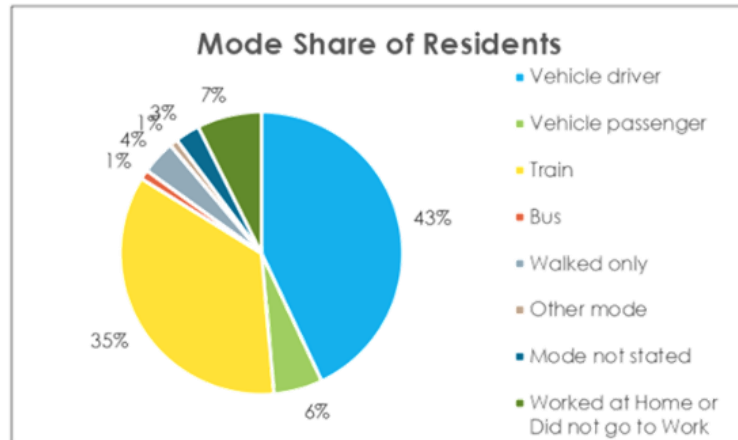
02

Granville Centre Traffic and Transport Evidence Base

Evidence base

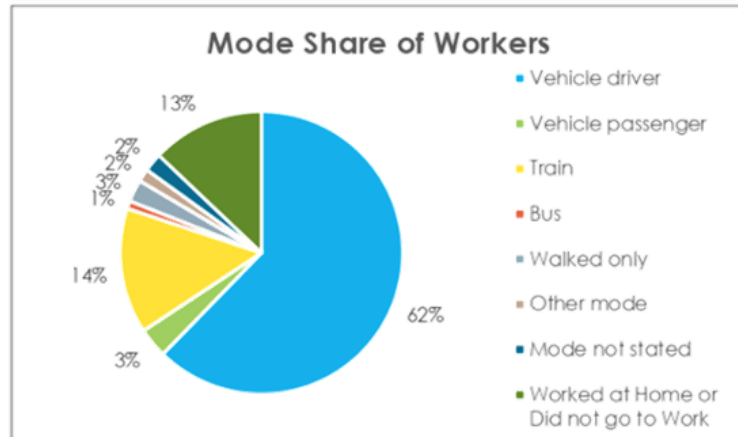
- SCT Consulting prepared traffic and transport evidence base for Granville Centre to identify the key transport issues and opportunities and to inform land use planning for the centre.
- The evidence base consists of the following:
 - Journey-to-work data
 - Road hierarchy and traffic flows
 - Car ownership
 - Crash data
 - Off-street car park facilities
 - Public transport service and reliability
 - Public transport accessibility
 - Cycling facilities and usage

Granville Centre has a high train mode share for residents' travel to work (35%). This reduce the impact of population growth on the road network.



Top destinations of residents (2,019 residents):

- Sydney Inner City (17%)
- Merrylands – Guildford (14%)
- Parramatta (12%)



Top origins of workers (12,697 workers):

- Merrylands – Guildford (24%)
- Parramatta (10%)
- Blacktown (6%)

Source: TfNSW 2011 Census Journey to Work data by Travel Zone. The Granville study area has been defined as Travel Zones 1221 (Granville Walter St and Daniel St), 1224 (Granville Station South) and 1226 (Granville).

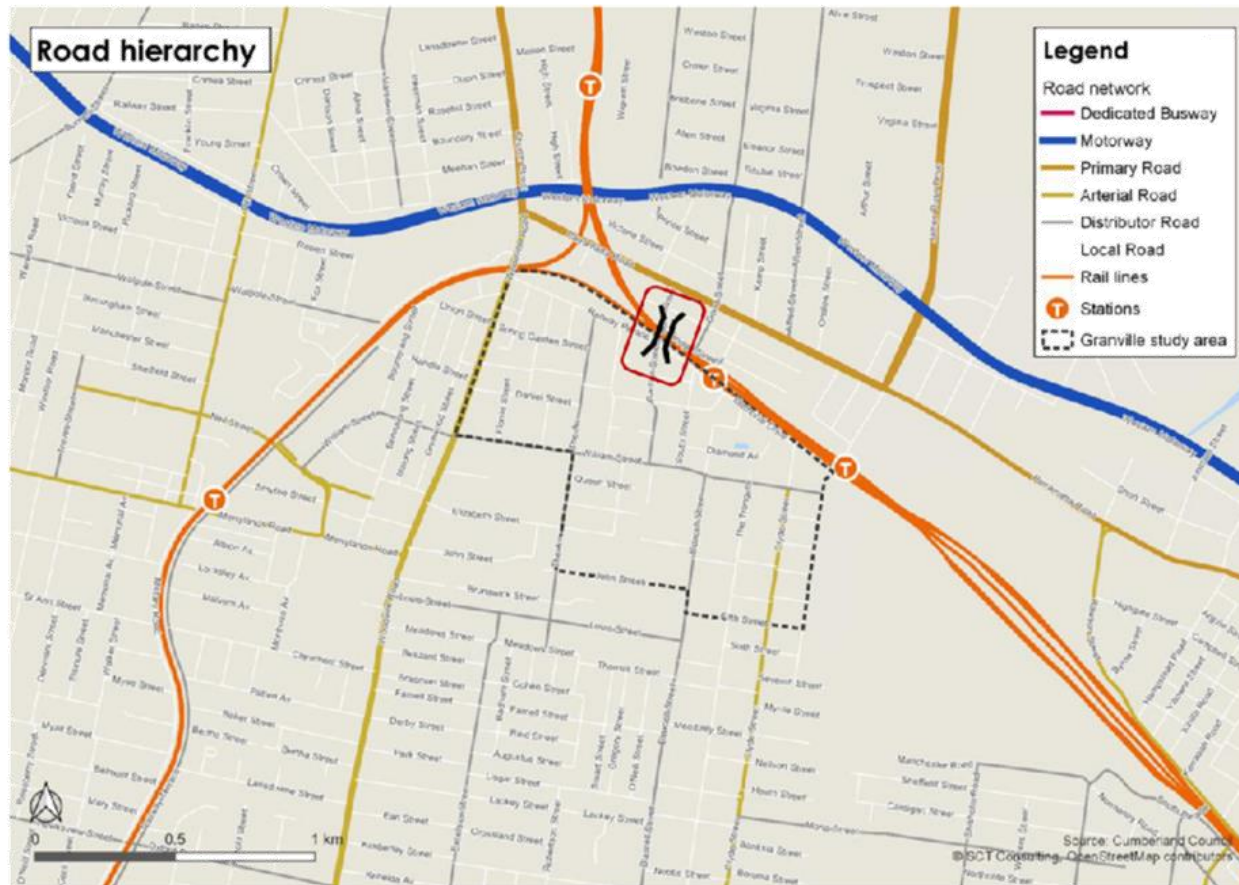
Car driver mode share for residents in Granville is lower than in other comparable centres, such as Merrylands East



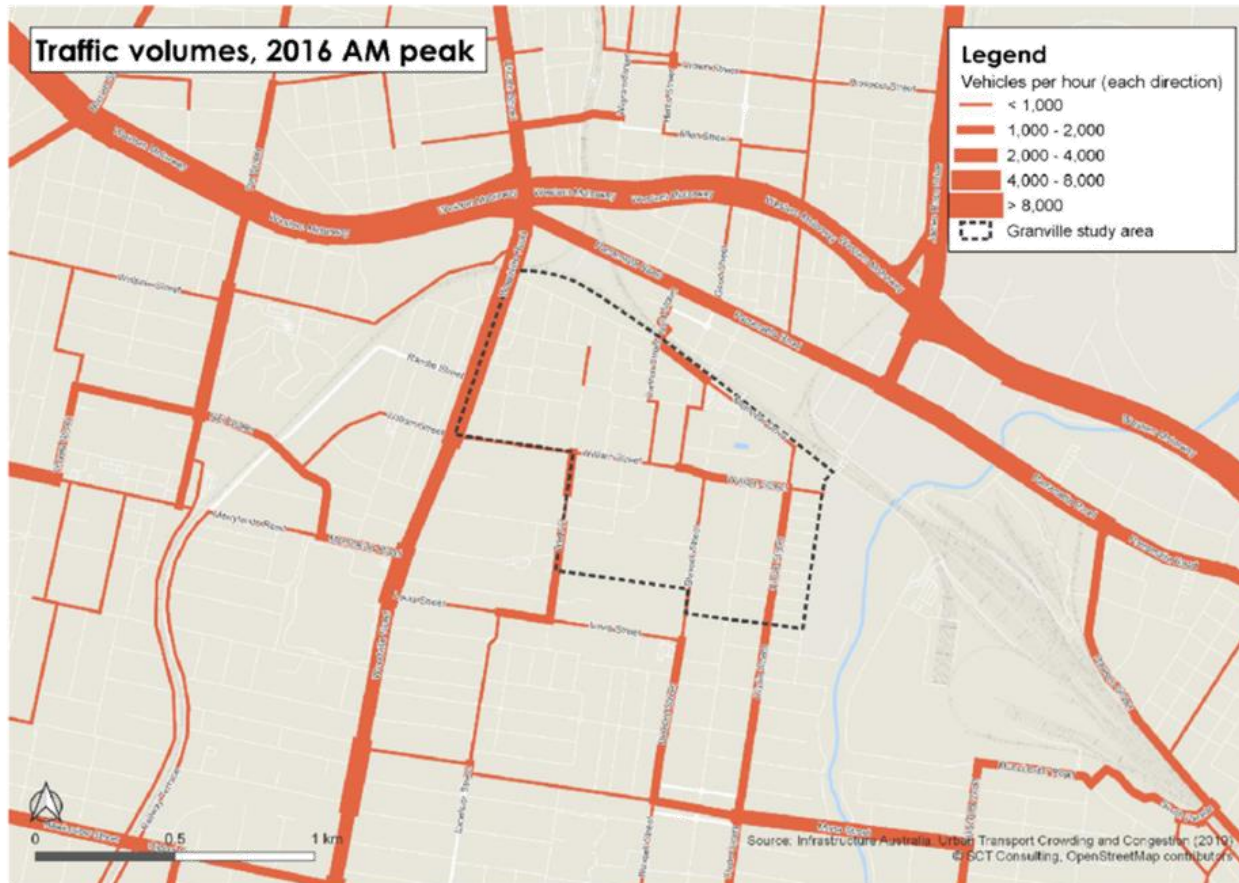
The car driver mode share for workers is also lower than surrounding areas, but still high overall (62%)



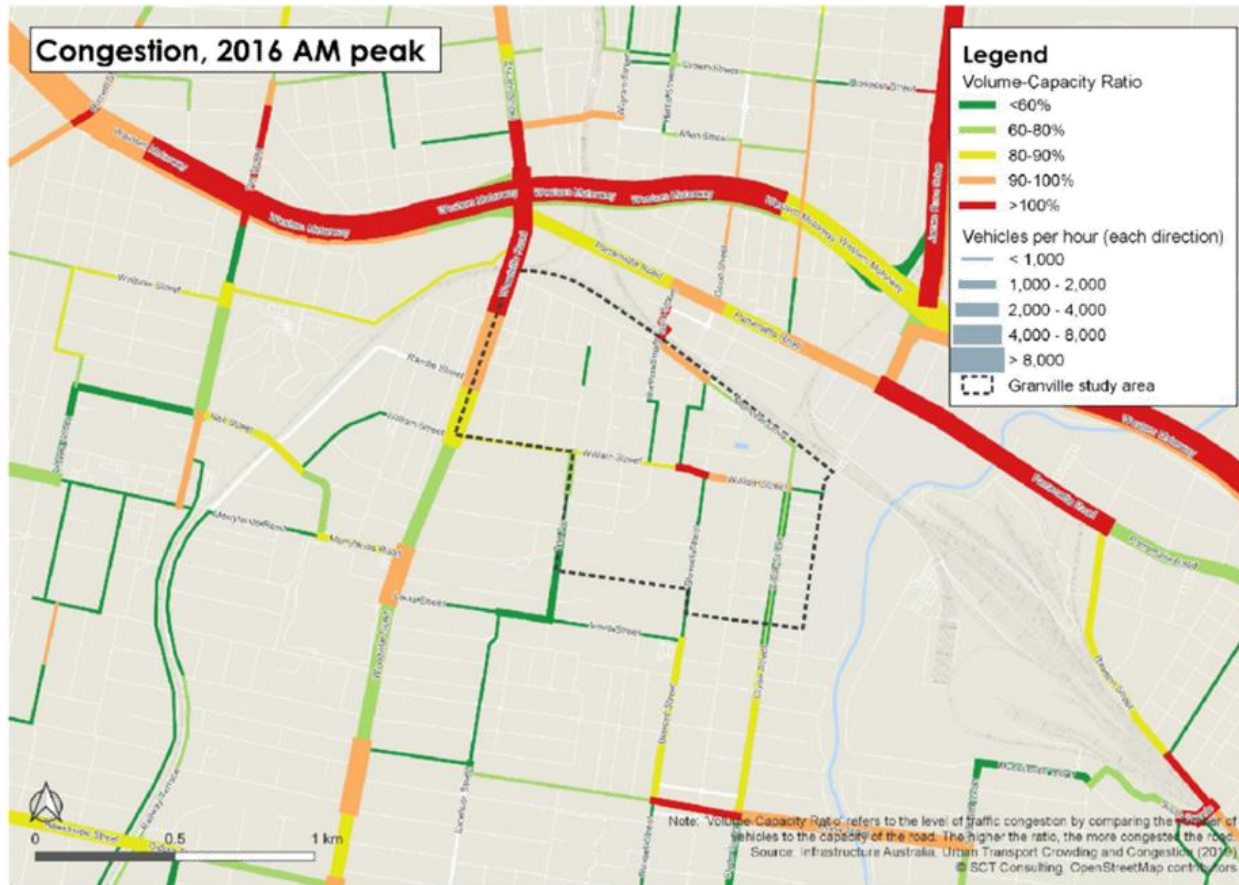
The road network within the study area is heavily reliant on Bridge Street, the only railway crossing between Woodville Road and Auburn



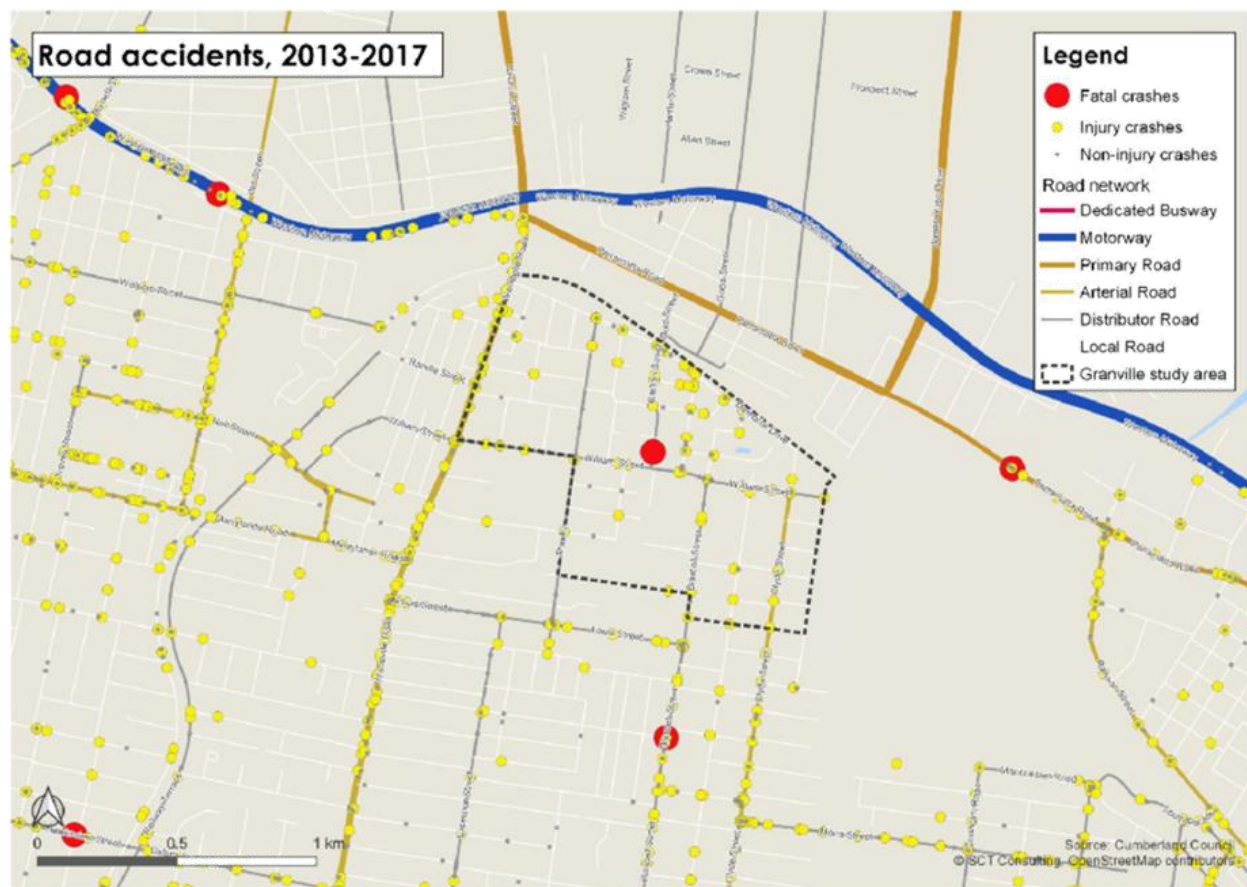
Traffic volumes in the study area are relatively low, with the exception of Railway Parade / Bridge Street and Woodville Road



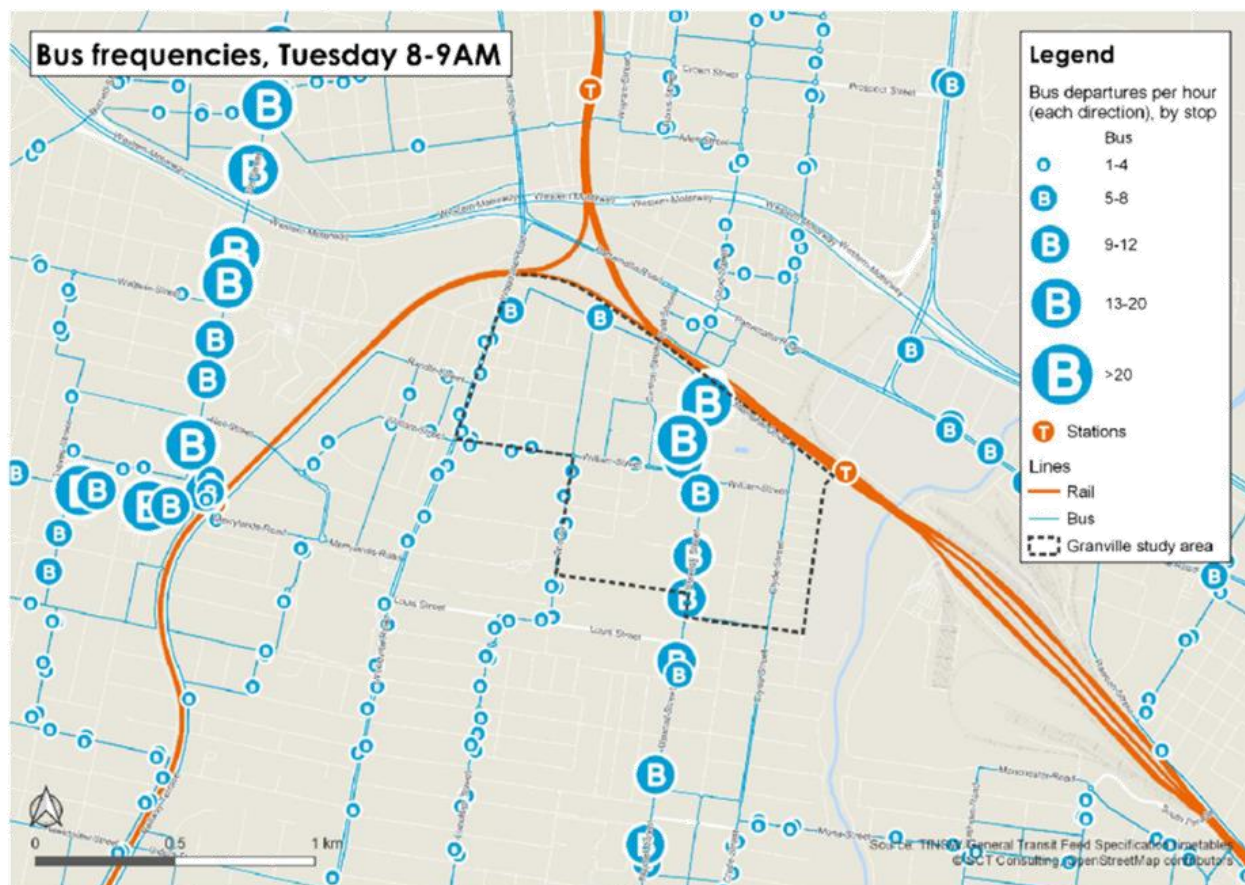
Crossing the railway lines is clearly the main traffic capacity issue, with high levels of congestion on Bold St / Bridge St and Woodville Rd



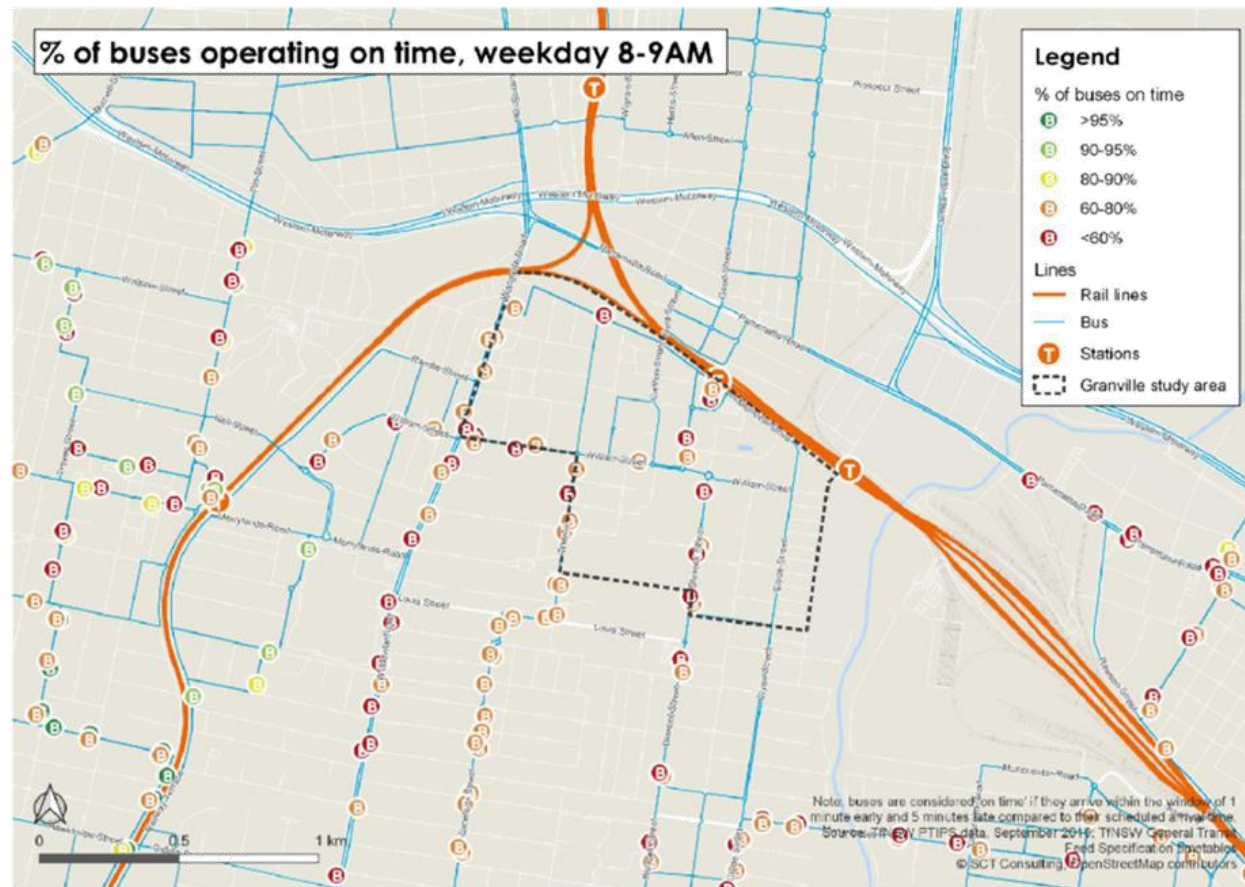
There are high numbers of crashes along Woodville Road, and a fatal crash occurred on Lumley Street



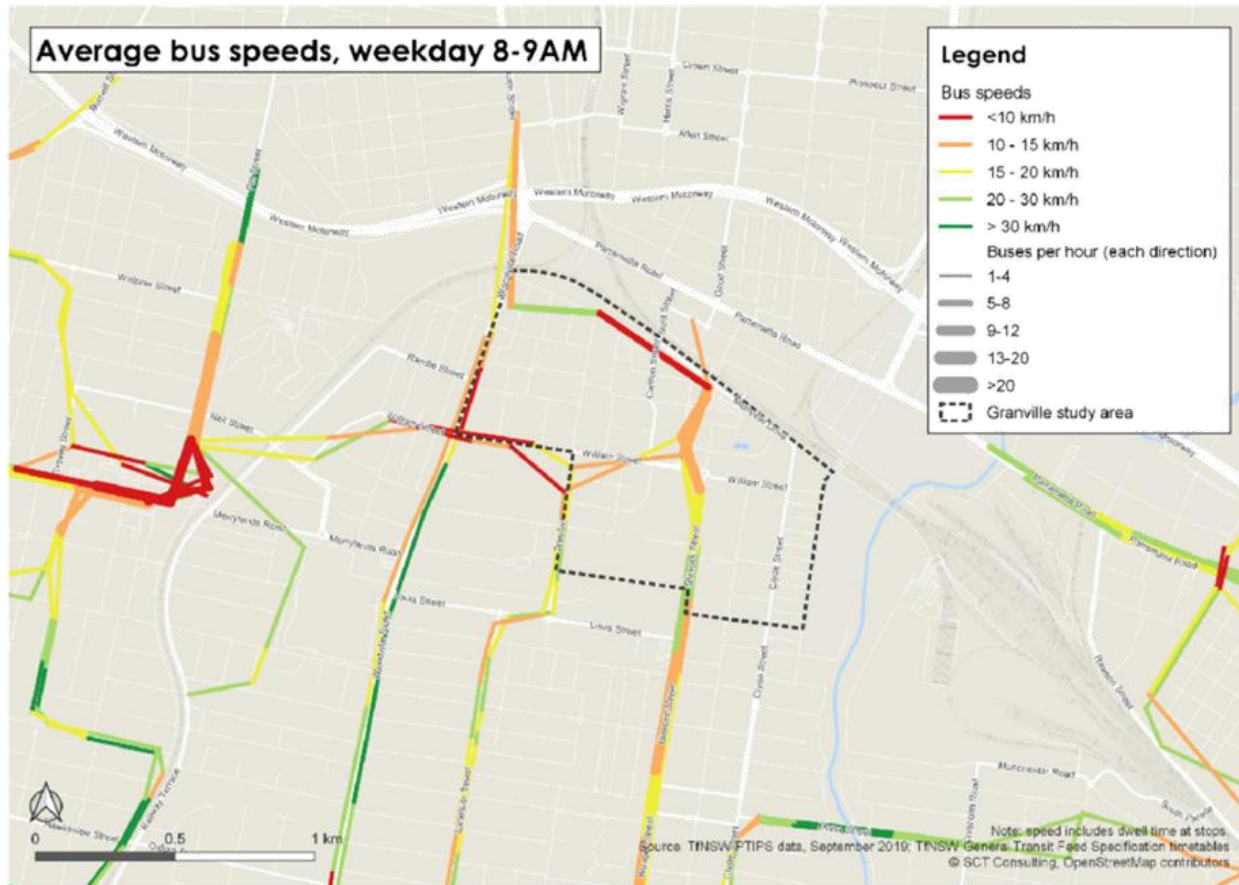
Granville is well served by public transport, with the T2 line, T5 line and M91 frequent bus corridor providing easy access to surrounding centres



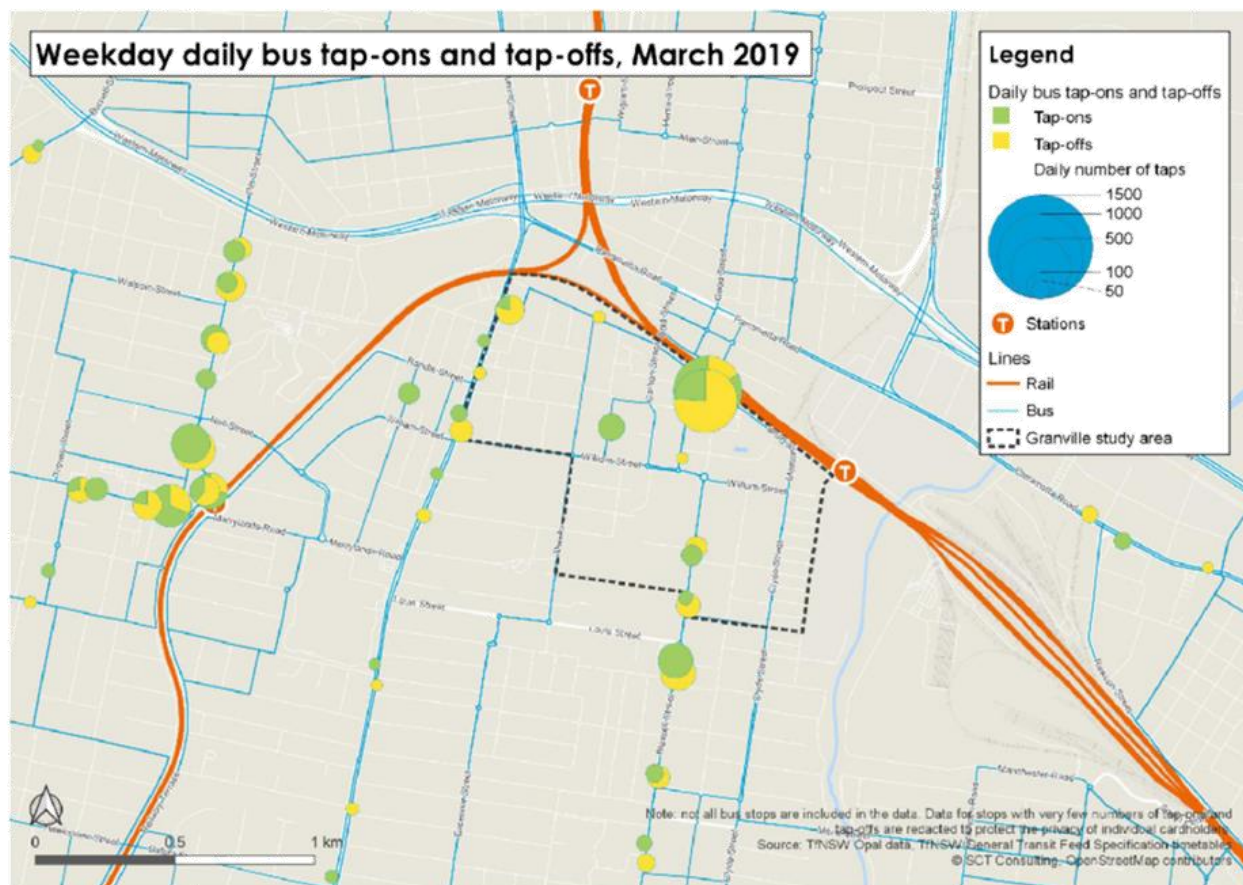
Bus reliability is poor, with fewer than 80% of all buses running on time at all stops in the study area



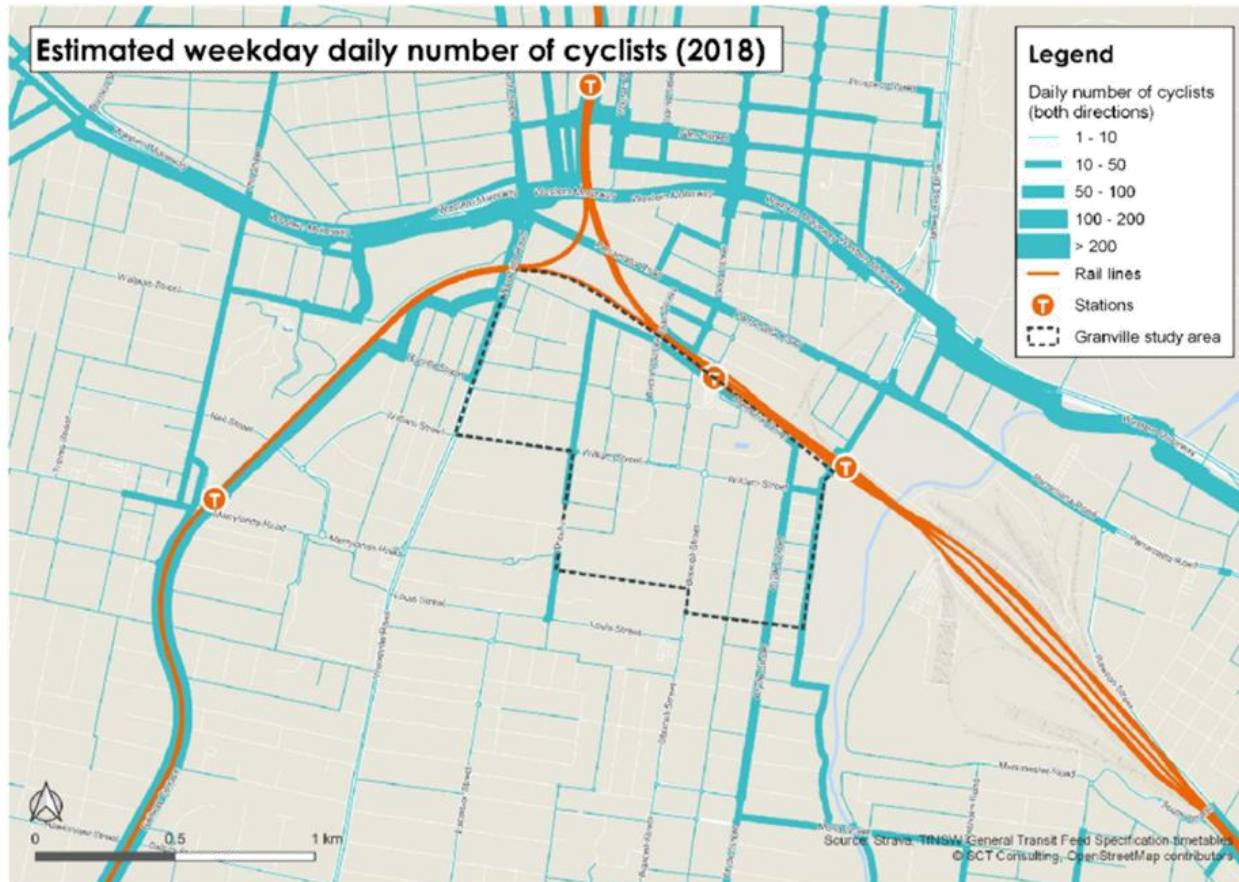
Low bus speeds near Granville station – but this is explained by longer dwell times at the Bus Interchange. Speeds are also low on William Street.



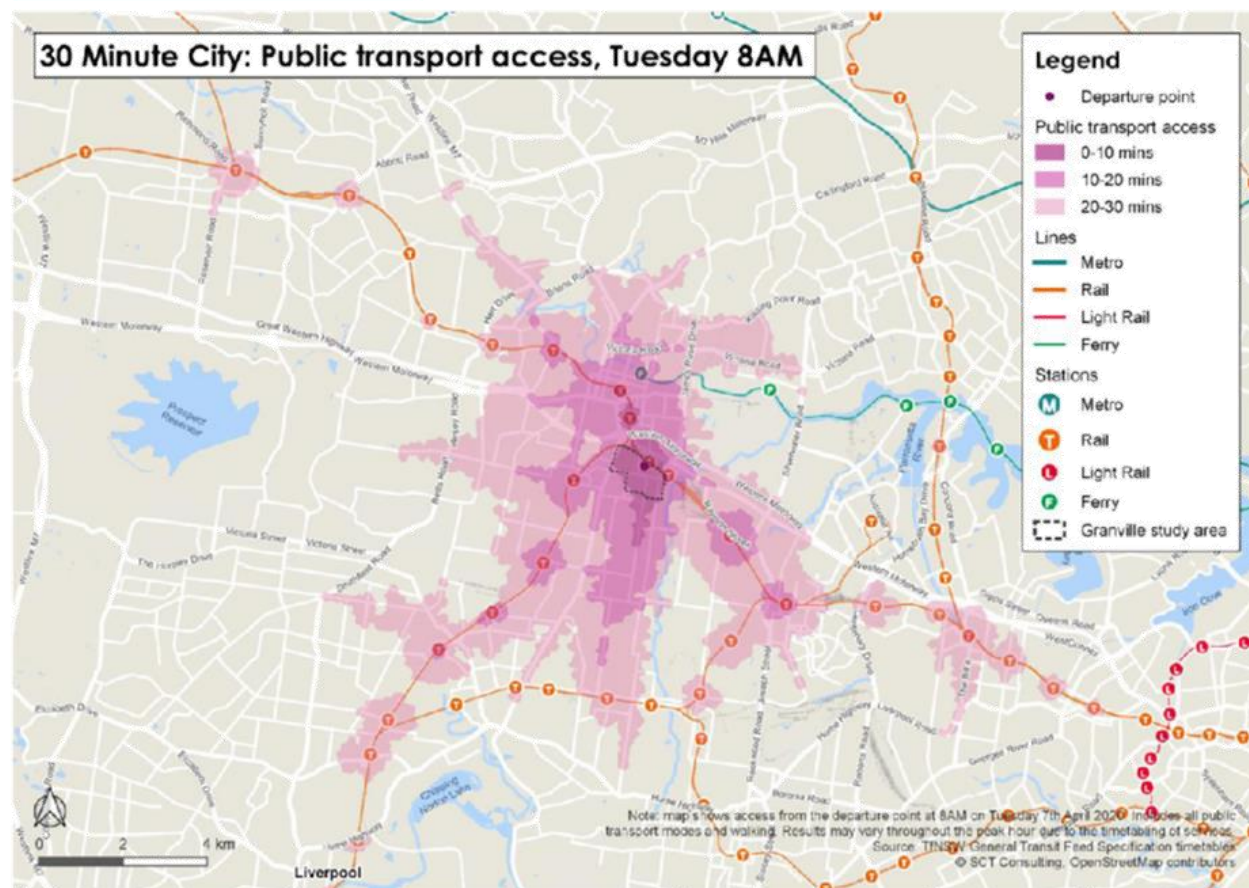
Use of the frequent M91 bus corridor is much higher than bus use on Woodville Road



Levels of cycling are low throughout the study area



Granville has good public transport accessibility, with centres such as Liverpool, Blacktown and Burwood reachable within 30 minutes



The number of cars per household is strongly correlated with proximity to the station



Car ownership levels are the lowest directly adjacent to Granville station



03

Granville Centre Traffic Modelling

Traffic modelling

- SCT Consulting undertook traffic modelling to assess the capacity of key intersections in Granville Centre in order to understand the likely implications of the potential growth of the centre.
- The following intersections were assessed:
 - William Street / Clyde Street intersection
 - William Street / Blaxcell Street intersection
 - William Street / South Street intersection
 - William Street / Lumley Street intersection
 - William Street / Woodville Road intersection
 - Railway Parade / Bridge Street intersection



Modelling scenarios

1. Base year (2020)
 2. Future year (2030) with background traffic growth only
 3. Future year (2030) with background traffic growth and mitigation measures
 4. Future year (2030) with background traffic growth and development traffic
 5. Future year (2030) with background traffic growth, development traffic and mitigation measures
- The assumptions made during the development of the models are outlined in this section.

Base year models: inputs, assumptions and limitations



- Traffic survey counts were undertaken for six intersections surrounding Granville centre on 2nd December 2020 by Matrix Traffic and Transport Data.



- Spatial data and aerial imagery, gathered from SIX Maps and Google Maps were used to model the intersection layouts.



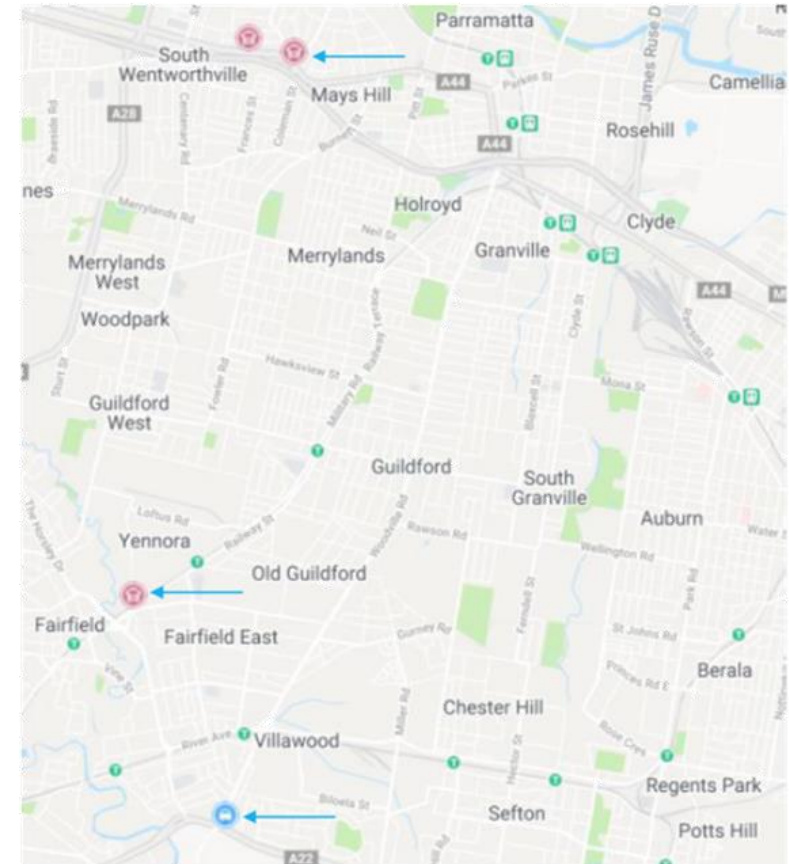
- Traffic signal timings were taken from 2nd December 2020 SCATS data.



- Intersections in proximity of one another were modelled as networks to capture flow on effects between them. These intersections were:
 - Network 1: William Street / Clyde Street, William Street / Blaxcell Street / Enid Avenue, William Street / South Street, and William Street / Lumley Street
- Glen Street was not included in the William Street / Lumley Street intersection model. This was done as traffic surveys did not include turning movements into and out of Glen Street. As Glen Street is a residential cul-de-sac, it is unlikely to have significant impact on the performance of William Street / Lumley Street.

Background traffic growth: inputs and assumptions

- Background traffic growth has been determined based on the **traffic counts surrounding Granville Centre**, based on historical traffic data published by TfNSW.
- The three permanent traffic counter sites located at Hawkesbury Road (S. ID: 7119-PR), Fairfield Street (S. ID: 66249) and Hume Highway (S. ID: 44002) were used to estimate the background traffic growth.
- The traffic growth between 2008 and 2019 was analysed for the above sites. The sites at Hawkesbury Road and Fairfield Street shows a negative historical traffic growth of -2.3% and -1.4% respectively, while Hume Highway shows a 0.9% traffic growth.
- Hence, a **background growth rate of 0.9% p.a.** was applied to account for regional traffic growth as a result of population and employment increase in the wider area including other centres in Cumberland City Council.
- This background growth rate is assumed to incorporate development traffic from adjacent centres such as Merrylands and along Woodville Road corridor.



Potential dwelling growth of Granville centre: inputs and assumptions

- Trip generation of dwelling growth in Granville centre was considered specifically in the models. Growth of other nearby centres were also considered as background growth rate to the intersections assessed.
- Projected dwelling growth in each centre was estimated based on planning analysis undertaken by Council.
- Growth of Granville centre is concentrated along Clyde Street, Louis Street and Blaxcell Street.
- The preferred development scenario of this corridor has a net increase of 722 dwellings.
- The majority of new dwellings are within the walking catchment of Granville and Clyde train stations.



Development traffic: trip generation

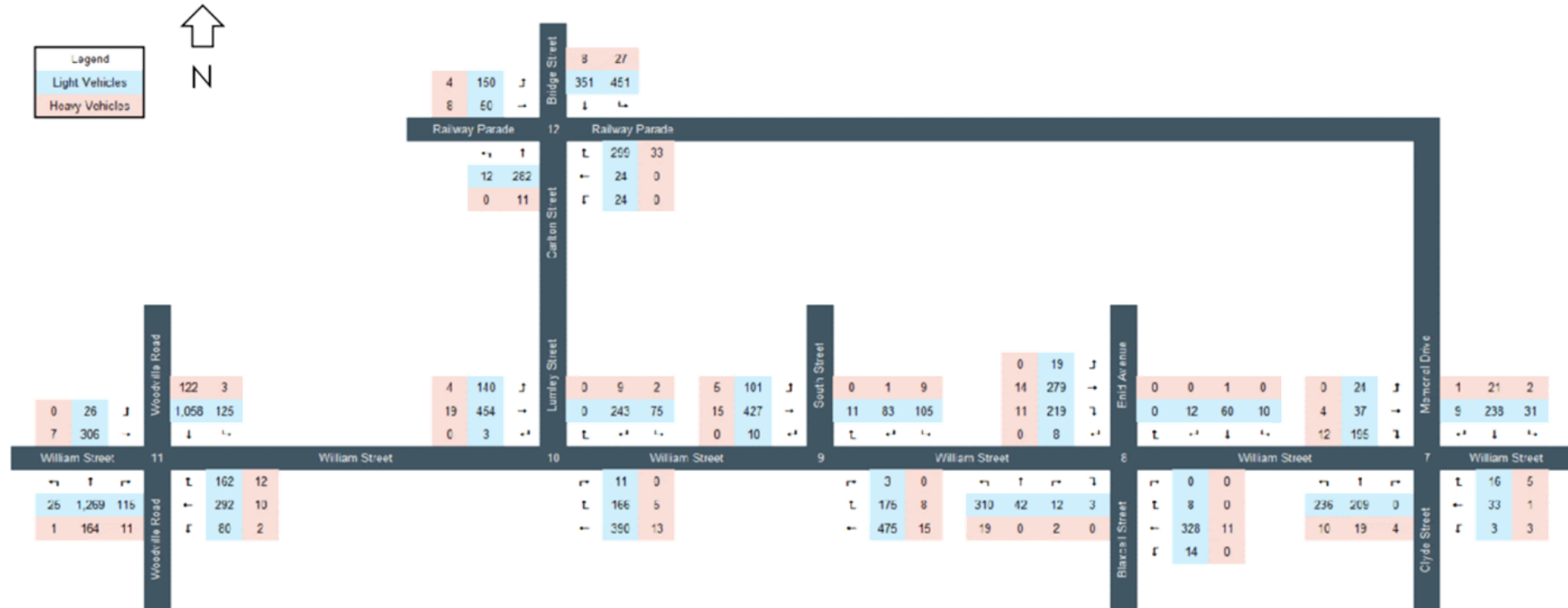
- The trip generation numbers used in the model are based on the following inputs:
 - Vehicle trip generation rates vary with respect to dwelling type, distance from the nearest station and car ownership.
 - Mode shares in each centre / corridor are based on existing mode choices (from TfNSW Household Travel Survey and Census Journey to Work data), and do not account for the effects of any mode shift initiatives. This is considered acceptable as there are no mass transit projects committed at these centres, except Westmead.
 - Since all development are within a 1 km radius to Granville or Clyde train stations, all train mode share is assumed to walk to the station, thus generating no additional kiss-and-drop or park-and-ride car trips.
- **The increase of 722 additional dwellings around Clyde Street in Granville centre was estimated to generate less than 160 car trips to work during the peak hours. This level of traffic increase would consider to have negligible impacts to the surrounding road network across the town centre.**
- A review of residential mixed-use development being considered / assessed in Granville centre (in the City of Parramatta LGA) indicated that there could be an increase of an additional 750 residential apartments. This equates to just over 100 peak hour trips which has been accounted as part of the background traffic growth on Bridge Street and should not have major implications on traffic conditions at Bridge Street.

William Street pedestrian amenity

- Pedestrian amenity could be improved along William Street as the Granville town centre expands further south of William Street, to cater for additional pedestrian movements to the town centre and train station.
- Currently north-south pedestrian connectivity is limited to two zebra crossings at William Street / South Street. Signalisation of one or more of the intersections of Lumley Street, South Street and / or Blaxcell Street could provide additional crossing opportunities across William Street.
- However, signals warrants are not met at these three locations (Blaxcell, South and Lumley Streets) based on forecast traffic volumes alone and may require negotiations with TfNSW subject to pedestrian volumes and safety factors.



2031 Future Year AM Background Growth





Granville Centre Traffic and Transport Study

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Scenario 1: Base year (2020)

Scenario 1: Base year (2020)

Intersection	AM peak				PM peak			
	Volume	Delay (s)	LoS	DoS	Volume	Delay (s)	LoS	DoS
William Street / Clyde Street	1,073	15.4	B	0.43	1,400	17.4	B	0.50
William Street / Blaxcell Street	1,328	5.5	A	0.39	1,454	12.0	A	0.46
William Street / South Street	1,388	6.1	A	0.53	1,473	11.6	A	0.52
William Street / Lumley Street	1,478	7.1	A	0.57	1,707	17.8	B	0.73
William Street / Woodville Road	3,647	8.8	C	0.98	4,251	39.4	C	0.99
Railway Parade / Bridge Street	1,668	5.2	B	0.73	2,131	30.9	C	0.89

Note: volumes are totals of all arms of the intersection (including peak flow factor).

Delay is average of all arms of the intersection.

LoS = Level of Service (average of all arms of the intersection).

DoS = Degree of Saturation (volume / capacity), where 1.0 means the intersection is at capacity (worst performing arm).

- All intersections are currently performing at an acceptable Level of Service (LoS) of C or better during both peak periods. The high Degree of Saturation (DoS) at William Street / Woodville Road is close to 1 indicating this intersection is close to capacity.
- The PM peak performs slightly worse than the AM peak due to a noticeable increase in traffic volumes at some intersections. William Street / Woodville Road sees an increase of approximately 600 vehicles and Railway Parade / Bridge Street sees almost 500 additional vehicles.

Scenario 2: Future year (2030) with background traffic growth only

Scenario 2: Future year (2030) with background traffic growth only

Intersection	AM peak				PM peak			
	Volume	Delay (s)	LoS	DoS	Volume	Delay (s)	LoS	DoS
William Street / Clyde Street	1,173	21.2	B	0.40	1,531	23.0	B	0.54
William Street / Blaxcell Street	1,453	11.7	A	0.44	1,590	6.3	A	0.51
William Street / South Street	1,519	11.4	A	0.58	1,611	6.3	A	0.60
William Street / Lumley Street	1,616	12.1	A	0.64	1,867	14.9	B	0.84
William Street / Woodville Road	3,989	49.3	D	0.94	4,649	45.2	D	0.91
Railway Parade / Bridge Street	1,825	24.8	B	0.72	2,330	33.9	C	0.91

Note: volumes are totals of all arms of the intersection (including peak flow factor).

Delay is average of all arms of the intersection.

LoS = Level of Service (average of all arms of the intersection).

DoS = Degree of Saturation (volume / capacity), where 1.0 means the intersection is at capacity (worst performing arm).

- All intersections are expected to operate at an acceptable Level of Service (LoS) of D or better during both peak periods.
- William Street / Woodville Road becomes more congested, with increased delays as a result of background traffic growth.
- Railway Parade / Bridge street and William Street / Lumley Street both see a slight drop in performance as a result of increased traffic demand during the PM peak. This temporal performance difference is consistent with the base year.
- **No upgrades are required across the modelled network to cater for background traffic growth.** Hence there is no need to model Scenario 3 (Scenario 2 with mitigation measures).

Traffic modelling: summary

- All intersections perform at satisfactory levels in Scenario 2. The background traffic growth has some impact on the network but requires no infrastructure upgrades.
- **With the current network performance and low number of additional trips generated (as a result of the additional 722 dwellings along Clyde Street), the current network will not require upgrades to cater for the additional development yield.** Hence there is no need to model Scenarios 4 and 5.

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Recommended approach

Recommended approach

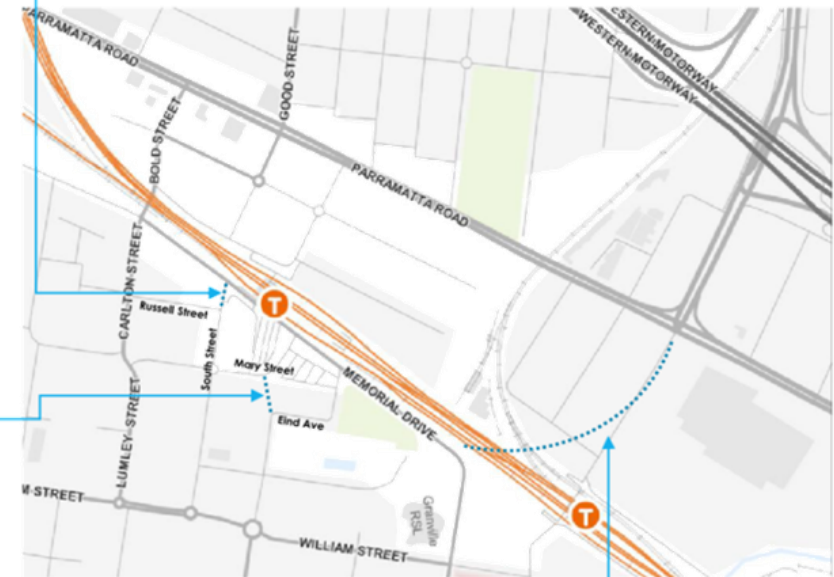
- An Access and Movement framework was developed for the centre.
- Using the evidence base, the traffic modelling assessment as well as the Access and Movement framework, potential transport initiatives have been identified to support potential growth of the corridor.
- There are **no upgrades required** across the network in all scenarios, to cater for background traffic growth and additional development traffic.



Further transport initiatives

As part of the Granville Centre Transport Study, a number of transport initiatives should be further considered by Council and the State Government as the centre expands with increased activities:

- **South Street pedestrianisation**
 - Most of the retail frontage of Granville town centre is located along South Street. There is an opportunity to promote pedestrian activities, priority and safety in the retail centre by downgrading South Street between Railway Parade and Russell Street.
 - Further investigations should be undertaken to consider the merit of different options to revive the remaining sections of South Street.
 - Reducing the traffic function of South Street could divert some through traffic to adjacent Russell Street and Lumley Street. Currently a majority of north-south traffic demand already travels along Lumley Street, with South Street experiencing half the volumes.
- **Extension of Enid Avenue to connect with Mary Street**
 - Consideration of an additional north-south connections in the town centre, as a result of South Street pedestrianisation.
 - This may involve acquisition of properties on Enid Avenue to create this connection and improve connectivity in the town centre.
- **Additional north-south connection between Memorial Drive and Clyde**
 - To provide additional access of Granville to wider road network.



Further transport initiatives

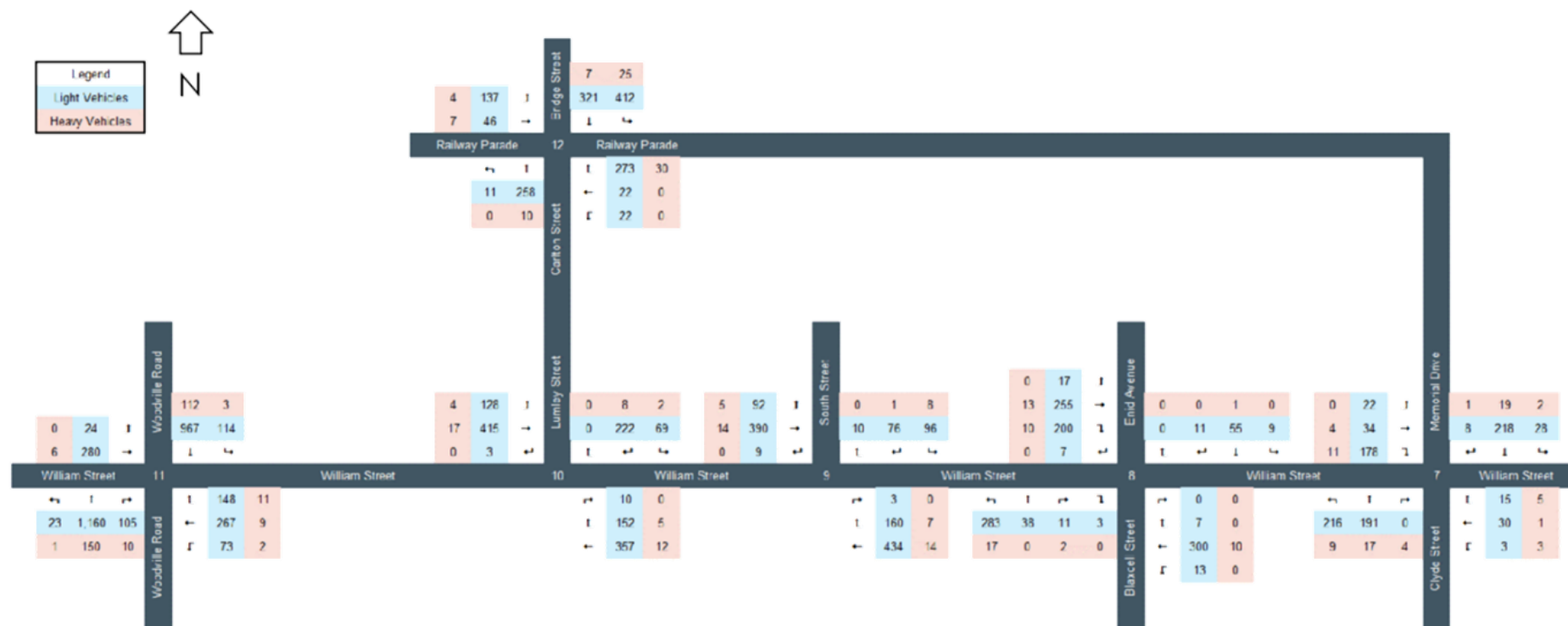
As part of the Granville Centre Transport Study, a number of transport initiatives should be further considered by Council and the State Government as the centre expands with increased activities:

- **Signalisation of William Street / Lumley Street**
 - There is currently limited north-south pedestrian crossing opportunities across William Street.
 - Zebra crossings are currently located at William Street / South Street and Granville Public School.
 - Signalisation of William Street / Lumley Street would provide an additional safe crossing environment for pedestrians (subject to signal warrants review to be considered with potential traffic shifts from preferred mitigation schemes of South Street).
- **Additional railway crossings for pedestrian movements**
 - There is limited pedestrian connectivity across the railway corridor.
 - Granville Train Station and Bridge Street provide the only two crossing locations near Granville town centre.
 - Further crossings would connect retail activity on the northern side of the railway corridor along Goods Street.
- **Additional bus frequency**
 - Bus services connect Granville to surrounding regional centres such as Merrylands, Parramatta and Guildford.
 - There may be benefit to increasing the frequency of these services to further promote regional connectivity via public transport.
- **Additional train services**
 - The 2017 train timetable adversely impacted on the number of services and travel time at Granville Station.
 - There is a need to provide faster and more frequent services to further support development in the area.

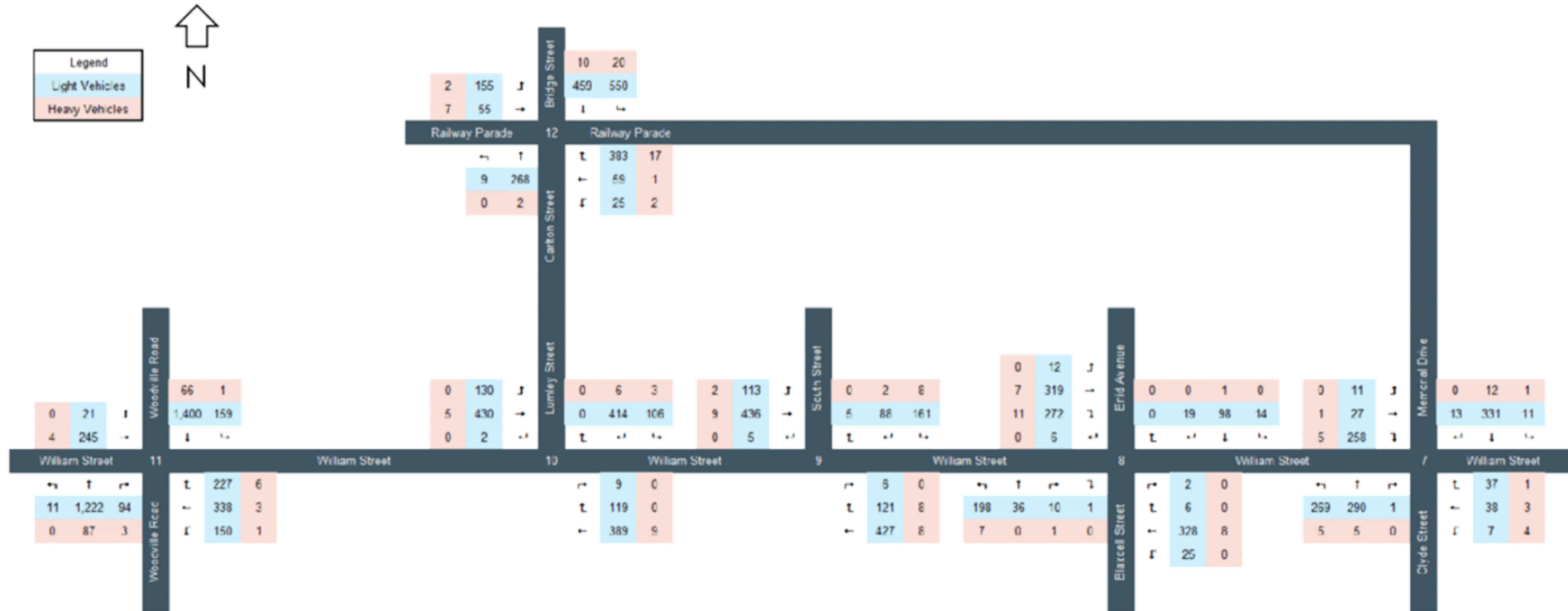
Appendix A

Detailed Spreadsheet Models

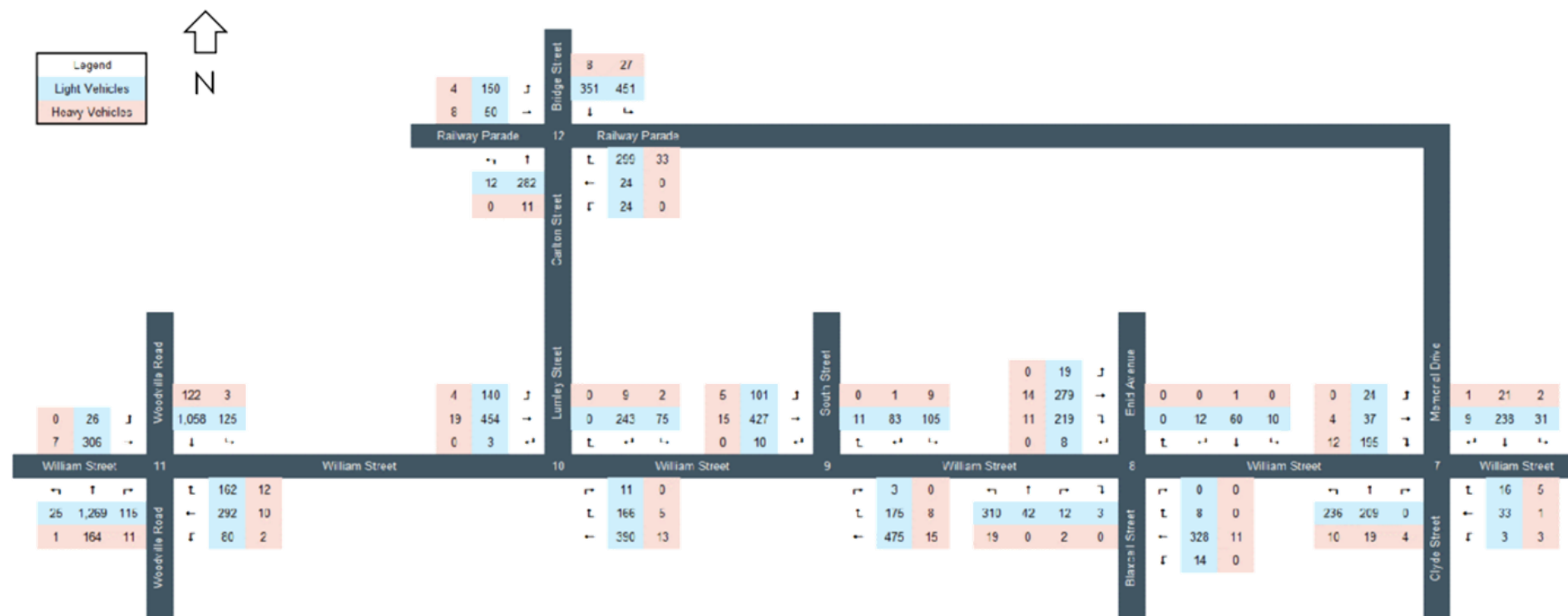
2020 Base Year AM



2020 Base Year PM



2031 Future Year AM Background Growth



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Appendix B

Detailed SIDRA Intersection 9 Results

Intersection Performance Summary

File	Site Folder	Site ID	Site Name	Site Type	Option	Veh Speed	Veh Demand	HV % Demand	Degree of Saturation	Control Delay Average	Control Delay Worst Movement	Control Delay	Average Back of Queue Distance Lane	% pcd Back of Queue Distance Worst Lane	Pers Speed	Pers Demand	Pers Control Delay Average	Pers Control Delay Worst Movement	Delay LoS
Cumberland AM Server_Granville	General	7AM_BY	WIL_CLY_20_AM_BY	Signal	BY	44.6	1,073	7.5	0.43	15.4	25.2	15.4	23.5	38.4	32.4	1,498	16.2	25.2	B
Cumberland AM Server_Granville	General	8AM_BY	WIL_BLA_20_AM_BY	Roundabout	BY	40.0	1,328	4.2	0.40	5.4	11.3	11.3	8.6	21.5	40.0	1,594	5.4	11.3	A
Cumberland AM Server_Granville	General	9AM_BY	WIL_SOU_20_AM_BY	Roundabout	BY	33.6	1,388	3.7	0.53	6.1	11.0	11.0	14.7	36.5	33.6	1,666	6.1	11.0	A
Cumberland AM Server_Granville	General	10AM_BY	WIL_LUM_20_AM_BY	Roundabout	BY	38.4	1,478	3.4	0.57	7.1	10.7	10.7	15.0	37.3	38.4	1,773	7.1	10.7	A
Cumberland AM Server_Granville	General	11AM_BY	WOO_WIL_20_AM_BY	Signal	BY	33.2	3,647	8.8	0.98	35.7	98.2	35.7	138.8	226.5	30.4	4,535	36.5	98.2	C
Cumberland AM Server_Granville	General	12AM_BY	RAI_CAR_20_AM_BY	Signal	BY	28.1	1,668	5.2	0.73	23.9	39.0	23.9	57.6	94.0	21.1	2,213	24.9	39.0	B
Cumberland AM Server_Granville	General	7AM_FY	WIL_CLY_31_AM_FY	Signal	FY	41.2	1,173	7.5	0.40	21.2	49.4	21.2	38.8	63.3	30.5	1,618	23.6	49.4	B
Cumberland AM Server_Granville	General	8AM_FY	WIL_BLA_31_AM_FY	Roundabout	FY	39.8	1,453	4.2	0.45	5.7	11.7	11.7	10.1	25.1	39.8	1,744	5.7	11.7	A
Cumberland AM Server_Granville	General	9AM_FY	WIL_SOU_31_AM_FY	Roundabout	FY	33.2	1,519	3.7	0.58	6.3	11.4	11.4	17.6	43.8	33.2	1,822	6.3	11.4	A
Cumberland AM Server_Granville	General	10AM_FY	WIL_LUM_31_AM_FY	Roundabout	FY	37.7	1,616	3.4	0.64	8.0	12.1	12.1	20.5	50.9	37.7	1,940	8.0	12.1	A
Cumberland AM Server_Granville	General	11AM_FY	WOO_WIL_31_AM_FY	Signal	FY	28.2	3,969	8.8	0.94	49.3	64.4	49.3	259.9	424.1	26.4	4,945	49.4	64.4	D
Cumberland AM Server_Granville	General	12AM_FY	RAI_CAR_31_AM_FY	Signal	FY	27.6	1,825	5.2	0.72	24.8	47.5	24.8	67.8	110.6	21.2	2,400	26.1	47.5	B

Intersection Movement - Details

File	Site Folder	Site ID	Site Name	Site Type	Option	Origin ID	Leg Name	Approach Direction	Turn Name	Input Flow	Input HV pc	Demand Flow	Demand HV pc	DoS	Delay worst	Average Delay	Capacity	Back of Queue Distance Worst Lane	95 pct Back of Queue Distance	Worst Approach	Warnings Check
Cumberland AM Server, Granville	General	7AM_BY	WL_CLY_20_AM_BY	Signal	BY	3	Oyde Street	S	R2	4	100.0	4	100.0	0.3	21.9	21.9	127	17.7	28.9	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_BY	WL_CLY_20_AM_BY	Signal	BY	2	Oyde Street	S	T1	208	8.2	219	8.2	0.3	14.2	14.2	660.9	19.5	31.8	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_BY	WL_CLY_20_AM_BY	Signal	BY	1	Oyde Street	S	L2	225	4.0	237	4.0	0.3	14.6	14.6	715.0	19.5	31.8	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_BY	WL_CLY_20_AM_BY	Signal	BY	Approach	Oyde Street			437	6.9	460	6.9	0.3	21.9	14.5	1,388.6	19.5	31.8	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_BY	WL_CLY_20_AM_BY	Signal	BY	4	William Street (E)	E	L2	6	50.0	6	50.0	0.0	24.7	24.7	179.3	1.2	1.9	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_BY	WL_CLY_20_AM_BY	Signal	BY	6	William Street (E)	E	R2	20	25.0	21	25.0	0.2	25.2	25.2	127.0	5.5	8.9	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_BY	WL_CLY_20_AM_BY	Signal	BY	5	William Street (E)	E	T1	31	3.2	33	3.2	0.2	20.4	20.4	196.8	5.5	8.9	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_BY	WL_CLY_20_AM_BY	Signal	BY	Approach	William Street (E)			57	15.8	60	15.8	0.2	25.2	22.5	361.9	5.5	8.9	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_BY	WL_CLY_20_AM_BY	Signal	BY	8	Memorial Drive	N	T1	237	8.0	249	8.0	0.4	15.8	15.8	573.5	23.5	38.4	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_BY	WL_CLY_20_AM_BY	Signal	BY	7	Memorial Drive	N	L2	30	6.7	32	6.7	0.1	19.4	19.4	363.0	4.0	6.5	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_BY	WL_CLY_20_AM_BY	Signal	BY	9	Memorial Drive	N	R2	9	11.1	9	11.1	0.4	21.5	21.5	21.8	23.5	38.4	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_BY	WL_CLY_20_AM_BY	Signal	BY	Approach	Memorial Drive			276	8.0	291	8.0	0.4	21.5	16.3	667.9	23.5	38.4	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_BY	WL_CLY_20_AM_BY	Signal	BY	12	William Street (W)	W	R2	189	5.8	199	5.8	0.4	15.5	15.5	542.0	15.7	25.7	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_BY	WL_CLY_20_AM_BY	Signal	BY	11	William Street (W)	W	T1	38	10.5	40	10.5	0.4	9.1	9.1	109.0	15.7	25.7	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_BY	WL_CLY_20_AM_BY	Signal	BY	10	William Street (W)	W	L2	22	0.0	23	0.0	0.1	13.5	13.5	311.9	4.0	6.5	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_BY	WL_CLY_20_AM_BY	Signal	BY	Approach	William Street (W)			249	6.0	262	6.0	0.4	15.5	14.3	714.1	15.7	25.7	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_BY	WL_CLY_20_AM_BY	Signal	BY	Site				1,019	7.5	1,073	7.5	0.4	25.2	15.4		23.5	38.4	William Street (E)	FALSE
Cumberland AM Server, Granville	General	8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	3u	Baxcell Street	S	U	3	0.0	3	0.0	0.4	11.3	11.3	7.9	8.0	19.8	End Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	3	Baxcell Street	S	R2	13	15.4	14	15.4	0.4	10.1	10.1	34.3	8.0	19.8	End Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	2	Baxcell Street	S	T1	38	0.0	40	0.0	0.4	5.4	5.4	100.2	8.0	19.8	End Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	1	Baxcell Street	S	L2	300	5.7	316	5.7	0.4	5.6	5.6	790.8	8.0	19.8	End Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	Approach	Baxcell Street			354	5.4	373	5.4	0.4	11.3	5.8	933.1	8.0	19.8	End Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	4	William Street (E)	E	L2	13	0.0	14	0.0	0.3	5.0	5.0	40.0	6.1	15.2	End Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	6	William Street (E)	E	R2	7	0.0	7	0.0	0.3	9.2	9.2	21.5	6.1	15.2	End Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	5	William Street (E)	E	T1	310	3.2	326	3.2	0.3	5.1	5.1	953.0	6.1	15.2	End Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	Approach	William Street (E)			330	3.0	347	3.0	0.3	9.2	5.1	1,014.5	6.1	15.2	End Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	8	End Avenue	N	T1	56	1.8	59	1.8	0.1	6.0	6.0	623.8	1.5	3.6	End Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	7	End Avenue	N	L2	9	0.0	9	0.0	0.1	6.0	6.0	100.3	1.5	3.6	End Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	9	End Avenue	N	R2	11	0.0	12	0.0	0.1	10.1	10.1	122.5	1.5	3.6	End Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	Approach	End Avenue			76	1.3	80	1.3	0.1	10.1	6.6	846.6	1.5	3.6	End Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	12	William Street (W)	W	R2	210	4.8	221	4.8	0.4	7.6	7.6	575.1	8.6	21.5	End Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	11	William Street (W)	W	T1	268	4.9	282	4.9	0.4	3.4	3.4	733.9	8.6	21.5	End Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	10	William Street (W)	W	L2	17	0.0	18	0.0	0.4	3.4	3.4	46.6	8.6	21.5	End Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	12u	William Street (W)	W	U	7	0.0	7	0.0	0.4	9.3	9.3	19.2	8.6	21.5	End Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	Approach	William Street (W)			502	4.6	528	4.6	0.4	9.3	5.2	1,374.7	8.6	21.5	End Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	Site				1,262	4.2	1,328	4.2	0.4	11.3	5.4		8.6	21.5	End Avenue	FALSE
Cumberland AM Server, Granville	General	9AM_BY	WL_SOU_20_AM_BY	Roundabout	BY	6u	William Street (E)	E	U	3	0.0	3	0.0	0.5	9.0	9.0	6.0	14.7	36.5	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_BY	WL_SOU_20_AM_BY	Roundabout	BY	6	William Street (E)	E	R2	167	4.2	176	4.2	0.5	7.7	7.7	333.2	14.7	36.5	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_BY	WL_SOU_20_AM_BY	Roundabout	BY	5	William Street (E)	E	T1	448	3.1	472	3.1	0.5	4.7	4.7	893.9	14.7	36.5	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_BY	WL_SOU_20_AM_BY	Roundabout	BY	Approach	William Street (E)			618	3.4	651	3.4	0.5	9.0	5.6	1,233.1	14.7	36.5	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_BY	WL_SOU_20_AM_BY	Roundabout	BY	7	South Street	N	L2	104	7.7	109	7.7	0.3	7.2	7.2	435.0	4.5	11.1	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_BY	WL_SOU_20_AM_BY	Roundabout	BY	9u	South Street	N	U	10	0.0	11	0.0	0.3	11.0	11.0	41.8	4.5	11.1	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_BY	WL_SOU_20_AM_BY	Roundabout	BY	9	South Street	N	R2	77	1.3	81	1.3	0.3	9.6	9.6	322.0	4.5	11.1	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_BY	WL_SOU_20_AM_BY	Roundabout	BY	Approach	South Street			191	4.7	201	4.7	0.3	11.0	8.4	798.8	4.5	11.1	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_BY	WL_SOU_20_AM_BY	Roundabout	BY	11	William Street (W)	W	T1	404	3.5	425	3.5	0.5	5.7	5.7	840.3	12.3	30.5	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_BY	WL_SOU_20_AM_BY	Roundabout	BY	10	William Street (W)	W	L2	97	5.2	102	5.2	0.5	5.9	5.9	201.7	12.3	30.5	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_BY	WL_SOU_20_AM_BY	Roundabout	BY	12u	William Street (W)	W	U	9	0.0	9	0.0	0.5	9.9	9.9	18.7	12.3	30.5	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_BY	WL_SOU_20_AM_BY	Roundabout	BY	Approach	William Street (W)			510	3.7	537	3.7	0.5	9.9	5.8	1,060.7	12.3	30.5	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_BY	WL_SOU_20_AM_BY	Roundabout	BY	Site				1,319	3.7	1,388	3.7	0.5	11.0	6.1		14.7	36.5	South Street	FALSE
Cumberland AM Server, Granville	General	10AM_BY	WL_LUM_20_AM_BY	Roundabout	BY	6u	William Street (E)	E	U	10	0.0	11	0.0	0.6	10.7	10.7	18.4	15.0	37.3	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	10AM_BY	WL_LUM_20_AM_BY	Roundabout	BY	6	William Street (E)	E	R2	157	3.2	165	3.2	0.6	9.4	9.4	289.6	15.0	37.3	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	10AM_BY	WL_LUM_20_AM_BY	Roundabout	BY	5	William Street (E)	E	T1	369	3.3	388	3.3	0.6	6.3	6.3	660.7	15.0	37.3	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	10AM_BY	WL_LUM_20_AM_BY	Roundabout	BY	Approach	William Street (E)			536	3.2	564	3.2	0.6	10.7	7.3	968.8	15.0	37.3	Lumley Street (N)	FALSE

Cumberland AM Server, Granville	General	10AM_BY	WL_LUM_20_AM_BY	Roundabout	BY	7	Lumley Street (N)	N	L2	71	2.8	75	2.8	0.4	7.5	7.5	185.7	7.9	19.6	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	10AM_BY	WL_LUM_20_AM_BY	Roundabout	BY	9	Lumley Street (N)	N	R2	230	3.5	242	3.5	0.4	10.4	10.4	601.7	7.9	19.6	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	10AM_BY	WL_LUM_20_AM_BY	Roundabout	BY	Approach	Lumley Street (N)			301	3.3	317	3.3	0.4	10.4	9.7	787.4	7.9	19.6	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	10AM_BY	WL_LUM_20_AM_BY	Roundabout	BY	11	William Street (W)	W	T1	432	3.9	455	3.9	0.5	5.5	5.5	831.5	15.0	37.2	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	10AM_BY	WL_LUM_20_AM_BY	Roundabout	BY	10	William Street (W)	W	L2	132	3.0	139	3.0	0.5	5.6	5.6	254.1	15.0	37.2	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	10AM_BY	WL_LUM_20_AM_BY	Roundabout	BY	12u	William Street (W)	W	U	3	0.0	3	0.0	0.5	9.9	9.9	5.8	15.0	37.2	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	10AM_BY	WL_LUM_20_AM_BY	Roundabout	BY	Approach	William Street (W)			567	3.7	597	3.7	0.5	9.9	5.6	1,091.3	15.0	37.2	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	10AM_BY	WL_LUM_20_AM_BY	Roundabout	BY	Site				1,404	3.4	1,478	3.4	0.6	10.7	7.1		15.0	37.3	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	11AM_BY	WOO_WL_20_AM_BY	Signal	BY	3	Woodville Road (S)	S	R2	115	8.7	121	8.7	0.5	46.5	46.5	267.7	33.8	55.1	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_BY	WOO_WL_20_AM_BY	Signal	BY	2	Woodville Road (S)	S	T1	1,310	11.5	1,379	11.5	0.7	18.7	18.7	2,087.3	138.8	226.5	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_BY	WOO_WL_20_AM_BY	Signal	BY	1	Woodville Road (S)	S	L2	24	4.2	25	4.2	0.7	25.1	25.1	38.2	138.2	225.6	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_BY	WOO_WL_20_AM_BY	Signal	BY	Approach	Woodville Road (S)			1,449	11.1	1,525	11.1	0.7	46.5	21.0	2,308.7	138.8	226.5	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_BY	WOO_WL_20_AM_BY	Signal	BY	4	William Street (E)	E	L2	75	2.7	79	2.7	0.8	46.5	46.5	105.1	90.2	147.2	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_BY	WOO_WL_20_AM_BY	Signal	BY	6	William Street (E)	E	R2	159	6.9	167	6.9	1.0	98.2	98.2	172.9	62.4	101.8	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_BY	WOO_WL_20_AM_BY	Signal	BY	5	William Street (E)	E	T1	276	3.3	291	3.3	0.8	41.9	41.9	386.7	90.2	147.2	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_BY	WOO_WL_20_AM_BY	Signal	BY	Approach	William Street (E)			510	4.3	537	4.3	1.0	98.2	60.1	554.6	90.2	147.2	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_BY	WOO_WL_20_AM_BY	Signal	BY	8	Woodville Road (N)	N	T1	1,079	10.4	1,136	10.4	0.5	27.5	27.5	2,177.8	89.5	146.1	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_BY	WOO_WL_20_AM_BY	Signal	BY	7	Woodville Road (N)	N	L2	117	2.6	123	2.6	0.5	33.8	33.8	236.1	83.0	135.5	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_BY	WOO_WL_20_AM_BY	Signal	BY	Approach	Woodville Road (N)			1,196	9.6	1,259	9.6	0.5	33.8	28.1	2,413.9	89.5	146.1	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_BY	WOO_WL_20_AM_BY	Signal	BY	11	William Street (W)	W	T1	286	2.1	301	2.1	1.0	96.0	96.0	306.6	112.4	183.4	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_BY	WOO_WL_20_AM_BY	Signal	BY	10	William Street (W)	W	L2	24	0.0	25	0.0	0.1	56.1	56.1	279.1	6.0	9.8	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_BY	WOO_WL_20_AM_BY	Signal	BY	Approach	William Street (W)			310	1.9	326	1.9	1.0	96.0	92.9	332.3	112.4	183.4	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_BY	WOO_WL_20_AM_BY	Signal	BY	Site				3,465	8.8	3,647	8.8	1.0	98.2	35.7		138.8	226.5	William Street (W)	FALSE
Cumberland AM Server, Granville	General	12AM_BY	RAI_CAR_20_AM_BY	Signal	BY	2	Carlton Street	S	T1	268	3.7	282	3.7	0.3	26.9	26.9	917.7	21.4	35.0	Railway Parade (W)	FALSE
Cumberland AM Server, Granville	General	12AM_BY	RAI_CAR_20_AM_BY	Signal	BY	1	Carlton Street	S	L2	11	0.0	12	0.0	0.3	31.5	31.5	37.7	21.2	34.6	Railway Parade (W)	FALSE
Cumberland AM Server, Granville	General	12AM_BY	RAI_CAR_20_AM_BY	Signal	BY	Approach	Carlton Street			279	3.6	294	3.6	0.3	31.5	27.1	955.4	21.4	35.0	Railway Parade (W)	FALSE
Cumberland AM Server, Granville	General	12AM_BY	RAI_CAR_20_AM_BY	Signal	BY	4	Railway Parade (E)	E	L2	22	0.0	23	0.0	0.0	12.2	12.2	548.2	3.3	5.4	Railway Parade (W)	FALSE
Cumberland AM Server, Granville	General	12AM_BY	RAI_CAR_20_AM_BY	Signal	BY	6	Railway Parade (E)	E	R2	303	9.9	319	9.9	0.7	22.0	22.0	438.4	33.2	54.2	Railway Parade (W)	FALSE
Cumberland AM Server, Granville	General	12AM_BY	RAI_CAR_20_AM_BY	Signal	BY	5	Railway Parade (E)	E	T1	22	0.0	23	0.0	0.0	7.6	7.6	548.2	3.3	5.4	Railway Parade (W)	FALSE
Cumberland AM Server, Granville	General	12AM_BY	RAI_CAR_20_AM_BY	Signal	BY	Approach	Railway Parade (E)			347	8.6	365	8.6	0.7	22.0	20.5	502.1	33.2	54.2	Railway Parade (W)	FALSE
Cumberland AM Server, Granville	General	12AM_BY	RAI_CAR_20_AM_BY	Signal	BY	8	Bridge Street	N	T1	328	2.1	345	2.1	0.7	32.7	32.7	484.9	57.6	94.0	Railway Parade (W)	FALSE
Cumberland AM Server, Granville	General	12AM_BY	RAI_CAR_20_AM_BY	Signal	BY	7	Bridge Street	N	L2	437	5.7	460	5.7	0.4	12.0	12.0	1,178.2	36.6	59.8	Railway Parade (W)	FALSE
Cumberland AM Server, Granville	General	12AM_BY	RAI_CAR_20_AM_BY	Signal	BY	Approach	Bridge Street			765	4.2	805	4.2	0.7	32.7	20.9	1,130.9	57.6	94.0	Railway Parade (W)	FALSE
Cumberland AM Server, Granville	General	12AM_BY	RAI_CAR_20_AM_BY	Signal	BY	11	Railway Parade (W)	W	T1	53	13.2	56	13.2	0.2	31.2	31.2	323.4	9.2	15.1	Railway Parade (W)	FALSE
Cumberland AM Server, Granville	General	12AM_BY	RAI_CAR_20_AM_BY	Signal	BY	10	Railway Parade (W)	W	L2	141	2.8	148	2.8	0.5	39.0	39.0	305.9	24.5	40.0	Railway Parade (W)	FALSE
Cumberland AM Server, Granville	General	12AM_BY	RAI_CAR_20_AM_BY	Signal	BY	Approach	Railway Parade (W)			194	5.7	204	5.7	0.5	39.0	36.8	420.9	24.5	40.0	Railway Parade (W)	FALSE
Cumberland AM Server, Granville	General	12AM_BY	RAI_CAR_20_AM_BY	Signal	BY	Site				1,585	5.2	1,668	5.2	0.7	39.0	23.9		57.6	94.0	Railway Parade (W)	FALSE
Cumberland AM Server, Granville	General	7AM_FY	WL_CLY_31_AM_FY	Signal	FY	3	Clyde Street	S	R2	4	100.0	5	100.0	0.3	27.3	27.3	14.8	30.2	49.2	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_FY	WL_CLY_31_AM_FY	Signal	FY	2	Clyde Street	S	T1	227	8.2	239	8.2	0.3	19.5	19.5	768.6	31.1	50.7	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_FY	WL_CLY_31_AM_FY	Signal	FY	1	Clyde Street	S	L2	246	4.0	259	4.0	0.3	17.6	17.6	831.4	31.1	50.7	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_FY	WL_CLY_31_AM_FY	Signal	FY	Approach	Clyde Street			478	6.9	503	6.9	0.3	27.3	18.6	1,614.7	31.1	50.7	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_FY	WL_CLY_31_AM_FY	Signal	FY	4	William Street (E)	E	L2	7	50.0	7	50.0	0.1	49.3	49.3	81.6	2.2	3.6	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_FY	WL_CLY_31_AM_FY	Signal	FY	6	William Street (E)	E	R2	22	25.0	23	25.0	0.4	49.4	49.4	57.8	11.9	19.4	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_FY	WL_CLY_31_AM_FY	Signal	FY	5	William Street (E)	E	T1	34	3.2	36	3.2	0.4	44.6	44.6	89.5	11.9	19.4	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_FY	WL_CLY_31_AM_FY	Signal	FY	Approach	William Street (E)			62	15.8	66	15.8	0.4	49.4	46.8	164.6	11.9	19.4	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_FY	WL_CLY_31_AM_FY	Signal	FY	8	Memorial Drive	N	T1	259	8.0	273	8.0	0.4	21.4	21.4	686.5	38.8	63.3	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_FY	WL_CLY_31_AM_FY	Signal	FY	7	Memorial Drive	N	L2	33	6.7	35	6.7	0.1	24.8	24.8	434.5	6.7	11.0	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_FY	WL_CLY_31_AM_FY	Signal	FY	9	Memorial Drive	N	R2	10	11.1	10	11.1	0.4	27.1	27.1	26.1	38.8	63.3	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_FY	WL_CLY_31_AM_FY	Signal	FY	Approach	Memorial Drive			302	8.0	318	8.0	0.4	27.1	22.0	799.4	38.8	63.3	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_FY	WL_CLY_31_AM_FY	Signal	FY	12	William Street (W)	W	R2	207	5.8	218	5.8	0.3	20.3	20.3	651.3	27.5	44.8	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_FY	WL_CLY_31_AM_FY	Signal	FY	11	William Street (W)	W	T1	42	10.5	44	10.5	0.3	14.1	14.1	130.9	27.5	44.8	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_FY	WL_CLY_31_AM_FY	Signal	FY	10	William Street (W)	W	L2	24	0.0	25	0.0	0.1	18.0	18.0	374.7	6.1	10.0	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_FY	WL_CLY_31_AM_FY	Signal	FY	Approach	William Street (W)			272	6.0	287	6.0	0.3	20.3	19.2	858.0	27.5	44.8	William Street (E)	FALSE
Cumberland AM Server, Granville	General	7AM_FY	WL_CLY_31_AM_FY	Signal	FY	Site				1,115	7.5	1,173	7.5	0.4	49.4	21.2		38.8	63.3	William Street (E)	FALSE
Cumberland AM Server, Granville	General	8AM_FY	WL_BLA_31_AM_FY	Roundabout	FY	3u	Blaxcell Street	S	U	3	0.0	3	0.0	0.5	11.7	11.7	7.6	9.4	23.4	Erid Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_FY	WL_BLA_31_AM_FY	Roundabout	FY	3	Blaxcell Street	S	R2	14	15.4	15	15.4	0.5	10.5	10.5	33.1	9.4	23.4	Erid Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_FY	WL_BLA_31_AM_FY	Roundabout	FY	2	Blaxcell Street	S	T1	42	0.0	44	0.0	0.5	5.8	5.8	96.9	9.4	23.4	Erid Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_FY	WL_BLA_31_AM_FY	Roundabout	FY	1	Blaxcell Street	S	L2	328	5.7	345	5.7	0.5	6.0	6.0	764.8	9.4	23.4	Erid Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_FY	WL_BLA_31_AM_FY	Roundabout	FY	Approach	Blaxcell Street			387	5.4	408	5.4	0.5	11.7	6.2	902.4	9.4	23.4	Erid Avenue	FALSE

Cumberland AM Server, Granville	General	8AM_FY	WL_BLA_31_AM_FY	Roundabout	FY	4	William Street (E)	E	L2	14	0.0	15	0.0	0.4	5.3	5.3	39.0	7.1	17.7	Erid Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_FY	WL_BLA_31_AM_FY	Roundabout	FY	6	William Street (E)	E	R2	8	0.0	8	0.0	0.4	9.4	9.4	21.0	7.1	17.7	Erid Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_FY	WL_BLA_31_AM_FY	Roundabout	FY	5	William Street (E)	E	T1	339	3.2	357	3.2	0.4	5.4	5.4	929.8	7.1	17.7	Erid Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_FY	WL_BLA_31_AM_FY	Roundabout	FY	Approach	William Street (E)			361	3.0	380	3.0	0.4	9.4	9.4	989.8	7.1	17.7	Erid Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_FY	WL_BLA_31_AM_FY	Roundabout	FY	8	Erid Avenue	N	T1	61	1.8	64	1.8	0.1	6.4	6.4	595.1	1.7	4.3	Erid Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_FY	WL_BLA_31_AM_FY	Roundabout	FY	7	Erid Avenue	N	L2	10	0.0	10	0.0	0.1	6.4	6.4	95.6	1.7	4.3	Erid Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_FY	WL_BLA_31_AM_FY	Roundabout	FY	9	Erid Avenue	N	R2	12	0.0	13	0.0	0.1	10.5	10.5	116.9	1.7	4.3	Erid Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_FY	WL_BLA_31_AM_FY	Roundabout	FY	Approach	Erid Avenue			83	1.3	87	1.3	0.1	10.5	10.5	807.6	1.7	4.3	Erid Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_FY	WL_BLA_31_AM_FY	Roundabout	FY	12	William Street (W)	W	R2	230	4.8	242	4.8	0.4	7.6	7.6	571.0	10.1	25.1	Erid Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_FY	WL_BLA_31_AM_FY	Roundabout	FY	11	William Street (W)	W	T1	293	4.9	309	4.9	0.4	3.4	3.4	728.7	10.1	25.1	Erid Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_FY	WL_BLA_31_AM_FY	Roundabout	FY	10	William Street (W)	W	L2	19	0.0	20	0.0	0.4	3.5	3.5	46.2	10.1	25.1	Erid Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_FY	WL_BLA_31_AM_FY	Roundabout	FY	12u	William Street (W)	W	U	8	0.0	8	0.0	0.4	9.3	9.3	19.0	10.1	25.1	Erid Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_FY	WL_BLA_31_AM_FY	Roundabout	FY	Approach	William Street (W)			549	4.6	578	4.6	0.4	9.3	9.3	1,364.9	10.1	25.1	Erid Avenue	FALSE
Cumberland AM Server, Granville	General	8AM_FY	WL_BLA_31_AM_FY	Roundabout	FY	Site				1,380	4.2	1,453	4.2	0.5	11.7	11.7		10.1	25.1	Erid Avenue	FALSE
Cumberland AM Server, Granville	General	9AM_FY	WL_SOU_31_AM_FY	Roundabout	FY	6u	William Street (E)	E	U	3	0.0	3	0.0	0.6	9.2	9.2	5.9	17.6	43.8	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_FY	WL_SOU_31_AM_FY	Roundabout	FY	6	William Street (E)	E	R2	183	4.2	192	4.2	0.6	7.9	7.9	329.3	17.6	43.8	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_FY	WL_SOU_31_AM_FY	Roundabout	FY	5	William Street (E)	E	T1	490	3.1	516	3.1	0.6	4.9	4.9	883.4	17.6	43.8	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_FY	WL_SOU_31_AM_FY	Roundabout	FY	Approach	William Street (E)			676	3.4	712	3.4	0.6	9.2	9.2	1,218.7	17.6	43.8	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_FY	WL_SOU_31_AM_FY	Roundabout	FY	7	South Street	N	L2	114	7.7	120	7.7	0.3	7.6	7.6	414.1	5.3	13.3	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_FY	WL_SOU_31_AM_FY	Roundabout	FY	9u	South Street	N	U	11	0.0	12	0.0	0.3	11.4	11.4	39.8	5.3	13.3	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_FY	WL_SOU_31_AM_FY	Roundabout	FY	9	South Street	N	R2	84	1.3	89	1.3	0.3	10.0	10.0	306.6	5.3	13.3	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_FY	WL_SOU_31_AM_FY	Roundabout	FY	Approach	South Street			209	4.7	220	4.7	0.3	11.4	11.4	760.6	5.3	13.3	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_FY	WL_SOU_31_AM_FY	Roundabout	FY	11	William Street (W)	W	T1	442	3.5	465	3.5	0.6	6.0	6.0	822.4	14.7	36.4	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_FY	WL_SOU_31_AM_FY	Roundabout	FY	10	William Street (W)	W	L2	106	5.2	112	5.2	0.6	6.2	6.2	197.5	14.7	36.4	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_FY	WL_SOU_31_AM_FY	Roundabout	FY	12u	William Street (W)	W	U	10	0.0	10	0.0	0.6	10.2	10.2	18.3	14.7	36.4	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_FY	WL_SOU_31_AM_FY	Roundabout	FY	Approach	William Street (W)			558	3.7	587	3.7	0.6	10.2	10.2	1,036.2	14.7	36.4	South Street	FALSE
Cumberland AM Server, Granville	General	9AM_FY	WL_SOU_31_AM_FY	Roundabout	FY	Site				1,443	3.7	1,519	3.7	0.6	11.4	11.4		17.6	43.8	South Street	FALSE
Cumberland AM Server, Granville	General	10AM_FY	WL_LUM_31_AM_FY	Roundabout	FY	6u	William Street (E)	E	U	11	0.0	12	0.0	0.6	12.1	12.1	17.9	20.5	50.9	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	10AM_FY	WL_LUM_31_AM_FY	Roundabout	FY	6	William Street (E)	E	R2	172	3.2	181	3.2	0.6	10.8	10.8	281.6	20.5	50.9	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	10AM_FY	WL_LUM_31_AM_FY	Roundabout	FY	5	William Street (E)	E	T1	404	3.3	425	3.3	0.6	7.7	7.7	661.8	20.5	50.9	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	10AM_FY	WL_LUM_31_AM_FY	Roundabout	FY	Approach	William Street (E)			586	3.2	617	3.2	0.6	12.1	12.1	961.3	20.5	50.9	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	10AM_FY	WL_LUM_31_AM_FY	Roundabout	FY	7	Lumley Street (N)	N	L2	78	2.8	82	2.8	0.5	8.5	8.5	175.8	10.2	25.3	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	10AM_FY	WL_LUM_31_AM_FY	Roundabout	FY	9	Lumley Street (N)	N	R2	252	3.5	265	3.5	0.5	11.5	11.5	569.5	10.2	25.3	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	10AM_FY	WL_LUM_31_AM_FY	Roundabout	FY	Approach	Lumley Street (N)			329	3.3	347	3.3	0.5	11.5	11.5	745.3	10.2	25.3	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	10AM_FY	WL_LUM_31_AM_FY	Roundabout	FY	11	William Street (W)	W	T1	472	3.9	497	3.9	0.6	5.8	5.8	813.4	18.1	45.0	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	10AM_FY	WL_LUM_31_AM_FY	Roundabout	FY	10	William Street (W)	W	L2	144	3.0	152	3.0	0.6	5.9	5.9	248.5	18.1	45.0	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	10AM_FY	WL_LUM_31_AM_FY	Roundabout	FY	12u	William Street (W)	W	U	3	0.0	3	0.0	0.6	10.3	10.3	5.6	18.1	45.0	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	10AM_FY	WL_LUM_31_AM_FY	Roundabout	FY	Approach	William Street (W)			620	3.7	653	3.7	0.6	10.3	10.3	1,067.5	18.1	45.0	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	10AM_FY	WL_LUM_31_AM_FY	Roundabout	FY	Site				1,536	3.4	1,616	3.4	0.6	12.1	12.1		20.5	50.9	Lumley Street (N)	FALSE
Cumberland AM Server, Granville	General	11AM_FY	WOO_WL_31_AM_FY	Signal	FY	3	Woodville Road (S)	S	R2	126	8.7	132	8.7	0.6	61.1	61.1	215.3	35.1	57.4	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_FY	WOO_WL_31_AM_FY	Signal	FY	2	Woodville Road (S)	S	T1	1,433	11.5	1,508	11.5	0.9	56.5	56.5	1,606.1	259.9	424.1	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_FY	WOO_WL_31_AM_FY	Signal	FY	1	Woodville Road (S)	S	L2	26	4.2	28	4.2	0.9	63.0	63.0	29.4	258.8	422.3	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_FY	WOO_WL_31_AM_FY	Signal	FY	Approach	Woodville Road (S)			1,585	11.1	1,668	11.1	0.9	63.0	63.0	1,776.6	259.9	424.1	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_FY	WOO_WL_31_AM_FY	Signal	FY	4	William Street (E)	E	L2	82	2.7	86	2.7	0.5	29.3	29.3	177.3	72.7	118.6	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_FY	WOO_WL_31_AM_FY	Signal	FY	6	William Street (E)	E	R2	174	6.9	183	6.9	0.5	52.6	52.6	333.9	44.8	73.1	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_FY	WOO_WL_31_AM_FY	Signal	FY	5	William Street (E)	E	T1	302	3.3	318	3.3	0.5	24.8	24.8	652.6	72.7	118.6	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_FY	WOO_WL_31_AM_FY	Signal	FY	Approach	William Street (E)			558	4.3	587	4.3	0.5	52.6	52.6	1,071.1	72.7	118.6	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_FY	WOO_WL_31_AM_FY	Signal	FY	8	Woodville Road (N)	N	T1	1,180	10.4	1,242	10.4	0.8	42.1	42.1	1,570.7	120.0	195.8	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_FY	WOO_WL_31_AM_FY	Signal	FY	7	Woodville Road (N)	N	L2	128	2.6	135	2.6	0.8	48.1	48.1	170.3	112.4	183.4	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_FY	WOO_WL_31_AM_FY	Signal	FY	Approach	Woodville Road (N)			1,308	9.6	1,377	9.6	0.8	48.1	48.1	1,741.0	120.0	195.8	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_FY	WOO_WL_31_AM_FY	Signal	FY	11	William Street (W)	W	T1	313	2.1	329	2.1	0.9	64.4	64.4	365.5	96.4	157.3	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_FY	WOO_WL_31_AM_FY	Signal	FY	10	William Street (W)	W	L2	26	0.0	28	0.0	0.1	48.4	48.4	335.2	5.8	9.4	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_FY	WOO_WL_31_AM_FY	Signal	FY	Approach	William Street (W)			339	1.9	357	1.9	0.9	64.4	64.4	396.1	96.4	157.3	William Street (W)	FALSE
Cumberland AM Server, Granville	General	11AM_FY	WOO_WL_31_AM_FY	Signal	FY	Site				3,790	8.8	3,989	8.8	0.9	64.4	64.4		259.9	424.1	William Street (W)	FALSE
Cumberland AM Server, Granville	General	12AM_FY	RAI_CAR_31_AM_FY	Signal	FY	2	Carlton Street	S	T1	293	3.7	309	3.7	0.3	27.9	27.9	996.0	25.0	40.8	Railway Parade (W)	FALSE
Cumberland AM Server, Granville	General	12AM_FY	RAI_CAR_31_AM_FY	Signal	FY	1	Carlton Street	S	L2	12	0.0	13	0.0	0.3	32.5	32.5	40.9	24.8	40.4	Railway Parade (W)	FALSE
Cumberland AM Server, Granville	General	12AM_FY	RAI_CAR_31_AM_FY	Signal	FY	Approach	Carlton Street			305	3.6	321	3.6	0.3	32.5	32.5	1,036.9	25.0	40.8	Railway Parade (W)	FALSE
Cumberland AM Server, Granville	General	12AM_FY	RAI_CAR_31_AM_FY	Signal	FY	4	Railway Parade (E)	E	L2	24	0.0	25	0.0	0.0	13.2	13.2	541.1	4.1	6.6	Railway Parade (W)	FALSE
Cumberland AM Server, Granville	General	12AM_FY	RAI_CAR_31_AM_FY	Signal	FY	6	Railway Parade (E)	E	R2	331	9.9	349	9.9	0.7	21.0	21.0	509.8	39.3	64.1	Railway Parade (W)	FALSE

Cumberland AM Server_Granville	General	12AM_FY	RAI_CAR_31_AM_FY	Signal	FY	5	Railway Parade (E)	E	T1	24	0.0	25	0.0	0.0	8.7	8.7	541.1	4.1	6.6	Railway Parade (W)	FALSE
Cumberland AM Server_Granville	General	12AM_FY	RAI_CAR_31_AM_FY	Signal	FY	Approach	Railway Parade (E)			380	8.6	400	8.6	0.7	21.0	19.7	573.5	39.3	64.1	Railway Parade (W)	FALSE
Cumberland AM Server_Granville	General	12AM_FY	RAI_CAR_31_AM_FY	Signal	FY	8	Bridge Street	N	T1	359	2.1	378	2.1	0.7	34.1	34.1	525.9	67.8	110.6	Railway Parade (W)	FALSE
Cumberland AM Server_Granville	General	12AM_FY	RAI_CAR_31_AM_FY	Signal	FY	7	Bridge Street	N	L2	478	5.7	503	5.7	0.4	10.8	10.8	1,268.6	38.2	62.4	Railway Parade (W)	FALSE
Cumberland AM Server_Granville	General	12AM_FY	RAI_CAR_31_AM_FY	Signal	FY	Approach	Bridge Street			837	4.2	881	4.2	0.7	34.1	20.8	1,226.6	67.8	110.6	Railway Parade (W)	FALSE
Cumberland AM Server_Granville	General	12AM_FY	RAI_CAR_31_AM_FY	Signal	FY	11	Railway Parade (W)	W	T1	58	13.2	61	13.2	0.2	38.0	38.0	255.4	11.7	19.1	Railway Parade (W)	FALSE
Cumberland AM Server_Granville	General	12AM_FY	RAI_CAR_31_AM_FY	Signal	FY	10	Railway Parade (W)	W	L2	154	2.8	162	2.8	0.7	47.5	47.5	238.9	31.9	52.1	Railway Parade (W)	FALSE
Cumberland AM Server_Granville	General	12AM_FY	RAI_CAR_31_AM_FY	Signal	FY	Approach	Railway Parade (W)			212	5.7	223	5.7	0.7	47.5	44.9	328.7	31.9	52.1	Railway Parade (W)	FALSE
Cumberland AM Server_Granville	General	12AM_FY	RAI_CAR_31_AM_FY	Signal	FY	Site				1,734	5.2	1,825	5.2	0.7	47.5	24.8		67.8	110.6	Railway Parade (W)	FALSE

Network Performance Summary

File	Network Folder	Network Name	Site ID	Site Name	Site Type	Option	Veh Speed	Veh Demand	HV % Demand	Degree of Saturation	Control Delay Average	Control Delay Worst Movement	Control Delay	Average Back of Queue Distance Worst Lane	% PCI Back of Queue Distance Worst Lane	Pers Speed	Pers Demand	Pers Control Delay Average	Pers Control Delay Worst Movement	Delay LoS
Cumberland AM Server_Granville	General	Enid, South, Lumley and Clyde	7AM_BY	WL_CLY_20_AM_BY	Signal	BY	44.3	1,073	7.5	0.43	15.4	25.2	15.4	23.5	38.4	32	1497.7	16.2	25.2	B
Cumberland AM Server_Granville	General	Enid, South, Lumley and Clyde	8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	42.6	1,328	4.2	0.39	5.5	11.4	11.4	8.7	21.6	43	1594.1	5.5	11.4	A
Cumberland AM Server_Granville	General	Enid, South, Lumley and Clyde	9AM_BY	WL_SOU_20_AM_BY	Roundabout	BY	30.8	1,388	3.7	0.53	6.1	11.0	11.0	14.7	36.5	31	1666.1	6.1	11.0	A
Cumberland AM Server_Granville	General	Enid, South, Lumley and Clyde	10AM_BY	WL_LUM_20_AM_BY	Roundabout	BY	37.6	1,478	3.4	0.57	7.1	10.7	10.7	15.0	37.3	38	1773.5	7.1	10.7	A
Cumberland AM Server_Granville	General	Enid, South, Lumley and Clyde FY	7AM_FY	WL_CLY_31_AM_FY	Signal	FY	40.7	1,173	7.5	0.40	21.2	49.4	21.2	38.8	63.3	30	1618.3	23.6	49.4	B
Cumberland AM Server_Granville	General	Enid, South, Lumley and Clyde FY	8AM_FY	WL_BLA_31_AM_FY	Roundabout	FY	42.3	1,453	4.2	0.44	5.7	11.7	11.7	10.1	25.2	42	1743.5	5.7	11.7	A
Cumberland AM Server_Granville	General	Enid, South, Lumley and Clyde FY	9AM_FY	WL_SOU_31_AM_FY	Roundabout	FY	30.3	1,519	3.7	0.58	6.3	11.4	11.4	17.6	43.8	30	1822.3	6.3	11.4	A
Cumberland AM Server_Granville	General	Enid, South, Lumley and Clyde FY	10AM_FY	WL_LUM_31_AM_FY	Roundabout	FY	36.9	1,616	3.4	0.64	8.0	12.1	12.1	20.5	50.9	37	1939.7	8.0	12.1	A

Network Movement - Details

File	Network Folder	Network Name	Site ID	Site Name	Site Type	Option	Origin ID	Leg Name	Approach	h Direction	Turn Name	Demand Flow	Demand HV pc	Arrival Flow	Arrival HV pc	DoS	Delay worst	Average Delay	Capacity	Average Back of Queue Distance	95 pct Back of Queue Distance	Worst Approach	Warnings Check
Cumberland AM Server_Granville	General	End. South 7AM_BY	WL_CL_Y_20_AM_BY	Signal	BY	3	Cyde Street	S	R2			4	100.0	4	100.0	0.3	21.9	21.9	12.7	17.7	28.9	William Street (E)	FALSE
Cumberland AM Server_Granville	General	End. South 7AM_BY	WL_CL_Y_20_AM_BY	Signal	BY	2	Cyde Street	S	T1			219	8.2	219	8.2	0.3	14.2	14.2	600.9	19.5	31.8	William Street (E)	FALSE
Cumberland AM Server_Granville	General	End. South 7AM_BY	WL_CL_Y_20_AM_BY	Signal	BY	1	Cyde Street	S	L2			237	4.0	237	4.0	0.3	14.6	14.6	715.0	19.5	31.8	William Street (E)	FALSE
Cumberland AM Server_Granville	General	End. South 7AM_BY	WL_CL_Y_20_AM_BY	Signal	BY	Approach	Cyde Street					400	6.9	400	6.9	0.3	21.9	14.5	1,388.6	19.5	31.8	William Street (E)	FALSE
Cumberland AM Server_Granville	General	End. South 7AM_BY	WL_CL_Y_20_AM_BY	Signal	BY	4	William Street (E)	E	L2			6	50.0	6	50.0	0.0	24.7	24.7	179.3	1.2	1.9	William Street (E)	FALSE
Cumberland AM Server_Granville	General	End. South 7AM_BY	WL_CL_Y_20_AM_BY	Signal	BY	6	William Street (E)	E	R2			21	25.0	21	25.0	0.2	25.2	25.2	127.0	5.5	8.9	William Street (E)	FALSE
Cumberland AM Server_Granville	General	End. South 7AM_BY	WL_CL_Y_20_AM_BY	Signal	BY	5	William Street (E)	E	T1			33	3.2	33	3.2	0.2	20.4	20.4	196.8	5.5	8.9	William Street (E)	FALSE
Cumberland AM Server_Granville	General	End. South 7AM_BY	WL_CL_Y_20_AM_BY	Signal	BY	Approach	William Street (E)					60	15.8	60	15.8	0.2	25.2	22.5	301.9	5.5	8.9	William Street (E)	FALSE
Cumberland AM Server_Granville	General	End. South 7AM_BY	WL_CL_Y_20_AM_BY	Signal	BY	8	Memorial Drive	N	T1			249	8.0	249	8.0	0.4	15.8	15.8	573.5	23.5	38.4	William Street (E)	FALSE
Cumberland AM Server_Granville	General	End. South 7AM_BY	WL_CL_Y_20_AM_BY	Signal	BY	7	Memorial Drive	N	L2			32	6.7	32	6.7	0.1	19.4	19.4	303.0	4.0	6.5	William Street (E)	FALSE
Cumberland AM Server_Granville	General	End. South 7AM_BY	WL_CL_Y_20_AM_BY	Signal	BY	9	Memorial Drive	N	R2			9	11.1	9	11.1	0.4	21.5	21.5	21.8	23.5	38.4	William Street (E)	FALSE
Cumberland AM Server_Granville	General	End. South 7AM_BY	WL_CL_Y_20_AM_BY	Signal	BY	Approach	Memorial Drive					291	8.0	291	8.0	0.4	21.5	16.3	607.9	23.5	38.4	William Street (E)	FALSE
Cumberland AM Server_Granville	General	End. South 7AM_BY	WL_CL_Y_20_AM_BY	Signal	BY	12	William Street (W)	W	R2			199	5.8	199	5.8	0.4	15.5	15.5	542.0	15.7	25.7	William Street (E)	FALSE
Cumberland AM Server_Granville	General	End. South 7AM_BY	WL_CL_Y_20_AM_BY	Signal	BY	11	William Street (W)	W	T1			40	10.5	40	10.5	0.4	9.1	9.1	109.0	15.7	25.7	William Street (E)	FALSE
Cumberland AM Server_Granville	General	End. South 7AM_BY	WL_CL_Y_20_AM_BY	Signal	BY	10	William Street (W)	W	L2			23	0.0	23	0.0	0.1	13.5	13.5	311.9	4.0	6.5	William Street (E)	FALSE
Cumberland AM Server_Granville	General	End. South 7AM_BY	WL_CL_Y_20_AM_BY	Signal	BY	Approach	William Street (W)					262	6.0	262	6.0	0.4	15.5	14.3	714.1	15.7	25.7	William Street (E)	FALSE
Cumberland AM Server_Granville	General	End. South 7AM_BY	WL_CL_Y_20_AM_BY	Signal	BY	Site						1,073	7.5	1,073	7.5	0.4	25.2	15.4		23.5	38.4	William Street (E)	FALSE
Cumberland AM Server_Granville	General	End. South 8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	3u	Blacell Street	S	U			3	0.0	3	0.0	0.4	11.4	11.4	8.1	8.3	20.6	End Avenue	FALSE
Cumberland AM Server_Granville	General	End. South 8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	3	Blacell Street	S	R2			14	15.4	14	15.4	0.4	10.1	10.1	35.0	8.3	20.6	End Avenue	FALSE
Cumberland AM Server_Granville	General	End. South 8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	2	Blacell Street	S	T1			40	0.0	40	0.0	0.4	5.5	5.5	102.3	8.3	20.6	End Avenue	FALSE
Cumberland AM Server_Granville	General	End. South 8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	1	Blacell Street	S	L2			316	5.7	316	5.7	0.4	5.7	5.7	807.5	8.3	20.6	End Avenue	FALSE
Cumberland AM Server_Granville	General	End. South 8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	Approach	Blacell Street					373	5.4	373	5.4	0.4	11.4	5.9	952.8	8.3	20.6	End Avenue	FALSE
Cumberland AM Server_Granville	General	End. South 8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	4	William Street (E)	E	L2			14	0.0	14	0.0	0.3	5.0	5.0	40.0	5.4	13.4	End Avenue	FALSE
Cumberland AM Server_Granville	General	End. South 8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	6	William Street (E)	E	R2			7	0.0	7	0.0	0.3	9.2	9.2	21.5	5.4	13.4	End Avenue	FALSE
Cumberland AM Server_Granville	General	End. South 8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	5	William Street (E)	E	T1			326	3.2	326	3.2	0.3	5.1	5.1	953.0	5.4	13.4	End Avenue	FALSE
Cumberland AM Server_Granville	General	End. South 8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	Approach	William Street (E)					347	3.0	347	3.0	0.3	9.2	5.1	1,014.5	5.4	13.4	End Avenue	FALSE
Cumberland AM Server_Granville	General	End. South 8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	8	End Avenue	N	T1			59	1.8	59	1.8	0.1	6.0	6.0	623.8	1.5	3.6	End Avenue	FALSE
Cumberland AM Server_Granville	General	End. South 8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	7	End Avenue	N	L2			9	0.0	9	0.0	0.1	6.0	6.0	100.3	1.5	3.6	End Avenue	FALSE
Cumberland AM Server_Granville	General	End. South 8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	9	End Avenue	N	R2			12	0.0	12	0.0	0.1	10.1	10.1	122.5	1.5	3.6	End Avenue	FALSE
Cumberland AM Server_Granville	General	End. South 8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	Approach	End Avenue					80	1.3	80	1.3	0.1	10.1	6.6	846.6	1.5	3.6	End Avenue	FALSE
Cumberland AM Server_Granville	General	End. South 8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	12	William Street (W)	W	R2			221	4.8	221	4.8	0.4	7.6	7.6	575.2	8.7	21.6	End Avenue	FALSE
Cumberland AM Server_Granville	General	End. South 8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	11	William Street (W)	W	T1			282	4.9	282	4.9	0.4	3.4	3.4	734.0	8.7	21.6	End Avenue	FALSE
Cumberland AM Server_Granville	General	End. South 8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	10	William Street (W)	W	L2			18	0.0	18	0.0	0.4	3.4	3.4	46.6	8.7	21.6	End Avenue	FALSE
Cumberland AM Server_Granville	General	End. South 8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	12u	William Street (W)	W	U			7	0.0	7	0.0	0.4	9.3	9.3	19.2	8.7	21.6	End Avenue	FALSE
Cumberland AM Server_Granville	General	End. South 8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	Approach	William Street (W)					528	4.6	528	4.6	0.4	9.3	5.2	1,374.9	8.7	21.6	End Avenue	FALSE
Cumberland AM Server_Granville	General	End. South 8AM_BY	WL_BLA_20_AM_BY	Roundabout	BY	Site						1,328	4.2	1,328	4.2	0.4	11.4	5.5		8.7	21.6	End Avenue	FALSE
Cumberland AM Server_Granville	General	End. South 9AM_BY	WL_SOI_20_AM_BY	Roundabout	BY	6u	William Street (E)	E	U			3	0.0	3	0.0	0.5	9.0	9.0	6.0	14.7	36.5	South Street	FALSE
Cumberland AM Server_Granville	General	End. South 9AM_BY	WL_SOI_20_AM_BY	Roundabout	BY	6	William Street (E)	E	R2			176	4.2	176	4.2	0.5	7.7	7.7	333.2	14.7	36.5	South Street	FALSE
Cumberland AM Server_Granville	General	End. South 9AM_BY	WL_SOI_20_AM_BY	Roundabout	BY	5	William Street (E)	E	T1			472	3.1	472	3.1	0.5	4.7	4.7	893.9	14.7	36.5	South Street	FALSE
Cumberland AM Server_Granville	General	End. South 9AM_BY	WL_SOI_20_AM_BY	Roundabout	BY	Approach	William Street (E)					651	3.4	651	3.4	0.5	9.0	5.6	1,233.1	14.7	36.5	South Street	FALSE
Cumberland AM Server_Granville	General	End. South 9AM_BY	WL_SOI_20_AM_BY	Roundabout	BY	7	South Street	N	L2			109	7.7	109	7.7	0.3	7.2	7.2	435.0	4.5	11.1	South Street	FALSE
Cumberland AM Server_Granville	General	End. South 9AM_BY	WL_SOI_20_AM_BY	Roundabout	BY	9u	South Street	N	U			11	0.0	11	0.0	0.3	11.0	11.0	41.8	4.5	11.1	South Street	FALSE
Cumberland AM Server_Granville	General	End. South 9AM_BY	WL_SOI_20_AM_BY	Roundabout	BY	9	South Street	N	R2			81	1.3	81	1.3	0.3	9.6	9.6	322.0	4.5	11.1	South Street	FALSE
Cumberland AM Server_Granville	General	End. South 9AM_BY	WL_SOI_20_AM_BY	Roundabout	BY	Approach	South Street					201	4.7	201	4.7	0.3	11.0	8.4	798.8	4.5	11.1	South Street	FALSE
Cumberland AM Server_Granville	General	End. South 9AM_BY	WL_SOI_20_AM_BY	Roundabout	BY	11	William Street (W)	W	T1			425	3.5	425	3.5	0.5	5.7	5.7	840.3	12.3	30.5	South Street	FALSE
Cumberland AM Server_Granville	General	End. South 9AM_BY	WL_SOI_20_AM_BY	Roundabout	BY	10	William Street (W)	W	L2			102	5.2	102	5.2	0.5	5.9	5.9	201.7	12.3	30.5	South Street	FALSE
Cumberland AM Server_Granville	General	End. South 9AM_BY	WL_SOI_20_AM_BY	Roundabout	BY	12u	William Street (W)	W	U			9	0.0	9	0.0	0.5	9.9	9.9	18.7	12.3	30.5	South Street	FALSE
Cumberland AM Server_Granville	General	End. South 9AM_BY	WL_SOI_20_AM_BY	Roundabout	BY	Approach	William Street (W)					537	3.7	537	3.7	0.5	9.9	5.8	1,060.7	12.3	30.5	South Street	FALSE
Cumberland AM Server_Granville	General	End. South 9AM_BY	WL_SOI_20_AM_BY	Roundabout	BY	Site						1,388	3.7	1,388	3.7	0.5	11.0	6.1		14.7	36.5	South Street	FALSE
Cumberland AM Server_Granville	General	End. South 10AM_BY	WL_LUM_20_AM_BY	Roundabout	BY	6u	William Street (E)	E	U			11	0.0	11	0.0	0.6	10.7	10.7	18.4	15.0	37.3	Lumley Street (N)	FALSE
Cumberland AM Server_Granville	General	End. South 10AM_BY	WL_LUM_20_AM_BY	Roundabout	BY	6	William Street (E)	E	R2			165	3.2	165	3.2	0.6	9.4	9.4	289.6	15.0	37.3	Lumley Street (N)	FALSE
Cumberland AM Server_Granville	General	End. South 10AM_BY	WL_LUM_20_AM_BY	Roundabout	BY	5	William Street (E)	E	T1			388	3.3	388	3.3	0.6	6.3	6.3	680.7	15.0	37.3	Lumley Street (N)	FALSE
Cumberland AM Server_Granville	General	End. South 10AM_BY	WL_LUM_20_AM_BY	Roundabout	BY	Approach	William Street (E)					564	3.2	564	3.2	0.6	10.7	7.3	988.8	15.0	37.3	Lumley Street (N)	FALSE
Cumberland AM Server_Granville	General	End. South 10AM_BY	WL_LUM_20_AM_BY	Roundabout	BY	7	Lumley Street (N)	N	L2			75	2.8	75	2.8	0.4	7.5	7.5	185.7	7.9	19.6	Lumley Street (N)	FALSE
Cumberland AM Server_Granville	General	End. South 10AM_BY	WL_LUM_20_AM_BY	Roundabout	BY	9	Lumley Street (N)	N	R2			242	3.5	242	3.5	0.4	10.4	10.4	601.7	7.9	19.6	Lumley Street (N)	FALSE

Cumberland AM Server_Granville	General	Enrd. South 10AM_BY	WE_LUM_20_AM_BY	Roundabout BY	Approach	Lumley Street (N)						317	3.3	317	3.3	0.4	10.4	9.7	787.4	7.9	19.6	Lumley Street (N)	FALSE
Cumberland AM Server_Granville	General	Enrd. South 10AM_BY	WE_LUM_20_AM_BY	Roundabout BY	11	William Street (W)	W	T1	455	3.9	455	3.9	0.5	5.5	5.5	831.5	15.0	37.2	Lumley Street (N)	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 10AM_BY	WE_LUM_20_AM_BY	Roundabout BY	10	William Street (W)	W	L2	139	3.0	139	3.0	0.5	5.6	5.6	254.1	15.0	37.2	Lumley Street (N)	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 10AM_BY	WE_LUM_20_AM_BY	Roundabout BY	12u	William Street (W)	W	U	3	0.0	3	0.0	0.5	9.9	9.9	5.8	15.0	37.2	Lumley Street (N)	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 10AM_BY	WE_LUM_20_AM_BY	Roundabout BY	Approach	William Street (W)			597	3.7	597	3.7	0.5	9.9	5.6	1,091.3	15.0	37.2	Lumley Street (N)	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 10AM_BY	WE_LUM_20_AM_BY	Roundabout BY	Site				1,478	3.4	1,478	3.4	0.6	10.7	7.1	15.0	37.3	Lumley Street (N)	FALSE	FALSE			
Cumberland AM Server_Granville	General	Enrd. South 7AM_FY	WE_QLY_31_AM_FY	Signal	FY	3	Clyde Street	S	R2	5	100.0	5	100.0	0.3	27.3	27.3	14.8	30.2	49.2	William Street (E)	FALSE	FALSE	
Cumberland AM Server_Granville	General	Enrd. South 7AM_FY	WE_QLY_31_AM_FY	Signal	FY	2	Clyde Street	S	T1	239	8.2	239	8.2	0.3	19.5	19.5	788.6	31.1	50.7	William Street (E)	FALSE	FALSE	
Cumberland AM Server_Granville	General	Enrd. South 7AM_FY	WE_QLY_31_AM_FY	Signal	FY	1	Clyde Street	S	L2	259	4.0	259	4.0	0.3	17.6	17.6	810.4	31.1	50.7	William Street (E)	FALSE	FALSE	
Cumberland AM Server_Granville	General	Enrd. South 7AM_FY	WE_QLY_31_AM_FY	Signal	FY	Approach	Clyde Street		503	6.9	503	6.9	0.3	27.3	18.6	1,614.7	31.1	50.7	William Street (E)	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 7AM_FY	WE_QLY_31_AM_FY	Signal	FY	4	William Street (E)	E	L2	7	50.0	7	50.0	0.1	49.3	49.3	81.6	22	3.6	William Street (E)	FALSE	FALSE	
Cumberland AM Server_Granville	General	Enrd. South 7AM_FY	WE_QLY_31_AM_FY	Signal	FY	6	William Street (E)	E	R2	23	25.0	23	25.0	0.4	49.4	49.4	57.8	11.9	19.4	William Street (E)	FALSE	FALSE	
Cumberland AM Server_Granville	General	Enrd. South 7AM_FY	WE_QLY_31_AM_FY	Signal	FY	5	William Street (E)	E	T1	36	3.2	36	3.2	0.4	44.6	44.6	89.5	11.9	19.4	William Street (E)	FALSE	FALSE	
Cumberland AM Server_Granville	General	Enrd. South 7AM_FY	WE_QLY_31_AM_FY	Signal	FY	Approach	William Street (E)		66	15.8	66	15.8	0.4	49.4	46.8	164.6	11.9	19.4	William Street (E)	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 7AM_FY	WE_QLY_31_AM_FY	Signal	FY	8	Memorial Drive	N	T1	273	8.0	273	8.0	0.4	21.4	21.4	696.5	38.8	63.3	William Street (E)	FALSE	FALSE	
Cumberland AM Server_Granville	General	Enrd. South 7AM_FY	WE_QLY_31_AM_FY	Signal	FY	7	Memorial Drive	N	L2	35	6.7	35	6.7	0.1	24.8	24.8	434.5	67	11.0	William Street (E)	FALSE	FALSE	
Cumberland AM Server_Granville	General	Enrd. South 7AM_FY	WE_QLY_31_AM_FY	Signal	FY	9	Memorial Drive	N	R2	10	11.1	10	11.1	0.4	27.1	27.1	36.1	38.8	63.3	William Street (E)	FALSE	FALSE	
Cumberland AM Server_Granville	General	Enrd. South 7AM_FY	WE_QLY_31_AM_FY	Signal	FY	Approach	Memorial Drive		318	8.0	318	8.0	0.4	27.1	22.0	799.4	38.8	63.3	William Street (E)	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 7AM_FY	WE_QLY_31_AM_FY	Signal	FY	12	William Street (W)	W	R2	218	5.8	218	5.8	0.3	20.3	20.3	651.3	27.5	44.8	William Street (E)	FALSE	FALSE	
Cumberland AM Server_Granville	General	Enrd. South 7AM_FY	WE_QLY_31_AM_FY	Signal	FY	11	William Street (W)	W	T1	44	10.5	44	10.5	0.3	14.1	14.1	130.9	27.5	44.8	William Street (E)	FALSE	FALSE	
Cumberland AM Server_Granville	General	Enrd. South 7AM_FY	WE_QLY_31_AM_FY	Signal	FY	10	William Street (W)	W	L2	25	0.0	25	0.0	0.1	18.0	18.0	374.7	61	10.0	William Street (E)	FALSE	FALSE	
Cumberland AM Server_Granville	General	Enrd. South 7AM_FY	WE_QLY_31_AM_FY	Signal	FY	Approach	William Street (W)		287	6.0	287	6.0	0.3	20.3	19.2	856.0	27.5	44.8	William Street (E)	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 7AM_FY	WE_QLY_31_AM_FY	Signal	FY	Site			1,173	7.5	1,173	7.5	0.4	49.4	21.2	388	63.3	William Street (E)	FALSE	FALSE			
Cumberland AM Server_Granville	General	Enrd. South 8AM_FY	WE_BLA_31_AM_FY	Roundabout FY	3u	Baxcoet Street	S	U	3	0.0	3	0.0	0.4	11.7	11.7	7.8	97	24.2	Erid Avenue	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 8AM_FY	WE_BLA_31_AM_FY	Roundabout FY	3	Baxcoet Street	S	R2	15	15.4	15	15.4	0.4	10.5	10.5	33.8	97	24.2	Erid Avenue	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 8AM_FY	WE_BLA_31_AM_FY	Roundabout FY	2	Baxcoet Street	S	T1	44	0.0	44	0.0	0.4	5.8	5.8	96.9	97	24.2	Erid Avenue	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 8AM_FY	WE_BLA_31_AM_FY	Roundabout FY	1	Baxcoet Street	S	L2	345	5.7	345	5.7	0.4	6.1	6.1	780.7	97	24.2	Erid Avenue	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 8AM_FY	WE_BLA_31_AM_FY	Roundabout FY	Approach	Baxcoet Street			408	5.4	408	5.4	0.4	11.7	6.3	921.2	97	24.2	Erid Avenue	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 8AM_FY	WE_BLA_31_AM_FY	Roundabout FY	4	William Street (E)	E	L2	15	0.0	15	0.0	0.4	5.3	5.3	39.0	64	15.8	Erid Avenue	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 8AM_FY	WE_BLA_31_AM_FY	Roundabout FY	6	William Street (E)	E	R2	8	0.0	8	0.0	0.4	9.4	9.4	21.0	64	15.8	Erid Avenue	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 8AM_FY	WE_BLA_31_AM_FY	Roundabout FY	5	William Street (E)	E	T1	357	3.2	357	3.2	0.4	5.4	5.4	929.8	64	15.8	Erid Avenue	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 8AM_FY	WE_BLA_31_AM_FY	Roundabout FY	Approach	William Street (E)			380	3.0	380	3.0	0.4	9.4	5.4	998.8	64	15.8	Erid Avenue	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 8AM_FY	WE_BLA_31_AM_FY	Roundabout FY	8	Erid Avenue	N	T1	64	1.8	64	1.8	0.1	6.4	6.4	595.0	17	4.3	Erid Avenue	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 8AM_FY	WE_BLA_31_AM_FY	Roundabout FY	7	Erid Avenue	N	L2	10	0.0	10	0.0	0.1	6.4	6.4	95.6	17	4.3	Erid Avenue	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 8AM_FY	WE_BLA_31_AM_FY	Roundabout FY	9	Erid Avenue	N	R2	13	0.0	13	0.0	0.1	10.5	10.5	116.9	17	4.3	Erid Avenue	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 8AM_FY	WE_BLA_31_AM_FY	Roundabout FY	Approach	Erid Avenue			87	1.3	87	1.3	0.1	10.5	7.0	807.5	17	4.3	Erid Avenue	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 8AM_FY	WE_BLA_31_AM_FY	Roundabout FY	12	William Street (W)	W	R2	242	4.8	242	4.8	0.4	7.6	7.6	571.0	10.1	25.2	Erid Avenue	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 8AM_FY	WE_BLA_31_AM_FY	Roundabout FY	11	William Street (W)	W	T1	309	4.9	309	4.9	0.4	3.4	3.4	728.8	10.1	25.2	Erid Avenue	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 8AM_FY	WE_BLA_31_AM_FY	Roundabout FY	10	William Street (W)	W	L2	20	0.0	20	0.0	0.4	3.5	3.5	46.2	10.1	25.2	Erid Avenue	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 8AM_FY	WE_BLA_31_AM_FY	Roundabout FY	12u	William Street (W)	W	U	8	0.0	8	0.0	0.4	9.3	9.3	19.0	10.1	25.2	Erid Avenue	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 8AM_FY	WE_BLA_31_AM_FY	Roundabout FY	Approach	William Street (W)			578	4.6	578	4.6	0.4	9.3	5.3	1,365.1	10.1	25.2	Erid Avenue	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 8AM_FY	WE_BLA_31_AM_FY	Roundabout FY	Site				1,453	4.2	1,453	4.2	0.4	11.7	5.7	10.1	25.2	Erid Avenue	FALSE	FALSE			
Cumberland AM Server_Granville	General	Enrd. South 9AM_FY	WE_SOU_31_AM_FY	Roundabout FY	6u	William Street (E)	E	U	3	0.0	3	0.0	0.6	9.2	9.2	5.9	17.6	43.8	South Street	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 9AM_FY	WE_SOU_31_AM_FY	Roundabout FY	6	William Street (E)	E	R2	192	4.2	192	4.2	0.6	7.9	7.9	329.3	17.6	43.8	South Street	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 9AM_FY	WE_SOU_31_AM_FY	Roundabout FY	5	William Street (E)	E	T1	516	3.1	516	3.1	0.6	4.9	4.9	863.4	17.6	43.8	South Street	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 9AM_FY	WE_SOU_31_AM_FY	Roundabout FY	Approach	William Street (E)			712	3.4	712	3.4	0.6	9.2	5.8	1,218.7	17.6	43.8	South Street	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 9AM_FY	WE_SOU_31_AM_FY	Roundabout FY	7	South Street	N	L2	120	7.7	120	7.7	0.3	7.6	7.6	414.1	5.3	13.3	South Street	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 9AM_FY	WE_SOU_31_AM_FY	Roundabout FY	9u	South Street	N	U	12	0.0	12	0.0	0.3	11.4	11.4	39.8	5.3	13.3	South Street	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 9AM_FY	WE_SOU_31_AM_FY	Roundabout FY	9	South Street	N	R2	89	1.3	89	1.3	0.3	10.0	10.0	306.6	5.3	13.3	South Street	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 9AM_FY	WE_SOU_31_AM_FY	Roundabout FY	Approach	South Street			220	4.7	220	4.7	0.3	11.4	8.8	706.6	5.3	13.3	South Street	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 9AM_FY	WE_SOU_31_AM_FY	Roundabout FY	11	William Street (W)	W	T1	465	3.5	465	3.5	0.6	6.0	6.0	822.4	14.7	36.4	South Street	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 9AM_FY	WE_SOU_31_AM_FY	Roundabout FY	10	William Street (W)	W	L2	112	5.2	112	5.2	0.6	6.2	6.2	197.5	14.7	36.4	South Street	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 9AM_FY	WE_SOU_31_AM_FY	Roundabout FY	12u	William Street (W)	W	U	10	0.0	10	0.0	0.6	10.2	10.2	18.3	14.7	36.4	South Street	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 9AM_FY	WE_SOU_31_AM_FY	Roundabout FY	Approach	William Street (W)			587	3.7	587	3.7	0.6	10.2	6.1	1,038.2	14.7	36.4	South Street	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 9AM_FY	WE_SOU_31_AM_FY	Roundabout FY	Site				1,519	3.7	1,519	3.7	0.6	11.4	6.3	17.6	43.8	South Street	FALSE	FALSE			
Cumberland AM Server_Granville	General	Enrd. South 10AM_FY	WE_LUM_31_AM_FY	Roundabout FY	6u	William Street (E)	E	U	12	0.0	12	0.0	0.6	12.1	12.1	17.9	20.5	50.9	Lumley Street (N)	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 10AM_FY	WE_LUM_31_AM_FY	Roundabout FY	6	William Street (E)	E	R2	181	3.2	181	3.2	0.6	10.8	10.8	281.6	20.5	50.9	Lumley Street (N)	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 10AM_FY	WE_LUM_31_AM_FY	Roundabout FY	5	William Street (E)	E	T1	425	3.3	425	3.3	0.6	7.7	7.7	661.8	20.5	50.9	Lumley Street (N)	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 10AM_FY	WE_LUM_31_AM_FY	Roundabout FY	Approach	William Street (E)			617	3.2	617	3.2	0.6	12.1	8.7	961.3	20.5	50.9	Lumley Street (N)	FALSE	FALSE		
Cumberland AM Server_Granville	General	Enrd. South 10AM_FY	WE_LUM_31_AM_FY	Roundabout FY	7	Lumley Street (N)	N	L2	82	2.8	82	2.8	0.5	8.5	8.5	175.8	10.2	25.3	Lumley Street (N)	FALSE	FALSE		

Cumberland AM Server_Granville	General	Enid, South 10AM_FY	WIL_LUM_31_AM_FY	Roundabout FY	9	Luntley Street (N)	N	R2	265	3.5	265	3.5	0.5	11.5	11.5	569.5	10.2	25.3	Luntley Street (N)	FALSE
Cumberland AM Server_Granville	General	Enid, South 10AM_FY	WIL_LUM_31_AM_FY	Roundabout FY	Approach	Luntley Street (N)			347	3.3	347	3.3	0.5	11.5	10.8	745.3	10.2	25.3	Luntley Street (N)	FALSE
Cumberland AM Server_Granville	General	Enid, South 10AM_FY	WIL_LUM_31_AM_FY	Roundabout FY	11	William Street (W)	W	T1	497	3.9	497	3.9	0.6	5.8	5.8	813.4	18.1	45.0	Luntley Street (N)	FALSE
Cumberland AM Server_Granville	General	Enid, South 10AM_FY	WIL_LUM_31_AM_FY	Roundabout FY	10	William Street (W)	W	L2	152	3.0	152	3.0	0.6	5.9	5.9	248.5	18.1	45.0	Luntley Street (N)	FALSE
Cumberland AM Server_Granville	General	Enid, South 10AM_FY	WIL_LUM_31_AM_FY	Roundabout FY	12u	William Street (W)	W	U	3	0.0	3	0.0	0.6	10.3	10.3	5.6	18.1	45.0	Luntley Street (N)	FALSE
Cumberland AM Server_Granville	General	Enid, South 10AM_FY	WIL_LUM_31_AM_FY	Roundabout FY	Approach	William Street (W)			653	3.7	653	3.7	0.6	10.3	5.9	1,067.5	18.1	45.0	Luntley Street (N)	FALSE
Cumberland AM Server_Granville	General	Enid, South 10AM_FY	WIL_LUM_31_AM_FY	Roundabout FY	Site				1,616	3.4	1,616	3.4	0.6	12.1	8.0		20.5	50.9	Luntley Street (N)	FALSE

Intersection Performance Summary

File	Site Folder	Site ID	Site Name	Site Type	Option	Veh Speed	Veh Demand	HV % Demand	Degree of Saturation	Control Delay Average	Control Delay Worst Movement	Control Delay	Average Back of Queue Distance	75th Pctl Back of Queue Distance	Pers Speed	Pers Demand	Pers Control Delay Average	Pers Control Delay Worst Movement	Pers Control Delay Worst Movement Delay LoS
Cumberland PM Server_Granville	General	7PM_BY	WIL_CLY_20_PM_BY	Signal	BY	43.8	1,400	2.8	0.50	17.4	31.4	17.4	34.6	56.5	34.0	1,891	18.3	31.4	B
Cumberland PM Server_Granville	General	8PM_BY	WIL_BLA_20_PM_BY	Roundabout	BY	39.8	1,454	2.5	0.46	5.9	12.0	12.0	11.4	28.4	39.8	1,744	5.9	12.0	A
Cumberland PM Server_Granville	General	9PM_BY	WIL_SOU_20_PM_BY	Roundabout	BY	33.6	1,473	2.6	0.52	6.0	11.6	11.6	13.2	32.8	33.6	1,767	6.0	11.6	A
Cumberland PM Server_Granville	General	10PM_BY	WIL_LUM_20_PM_BY	Roundabout	BY	35.1	1,707	1.4	0.73	10.9	17.8	17.8	27.3	67.8	35.1	2,049	10.9	17.8	B
Cumberland PM Server_Granville	General	11PM_BY	WOO_WIL_20_PM_BY	Signal	BY	31.6	4,251	4.2	0.99	39.4	104.1	39.4	165.2	269.6	29.3	5,259	40.0	104.1	C
Cumberland PM Server_Granville	General	12PM_BY	RAI_CAR_20_PM_BY	Signal	BY	24.8	2,131	3.0	0.89	30.9	52.9	30.9	114.7	187.2	19.9	2,767	32.1	52.9	C
Cumberland PM Server_Granville	General	7PM_FY	WIL_CLY_31_PM_FY	Signal	FY	40.7	1,531	2.8	0.54	23.0	48.8	23.0	52.7	86.1	32.2	2,048	24.7	48.8	B
Cumberland PM Server_Granville	General	8PM_FY	WIL_BLA_31_PM_FY	Roundabout	FY	39.6	1,590	2.5	0.51	6.3	12.8	12.8	13.6	33.7	39.6	1,908	6.3	12.8	A
Cumberland PM Server_Granville	General	9PM_FY	WIL_SOU_31_PM_FY	Roundabout	FY	33.2	1,611	2.6	0.58	6.3	12.1	12.1	15.7	39.1	33.2	1,933	6.3	12.1	A
Cumberland PM Server_Granville	General	10PM_FY	WIL_LUM_31_PM_FY	Roundabout	FY	31.8	1,867	1.4	0.84	14.9	25.3	25.3	43.2	107.5	31.8	2,241	14.9	25.3	B
Cumberland PM Server_Granville	General	11PM_FY	WOO_WIL_31_PM_FY	Signal	FY	29.4	4,649	4.2	0.91	45.2	60.7	45.2	180.4	294.4	27.7	5,737	45.3	60.7	D
Cumberland PM Server_Granville	General	12PM_FY	RAI_CAR_31_PM_FY	Signal	FY	23.6	2,330	3.0	0.91	33.9	72.5	33.9	136.3	222.4	19.4	3,007	34.9	72.5	C

Intersection Movement - Details

File	Site Folder	Site ID	Site Name	Site Type	Option	Origin ID	Leg Name	Approach Direction	Turn Name	Input Flow	Input HV pc	Demand Flow	Demand HV pc	DoS	Delay worst	Average Delay	Capacity	Queue Distance Worst	95 pct Queue Distance	Worst Approach	Warnings Check
Cumberland PM Server, Granville	General	7PM_BY	WIL_CLY_20_PM_BY	Signal	BY	3	Clyde Street	S	R2	1	0.0	1	0.0	0.4	21.7	21.7	2.7	26.6	43.4	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_BY	WIL_CLY_20_PM_BY	Signal	BY	2	Clyde Street	S	T1	295	1.7	311	1.7	0.4	15.3	15.3	809.1	27.7	45.2	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_BY	WIL_CLY_20_PM_BY	Signal	BY	1	Clyde Street	S	L2	274	1.8	288	1.8	0.4	15.9	15.9	751.5	27.7	45.2	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_BY	WIL_CLY_20_PM_BY	Signal	BY	Approach	Clyde Street			570	1.8	600	1.8	0.4	21.7	15.6	1,563.3	27.7	45.2	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_BY	WIL_CLY_20_PM_BY	Signal	BY	4	William Street (E)	E	L2	11	36.4	12	36.4	0.1	31.4	31.4	175.9	2.0	3.2	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_BY	WIL_CLY_20_PM_BY	Signal	BY	6	William Street (E)	E	R2	38	2.6	40	2.6	0.3	31.3	31.3	129.1	10.6	17.2	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_BY	WIL_CLY_20_PM_BY	Signal	BY	5	William Street (E)	E	T1	41	7.3	43	7.3	0.3	26.7	26.7	139.3	10.6	17.2	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_BY	WIL_CLY_20_PM_BY	Signal	BY	Approach	William Street (E)			90	8.9	95	8.9	0.3	31.4	29.2	305.7	10.6	17.2	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_BY	WIL_CLY_20_PM_BY	Signal	BY	8	Memorial Drive	N	T1	343	3.5	361	3.5	0.5	16.9	16.9	717.7	34.6	56.5	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_BY	WIL_CLY_20_PM_BY	Signal	BY	7	Memorial Drive	N	L2	12	8.3	13	8.3	0.1	19.9	19.9	125.6	6.1	9.9	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_BY	WIL_CLY_20_PM_BY	Signal	BY	9	Memorial Drive	N	R2	13	0.0	14	0.0	0.5	22.6	22.6	27.2	34.6	56.5	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_BY	WIL_CLY_20_PM_BY	Signal	BY	Approach	Memorial Drive			368	3.5	387	3.5	0.5	22.6	17.2	770.0	34.6	56.5	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_BY	WIL_CLY_20_PM_BY	Signal	BY	12	William Street (W)	W	R2	263	1.9	277	1.9	0.5	18.3	18.3	559.2	25.7	41.9	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_BY	WIL_CLY_20_PM_BY	Signal	BY	11	William Street (W)	W	T1	28	3.6	29	3.6	0.0	10.7	10.7	589.6	3.1	5.1	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_BY	WIL_CLY_20_PM_BY	Signal	BY	10	William Street (W)	W	L2	11	0.0	12	0.0	0.0	15.2	15.2	231.6	3.1	5.1	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_BY	WIL_CLY_20_PM_BY	Signal	BY	Approach	William Street (W)			302	2.0	318	2.0	0.5	18.3	17.5	642.1	25.7	41.9	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_BY	WIL_CLY_20_PM_BY	Signal	BY	Site				1,330	2.8	1,400	2.8	0.5	31.4	17.4		34.6	56.5	William Street (E)	FALSE
Cumberland PM Server, Granville	General	8PM_BY	WIL_BLA_20_PM_BY	Roundabout	BY	3u	Bascot Street	S	U	1	0.0	1	0.0	0.3	11.3	11.3	3.6	5.4	13.5	End Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_BY	WIL_BLA_20_PM_BY	Roundabout	BY	3	Bascot Street	S	R2	11	9.1	12	9.1	0.3	9.8	9.8	39.5	5.4	13.5	End Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_BY	WIL_BLA_20_PM_BY	Roundabout	BY	2	Bascot Street	S	T1	36	0.0	38	0.0	0.3	5.4	5.4	129.2	5.4	13.5	End Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_BY	WIL_BLA_20_PM_BY	Roundabout	BY	1	Bascot Street	S	L2	205	3.4	216	3.4	0.3	5.5	5.5	735.9	5.4	13.5	End Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_BY	WIL_BLA_20_PM_BY	Roundabout	BY	Approach	Bascot Street			253	3.2	266	3.2	0.3	11.3	5.7	908.3	5.4	13.5	End Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_BY	WIL_BLA_20_PM_BY	Roundabout	BY	4	William Street (E)	E	L2	25	0.0	26	0.0	0.4	6.1	6.1	62.5	7.9	19.6	End Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_BY	WIL_BLA_20_PM_BY	Roundabout	BY	6u	William Street (E)	E	U	2	0.0	2	0.0	0.4	12.0	12.0	5.0	7.9	19.6	End Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_BY	WIL_BLA_20_PM_BY	Roundabout	BY	6	William Street (E)	E	R2	6	0.0	6	0.0	0.4	10.2	10.2	15.0	7.9	19.6	End Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_BY	WIL_BLA_20_PM_BY	Roundabout	BY	5	William Street (E)	E	T1	336	2.4	354	2.4	0.4	6.1	6.1	840.0	7.9	19.6	End Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_BY	WIL_BLA_20_PM_BY	Roundabout	BY	Approach	William Street (E)			369	2.2	388	2.2	0.4	12.0	6.2	922.5	7.9	19.6	End Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_BY	WIL_BLA_20_PM_BY	Roundabout	BY	8	End Avenue	N	T1	99	1.0	104	1.0	0.2	7.3	7.3	568.3	3.1	7.7	End Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_BY	WIL_BLA_20_PM_BY	Roundabout	BY	7	End Avenue	N	L2	14	0.0	15	0.0	0.2	7.3	7.3	80.4	3.1	7.7	End Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_BY	WIL_BLA_20_PM_BY	Roundabout	BY	9	End Avenue	N	R2	19	0.0	20	0.0	0.2	11.4	11.4	109.1	3.1	7.7	End Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_BY	WIL_BLA_20_PM_BY	Roundabout	BY	Approach	End Avenue			132	0.8	139	0.8	0.2	11.4	7.9	757.8	3.1	7.7	End Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_BY	WIL_BLA_20_PM_BY	Roundabout	BY	12	William Street (W)	W	R2	283	3.9	298	3.9	0.5	7.6	7.6	641.7	11.4	28.4	End Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_BY	WIL_BLA_20_PM_BY	Roundabout	BY	11	William Street (W)	W	T1	326	2.1	343	2.1	0.5	3.4	3.4	739.2	11.4	28.4	End Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_BY	WIL_BLA_20_PM_BY	Roundabout	BY	10	William Street (W)	W	L2	12	0.0	13	0.0	0.5	3.4	3.4	272	11.4	28.4	End Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_BY	WIL_BLA_20_PM_BY	Roundabout	BY	12u	William Street (W)	W	U	6	0.0	6	0.0	0.5	9.3	9.3	13.6	11.4	28.4	End Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_BY	WIL_BLA_20_PM_BY	Roundabout	BY	Approach	William Street (W)			627	2.9	660	2.9	0.5	9.3	5.3	1,421.7	11.4	28.4	End Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_BY	WIL_BLA_20_PM_BY	Roundabout	BY	Site				1,381	2.5	1,454	2.5	0.5	12.0	5.9		11.4	28.4	End Avenue	FALSE
Cumberland PM Server, Granville	General	9PM_BY	WIL_SOU_20_PM_BY	Roundabout	BY	6u	William Street (E)	E	U	6	0.0	6	0.0	0.5	9.0	9.0	12.8	13.2	32.8	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_BY	WIL_SOU_20_PM_BY	Roundabout	BY	6	William Street (E)	E	R2	129	6.2	136	6.2	0.5	7.7	7.7	275.3	13.2	32.8	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_BY	WIL_SOU_20_PM_BY	Roundabout	BY	5	William Street (E)	E	T1	435	1.8	458	1.8	0.5	4.7	4.7	928.4	13.2	32.8	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_BY	WIL_SOU_20_PM_BY	Roundabout	BY	Approach	William Street (E)			570	2.8	600	2.8	0.5	9.0	5.4	1,216.5	13.2	32.8	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_BY	WIL_SOU_20_PM_BY	Roundabout	BY	7	South Street	N	L2	169	4.7	178	4.7	0.4	7.7	7.7	499.0	6.7	16.6	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_BY	WIL_SOU_20_PM_BY	Roundabout	BY	9u	South Street	N	U	5	0.0	5	0.0	0.4	11.6	11.6	14.8	6.7	16.6	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_BY	WIL_SOU_20_PM_BY	Roundabout	BY	9	South Street	N	R2	90	2.2	95	2.2	0.4	10.3	10.3	265.7	6.7	16.6	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_BY	WIL_SOU_20_PM_BY	Roundabout	BY	Approach	South Street			264	3.8	278	3.8	0.4	11.6	8.6	779.5	6.7	16.6	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_BY	WIL_SOU_20_PM_BY	Roundabout	BY	11	William Street (W)	W	T1	445	2.0	468	2.0	0.5	5.2	5.2	901.1	13.1	32.6	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_BY	WIL_SOU_20_PM_BY	Roundabout	BY	10	William Street (W)	W	L2	115	1.7	121	1.7	0.5	5.4	5.4	232.9	13.1	32.6	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_BY	WIL_SOU_20_PM_BY	Roundabout	BY	12u	William Street (W)	W	U	5	0.0	5	0.0	0.5	9.5	9.5	10.1	13.1	32.6	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_BY	WIL_SOU_20_PM_BY	Roundabout	BY	Approach	William Street (W)			565	1.9	595	1.9	0.5	9.5	5.3	1,144.1	13.1	32.6	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_BY	WIL_SOU_20_PM_BY	Roundabout	BY	Site				1,399	2.6	1,473	2.6	0.5	11.6	6.0		13.2	32.8	South Street	FALSE
Cumberland PM Server, Granville	General	10PM_BY	WIL_LUM_20_PM_BY	Roundabout	BY	6u	William Street (E)	E	U	9	0.0	9	0.0	0.7	17.8	17.8	130	27.3	67.8	William Street (E)	FALSE
Cumberland PM Server, Granville	General	10PM_BY	WIL_LUM_20_PM_BY	Roundabout	BY	6	William Street (E)	E	R2	119	0.0	125	0.0	0.7	16.4	16.4	172.5	27.3	67.8	William Street (E)	FALSE
Cumberland PM Server, Granville	General	10PM_BY	WIL_LUM_20_PM_BY	Roundabout	BY	5	William Street (E)	E	T1	398	2.3	419	2.3	0.7	13.4	13.4	576.8	27.3	67.8	William Street (E)	FALSE
Cumberland PM Server, Granville	General	10PM_BY	WIL_LUM_20_PM_BY	Roundabout	BY	Approach	William Street (E)			526	1.7	554	1.7	0.7	17.8	14.1	762.4	27.3	67.8	William Street (E)	FALSE

Cumberland PM Server, Granville	General	10PM_BY	WLS_LUM_20_PM_BY	Roundabout	BY	7	Lumley Street (N)	N	L2	109	2.8	115	2.8	0.7	11.7	11.7	167.0	22.2	55.2	William Street (E)	FALSE
Cumberland PM Server, Granville	General	10PM_BY	WLS_LUM_20_PM_BY	Roundabout	BY	9	Lumley Street (N)	N	R2	420	1.4	442	1.4	0.7	14.6	14.6	643.5	22.2	55.2	William Street (E)	FALSE
Cumberland PM Server, Granville	General	10PM_BY	WLS_LUM_20_PM_BY	Roundabout	BY	Approach	Lumley Street (N)			529	1.7	557	1.7	0.7	14.6	14.0	810.5	22.2	55.2	William Street (E)	FALSE
Cumberland PM Server, Granville	General	10PM_BY	WLS_LUM_20_PM_BY	Roundabout	BY	11	William Street (W)	W	T1	435	1.1	458	1.1	0.5	4.9	4.9	900.7	14.2	35.2	William Street (E)	FALSE
Cumberland PM Server, Granville	General	10PM_BY	WLS_LUM_20_PM_BY	Roundabout	BY	10	William Street (W)	W	L2	130	0.0	137	0.0	0.5	5.0	5.0	269.2	14.2	35.2	William Street (E)	FALSE
Cumberland PM Server, Granville	General	10PM_BY	WLS_LUM_20_PM_BY	Roundabout	BY	12u	William Street (W)	W	U	2	0.0	2	0.0	0.5	9.4	9.4	4.1	14.2	35.2	William Street (E)	FALSE
Cumberland PM Server, Granville	General	10PM_BY	WLS_LUM_20_PM_BY	Roundabout	BY	Approach	William Street (W)			567	0.9	597	0.9	0.5	9.4	5.0	1,174.0	14.2	35.2	William Street (E)	FALSE
Cumberland PM Server, Granville	General	10PM_BY	WLS_LUM_20_PM_BY	Roundabout	BY	Site				1,622	1.4	1,707	1.4	0.7	17.8	10.9		27.3	67.8	William Street (E)	FALSE
Cumberland PM Server, Granville	General	11PM_BY	WOO_WIL_20_PM_BY	Signal	BY	3	Woodville Road (S)	S	R2	97	3.1	102	3.1	0.6	60.4	60.4	169.8	29.2	47.7	William Street (E)	FALSE
Cumberland PM Server, Granville	General	11PM_BY	WOO_WIL_20_PM_BY	Signal	BY	2	Woodville Road (S)	S	T1	1,309	6.6	1,378	6.6	0.7	22.0	22.0	2,020.3	141.1	230.3	William Street (E)	FALSE
Cumberland PM Server, Granville	General	11PM_BY	WOO_WIL_20_PM_BY	Signal	BY	1	Woodville Road (S)	S	L2	11	0.0	12	0.0	0.7	28.4	28.4	17.0	140.9	229.9	William Street (E)	FALSE
Cumberland PM Server, Granville	General	11PM_BY	WOO_WIL_20_PM_BY	Signal	BY	Approach	Woodville Road (S)			1,417	6.4	1,482	6.4	0.7	60.4	24.7	2,187.0	141.1	230.3	William Street (E)	FALSE
Cumberland PM Server, Granville	General	11PM_BY	WOO_WIL_20_PM_BY	Signal	BY	4	William Street (E)	E	L2	151	0.7	159	0.7	0.9	70.9	70.9	169.1	165.2	269.6	William Street (E)	FALSE
Cumberland PM Server, Granville	General	11PM_BY	WOO_WIL_20_PM_BY	Signal	BY	6	William Street (E)	E	R2	233	2.6	245	2.6	1.0	104.1	104.1	248.6	92.5	150.9	William Street (E)	FALSE
Cumberland PM Server, Granville	General	11PM_BY	WOO_WIL_20_PM_BY	Signal	BY	5	William Street (E)	E	T1	341	0.9	359	0.9	0.9	66.4	66.4	381.8	165.2	269.6	William Street (E)	FALSE
Cumberland PM Server, Granville	General	11PM_BY	WOO_WIL_20_PM_BY	Signal	BY	Approach	William Street (E)			725	1.4	763	1.4	1.0	104.1	79.5	773.4	165.2	269.6	William Street (E)	FALSE
Cumberland PM Server, Granville	General	11PM_BY	WOO_WIL_20_PM_BY	Signal	BY	8	Woodville Road (N)	N	T1	1,466	4.5	1,543	4.5	0.7	29.8	29.8	2,269.1	127.1	207.4	William Street (E)	FALSE
Cumberland PM Server, Granville	General	11PM_BY	WOO_WIL_20_PM_BY	Signal	BY	7	Woodville Road (N)	N	L2	160	0.6	168	0.6	0.7	35.9	35.9	247.6	119.5	195.0	William Street (E)	FALSE
Cumberland PM Server, Granville	General	11PM_BY	WOO_WIL_20_PM_BY	Signal	BY	Approach	Woodville Road (N)			1,626	4.1	1,712	4.1	0.7	35.9	30.4	2,516.7	127.1	207.4	William Street (E)	FALSE
Cumberland PM Server, Granville	General	11PM_BY	WOO_WIL_20_PM_BY	Signal	BY	11	William Street (W)	W	T1	249	1.6	262	1.6	0.8	63.2	312.8	76.3	124.6	124.6	William Street (E)	FALSE
Cumberland PM Server, Granville	General	11PM_BY	WOO_WIL_20_PM_BY	Signal	BY	10	William Street (W)	W	L2	21	0.0	22	0.0	0.1	55.5	55.5	281.3	5.2	8.4	William Street (E)	FALSE
Cumberland PM Server, Granville	General	11PM_BY	WOO_WIL_20_PM_BY	Signal	BY	Approach	William Street (W)			270	1.5	284	1.5	0.8	63.2	62.6	339.2	76.3	124.6	William Street (E)	FALSE
Cumberland PM Server, Granville	General	11PM_BY	WOO_WIL_20_PM_BY	Signal	BY	Site				4,038	4.2	4,251	4.2	1.0	104.1	39.4		165.2	269.6	William Street (E)	FALSE
Cumberland PM Server, Granville	General	12PM_BY	RAI_CAR_20_PM_BY	Signal	BY	2	Carlton Street	S	T1	270	0.7	284	0.7	0.2	29.3	29.3	1,145.3	24.5	40.0	Railway Parade (W)	FALSE
Cumberland PM Server, Granville	General	12PM_BY	RAI_CAR_20_PM_BY	Signal	BY	1	Carlton Street	S	L2	9	0.0	9	0.0	0.2	33.8	33.8	38.2	24.3	39.6	Railway Parade (W)	FALSE
Cumberland PM Server, Granville	General	12PM_BY	RAI_CAR_20_PM_BY	Signal	BY	Approach	Carlton Street			279	0.7	294	0.7	0.2	33.8	29.4	1,183.4	24.5	40.0	Railway Parade (W)	FALSE
Cumberland PM Server, Granville	General	12PM_BY	RAI_CAR_20_PM_BY	Signal	BY	4	Railway Parade (E)	E	L2	27	7.4	28	7.4	0.1	15.7	15.7	323.8	9.3	15.3	Railway Parade (W)	FALSE
Cumberland PM Server, Granville	General	12PM_BY	RAI_CAR_20_PM_BY	Signal	BY	6	Railway Parade (E)	E	R2	400	4.3	421	4.3	0.9	37.5	37.5	475.3	73.9	120.6	Railway Parade (W)	FALSE
Cumberland PM Server, Granville	General	12PM_BY	RAI_CAR_20_PM_BY	Signal	BY	5	Railway Parade (E)	E	T1	60	1.7	63	1.7	0.1	11.1	11.1	719.5	9.3	15.3	Railway Parade (W)	FALSE
Cumberland PM Server, Granville	General	12PM_BY	RAI_CAR_20_PM_BY	Signal	BY	Approach	Railway Parade (E)			467	4.1	513	4.1	0.9	37.5	33.1	576.7	73.9	120.6	Railway Parade (W)	FALSE
Cumberland PM Server, Granville	General	12PM_BY	RAI_CAR_20_PM_BY	Signal	BY	8	Bridge Street	N	T1	469	2.1	494	2.1	0.8	43.7	599.4	114.7	187.2	187.2	Railway Parade (W)	FALSE
Cumberland PM Server, Granville	General	12PM_BY	RAI_CAR_20_PM_BY	Signal	BY	7	Bridge Street	N	L2	570	3.5	600	3.5	0.5	11.9	11.9	1,295.6	55.6	90.7	Railway Parade (W)	FALSE
Cumberland PM Server, Granville	General	12PM_BY	RAI_CAR_20_PM_BY	Signal	BY	Approach	Bridge Street			1,039	2.9	1,094	2.9	0.8	43.7	26.3	1,305.8	114.7	187.2	Railway Parade (W)	FALSE
Cumberland PM Server, Granville	General	12PM_BY	RAI_CAR_20_PM_BY	Signal	BY	11	Railway Parade (W)	W	T1	62	11.3	65	11.3	0.2	42.6	42.6	286.8	14.1	23.1	Railway Parade (W)	FALSE
Cumberland PM Server, Granville	General	12PM_BY	RAI_CAR_20_PM_BY	Signal	BY	10	Railway Parade (W)	W	L2	157	1.3	165	1.3	0.6	52.9	52.9	256.4	36.5	59.6	Railway Parade (W)	FALSE
Cumberland PM Server, Granville	General	12PM_BY	RAI_CAR_20_PM_BY	Signal	BY	Approach	Railway Parade (W)			219	4.1	231	4.1	0.6	52.9	50.0	357.6	36.5	59.6	Railway Parade (W)	FALSE
Cumberland PM Server, Granville	General	12PM_BY	RAI_CAR_20_PM_BY	Signal	BY	Site				2,024	3.0	2,131	3.0	0.9	52.9	30.9		114.7	187.2	Railway Parade (W)	FALSE
Cumberland PM Server, Granville	General	7PM_FY	WLS_QLY_31_PM_FY	Signal	FY	3	Clyde Street	S	R2	1	0.0	1	0.0	0.4	26.8	26.8	2.6	39.1	63.8	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_FY	WLS_QLY_31_PM_FY	Signal	FY	2	Clyde Street	S	T1	323	1.7	340	1.7	0.4	20.3	20.3	769.9	44.9	73.4	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_FY	WLS_QLY_31_PM_FY	Signal	FY	1	Clyde Street	S	L2	300	1.8	315	1.8	0.4	20.8	20.8	715.1	44.9	73.4	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_FY	WLS_QLY_31_PM_FY	Signal	FY	Approach	Clyde Street			623	1.8	656	1.8	0.4	20.8	20.6	1,487.7	44.9	73.4	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_FY	WLS_QLY_31_PM_FY	Signal	FY	4	William Street (E)	E	L2	12	36.4	13	36.4	0.1	48.2	48.2	110.6	3.2	5.2	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_FY	WLS_QLY_31_PM_FY	Signal	FY	6	William Street (E)	E	R2	42	2.6	44	2.6	0.5	48.8	48.8	81.2	18.0	29.4	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_FY	WLS_QLY_31_PM_FY	Signal	FY	5	William Street (E)	E	T1	45	7.3	47	7.3	0.5	44.2	44.2	87.6	18.0	29.4	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_FY	WLS_QLY_31_PM_FY	Signal	FY	Approach	William Street (E)			98	8.9	104	8.9	0.5	48.8	46.6	192.2	18.0	29.4	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_FY	WLS_QLY_31_PM_FY	Signal	FY	8	Memorial Drive	N	T1	375	3.5	395	3.5	0.5	23.0	23.0	752.5	52.7	86.1	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_FY	WLS_QLY_31_PM_FY	Signal	FY	7	Memorial Drive	N	L2	13	8.3	14	8.3	0.1	24.4	24.4	131.6	9.2	15.1	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_FY	WLS_QLY_31_PM_FY	Signal	FY	9	Memorial Drive	N	R2	14	0.0	15	0.0	0.5	29.0	29.0	28.5	52.7	86.1	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_FY	WLS_QLY_31_PM_FY	Signal	FY	Approach	Memorial Drive			402	3.5	424	3.5	0.5	29.0	23.3	807.3	52.7	86.1	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_FY	WLS_QLY_31_PM_FY	Signal	FY	12	William Street (W)	W	R2	288	1.9	303	1.9	0.4	21.1	21.1	705.9	36.8	60.1	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_FY	WLS_QLY_31_PM_FY	Signal	FY	11	William Street (W)	W	T1	31	3.6	32	3.6	0.1	13.3	13.3	605.5	4.5	7.4	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_FY	WLS_QLY_31_PM_FY	Signal	FY	10	William Street (W)	W	L2	12	0.0	13	0.0	0.1	17.9	17.9	249.7	4.5	7.4	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_FY	WLS_QLY_31_PM_FY	Signal	FY	Approach	William Street (W)			330	2.0	348	2.0	0.4	21.1	20.3	810.5	36.8	60.1	William Street (E)	FALSE
Cumberland PM Server, Granville	General	7PM_FY	WLS_QLY_31_PM_FY	Signal	FY	Site				1,455	2.8	1,531	2.8	0.5	48.8	23.0		52.7	86.1	William Street (E)	FALSE
Cumberland PM Server, Granville	General	8PM_FY	WLS_BLA_31_PM_FY	Roundabout	FY	3u	Blaxcell Street	S	U	1	0.0	1	0.0	0.3	11.6	11.6	3.5	6.4	15.9	Erind Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_FY	WLS_BLA_31_PM_FY	Roundabout	FY	3	Blaxcell Street	S	R2	12	9.1	13	9.1	0.3	10.2	10.2	380.0	6.4	15.9	Erind Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_FY	WLS_BLA_31_PM_FY	Roundabout	FY	2	Blaxcell Street	S	T1	39	0.0	41	0.0	0.3	5.7	5.7	124.3	6.4	15.9	Erind Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_FY	WLS_BLA_31_PM_FY	Roundabout	FY	1	Blaxcell Street	S	L2	224	3.4	236	3.4	0.3	5.9	5.9	707.6	6.4	15.9	Erind Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_FY	WLS_BLA_31_PM_FY	Roundabout	FY	Approach	Blaxcell Street			277	3.2	291	3.2	0.3	11.6	6.1	873.2	6.4	15.9	Erind Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_FY	WLS_BLA_31_PM_FY	Roundabout	FY	4	William Street (E)	E	L2	27	0.0	29	0.0	0.5	6.9	6.9	60.4	9.9	24.5	Erind Avenue	FALSE

Cumberland PM Server, Granville	General	8PM_FY	WLS_BLA_31_PM_FY	Roundabout	FY	6u	William Street (E)	E	U	2	0.0	2	0.0	0.5	12.8	12.8	4.8	9.9	24.5	Erid Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_FY	WLS_BLA_31_PM_FY	Roundabout	FY	6	William Street (E)	E	R2	7	0.0	7	0.0	0.5	11.0	11.0	14.5	9.9	24.5	Erid Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_FY	WLS_BLA_31_PM_FY	Roundabout	FY	5	William Street (E)	E	T1	367	24	387	2.4	0.5	6.9	6.9	811.4	9.9	24.5	Erid Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_FY	WLS_BLA_31_PM_FY	Roundabout	FY	Approach	William Street (E)			404	22	425	2.2	0.5	12.8	7.0	891.1	9.9	24.5	Erid Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_FY	WLS_BLA_31_PM_FY	Roundabout	FY	8	Erid Avenue	N	T1	108	10	114	1.0	0.2	8.0	8.0	531.9	3.7	9.3	Erid Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_FY	WLS_BLA_31_PM_FY	Roundabout	FY	7	Erid Avenue	N	L2	15	0.0	16	0.0	0.2	8.0	8.0	752	3.7	9.3	Erid Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_FY	WLS_BLA_31_PM_FY	Roundabout	FY	9	Erid Avenue	N	R2	21	0.0	22	0.0	0.2	12.1	12.1	102.1	3.7	9.3	Erid Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_FY	WLS_BLA_31_PM_FY	Roundabout	FY	Approach	Erid Avenue			144	0.8	152	0.8	0.2	12.1	8.5	709.2	3.7	9.3	Erid Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_FY	WLS_BLA_31_PM_FY	Roundabout	FY	12	William Street (W)	W	R2	310	39	326	3.9	0.5	7.6	7.6	637.7	13.6	33.7	Erid Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_FY	WLS_BLA_31_PM_FY	Roundabout	FY	11	William Street (W)	W	T1	357	21	375	2.1	0.5	3.4	3.4	734.5	13.6	33.7	Erid Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_FY	WLS_BLA_31_PM_FY	Roundabout	FY	10	William Street (W)	W	L2	13	0.0	14	0.0	0.5	3.5	3.5	270	13.6	33.7	Erid Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_FY	WLS_BLA_31_PM_FY	Roundabout	FY	12u	William Street (W)	W	U	7	0.0	7	0.0	0.5	9.3	9.3	135	13.6	33.7	Erid Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_FY	WLS_BLA_31_PM_FY	Roundabout	FY	Approach	William Street (W)			686	29	722	2.9	0.5	9.3	5.4	1412.8	13.6	33.7	Erid Avenue	FALSE
Cumberland PM Server, Granville	General	8PM_FY	WLS_BLA_31_PM_FY	Roundabout	FY	Site				1510	25	1590	2.5	0.5	12.8	6.3		13.6	33.7	Erid Avenue	FALSE
Cumberland PM Server, Granville	General	9PM_FY	WLS_SOU_31_PM_FY	Roundabout	FY	6u	William Street (E)	E	U	7	0.0	7	0.0	0.5	9.2	9.2	126	15.7	39.0	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_FY	WLS_SOU_31_PM_FY	Roundabout	FY	6	William Street (E)	E	R2	141	62	149	6.2	0.5	7.9	7.9	271.8	15.7	39.0	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_FY	WLS_SOU_31_PM_FY	Roundabout	FY	5	William Street (E)	E	T1	476	18	501	1.8	0.5	4.9	4.9	916.6	15.7	39.0	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_FY	WLS_SOU_31_PM_FY	Roundabout	FY	Approach	William Street (E)			623	28	656	2.8	0.5	9.2	5.6	1201.0	15.7	39.0	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_FY	WLS_SOU_31_PM_FY	Roundabout	FY	7	South Street	N	L2	185	47	195	4.7	0.4	8.2	8.2	472.9	8.1	20.1	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_FY	WLS_SOU_31_PM_FY	Roundabout	FY	9u	South Street	N	U	5	0.0	6	0.0	0.4	12.1	12.1	140	8.1	20.1	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_FY	WLS_SOU_31_PM_FY	Roundabout	FY	9	South Street	N	R2	98	22	104	2.2	0.4	10.8	10.8	251.9	8.1	20.1	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_FY	WLS_SOU_31_PM_FY	Roundabout	FY	Approach	South Street			289	38	304	3.8	0.4	12.1	9.2	738.8	8.1	20.1	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_FY	WLS_SOU_31_PM_FY	Roundabout	FY	11	William Street (W)	W	T1	487	20	512	2.0	0.6	5.5	5.5	885.9	15.7	39.1	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_FY	WLS_SOU_31_PM_FY	Roundabout	FY	10	William Street (W)	W	L2	126	17	132	1.7	0.6	5.7	5.7	228.9	15.7	39.1	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_FY	WLS_SOU_31_PM_FY	Roundabout	FY	12u	William Street (W)	W	U	5	0.0	6	0.0	0.6	9.8	9.8	100	15.7	39.1	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_FY	WLS_SOU_31_PM_FY	Roundabout	FY	Approach	William Street (W)			618	19	650	1.9	0.6	9.8	5.6	1124.8	15.7	39.1	South Street	FALSE
Cumberland PM Server, Granville	General	9PM_FY	WLS_SOU_31_PM_FY	Roundabout	FY	Site				1530	26	1611	2.6	0.6	12.1	6.3		15.7	39.1	South Street	FALSE
Cumberland PM Server, Granville	General	10PM_FY	WLS_LUM_31_PM_FY	Roundabout	FY	6u	William Street (E)	E	U	10	0.0	10	0.0	0.8	25.3	25.3	123	43.2	107.5	William Street (E)	FALSE
Cumberland PM Server, Granville	General	10PM_FY	WLS_LUM_31_PM_FY	Roundabout	FY	6	William Street (E)	E	R2	130	0.0	137	0.0	0.8	23.8	23.8	162.2	43.2	107.5	William Street (E)	FALSE
Cumberland PM Server, Granville	General	10PM_FY	WLS_LUM_31_PM_FY	Roundabout	FY	5	William Street (E)	E	T1	435	23	458	2.3	0.8	20.9	20.9	542.5	43.2	107.5	William Street (E)	FALSE
Cumberland PM Server, Granville	General	10PM_FY	WLS_LUM_31_PM_FY	Roundabout	FY	Approach	William Street (E)			575	17	606	1.7	0.8	25.3	21.6	717.0	43.2	107.5	William Street (E)	FALSE
Cumberland PM Server, Granville	General	10PM_FY	WLS_LUM_31_PM_FY	Roundabout	FY	7	Lumley Street (N)	N	L2	119	28	125	2.8	0.8	16.2	16.2	158.7	32.9	81.7	William Street (E)	FALSE
Cumberland PM Server, Granville	General	10PM_FY	WLS_LUM_31_PM_FY	Roundabout	FY	9	Lumley Street (N)	N	R2	459	14	484	1.4	0.8	19.1	19.1	611.4	32.9	81.7	William Street (E)	FALSE
Cumberland PM Server, Granville	General	10PM_FY	WLS_LUM_31_PM_FY	Roundabout	FY	Approach	Lumley Street (N)			579	17	609	1.7	0.8	19.1	18.5	770.1	32.9	81.7	William Street (E)	FALSE
Cumberland PM Server, Granville	General	10PM_FY	WLS_LUM_31_PM_FY	Roundabout	FY	11	William Street (W)	W	T1	476	11	501	1.1	0.6	5.2	5.2	885.6	16.8	41.8	William Street (E)	FALSE
Cumberland PM Server, Granville	General	10PM_FY	WLS_LUM_31_PM_FY	Roundabout	FY	10	William Street (W)	W	L2	142	0.0	150	0.0	0.6	5.2	5.2	264.7	16.8	41.8	William Street (E)	FALSE
Cumberland PM Server, Granville	General	10PM_FY	WLS_LUM_31_PM_FY	Roundabout	FY	12u	William Street (W)	W	U	2	0.0	2	0.0	0.6	9.7	9.7	4.1	16.8	41.8	William Street (E)	FALSE
Cumberland PM Server, Granville	General	10PM_FY	WLS_LUM_31_PM_FY	Roundabout	FY	Approach	William Street (W)			620	0.9	653	0.9	0.6	9.7	5.2	1154.3	16.8	41.8	William Street (E)	FALSE
Cumberland PM Server, Granville	General	10PM_FY	WLS_LUM_31_PM_FY	Roundabout	FY	Site				1774	14	1867	1.4	0.8	25.3	14.9		43.2	107.5	William Street (E)	FALSE
Cumberland PM Server, Granville	General	11PM_FY	WOO_WIL_31_PM_FY	Signal	FY	3	Woodville Road (S)	S	R2	106	31	112	3.1	0.7	60.0	60.0	170.1	26.8	43.7	William Street (W)	FALSE
Cumberland PM Server, Granville	General	11PM_FY	WOO_WIL_31_PM_FY	Signal	FY	2	Woodville Road (S)	S	T1	1432	66	1507	6.6	0.9	33.1	33.1	1757.3	180.4	294.4	William Street (W)	FALSE
Cumberland PM Server, Granville	General	11PM_FY	WOO_WIL_31_PM_FY	Signal	FY	1	Woodville Road (S)	S	L2	12	0.0	13	0.0	0.9	39.5	39.5	14.8	180.0	293.8	William Street (W)	FALSE
Cumberland PM Server, Granville	General	11PM_FY	WOO_WIL_31_PM_FY	Signal	FY	Approach	Woodville Road (S)			1550	64	1631	6.4	0.9	60.0	35.0	1902.2	180.4	294.4	William Street (W)	FALSE
Cumberland PM Server, Granville	General	11PM_FY	WOO_WIL_31_PM_FY	Signal	FY	4	William Street (E)	E	L2	165	0.7	174	0.7	0.9	46.4	46.4	196.3	133.7	218.2	William Street (W)	FALSE
Cumberland PM Server, Granville	General	11PM_FY	WOO_WIL_31_PM_FY	Signal	FY	6	William Street (E)	E	R2	255	26	268	2.6	0.8	57.6	57.6	326.4	67.0	109.4	William Street (W)	FALSE
Cumberland PM Server, Granville	General	11PM_FY	WOO_WIL_31_PM_FY	Signal	FY	5	William Street (E)	E	T1	373	0.9	393	0.9	0.9	41.9	41.9	443.3	133.7	218.2	William Street (W)	FALSE
Cumberland PM Server, Granville	General	11PM_FY	WOO_WIL_31_PM_FY	Signal	FY	Approach	William Street (E)			793	14	835	1.4	0.9	57.6	47.9	942.6	133.7	218.2	William Street (W)	FALSE
Cumberland PM Server, Granville	General	11PM_FY	WOO_WIL_31_PM_FY	Signal	FY	8	Woodville Road (N)	N	T1	1603	45	1688	4.5	0.9	49.9	49.9	1862.5	173.2	282.7	William Street (W)	FALSE
Cumberland PM Server, Granville	General	11PM_FY	WOO_WIL_31_PM_FY	Signal	FY	7	Woodville Road (N)	N	L2	175	0.6	184	0.6	0.9	56.3	56.3	203.3	164.3	268.1	William Street (W)	FALSE
Cumberland PM Server, Granville	General	11PM_FY	WOO_WIL_31_PM_FY	Signal	FY	Approach	Woodville Road (N)			1778	41	1872	4.1	0.9	56.3	50.5	2085.8	173.2	282.7	William Street (W)	FALSE
Cumberland PM Server, Granville	General	11PM_FY	WOO_WIL_31_PM_FY	Signal	FY	11	William Street (W)	W	T1	272	16	287	1.6	0.9	60.7	60.7	320.5	76.9	125.6	William Street (W)	FALSE
Cumberland PM Server, Granville	General	11PM_FY	WOO_WIL_31_PM_FY	Signal	FY	10	William Street (W)	W	L2	23	0.0	24	0.0	0.1	47.9	47.9	282.5	4.8	7.9	William Street (W)	FALSE
Cumberland PM Server, Granville	General	11PM_FY	WOO_WIL_31_PM_FY	Signal	FY	Approach	William Street (W)			295	1.5	311	1.5	0.9	60.7	59.7	347.5	76.9	125.6	William Street (W)	FALSE
Cumberland PM Server, Granville	General	11PM_FY	WOO_WIL_31_PM_FY	Signal	FY	Site				4416	42	4649	4.2	0.9	60.7	45.2		180.4	294.4	William Street (W)	FALSE
Cumberland PM Server, Granville	General	12PM_FY	RAI_CAR_31_PM_FY	Signal	FY	2	Carlton Street	S	T1	295	0.7	311	0.7	0.3	29.1	29.1	1204.3	27.3	44.6	Railway Parade (W)	FALSE
Cumberland PM Server, Granville	General	12PM_FY	RAI_CAR_31_PM_FY	Signal	FY	1	Carlton Street	S	L2	10	0.0	10	0.0	0.3	33.7	33.7	40.1	27.1	44.2	Railway Parade (W)	FALSE
Cumberland PM Server, Granville	General	12PM_FY	RAI_CAR_31_PM_FY	Signal	FY	Approach	Carlton Street			305	0.7	321	0.7	0.3	33.7	29.3	1244.4	27.3	44.6	Railway Parade (W)	FALSE
Cumberland PM Server, Granville	General	12PM_FY	RAI_CAR_31_PM_FY	Signal	FY	4	Railway Parade (E)	E	L2	30	7.4	31	7.4	0.1	16.8	16.8	317.2	10.9	17.9	Railway Parade (W)	FALSE
Cumberland PM Server, Granville	General	12PM_FY	RAI_CAR_31_PM_FY	Signal	FY	6	Railway Parade (E)	E	R2	437	4.2	461	4.2	0.9	40.6	40.6	511.9	89.4	145.9	Railway Parade (W)	FALSE
Cumberland PM Server, Granville	General	12PM_FY	RAI_CAR_31_PM_FY	Signal	FY	5	Railway Parade (E)	E	T1	66	1.7	69	1.7	0.1	12.2	12.2	704.9	10.9	17.9	Railway Parade (W)	FALSE

Cumberland PM Server_Granville	General	12PM_FY	RAI_CAR_31_PM_FY	Signal	FY	Approach	Railway Parade (E)			533	4.1	561	4.1	0.9	40.6	35.8	623.2	89.4	145.9	Railway Parade (W)	FALSE
Cumberland PM Server_Granville	General	12PM_FY	RAI_CAR_31_PM_FY	Signal	FY	8	Bridge Street	N	T1	513	2.1	540	2.1	0.9	47.8	47.8	619.6	136.3	222.4	Railway Parade (W)	FALSE
Cumberland PM Server_Granville	General	12PM_FY	RAI_CAR_31_PM_FY	Signal	FY	7	Bridge Street	N	L2	623	3.5	656	3.5	0.5	10.7	10.7	1,362.0	57.1	93.2	Railway Parade (W)	FALSE
Cumberland PM Server_Granville	General	12PM_FY	RAI_CAR_31_PM_FY	Signal	FY	Approach	Bridge Street			1,136	2.9	1,196	2.9	0.9	47.8	27.5	1,372.7	136.3	222.4	Railway Parade (W)	FALSE
Cumberland PM Server_Granville	General	12PM_FY	RAI_CAR_31_PM_FY	Signal	FY	11	Railway Parade (W)	W	T1	68	11.3	71	11.3	0.3	48.4	48.4	227.6	16.9	27.6	Railway Parade (W)	FALSE
Cumberland PM Server_Granville	General	12PM_FY	RAI_CAR_31_PM_FY	Signal	FY	10	Railway Parade (W)	W	L2	172	1.3	181	1.3	0.9	72.5	72.5	197.6	50.1	81.8	Railway Parade (W)	FALSE
Cumberland PM Server_Granville	General	12PM_FY	RAI_CAR_31_PM_FY	Signal	FY	Approach	Railway Parade (W)			240	4.1	252	4.1	0.9	72.5	65.7	275.7	50.1	81.8	Railway Parade (W)	FALSE
Cumberland PM Server_Granville	General	12PM_FY	RAI_CAR_31_PM_FY	Signal	FY	Site				2,214	3.0	2,330	3.0	0.9	72.5	33.9		136.3	222.4	Railway Parade (W)	FALSE

Network Performance Summary

File	Network Folder	Network Name	Site ID	Site Name	Site Type	Option	Veh Speed	Veh Demand	HV % Demand	Degree of Saturation	Control Delay Average	Control Delay Worst Movement	Control Delay	Average Back of Queue Distance Worst Lane	75th pct Back of Queue Distance Worst Lane	Pers Speed	Pers Demand	Pers Control Delay Average	Pers Control Delay Worst Movement	Pers Delay Lo5
Cumberland PM Server_Granville	General	Enid, South, Lumley and Clyde	7PM_BY	Wk_CLY_20_PM_BY	Signal	BY	43.5	1.400	2.8	0.50	17.4	31.4	17.4	34.6	56.5	33	1890.5	18.3	31.4	B
Cumberland PM Server_Granville	General	Enid, South, Lumley and Clyde	8PM_BY	Wk_BLA_20_PM_BY	Roundabout	BY	42.3	1.454	2.5	0.46	5.9	12.0	12.0	11.5	28.6	42	1744.4	5.9	12.0	A
Cumberland PM Server_Granville	General	Enid, South, Lumley and Clyde	9PM_BY	Wk_SOU_20_PM_BY	Roundabout	BY	30.8	1.473	2.6	0.52	6.0	11.6	11.6	13.2	32.8	31	1767.2	6.0	11.6	A
Cumberland PM Server_Granville	General	Enid, South, Lumley and Clyde	10PM_BY	Wk_LUM_20_PM_BY	Roundabout	BY	34.3	1.707	1.4	0.73	10.9	17.8	17.8	27.3	67.8	34	2048.8	10.9	17.8	B
Cumberland PM Server_Granville	General	Enid, South, Lumley and Clyde FY	7PM_FY	Wk_CLY_31_PM_FY	Signal	FY	40.1	1.531	2.8	0.54	23.0	48.8	23.0	52.7	86.1	31	2048.0	24.7	48.8	B
Cumberland PM Server_Granville	General	Enid, South, Lumley and Clyde FY	8PM_FY	Wk_BLA_31_PM_FY	Roundabout	FY	41.8	1.590	2.5	0.51	6.3	12.7	12.7	13.6	33.9	42	1907.9	6.3	12.7	A
Cumberland PM Server_Granville	General	Enid, South, Lumley and Clyde FY	9PM_FY	Wk_SOU_31_PM_FY	Roundabout	FY	30.2	1.611	2.6	0.60	6.3	12.3	12.3	15.7	39.1	30	1932.8	6.3	12.3	A
Cumberland PM Server_Granville	General	Enid, South, Lumley and Clyde FY	10PM_FY	Wk_LUM_31_PM_FY	Roundabout	FY	30.9	1.867	1.4	0.84	14.9	25.3	25.3	43.2	107.5	31	2240.9	14.9	25.3	B

Network Movement - Details

File	Network Folder	Network Name	Site ID	Site Name	Site Type	Option	Origin ID	Leg Name	Approach % Direction	Turn Name	Demand Flow	Demand HV pc	Arrival Flow	Arrival HV pc	DoS	Delay worst	Average Delay	Capacity	Average Back of Queue Distance	95 pct Back of Queue Distance	Worst Approach	Warnings Check
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	7PM_BY	WL_CLY_20_PM_BY	Signal	BY	3	Clyde Street	S	R2	1	0.0	1	0.0	0.4	21.7	21.7	2.7	25.6	43.3	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	7PM_BY	WL_CLY_20_PM_BY	Signal	BY	2	Clyde Street	S	T1	311	1.7	311	1.7	0.4	15.3	15.3	809.1	27.7	45.3	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	7PM_BY	WL_CLY_20_PM_BY	Signal	BY	1	Clyde Street	S	L2	288	1.8	288	1.8	0.4	15.9	15.9	751.5	27.7	45.3	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	7PM_BY	WL_CLY_20_PM_BY	Signal	BY	Approach	Clyde Street			600	1.8	600	1.8	0.4	21.7	15.6	1,563.4	27.7	45.3	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	7PM_BY	WL_CLY_20_PM_BY	Signal	BY	4	William Street (E)	E	L2	12	36.4	12	36.4	0.1	31.4	31.4	175.9	2.0	3.2	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	7PM_BY	WL_CLY_20_PM_BY	Signal	BY	6	William Street (E)	E	R2	40	2.6	40	2.6	0.3	31.3	31.3	129.1	10.6	17.2	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	7PM_BY	WL_CLY_20_PM_BY	Signal	BY	5	William Street (E)	E	T1	43	7.3	43	7.3	0.3	26.7	26.7	139.3	10.6	17.2	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	7PM_BY	WL_CLY_20_PM_BY	Signal	BY	Approach	William Street (E)			95	8.9	95	8.9	0.3	31.4	29.2	305.7	10.6	17.2	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	7PM_BY	WL_CLY_20_PM_BY	Signal	BY	8	Memorial Drive	N	T1	361	3.5	361	3.5	0.5	16.9	16.9	717.7	34.6	56.5	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	7PM_BY	WL_CLY_20_PM_BY	Signal	BY	7	Memorial Drive	N	L2	13	8.3	13	8.3	0.1	19.9	19.9	125.6	6.1	9.9	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	7PM_BY	WL_CLY_20_PM_BY	Signal	BY	9	Memorial Drive	N	R2	14	0.0	14	0.0	0.5	22.6	22.6	27.2	34.6	56.5	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	7PM_BY	WL_CLY_20_PM_BY	Signal	BY	Approach	Memorial Drive			387	3.5	387	3.5	0.5	22.6	17.2	770.0	34.6	56.5	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	7PM_BY	WL_CLY_20_PM_BY	Signal	BY	12	William Street (W)	W	R2	277	1.9	277	1.9	0.5	18.3	18.3	569.2	25.7	41.9	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	7PM_BY	WL_CLY_20_PM_BY	Signal	BY	11	William Street (W)	W	T1	29	3.6	29	3.6	0.0	10.7	10.7	589.6	3.1	5.1	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	7PM_BY	WL_CLY_20_PM_BY	Signal	BY	10	William Street (W)	W	L2	12	0.0	12	0.0	0.0	15.2	15.2	231.6	3.1	5.1	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	7PM_BY	WL_CLY_20_PM_BY	Signal	BY	Approach	William Street (W)			318	2.0	318	2.0	0.5	18.3	17.5	642.1	25.7	41.9	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	7PM_BY	WL_CLY_20_PM_BY	Signal	BY	84e				1,400	2.8	1,400	2.8	0.5	31.4	17.4		34.6	56.5	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	8PM_BY	WL_BLA_20_PM_BY	Roundabout	BY	3u	Blacall Street	S	U	1	0.0	1	0.0	0.3	11.4	11.4	3.7	5.6	13.9	Ernt Avenue	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	8PM_BY	WL_BLA_20_PM_BY	Roundabout	BY	3	Blacall Street	S	R2	12	9.1	12	9.1	0.3	9.9	9.9	40.5	5.6	13.9	Ernt Avenue	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	8PM_BY	WL_BLA_20_PM_BY	Roundabout	BY	2	Blacall Street	S	T1	38	0.0	38	0.0	0.3	5.5	5.5	132.5	5.6	13.9	Ernt Avenue	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	8PM_BY	WL_BLA_20_PM_BY	Roundabout	BY	1	Blacall Street	S	L2	216	3.4	216	3.4	0.3	5.6	5.6	754.4	5.6	13.9	Ernt Avenue	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	8PM_BY	WL_BLA_20_PM_BY	Roundabout	BY	Approach	Blacall Street			266	3.2	266	3.2	0.3	11.4	5.6	931.0	5.6	13.9	Ernt Avenue	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	8PM_BY	WL_BLA_20_PM_BY	Roundabout	BY	4	William Street (E)	E	L2	26	0.0	26	0.0	0.4	6.1	6.1	62.5	6.8	17.0	Ernt Avenue	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	8PM_BY	WL_BLA_20_PM_BY	Roundabout	BY	6u	William Street (E)	E	U	2	0.0	2	0.0	0.4	12.0	12.0	5.0	6.8	17.0	Ernt Avenue	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	8PM_BY	WL_BLA_20_PM_BY	Roundabout	BY	6	William Street (E)	E	R2	6	0.0	6	0.0	0.4	10.2	10.2	15.0	6.8	17.0	Ernt Avenue	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	8PM_BY	WL_BLA_20_PM_BY	Roundabout	BY	5	William Street (E)	E	T1	354	2.4	354	2.4	0.4	6.1	6.1	840.0	6.8	17.0	Ernt Avenue	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	8PM_BY	WL_BLA_20_PM_BY	Roundabout	BY	Approach	William Street (E)			388	2.2	388	2.2	0.4	12.0	6.2	922.5	6.8	17.0	Ernt Avenue	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	8PM_BY	WL_BLA_20_PM_BY	Roundabout	BY	8	Ernt Avenue	N	T1	104	1.0	104	1.0	0.2	7.3	7.3	568.3	3.1	7.7	Ernt Avenue	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	8PM_BY	WL_BLA_20_PM_BY	Roundabout	BY	7	Ernt Avenue	N	L2	15	0.0	15	0.0	0.2	7.3	7.3	80.4	3.1	7.7	Ernt Avenue	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	8PM_BY	WL_BLA_20_PM_BY	Roundabout	BY	9	Ernt Avenue	N	R2	20	0.0	20	0.0	0.2	11.4	11.4	109.1	3.1	7.7	Ernt Avenue	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	8PM_BY	WL_BLA_20_PM_BY	Roundabout	BY	Approach	Ernt Avenue			139	0.8	139	0.8	0.2	11.4	7.9	757.7	3.1	7.7	Ernt Avenue	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	8PM_BY	WL_BLA_20_PM_BY	Roundabout	BY	12	William Street (W)	W	R2	298	3.9	298	3.9	0.5	7.6	7.6	641.8	11.5	28.6	Ernt Avenue	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	8PM_BY	WL_BLA_20_PM_BY	Roundabout	BY	11	William Street (W)	W	T1	343	2.1	343	2.1	0.5	3.4	3.4	739.3	11.5	28.6	Ernt Avenue	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	8PM_BY	WL_BLA_20_PM_BY	Roundabout	BY	10	William Street (W)	W	L2	13	0.0	13	0.0	0.5	3.4	3.4	27.2	11.5	28.6	Ernt Avenue	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	8PM_BY	WL_BLA_20_PM_BY	Roundabout	BY	12u	William Street (W)	W	U	6	0.0	6	0.0	0.5	9.3	9.3	13.6	11.5	28.6	Ernt Avenue	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	8PM_BY	WL_BLA_20_PM_BY	Roundabout	BY	Approach	William Street (W)			660	2.9	660	2.9	0.5	9.3	5.3	1,421.9	11.5	28.6	Ernt Avenue	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	8PM_BY	WL_BLA_20_PM_BY	Roundabout	BY	84e				1,454	2.5	1,454	2.5	0.5	12.0	5.9		11.5	28.6	Ernt Avenue	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	9PM_BY	WL_SOQ_20_PM_BY	Roundabout	BY	6u	William Street (E)	E	U	6	0.0	6	0.0	0.5	9.0	9.0	12.8	13.2	32.8	South Street	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	9PM_BY	WL_SOQ_20_PM_BY	Roundabout	BY	6	William Street (E)	E	R2	136	6.2	136	6.2	0.5	7.7	7.7	275.3	13.2	32.8	South Street	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	9PM_BY	WL_SOQ_20_PM_BY	Roundabout	BY	5	William Street (E)	E	T1	458	1.8	458	1.8	0.5	4.7	4.7	928.4	13.2	32.8	South Street	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	9PM_BY	WL_SOQ_20_PM_BY	Roundabout	BY	Approach	William Street (E)			600	2.8	600	2.8	0.5	9.0	5.4	1,216.5	13.2	32.8	South Street	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	9PM_BY	WL_SOQ_20_PM_BY	Roundabout	BY	7	South Street	N	L2	178	4.7	178	4.7	0.4	7.7	7.7	499.0	6.7	16.6	South Street	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	9PM_BY	WL_SOQ_20_PM_BY	Roundabout	BY	9u	South Street	N	U	5	0.0	5	0.0	0.4	11.6	11.6	14.8	6.7	16.6	South Street	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	9PM_BY	WL_SOQ_20_PM_BY	Roundabout	BY	9	South Street	N	R2	95	2.2	95	2.2	0.4	10.3	10.3	265.7	6.7	16.6	South Street	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	9PM_BY	WL_SOQ_20_PM_BY	Roundabout	BY	Approach	South Street			278	3.8	278	3.8	0.4	11.6	8.6	779.5	6.7	16.6	South Street	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	9PM_BY	WL_SOQ_20_PM_BY	Roundabout	BY	11	William Street (W)	W	T1	468	2.0	468	2.0	0.5	5.2	5.2	901.1	13.1	32.6	South Street	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	9PM_BY	WL_SOQ_20_PM_BY	Roundabout	BY	10	William Street (W)	W	L2	121	1.7	121	1.7	0.5	5.4	5.4	232.9	13.1	32.6	South Street	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	9PM_BY	WL_SOQ_20_PM_BY	Roundabout	BY	12u	William Street (W)	W	U	5	0.0	5	0.0	0.5	9.5	9.5	10.1	13.1	32.6	South Street	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	9PM_BY	WL_SOQ_20_PM_BY	Roundabout	BY	Approach	William Street (W)			595	1.9	595	1.9	0.5	9.5	5.3	1,144.1	13.1	32.6	South Street	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	9PM_BY	WL_SOQ_20_PM_BY	Roundabout	BY	84e				1,473	2.6	1,473	2.6	0.5	11.6	6.0		13.2	32.8	South Street	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	10PM_BY	WL_LUM_20_PM_BY	Roundabout	BY	6u	William Street (E)	E	U	9	0.0	9	0.0	0.7	17.8	17.8	13.0	27.3	67.8	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	10PM_BY	WL_LUM_20_PM_BY	Roundabout	BY	6	William Street (E)	E	R2	125	0.0	125	0.0	0.7	16.4	16.4	172.5	27.3	67.8	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	10PM_BY	WL_LUM_20_PM_BY	Roundabout	BY	5	William Street (E)	E	T1	419	2.3	419	2.3	0.7	13.4	13.4	576.8	27.3	67.8	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	10PM_BY	WL_LUM_20_PM_BY	Roundabout	BY	Approach	William Street (E)			554	1.7	554	1.7	0.7	17.8	14.1	762.4	27.3	67.8	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	10PM_BY	WL_LUM_20_PM_BY	Roundabout	BY	7	Lumley Street (N)	N	L2	115	2.8	115	2.8	0.7	11.7	11.7	167.0	22.2	55.2	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	10PM_BY	WL_LUM_20_PM_BY	Roundabout	BY	9	Lumley Street (N)	N	R2	442	1.4	442	1.4	0.7	14.6	14.6	643.5	22.2	55.2	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	10PM_BY	WL_LUM_20_PM_BY	Roundabout	BY	Approach	Lumley Street (N)			557	1.7	557	1.7	0.7	14.6	14.0	810.5	22.2	55.2	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	10PM_BY	WL_LUM_20_PM_BY	Roundabout	BY	11	William Street (W)	W	T1	458	1.1	458	1.1	0.5	4.9	4.9	950.7	14.2	35.2	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	10PM_BY	WL_LUM_20_PM_BY	Roundabout	BY	10	William Street (W)	W	L2	137	0.0	137	0.0	0.5	5.0	5.0	269.2	14.2	35.2	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	10PM_BY	WL_LUM_20_PM_BY	Roundabout	BY	12u	William Street (W)	W	U	2	0.0	2	0.0	0.5	9.4	9.4	4.1	14.2	35.2	William Street (E)	FALSE
Cumberland PM Server_Granite	General	Ernt. South, Lumley and Clyde	10PM_BY	WL_LUM_20_PM_BY	Roundabout	BY	Approach	William Street (W)			597	0.9	597	0.9	0.5	9.4	5.0	1,174.0	14.2	35.2	William Street (E)	FALSE

Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	10PM_FY	WL_LUM_20_PM_FY	Roundabout	BY	Site		1,707	1.4	1,707	1.4	0.7	17.8	10.9	27.3	67.8	William Street (E)	FALSE			
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	7PM_FY	WL_CLY_31_PM_FY	Signal	FY	3	Clyde Street	S	R2	1	0.0	1	0.0	0.4	26.8	26.8	2.6	39.1	63.9	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	7PM_FY	WL_CLY_31_PM_FY	Signal	FY	2	Clyde Street	S	T1	340	1.7	340	1.7	0.4	20.3	20.3	770.5	44.9	73.3	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	7PM_FY	WL_CLY_31_PM_FY	Signal	FY	1	Clyde Street	S	L2	315	1.8	315	1.8	0.4	20.9	20.9	715.6	44.9	73.3	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	7PM_FY	WL_CLY_31_PM_FY	Signal	FY	Approach	Clyde Street			656	1.8	656	1.8	0.4	26.8	20.6	1,488.7	44.9	73.3	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	7PM_FY	WL_CLY_31_PM_FY	Signal	FY	4	William Street (E)	E	L2	13	36.4	13	36.4	0.1	48.2	48.2	110.6	3.2	5.2	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	7PM_FY	WL_CLY_31_PM_FY	Signal	FY	6	William Street (E)	E	R2	44	2.6	44	2.6	0.5	48.8	48.8	81.2	18.0	29.4	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	7PM_FY	WL_CLY_31_PM_FY	Signal	FY	5	William Street (E)	E	T1	47	7.3	47	7.3	0.5	44.2	44.2	87.6	18.0	29.4	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	7PM_FY	WL_CLY_31_PM_FY	Signal	FY	Approach	William Street (E)			104	8.9	104	8.9	0.5	48.8	46.6	192.2	18.0	29.4	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	7PM_FY	WL_CLY_31_PM_FY	Signal	FY	8	Memorial Drive	N	T1	395	3.5	395	3.5	0.5	23.0	23.0	752.4	52.7	86.1	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	7PM_FY	WL_CLY_31_PM_FY	Signal	FY	7	Memorial Drive	N	L2	14	8.3	14	8.3	0.1	24.4	24.4	131.6	9.2	15.1	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	7PM_FY	WL_CLY_31_PM_FY	Signal	FY	9	Memorial Drive	N	R2	15	0.0	15	0.0	0.5	29.0	29.0	28.5	52.7	86.1	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	7PM_FY	WL_CLY_31_PM_FY	Signal	FY	Approach	Memorial Drive			424	3.5	424	3.5	0.5	29.0	23.3	807.2	52.7	86.1	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	7PM_FY	WL_CLY_31_PM_FY	Signal	FY	12	William Street (W)	W	R2	303	1.9	303	1.9	0.4	21.1	21.1	705.9	36.8	60.1	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	7PM_FY	WL_CLY_31_PM_FY	Signal	FY	11	William Street (W)	W	T1	32	3.6	32	3.6	0.1	13.3	13.3	635.5	4.5	7.4	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	7PM_FY	WL_CLY_31_PM_FY	Signal	FY	10	William Street (W)	W	L2	13	0.0	13	0.0	0.1	17.9	17.9	249.7	4.5	7.4	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	7PM_FY	WL_CLY_31_PM_FY	Signal	FY	Approach	William Street (W)			348	2.0	348	2.0	0.4	21.1	20.3	810.5	36.8	60.1	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	7PM_FY	WL_CLY_31_PM_FY	Signal	FY	Site				1,531	2.8	1,531	2.8	0.5	48.8	23.0		52.7	86.1	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	8PM_FY	WL_BLA_31_PM_FY	Roundabout	FY	3u	Bracall Street	S	U	1	0.0	1	0.0	0.3	11.7	11.7	3.6	6.6	16.3	End Avenue	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	8PM_FY	WL_BLA_31_PM_FY	Roundabout	FY	3	Bracall Street	S	R2	13	9.1	13	9.1	0.3	10.3	10.3	39.1	6.6	16.3	End Avenue	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	8PM_FY	WL_BLA_31_PM_FY	Roundabout	FY	2	Bracall Street	S	T1	41	0.0	41	0.0	0.3	5.8	5.8	127.9	6.6	16.3	End Avenue	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	8PM_FY	WL_BLA_31_PM_FY	Roundabout	FY	1	Bracall Street	S	L2	236	3.4	236	3.4	0.3	6.0	6.0	728.3	6.6	16.3	End Avenue	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	8PM_FY	WL_BLA_31_PM_FY	Roundabout	FY	Approach	Bracall Street			291	3.2	291	3.2	0.3	11.7	6.1	898.9	6.6	16.3	End Avenue	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	8PM_FY	WL_BLA_31_PM_FY	Roundabout	FY	4	William Street (E)	E	L2	29	0.0	29	0.0	0.5	6.9	6.9	60.4	8.5	21.2	End Avenue	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	8PM_FY	WL_BLA_31_PM_FY	Roundabout	FY	6u	William Street (E)	E	U	2	0.0	2	0.0	0.5	12.7	12.7	4.8	8.5	21.2	End Avenue	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	8PM_FY	WL_BLA_31_PM_FY	Roundabout	FY	6	William Street (E)	E	R2	7	0.0	7	0.0	0.5	11.0	11.0	14.5	8.5	21.2	End Avenue	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	8PM_FY	WL_BLA_31_PM_FY	Roundabout	FY	5	William Street (E)	E	T1	387	2.4	387	2.4	0.5	6.9	6.9	811.3	8.5	21.2	End Avenue	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	8PM_FY	WL_BLA_31_PM_FY	Roundabout	FY	Approach	William Street (E)			425	2.2	425	2.2	0.5	12.7	7.0	891.0	8.5	21.2	End Avenue	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	8PM_FY	WL_BLA_31_PM_FY	Roundabout	FY	8	End Avenue	N	T1	114	1.0	114	1.0	0.2	8.0	8.0	531.8	3.8	9.3	End Avenue	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	8PM_FY	WL_BLA_31_PM_FY	Roundabout	FY	7	End Avenue	N	L2	16	0.0	16	0.0	0.2	8.0	8.0	75.2	3.8	9.3	End Avenue	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	8PM_FY	WL_BLA_31_PM_FY	Roundabout	FY	9	End Avenue	N	R2	22	0.0	22	0.0	0.2	12.1	12.1	102.1	3.8	9.3	End Avenue	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	8PM_FY	WL_BLA_31_PM_FY	Roundabout	FY	Approach	End Avenue			152	0.8	152	0.8	0.2	12.1	8.6	709.1	3.8	9.3	End Avenue	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	8PM_FY	WL_BLA_31_PM_FY	Roundabout	FY	12	William Street (W)	W	R2	326	3.9	326	3.9	0.5	7.4	7.4	637.7	13.6	33.9	End Avenue	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	8PM_FY	WL_BLA_31_PM_FY	Roundabout	FY	11	William Street (W)	W	T1	375	2.1	375	2.1	0.5	3.4	3.4	734.6	13.6	33.9	End Avenue	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	8PM_FY	WL_BLA_31_PM_FY	Roundabout	FY	10	William Street (W)	W	L2	14	0.0	14	0.0	0.5	3.5	3.5	27.0	13.6	33.9	End Avenue	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	8PM_FY	WL_BLA_31_PM_FY	Roundabout	FY	12u	William Street (W)	W	U	7	0.0	7	0.0	0.5	9.3	9.3	13.5	13.6	33.9	End Avenue	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	8PM_FY	WL_BLA_31_PM_FY	Roundabout	FY	Approach	William Street (W)			722	2.9	722	2.9	0.5	9.3	5.4	1,412.9	13.6	33.9	End Avenue	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	8PM_FY	WL_BLA_31_PM_FY	Roundabout	FY	Site				1,590	2.5	1,590	2.5	0.5	12.7	6.3		13.6	33.9	End Avenue	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	9PM_FY	WL_SOQ_31_PM_FY	Roundabout	FY	6u	William Street (E)	E	U	7	0.0	7	0.0	0.6	9.2	9.2	11.6	15.7	39.0	South Street	TRUE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	9PM_FY	WL_SOQ_31_PM_FY	Roundabout	FY	6	William Street (E)	E	R2	149	6.2	149	6.2	0.6	7.9	7.9	249.5	15.7	39.0	South Street	TRUE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	9PM_FY	WL_SOQ_31_PM_FY	Roundabout	FY	5	William Street (E)	E	T1	501	1.8	501	1.8	0.6	4.9	4.9	841.2	15.7	39.0	South Street	TRUE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	9PM_FY	WL_SOQ_31_PM_FY	Roundabout	FY	Approach	William Street (E)			656	2.8	656	2.8	0.6	9.2	5.6	1,102.3	15.7	39.0	South Street	TRUE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	9PM_FY	WL_SOQ_31_PM_FY	Roundabout	FY	7	South Street	N	L2	195	4.7	195	4.7	0.4	8.4	8.4	454.7	8.3	20.5	South Street	TRUE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	9PM_FY	WL_SOQ_31_PM_FY	Roundabout	FY	9u	South Street	N	U	6	0.0	6	0.0	0.4	12.3	12.3	13.5	8.3	20.5	South Street	TRUE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	9PM_FY	WL_SOQ_31_PM_FY	Roundabout	FY	9	South Street	N	R2	104	2.2	104	2.2	0.4	11.0	11.0	242.2	8.3	20.5	South Street	TRUE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	9PM_FY	WL_SOQ_31_PM_FY	Roundabout	FY	Approach	South Street			304	3.8	304	3.8	0.4	12.3	9.3	710.4	8.3	20.5	South Street	TRUE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	9PM_FY	WL_SOQ_31_PM_FY	Roundabout	FY	11	William Street (W)	W	T1	512	2.0	512	2.0	0.6	5.5	5.5	885.0	15.7	39.1	South Street	TRUE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	9PM_FY	WL_SOQ_31_PM_FY	Roundabout	FY	10	William Street (W)	W	L2	132	1.7	132	1.7	0.6	5.7	5.7	228.7	15.7	39.1	South Street	TRUE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	9PM_FY	WL_SOQ_31_PM_FY	Roundabout	FY	12u	William Street (W)	W	U	6	0.0	6	0.0	0.6	9.8	9.8	9.9	15.7	39.1	South Street	TRUE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	9PM_FY	WL_SOQ_31_PM_FY	Roundabout	FY	Approach	William Street (W)			650	1.9	650	1.9	0.6	9.8	5.6	1,123.6	15.7	39.1	South Street	TRUE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	9PM_FY	WL_SOQ_31_PM_FY	Roundabout	FY	Site				1,611	2.6	1,611	2.6	0.6	12.3	6.3		15.7	39.1	South Street	TRUE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	10PM_FY	WL_LUM_31_PM_FY	Roundabout	FY	6u	William Street (E)	E	U	10	0.0	10	0.0	0.8	25.3	25.3	12.3	43.2	107.5	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	10PM_FY	WL_LUM_31_PM_FY	Roundabout	FY	6	William Street (E)	E	R2	137	0.0	137	0.0	0.8	23.8	23.8	162.2	43.2	107.5	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	10PM_FY	WL_LUM_31_PM_FY	Roundabout	FY	5	William Street (E)	E	T1	458	2.3	458	2.3	0.8	20.9	20.9	542.5	43.2	107.5	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	10PM_FY	WL_LUM_31_PM_FY	Roundabout	FY	Approach	William Street (E)			606	1.7	606	1.7	0.8	25.3	21.6	717.0	43.2	107.5	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	10PM_FY	WL_LUM_31_PM_FY	Roundabout	FY	7	Lumley Street (N)	N	L2	125	2.8	125	2.8	0.8	16.2	16.2	158.7	32.9	81.7	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	10PM_FY	WL_LUM_31_PM_FY	Roundabout	FY	9	Lumley Street (N)	N	R2	484	1.4	484	1.4	0.8	19.1	19.1	611.4	32.9	81.7	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	10PM_FY	WL_LUM_31_PM_FY	Roundabout	FY	Approach	Lumley Street (N)			609	1.7	609	1.7	0.8	19.1	18.5	770.1	32.9	81.7	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	10PM_FY	WL_LUM_31_PM_FY	Roundabout	FY	11	William Street (W)	W	T1	501	1.1	501	1.1	0.6	5.2	5.2	885.6	16.8	41.8	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	10PM_FY	WL_LUM_31_PM_FY	Roundabout	FY	10	William Street (W)	W	L2	150	0.0	150	0.0	0.6	5.2	5.2	264.7	16.8	41.8	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	10PM_FY	WL_LUM_31_PM_FY	Roundabout	FY	12u	William Street (W)	W	U	2	0.0	2	0.0	0.6	9.7	9.7	4.1	16.8	41.8	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	10PM_FY	WL_LUM_31_PM_FY	Roundabout	FY	Approach	William Street (W)			653	0.9	653	0.9	0.6	9.7	5.2	1,154.3	16.8	41.8	William Street (E)	FALSE
Cumberland PM Servo_Granite	General	Ensl. South, Lumley and Clyde	10PM_FY	WL_LUM_31_PM_FY</																		

**DOCUMENTS
ASSOCIATED WITH
REPORT EELPP019/21**

**Attachment 6
Early Consultation and
Submissions**



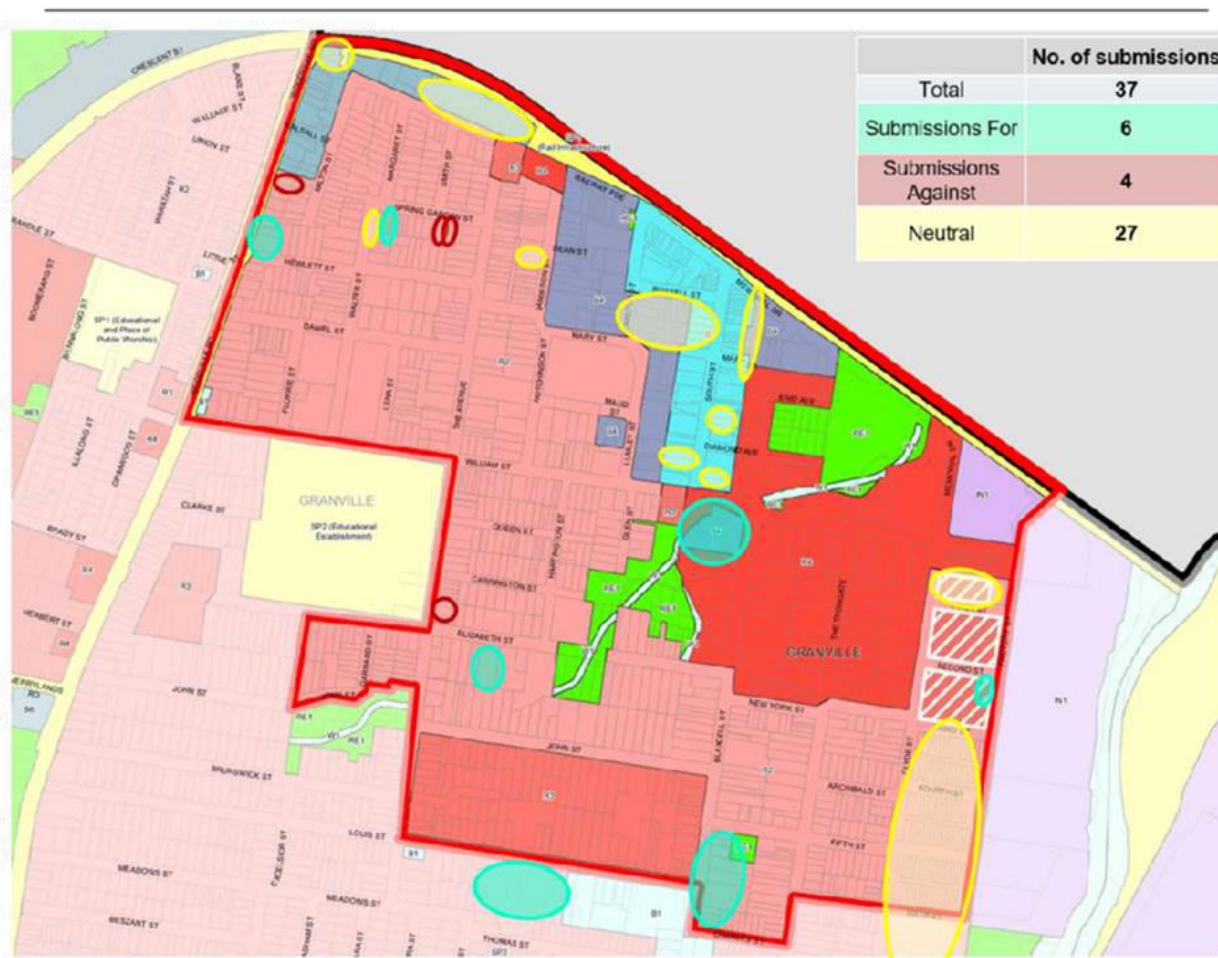
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Granville Town Centre and Surrounds Early Consultation

March-May 2021



Summary of submissions





Overview of early consultation

Early consultation	Reasons/Submissions	Proposed planning controls
Granville/Clyde residential area – rezone lots within approximately 400m catchment of Clyde Station to facilitate medium density development	Landowner submission supporting higher density	Zone R4 High Density (rezone from R2 Low Density) HOB 16m (increase from 9m) FSR 1.7:1
New proposal post consultation Granville/Clyde residential area	Landowner submissions and Councillor feedback supporting expansion of proposed medium density zone to Seventh Street, Granville	Zone R3 Medium Density (rezone from R2 Low Density) HOB 11m (increase from 9m) FSR 0.6:1
New proposal post consultation Land in the vicinity of Blaxcell Street Neighbourhood Centre	Councillor feedback to extend proposed R3 zone along Louis Street and Blaxcell Street near the Neighbourhood Centre	Zone R3 Medium Density (rezone from R2 Low Density) HOB 11m (increase from 9m) FSR 0.6:1
Carlton Street, Granville – increase height and density	Landowner submission to increase height and density for lots fronting Carlton Street, and apply consistent controls across all lots within the block bound by Carlton, Russel, Mary and South Streets, Granville	Zone B2 Local Centre and Zone B4 Mixed Use (existing – no change) HOB 15m (increase from 10m – lots fronting Carlton Street) FSR 2.1:1 (increase from 0.8:1 – lots fronting Carlton Street)
New proposal post consultation B4 zone at corner of William/Blaxcell Street – landowner submission to increase height	Landowner submission to increase height	Zone B4 Mixed Use (existing – no change) HOB 20m (increase from 15m) FSR 1.5:1 (existing – no change)

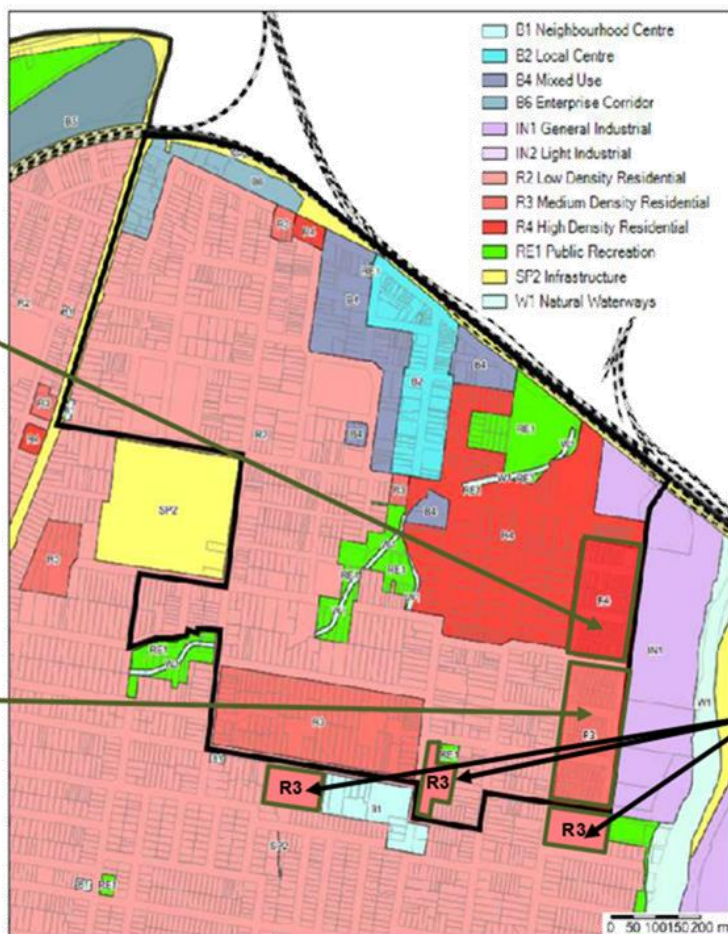


Granville Town Centre and surrounds Proposed zoning

Interim preferred approach
(early consultation + response
to submissions)

Rezone land within
approximately 400m walking
catchment of Clyde Station
from **R2 to R4** to facilitate
higher density residential
development

Rezone land within
approximately 800m walking
catchment of Clyde Station
from **R2 to R3** to facilitate
medium density residential
development



Proposed planning controls
(response to feedback and
further submissions)

Councillor feedback to extend
proposed R3 zone to include
properties at Seventh Street,
and towards Rossiter Street
and Blaxcell Street to the
Neighbourhood Centre,
supported by rezoning of sites
backing onto New Glasgow
Park from R2 to RE1.

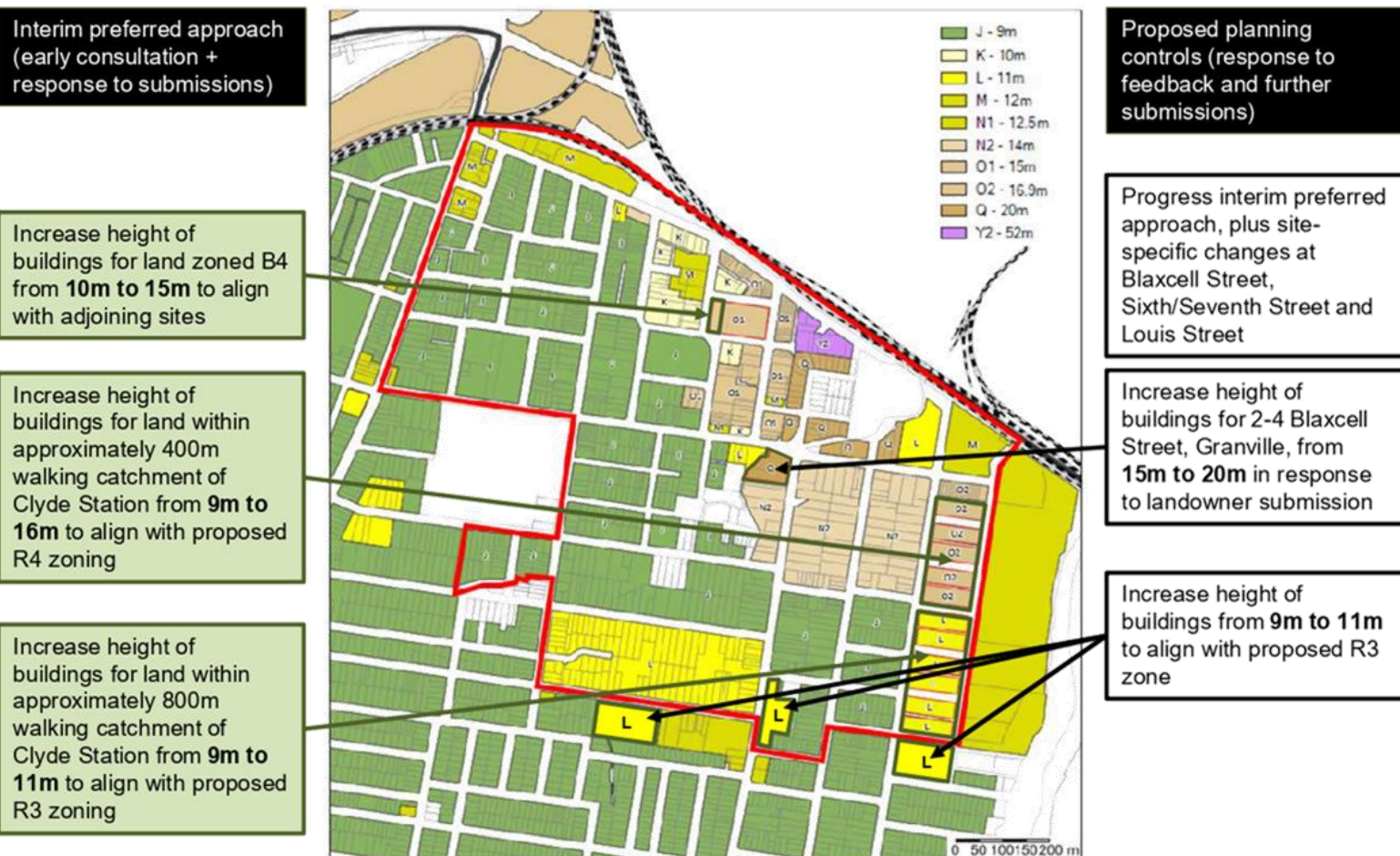
Councillor feedback to extend
proposed R3 zone along Louis
Street and Blaxcell Street near
the Neighbourhood Centre.

Progress interim preferred
approach – plus rezone land
between Sixth/Seventh Street,
and along Blaxcell Street, and
Louis Street from **R2 to R3**



Granville Town Centre and surrounds

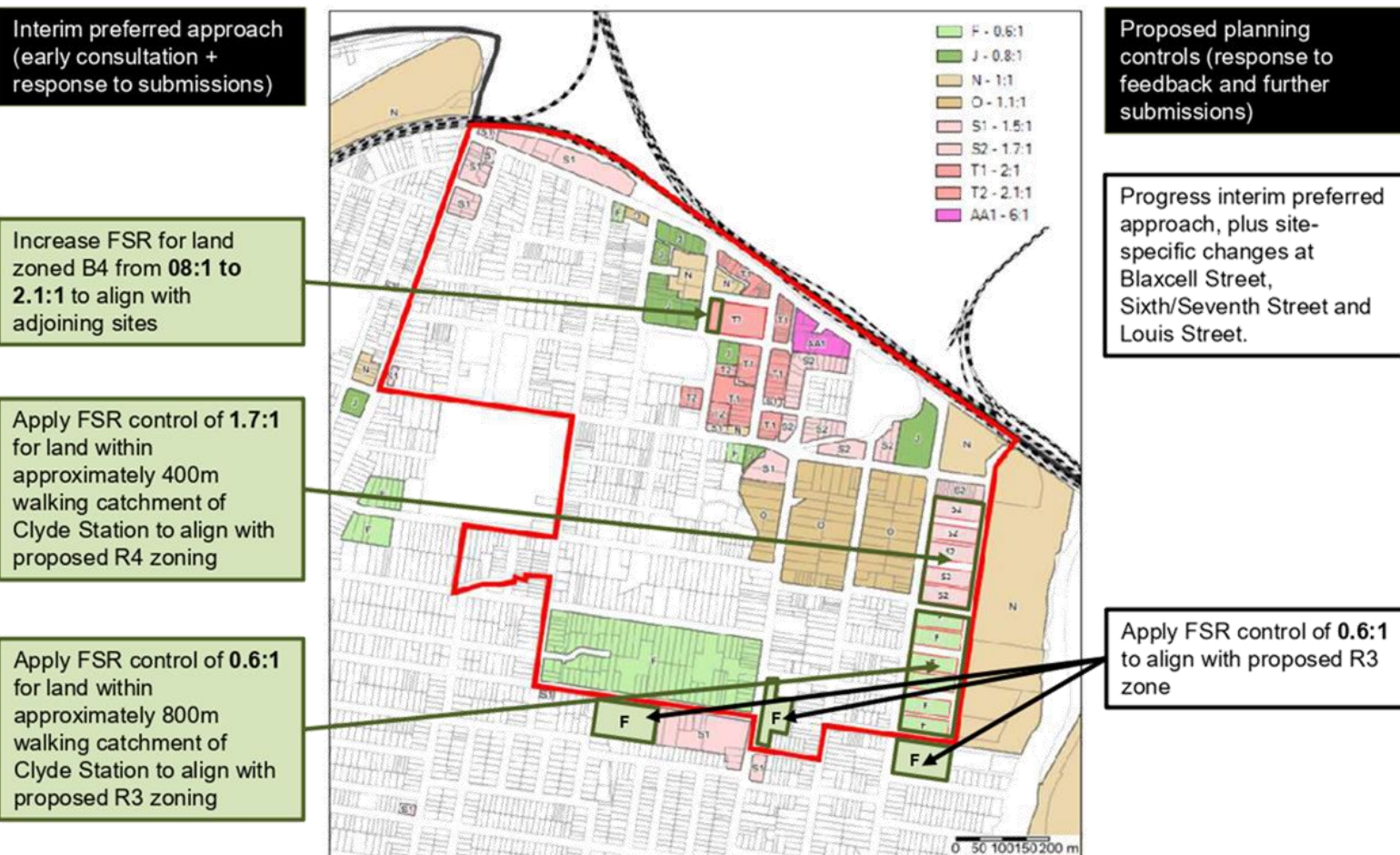
Proposed height of buildings





Granville Town Centre and surrounds

Proposed floor space ratio





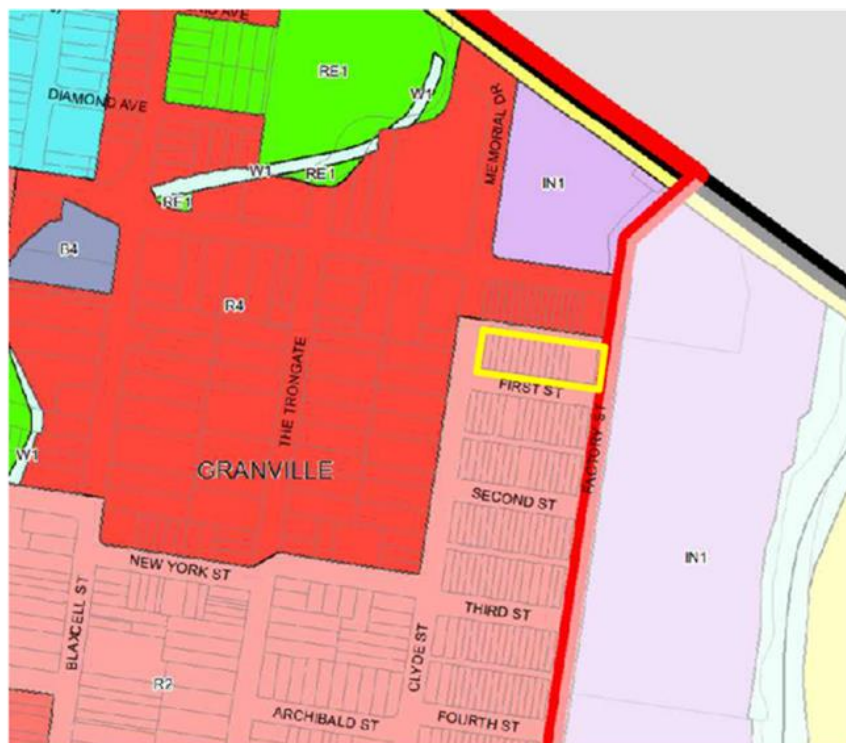
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Site-specific Submissions Included in Planning Proposal



First Street, Granville

Proposed rezoning – R2 to R4



Proposal Summary	Existing controls (Draft CLEP)	Proposed controls (Submission)
	R2 Low Density Residential	R4 High Density Residential
	HOB: 9m	Corresponding FSR: 1.7:1
	FSR: N/A	Corresponding HOB: 16m
	Proposed controls (Early consultation)	
	R3 Medium Density Residential	
Rationale/ Submission	Group of landowners (7 submissions) requests Council to rezone site to R4 to be consistent with the planning controls applied to the block directly to the site's north (2-22 William Street).	

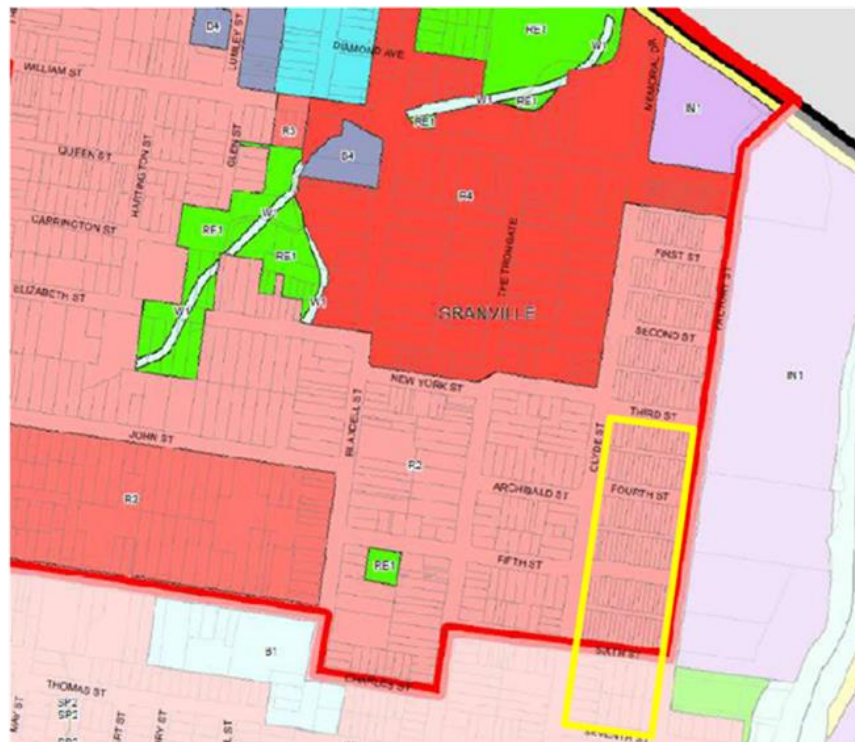
Recommendation:

Include in planning proposal – rezone R4 with corresponding height and density



Third Street to Seventh Street, Granville

Proposed rezoning – R2 to R3



Proposal Summary	Existing controls (Draft CLEP)	Proposed controls (Submission)
	R2 Low Density Residential	R3 Medium Density Residential
	HOB: 9m	Corresponding HOB: 11m
	FSR: N/A	Corresponding FSR: 0.6:1
Rationale/ Submission	Group of landowners (12 submissions) requests Council to extend proposed higher density zoning north of site to provide a better transition from the R4 zone (to the north west) and given its proximity to the town centre.	

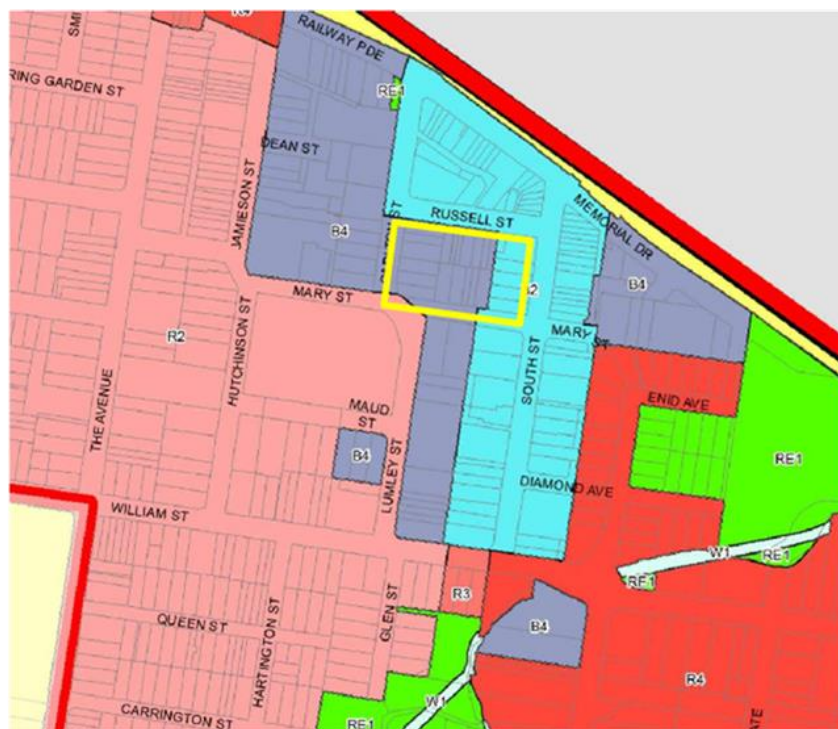
Recommendation:

Include in planning proposal – rezone R3 with corresponding height and density



Carlton Street, Granville

Increase height and density



Proposal Summary	Existing controls (Draft CLEP)	Proposed controls (Submission)
	B2 Local Centre, B4 Mixed Use	
	HOB: 10m, 15m	HOB: 52m
	FSR: 0.8:1, 2:1, 2.1:1	FSR: 6:1
		Proposed controls (amended)
		HOB: 15m
		FSR: 2.1:1
Rationale/ Submission	Landowner requests Council to amend existing HOB and FSR controls to match the B4 Mixed Use site east of South Street (Council carpark site).	

Recommendation:

Include in planning proposal – apply HOB 15m and FSR 2.1:1 consistently to all lots within street block bound by Carlton, Russell, Mary and South Streets



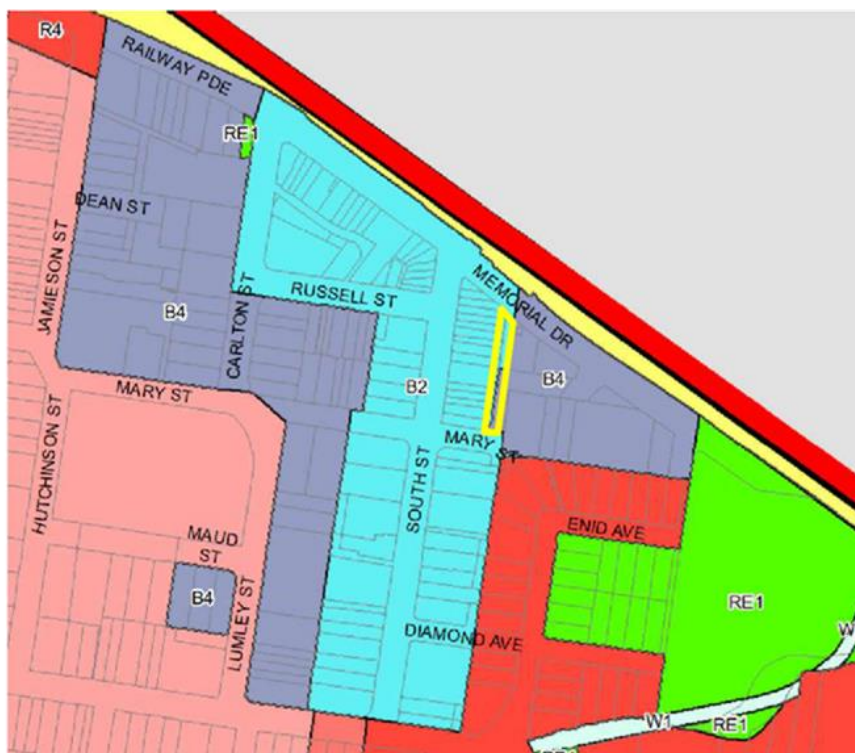
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Site-specific Submissions
Not included in Planning Proposal



Laneway in Granville Town Centre

Proposed name – Spyros Lane



Proposal Summary	Current name	Proposed name
	None	Spyros Lane
Rationale/ Submission	Landowner requests Council to name the laneway in honour of late Spyros George Frilingos, a Granville resident and business owner who contributed to the local area in the 70s and 80s.	

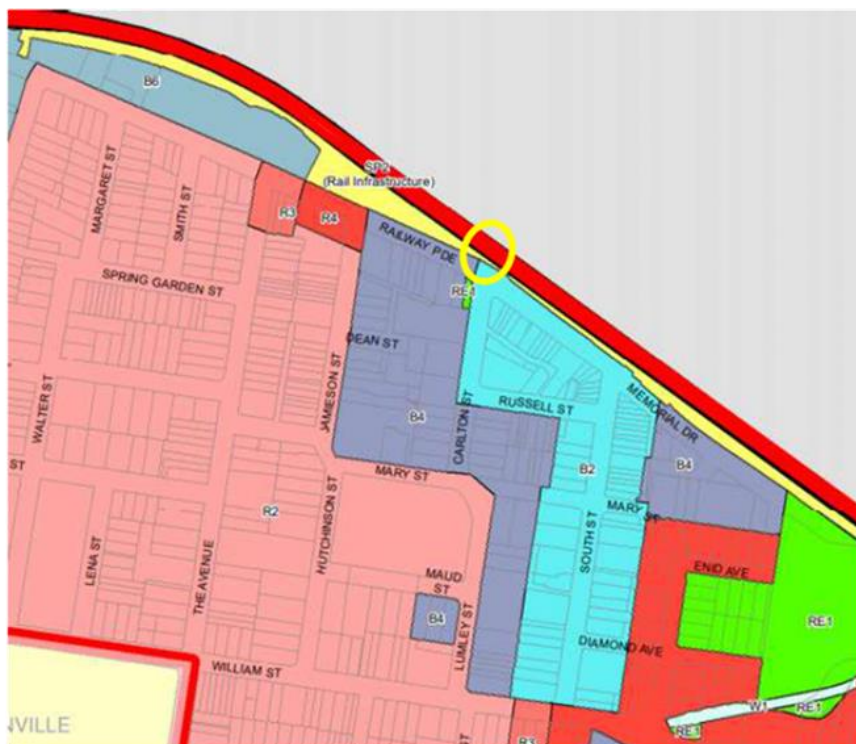
Recommendation:

Not included in Planning Proposal – may be considered as part of future planning for Granville Town Centre



Railway Parade/Bridge Street, Granville

Improve traffic management/road infrastructure



Proposal Summary	Existing controls (Draft CLEP)	Proposed implementation (Submission)
	SP2 Infrastructure HOB: N/A FSR: N/A	Improve road infrastructure to remediate existing constraints and pinch point at the north-south connection
Rationale/ Submission	Severe traffic congestion and bottleneck experienced to cross the railway line	

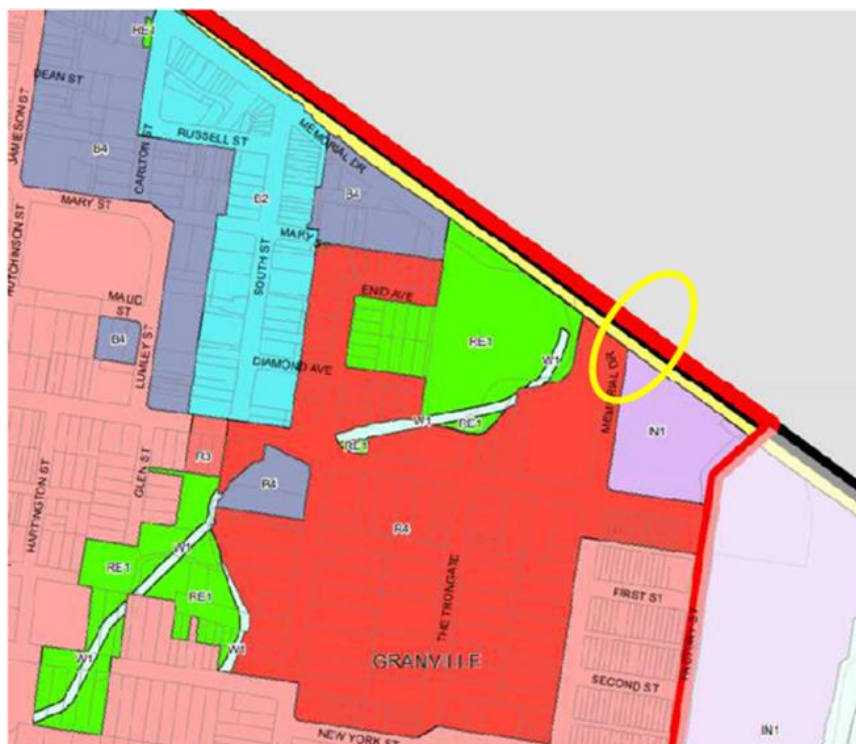
Recommendation:

Not included in Planning Proposal – may be considered as part of future planning for Granville Town Centre



North connection to James Ruse Drive from Clyde Street

Additional road infrastructure



Proposal Summary	Existing controls (Draft CLEP)	Proposed implementation (Submission)
	SP2 Infrastructure, IN1 General Industrial HOB: N/A FSR: N/A	Provide additional road infrastructure to remediate traffic congestion for north-south connection
Rationale/ Submission	Road capacity must be increased to support the increasing density to the north and south of the railway line	

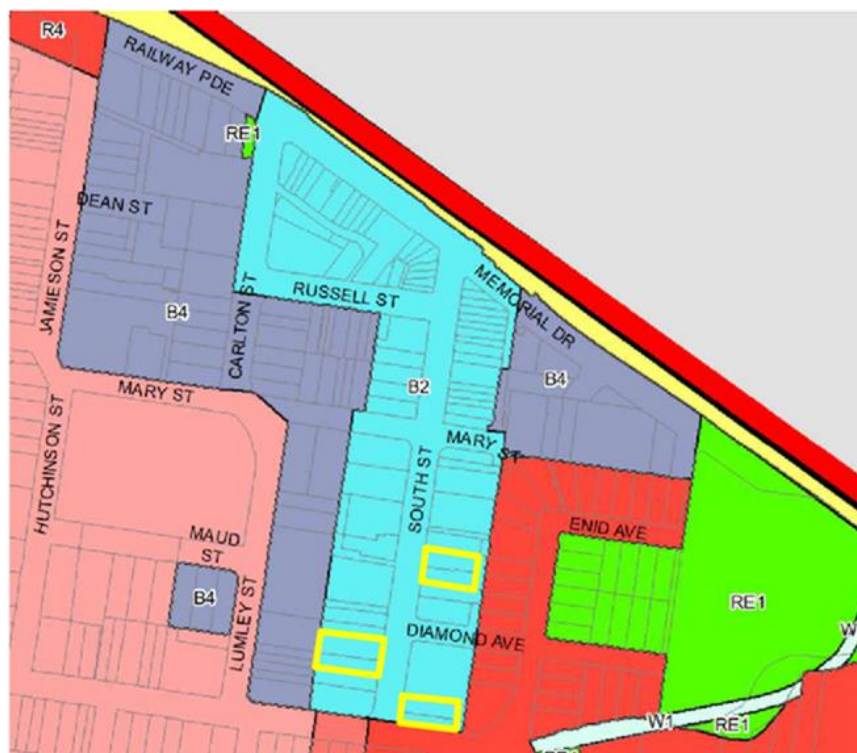
Recommendation:

Not included in Planning Proposal – may be considered as part of future planning for Granville Town Centre



77-79, 98-102 and 103-107 South Street, Granville

Increase FSR – 4:1



Proposal Summary	Existing controls (Draft CLEP)	Proposed controls (Submission)
	B2 Local Centre HOB: 15m FSR: 2:1	FSR: 4:1
Rationale/ Submission	Landowner requests Council to increase FSR to 4:1 to seek a more suitable match for the existing HOB of 15m.	

Recommendation:

Not include in planning proposal – Inconsistent with the existing FSR in the B2 Local Centre zone

Item No: ELPP020/21

PLANNING PROPOSAL - TARGETED SITES IN MERRYLANDS AND GUILDFORD

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: CS-219

SUMMARY:

This report provides an overview of the planning proposal for targeted sites in Merrylands and Guildford. The planning proposal responds to landowner proposals submitted during the preparation of the Cumberland Local Environmental Plan, as well as new proposals prepared by Council officers as part of strategic planning for the area.

Early consultation (pre-Gateway) on proposed planning controls for Merrylands and Guildford has been sought and a range of submissions received. Subject to the advice of the Cumberland Local Planning Panel and a favourable decision by Council, the planning proposal will be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination. Following receipt of a Gateway Determination, further consultation will be undertaken with the community and the planning proposal will then be considered again by Council prior to finalisation.

It is recommended that the Cumberland Local Planning Panel support the planning proposal for targeted sites in Merrylands and Guildford.

REPORT:

Background

On 15 July 2020, following public exhibition and consideration of submissions, Council endorsed an updated Planning Proposal for the new Cumberland LEP to be forwarded to the Department of Planning, Industry and Environment for legal drafting and finalisation. At the time, Council resolved to include further consideration of planning controls for sites in Merrylands and Guildford as part of its strategic work program for key centres and strategic corridors.

In September 2020, Council considered a number of additional submissions received from local stakeholders on the draft Cumberland LEP, including site-specific proposals at Burnett Street Neighbourhood Centre and Wayman Place, Merrylands, and Marian Street/Bury Road, Guildford. Whilst Council endorsed the proposals to be included in the Cumberland LEP, the Department of Planning, Industry and Environment indicated a separate process will need to be undertaken to progress these proposals.

The planning proposal also includes proposals prepared by Council officers as part of strategic planning for the Merrylands area, including Merrylands Road between Burnett Street and Chetwynd Road, and east of the station.

Planning Context

As outlined in Cumberland 2030: Our Local Strategic Planning Statement, a high-level strategic planning work program has been identified to progress more detailed planning for Cumberland City's key centres and strategic corridors. Since the preparation of this high-level program, Council officers have further considered the scope and implementation approach for this planning work.

In July 2020, Council endorsed the strategic planning work program for Cumberland City's key centres and strategic corridors (Figure 1). The focus of this work is to review the existing planning framework and consider future requirements to ensure that planning controls are appropriate to support development in the area. Site specific requests received as part of the Cumberland LEP process may be further considered as part of this program.

Planning for the Merrylands and Guildford areas is identified as part of Stage 3 of Council's strategic planning work program. To date, background analysis, early consultation, Councilor briefings and the preparation of draft planning controls have been undertaken. This report provides the outcomes of this work and is seeking advice from the Cumberland Local Planning Panel before being considered by Council.

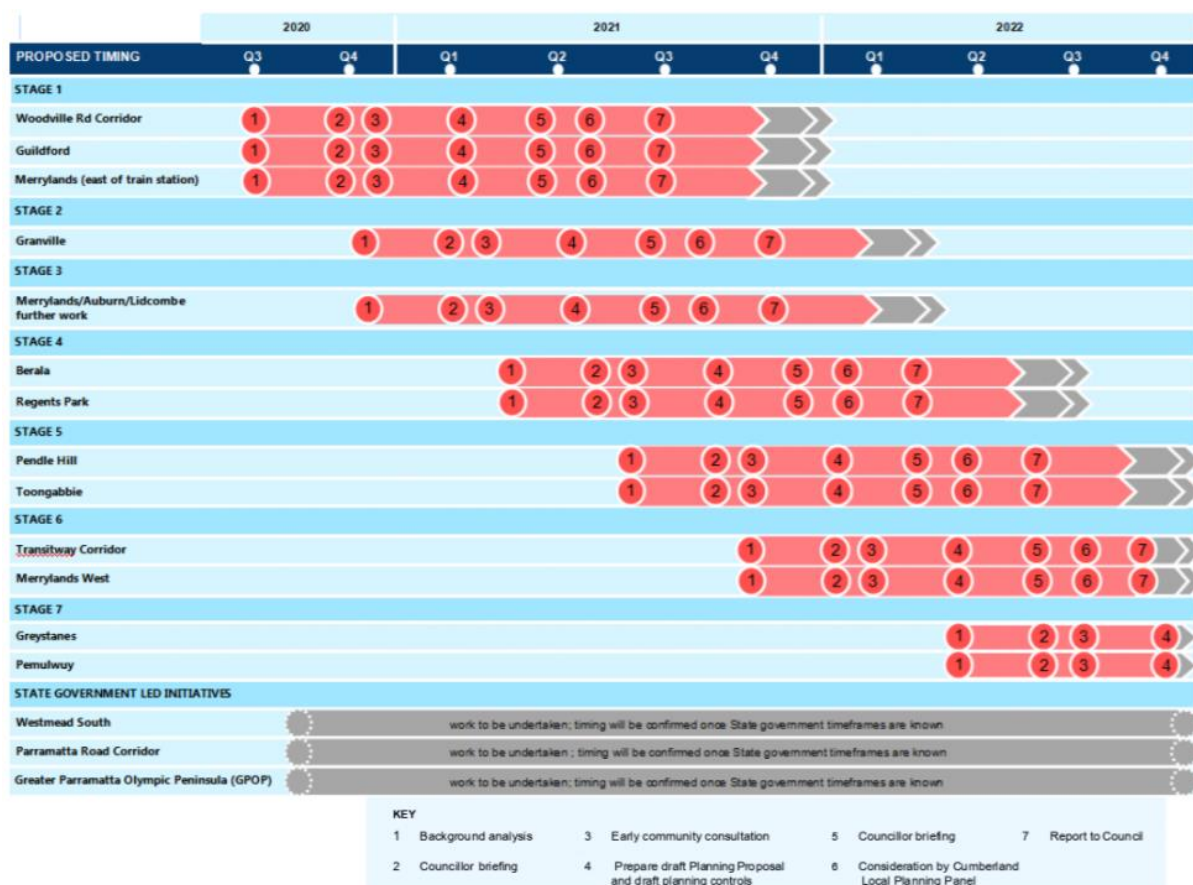


Figure 1 – Council's strategic planning work program

Targeted planning approach

The planning approach for the proposal (Figures 2 to 4) is to implement targeted changes to planning controls at the following locations:

- Burnett Street Neighbourhood Centre, including 6 Burnett Street, 2 Ruth Street and 2 Fowler Road, Merrylands
- Merrylands Road, Merrylands (between Burnett Street and Chetwynd Road)
- 7-10 Wayman Place, Merrylands
- Merrylands Road, Merrylands (east of station)
- 32-34 Marian Street and 2A Bury Road, Guildford
- Victor Brazier Park, Guildford

Where no changes are proposed, the existing planning controls will continue to apply.



Figure 2 – Targeted planning control changes in the Merrylands area



Figure 3 – Targeted planning control changes in the Guildford area



Figure 4 – Targeted planning control changes for Victor Brazier Park, Guildford

Proposed Planning Controls

Planning Proposal

The planning proposal seeks to amend the Cumberland LEP as follows:

- For the *Burnett Street Neighbourhood Centre*, amend zoning, height and density controls to reconcile minor anomalies in the context of surrounding land, to support mixed use development as part of the neighbourhood centre offering services and local job opportunities.
- For *Merrylands Road, Merrylands* (between Burnett Street and Chetwynd Road), amend zoning, height and density controls to support revitalisation and transition of built form between Burnett Street Neighbourhood Centre and Merrylands Town Centre.
- For *7-10 Wayman Place*, amend building height and density controls to support redevelopment aligned with controls at surrounding sites.
- For *Merrylands Road, Merrylands* (east of station), amend building height and density controls to support revitalisation and transition of built form between Merrylands Town Centre and Woodville Road Corridor.
- For *32-34 Marian Street and 2A Bury Road, Guildford*, amend zoning, height and density controls to facilitate high density residential development consistent with adjoining high-density area.
- For *Victor Brazier Park*, reclassify land from 'community' to 'operational', and amend zoning and height controls, to discourage anti-social behaviour reported in part of the park directly adjoining residential with poor casual surveillance.

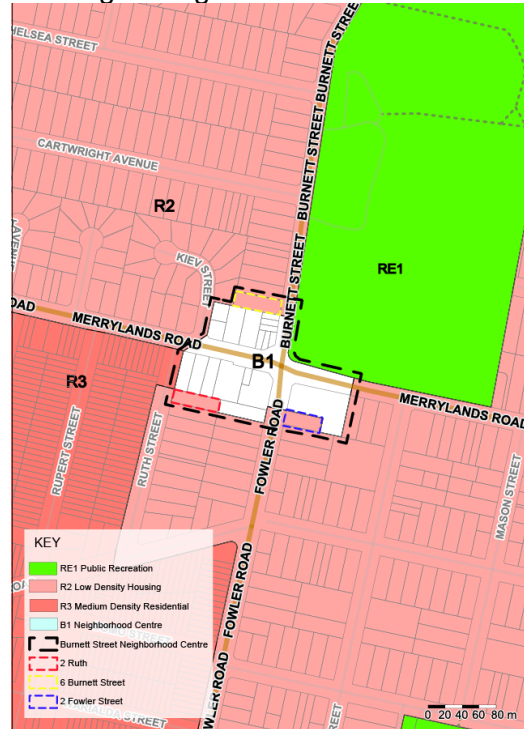
Further details of the planning proposal for Merrylands and Guildford are provided in Table 1. These are also shown graphically in Figures 5 to 10.

Site	Proposed Amendments
Burnett Street Neighbourhood Centre, Merrylands	<ul style="list-style-type: none"> • Amend the Land Zoning Map – Sheet LZN_006 and Sheet LZN_009 to extend Zone B1 Neighbourhood Centre to include adjoining sites at 6 Burnett Street, 2 Ruth Street and 2 Fowler Road, Merrylands. • Amend the Height of Buildings Map – Sheet HOB_006 and Sheet HOB_009 to apply a 17 m height limit for the Burnett Street Neighbourhood Centre (including 6 Burnett Street, 2 Ruth Street and 2 Fowler Road, Merrylands). • Amend the Floor Space Ratio Map – Sheet FSR_006 and Sheet FSR_009 to apply a 2:1 FSR for the Burnett Street Neighbourhood Centre (including 6 Burnett Street, 2 Ruth Street and 2 Fowler Road, Merrylands).
Merrylands Road, Merrylands (between Burnett Street and Chetwynd Road)	<ul style="list-style-type: none"> • Amend the Land Zoning Map – Sheet LZN_009 to rezone land on the southern side of Merrylands Road between Burnett Street and Chetwynd Road to facilitate a mix of medium density (Zone R3) and higher density (Zone R4) residential development. • Amend the Height of Buildings Map – Sheet HOB_009 to align building heights with proposed zones and surrounding development.

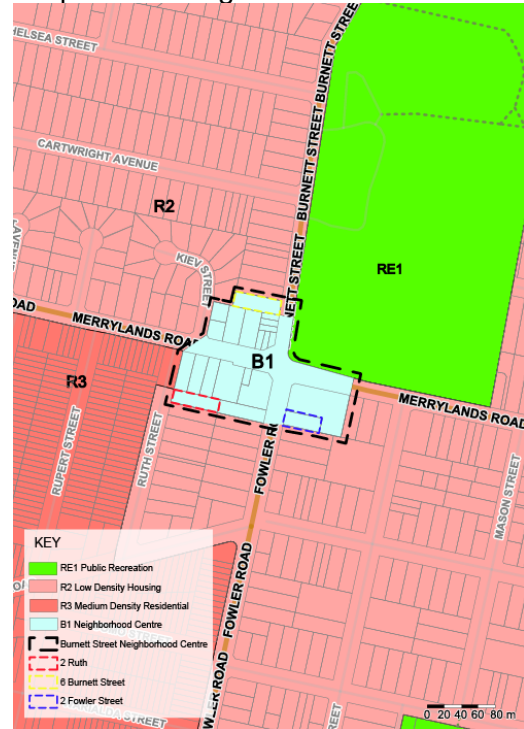
	<ul style="list-style-type: none"> Amend the Floor Space Ratio Map – Sheet FSR_009 to align density with proposed zones and surrounding development.
7-10 Wayman Place, Merrylands	<ul style="list-style-type: none"> Amend the Height of Buildings Map – Sheet HOB_009 to support a transition of built form aligned with surrounding development. Amend the Floor Space Ratio Map – Sheet FSR_009 to better align density with proposed building heights and surrounding development.
Merrylands Road, Merrylands (east of station)	<ul style="list-style-type: none"> Amend the Land Zoning Map – Sheet LZN_009 to rezone land along the northern side of Albion Avenue to facilitate higher density (Zone R4) residential development, consistent with adjoining sites. Amend the Height of Buildings Map – Sheet HOB_009 to better align building heights with existing zones and surrounding development, and apply a 15 m height limit for land proposed to be zoned R4 High Density Residential at Albion Avenue. Amend the Floor Space Ratio Map – Sheet FSR_009 to better align density with proposed zones and building heights, and apply a 1.2:1 FSR for land proposed to be zoned R4 High Density Residential at Albion Avenue.
32-34 Marian Street and 2A Bury Road, Guildford	<ul style="list-style-type: none"> Amend the Land Zoning Map – Sheet LZN_009 to rezone 32-34 Marian Street and 2A Bury Road, Guildford, to facilitate high density (Zone R4) residential development. Amend the Height of Buildings Map – Sheet HOB_009 to apply a 21 m height limit for land zoned, and proposed to be zoned, R4 High Density Residential at 32-34 Marian Street and 2A Bury Road, Guildford. Amend the Floor Space Ratio Map – Sheet FSR_009 to apply a 1.7:1 FSR for land zoned, and proposed to be zoned, R4 High Density Residential at 32-34 Marian Street and 2A Bury Road, Guildford.
Victor Brazier Park, Excelsior Street, Guildford	<ul style="list-style-type: none"> Reclassify the land from 'community' to 'operational' Amend the Land Zoning Map – Sheet LZN_010 to rezone land on the upper northwest portion of Victor Brazier Park, Guildford, from public recreation (Zone RE1) to low density residential development (Zone R2). Amend the Height of Buildings Map – Sheet HOB_010 to align building heights with proposed zones and surrounding development (9m).

Table 1 – Details of Planning Proposal

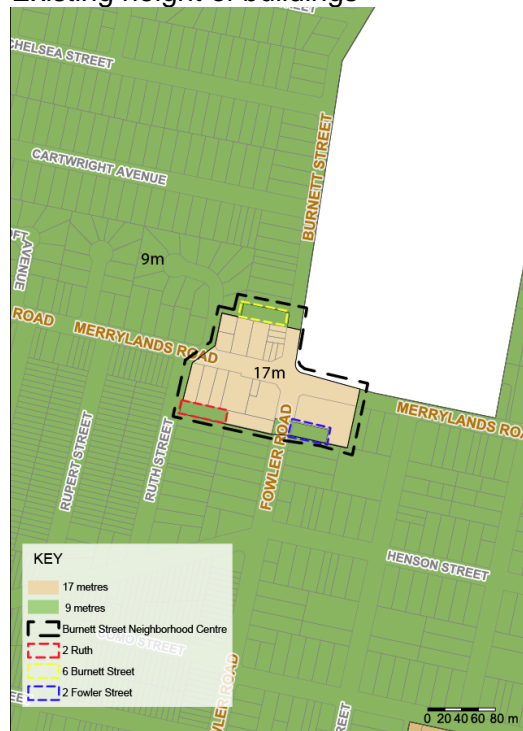
Existing zoning



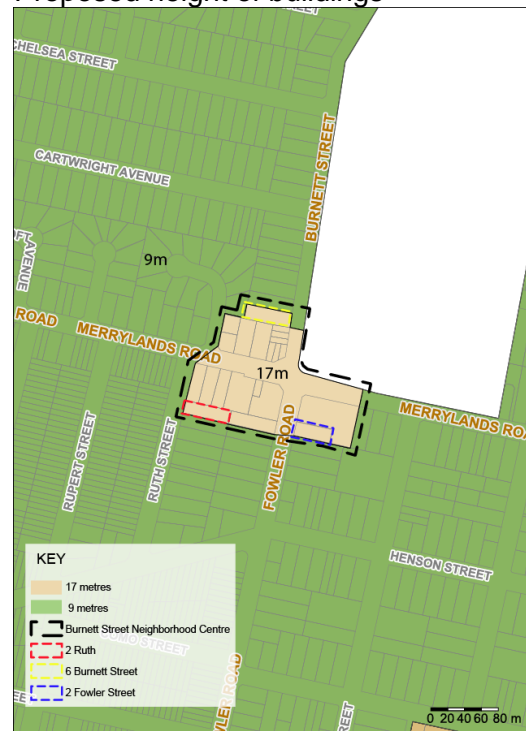
Proposed zoning



Existing height of buildings



Proposed height of buildings



Existing floor space ratio



Proposed floor space ratio

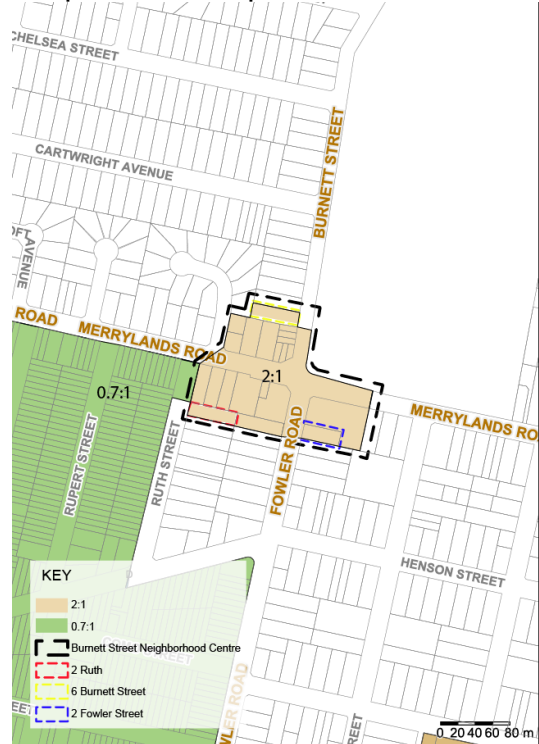
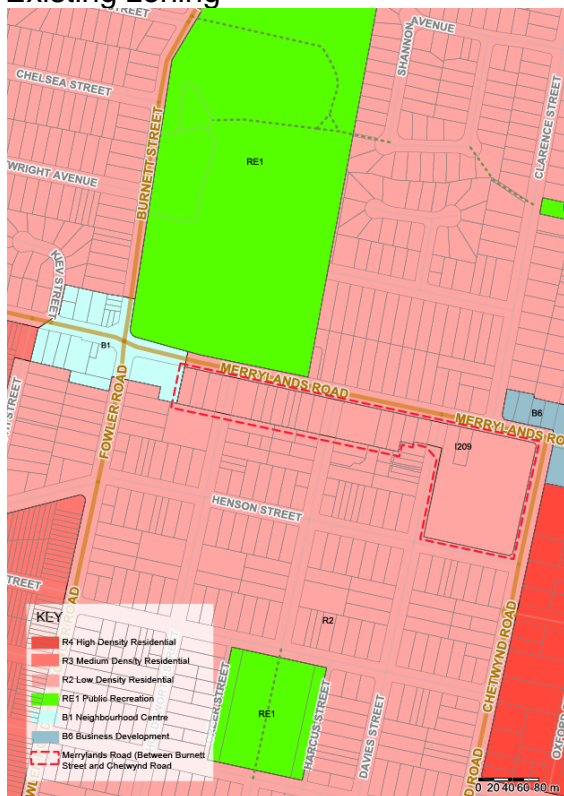
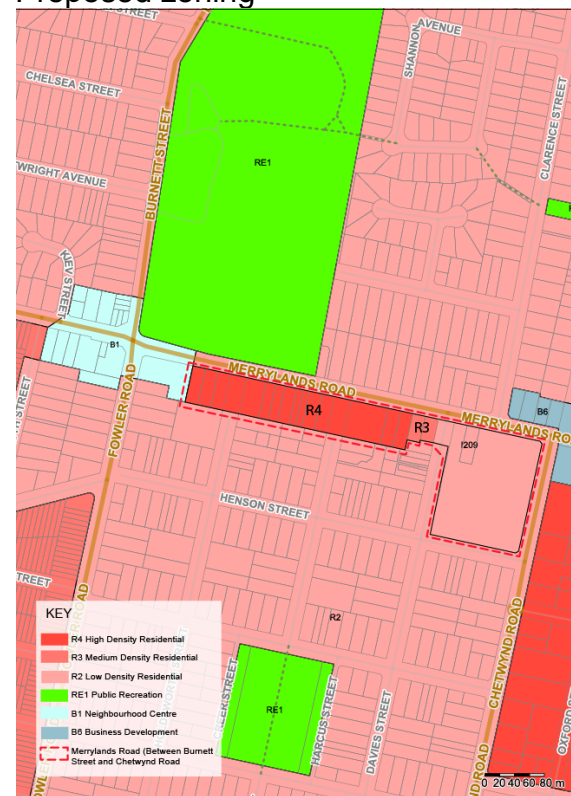


Figure 5 – Burnett Street Neighbourhood Centre: Proposed planning controls

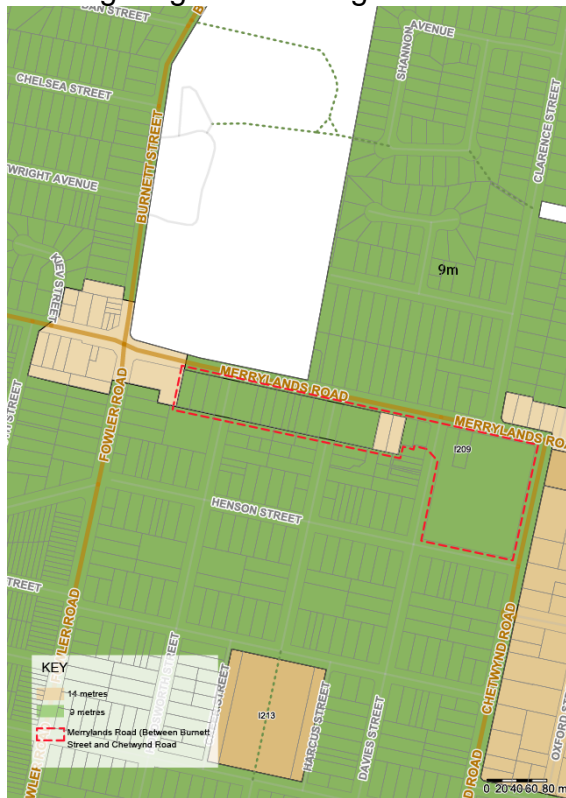
Existing zoning



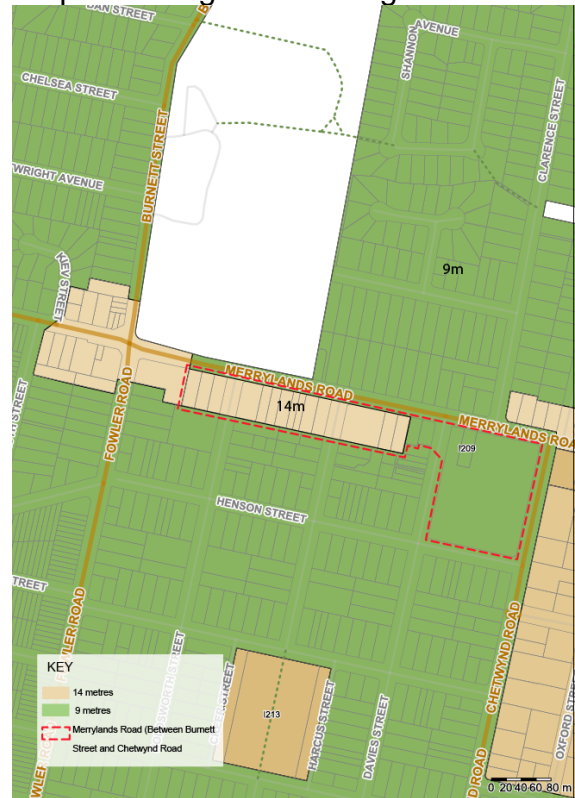
Proposed zoning



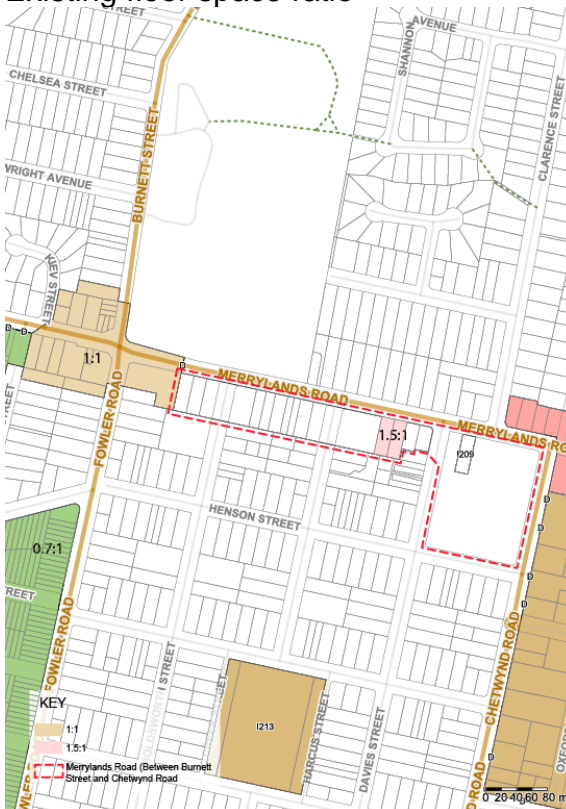
Existing height of buildings



Proposed height of buildings



Existing floor space ratio



Proposed floor space ratio

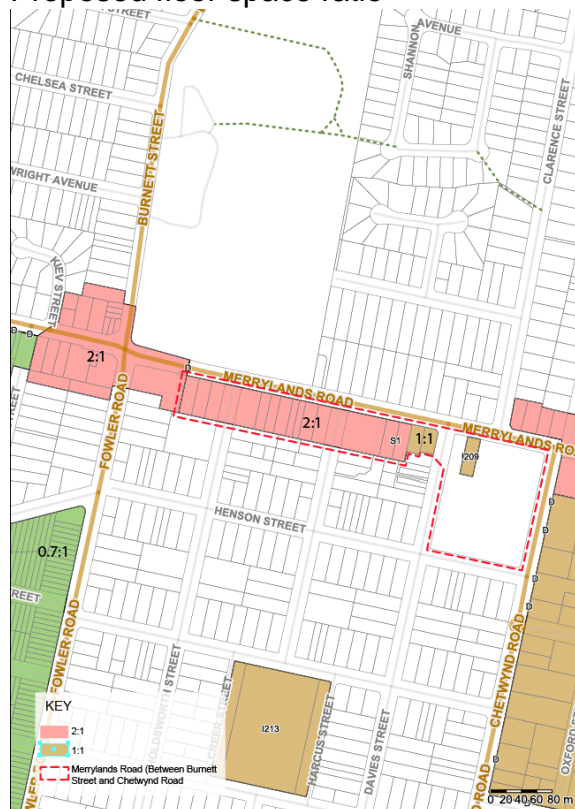
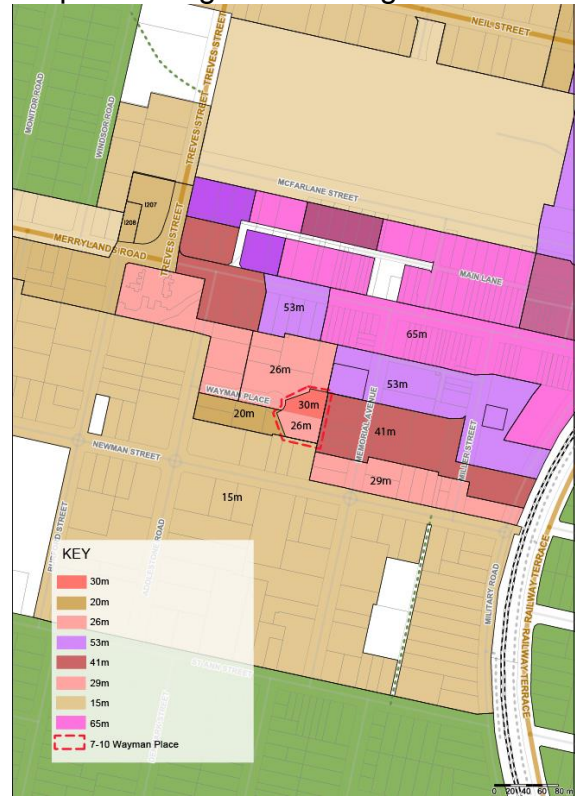


Figure 6 – Merrylands Road (between Burnett Street and Chetwynd Road): Proposed planning controls

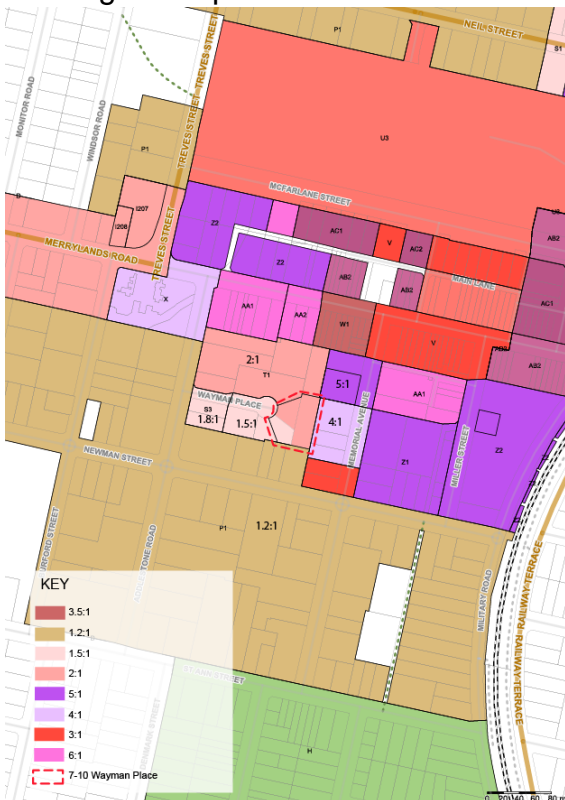
Existing height of buildings



Proposed height of buildings



Existing floor space ratio



Proposed floor space ratio

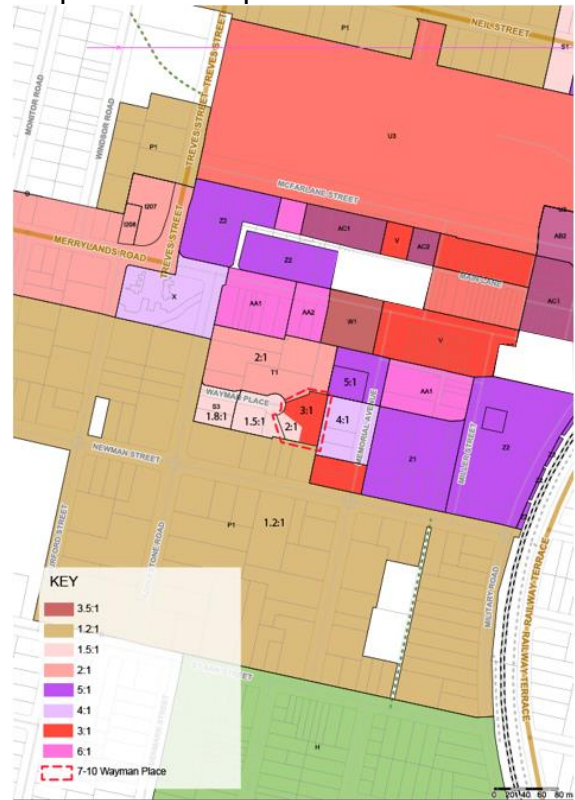
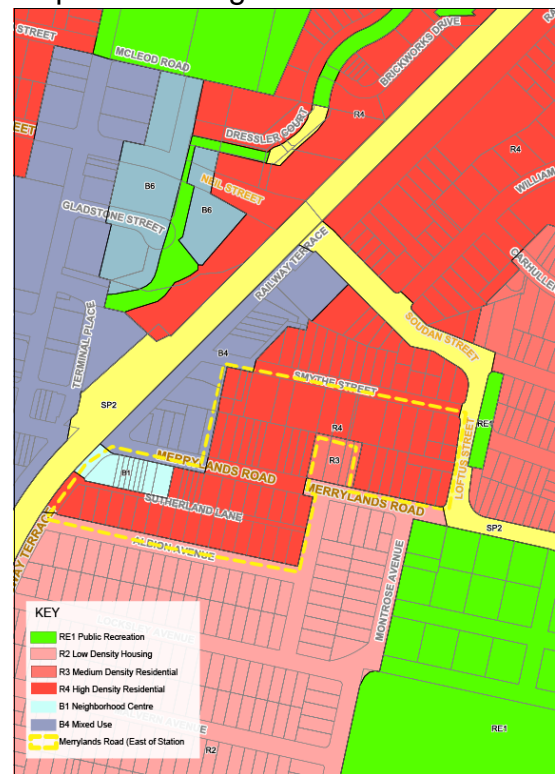


Figure 7 – 7-10 Wayman Place, Merrylands: Proposed planning controls

Existing zoning



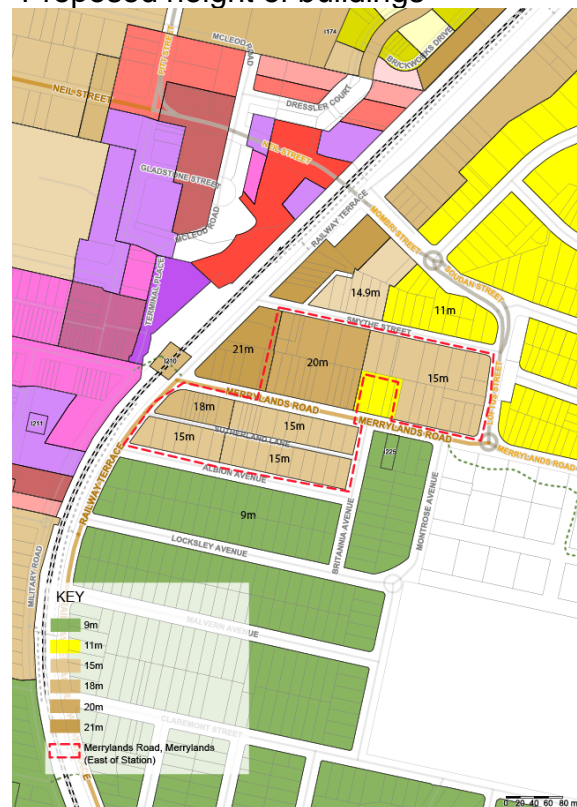
Proposed zoning



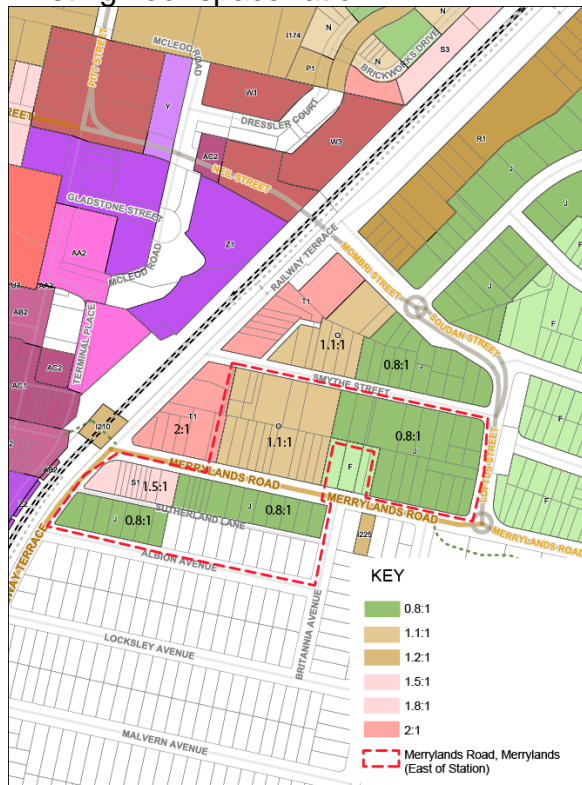
Existing height of buildings



Proposed height of buildings



Existing floor space ratio



Proposed floor space ratio

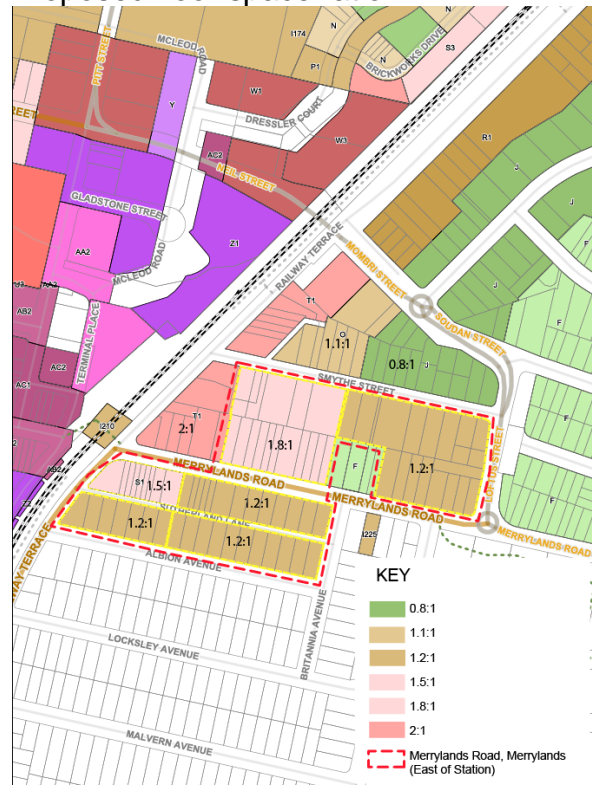
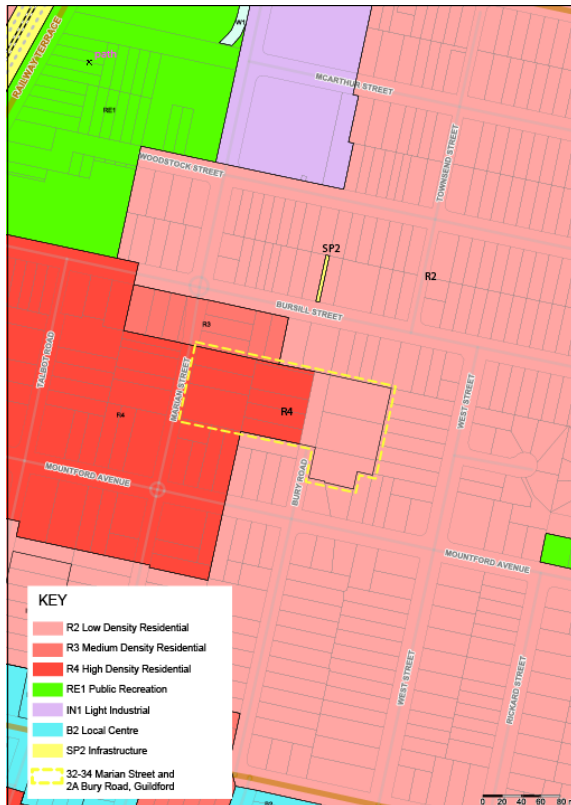


Figure 8 – Merrylands Road, Merrylands (east of station): Proposed planning controls

Existing zoning

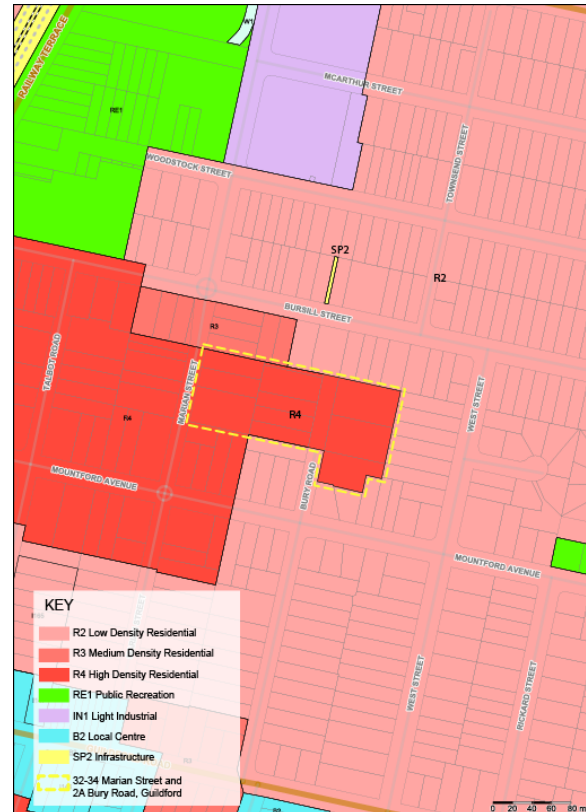
Proposed zoning



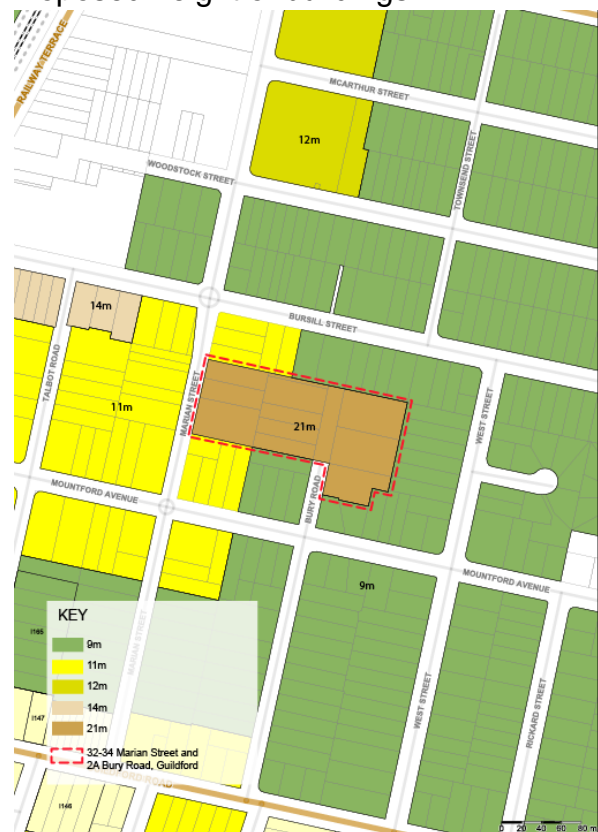
Existing height of buildings



Existing floor space ratio



Proposed height of buildings

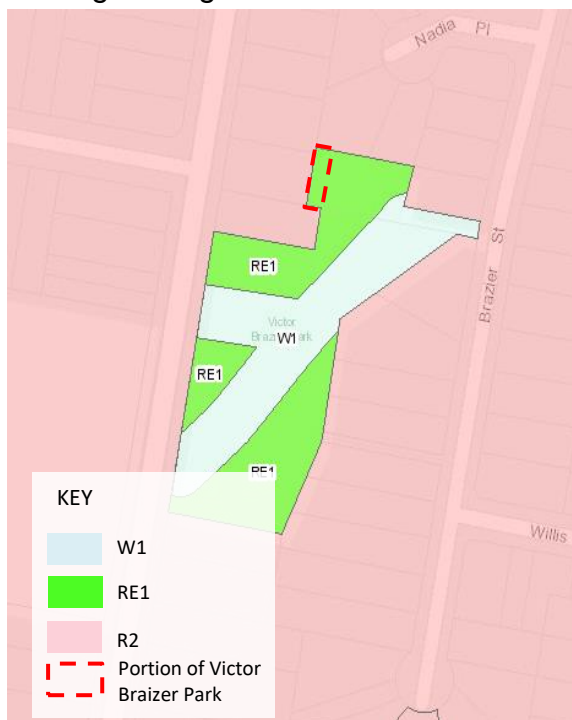


Proposed floor space ratio



Figure 9 – 32-34 Marian Street and 2A Bury Road, Guildford: Proposed planning controls

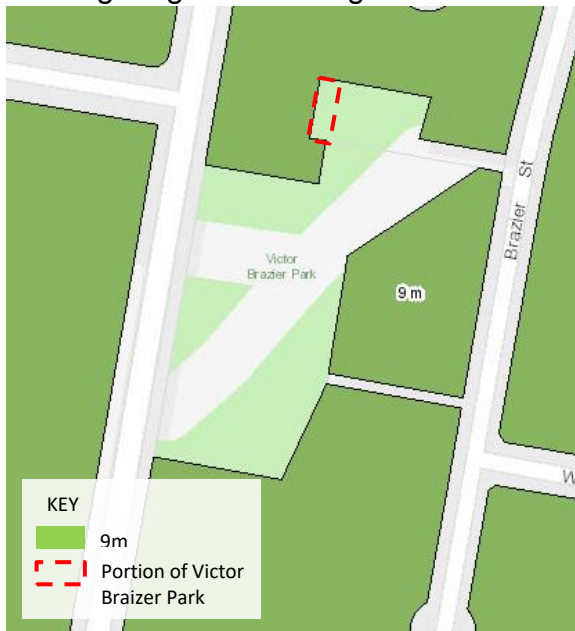
Existing Zoning



Proposed Zoning



Existing height of buildings



Proposed height of buildings



Figure 10 – Victor Brazier Park, Excelsior Street, Guildford: Proposed planning controls

The planning proposal is aligned with the strategic outcomes identified in Council's strategic planning and policy documents including:

- Cumberland 2030: Our Local Strategic Planning Statement
- Cumberland Local Housing Strategy
- Technical analysis of built form, urban design and traffic/transport

It is estimated that the planning proposal will provide for over 1,070 additional dwellings (over 850 dwellings in Merrylands and over 220 dwellings in Guildford), which will contribute to Cumberland's housing target of 28,000 to 28,500 additional dwellings between 2016-2036.

Development Control Plan

Minor changes have been identified to the Development Control Plan for Merrylands. This will ensure consistency with Council's position on the closure of Finns Lane, Merrylands, and planning controls for the area east of Merrylands Station. The draft Development Control Plans for these locations are attached to this report for information.

No changes have been identified to the relevant Development Control Plan for the Guildford area.

Public Domain Plan

A Public Domain Plan has also been prepared to guide the delivery of an enhanced public realm for the Merrylands Town Centre. The Plan will support future work by Council, landowners and developers in achieving the desired public domain outcomes for this area. The draft Public Domain Plan is attached to this report for information.

Strategic Merit Assessment

Consistency with the Greater Sydney Region Plan and Central City District Plan

The planning proposal is consistent with the directions of the *Greater Sydney Region Plan: A Metropolis of Three Cities*, namely:

- A city supported by infrastructure – The planning proposal will provide development opportunities for housing and jobs within 30-minute access to a metropolitan centre (ie. Parramatta CBD).
- Housing the city – The planning proposal will provide greater housing supply and choice.
- A well-connected city – The planning proposal will increase the percentage of dwellings located within 30 minutes by public transport of principal local centres.
- A city for people – The planning proposal will increase opportunities for more walkable neighbourhoods and ageing in place, with greater service offerings close to residential areas.

The proposal is also consistent with the priorities and actions in the Central City District Plan, namely:

- C5 Housing the city – The planning proposal will provide housing supply, choice, and affordability with access to jobs, services, and public transport.
- C6 A city of great places – The planning proposal will assist with renewing local centres by facilitating urban renewal and development at select sites.
- C10 Jobs and skills for the community – The planning proposal will facilitate redevelopment of local commercial centres increasing job opportunities in the area.

Consistency with Cumberland 2030: Our Local Strategic Planning Statement

The proposal delivers in a key strategic area for housing identified in the structure plan for Cumberland City. The proposal is also consistent with the priorities and actions in Cumberland 2030: Our Local Strategic Planning Statement, namely:

- Local Planning Priority 5 – Deliver housing diversity to suit changing needs.
- Local Planning Priority 7 – Design vibrant and attractive centres and encourage healthy living.

- Local Planning Priority 11 – Promote access to local jobs, education opportunities and care services.

Consistency with Cumberland Local Housing Strategy

The planning proposal is consistent with the Cumberland Local Housing Strategy, which has been adopted by Council. The Merrylands Town Centre is Cumberland City's proposed strategic centre while Guildford is identified as a local centre. Both areas are identified as a location for housing in the Strategy, which will contribute to Cumberland's housing target of 28,000 to 28,500 additional dwellings between 2016-2036.

Status and Next Steps

Early consultation (pre-Gateway) on the proposed planning controls for Merrylands and Guildford has been sought and a range of submissions received. Subject to the advice of the Cumberland Local Planning Panel and a favourable decision by Council, the planning proposal will be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination. Following receipt of a Gateway Determination, further consultation will be undertaken with the community and the planning proposal will then be considered again by Council prior to finalisation.

CONCLUSION:

The planning proposal responds to landowner proposals submitted during the preparation of the Cumberland Local Environmental Plan, as well as new proposals prepared by Council officers as part of strategic planning for the area. It is recommended that the Panel support the planning proposal for Merrylands and Guildford.

CONSULTATION:

Early consultation on the proposed planning controls occurred in March 2021, representing pre-Gateway consultation in accordance with Council's Planning Proposal Notification Policy. This consultation enabled feedback from a broad range of stakeholders and the community which has informed the preparation of the detailed planning controls.

A total of 39 submissions were received across a range of themes, including the following site-specific requests which are considered to have merit and are included in the planning proposal.

- 2 Fowler Street, Merrylands – rezone from R2 to B1 with corresponding height and floor space ratio controls.
- 1-21 Albion Avenue – rezone from R2 to R4, with corresponding building height and floor space ratio controls.

Public exhibition of the draft planning proposal for Merrylands and Guildford will be undertaken, subject to support by Council and the receipt of a Gateway Determination by the Department of Planning, Industry and Environment. This consultation will be the

statutory consultation, undertaken in accordance with any relevant conditions of the Gateway Determination.

FINANCIAL IMPLICATIONS:

Work undertaken on planning for Merrylands and Guildford will be undertaken using existing resources.

POLICY IMPLICATIONS:

Policy implications are outlined in the main body of the report.

COMMUNICATION / PUBLICATIONS:

The final outcome of this matter will be notified. The objectors will also be notified in writing of the outcome.

REPORT RECOMMENDATION:

That the Cumberland Local Planning Panel (CLPP) provide its support for the planning proposal for targeted sites in Merrylands and Guildford.

ATTACHMENTS

1. Planning Proposal - Merrylands and Guildford [↓](#)
2. Planning Proposal - Victor Brazier Park [↓](#)
3. Draft Cumberland DCP Amendment - Finns Lane, Merrylands [↓](#)
4. Draft Cumberland DCP Amendment - Merrylands Station Precinct East [↓](#)
5. Draft Merrylands Town Centre Public Domain Plan [↓](#)
6. Land Use Planning Analysis [↓](#)
7. Traffic and Transport Analysis [↓](#)
8. Early Consultation and Submissions [↓](#)

**DOCUMENTS
ASSOCIATED WITH
REPORT EELPP020/21**

**Attachment 1
Planning Proposal - Merrylands
and Guildford**



CUMBERLAND
CITY COUNCIL

Planning Proposal – site specific planning controls for Merrylands and Guildford areas

Draft for Gateway May 2021

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INTRODUCTION

This planning proposal seeks to implement targeted changes to planning controls at select sites in Merrylands and Guildford. The proposed planning control amendments will capitalise on land use opportunities for housing diversity and jobs growth supported by transport and local amenity.

This document has been prepared by Cumberland City Council in accordance with section 3.33 of the *Environmental Planning and Assessment Act 1979* and the relevant the Department of Planning, Industry and Environment's guidelines, including:

- A Guide to Preparing Local Environmental Plans
- A Guide to Preparing Planning Proposals

Background

On 15 July 2020, following public exhibition and consideration of submissions, Council endorsed an updated Planning Proposal for the new Cumberland LEP to be forwarded to the Department of Planning, Industry and Environment for legal drafting and finalisation. At the time, Council resolved to include further consideration of planning controls for the Merrylands and Guildford areas as part of its strategic work program for key centres and strategic corridors.

In September 2020, Council considered a number of additional submissions received from local stakeholders on the draft Cumberland LEP, including site-specific proposals at Burnett Street Neighbourhood Centre and Wayman Place, Merrylands, and Marian Street/Bury Road, Guildford. Whilst Council endorsed the proposals to be included in the Cumberland LEP, the Department of Planning, Industry and Environment has since indicated a separate process will need to be undertaken to progress these proposals.

The planning proposal also includes proposals prepared by Council officers as part of strategic planning for the Merrylands and Guildford areas, including Merrylands Road, between Burnett Street and Chetwynd Road, and east of the station.

Targeted planning controls

In Merrylands, targeted planning control changes are proposed at the following locations:

- Burnett Street Neighbourhood Centre, including 6 Burnett Street, 2 Ruth Street and 2 Fowler Road, Merrylands
- Merrylands Road, Merrylands (between Burnett Street and Chetwynd Road)
- 7-10 Wayman Place, Merrylands
- Merrylands Road, Merrylands (east of station)

In Guildford, targeted planning control changes are proposed at the following location:

- 32-34 Marian Street and 2A Bury Road, Guildford

The implementation of this suite of targeted changes, aligned with growth forecasts, market demand and infrastructure requirements, will ensure a suitable land use and density pattern. As a result, these sites will deliver a built form and development outcome that is successful in steadily revitalising the areas over time.

Council resolutions

The Planning Proposal has been prepared in accordance with Council's resolutions on 16 September 2020 and ## 2021.

Supporting documentation

The Planning Proposal is supported by the following documentation:

PLANNING PROPOSAL – SITE SPECIFIC PLANNING CONTROLS FOR MERRYLANDS AND GUILDFORD AREAS
Cumberland City Council
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Attachment 1 – C09/20-560 Notice of Motion – Cumberland Local Environmental Plan

Attachment 2 – C##/21-# Early consultation and proposed planning controls for targeted sites in Merrylands and Guildford areas

Attachment 3 – Proposed planning controls for Burnett Street Neighbourhood Centre

Attachment 4 – Proposed planning controls for Merrylands Road (between Burnett Street and Chetwynd Road)

Attachment 5 – Proposed planning controls for 7-10 Wayman Place, Merrylands

Attachment 6 – Proposed planning controls for Merrylands Road, Merrylands (east of station)

Attachment 7 – Proposed planning controls for 32-34 Marian Street and 2A Bury Road, Guildford

PART 1: OBJECTIVES

This planning proposal seeks to implement targeted changes to planning controls for select sites in Merrylands and Guildford to capitalise on land use opportunities for housing diversity and jobs growth, supported by transport, local amenity and existing and planned infrastructure and facilities. Where no changes are proposed, the existing planning controls will continue to apply.



Figure 1: Merrylands sites

At the **Burnett Street Neighbourhood Centre**, the proposed planning controls seek to reconcile minor anomalies in the context of surrounding land, to support mixed use development as part of the neighbourhood centre offering services and local job opportunities, with bus services accessing key centres.

At **Merrylands Road, Merrylands (between Burnett St and Chetwynd Rd)**, the proposed planning controls support revitalisation and transition of built form between Burnett Street Neighbourhood Centre and Merrylands Town Centre.

At **7-10 Wayman Place**, the proposed planning controls support redevelopment through better alignment of building height and density with surrounding development.

At **Merrylands Road, Merrylands (east of station)**, the proposed planning controls support revitalisation and transition of built form between Merrylands Town Centre and Woodville Road Corridor.



Figure 2: Guildford site

At 32-34 Marian Street and 2A Bury Road, Guildford, the proposed planning controls support higher density residential development with access to the Guildford Town Centre.

PART 2: EXPLANATION OF PROVISIONS

Note: This planning proposal has been prepared on the assumption that the Cumberland Local Environmental Plan is finalised and in effect as the statutory planning instrument establishing development standards such as land use zones, building heights and floor space ratios for development in the City of Cumberland, replacing the Holroyd LEP 2013 and Parramatta LEP 2011 in so far as it applied to properties within the Merrylands and Guildford areas.

To achieve the stated objectives, the planning proposal seeks to amend the Cumberland Local Environmental Plan as follows:

Burnett Street Neighbourhood Centre, Merrylands

- Amend the Land Zoning Map – Sheet LZN_006 and Sheet LZN_009 to extend Zone B1 Neighbourhood Centre to include adjoining sites at 6 Burnett Street, 2 Ruth Street and 2 Fowler Street, Merrylands.
- Amend the Height of Buildings Map – Sheet HOB_006 and Sheet HOB_009 to apply a 17 m height limit for the Burnett Street Neighbourhood Centre (including 6 Burnett Street, 2 Ruth Street and 2 Fowler Street, Merrylands).
- Amend the Floor Space Ratio Map – Sheet FSR_006 and Sheet FSR_009 to apply a 2:1 FSR for the Burnett Street Neighbourhood Centre (including 6 Burnett Street, 2 Ruth Street and 2 Fowler Street, Merrylands).

Merrylands Road, Merrylands (between Burnett Street and Chetwynd Road)

- Amend the Land Zoning Map – Sheet LZN_009 to rezone land on the southern side of Merrylands Road between Burnett Street and Chetwynd Road to facilitate a mix of medium density (Zone R3) and higher density (Zone R4) residential development.
- Amend the Height of Buildings Map – Sheet HOB_009 to align building heights with proposed zones and surrounding development.
- Amend the Floor Space Ratio Map – Sheet FSR_009 to align density with proposed zones and surrounding development.

7-10 Wayman Place, Merrylands

- Amend the Height of Buildings Map – Sheet HOB_009 to support a transition of built form aligned with surrounding development.
- Amend the Floor Space Ratio Map – Sheet FSR_009 to better align density with proposed building heights and surrounding development.

Merrylands Road, Merrylands (east of station)

- Amend the Land Zoning Map – Sheet LZN_009 to rezone land along the northern side of Albion Avenue to facilitate higher density (Zone R4) residential development, consistent with adjoining sites.
- Amend the Height of Buildings Map – Sheet HOB_009 to better align building heights with existing zones and surrounding development, and apply a 15 m height limit for land proposed to be zoned R4 High Density Residential at Albion Avenue.
- Amend the Floor Space Ratio Map – Sheet FSR_009 to better align density with proposed zones and building heights, and apply a 1.2:1 FSR for land proposed to be zoned R4 High Density Residential at Albion Avenue.

32-34 Marian Street and 2A Bury Road, Guildford

- Amend the Land Zoning Map – Sheet LZN_009 to rezone 32-34 Marian Street and 2A Bury Road, Guildford to facilitate high density (Zone R4) residential development.

- Amend the Height of Buildings Map – Sheet HOB_009 to apply a 21 m height limit for land zoned, and proposed to be zoned R4 High Density Residential at 32-34 Marian Street and 2A Bury Road, Guildford.
- Amend the Floor Space Ratio Map – Sheet FSR_009 to apply a 1.7:1 FSR for land zoned, and proposed to be zoned R4 High Density Residential at 32-34 Marian Street and 2A Bury Road, Guildford.

The detail of these map amendments is shown at Attachments 3,4, 5, 6 and 7.

PART 3: JUSTIFICATION**Section A – Need for the proposal****1. Is the planning proposal a result of any strategic study or report?**

The Planning Proposal responds to landowner proposals submitted during the preparation of the Cumberland Local Environmental Plan and resolved by Council, as well as new proposals prepared by Council officers as part of strategic planning for these areas.

The proposed changes are aligned with the strategic outcomes identified in Council's strategic planning and policy documents including:

- *Cumberland 2030: Our Local Strategic Planning Statement*
- *Cumberland Local Housing Strategy*
- *Technical analysis of built form, urban design and traffic/transport*

2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes or is there a better way?

The planning proposal is the appropriate and most effective means of amending the Cumberland Local Environmental Plan to achieve the stated objectives. The planning proposal will provide Council and the community with certainty as to the development outcomes and potential of the sites.

Section B – Relationship to strategic planning framework**3. Is the Planning Proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy?**

The planning proposal is consistent with the directions of the *Greater Sydney Region Plan: A Metropolis of Three Cities*, namely:

- A city supported by infrastructure – The planning proposal will provide development opportunities for housing and jobs within 30-minute access to a metropolitan centre (ie. Parramatta CBD).
- Housing the city – The planning proposal will provide greater housing supply and choice.
- A well-connected city – The planning proposal will increase the percentage of dwellings located within 30 minutes by public transport of principal local centres.
- A city for people – The planning proposal will increase opportunities for more walkable neighbourhoods and ageing in place, with greater service offerings close to residential areas.

The proposal is also consistent with the priorities and actions in the Central City District Plan, namely:

- C5 Housing the city – The planning proposal will provide housing supply, choice, and affordability with access to jobs, services, and public transport.
- C6 A city of great places – The planning proposal will assist with renewing local centres by facilitating urban renewal and development at select sites.
- C10 – Jobs and skills for the community – The planning proposal will facilitate redevelopment of local commercial centres increasing job opportunities in the area.

4. Is the Planning Proposal consistent with a local strategy or other local strategic plan?

The planning proposal is consistent with *Cumberland 2030: Our Local Strategic Planning Statement* which identifies Merrylands as a potential strategic centre that can provide a range of additional services and housing options. Guildford is identified as a local centre

that meets the criteria of the 30-minute city. The planning proposal will offer greater opportunities for residents to access these centres and the services they provide. Key actions include:

- Provide for a range of retail, commercial, community uses in town centres to provide services for the community and local employment opportunities in accordance with adopted plans and strategies.
- Development focused on housing diversity around centres and transit node/train stations – 800 m walking catchment.
- Reviewing planning controls to ensure housing meets current and future needs.
- Progress planning and development work that support vibrant and attractive centres.
- Planning for renewal and revitalisation of Cumberland's local centres.
- Continue to promote access to local jobs, education opportunities and care services through Council's strategies, plans and programs.

5. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

The planning proposal does not propose any provisions that would contradict or hinder the application of applicable State Environmental Planning Policies (SEPPs).

State Environmental Planning Policy	Consistency
SEPP 1 Development Standards	The planning proposal is consistent with the SEPP.
SEPP 64 Advertising and Signage	The planning proposal is consistent with the SEPP.
SEPP 65 Design Quality of Residential Flat Development	The planning proposal is consistent with the SEPP as it takes into consideration the design principles and Apartment Design Guide in developing the proposed planning controls.
SEPP (Affordable Rental Housing) 2009	The planning proposal is consistent with the SEPP.
SEPP (Building Sustainability Index: BASIX) 2004	The planning proposal is consistent with the SEPP.
SEPP (Educational Establishments and Child Care Facilities) 2017	The planning proposal is consistent with the SEPP.
SEPP (Exempt and Complying Development Codes) 2008	The planning proposal is consistent with the SEPP.
SEPP (Housing for Seniors or People with a Disability) 2004	The planning proposal is consistent with the SEPP.
SEPP (Infrastructure) 2007	The planning proposal is consistent with the SEPP.

Table 1 – Consistency with applicable SEPPs

6. Is the Planning Proposal consistent with applicable Ministerial Directions?

The following table outlines the consistency of the planning proposal to various Ministerial Direction.

Clause 9.1 Ministerial Direction	Consistency
Employment and Resources	
1.1 Business and Industrial Zones	The planning proposal is consistent with this Direction.
1.2 Rural Zones	Not applicable.

1.3 Mining, Petroleum Production and Extractive Industries	Not applicable.
1.4 Oyster Aquaculture	Not applicable.
1.5 Rural Lands	Not applicable.
Environment and Heritage	
2.1 Environment Protection Zones	Not applicable.
2.2 Coastal Protection	Not applicable.
2.3 Heritage Conservation	The planning proposal is consistent with this Direction.
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable.
2.6 Remediation of Contaminated Land	Not applicable.
Housing, Infrastructure and Urban Development	
3.1 Residential zones	The planning proposal is consistent with this Direction.
3.2 Caravan Parks and Manufactured Home Estates	Not applicable.
3.3 Home Occupations	Revoked
3.4 Integrating land use and transport	The planning proposal is consistent with this Direction.
3.5 Development Near Licensed Aerodromes	Not applicable.
3.6 Shooting Ranges	Not applicable.
3.7 Reduction in non-hosted short-term rental accommodation period	The planning proposal is consistent with this Direction.
Hazard and Risk	
4.1 Acid sulphate soils	The planning proposal is consistent with this Direction.
4.2 Mine Subsidence and Unstable Land	Not applicable.
4.3 Flood Prone Land	The planning proposal is consistent with this Direction.
4.4 Planning for Bushfire Protection	The planning proposal is consistent with this Direction.
Regional Planning	
5.1 Implementation of Regional Strategies	Revoked
5.2 Sydney Drinking Water Catchments	Not applicable.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable.
5.5 - Revoked	
5.6 - Revoked	
5.7 - Revoked	
5.8 Second Sydney Airport: Badgerys Creek	Not applicable.
5.9 North West Rail Link Corridor Strategy	Not applicable.
5.10 Implementation of Regional Plans	The planning proposal is consistent with this Direction.
5.11 Development of Aboriginal Land Council land	Not applicable.
Local Plan Making	

6.1 Approval and Referral Requirements	The planning proposal is consistent with this Direction.
6.2 Reserving Land for Public Purposes	Not applicable.
6.3 Site Specific Provisions	Not applicable.
Metropolitan Planning	
7.1 Implementation of the Metropolitan Plan for Sydney 2036	The planning proposal is consistent with this Direction. The Proposal complies with the aims, objectives, and provisions of the metropolitan plan for Sydney.
7.2 Implementation of Greater Macarthur Land Release Investigation	Not applicable.
7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable.
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable.
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation	Not applicable.
Plan 7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation	Not applicable.
Plan 7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable.
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.9 Implementation of Bayside West Precincts 2036 Plan	Not applicable.
7.10 Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable.

Table 2 – Consistency with Clause 9.1 Ministerial Directions

Section C – Environmental, social, and economic impact

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities or their habitats will be adversely affected?

The planning proposal will not adversely affect critical habitat, threatened species, populations or ecological communities or their habitats. The proposed changes to planning controls at the Merrylands and Guildford sites apply to sites that are already heavily urbanised and developed and are not known to support any environmental values.

8. Are there any environmental impacts and how will they be mitigated?

There are no significant adverse environment impacts expected related to the proposed planning control amendments. Site-specific amenity impacts will be taken into consideration and addressed as part of a future Development Application.

9. Has the Planning Proposal adequately addressed any social and economic impacts?

The Planning Proposal is not expected to result in any significant negative economic or social impacts. The proposal will enable additional residential yield and a range of dwelling types to provide for existing and future housing needs. It will also expand potential for

revitalisation of the Burnett Street Neighbourhood Centre providing local jobs for the Cumberland community. In addition, the proposed changes to planning controls will:

- Better align zoning with building heights and FSRs to improve development feasibility and encourage redevelopment and revitalisation, as well as to improve built form outcomes.
- Provide local shops, services, and employment opportunities through expansion of planning controls at the Burnett Street Neighbourhood Centre.

Socially, the planning proposal is anticipated to achieve the following community benefits:

- Increased opportunities for residents to live and work within proximity to local centres and Parramatta resulting in the potential for reduced travel times and reduced traffic congestion through the use of public transport
- An increase in public transport usage and access to a variety of services resulting from the colocation of residential apartments and other mixed-use activities.
- All sites are within 400 m walking distance of the nearest green space (local or regional park) providing a mix of active and passive recreation opportunities

Section D – State and Commonwealth interests

10. Is there adequate public infrastructure for the Planning Proposal?

The targeted sites are in an established urban area with adequate public infrastructure available including water, electricity, gas, telecommunications, sewerage, and transport. The sites are well serviced by transport and are proximate to transport, services, and local open space.

The Planning Proposal will be provided to public agencies and placed on public exhibition, and infrastructure providers will be able to make a submission to Council.

11. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway Determination?

Consultation with Commonwealth public agencies will be undertaken, as directed by the Gateway Determination.

PART 4: MAPPING

The planning proposal is accompanied by the following relevant draft LEP maps pertaining to the various sites in Merrylands and Guildford.

These maps are found at Attachments 3, 4, 5, 6 and 7.

PART 5: COMMUNITY CONSULTATION

Public consultation will be undertaken in accordance with the requirements of the Gateway Determination. As a minimum, all documentation will be publicly exhibited for a period of 28 days. The material will contain a copy of the Planning Proposal and relevant maps supported by a written notice describing the objectives and intended outcomes of the proposal, the land to which the proposal applies and an indicative time frame for finalisation of the planning proposal.

The planning proposal is considered to be 'low impact' for the following reasons:

- It is consistent with the pattern of surrounding land use zones and/or land uses.
- It is consistent with the strategic planning framework.
- It does not present any issues with regard to infrastructure servicing.
- It is not a principal LEP.
- It does not propose amendments to large areas or entire town centres.

PART 6: PROJECT TIMELINE

The following project timeline is intended to be a guide only and may be subject to changes in response to the public consultation process and/or community submissions.

Milestone	Timeframe
Early consultation on proposed planning control amendments	March 2021
Prepare proposed planning controls	Q1 2021
Report to Cumberland Local Planning Panel	May 2021
Report to Council on draft Planning Proposal	June 2021
Gateway Determination	Mid 2021
Public Exhibition of Planning Proposal	Late 2021
Review of submissions and report to Council	Early-mid 2022
Submit to Department for finalisation	Mid 2022

ATTACHMENT 1

C09/20-560 Notice of Motion – Cumberland Local Environmental Plan

ATTACHMENT 2

C0##21-### Early Consultation and Proposed Planning Controls for targeted sites in Merrylands and Guildford

ATTACHMENT 3

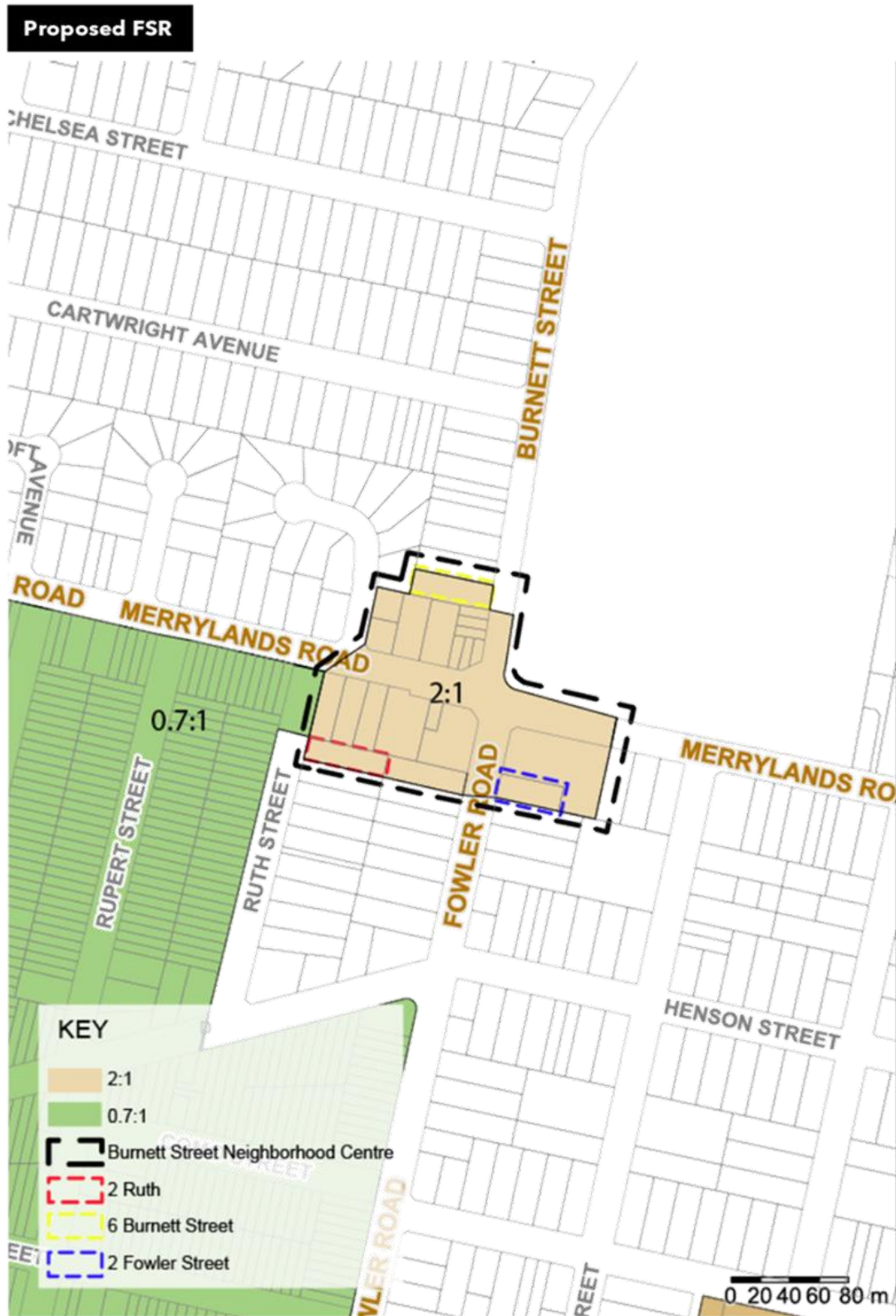
Proposed Planning Controls for Burnett Street Neighbourhood Centre

Proposed zoning



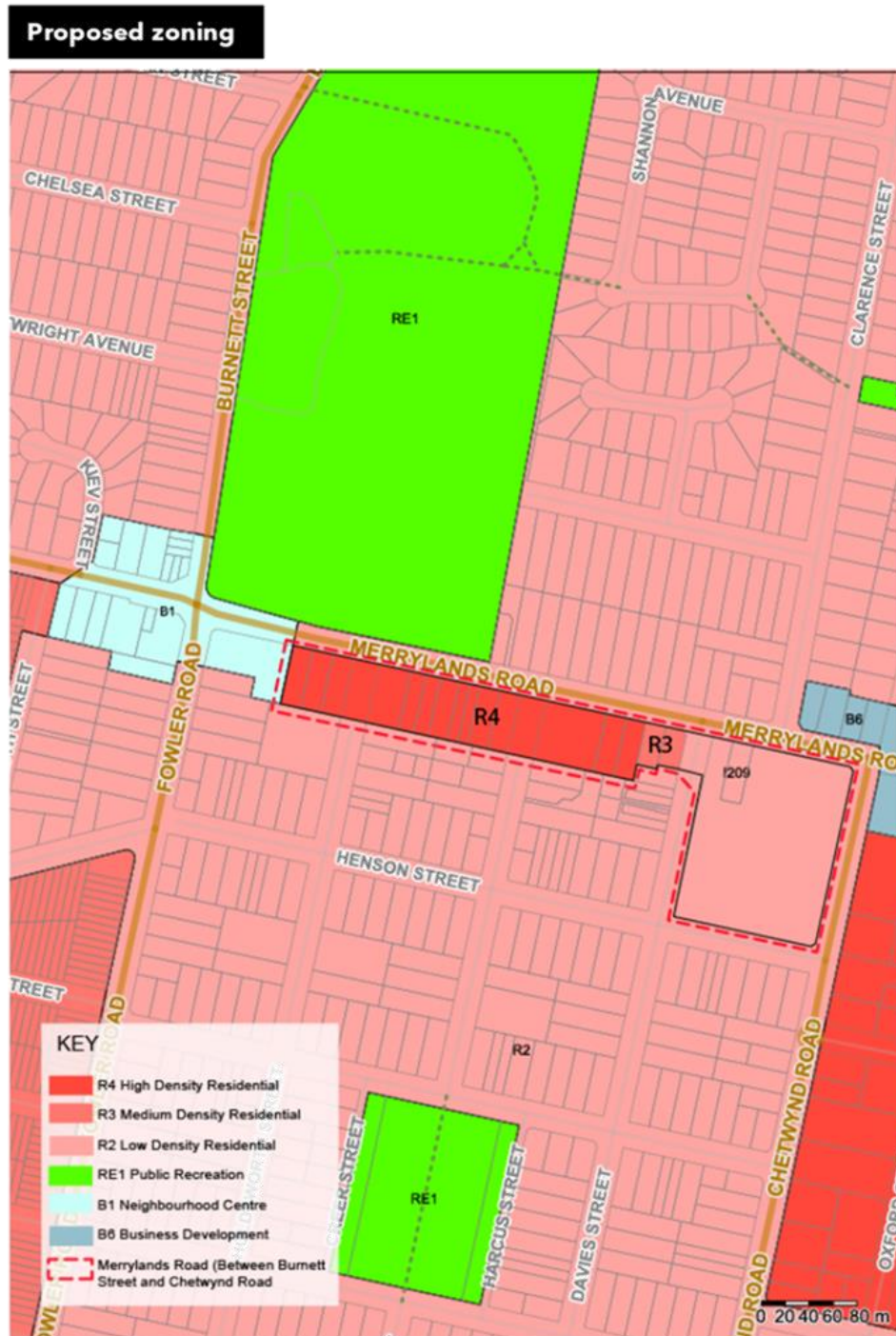
Proposed height of buildings



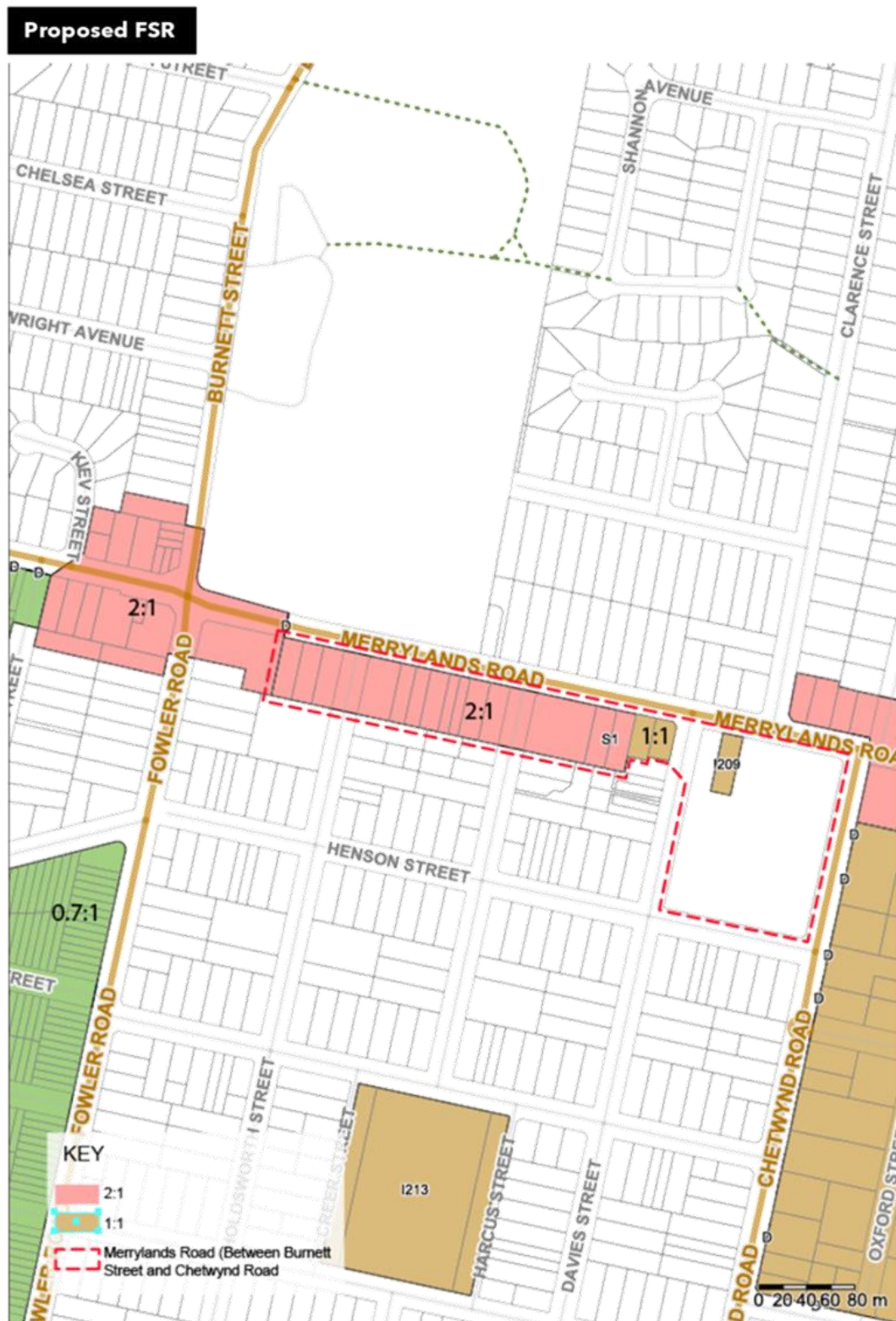


ATTACHMENT 4

Proposed Planning Controls for Merrylands Road (between Burnett Street and Chetwynd Road)

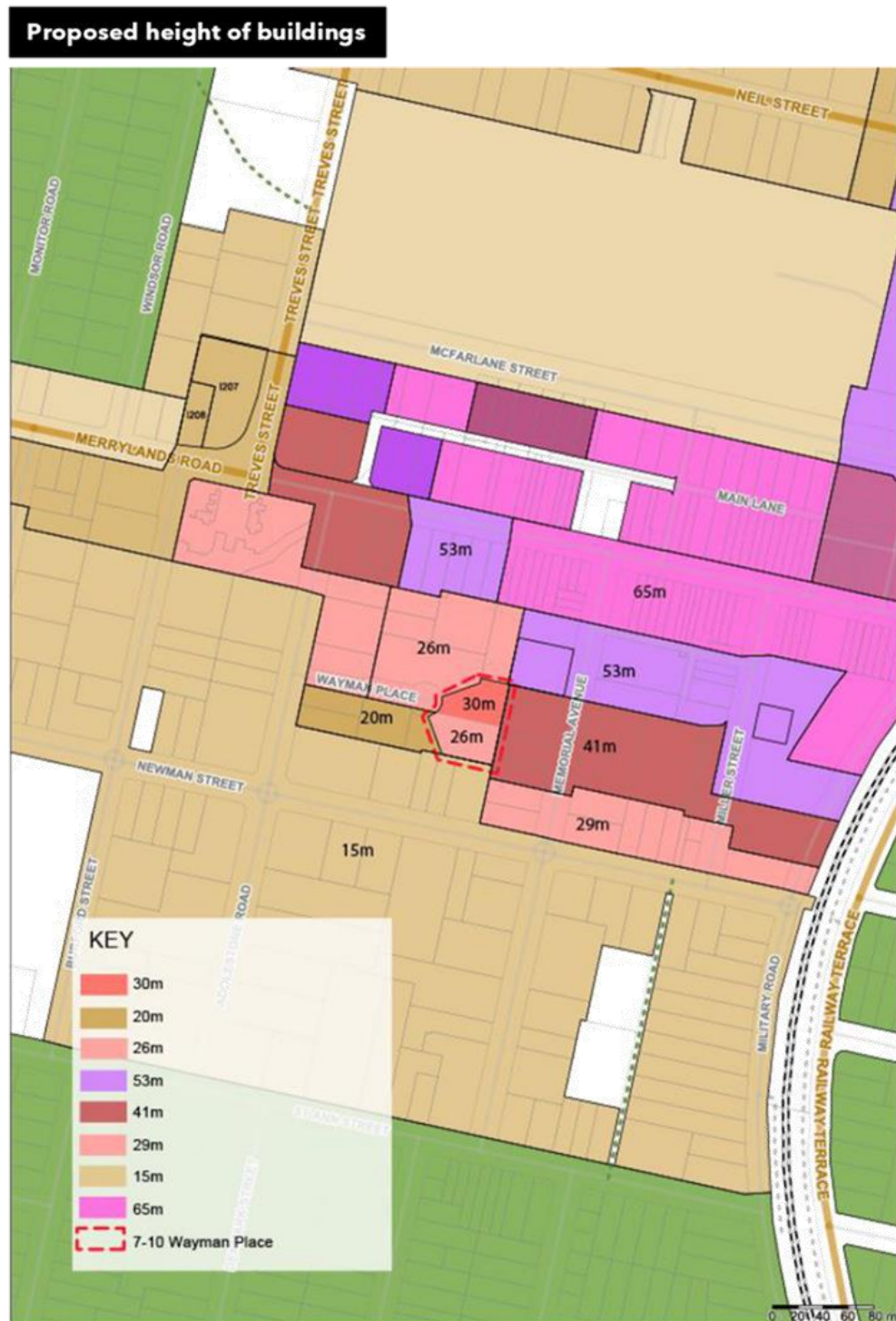


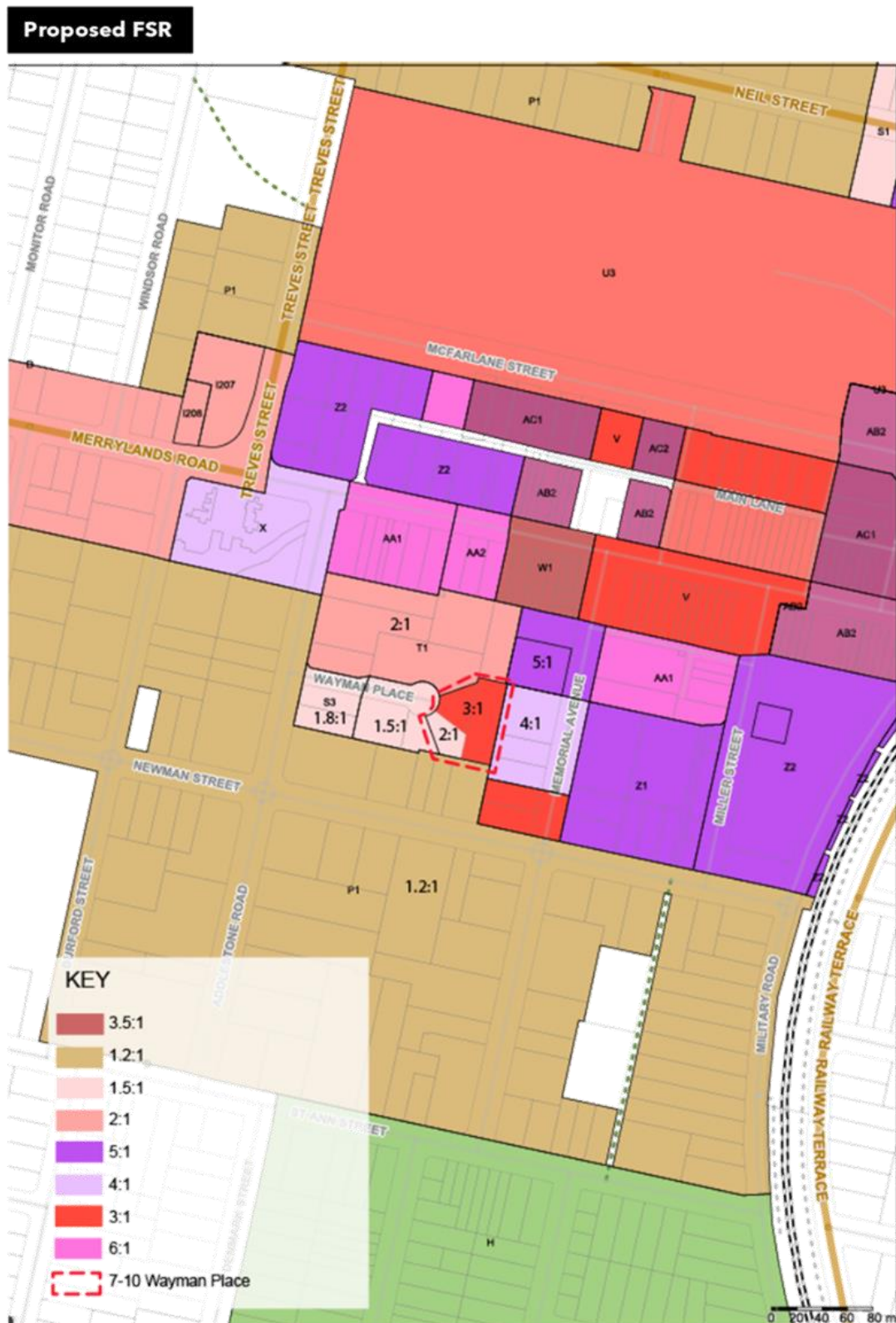




ATTACHMENT 5

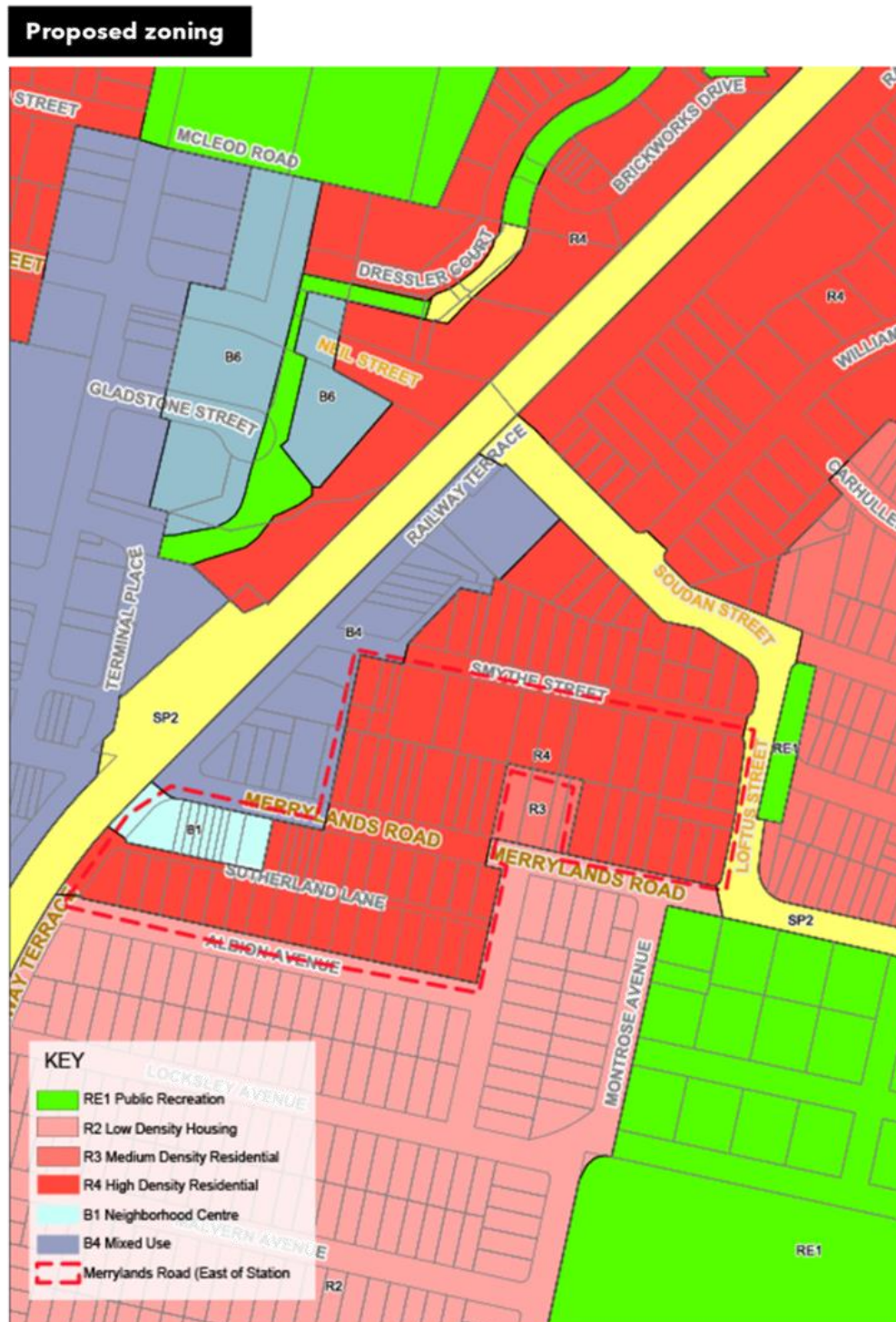
Proposed Planning Controls for 7-10 Wayman Place, Merrylands

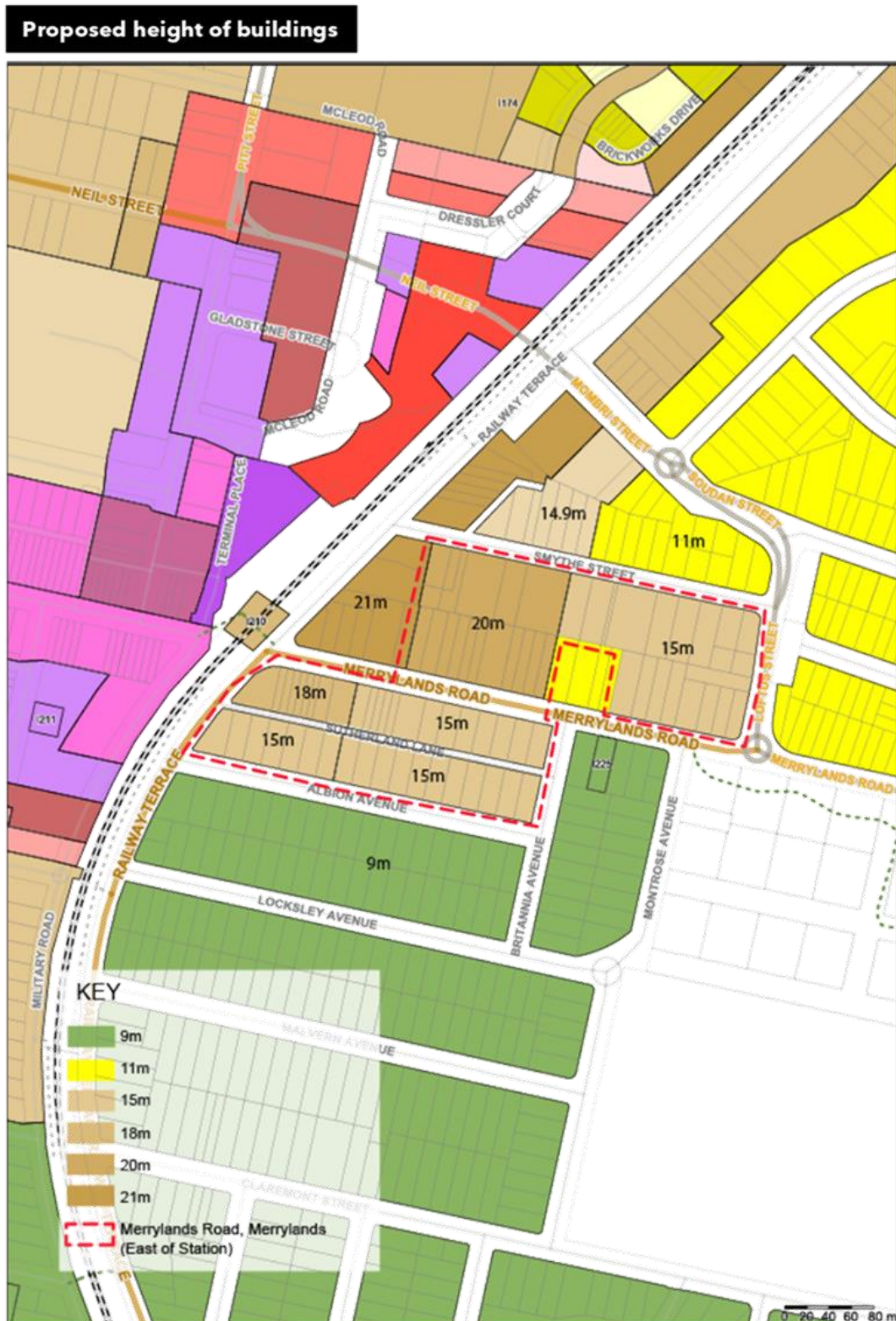




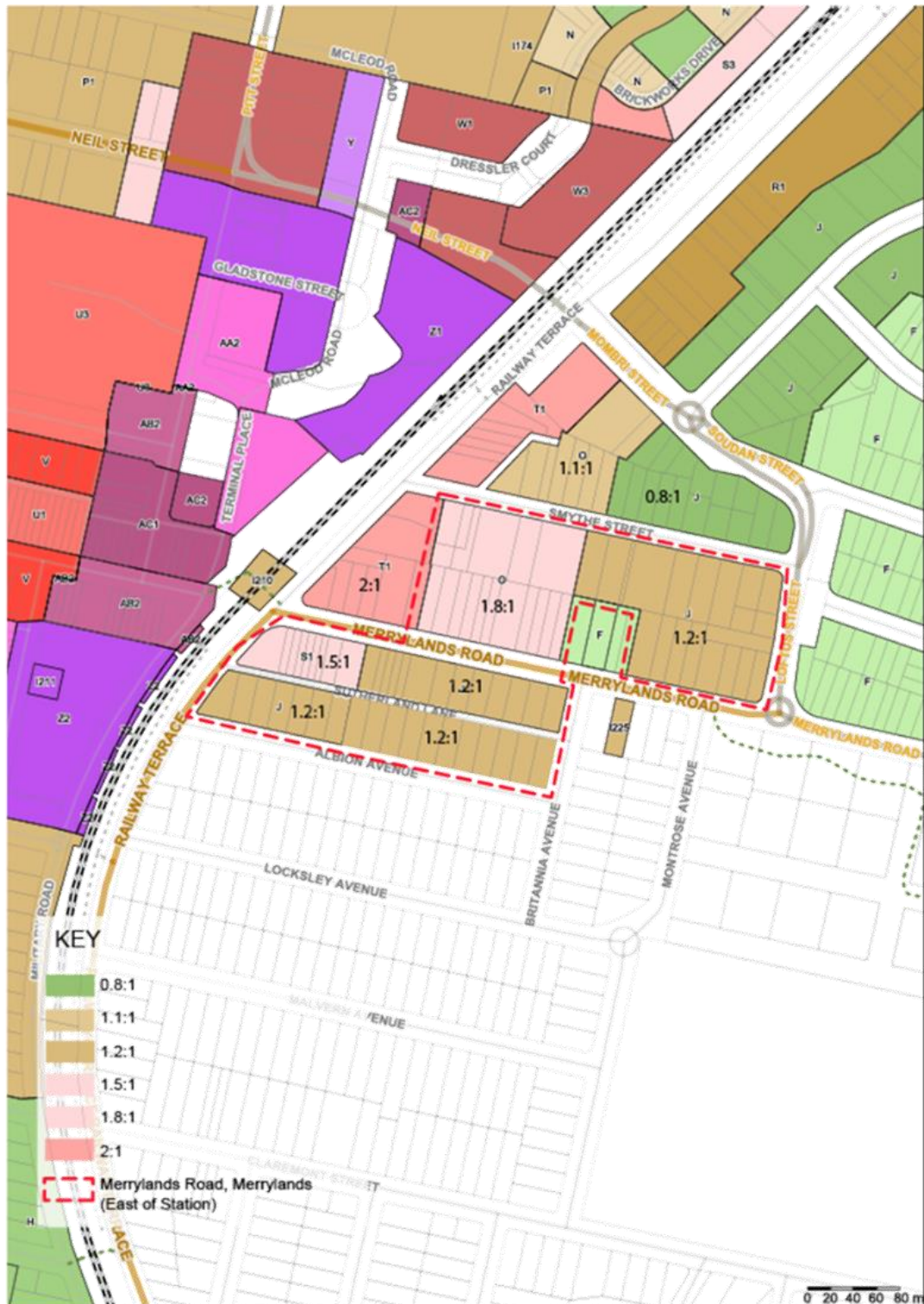
ATTACHMENT 6

Proposed Planning Controls for Merrylands Road, Merrylands (east of station)



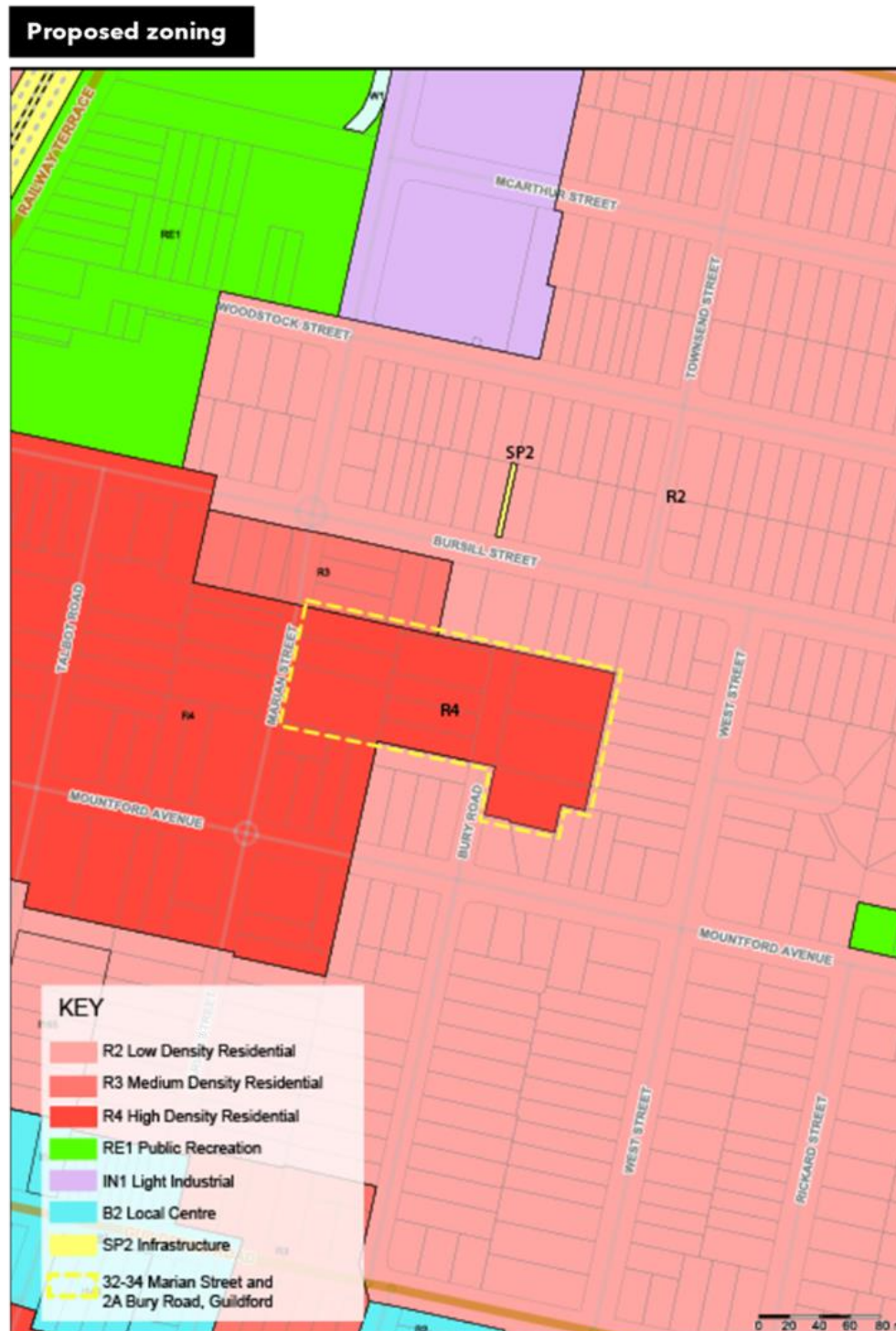


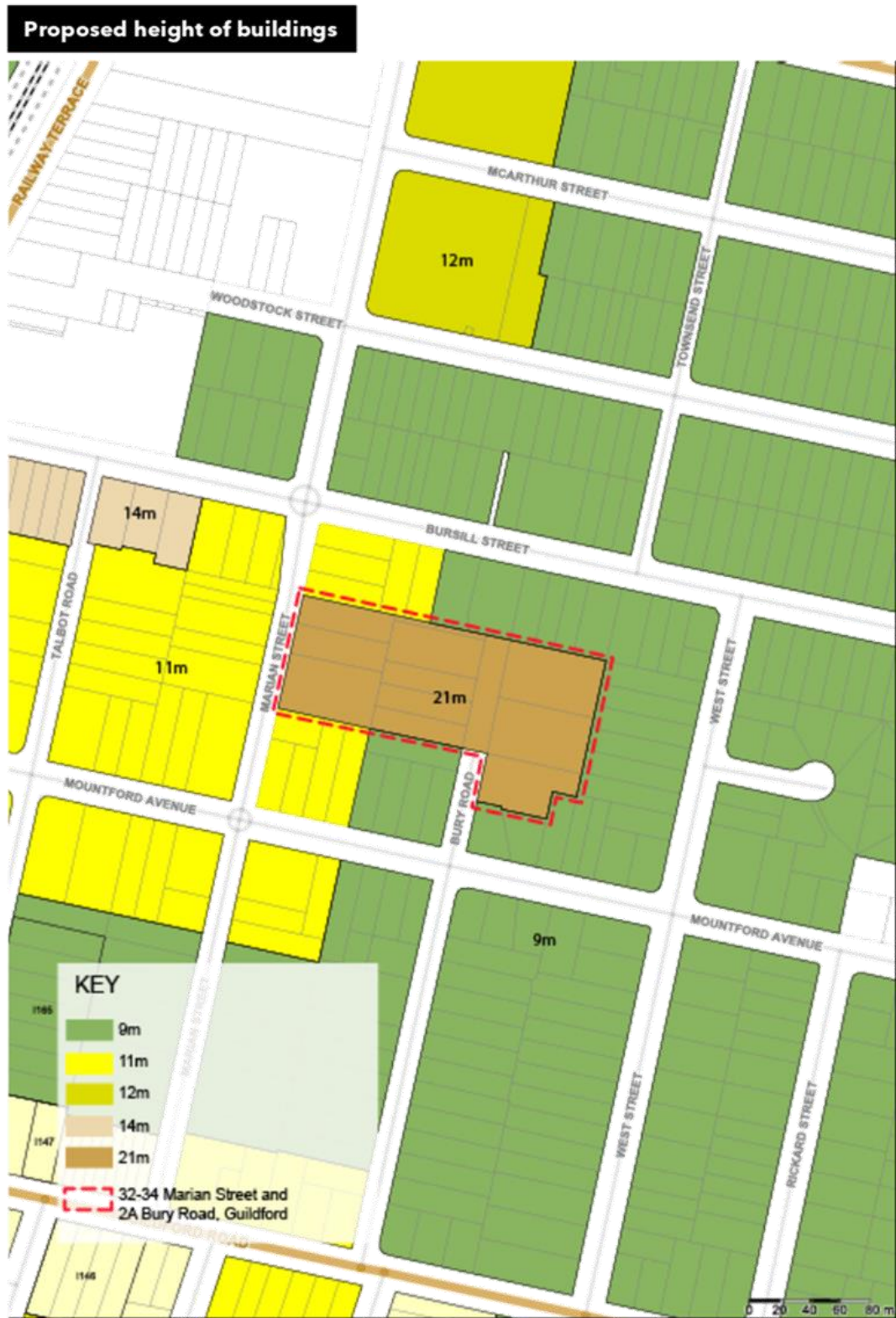
Proposed FSR



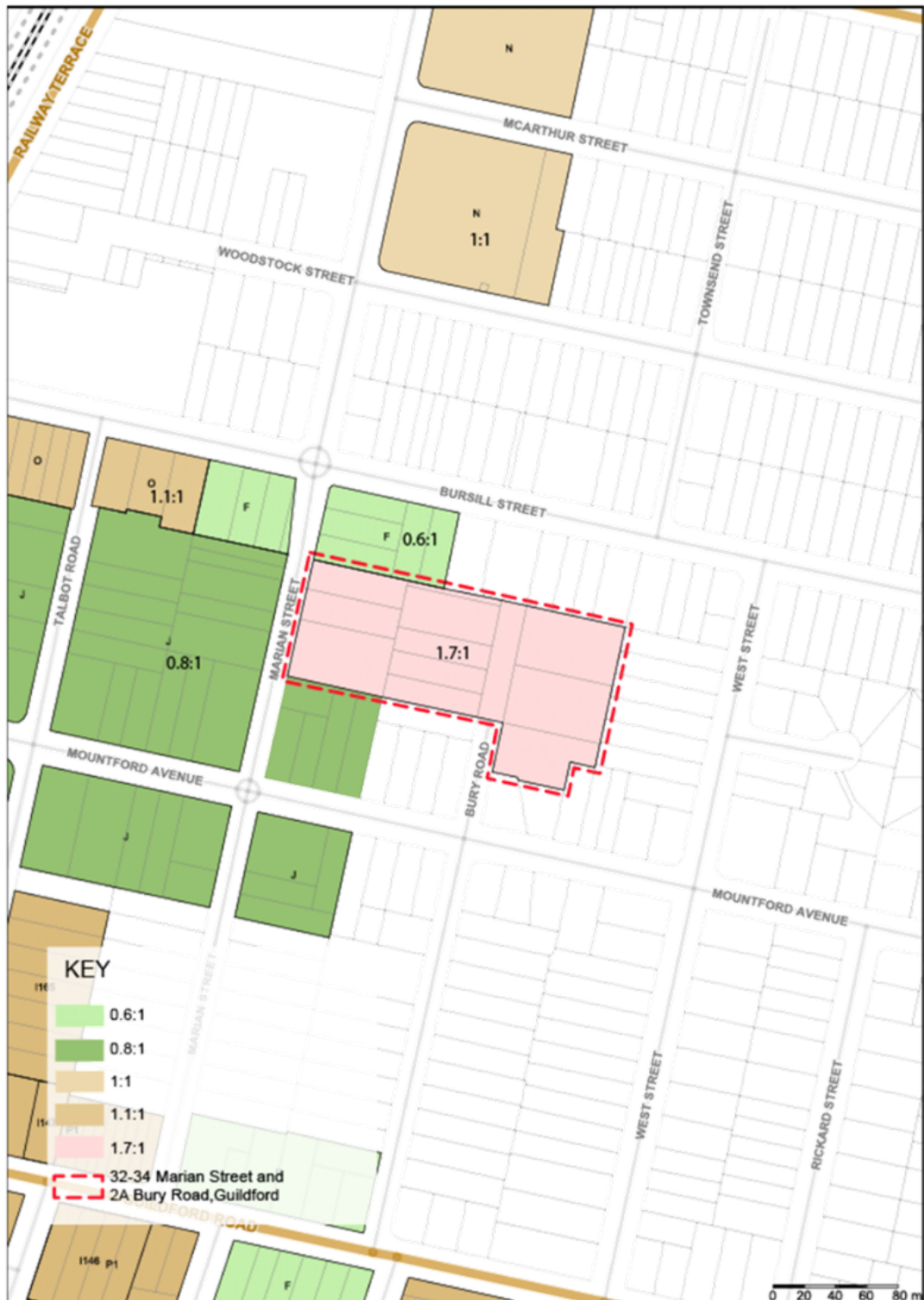
ATTACHMENT 7

Proposed Planning Controls for 32-34 Marian Street and 2A Bury Road, Guildford





Proposed FSR



DOCUMENTS
ASSOCIATED WITH
REPORT EELPP020/21

Attachment 2
Planning Proposal - Victor Brazier
Park



CUMBERLAND
CITY COUNCIL

Planning Proposal – site specific
planning controls for Victor Brazier
Park, Guildford

Draft for Gateway May 2021

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INTRODUCTION

This planning proposal seeks to implement targeted changes to planning controls at Victor Brazier Park, Guildford. The proposed planning control amendments respond to site-specific issues at a small portion of the site, whilst maintaining continued access and use of the park.

This document has been prepared by Cumberland City Council in accordance with section 3.33 of the *Environmental Planning and Assessment Act 1979* and the relevant the Department of Planning, Industry and Environment's guidelines, including:

- A Guide to Preparing Local Environmental Plans
- A Guide to Preparing Planning Proposals

Background

On 4 March 2020, Council considered a report regarding in response to the ongoing concerns by community park users and local residents about the illegal activities and anti-social behaviour caused by youth assembling at the Victor Brazier Park, Guildford. In particular, the concern is at the upper northwest portion of the park where it is relatively isolated with poor passive surveillance.

Two options were identified to respond to the issue in the Council report: landscaping works, or a planning proposal to reclassify the upper northwest portion of the site for the eventually disposal on the open market. At the meeting, Council resolved to prepare a planning proposal to deal with the controls over land at this location.

Targeted planning controls

Targeted planning control changes are proposed at the upper northwest portion of Victor Brazier Park, Guildford. These are:

- Rezone land from RE1 (public recreation) to R2 (low density residential), and reclassify from 'community' to 'operational' land
- Apply a building height of 9m on the site, consistent with the adjoining low density residential zone.

The land covered under the planning proposal represents 140sqm of the total park area of 7840sqm, equating to less than 2% of the land on the site.

Council resolutions

The Planning Proposal has been prepared in accordance with Council's resolution on 4 March 2020.

Supporting documentation

The Planning Proposal is supported by the following documentation:

Attachment 1 – C03/20-383 Proposed Land Dealing at Victor Brazier Park

Attachment 2 – C##/21-# Early consultation and proposed planning controls for Victor Brazier Park, Guildford

Attachment 3 – Proposed planning controls for Victor Brazier Park, Guildford

PART 1: OBJECTIVES

This planning proposal seeks to implement targeted changes to planning controls for the upper northwest portion of Victor Brazier Park in response to community concerns regarding the use of this section of the park. Where no changes are proposed, the existing planning controls will continue to apply.



Figure 1: Victor Brazier Park, Guildford

Victor Brazier Park is located on Excelsior Street, Guildford and has an area of approximately 7,840sqm. The park is made up of two allotments, being Lot 21 DP27820 and Lot 32 DP241618, and zoned RE1 Public Recreation and W1 Natural Waterways.

The Granville South Creative and Performing Arts High School is located across the road from the park. It has been reported that anti-social behaviour and illegal activities are a common occurrence at the park and nearby pedestrian laneways off Nadia Place, Caroline

Street and Excelsior Street. There have been previous requests by the school to limit parking during the day in front of the park so the school has better visibility of potential issues occurring across the road.

The upper northwest portion of the park is relatively hidden and isolated. It has poor passive surveillance which makes it susceptible for groups of youth to congregate, without being detected, to undertake illegal and/or inappropriate activities such as drug use and vandalism which is a regular concern to the adjoining property owners.

It is proposed to rezone and reclassify the area of land on the upper northwest portion of the park for the eventual disposal on the open market. This would allow the new property owner to realign the property boundary in line with its neighbouring property and resolve the issues with youth congregating behind this hidden pocket of the park.

Targeted planning control changes proposed at the northwest portion of Victor Brazier Park, Guildford include:

- Rezone land from RE1 to R2, and reclassify from 'community' to 'operational' land
- Apply a building height of 9m on the site, consistent with the adjoining low density residential zone.

The land covered under the planning proposal represents 140sqm of the total park area of 7840sqm, equating to less than 2% of the land on the site.

PART 2: EXPLANATION OF PROVISIONS

***Note:** This planning proposal has been prepared on the assumption that the Cumberland Local Environmental Plan is finalised and in effect as the statutory planning instrument establishing development standards such as land use zones, building heights and floor space ratios for development in the City of Cumberland, replacing the Parramatta LEP 2011 in so far as it applied to Victor Brazier Park, Guildford.*

To achieve the stated objectives, the planning proposal seeks to amend the Cumberland Local Environmental Plan as follows:

- Amend the Land Zoning Map – Sheet LZN_010 to rezone land on the upper northwest portion of Victor Brazier Park, Guildford, from public recreation (Zone RE1) to low density residential development (Zone R2).
- Amend the Height of Buildings Map – Sheet HOB_010 to align building heights with proposed zones and surrounding development (9m).

The detail of these map amendments is shown at Attachment 3.

The proposal also seeks to change the use of the affected land from 'community' to 'operational', to reflect the proposed land use changes on the site.

PART 3: JUSTIFICATION**Section A – Need for the proposal****1. Is the planning proposal a result of any strategic study or report?**

The Planning Proposal responds to community concerns regarding the use of the upper northwest section of the Victor Brazier Park, Guildford, whilst maintaining continued access and use of the park. The land covered under the planning proposal represents 140sqm of the total park area of 7840sqm, equating to a minor impact of less than 2% of the land for the park.

The proposed changes are not inconsistent with the strategic outcomes identified in Council's strategic planning and policy documents including:

- *Cumberland 2030: Our Local Strategic Planning Statement*
- *Cumberland Local Housing Strategy*
- *Cumberland Open Space and Recreation Strategy*

2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes or is there a better way?

The planning proposal is the appropriate and most effective means of amending the Cumberland Local Environmental Plan to achieve the stated objectives. The planning proposal will provide Council and the community with certainty as to the development outcomes and potential of the site.

Section B – Relationship to strategic planning framework**3. Is the Planning Proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy?**

The planning proposal is not inconsistent with the directions of the *Greater Sydney Region Plan: A Metropolis of Three Cities*, namely:

- A city supported by infrastructure – The planning proposal will provide development opportunities for housing within 30-minute access to a metropolitan centre (ie. Parramatta CBD).
- Housing the city – The planning proposal will provide greater housing supply and choice.
- A well-connected city – The planning proposal will increase the percentage of dwellings located within 30 minutes by public transport of key centres.
- A city for people – The planning proposal will ensure that the use of this space better meets current and future needs of the local community.

The proposal is also not inconsistent with the priorities and actions in the Central City District Plan, namely:

- C5 Housing the city – The planning proposal will provide housing supply, choice, and affordability with access to jobs, services, and public transport.
- C6 A city of great places – The planning proposal will ensure that the use of this space better meets current and future needs of the local community.

4. Is the Planning Proposal consistent with a local strategy or other local strategic plan?

The proposal is not inconsistent with the priorities in *Cumberland 2030: Our Local Strategic Planning Statement*, namely:

- Local Planning Priority 9 Provide high quality, fit-for-purpose community ns social infrastructure in line with growth and changing requirements – The planning proposal will ensure that the use of this space better meets current and future needs of the local community.

The proposal is also not inconsistent with the priorities in the Cumberland Open Space and Recreation Strategy, namely:

- Strategic Direction 2 Increasing the quality and capacity of existing open space and recreation facilities – The planning proposal seeks to ensure that the park is considered a safe and attractive space for the community to use, and does not impact on the capacity of facilities available in the park.

5. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

The planning proposal does not propose any provisions that would contradict or hinder the application of applicable State Environmental Planning Policies (SEPPs).

State Environmental Planning Policy	Consistency
SEPP 1 Development Standards	The planning proposal is consistent with the SEPP.
SEPP 64 Advertising and Signage	The planning proposal is consistent with the SEPP.
SEPP (Affordable Rental Housing) 2009	The planning proposal is consistent with the SEPP.
SEPP (Building Sustainability Index: BASIX) 2004	The planning proposal is consistent with the SEPP.
SEPP (Exempt and Complying Development Codes) 2008	The planning proposal is consistent with the SEPP.
SEPP (Housing for Seniors or People with a Disability) 2004	The planning proposal is consistent with the SEPP.
SEPP (Infrastructure) 2007	The planning proposal is consistent with the SEPP.

Table 1 – Consistency with applicable SEPPs

6. Is the Planning Proposal consistent with applicable Ministerial Directions?

The following table outlines the consistency of the planning proposal to various Ministerial Direction.

Clause 9.1 Ministerial Direction	Consistency
Employment and Resources	
1.1 Business and Industrial Zones	Not applicable.
1.2 Rural Zones	Not applicable.
1.3 Mining, Petroleum Production and Extractive Industries	Not applicable.
1.4 Oyster Aquaculture	Not applicable.
1.5 Rural Lands	Not applicable.
Environment and Heritage	
2.1 Environment Protection Zones	Not applicable.
2.2 Coastal Protection	Not applicable.
2.3 Heritage Conservation	Not applicable.
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable.

2.6 Remediation of Contaminated Land	Not applicable.
Housing, Infrastructure and Urban Development	
3.1 Residential zones	The planning proposal is not inconsistent with this Direction.
3.2 Caravan Parks and Manufactured Home Estates	Not applicable.
3.3 Home Occupations	Revoked
3.4 Integrating land use and transport	The planning proposal is not inconsistent with this Direction.
3.5 Development Near Licensed Aerodromes	Not applicable.
3.6 Shooting Ranges	Not applicable.
3.7 Reduction in non-hosted short-term rental accommodation period	The planning proposal is not inconsistent with this Direction.
Hazard and Risk	
4.1 Acid sulphate soils	The planning proposal is not inconsistent with this Direction.
4.2 Mine Subsidence and Unstable Land	Not applicable.
4.3 Flood Prone Land	The planning proposal is not inconsistent with this Direction.
4.4 Planning for Bushfire Protection	The planning proposal is not inconsistent with this Direction.
Regional Planning	
5.1 Implementation of Regional Strategies	Revoked
5.2 Sydney Drinking Water Catchments	Not applicable.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable.
5.5 - Revoked	
5.6 - Revoked	
5.7 - Revoked	
5.8 Second Sydney Airport: Badgerys Creek	Not applicable.
5.9 North West Rail Link Corridor Strategy	Not applicable.
5.10 Implementation of Regional Plans	The planning proposal is not inconsistent with this Direction.
5.11 Development of Aboriginal Land Council land	Not applicable.
Local Plan Making	
6.1 Approval and Referral Requirements	The planning proposal is not inconsistent with this Direction.
6.2 Reserving Land for Public Purposes	Not applicable.
6.3 Site Specific Provisions	Not applicable.
Metropolitan Planning	
7.1 Implementation of the Metropolitan Plan for Sydney 2036	The planning proposal is not inconsistent with this Direction. The Proposal complies with the aims, objectives, and provisions of the metropolitan plan for Sydney.
7.2 Implementation of Greater Macarthur Land Release Investigation	Not applicable.

7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable.
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable.
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation	Not applicable.
Plan 7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation	Not applicable.
Plan 7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable.
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.9 Implementation of Bayside West Precincts 2036 Plan	Not applicable.
7.10 Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable.

Table 2 – Consistency with Clause 9.1 Ministerial Directions

Section C – Environmental, social, and economic impact

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities or their habitats will be adversely affected?

The planning proposal will not adversely affect critical habitat, threatened species, populations or ecological communities or their habitats. The proposed changes to planning controls apply to sites that are already heavily urbanised and developed and are not known to support any environmental values.

8. Are there any environmental impacts and how will they be mitigated?

There are no significant adverse environment impacts expected related to the proposed planning control amendments. Site-specific amenity impacts will be taken into consideration and addressed as part of a future Development Application.

9. Has the Planning Proposal adequately addressed any social and economic impacts?

The Planning Proposal is not expected to result in any significant negative economic or social impacts. The proposal will provide a minor yield increase for low density residential development. The proposal also seeks to address social concerns regarding the use of the park, and provides a planning response in ensuring that the park is safe and easily used by the community.

Section D – State and Commonwealth interests

10. Is there adequate public infrastructure for the Planning Proposal?

The targeted sites are in an established urban area with adequate public infrastructure available including water, electricity, gas, telecommunications, sewerage, and transport. The sites are well serviced by transport and are proximate to transport, services, and local open space.

The Planning Proposal will be provided to public agencies and placed on public exhibition, and infrastructure providers will be able to make a submission to Council.

11. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway Determination?

Consultation with Commonwealth public agencies will be undertaken, as directed by the Gateway Determination.

PART 4: MAPPING

The planning proposal is accompanied by relevant draft LEP maps pertaining to Victor Brazier Park, Guildford. These maps are found at Attachment 3.

PART 5: COMMUNITY CONSULTATION

Public consultation will be undertaken in accordance with the requirements of the Gateway Determination. As a minimum, all documentation will be publicly exhibited for a period of 28 days. The material will contain a copy of the Planning Proposal and relevant maps supported by a written notice describing the objectives and intended outcomes of the proposal, the land to which the proposal applies and an indicative time frame for finalisation of the planning proposal.

The planning proposal is considered to be 'low impact' for the following reasons:

- It is consistent with the pattern of surrounding land use zones and/or land uses.
- It is consistent with the strategic planning framework.
- It does not present any issues with regard to infrastructure servicing.
- It is not a principal LEP.
- It does not propose amendments to large areas or entire town centres.

PART 6: PROJECT TIMELINE

The following project timeline is intended to be a guide only and may be subject to changes in response to the public consultation process and/or community submissions.

Milestone	Timeframe
Early consultation on proposed planning control amendments	March 2021
Prepare proposed planning controls	Q1 2021
Report to Cumberland Local Planning Panel	May 2021
Report to Council on draft Planning Proposal	June 2021
Gateway Determination	Mid 2021
Public Exhibition of Planning Proposal	Late 2021
Public Hearing on Planning Proposal	Late 2021 or early 2022
Review of submissions and report to Council	Early to mid 2022
Submit to Department for finalisation	Mid 2022

ATTACHMENT 1

C03/20-383 Proposed Land Dealing at Victor Brazier Park

ATTACHMENT 2

**C0##21-### Early Consultation and Proposed Planning Controls for Victor Brazier
Park, Guildford**

ATTACHMENT 3

Proposed Planning Controls for Victor Brazier Park, Guildford

Proposed zoning

In addition to zoning change, seeks to reclassify the land from 'community' to 'operational'.



Proposed height of buildings



DOCUMENTS
ASSOCIATED WITH
REPORT EELPP020/21

Attachment 3

Draft Cumberland DCP
Amendment - Finns Lane,
Merrylands



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PART F2-8

MERRYLANDS STATION AND MCFARLANE STREET PRECINCT

POST EXHIBITION DRAFT 2020

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1. Introduction

The Merrylands Station and McFarlane Street Precinct is one of Cumberland City Council's largest commercial retail precincts.

To assist in developing strategies that will guide the future development of the Precinct over the next 20 years, Council has prepared a strategic vision to cater for the increasing needs of the local community and that of the wider regional catchment of Western Sydney.

The strategic vision for Merrylands is a Centre that is vibrant and creates a series of active and liveable spaces that are efficiently designed with integrated transport linkages providing an appropriate mix of land uses, leisure facilities and infrastructure.

Following the introduction of the (then) Holroyd LEP 2013, Council resolved to review the building height controls in the Merrylands Centre as a means of providing greater flexibility in achieving the current floor space potential and improve building design.

SJB Architects were appointed to undertake this review and subsequently produced the *Building Heights Review Study* (BHRS) in February 2016.

1.1 Land to which this Part applies

This Part applies to development on land bounded by McFarlane Street, Merrylands Road, Treves Street and the Railway corridor – hereby referred to as the 'Precinct' and described in Figure 1.



Figure 1: Merrylands Station and McFarlane Street Precinct boundary

The *Building Heights Review Study 2016* (BHRS) recommended a number of built form controls be introduced for the Precinct as a means of achieving Council's strategic vision. The controls relate to:

- site amalgamation;
- building heights;
- design excellence;
- primary frontage requirements;
- building setbacks;
- street wall heights;
- upper level street setbacks;
- solar access to Civic Square; and
- floor plates.

Where there is an inconsistency between this document and provisions contained elsewhere in *Cumberland DCP 20XX* the Precinct Controls contained in this document shall apply to the extent of the inconsistency.

2. Objectives and controls

2.1 General

Objectives

- O1. Develop a strong identity for the Merrylands Centre through a vibrant mix of retail, commercial and residential development.
- O2. Achieve urban design strategies that acknowledge the role of Merrylands within the Cumberland City subregion.
- O3. Strengthen the economic and employment status of Merrylands Centre and provide increased growth capacity within Merrylands.
- O4. Renew and revitalise the Merrylands Centre catering for a diverse community.
- O5. Ensure buildings are designed to maximise appropriate amenity outcomes for the Precinct.
- O6. Create a centralised public domain and open space area as a focal point for the Precinct.
- O7. Improve pedestrian and vehicular traffic movement throughout the Centre.
- O8. Encourage a more pedestrian friendly streetscape on McFarlane Street and Merrylands Road.

2.2 Urban context analysis

Four (4) strategic principles were prepared in the *Building Heights Review Study*, which collectively govern the location and built form of future development in the Precinct. The principles are:

- movement;
- open space;
- land use and activity; and
- height and density.

2.2.1 Movement

Objectives

- O1. Encourage the primary movement corridors around the Centre along Merrylands Road, Treves Street, Neil Street and Pitt Street with Merrylands Road to be a primary pedestrian route.
- O2. Establish a pedestrian focus along McFarlane Street with particular emphasis on the proposed new Civic Square.
- O3. Create secondary connection points extending south from Merrylands Road through the Centre to neighbouring residential areas.
- O4. Extend the existing laneway network in the Centre and around the proposed Civic Square to improve permeability through the Centre. Refer Figure 2.

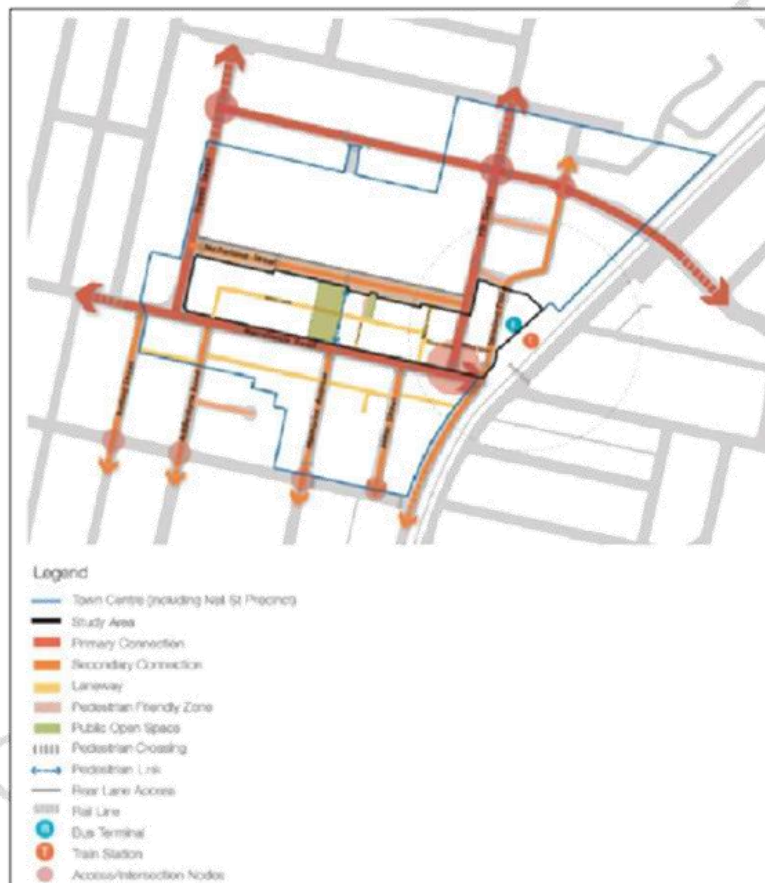


Figure 2: Movement principles

2.2.2 Open space

Objectives

- O1. Create a new Civic Square as the primary public open space for the Centre.
- O2. Reinforce the green streetscape character of McFarlane Street, Merrylands Road, Memorial Avenue, Pitt Street, and Neil Street.
- O3. Establish a secondary green link through north-south laneways, between Merrylands Road and MacFarlane Street. Refer Figure 3.

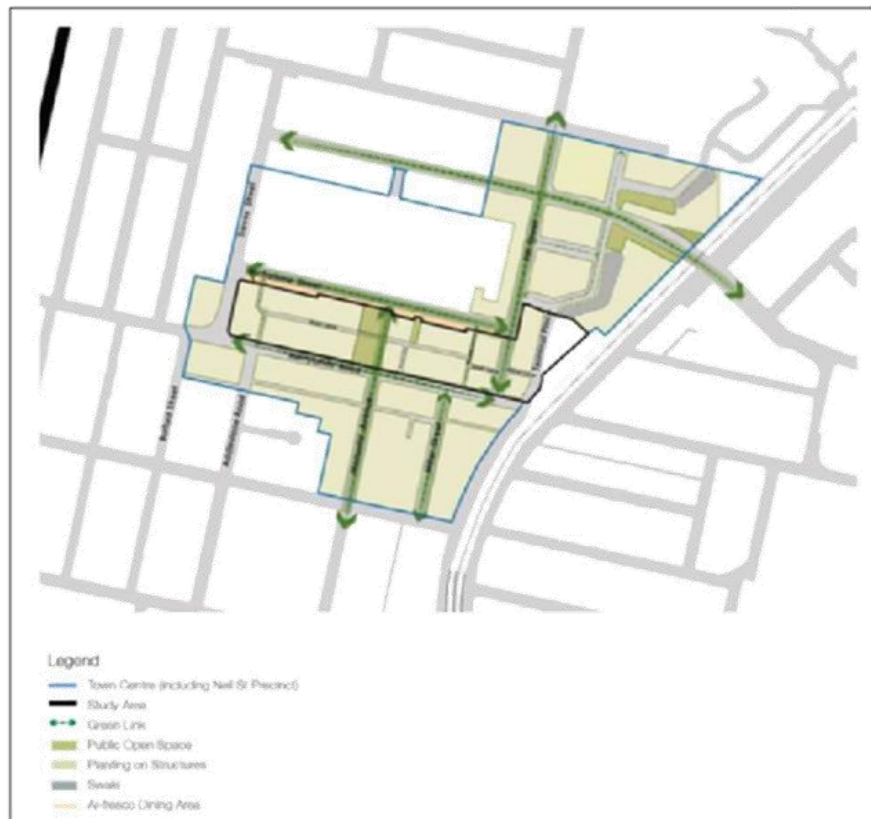


Figure 3: Open space principles

2.2.3 Land use and activity

Objectives

- O1. Merrylands Road to remain the primary retail street of the Centre.
- O2. McFarlane Street to become the 'Eat Street' of Merrylands, reinforced by a pedestrian-friendly character, interface with the Stockland Mall and linking Merrylands Road via the proposed Civic Square and laneway network.
- O3. Treves Street and Pitt Street to serve as the secondary retail streets, intersecting with Merrylands Road and McFarlane Street. Refer Figure 4.



Figure 4: Land use and activity principles

2.2.4 Height and density

Objectives

- O1. Maintain a transition of height from the Precinct to the surrounding residential neighbourhoods; and
- O2. Focus height and density around strategic sites such as Merrylands Road/Pitt Street location and the landmark Civic Square. Refer Figure 5.



Figure 5: Height and density principles

2.3 Access network

2.3.1 Street network

To enhance connectivity, enable greater pedestrian amenity and restrict vehicular access on McFarlane Street and Merrylands Road; following is proposed (Refer Figure 6-8):

- new Laneway 1 - North-south between McFarlane Street and Merrylands Road;
- extension of existing Main Lane to the west terminating at Laneway 1;
- widening of existing Main Lane, Reyes Lane and Short Lane;
- widening of Merrylands Road; and
- closure of Finns Lane between Main Lane and McFarlane Street.

Objectives

- O1. Maintain and improve the Centre's lane way network and encourage the creation of new lanes and connections.
- O2. Enhance the climatic conditions and amenity of the laneway to encourage more intensive pedestrian use and social activity.
- O3. Encourage activity, vitality and interaction between public laneways and adjacent uses.
- O4. Protect and where possible create views along lanes that provide a visual link to other streets and lanes in the pedestrian network, or which terminate at notable buildings or landmarks.
- O5. Recognise lanes that provide for essential servicing and vehicular access and to ensure that new development does not adversely affect or impede the operation of these functions.

Controls

- C1. Provide new laneways in accordance with Figure 6.
- C2. Existing laneways are to be widened in accordance with Figure 6.
- C3. Vehicular access to buildings fronting Merrylands Road and McFarlane Street must be provided via laneways (Refer Figure 7).
- C4. Lanes are not to be covered, but awnings may be permitted on buildings facing lanes up to a maximum of 30% of each frontage.
- C5. Widening of Merrylands Road – 0.5m on either side.

2.3.2 Connectivity

Arcades have been established to enhance the connectivity and permeability of the Precinct and include the following:

- Arcade between Pitt Street and Terminal Place.

Objectives

- O1. Provide safe, direct, accessible and attractive through block pedestrian routes that improve the legibility of the Centre.
- O2. Ensure arcades are accessible, continuous, well lit, safe and supported by active retail uses.

Controls

- C1. Provide new arcade (between Pitt Street and Terminal Place) in accordance with Figure 6.
- C2. The arcade must:
 - have a minimum width of 15m and height of 4m;
 - provide a clear sight-line from one end to the other for surveillance and accessibility, in mid-block locations; and
 - be designed to consider pedestrian safety and the security of adjacent businesses, particularly at night.
- C3. Public use of through-site connection should be available at least between 7.00am to 7.00pm daily.
- C4. Connections through foyers and shops are encouraged.

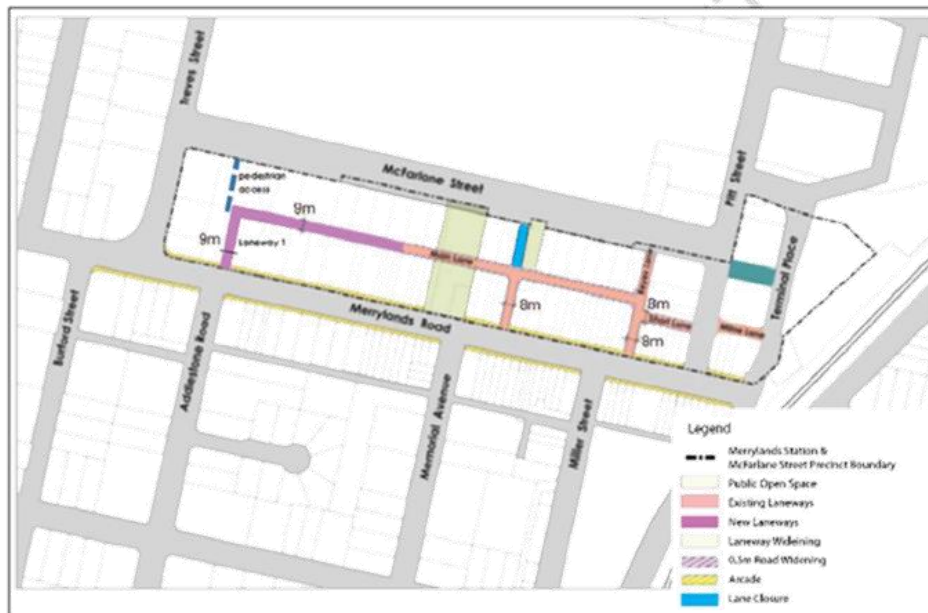


Figure 6: Laneways

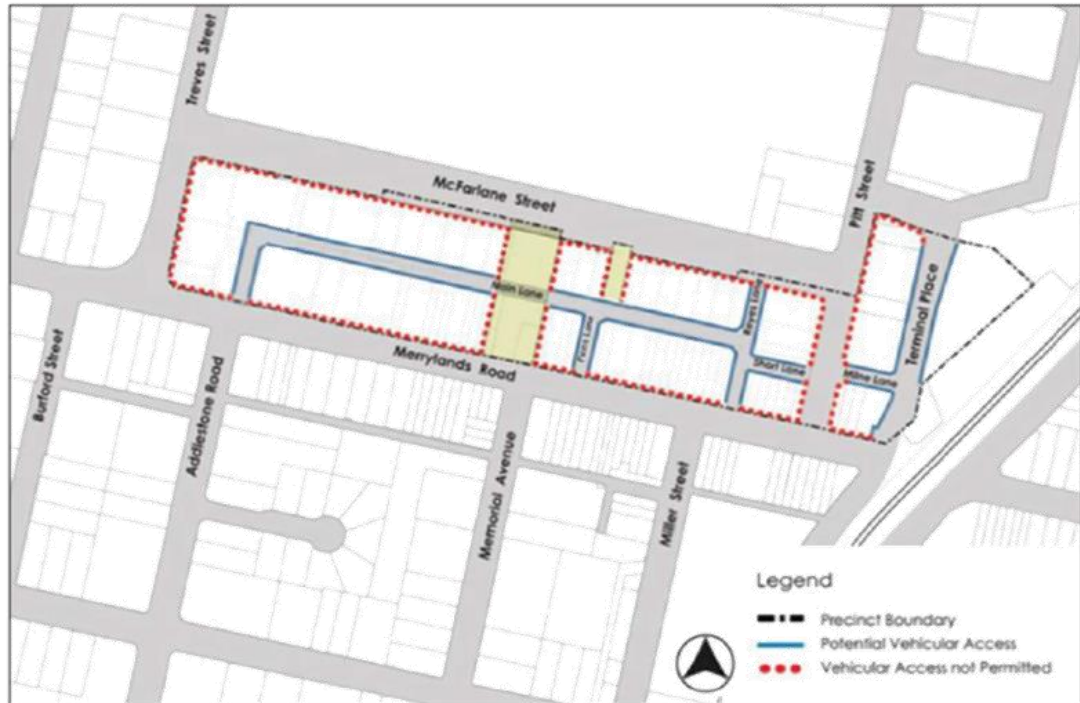
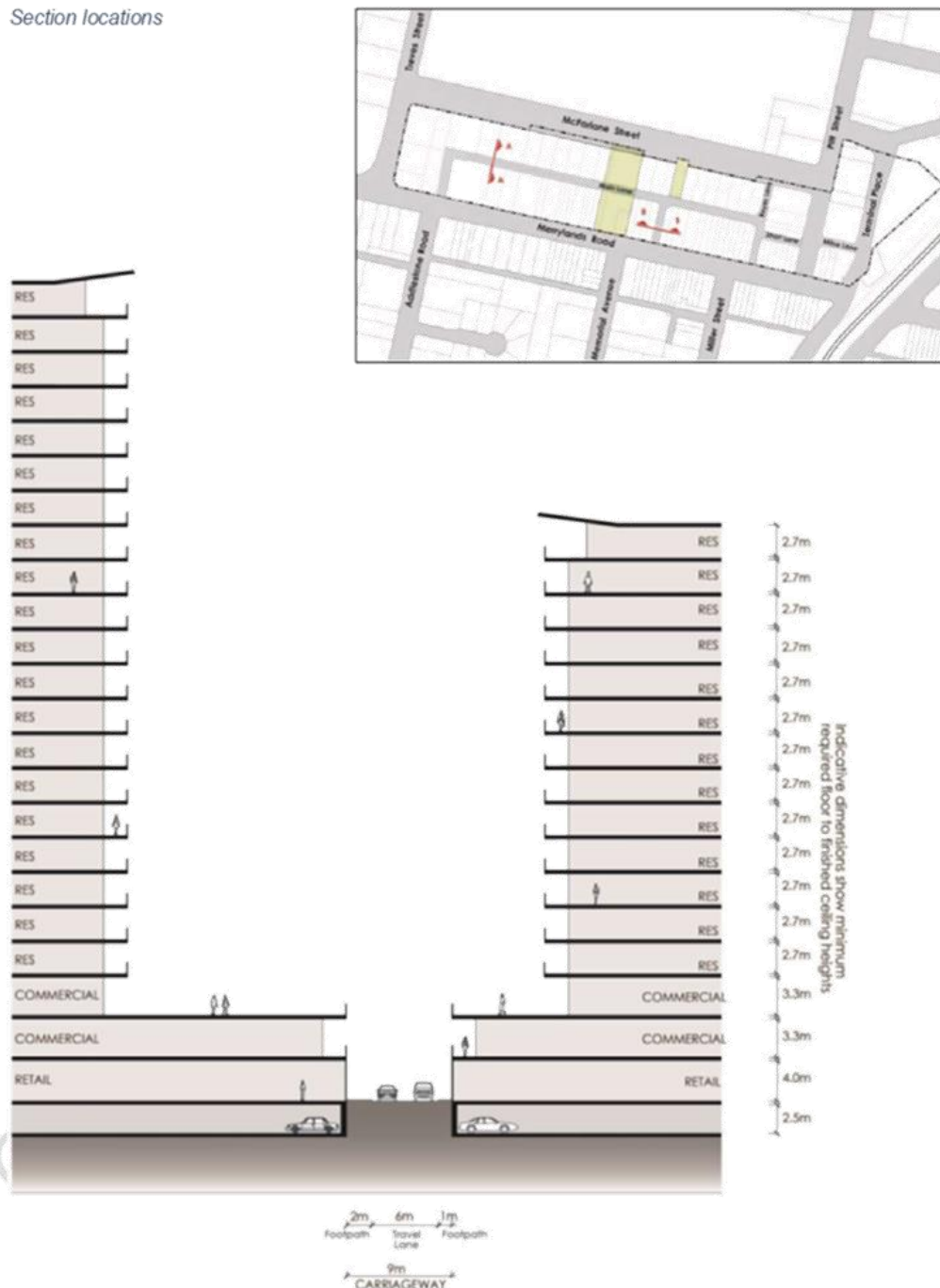


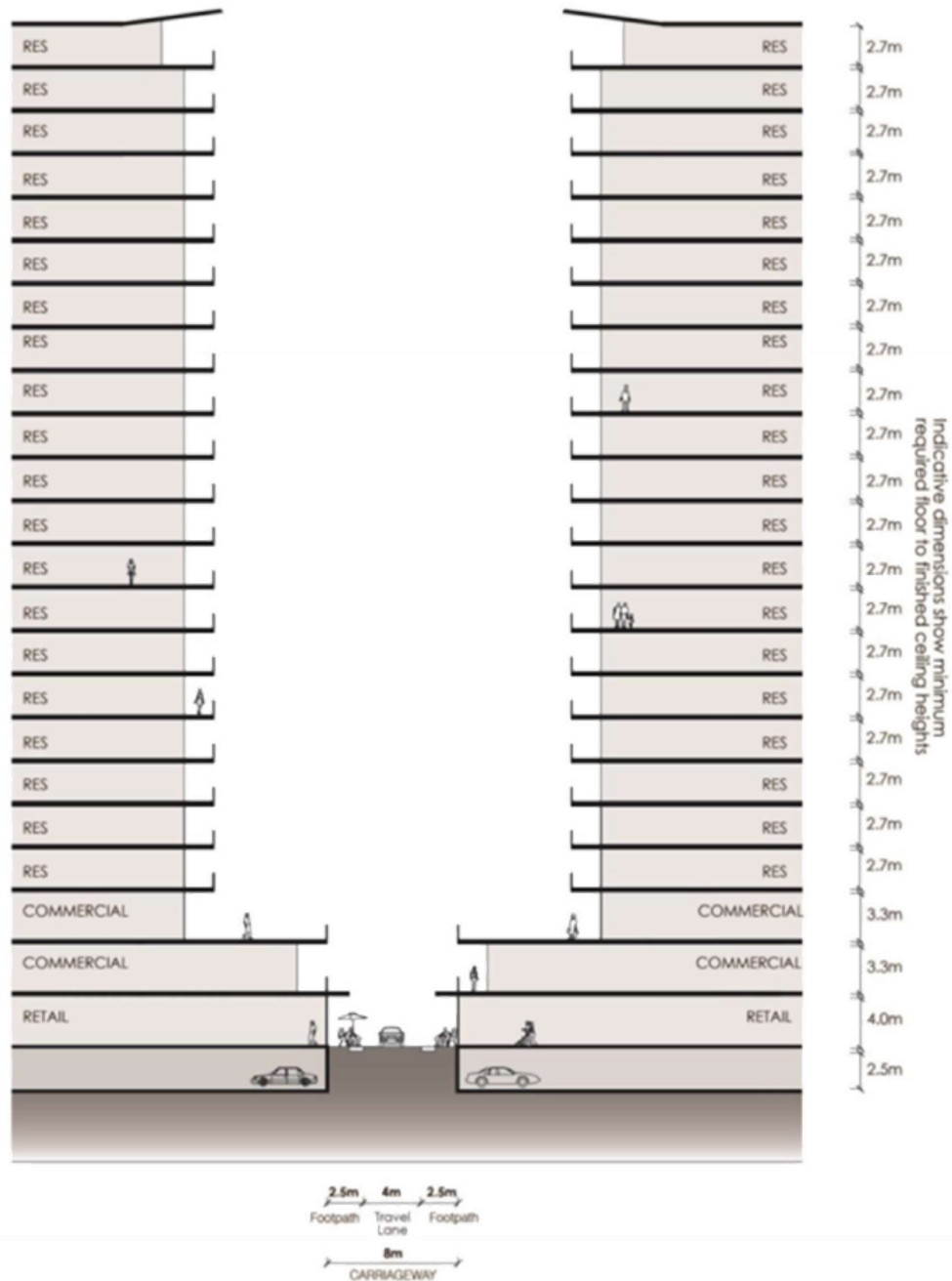
Figure 7: Vehicular access

Section locations



Typical Section A-A

Figure 8A: Typical section A-A



Typical Section B-B

Figure 8B: Typical section B-B

2.4 Site amalgamation

Objectives

- O1. Deliver the preferred built form option for the Precinct.
- O2. Provide workable building footprints that encourages future development to meet the objectives for this Precinct.
- O3. Ensure site dimensions allow for the achievement of appropriate building setbacks, separation and built form that meet the objectives for the Precinct.
- O4. Prevent sites from becoming isolated and unable to be reasonably developed in accordance with the objectives of the applicable LEP and DCP.

Controls

- C1. Site amalgamation for the purposes of development shall be determined in accordance with Figure 9 and Table 1.
- C2. Sites must not be created that are physically unable to reasonably develop a building that achieves the maximum building height controls contained in *Cumberland LEP 20XX*.



Figure 9: Preferred Site Amalgamation Plan

[Refer Table 6 for Property Descriptions Sites 1-16]

2.5 Built form

The preferred built form is for taller buildings to be focused at key gateway locations close to the Merrylands Rail Station and the transitioning of heights downward towards adjoining residential precincts, namely Treves Street to the west and Merrylands Road to the south as illustrated in Figure 10.

Objectives

- O1. Ensure building heights are rationalised by clustering buildings of a similar height.
- O2. Ensure height limits enable the realisation of the maximum allowable floor space within a tall slender building form.
- O3. Maintain solar access to the Civic Square during core hours of use.
- O4. Ensure that sites to be developed maintain an adequate frontage.
- O5. Ensure that the built form exhibits modulation and articulation.
- O6. Introduce design excellence provisions to facilitate high quality design outcomes.



Figure 10: Built Form

2.6 Built form controls

The following controls have been informed by the *Building Height Review Study* (BHRS) 2016 and apply to all developments on sites in the Merrylands Station and McFarlane Street Precinct. This Section should be read in conjunction with the objectives and provisions of *Cumberland Development Control Plan (DCP) 20XX*. Part C and Part G of the DCP in particular contain planning controls that are applicable to development in this Precinct, with the exception of the development standards outlined below. Where there is an inconsistency between this document and provisions contained elsewhere in *Cumberland DCP 20XX*, this Section applies to the extent of the inconsistency.

2.6.1 Building height

Objectives

- O1. Deliver a built form that provides a height transition from lower scale on the edges of the Precinct to higher scale in the Precinct core and clustering buildings of similar height.
- O2. Ensure the scale of the built form provides for a legible centre.
- O3. Enable the realisation of the maximum allowable floor space ratio.
- O4. Achieve appropriate management of overshadowing, access to sunlight and privacy.

Controls

- C1. Sites with the following maximum building height under Clause 4.3 of *Cumberland LEP 20XX* should comply with the maximum number of storeys in Figure 10 and Table 1 (excluding basement car parking).
- C2. Each storey shall comprise a minimum floor to ceiling height as defined in the NSW *Apartment Design Guidelines* (July 2015).

Table 1: Amalgamated Site Descriptions and Maximum Height Control

Site No.	Lot	DP/SP	Street Address	Site Area m ²	Maximum Height metres/storeys
1	1	DP 1094069	141-143 Merrylands Road	1,199	86m/26st
	2	DP 1094069	141-143 Merrylands Road		
	3C	DP 335075	139 Merrylands Road		
	1	DP 1135451	135-137 Merrylands Road		
2		SP 48251	254 Pitt Street	1,373	86m/26st
3	1	DP 501597	215 Pitt Street	2,108	86m/26st
	2	DP 501597	215 Pitt Street		
	2	DP 537031	229-239 Pitt Street		
	J	DP 10354	229-239 Pitt Street		
	1	DP 1079960	229-239 Pitt Street		
4	541	DP 633620	6 McFarlane Street	1,431	77m/23st
	552	DP 579491	4 McFarlane Street		
	56 Sec A	DP 7916	2 McFarlane Street		
5	150	DP 773769	14 McFarlane Street	1,827	77m/23st
	151	DP 812643	12 McFarlane Street		
	152	DP 631399	10 McFarlane Street		
		SP 20705 & SP 84614	8 McFarlane Street		
6		SP 54283	20 McFarlane Street	1,139	77m/23st
		SP 18367	18 McFarlane Street		
7	40, 41, 42 & 43 Sec A	DP 7916	28 – 36 McFarlane Street	5,422	105m/32st
	44	DP 7916	28 – 36 McFarlane Street		
	Pt 45 & 46 Sec A	DP 7916	28 – 36 McFarlane Street		
8	389	DP 657042	40 McFarlane Street	1,236	77m/23st
9a	5, 6, 7, 8, 9, 10	DP 244047	233- 249 Merrylands Road & 52-54 McFarlane Street	12,415	77m/23st
9b	12	DP 1178575			55m/16st
9c	22,25,26,27,28,29	Sec A, DP 7916			43m/12st
9d	10	DP 814298			55m/16st
9e	5	DP 17401			77m/23st
10	21C	DP 334937	231 Merrylands Road	1,911	77m/23st
	21D	DP 334937	229 Merrylands Road		
	21E	DP 334937	227 Merrylands Road		
	35	DP 604776	223 Merrylands Road		
	11	DP 1210565	221 Merrylands Road		
	18	DP 654417	219 Merrylands Road		
	18	DP 657045	215 Merrylands Road		
11	A	DP 384389	201 Merrylands Road	1,335	77m/23st
	1	DP 514251	197 Merrylands Road		

	15	DP 657043	195 Merrylands Road		
	15B	DP 386204	193 Merrylands Road		
12	14	DP 657044	191A Merrylands Road	2,164	77m/23st
	14B	DP 336812	189 Merrylands Road		
	131	DP 604922	185 Merrylands Road		
	12 Sec A	DP 7916	181 Merrylands Road		
	11B	DP 101479	179 Merrylands Road		
	11A	DP 101479	177 Merrylands Road		
13	10B	DP 101479	175 Merrylands Road	2,068	77m/23st
	10A	DP 101479	173 Merrylands Road		
	B	DP 413438	171 Merrylands Road		
	A	DP 413438	169 Merrylands Road		
	2	DP 514152	167 Merrylands Road		
	1	DP 514152	165 Merrylands Road		
	1	DP 956379	163 Merrylands Road		
	1	DP 959420	161 Merrylands Road		
14	1	DP 772297	159 Merrylands Road	1,298	86m/26st
	A, B, C, D & E	DP 10354	153 Merrylands Road		
	F	DP 10354	157 Merrylands Road		
15	2	DP 544800	Pitt Street, Merrylands	2,369 Incl Endeavour Energy lot	65m/20st
	121	DP 531896	244 Pitt Street, Merrylands		
	901	DP 592065	246 Pitt Street, Merrylands		
	Y	DP 416975	252 Pitt Street, Merrylands		
16	1	DP 209516	Terminal Place, Merrylands	4,177.50	55m/16st

Note: maximum building heights are defined in the Cumberland LEP 20XX. Where there is any inconsistency in terms of building heights and storeys, the Cumberland LEP 20XX and the Apartment Design Guide (ADG) prevail.

2.6.2 Design Excellence Provisions

Objectives

Cumberland City Council is committed to ensuring all major developments deliver the highest standard of architectural and urban design.

Design excellence is a tool whereby the objectives of the Precinct can be achieved by encouraging:-

- O1. High quality, diverse and innovative design.
- O2. Development that by virtue of its location, individually and collectively contributes to the urban design context of Merrylands Centre.

Controls

- C1. Design excellence applies to land bounded by a heavy black line on the Design Excellence Map. Refer Figure 11.

- C2. The Cumberland City Design Excellence Guidelines provides criteria and procedures that must be followed for developments seeking an incentive bonus in building height of up to an additional 10% and additional floor space ratio of up to 0.5:1.

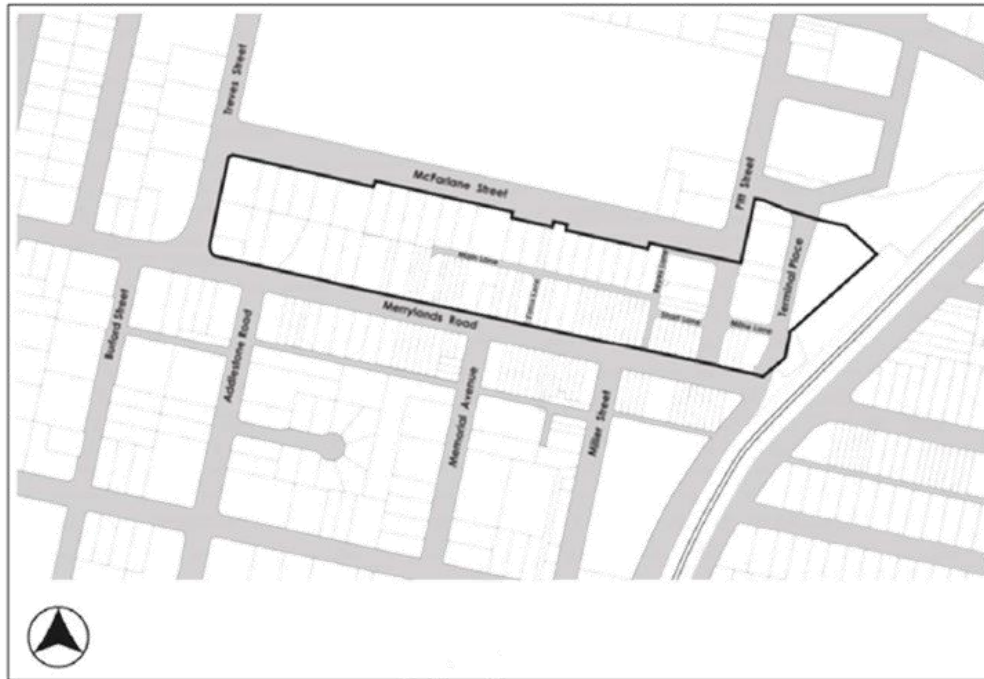


Figure 11: Design Excellence Map

2.6.3 Primary frontage requirements

Objectives

- O1. Ensure buildings are of an adequate size to reasonably accommodate development, including vehicle access.
- O2. Avoid the creation of smaller, isolated sites that cannot be separately developed.

Control

- C1. The minimum site frontage width for new developments is 20m for 3 storey buildings.

2.6.4 Building setbacks

Objectives

- O1. Enhance the character of the Precinct through consistent and uniform alignment of building facades.
- O2. Reinforce strong definition of streets and public spaces in the Centre Precinct.

Control

- C1. New developments are to maintain setbacks to the street in accordance with Figure 12.

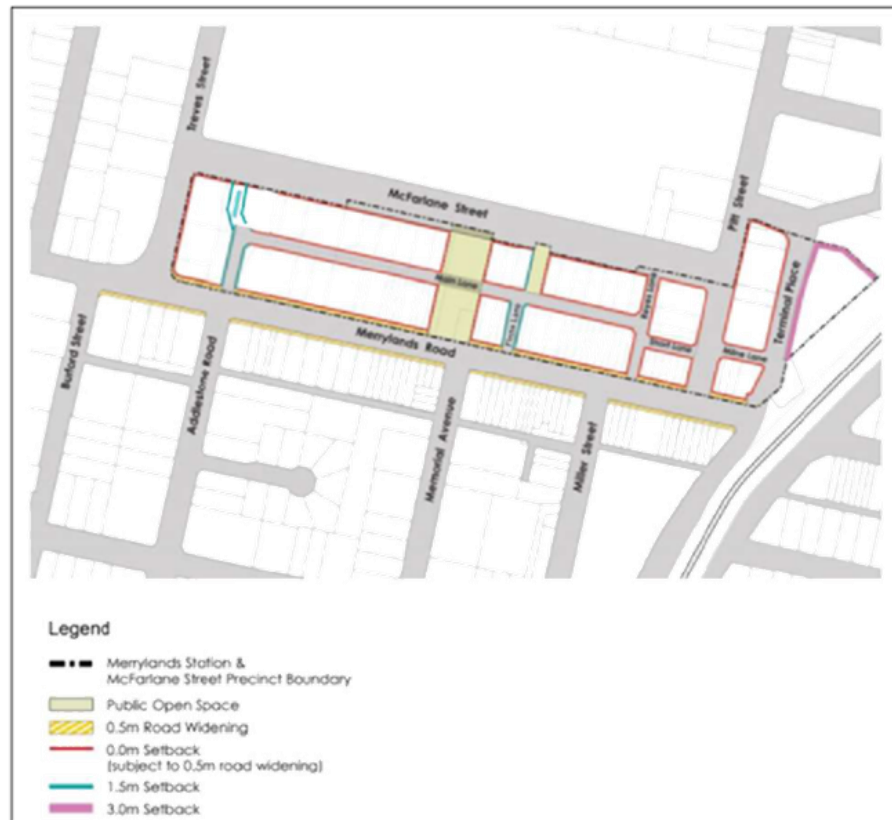


Figure 12: Building Setbacks

2.6.5 Street Wall Heights

Objectives

- O1. Provide street edges that reinforce and reflects the various uses and existing character in the Precinct.
- O2. Ensure building heights at street level are at a human scale.
- O3. Facilitate a consistent street and laneway wall height throughout the Precinct.
- O4. Provide prominence to the street level, establish a clear presence for retail and increase the visibility, marketability and utility of ground floor space.

Controls

- C1. Street wall heights of buildings (podium) shall be 3 storeys.
- C2. The 3-storey street wall height applies to a site's primary frontage.
- C3. Where a site has frontage to a laneway, a maximum 2-storey street wall height is to be maintained. Refer Figure 13.

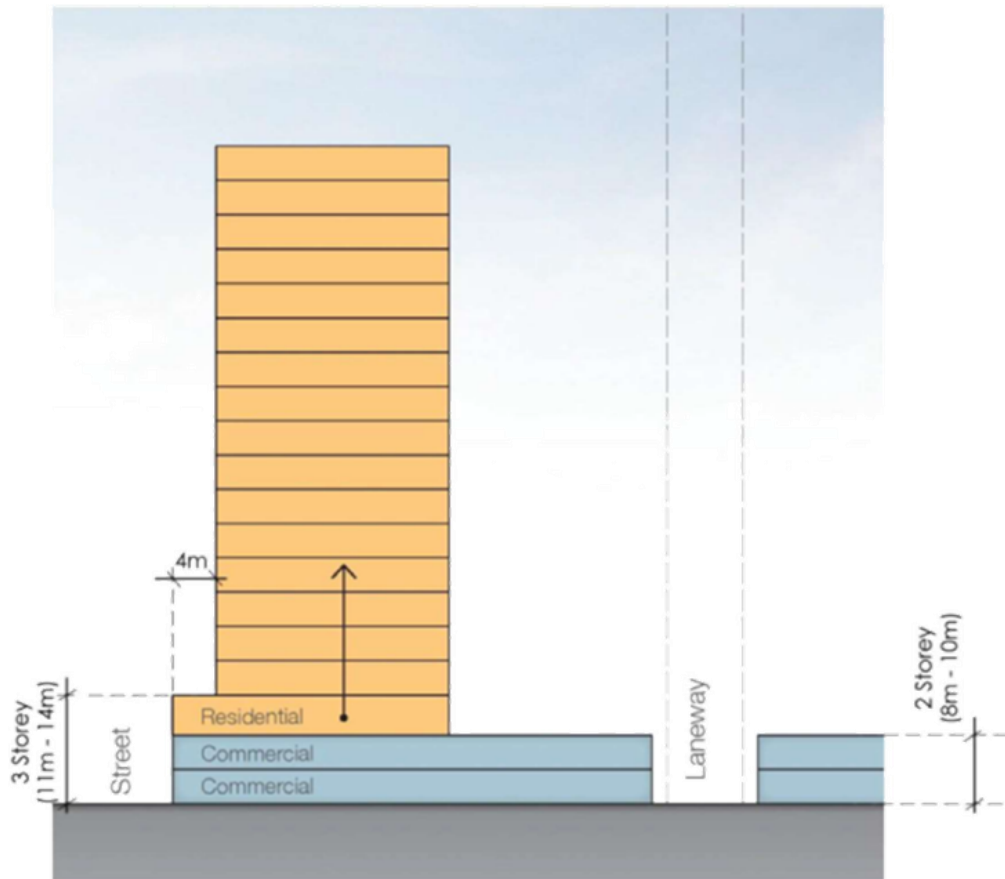


Figure 13: Street wall height and podium setback

2.6.6 Upper level street setbacks

Objectives

- O1. Enable more efficient tower footprints by removing incremental stepping of facades.
- O2. Minimise adverse wind impacts on the pedestrian environment.
- O3. Maximise sunlight penetration into streets, public places and surrounding buildings.
- O4. Ensure building modulation.

Control

- C1. All buildings above 3 storeys in height are to display a uniform 4m setback above the street wall. Refer Figure 13.

2.6.7 Solar access to Civic Square

Objective

- O1. Ensure adequate solar access is maintained to the Civic Square during core business hours in mid-winter and that new buildings adjacent to the Civic Square do not prevent solar access during key daylight hours.

Control

- C1. Solar access must be maintained to a minimum of 50% of the Civic Square area between the hours of 11.00am and 1.00pm on the 21st June.

2.6.8 Floor plates above podium**Objectives**

- O1. Minimise overshadowing as compact floor plates cast smaller and faster moving shadows.
- O2. Improve access to sky view and permit better views between buildings and through sites and contribute to a more attractive skyline.
- O3. Enhance energy efficiency and increase daylighting within buildings.
- O4. Create architectural interest and visually diminish the overall scale of the building mass.

Controls

- C1. Where office premises are proposed, all points on an office floor above podium should be no more than 15m from a source of daylight.
- C2. The maximum horizontal length of any building above the podium shall not exceed 50m.

2.6.9 Awnings and colonnades**Objectives**

- O1. To increase pedestrian amenity by the provision of weather protection.
- O2. Visually unify the Civic Square which otherwise is divided by the Main Lane.

ControlsAwnings

- C1. Awnings are to be provided to the full extent of the street frontage of buildings in the locations nominated in Figure 14.
- C2. Awnings along Merrylands and McFarlane Street shall be minimum 2.5m deep.
- C3. Awnings if provided on laneways shall be retractable and only to be used in hours of operation.

Colonnades

- C4. Provide colonnade/active frontage where shown in Figure 14.
- C5. Provide colonnades with a preferred minimum soffit height of 4m.
- C6. Provide under colonnade lighting to create a safe pedestrian environment at night.
- C7. Colonnade shall have a minimum width to height ratio of 1.5:1.

- C8. Activate the public domain, active ground level uses are required along the colonnade.
- C9. Locate columns of colonnades along build-to lines, to reinforce the character of the public open space.
- C10. Ensure that colonnade heights and depths are continuous along the length of the open space and are consistent with the neighbouring sites.

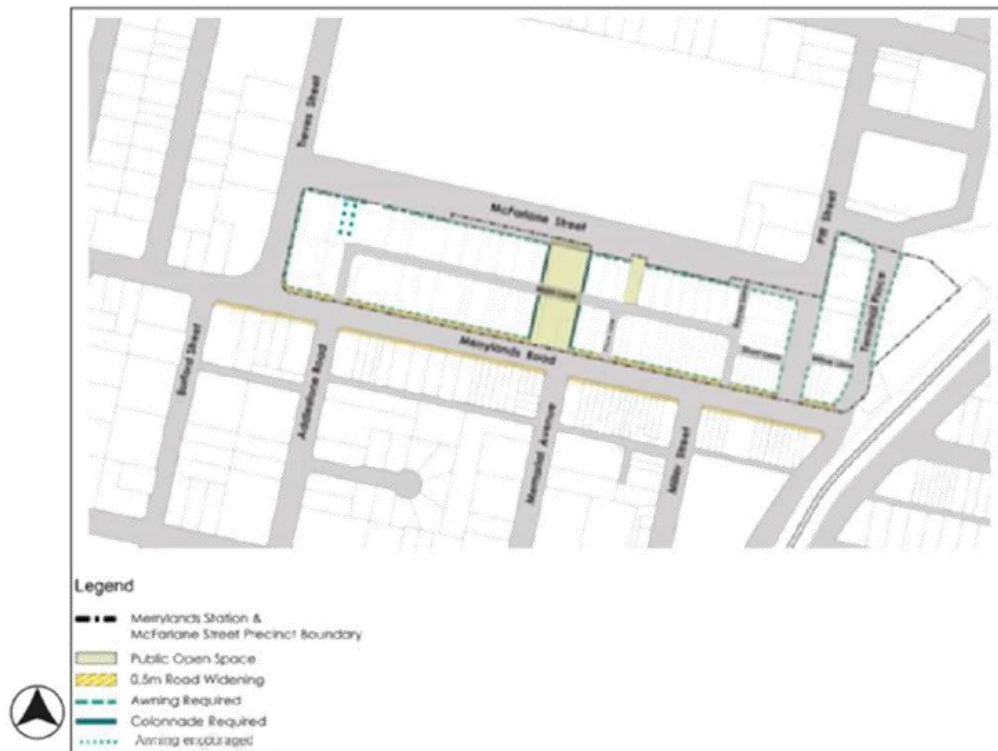


Figure 14: Awnings and Colonnades

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DOCUMENTS
ASSOCIATED WITH
REPORT EELPP020/21

Attachment 4
Draft Cumberland DCP
Amendment - Merrylands Station
Precinct East



CUMBERLAND
CITY COUNCIL

PART F2-9

MERRYLANDS STATION PRECINCT (EAST)

POST EXHIBITION DRAFT 2020

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POST EXHIBITION DRAFT 2020

1. Desired Future Character

New development is to provide an address to Merrylands Railway Station Precinct (East), including Railway Terrace and Merrylands Road east of the rail line. New residential development in the form of residential flat buildings and multi dwelling housing will be located in the areas surrounding the local retail centre and the railway station, generally north of Albion Avenue. The highest densities will be located along Railway Terrace transitioning downward to the east. Low density housing will be retained south of Albion Avenue.

The role of the existing local shopping strip in Merrylands Road is to be retained with opportunities for additional retail and business uses to be extended along Railway Terrace. This additional retail area will increase services for the local community and will improve the pedestrian connection to existing and proposed high density development north of Mombri Street.



Figure 1: Merrylands Station Precinct (East) Map

2. Objectives and Controls

General Objectives

- O1. Ensure that new development provides a strong interface to Railway Terrace and Merrylands Road.
- O2. Ensure that new development at the intersection of Railway Terrace and Merrylands Road is well defined and reflects the gateway to the eastern side of Merrylands Railway Station.

2.1 Pedestrian connections and laneways

Objective

O1. Ensure that pedestrian connections and laneways support planning outcomes for the precinct.

Controls

- C1. New pedestrian connections and laneways should be provided in accordance with Figure 2. Where a development provides for public access connections, a variation to Council's floor space ratio control may be considered, subject to consistency with objectives.
- C2. New shared pedestrian and vehicular laneway links to the rear of properties within the B4 Mixed Use Zone and are to provide for vehicular access and servicing needs of development. The laneway will need to be located over or abutting the B4 Mixed Use Zone.
- C3. Shared vehicular and pedestrian lanes are to have a minimum width of 6 metres.
- C4. New pedestrian links are to improve through block connections and are to have a minimum width of 3 metre, being consistent in width for its full length.

2.2 Setbacks

Objective

O1. Ensure that setbacks support planning outcomes for the precinct.

Controls

- C1. Front building setbacks are to be in accordance with Figure 3 and any additional controls set out below:
 - the 2 metre setback shown along Railway Terrace, between Merrylands Road and Smythe Street, applies to the first 3 storeys of development. Additional storeys shall be setback a minimum of 5 metres from the front boundary as shown in Figure 3.
- C2. Balconies may encroach the upper level setback area as shown on Figure 3 as follows:
 - an unroofed terrace area permitted to the 4th storey. Balustrade can extend from building line of storey below.
 - balconies may extend 1 metre into the setback area for the upper 2 storeys.
- C3. The 2 metre front setback area to Railway Terrace, between Merrylands Road and Smythe Street, is to be suitably treated to form an extension of the adjoining footway. This area may also be used for outdoor dining, landscaping and the like.
- C4. Where it will not have a detrimental impact upon adjoining development, a nil side setback should be provided for development in the B1 Neighbourhood Centre Zone and B4 Mixed Use Zone (between Merrylands Road and Smythe Street) to provide a continuous street edge.
- C5. Sites which have frontage to Railway Terrace should provide address to Railway Terrace as the primary frontage.

- C6. Building setbacks to existing and desired laneways should be designed to promote activation of the laneway while still allowing for the servicing needs of development.



Figure 2: Building setbacks

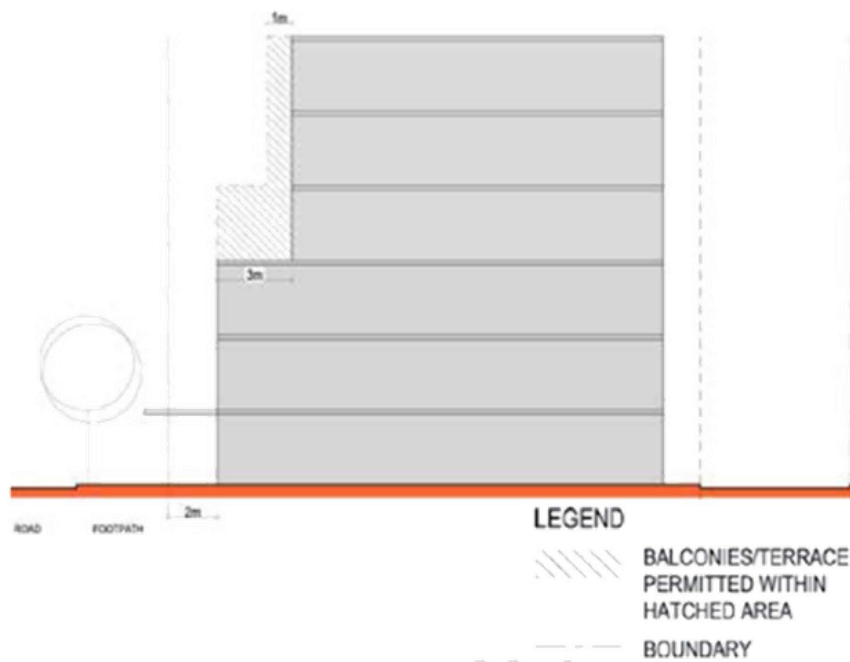


Figure 3: Building setbacks section

2.3 Ground level uses

Objective

O1. Ensure that ground level uses is considered as part of development in the precinct.

Control

C1. For new development along Railway Terrace between Merrylands Road and Smythe Street ground floor uses are to be active and non-residential with at-grade pedestrian access.

2.4 Road requirements for Smythe Street

Objective

O1. Outline requirements to facilitate improved road access along Smythe Street.

Control

C1. Land shall be provided for road widening on the northern side of Smythe Street, to facilitate effective traffic management as per road authority.

POST EXHIBITION DRAFT 2020

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POST EXHIBITION DRAFT 2020

DOCUMENTS
ASSOCIATED WITH
REPORT EELPP020/21

Attachment 5
Draft Merrylands Town Centre
Public Domain Plan

PUBLIC DOMAIN PLAN 2021 Merrylands Town Centre DRAFT



Welcome to Country

*" Jumna ya wogal wal ya pemel jumna mingan jumna tamu.
Ngalaringi wyanga pemal.
Ngalaringi babuna wal gnia ya pemal da lo-loley dice wara mooting
jumna banga nolla ya.
Pemal jumna wal gnia koi mund wal tati pemal jumna annagar dice.
Eorah wal mullana wal mingan jumna gai gnia bou gu-nu-gal nglaringi
go-roong dyaralang.
Nglaringi go-roong dyaralang.
Ngalaringi bou nglaringi jam ya tiati nglaringi bubuna jumna.
Mittigar gurrung burruk gneene da daruga pemal.
Didjeree Goor. "*

*" We were the first carers of the land, we took only what we needed from
our Mother Earth.
Our ancestors knew how to take care of the land, so as to continue their
survival.
We do not own the land, but we are charged with the care of it. As
custodians of this land we ask that all people join us and preserve what
we have left for future generations.
We must protect the few sites we have to ensure our culture continues.
In the language of our ancestors we welcome you to Darug Lands.
Thank you. "*

Welcome to Country by Darug Elder Aunty Edna

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1.2 What is the Public Domain?	3
2 Planning Context	4
2.1 McFarlane Street Precinct	5
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1. Introduction

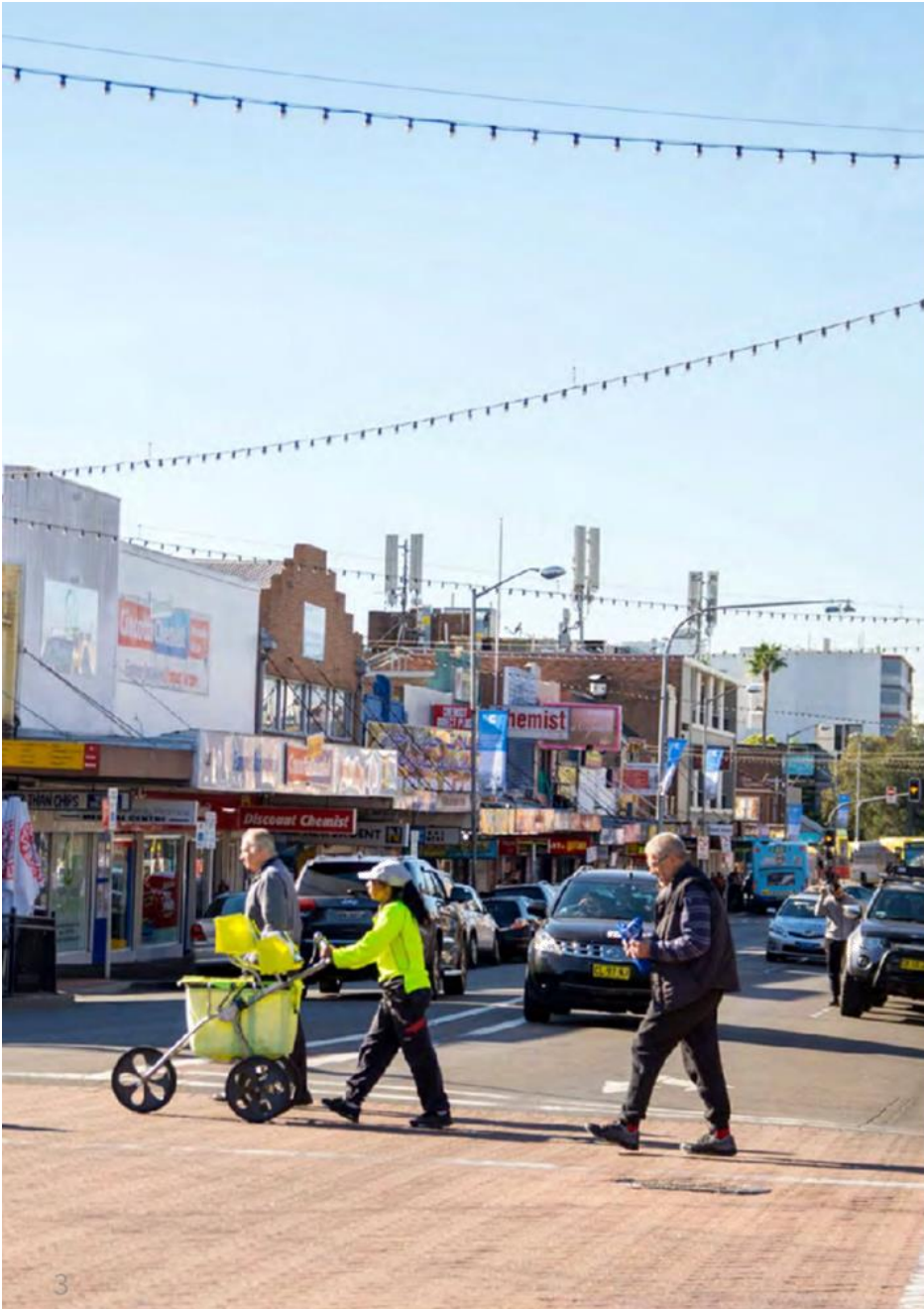
1.1 Purpose

The Merrylands Town Centre Public Domain Plan (The Plan) has been prepared by Cumberland City Council to guide the delivery of consistently high-quality public realm to promote the revitalisation of the Merrylands Town Centre.

This document sets out a corridor wide palette of streetscape treatments, including material palettes for surface treatments, street furniture, landscaping and finishes. It also provides guidelines and relevant information to assist developers and Council in undertaking public domain works within the Merrylands Town Centre.

1.2 What is the Public Domain?

Within the context of this document, the public domain represents all urban and natural elements, structures, and spaces that exist within the publicly-owned areas of the Merrylands Town Centre and the relationship between them. The public domain also includes privately-owned arcades, plazas, building forecourts, internal walkways, and other semi-public spaces as they also influence the overall character of the public domain.

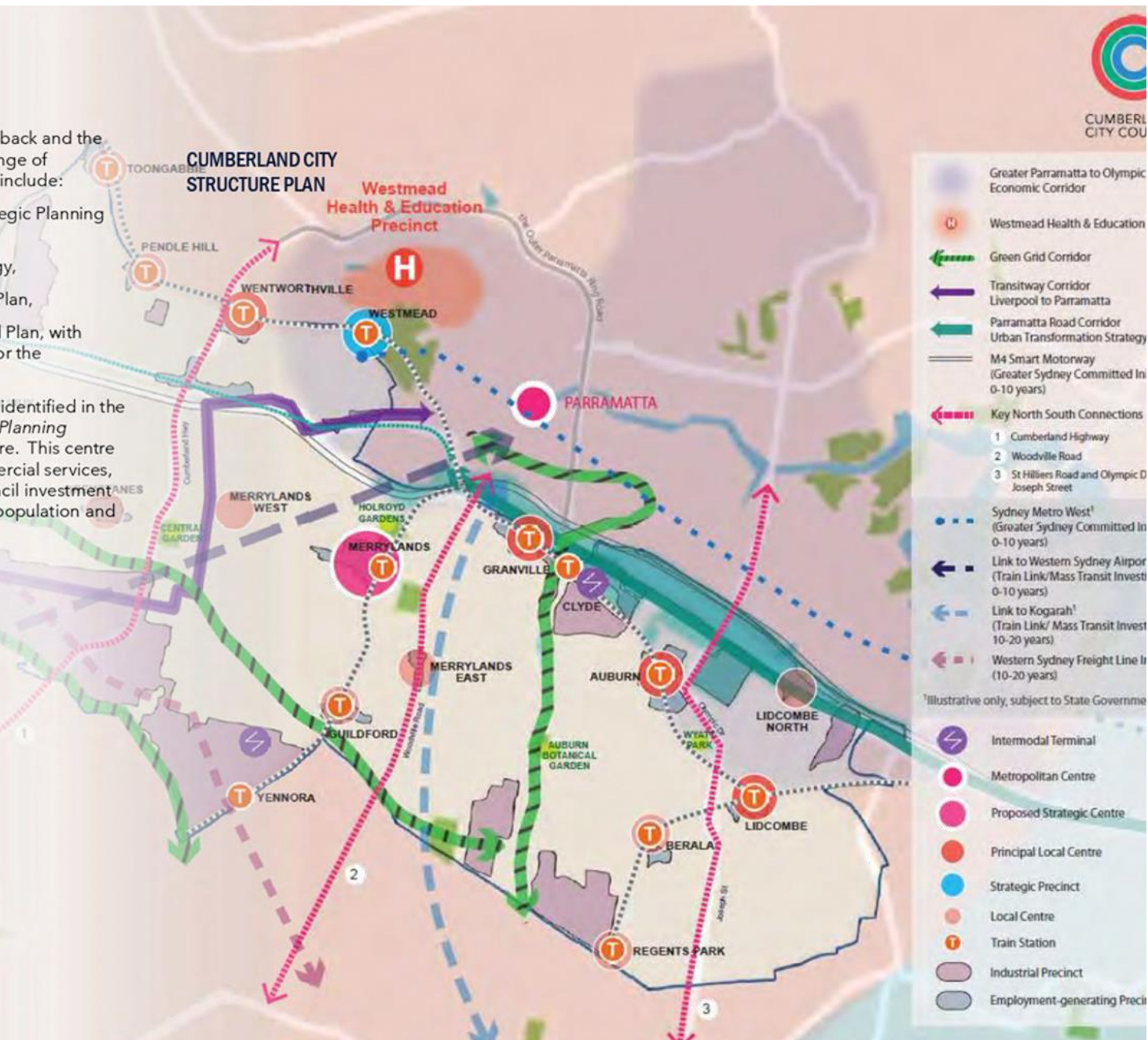


2. Planning Context

The Plan builds on the community feedback and the identified planning approach from a range of legislation, strategies and plans. These include:

1. Cumberland 2030: Our Local Strategic Planning Statement,
2. Cumberland Local Housing Strategy,
3. Cumberland Local Environmental Plan,
4. Cumberland Development Control Plan, with reference to site specific controls for the Merrylands Town Centre

The Merrylands Town Centre has been identified in the *Cumberland 2030: Our Local Strategic Planning Statement* as a proposed strategic centre. This centre provides higher order retail and commercial services, with significant private sector and Council investment in infrastructure occurring, and strong population and jobs growth forecast.



2. Planning Context

2.1 McFarlane Street Precinct

The McFarlane Street Precinct is located in the core of the Merrylands Town Centre. It is identified for a mix of retail, commercial and residential activities. A new civic square is also proposed at this location.

A vibrant precinct is envisioned, with a series of active and liveable spaces that are efficiently designed with integrated transport linkages.

2.2 Neil Street Precinct

The Neil Street Precinct is located in the north-east of the Merrylands Town Centre. It is a key gateway to the town centre, designed to support a mix of retail, commercial and residential activities.

The precinct is envisioned to be characterised by a high-quality, well designed, safe and liveable environment within walking distance to the town centre's transport hub at Merrylands Railway Station.

2.3 Merrylands Station Precinct (East)

The Merrylands Station Precinct (East) is located at the eastern side of Merrylands Railway Station. It provides a transport gateway to the town centre, designed to support a mix of retail and residential activities.

The precinct is designed to retain the existing shopping strip, support greater housing diversity, and support improved linkages in the area and with the Merrylands Town Centre.



3. Vision and Design Principles

3.1 Vision

"Promote enhanced streetscapes and public domain works that will revitalise the Merrylands Town Centre with a creation of a vibrant centre to promote safe and walkable connections."

The Merrylands Town Centre is identified as the proposed strategic centre of Cumberland City with linkages at a local and regional scale. *Cumberland 2030: Our Local Strategic Planning Statement* identifies the potential for Merrylands to act as a strategic centre with a highly complementary and reciprocal relationship to Parramatta CBD. The vision for the Merrylands Town Centre also builds on the housing vision for the Cumberland City as identified from the *Cumberland Local Housing Strategy*.

The housing vision for Cumberland City is to promote the sustainable growth of Cumberland with a key focus on providing housing diversity and affordability, a vibrant and safe place for the community to live and work which supports the 30-minute city.

The Merrylands Town Centre Public Domain Plan seeks to provide urban renewal opportunities that improve the amenity of the proposed strategic centre to support economic and housing growth that can take advantage of existing and planned infrastructure and facilities.

3.2 Design Principles

Liveability

- Ensure a high quality public realm provided in new destination precincts for promoting social interaction and a variety of activity.
- Promote healthy living by enhancing pedestrian and cycle connectivity and increased active transport amenity.
- Improve the amenity and safety of the public realm including placement of street furniture and wayfinding design.



Improved urban tree canopy

- Ensure street trees and planting contribute to enhance local identity and context.
- Increase urban tree canopy cover and deliver Green Grid connections.
- Incorporate Water Sensitive Urban Design (WSUD) including raingardens, tree pits and other WSUD design measures to enhance flood protection and stormwater management.

Pedestrian friendly public realm

- Provide an enhanced streetscape and pedestrian amenity that contribute to the vitality of the new precinct.
- Provide rear or side lane vehicle access to lots to ensure pedestrian movement is uninterrupted by vehicle crossovers.
- Improve paving treatments to footpath and shared path to highlight key nodes and precincts..

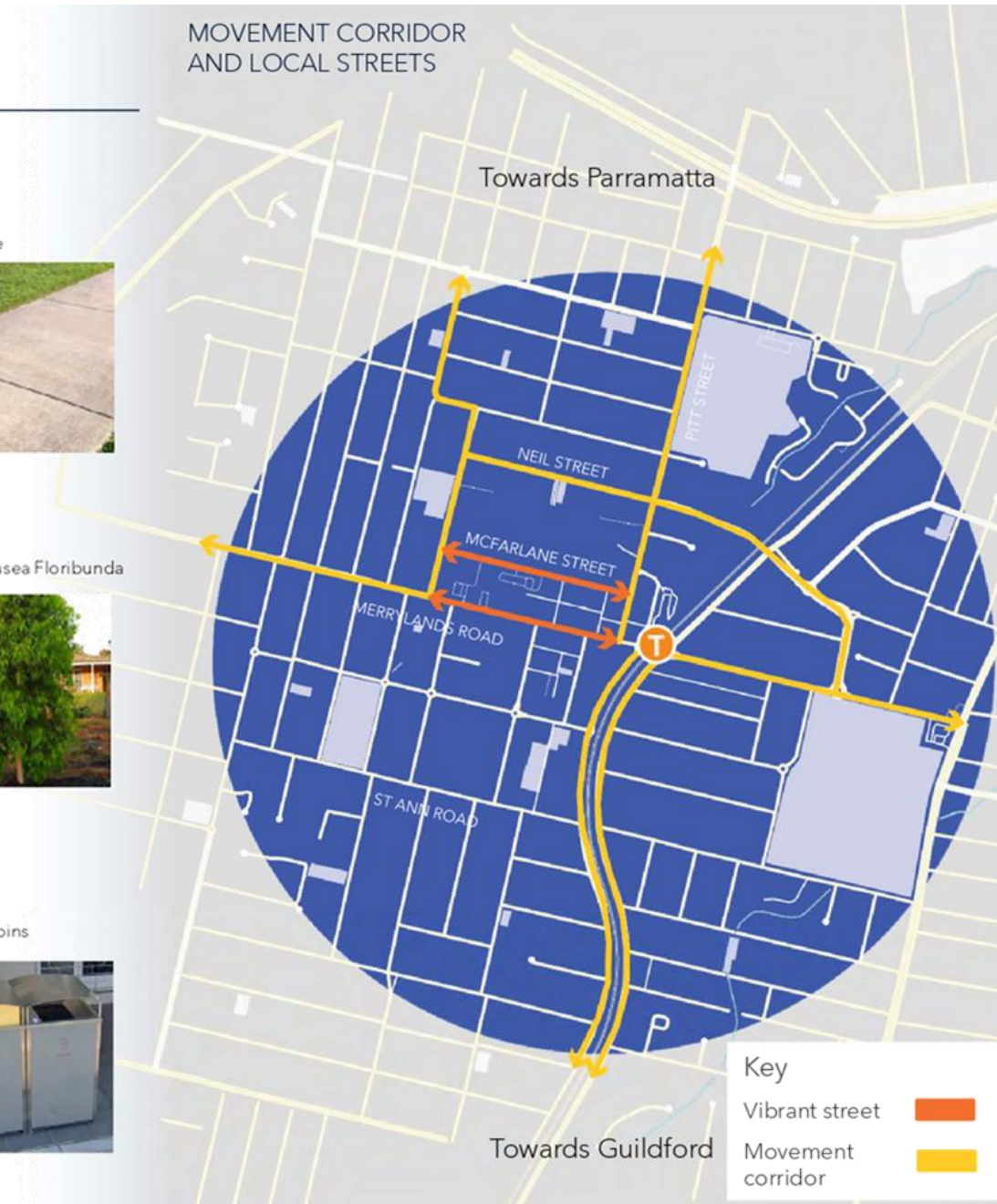
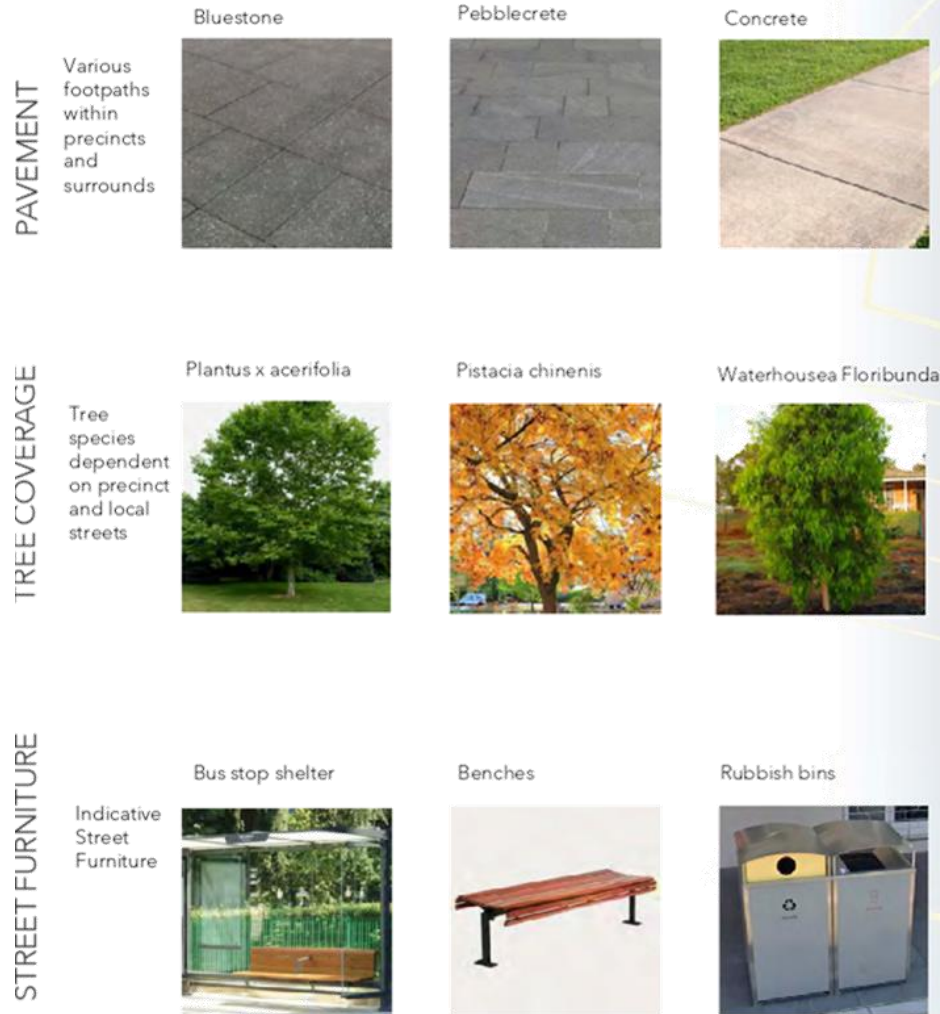


Equitable access and use

- Enable equitable and safe access for people of all ages and abilities in accordance with the Building Code of Australia (BCA) and the Disability (Access to Premises - buildings) Standards (the Premises Standards) - AS 1428.
- Ensure continuous accessible paths of travel and circulation spaces and appropriate facilities for people with disabilities.

4. Public Domain Plan

4.1 Typical Public Domain Palette



4.2 McFarlane Street Precinct

PUBLIC DOMAIN PALETTE

PAVEMENT



Bluestone

Existing Bluestone paving along Merrylands Road and Merrylands Station surrounds.



Concrete

Concrete for all other paved areas (Natural grey colour with no added oxide)



Pebblecrete

New Pebblecrete paving along McFarlane Street differentiating the two areas.



Shared Path

In-situ concrete (2.5m wide)
Landscaped buffer (~1m wide)

STREET FURNITURE

Bike racks



Benches



Rubbish bins



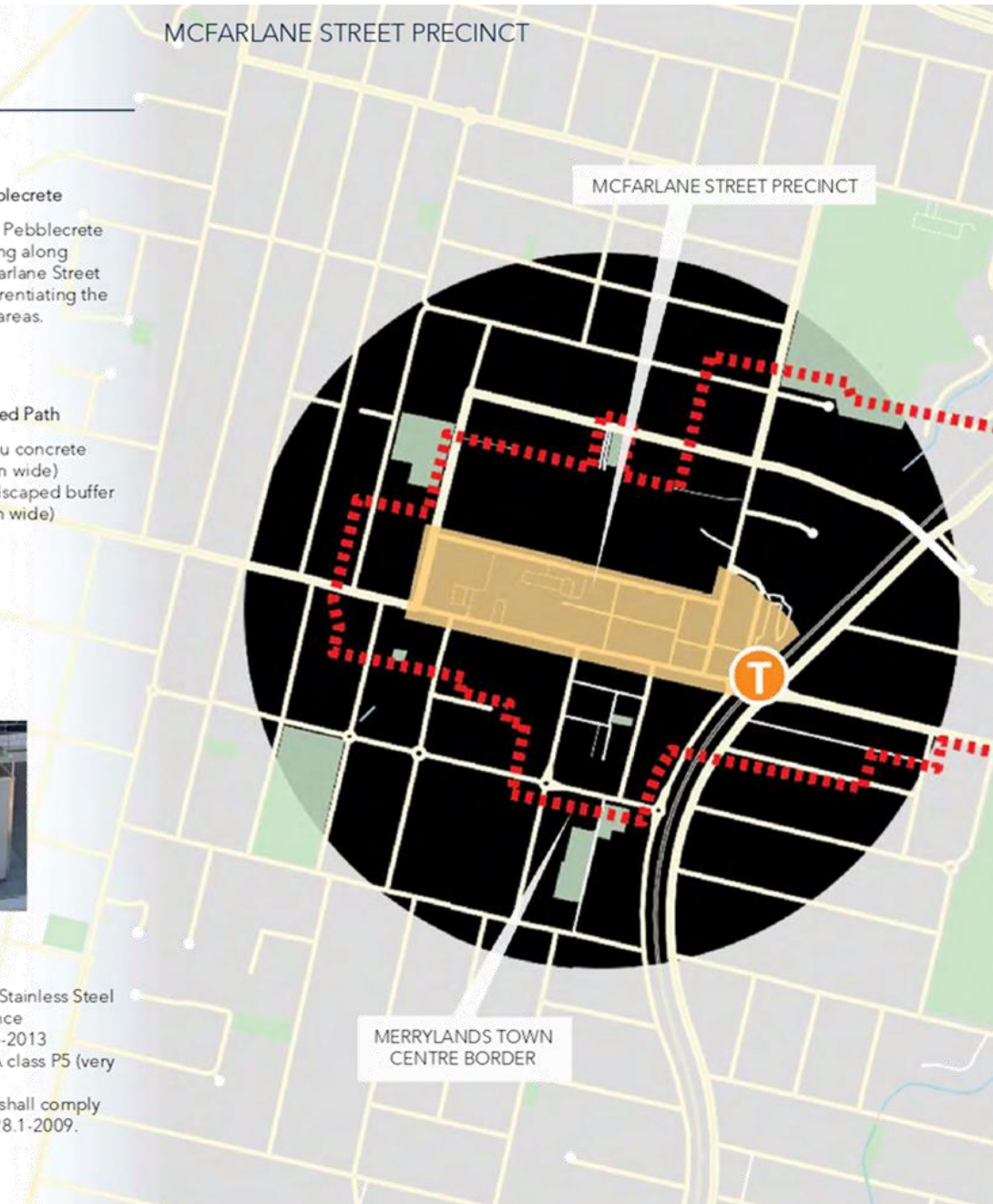
ACCESSIBILITY



Tactile Ground Surface Indicators (TGSIs)

Warning tactile
Directional tactile

Grade 316 Stainless Steel
Slip resistance
AS/NZ4586-2013
Appendix A class P5 (very low)
Installation shall comply with AS 1428.1-2009.



4.2.1 McFarlane Street Precinct (West)

PUBLIC DOMAIN



PEDESTRIAN ACCESS

A pedestrian walkthrough will provide a more permeable urban fabric, encouraging walking and vibrancy.



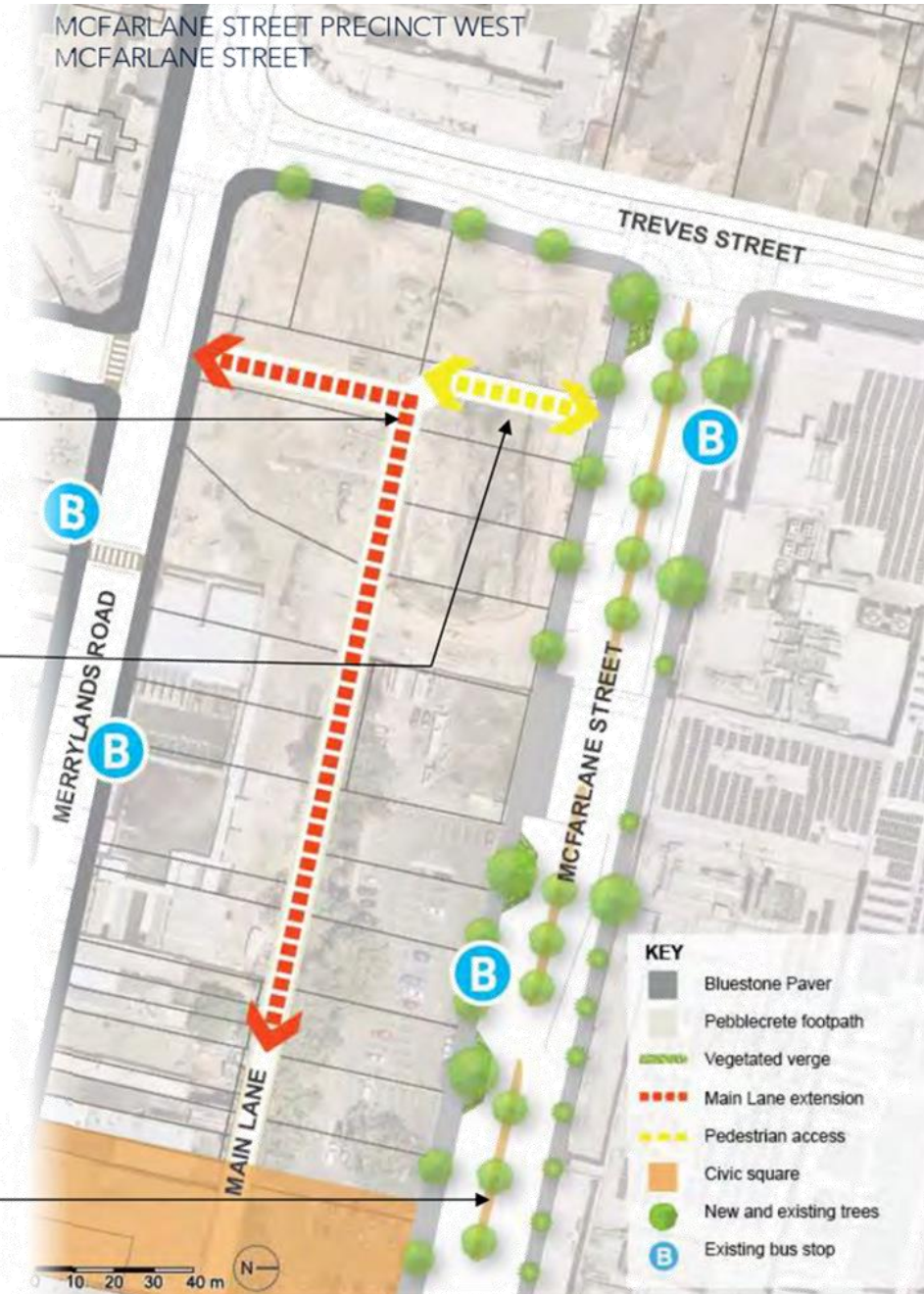
OUTDOOR DINING

McFarlane Street will be transformed in a vibrant 'Eat Street. Areas for outdoor seating will encourage people to linger and boost activity for business along the strip.



STREET BANNERS

Street banners will build a sense of place and inform the community of cultural events. This will support a sense of civic pride and character.



4.2.1 McFarlane Street Precinct (West)

SECTION AND TREE PLANTING

TREE PLANTING

McFarlane Street is lined with existing trees and will be reinforced with new plantings. To the North, new Magnolia plantings will compliment the existing, which will soften the longer Stocklands block.

To the South and centre kerb, new plantings of Platanus x acerifolia and Pistacia Chinensis will support existing trees to create a canopy, cooling the streets and providing shade for pedestrians.



Left: Platanus x acerifolia



Above: Pistacia chinensis

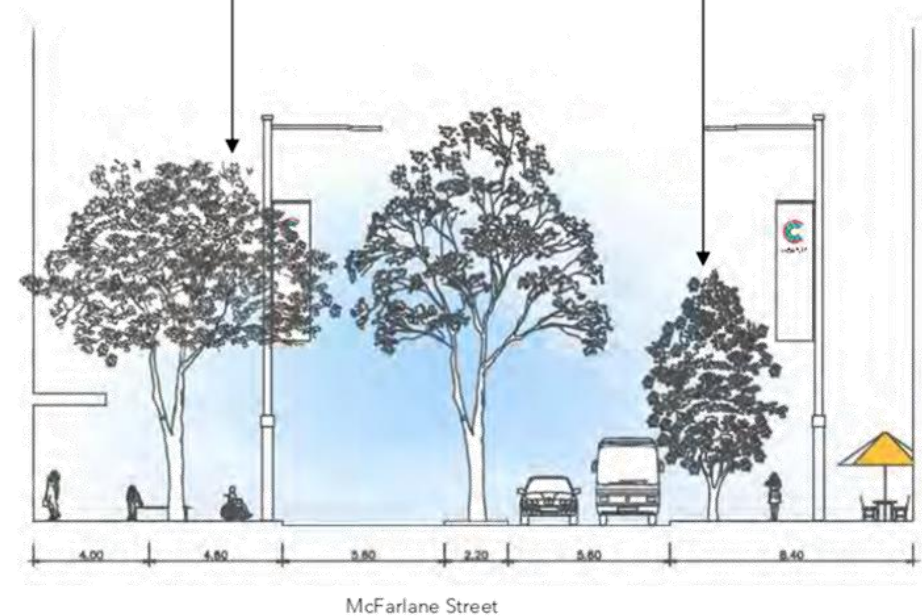
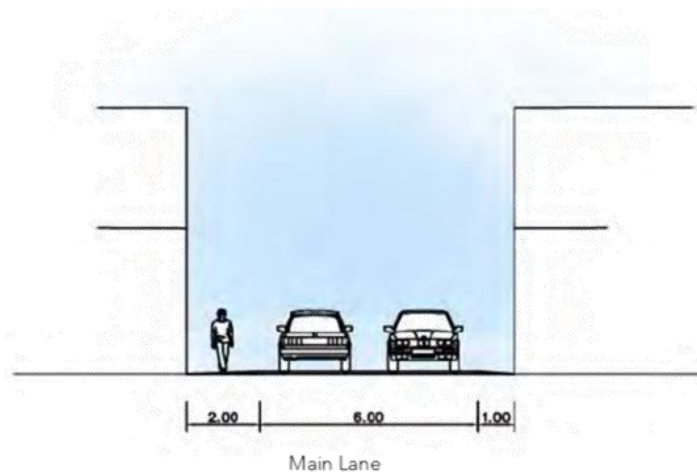


Left: Magnolia grandiflora 'Exmouth'



Above: Magnolia grandiflora 'Exmouth' bloom

SECTION



4.2.2 McFarlane Street Precinct (Civic Square)

PUBLIC DOMAIN



LANE WIDENING

Main Lane and Finns Lane to be widened providing a more pleasant pedestrian experience and rear access for apartment buildings.



CIVIC SQUARE

A new civic square will join Merrylands Road and McFarlane Street offering more open space for residents and a permeable street design to encourage walking and activity.



PARTIAL LANE CLOSURE

Finns Lane will be closed to traffic and made into a pedestrian zone. This will create a more pleasant experience for residents and visitors, and encourage people to linger and stay.



4.2.2 McFarlane Street Precinct (Civic Square)

PRELIMINARY CONCEPT PLAN FOR MERRYLANDS CIVIC SQUARE

Merrylands Civic Square has been innovatively designed to comprise multiple flexible and multi-functional zones that provide for flexibility in use and activity level as well as an inclusive environment. The design incorporates an events area, seating areas for passive recreation, and elements of fun and play. The Square also provides opportunities for appreciation of nature and space.

Both natural and built elements are incorporated in the Square's design. A large part of the Square has an area of green open space. Mature trees with accompanying storey planting to create a garden feel and to provide respite from adjoining built structures are proposed here. Its focus is people and encouraging human interaction, socialisation, and engagement, alongside individual activities. Both built and natural elements, from those at ground level to overhead, contribute to the overall human scale of the site, and are designed to provide various points of interest with no single element dominating.

The openness and width of the Square and the transition to the streets, combined with people within the space, and adjacent businesses, is designed to contribute to security and safety allowing for safe interaction and social inclusion.

The preliminary concept design for the Civic Square has been developed after consultation with residents and businesses the intent being that Civic Square becomes an important destination and place not only for Cumberland but the wider district.



4.2.3 McFarlane Street Precinct (Merrylands Station)

PUBLIC DOMAIN



ACTIVE TRANSPORT LINKS

Active transport will be encouraged through shared cycleways and attractive street design. The community will benefit through improved health and wellbeing.

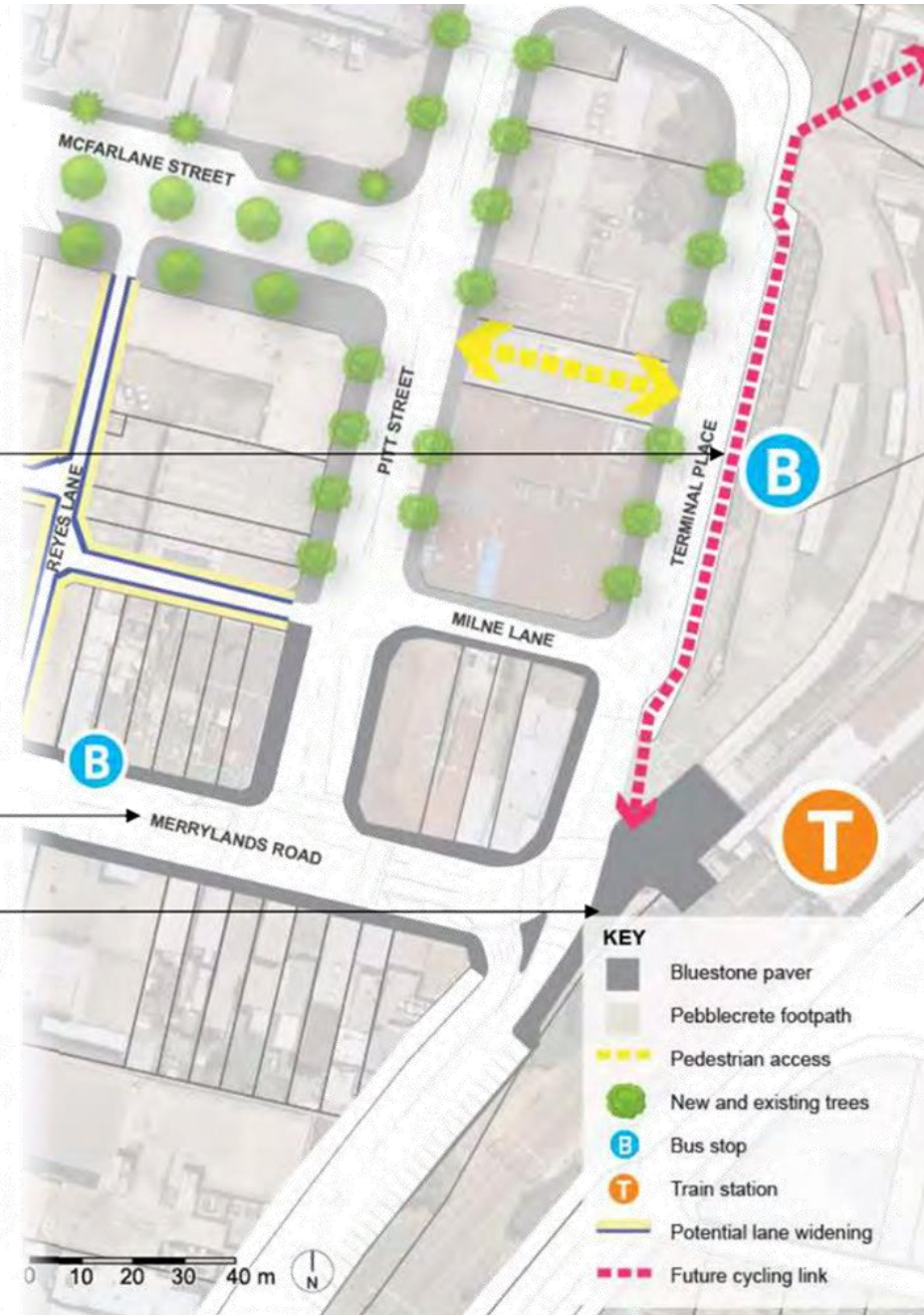
MAIN RETAIL STRIP

Merrylands Road will be reinforced as a retail strip through tree coverage and potential street art. This will reinforce prosperity for existing businesses, new opportunities for business and greater choice for the local community.



TRANSIT ORIENTED DEVELOPMENT

Merrylands train station will be revitalised, inviting residents to use public transport. The station hub will offer protection from weather and an attractive built form.



4.2.3 McFarlane Street Precinct (Merrylands Station)

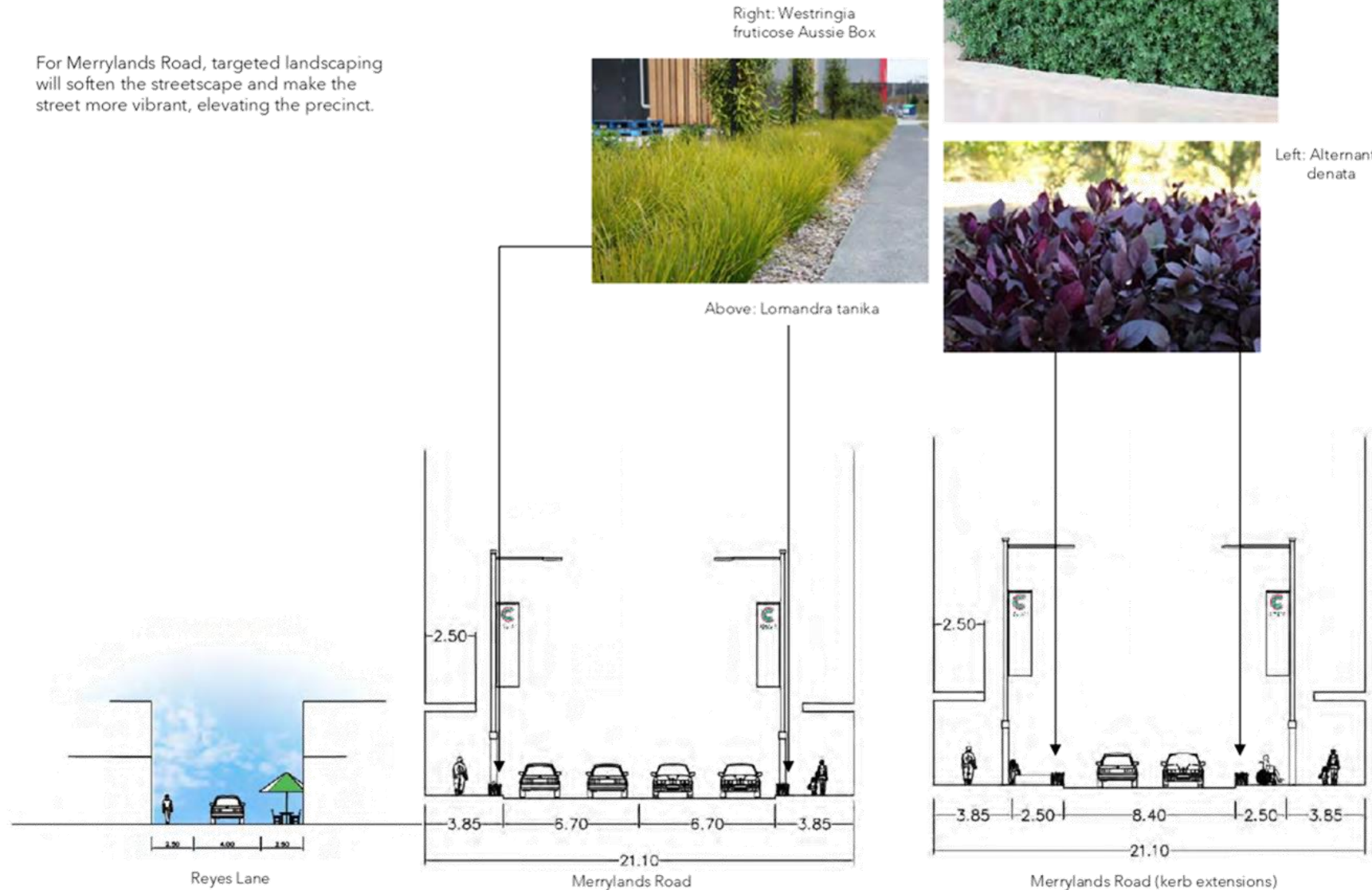
SECTION AND TREE PLANTING

LANDSCAPING

For Merrylands Road, targeted landscaping will soften the streetscape and make the street more vibrant, elevating the precinct.

SECTION

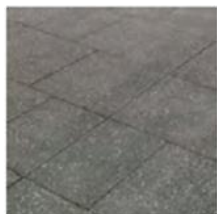
14



4.3 Neil Street Precinct

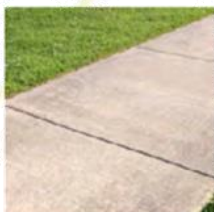
PUBLIC DOMAIN PALETTE

PAVEMENT



Pebblecrete

New Pebblecrete paving along Pitt Street, Gladstone Street and sections of Neil Street



Concrete

Concrete for all other paved areas (Natural grey colour with no added oxide)



Shared Path

In-situ concrete (2.5m wide) Landscaped buffer (~1m wide)

STREET FURNITURE

Bike racks



Benches



Rubbish bins



ACCESSIBILITY



Tactile Ground Surface Indicators (TGSIs)

Warning tactile

Directional tactile

Grade 316 Stainless Steel
Slip resistance
AS/NZ4586-2013
Appendix A class P5 (very low)
Installation shall comply with AS 1428.1-2009.

NEIL STREET PRECINCT



4.3 Neil Street Precinct

PUBLIC DOMAIN



SHARED STREETS

Shared streets create more active communities and provide opportunities for walking and cycling. This will create healthier and happier communities, and assist with resilience and mitigation of climate change.

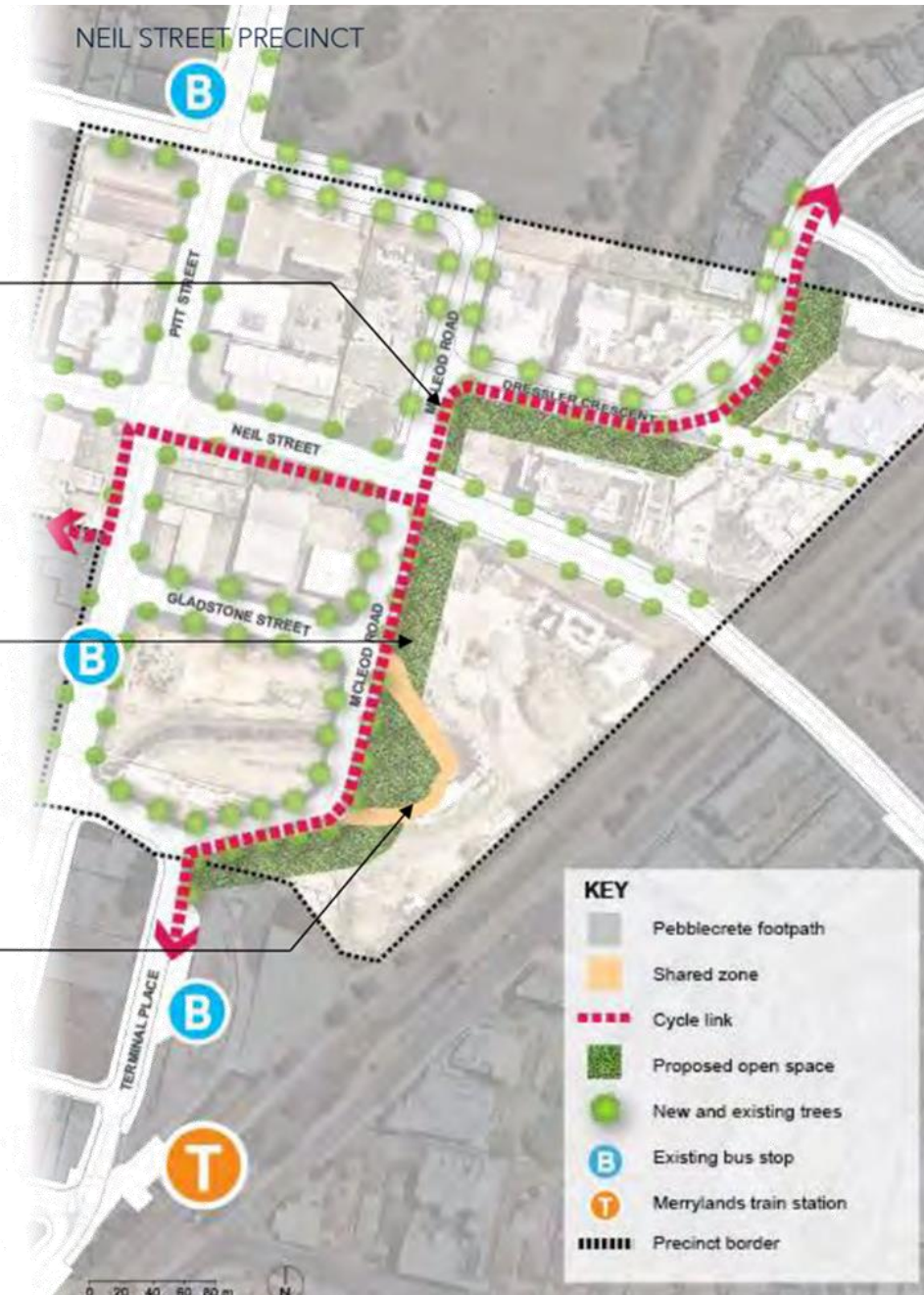
WATER SENSITIVE URBAN DESIGN (WSUD)

Best practise Water Sensitive Urban Design (WSUD) measures will be incorporated into sections of McLeod Road. This will assist with reducing potential flooding in the area and maximise opportunities for healthier tree root growth and canopy cover.



PARKS AND OPEN SPACE

Neil Street Park will serve as a major recreation space for the precinct. It will provide space for gatherings and events, and space for workers to have lunch breaks.



4.3 Neil Street Precinct

SECTION AND TREE PLANTING

TREE PLANTING

McLeod Road is a new street lined with *Tristaniopsis laurina*. It has a fragrant yellow flower in summer and develops a dense, round canopy. It is tolerant to frosts and humid environments.

Melaleuca styphelioides will line sections of Neil Street. It is a hardy tree that can tolerate local conditions, and is well suited to the busy Neil Street movement corridor.



Left: *Tristaniopsis laurina* bloom



Above/left: *Tristaniopsis laurina*

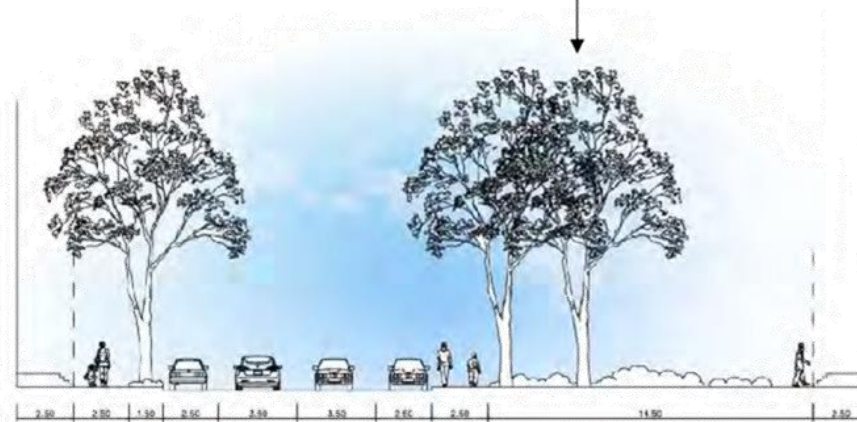


Right: *Melaleuca styphelioides* bloom

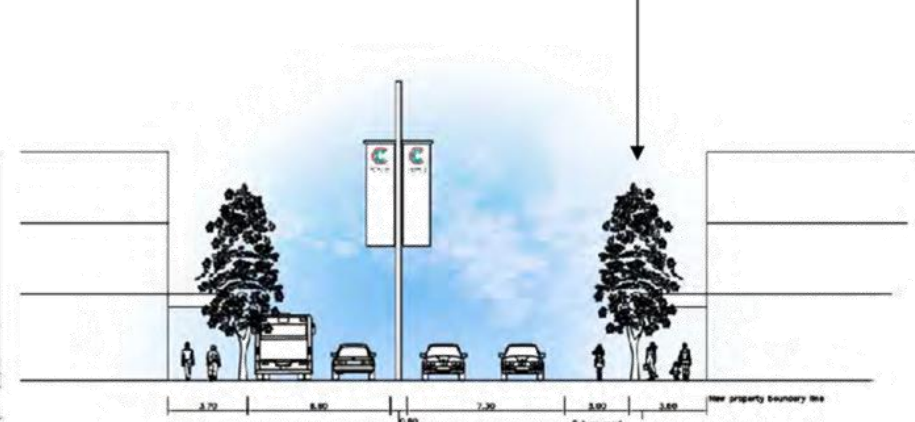


Above/right: *Melaleuca styphelioides*

SECTION



McLeod Road



Neil Street

4.3 Neil Street Precinct

WATER SENSITIVE URBAN DESIGN

Best practise Water Sensitive Urban Design (WSUD) measures will be incorporated into sections of the Neil Street Precinct. Trees will be planted within strata cell units to maximise opportunities for healthier tree root growth and canopy cover in a small area.

Strata Cells

Strata Cell systems can be designed using best practice WSUD principles to capture overland stormwater and effectively filter and retain water at the source of each tree reducing the overload of stormwater on the network - Strata cells combined with WSUD will deliver multiple benefits to both green and blue infrastructure and for the wider community.

Guidelines

- Strata cell system shall be incorporated where tree planting occurs within hard paved areas and the road corridor along Pitt Street, McLeod Road, Neil Street, and Sheffield Street and Dressler Crescent.
- Strata cell systems shall be designed for minimum 20m³ soil volume per pit for the establishment of medium sized trees.
- WSUD principles shall be incorporated to capture overland stormwater and direct into rain gardens and tree planting beds thereby reducing the quantity of stormwater runoff and cooling and greening our local environment.



RAIN GARDENS

Rain gardens are built into the sidewalk, generally on street corners near stormwater drains. The gardens slow the flow of stormwater run off, reduce litter entering the waterways and improve the aesthetic value of footpaths.

STRATA CELLS

These cells encourage the growth of trees and build strong root structures. They can store water for short periods of time, slowing the flow of water into stormwater drains.



WATER SENSITIVE URBAN DESIGN (WSUD)

WSUD principles aim to use the natural environment to mitigate the impacts of urban development. This can include slowing stormwater run off, reducing the impacts of drought through soil saturation, and healthier trees and root development.

4.4 Merrylands Station Precinct (East)

PUBLIC DOMAIN PALETTE

PAVEMENT



Pebblecrete
New Pebblecrete paving along Pitt, Gladstone and sections of Neil Street



Concrete
Concrete for all other paved areas
(Natural grey colour with no added oxide)

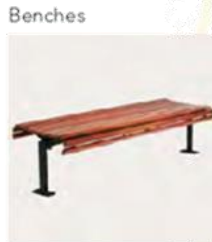


Shared Path
In-situ concrete (2.5m wide) Landscaped buffer (~1m wide)

STREET FURNITURE



Bike racks



Benches



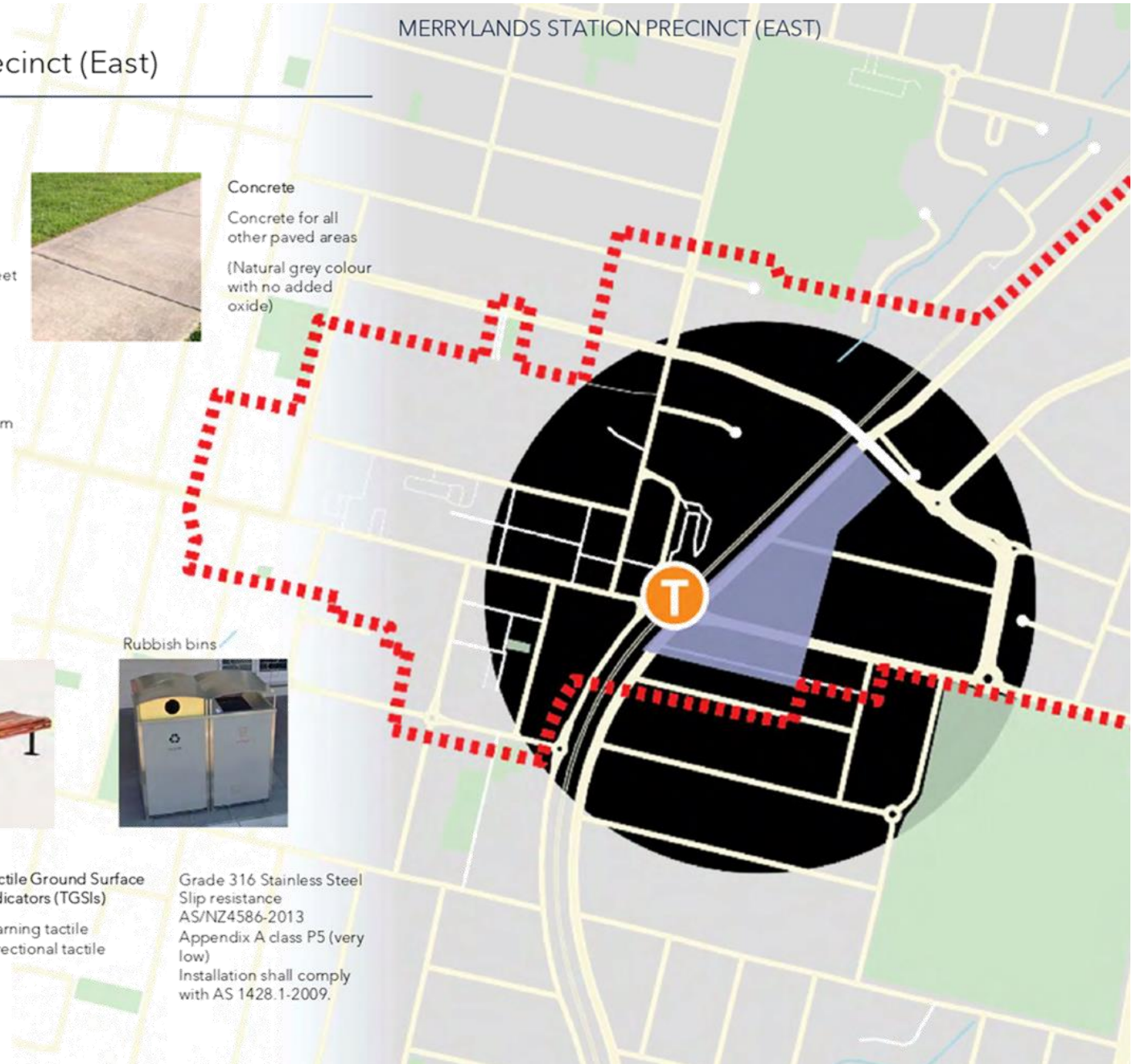
Rubbish bins

ACCESSIBILITY



Tactile Ground Surface Indicators (TGSIs)
Warning tactile
Directional tactile

Grade 316 Stainless Steel
Slip resistance
AS/NZ4586-2013
Appendix A class P5 (very low)
Installation shall comply with AS 1428.1-2009.



4.4 Merrylands Station Precinct (East)

PUBLIC DOMAIN



LANEWAYS

A new laneway from Smythe Street to Merrylands Road will allow car entry to apartment buildings off the main precinct roads. This will encourage active street frontages and an attractive built form.



PLANTS AND VERGES

Plants will green pedestrian protection areas and raised pedestrian crossings will create slow traffic around the train station making a more pleasant environment for cyclists and pedestrians.



PERMEABILITY

New pedestrian walkthroughs increases the permeability of longer street blocks. This will encourage walking, activity and a more interesting experience for pedestrians.



4.4 Merrylands Station Precinct (East)

SECTION AND TREE PLANTING

TREE PLANTING

Railway Terrace will be lined with *Tristaniaopsis laurina* along the eastern side of the road. It has a fragrant yellow flower in summer and develops a dense, round canopy. It will create shade for pedestrians and for the ground floor businesses that will line the mixed use buildings.



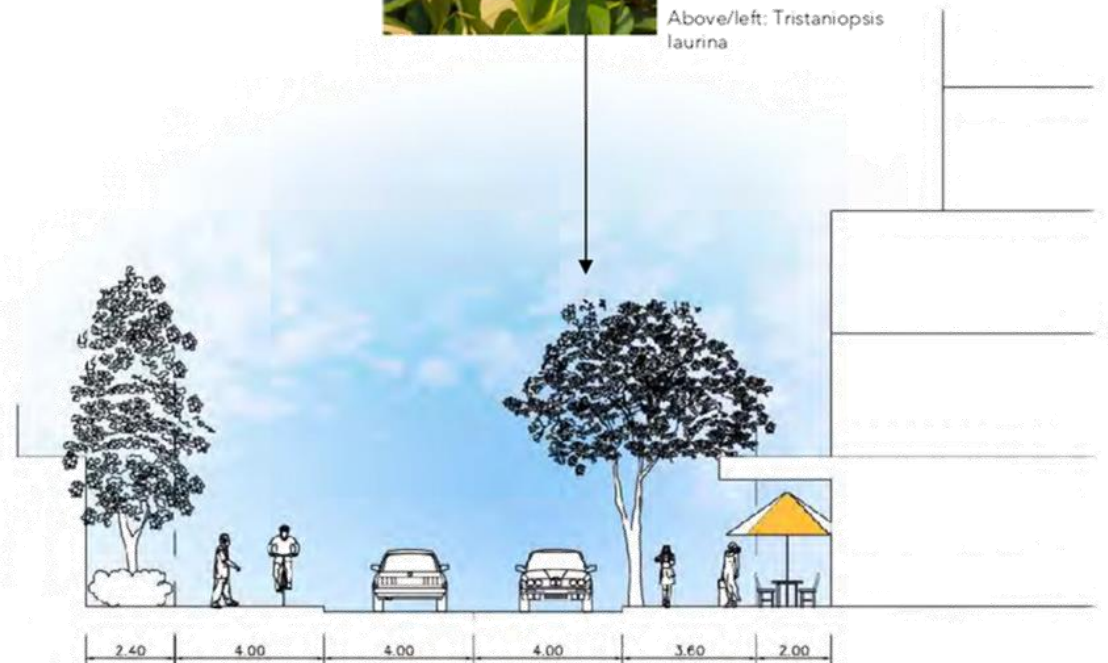
Left: *Tristaniaopsis laurina* bloom



Above/left: *Tristaniaopsis laurina*



SECTION



Railway Terrace

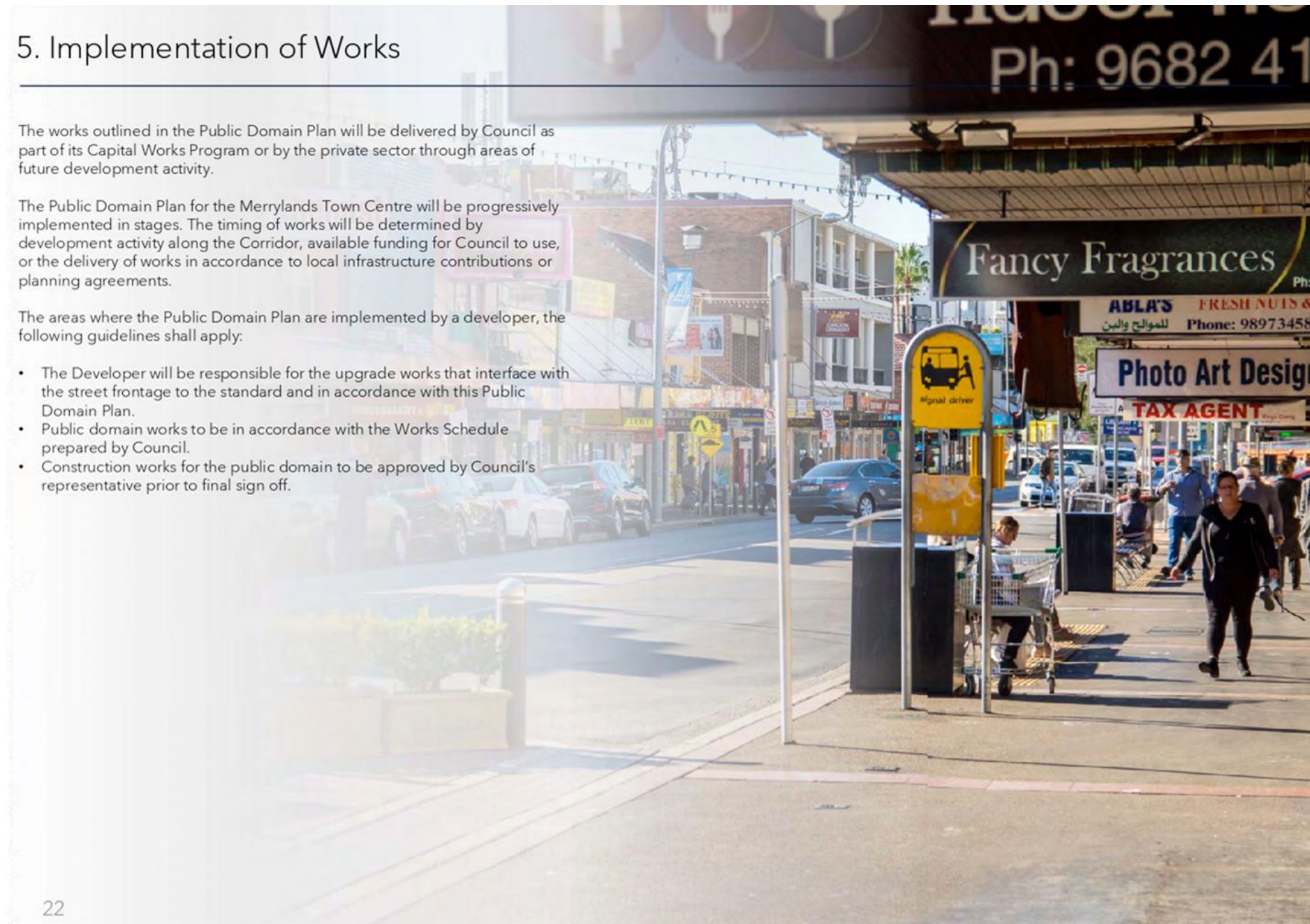
5. Implementation of Works

The works outlined in the Public Domain Plan will be delivered by Council as part of its Capital Works Program or by the private sector through areas of future development activity.

The Public Domain Plan for the Merrylands Town Centre will be progressively implemented in stages. The timing of works will be determined by development activity along the Corridor, available funding for Council to use, or the delivery of works in accordance to local infrastructure contributions or planning agreements.

The areas where the Public Domain Plan are implemented by a developer, the following guidelines shall apply:

- The Developer will be responsible for the upgrade works that interface with the street frontage to the standard and in accordance with this Public Domain Plan.
- Public domain works to be in accordance with the Works Schedule prepared by Council.
- Construction works for the public domain to be approved by Council's representative prior to final sign off.



DOCUMENTS
ASSOCIATED WITH
REPORT EELPP020/21

Attachment 6
Land Use Planning Analysis



Land use planning analysis

Targeted sites in Merrylands and Guildford



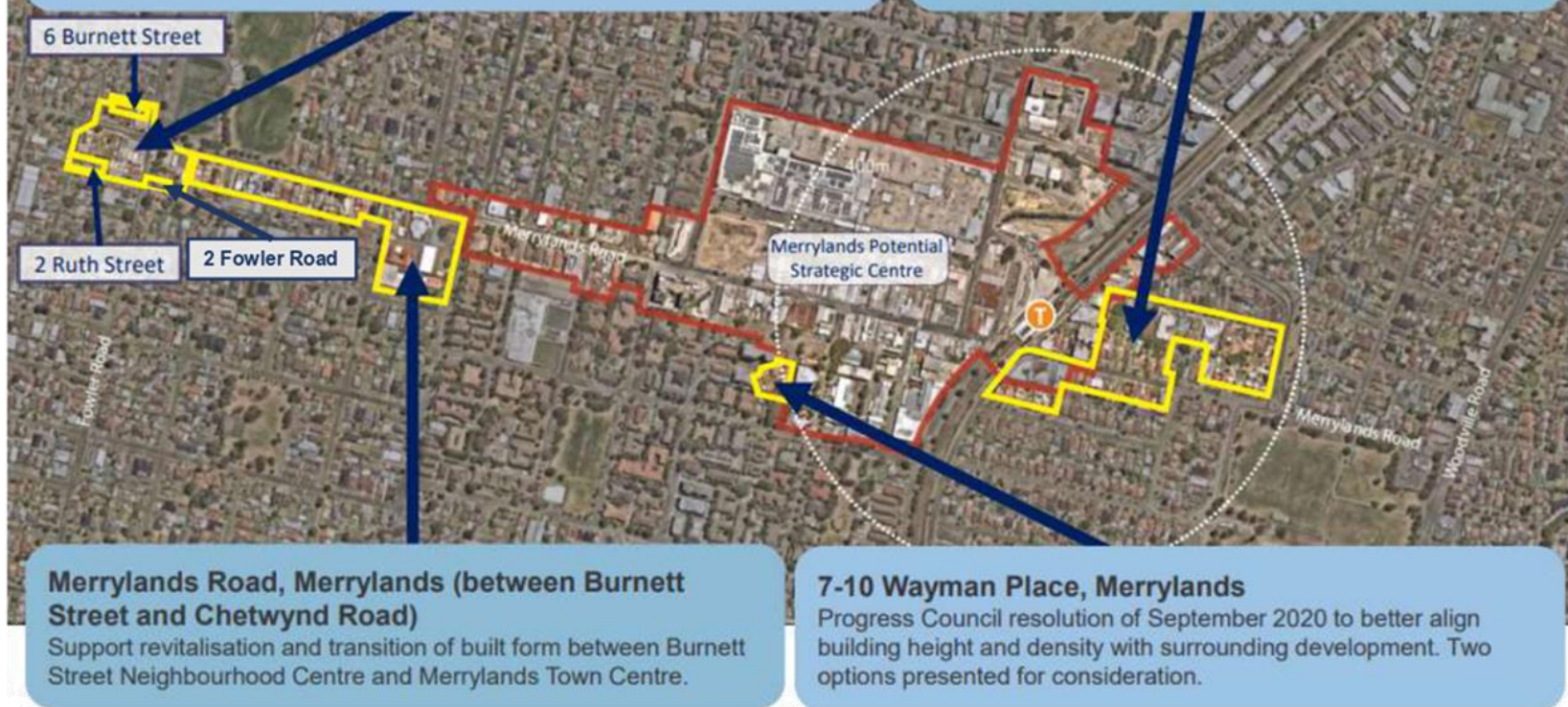
Overview of Merrylands site-specific proposals

Burnett Street Neighbourhood Centre, Merrylands

Progress proposals as resolved by Council in July 2020 and September 2020 to increase building height and density for the neighbourhood centre and apply these controls for 6 Burnett Street, 2 Ruth Street and 2 Fowler Road.

Merrylands Road, Merrylands (east of Station)

Support revitalisation and transition of built form between Merrylands Town Centre and Woodville Road Corridor.



Merrylands Road, Merrylands (between Burnett Street and Chetwynd Road)

Support revitalisation and transition of built form between Burnett Street Neighbourhood Centre and Merrylands Town Centre.

7-10 Wayman Place, Merrylands

Progress Council resolution of September 2020 to better align building height and density with surrounding development. Two options presented for consideration.



Burnett Street Neighbourhood Centre



Potential
additional dwelling
yield based on
proposed planning
controls = **over 260
dwellings**



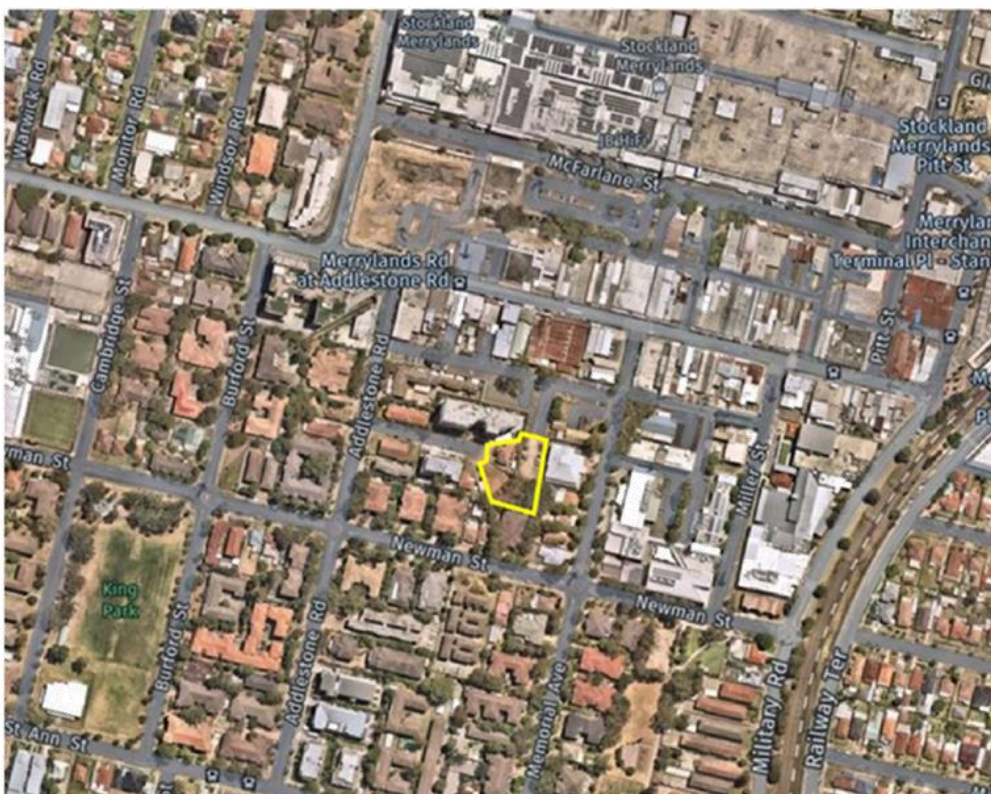
Merrylands Road (between Burnett Street and Chetwynd Road)



Potential additional
dwelling yield based
on proposed planning
controls = **over 140
dwellings**



7-10 Wayman Place, Merrylands



**Potential additional
dwelling yield
based on proposed
planning controls =
over 80 dwellings**



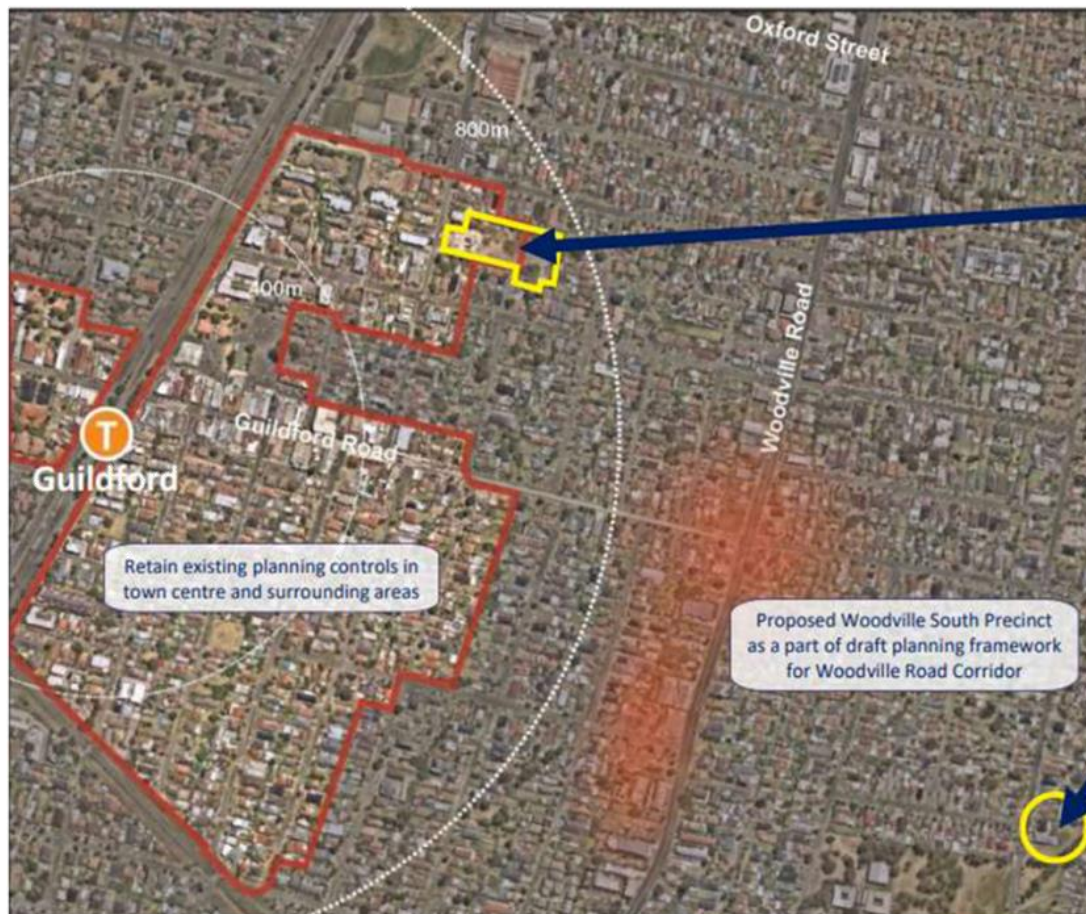
Merrylands Road (East of station)



Potential
additional
dwelling yield
based on
proposed
planning controls
= **over 370
dwellings**



Overview of Guildford site-specific proposals



32-34 Marian Street and 2A Bury Road, Guildford
Progress Council resolution of September 2020 to facilitate high density residential development consistent with adjoining high density area.

Victor Brazier Park, Excelsior Street, Guildford
Progress Council resolution of March 2020 to rezone a small isolated area of the park with poor surveillance, and reclassify the subject area from 'Community' to 'Operational' land to allow for low density residential uses.



32-34 Marian Street and 2A Bury Road, Guildford



Potential additional
dwelling yield
based on proposed
planning controls =
over 220 dwellings

DOCUMENTS
ASSOCIATED WITH
REPORT EELPP020/21

Attachment 7
Traffic and Transport Analysis

Technical Advisory Note

Quality Information	
Project:	Cumberland Centres Transport Study
Project Number:	SCT_00160
Document Name:	Merrylands and Guildford Proposed Planning Controls – Traffic Advice
Date:	18 May 2021
Prepared:	Florian Langstraat, Principal Consultant
Reviewed:	Andy Yung, Director
Authorised:	Andy Yung, Director

Purpose of this note

Cumberland City Council is undertaking early consultation on proposed planning controls for targeted sites in the Merrylands and Guildford areas. The proposed planning controls cover the following areas:

- **Merrylands:**
 - Burnett Street Neighbourhood Centre
 - Merrylands Road (between Burnett Street and Chetwynd Road)
 - 7-10 Wayman Place
 - Merrylands Road (east of station)
- **Guildford:**
 - 32-34 Marian Street and 2 Bury Road

This technical note provides initial, high-level advice to Council on the potential traffic impacts of each of these proposed planning controls.

Merrylands

Burnett Street Neighbourhood Centre, Merrylands

Proposed planning controls and expected yields

The proposed planning controls at Burnett Street Neighbourhood Centre are intended to progress proposals as resolved by Council in July 2020 and September 2020 to increase building height and density for the neighbourhood centre, and apply these controls for 2 Fowler Street, 6 Burnett Street and 2 Ruth Street. These three sites at 2 Fowler Street, 6 Burnett Street and 2 Ruth Street would be rezoned from R2 to B1 to accommodate the expansion of the centre (**Figure 1**).

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Figure 1 Burnett Street Neighbourhood Centre planning controls



Source: Cumberland Council (2021), Merrylands Area: Proposed Planning Controls

According to yield estimates prepared by Council, the proposed planning controls are expected to result in **260 additional dwellings**.

Trip generation

The trip generation for the above additional dwellings can be estimated based on the recommended trip generation rates developed for Cumberland centres. These recommended trip generation rates are based on two variables: the number of cars per unit, and the distance from the nearest station, as shown in **Table 1**.

Table 1 Recommended vehicle trip generation rates for high-density residential dwellings in Cumberland centres, differentiated by parking spaces and distance from the nearest train station

Distance from the nearest train station	0.5 car / unit	1 car / unit	2 or more cars / unit
<1km	0.10	0.19	0.38
1-2km	0.16	0.26	0.45
>2km	0.60	0.69	0.88

Source: SCT Consulting (2020), Technical Note: Recommended Trip Generation Rates, May 2020.

The site is approximately 1.5km from Merrylands station. With reference to **Table 1**, and taking into account the higher existing car ownership patterns for flats in Merrylands compared to Auburn (20% of flats have no car; 56% have one car; and 24% have two or more cars), the estimated AM peak-hour vehicle trip rate is **0.29**. This vehicle trip rate results in an estimated **75 additional vehicle trips** in the AM peak.

Likely traffic impacts

These additional vehicle trips are likely to have a minor impact on the network, although they are unlikely to require a detailed TIA or traffic modelling at the planning proposal stage. However, there may be a need for a brief traffic impact statement to qualitatively review the impacts during the DA stage, particularly at the **Merrylands Road / Burnett Street intersection**.

Additionally, given the number of additional dwellings and the distance to Merrylands station, consideration should be given to the potential for improvements to **bus connectivity** (in particular bus route 806 to Merrylands and Parramatta), and the potential for a **cycle route** to link residents to Merrylands town centre.

Merrylands Road, Merrylands

Proposed planning controls and expected yields

The proposed planning controls along Merrylands Road support the revitalisation and transition of built form between Burnett Street Neighbourhood Centre and Merrylands Town Centre. The proposed planning controls involve rezoning part of the area south of Merrylands Road from R2 to R4, and another part from R2 to R2 (**Figure 2**).

Figure 2 Merrylands Road planning controls



Source: Cumberland Council (2021), Merrylands Area: Proposed Planning Controls

According to yield estimates prepared by Council, the proposed planning controls are expected to result in **142 additional dwellings**.

Trip generation

The site is between 1.0km and 1.4km from Merrylands station. Similar to Burnett Street Neighbourhood Centre, the estimated vehicle trip generation rate is therefore **0.29**. This results in an estimated **41 additional vehicle trips** in the AM peak.

These additional vehicle trips are **not considered to be significant** and unlikely to require a detailed TIA or traffic modelling at the planning proposal stage. It is anticipated that further assessments would be undertaken at the Development Application stage.

7-10 Wayman Place, Merrylands

Proposed planning controls and expected yields

The proposed planning controls at 7-10 Wayman Place are intended to progress Council's resolution of September 2020 to better align building height and density with surrounding development. Council is consulting on two options for revised planning controls involving an uplift to height and FSR, as shown in **Figure 3** and **Figure 4**.

Figure 3 7-10 Wayman Place planning controls option 1:
Council endorsed approach



Source: Cumberland Council (2021), Auburn Town Centre: Proposed Planning Controls

Figure 4 7-10 Wayman Place planning controls option 2:
Transitional height and FSR



Source: Cumberland Council (2021), Auburn Town Centre: Proposed Planning Controls

According to yield estimates prepared by Council, the proposed planning controls are expected to result in a minimum of **56 additional dwellings** (under Option 2) and a maximum of **80 additional dwellings** (under Option 2).

Trip generation

The site is approximately 700m from Merrylands station. With reference to **Table 1** and the car ownership patterns for flats in Merrylands discussed above, the AM peak-hour vehicle trip rate is estimated at **0.20**. This results in an estimated minimum of **11 additional vehicle trips**, and a maximum of **16 additional vehicle trips** in the AM peak.

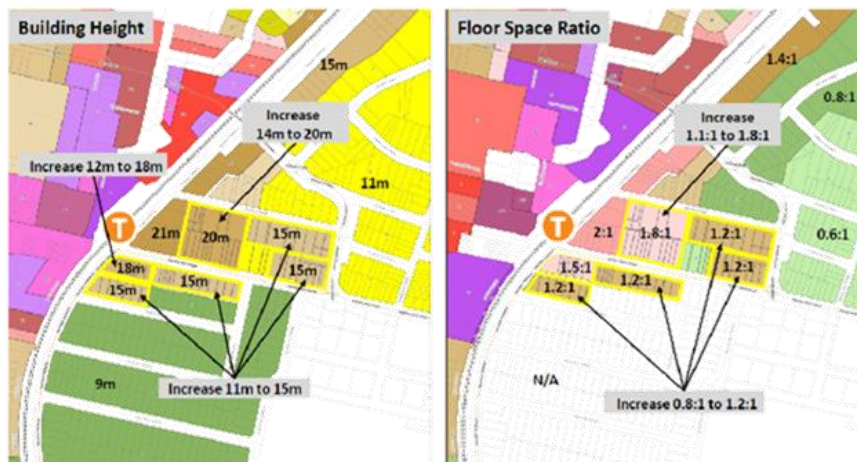
These additional vehicle trips are **not considered to be significant** and unlikely to require a detailed TIA or traffic modelling at the planning proposal stage. It is anticipated that further assessments would be undertaken at the Development Application stage.

Merrylands Road (east of station), Merrylands

Proposed planning controls and expected yields

The proposed planning controls east of Merrylands station support the revitalisation and transition of built form between Merrylands Town Centre and the Woodville Road Corridor. The proposed planning controls involve uplifts to height and FSR, as shown in **Figure 5**.

Figure 5 Merrylands Road (east of station) planning controls



Source: Cumberland Council (2021), Merrylands Area: Proposed Planning Controls

According to yield estimates prepared by Council, the proposed planning controls are expected to result in **379 additional dwellings**.

Trip generation

The site is directly adjacent to Merrylands station. East of Merrylands station, existing car ownership rates for flats are slightly higher than in Merrylands town centre (17% of flats have no car; 56% have one car; and 28% have two or more cars). Consequently, with reference to **Table 1**, the AM peak-hour vehicle trip rate is estimated at **0.21**. This vehicle trip rate results in an estimated **80 additional vehicle trips** in the AM peak.

Likely traffic impacts

These additional vehicle trips are likely to have a moderate impact on the road network given its proximity to future development in the Merrylands town centre and Woodville Road corridor. As strategic planning work has been undertaken at these locations, further TIA or modelling is unlikely required at this planning proposal stage. However, this could be assessed further in either a full TIA or a brief traffic impact statement at the DA stage. Given the layout of the surrounding road network, the impacts of the additional vehicle trips are likely to be most noticeable at the **following intersections**:

- The **Merrylands Road / Railway Terrace** priority intersection, including the potential impacts on pedestrians accessing Merrylands station from the east
- The **Merrylands Road / Loftus Street** roundabout
- The **Merrylands Road / Woodville Road** signalised intersection
- The **Mombri Street / William Street** roundabout
- The **Neil Street / Pitt Street** signalised intersection

Additionally, aside from the vehicle transport impacts, consideration should be given to **measures to support walking, cycling and train journeys**, including:

- Upgrading **crossing opportunities west of Merrylands station**, to encourage walking to the major retail area
- Increasing **pedestrian priority and amenity along Merrylands Road**, using measures such as widening pedestrian footpaths, tree planting and better lighting

- Improving the **cycling network along Railway Terrace** to allow for better cycle access to Parramatta CBD
- Exploring opportunities to **connect Merrylands East and West with cycleways**

Cumulative traffic impacts

Taken together, the four proposed planning controls in Merrylands are expected to generate between **207 and 212 additional vehicle trips** in the AM peak. The four areas are not located closely together and their impacts will be spread over different parts of Merrylands town centre, both east and west of the station.

Guildford

32-34 Marian Street and 2 Bury Road

Proposed planning controls and expected yields

The proposed planning controls at the joint site at 32-34 Marian Street and 2 Bury Road are intended to progress proposals to increase building height and introduction of a small amount of non-residential floorspace, as shown in **Figure 6**.

Figure 6 32-34 Marian Street and 2 Bury Road planning controls



Source: Cumberland Council (2021), 32-34 Marian Street and 2 Bury Road, Guildford: Proposed Planning Controls

According to yield estimates prepared by Council, the proposed planning controls are expected to result in **229 additional dwellings**.

Trip generation

The site is approximately 750m from Guildford station. With reference to **Table 1**, given the car ownership patterns for flats in Guildford, the AM peak-hour vehicle trip rate is estimated at **0.20**. This vehicle trip rate results in an estimated **46 additional vehicle trips** in the AM peak.

These additional vehicle trips are **not considered to be significant** and unlikely to require a detailed TIA or traffic modelling at the planning proposal stage. It is anticipated that further assessments would be undertaken at the Development Application stage.

**DOCUMENTS
ASSOCIATED WITH
REPORT EELPP020/21**

**Attachment 8
Early Consultation and
Submissions**



CUMBERLAND
COUNCIL

Targeted planning controls for Merrylands

Submissions received during early consultation



Overview of Merrylands site-specific proposals

Burnett Street Neighbourhood Centre, Merrylands

Progress proposals as resolved by Council in July 2020 and September 2020 to increase building height and density for the neighbourhood centre, and apply these controls for 6 Burnett Street and 2 Ruth Street.

Merrylands Road, Merrylands (east of Station)

Support revitalisation and transition of built form between Merrylands Town Centre and Woodville Road Corridor.



Merrylands Road, Merrylands (between Burnett Street and Chetwynd Road)

Support revitalisation and transition of built form between Burnett Street Neighbourhood Centre and Merrylands Town Centre.

7-10 Wayman Place, Merrylands

Progress Council resolution of September 2020 to better align building height and density with surrounding development. Two options presented for consideration.



Burnett Street Neighbourhood Centre

Overview of submissions



1 submission received
(as at 31 March 2021)

1 in support

- Requests rezoning and amended planning controls to align with B1 Neighbourhood Centre

Objection on the basis of:

- Increased traffic
- Lack of available carparking
- Overshadowing
- Impact on house prices

Recommendation:

Progress amendments to zoning, building height and density controls for the Burnett Street Neighbourhood Centre – include in planning proposal



Merrylands Road (between Burnett Street and Chetwynd Road) Overview of submissions



4 submissions received
(as at 31 March 2021)

2 in support, citing:

- Improved amenity
- Positive impact on property values

2 objections on the basis of:

- Increased traffic
- Concerns about liveability and local character
- Impact of density and overshadowing
- Impact on house prices

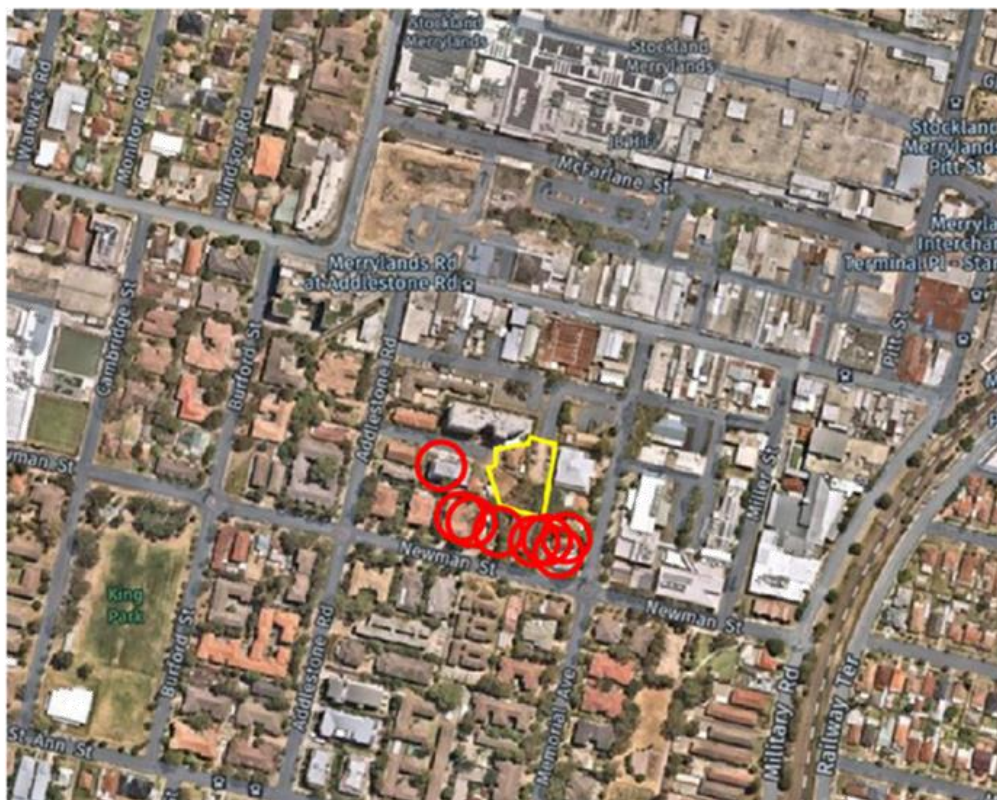
Recommendation:

Progress transitional built form controls between Burnett Street Neighbourhood Centre and Merrylands Town Centre. – include in planning proposal



7-10 Wayman Place, Merrylands

Overview of submissions



13 submissions received
(as at 31 March 2021)

Objections* on the basis of:

- Increased traffic
- Lack of available carparking
- Concerns about liveability and local character
- Impact of density and overshadowing
- Impact on house prices
- Urban heat considerations and loss of tree canopy

*Includes 5 submissions from out of area

Recommendation:

Progress transitional built form controls between.
– include in planning proposal



Merrylands Road (East of station) Overview of submissions



11 submissions received
(as at 31 March 2021)

9 in support, citing:

- Housing affordability
- Access to public transport
- Vibrancy
- Site specific requests for similar controls on northern side of Albion Street

3 objections* on the basis of:

- Increased traffic
- Concerns about liveability and local character
- Impact of density and overshadowing

*Includes 1 submission from out of area

Recommendation:

Progress transitional built form controls – include in planning proposal



CUMBERLAND
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Site-specific Submissions Included in Planning Proposal



2 Fowler Road, Merrylands



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	B1 Neighbourhood Centre Height: 17m FSR: 2:1
	Proposed built form (as exhibited) No change	
Rationale/ Submission	Stakeholder proposes rezoning 2 Fowler Road, Merrylands from R2 to B1, building height from 9m to 15m and floor space ratio from N/A to 1.2:1. The amendments would align with proposed planning controls at adjoining properties.	

Recommendation:

Include in planning proposal – rezone B1 with corresponding height and density



1-21 Albion Avenue, Merrylands



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R4 High Density Residential Height: 15m FSR: 1.2:1
	Proposed built form (as exhibited)	
	No change	
Rationale/ Submission	Stakeholder proposes rezoning 1 to 21 Albion avenue from R2 to R4, building height from 9m to 15m, and floor space ratio from N/A to 1.2:1. The amendments would align with proposed planning controls for adjoining properties and is within 500m walking distance of Merrylands Station	

Recommendation:

Include in planning proposal



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Site-specific Submissions
Not included in Planning Proposal



Major Road, Merrylands



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Height: 9m FSR: N/A	R4 High Density Residential Or R3 Medium Density Residential
	Proposed built form (as exhibited) No change	
Rationale/ Submission	Stakeholder proposes rezoning of properties on Major Road from R2 to R3 or R4, stating that adverse impacts of rezoning of properties along Merrylands Road.	

Recommendation:

Not included in planning proposal



Merrylands Road, Smyth Street and Loftus Street, Merrylands



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R4 High Density Residential Height: 11m FSR: 0.8:1	R4 High Density Residential Height: 38 to 45 metres FSR: 4:1
	Proposed built form (as exhibited) R4 High Density Residential Height: 15m FSR: 1.2	
Rationale/ Submission	Stakeholder proposes building height from 9m to 38-45m, and floor space ratio from 0.8:1 to 4:1 stating development viability, proximity to transport and potential for amenity uplift.	

Recommendation:

Not included in planning proposal – inconsistent with current stepped down approach to built form around Merrylands station



87-91 Merrylands Road, Merrylands



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	B4 Mixed use Height: 21m FSR: 2:1	Height: 65m
	Proposed built form (as exhibited)	
	No change	
Rationale/ Submission	Stakeholder proposes building height increase from 21m to 65m to facilitate more housing choice that has good access to transport, outdoor space and retail.	

Recommendation:

Not included in planning proposal – inconsistent with current stepped down approach to built form around Merrylands station

Merrylands Road, Merrylands (East Of Station)



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	B1 Neighbourhood Centre R4 High Density Residential R2 Low Density Residential Height: 9m, 11m, 12m, 14m FSR: 0.8:1, 1.1:1, 1.2:1, 1.5:1	Increase planning controls across the precinct to encourage greater revitalisation
	Proposed built form (as exhibited)	
	R4 High Density Residential Height: 15m, 18m, 20m FSR: 1.2, 1.5:1, 1.8:1	
Rationale/ Submission	Stakeholder agrees with planning control changes, but proposes increased controls to encourage revitalisation and greater housing options.	

Recommendation:

Not included in planning proposal – alternate transitional built form approach proposed



57-61 Merrylands Road, Merrylands



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R3 Medium Density Height: 11m FSR: 0.6:1 Heritage item: 59 Merrylands Road	R4 High Density Residential Height 15m FSR 1.2:1 Deregister heritage item at 59 Merrylands Road
	Proposed built form (as exhibited) No change	
Rationale/ Submission	Stakeholder proposes extension of controls to 57-61 Merrylands Road and to deregister heritage item at 59 Merrylands Road, stating dilapidated heritage significance and a proposed pedestrian walkway that would cut across the heritage item outlined in Draft Cumberland DCP.	

Recommendation:

Not included in planning proposal – further independent assessment of heritage significance required to support de-listing and/or appropriate site controls



21-23 Neil Street, Merrylands



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R4 High Density Residential Height: 18m FSR: 1.5:1	Rezone B4 with corresponding height and density to align with adjoining site Zone B4 HOB 30m FSR 3.5:1
	Proposed built form (as exhibited) As existing – no change proposed	
Rationale/ Submission	Support economic redevelopment of site as part of Merrylands Town Centre area	

Recommendation:

Not included in planning proposal – Retain existing planning controls – insufficient site analysis and justification to support proposed planning controls for site in isolation



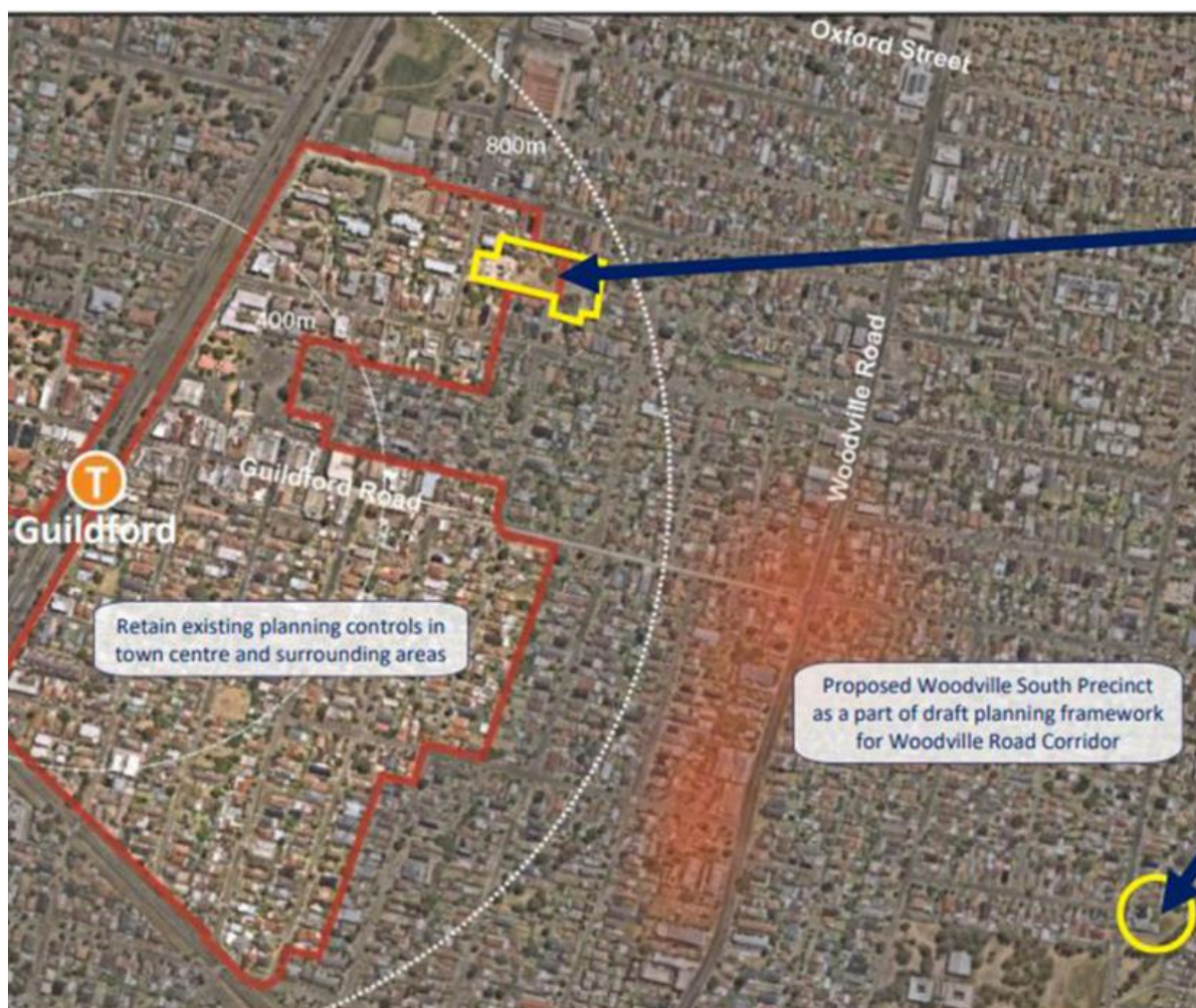
CUMBERLAND
COUNCIL

Targeted planning controls for Guildford

Submissions received during early consultation



Overview of Guildford site-specific proposals



32-34 Marian Street and 2A Bury Road, Guildford

Progress Council resolution of September 2020 to facilitate high density residential development consistent with adjoining high density area.

Victor Brazier Park, Excelsior Street, Guildford

Progress Council resolution of March 2020 to rezone a small isolated area of the park with poor surveillance, and reclassify the subject area from 'Community' to 'Operational' land to allow for low density residential uses.



32-34 Marian Street and 2A Bury Road, Guildford

Overview of submissions



6* submissions received (as at 31 March 2021)

*Includes 4 submissions from out of area, indicating a range of support and objections to the proposal

5 in support, citing:

- Housing choice and affordability
- Access to public transport, local jobs, services and open space
- Opportunity for revitalisation and renewal
- Quality urban design
- Environmental/sustainability outcomes

2 objections on the basis of:

- Increased traffic
- Lack of available car parking
- Safety concerns
- Concerns about liveability and local character
- Impact of density and overshadowing

Recommendation:

Progress amendments to zoning, building height and density controls – include in planning proposal

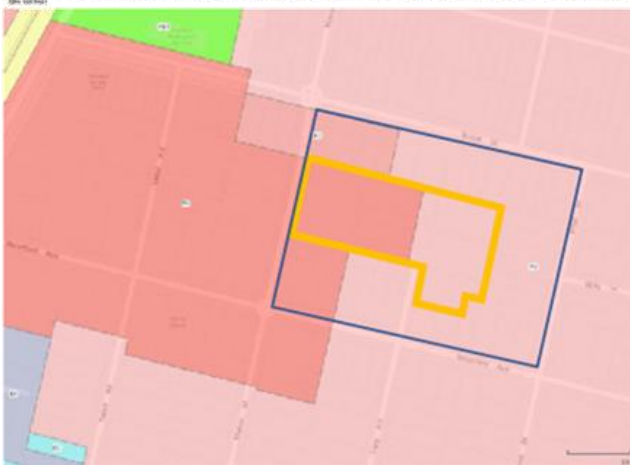


CUMBERLAND
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Site-specific Submissions
Not included in Planning Proposal



32-34 Marian Street and 2A Bury Road, Guildford



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 and R4 HOB 11m/9m FSR 0.8:1/NA	Rezone entire street block R4 with additional height and density subject to detailed urban design work
	Proposed built form (as exhibited)	
	R4 HOB 21m FSR 1.7:1	
Rationale/ Submission	Submission supports proposed planning controls. However, submits that the whole block bounded by Marian Street, Bursill Street, West Street and Mountford Avenue should be considered for upzoning to allow for higher density residential development. This would provide more opportunities for high quality urban design outcomes and more orderly development.	

Recommendation:

Not included in planning proposal – progress proposed planning controls as per early consultation – insufficient evidence to support additional uplift at this stage

Item No: ELPP021/21

PLANNING PROPOSAL - TARGETED SITES IN AUBURN AND LIDCOMBE

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: CS-219

SUMMARY:

This report provides an overview of the planning proposal for targeted sites in Auburn and Lidcombe. The planning proposal responds to landowner proposals submitted during the preparation of the Cumberland Local Environmental Plan, as well as new proposals prepared by Council officers as part of strategic planning for the area.

Early consultation (pre-Gateway) on the proposed planning controls for Auburn and Lidcombe has been sought and a range of submissions received. Subject to the advice of the Cumberland Local Planning Panel and a favourable decision by Council, the planning proposal will be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination. Following receipt of a Gateway Determination, further consultation will be undertaken with the community and the planning proposal will then be considered again by Council prior to finalisation.

It is recommended that the Cumberland Local Planning Panel support the planning proposal for targeted sites in Auburn and Lidcombe.

REPORT:

Background

On 15 July 2020, following public exhibition and consideration of submissions, Council endorsed an updated Planning Proposal for the new Cumberland LEP to be forwarded to the Department of Planning, Industry and Environment for legal drafting and finalisation. At the time, Council resolved to include further consideration of planning controls for sites in the Auburn and Lidcombe Town Centre areas as part of its strategic work program for key centres and strategic corridors.

In September 2020, Council considered a number of additional submissions received from local stakeholders on the draft Cumberland LEP, including site-specific proposals at Gelibolu Parade and Auburn Road, Auburn, and Childs Street, Lidcombe. Whilst Council endorsed the proposals to be included in the Cumberland LEP, the Department of Planning, Industry and Environment has indicated a separate process will need to be undertaken to progress these proposals.

Planning Context

As outlined in Cumberland 2030: Our Local Strategic Planning Statement, a high-level strategic planning work program has been identified to progress more detailed planning for Cumberland City's key centres and strategic corridors. Since the

preparation of this high-level program, Council officers have further considered the scope and implementation approach for this planning work.

In July 2020, Council endorsed the strategic planning work program for Cumberland City's key centres and strategic corridors (Figure 1). The focus of this work is to review the existing planning framework and consider future requirements to ensure that planning controls are appropriate to support development in the area. Site specific requests received as part of the Cumberland LEP process may be further considered as part of this program.

Planning for the Auburn and Lidcombe Town Centre areas is identified as part of Stage 3 of Council's strategic planning work program. To date, background analysis, early consultation, Councillor briefings and the preparation of draft planning controls have been undertaken. This report provides the outcomes of this work and is seeking advice from the Cumberland Local Planning Panel before being considered by Council.

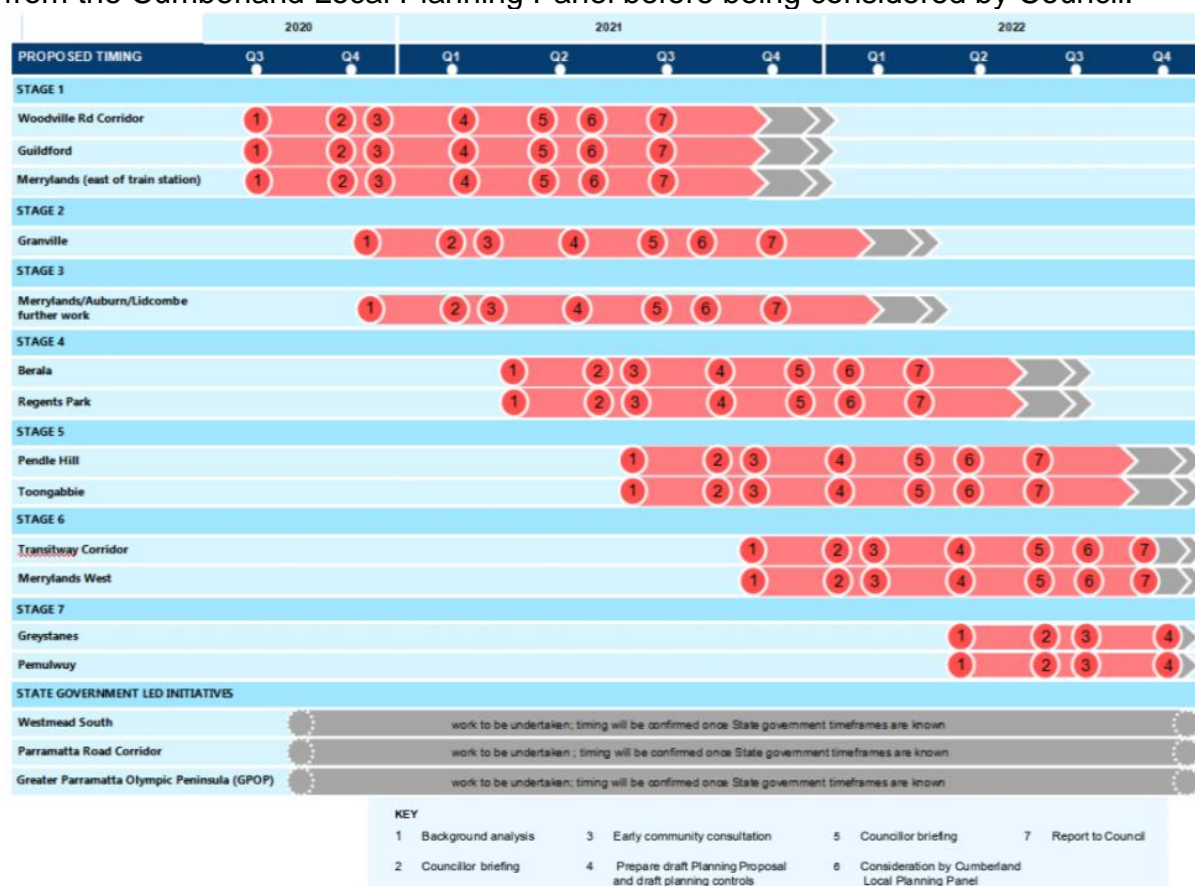


Figure 1 – Council's strategic planning work program

Targeted planning approach

The planning approach for the proposal (Figures 2 and 3) is to implement targeted changes to planning controls in Auburn and Lidcombe at the following locations:

- Gelibolu Precinct, Auburn (between Station Road, Dartbrook Road and Gelibolu Parade)
- Auburn Road, Auburn (between Beatrice Street and Helena Street)
- Childs Street, Lidcombe (interface with Chadwick Reserve)

Where no changes are proposed, the existing planning controls will continue to apply.

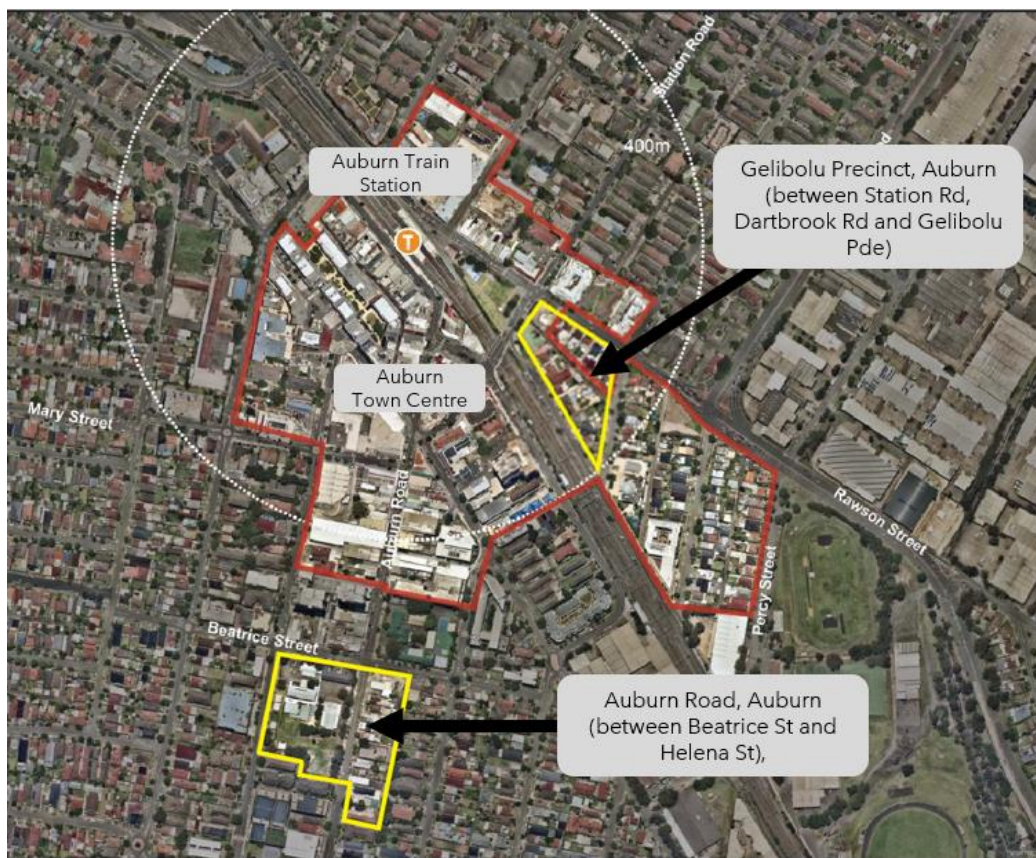


Figure 2 – Targeted planning control changes in the Auburn Town Centre



Figure 3 – Targeted planning control changes in the Lidcombe Town Centre

Proposed Planning Controls

Planning Proposal

The planning proposal seeks to amend the Cumberland LEP as follows:

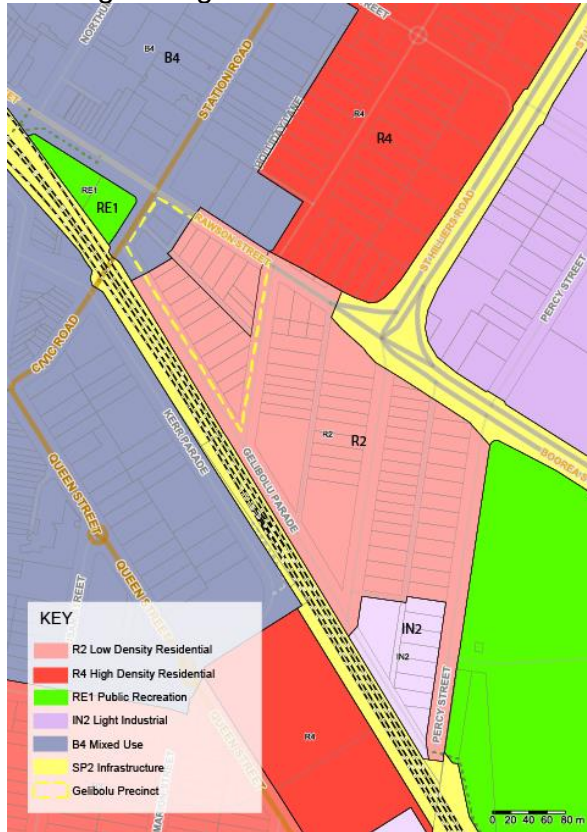
- For the Gelibolu Precinct, Auburn (between Station Road, Dartbrook Road and Gelibolu Parade), amend the zoning, height of buildings and floor space ratio controls to facilitate revitalisation and a transition of built form that minimises any adverse impacts on amenity and view lines across the precinct.
- For Auburn Road, Auburn (between Beatrice Street and Helena Street), amend the zoning, height of buildings and floor space ratio controls to unlock opportunities for housing and jobs in proximity to transport and services.
- For Childs Street, Lidcombe (interface with Chadwick Reserve), amend the height of buildings and floor space ratio controls to facilitate higher density residential development aligned with adjoining sites.

Further details of the planning proposal for targeted sites in Auburn and Lidcombe are provided in Table 1. These are also shown graphically in Figures 4 to 6.

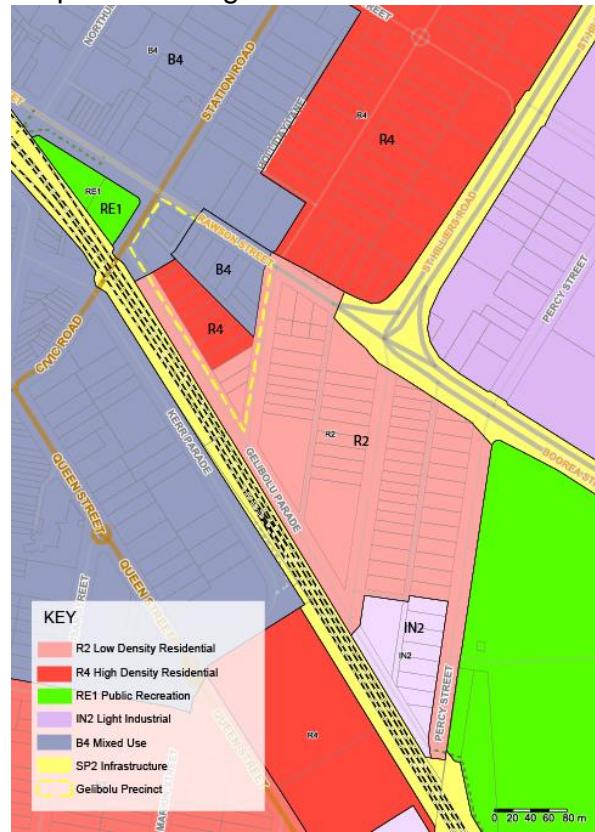
Precinct	Proposed Amendments
ii) Gelibolu Precinct, Auburn (between Station Road, Dartbrook Road and Gelibolu Parade)	<ul style="list-style-type: none"> Amend the Land Zoning Map – Sheet LZN_012 and Sheet LZN_013 to rezone select land at Rawson Street (R2 to B4) and Gelibolu Parade (R2 to R4) to facilitate high density mixed-use and residential development. Amend the Height of Building Map – Sheet HOB_012 and Sheet HOB_013 to facilitate revitalisation of sites through a transition of built form. Amend the Floor Space Ratio Map – Sheet FSR_012 and Sheet FSR_013 to align density with proposed zones and building heights.
Auburn Road, Auburn (between Beatrice Street and Helena Street)	<ul style="list-style-type: none"> Amend the Land Zoning Map – Sheet LZN_013 to rezone land at Auburn Road, Susan Street, Beatrice Street and Harrow Road, Auburn, (R3 to B4) to facilitate mixed use development aligned with the land use vision for Auburn Town Centre. Amend the Height of Buildings Map – Sheet HOB_013 to better align building heights with proposed zoning and future desired development. Amend the Floor Space Ratio Map – Sheet FSR_013 to align density with proposed zoning and building heights.
Childs Street, Lidcombe (interface with Chadwick Reserve)	<ul style="list-style-type: none"> Amend the Height of Buildings Map – Sheet HOB_016 to apply a 20 m height limit for sites that interface with Chadwick Reserve. Amend the Floor Space Ratio Map – Sheet FSR_016 to apply a 2:1 FSR control for sites that interface with Chadwick Reserve.

Table 1 – Details of Planning Proposal

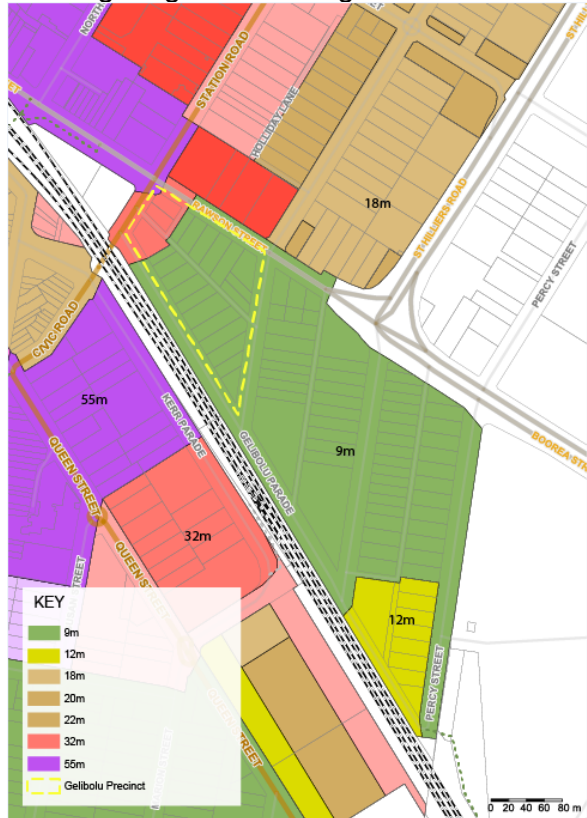
Existing zoning



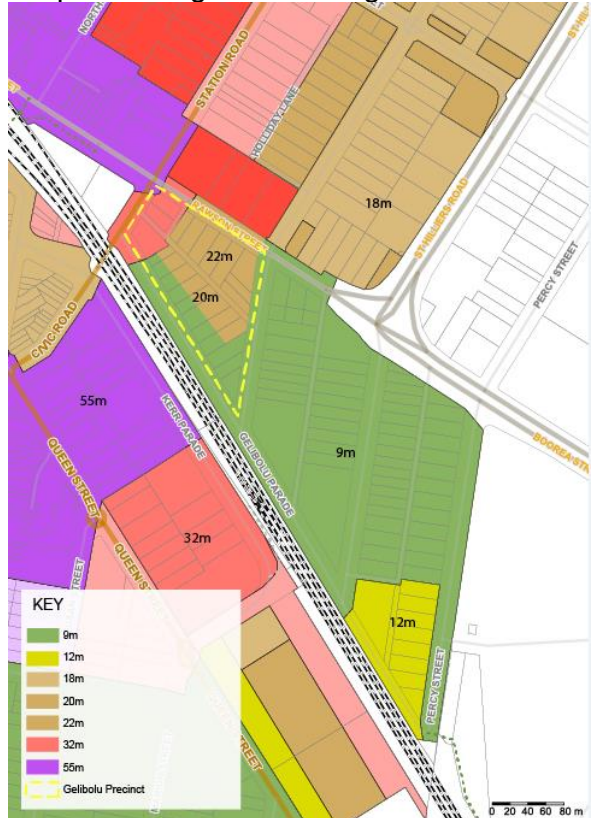
Proposed zoning



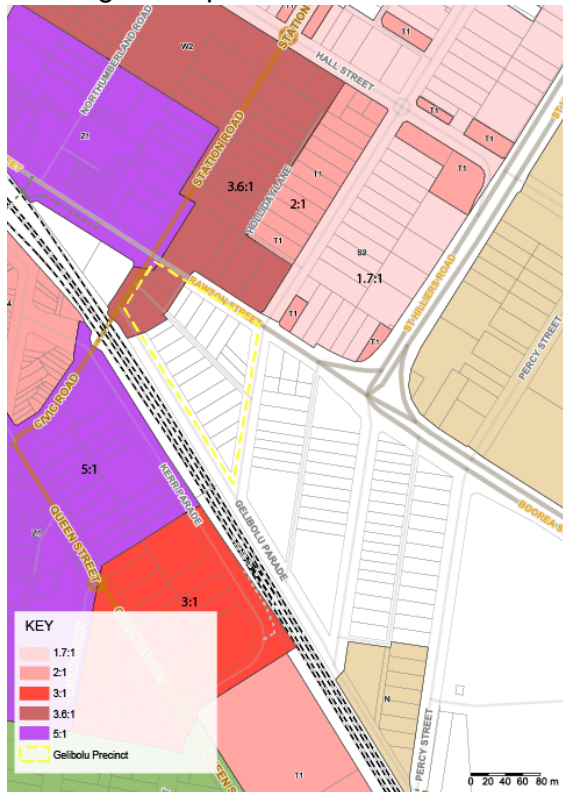
Existing height of building



Proposed height of building



Existing floor space ratio



Proposed floor space ratio

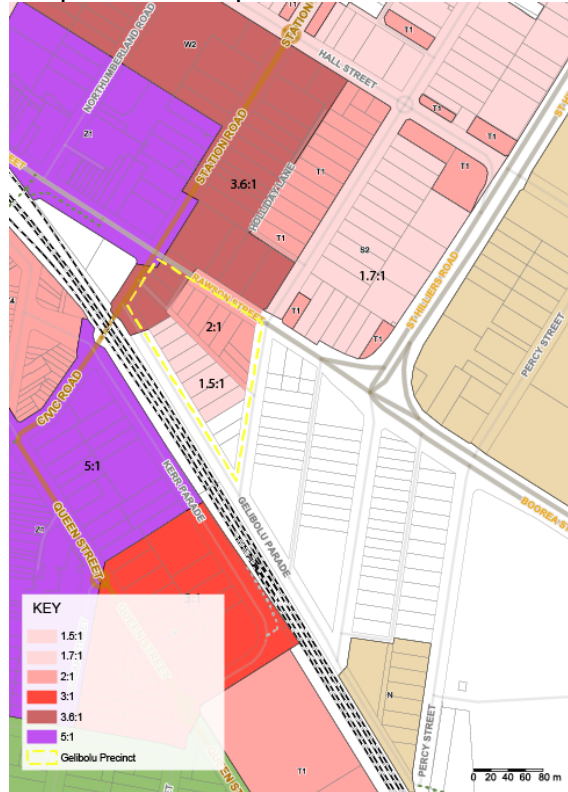
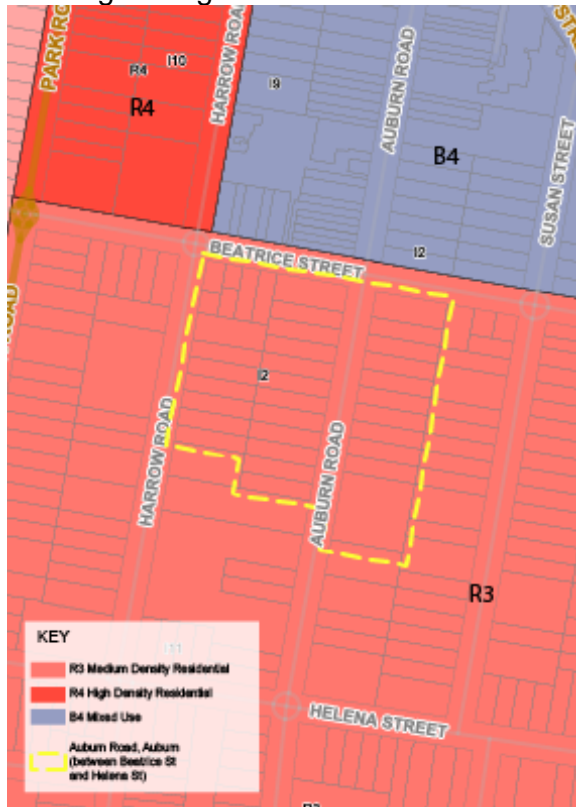
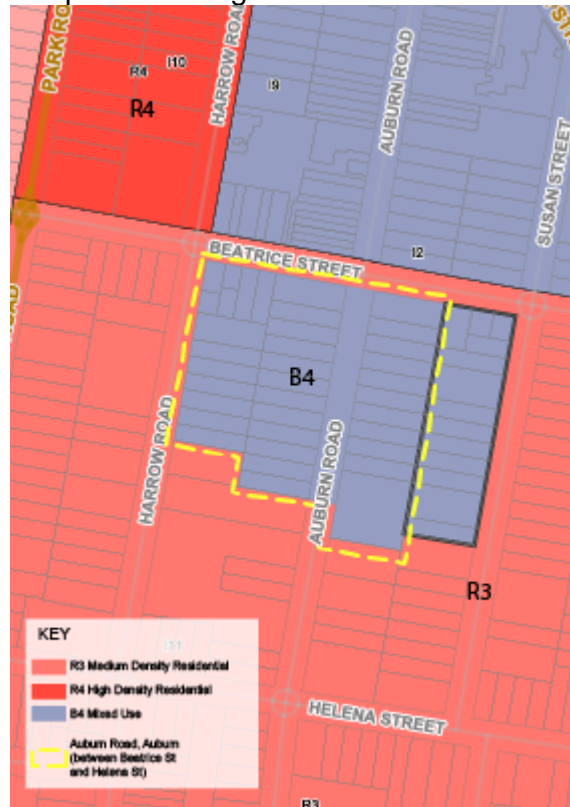


Figure 4 – Gelibolu Precinct, Auburn: Proposed planning controls

Existing zoning



Proposed zoning



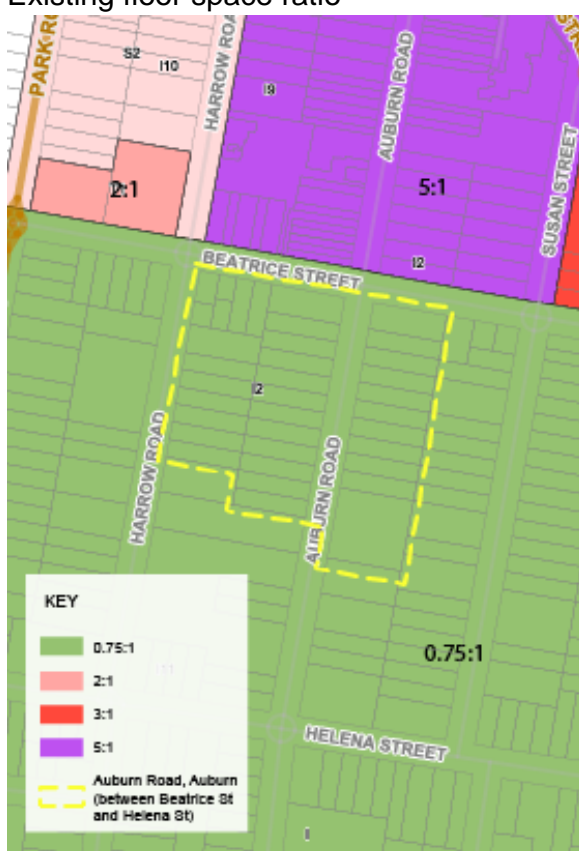
Existing height of buildings



Proposed height of buildings



Existing floor space ratio



Proposed floor space ratio

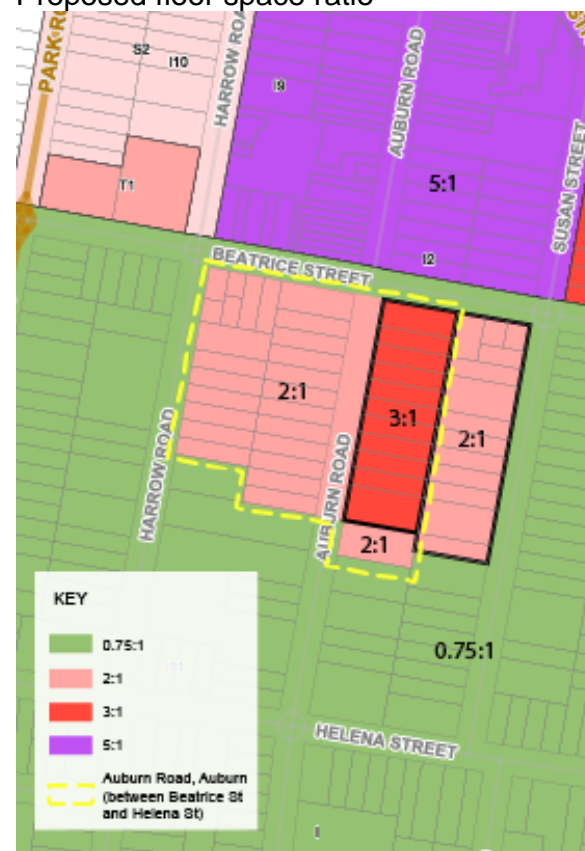
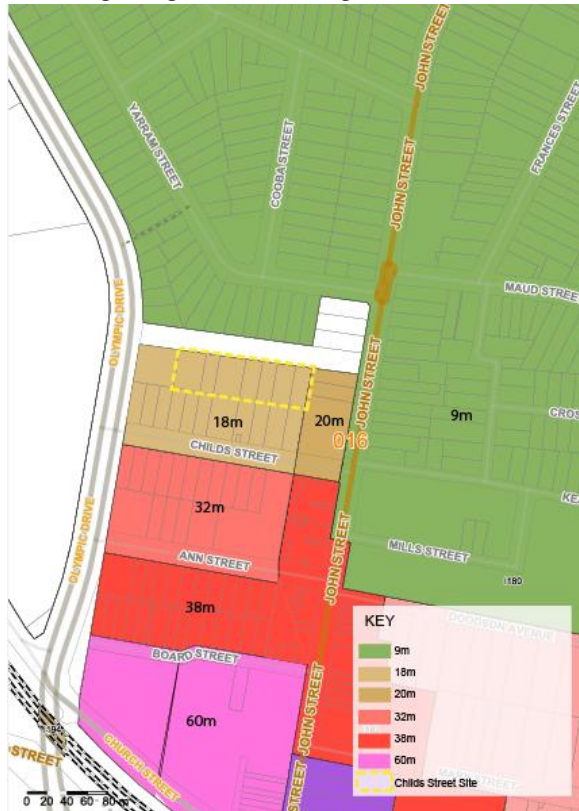


Figure 5 – Auburn Road, Auburn: Proposed planning controls

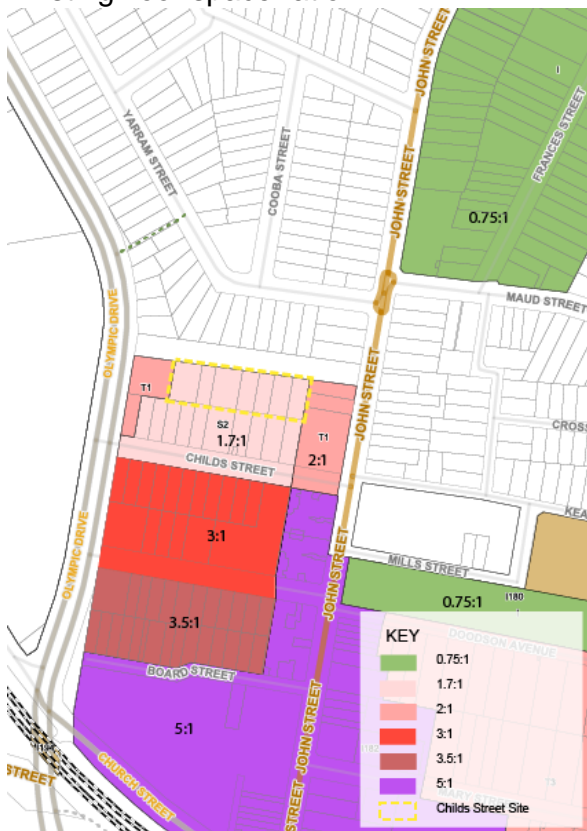
Existing height of buildings



Proposed height of buildings



Existing floor space ratio



Proposed floor space ratio

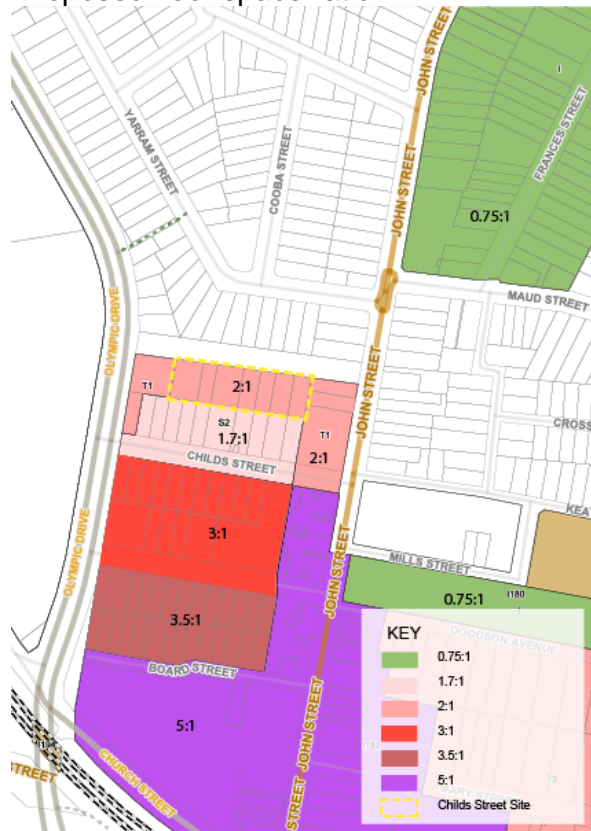


Figure 6 – Childs Street, Lidcombe: Proposed planning controls

The planning proposal is aligned with the strategic outcomes identified in Council's strategic planning and policy documents including:

- Cumberland 2030: Our Local Strategic Planning Statement
- Cumberland Local Housing Strategy
- Technical analysis of built form, urban design, and traffic/transport

It is estimated that the planning proposal will provide for over 480 additional dwellings (over 390 dwellings in Auburn and over 90 dwellings in Lidcombe), which will contribute to Cumberland's housing target of 28,000 to 28,500 additional dwellings between 2016-2036.

Development Control Plan

Minor changes have been identified to the Development Control Plan for Auburn. The draft Development Control Plan is attached to this report for information. These changes include:

- Incorporation of both Auburn sites within the boundary of the Auburn Town Centre
- Extend provision for building setbacks along Auburn Road
- Include provision for the road and carriageway widening along Rawson Road
- Extend provision for active street frontages along Auburn Road
- Include site specific controls for the Gelibolu precinct

No changes have been identified for the Lidcombe Town Centre Development Control Plan.

Strategic Merit Assessment

Consistency with the Greater Sydney Region Plan and Central City District Plan

The planning proposal is consistent with the directions of the Greater Sydney Region Plan: A Metropolis of Three Cities, namely:

- A city supported by infrastructure – The planning proposal will provide development opportunities for housing and jobs within 30-minute access to a metropolitan centre (ie. Parramatta CBD).
- Housing the city – The planning proposal will provide greater housing supply and choice.
- A well-connected city – The planning proposal will increase the percentage of dwellings located within 30 minutes by public transport of principal local centres.

- A city for people – The planning proposal will increase opportunities for more walkable neighbourhoods and ageing in place, with greater service offerings close to residential areas.

The proposal is also consistent with the priorities and actions in the Central City District Plan, namely:

- C5 Housing the city – The planning proposal will provide housing supply, choice, and affordability with access to jobs, services, and public transport.
- C6 A city of great places – The planning proposal will assist with renewing local centres by facilitating urban renewal and development at select sites.
- C10 Jobs and skills for the community – The planning proposal will facilitate redevelopment of local commercial centres increasing job opportunities in the area.

Consistency with Cumberland 2030: Our Local Strategic Planning Statement

The proposal delivers on a key strategic area for housing identified in the structure plan for Cumberland City. The proposal is also consistent with the priorities and actions in Cumberland 2030: Our Local Strategic Planning Statement, namely:

- Local Planning Priority 5 – Deliver housing diversity to suit changing needs.
- Local Planning Priority 7 – Design vibrant and attractive centres and encourage healthy living.
- Local Planning Priority 11 – Promote access to local jobs, education opportunities and care services.

Consistency with Cumberland Local Housing Strategy

The planning proposal is consistent with the Cumberland Local Housing Strategy, which has been adopted by Council. The Auburn and Lidcombe Town Centres are both identified as principal local centres. Both areas are identified as a location for housing in the Local Housing Strategy, which will contribute to Cumberland's housing target of 28,000 to 28,500 additional dwellings between 2016-2036.

Status and Next Steps

Early consultation (pre-Gateway) on proposed planning controls for targeted sites in Auburn and Lidcombe has been sought and a range of submissions received. Subject to the advice of the Cumberland Local Planning Panel and a favourable decision by Council, the planning proposal will be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination. Following receipt of a Gateway Determination, further consultation will be undertaken with the community and the planning proposal will then be considered again by Council prior to finalisation.

CONCLUSION:

The planning proposal responds to landowner proposals submitted during the preparation of the Cumberland Local Environmental Plan, as well as new proposals prepared by Council officers as part of strategic planning for the area. It is recommended that the Panel support the planning proposal for targeted sites in Auburn and Lidcombe.

CONSULTATION:

Early consultation on the proposed planning controls for targeted sites in the Auburn Town Centre occurred in March and April 2021, and for Lidcombe Town Centre in March 2021. This represents pre-Gateway consultation in accordance with Council's Planning Proposal Notification Policy. This consultation enabled feedback from a broad range of stakeholders and the community which has informed the preparation of the detailed planning controls.

A total of 64 submissions were received across a range of themes. Three petitions were submitted in relation to the Gelibolu precinct, including 1,300 online signatures, 782 written signatures and 655 form letters.

Public exhibition of the draft planning proposal for targeted sites in Auburn and Lidcombe will be undertaken, subject to support by Council and the receipt of a Gateway Determination by the Department of Planning, Industry and Environment. This consultation will be a statutory consultation, undertaken in accordance with any relevant conditions of the Gateway Determination.

FINANCIAL IMPLICATIONS:

Work undertaken on planning for targeted sites in Auburn and Lidcombe will be undertaken using existing resources.

POLICY IMPLICATIONS:

Policy implications are outlined in the main body of the report.

COMMUNICATION / PUBLICATIONS:

The final outcome of this matter will be notified. The objectors will also be notified in writing of the outcome.

REPORT RECOMMENDATION:

That the Cumberland Local Planning Panel (CLPP) provide its support for the planning proposal for targeted sites in Auburn and Lidcombe.

ATTACHMENTS

1. Planning Proposal - Auburn and Lidcombe [↓](#)
2. Draft DCP Amendment Part F2-2 Auburn Town Centre [↓](#)

3. Land Use Planning Analysis [↓](#)
4. Traffic and Transport Analysis - Auburn Road, Auburn, and Childs Street, Lidcombe [↓](#)
5. Traffic and Transport Analysis - Gelibolu Precinct, Auburn [↓](#)
6. Early Consultation and Submissions [↓](#)

**DOCUMENTS
ASSOCIATED WITH
REPORT EELPP021/21**

**Attachment 1
Planning Proposal - Auburn and
Lidcombe**



CUMBERLAND
CITY COUNCIL

Planning Proposal – Targeted planning controls for sites in Auburn and Lidcombe Town Centres

Draft for Gateway May 2021

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INTRODUCTION

This planning proposal seeks to implement targeted changes to planning controls at select sites in Auburn and Lidcombe. The proposed planning control amendments will capitalise on land use opportunities for housing diversity and jobs growth supported by transport and local amenity.

This document has been prepared by Cumberland City Council in accordance with section 3.33 of the *Environmental Planning and Assessment Act 1979* and the relevant the Department of Planning, Industry and Environment's guidelines, including:

- A Guide to Preparing Local Environmental Plans
- A Guide to Preparing Planning Proposals

Background

On 15 July 2020, following public exhibition and consideration of submissions, Council endorsed an updated Planning Proposal for the new Cumberland LEP to be forwarded to the Department of Planning, Industry and Environment for legal drafting and finalisation. At the time, Council resolved to include further consideration of planning controls for the Auburn and Lidcombe Town Centres as part of its strategic work program for key centres and strategic corridors.

In September 2020, Council considered a number of additional submissions received from local stakeholders on the draft Cumberland LEP, including site-specific proposals at Gelibolu Precinct and Auburn Road, Auburn. Whilst Council endorsed the proposals to be included in the Cumberland LEP, the Department of Planning, Industry and Environment has since instructed a separate process will need to be undertaken to progress these proposals.

The planning proposal also includes proposals prepared by Council officers as part of strategic planning for the area.

Targeted planning controls

In Auburn, targeted planning control changes are proposed at the following locations:

- Gelibolu Precinct, Auburn (between Station Road, Dartbrook Road and Gelibolu Parade)
- Auburn Road, Auburn (between Beatrice Street and Helena Street)

The Gelibolu Precinct is within a 400-metre walking distance from Auburn Train Station. The precinct contains a mix of low-density commercial space on Station Road, and low-density housing stepping back from Auburn Train Station. This precinct is also adjacent to the Auburn Gallipoli Mosque, a National Trust heritage item.

The site at Auburn Road, Auburn (between Beatrice Street and Helena Street) is within approximately 800 metre walking distance from Auburn Train Station. The site contains a mix of low-density housing and commercial space, and Auburn Public School.

In Lidcombe, targeted planning control changes are proposed at the following location:

- Childs Street, Lidcombe (interface with Chadwick Reserve)

This site is within 800 metre walking distance from Lidcombe Train Station and currently contains a series of two-storey walk-up apartments.

The current planning controls for these sites has seen minimal development occur and, as a result, is underutilised land with aging housing stock. There is greater capacity for these sites to accommodate for the needs of the community, and increase housing opportunity and diversity. Considering the submissions made by landowners, there is interest in developing

these sites to better utilise the land and to serve the current and future needs of the communities.

The implementation of this suite of targeted changes, aligned with growth forecasts, market demand and infrastructure requirements, will ensure a suitable land use and density pattern. As a result, these sites will deliver a built form and development outcome that is successful in steadily revitalising the area over time.

Council resolutions

The Planning Proposal has been prepared in accordance with Council's resolutions on 16 September 2020 and ## 2021.

Supporting documentation

The Planning Proposal is supported by the following documentation:

Attachment 1 – C09/20-560 Notice of Motion – Cumberland Local Environmental Plan

Attachment 2 – C##/21-# Early consultation and proposed planning controls for targeted sites in Auburn and Lidcombe Town Centres

Attachment 3 – Proposed planning controls for Gelibolu Precinct, Auburn (between Station Road, Dartbrook Road and Gelibolu Parade)

Attachment 4 – Proposed planning controls for Auburn Road, Auburn (between Beatrice Street and Helena Street)

Attachment 5 – Proposed planning controls for Childs Street, Lidcombe (interface with Chadwick Reserve)

PART 1: OBJECTIVES

This planning proposal seeks to implement targeted changes to planning controls for selected sites in the Auburn and Lidcombe Town Centres to capitalise on land use opportunities for housing diversity and jobs growth, supported by transport, local amenity and existing and planned infrastructure and facilities. Where no changes are proposed, the existing planning controls will continue to apply.

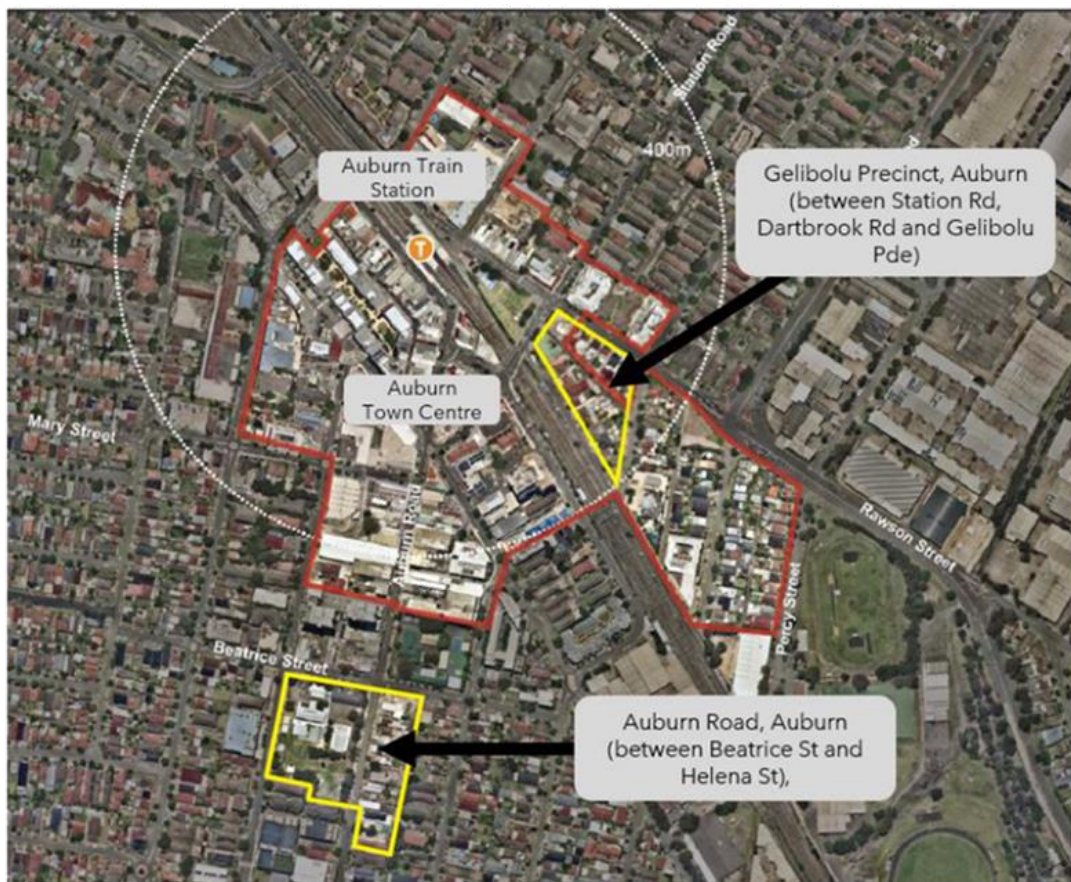


Figure 1: Auburn sites study area

At Gelibolu Precinct, Auburn (between Station Road, Dartbrook Road and Gelibolu Parade) the proposed planning control amendments seek to revitalise the area through mixed-use activities around the train station and a stepped housing density, becoming lower density further from the station. This will protect site lines, minimise overshadowing and reinforce the heritage significance of the Gallipoli Mosque.

At Auburn Road, Auburn (between Beatrice Street and Helena Street) proposed planning control amendments seek to revitalise and unlock opportunities at the site to offer greater services and employment for the surrounding growing communities. The amendments will extend the Auburn Town Centre planning controls, reinforcing the area as a principal local centre.

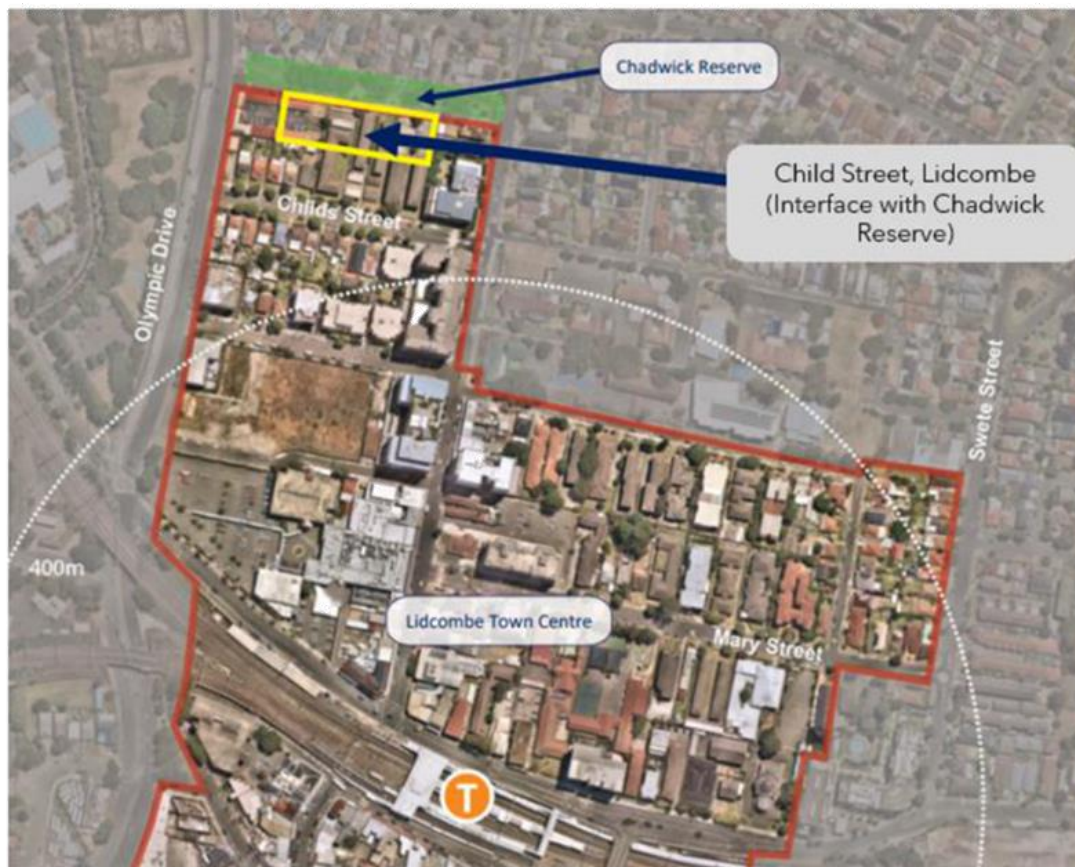


Figure 2: Lidcombe site study area

At **Childs Street, Lidcombe (interface with Chadwick Reserve)**, the proposed planning control amendments seek to facilitate higher density residential development consistent with adjoining planning controls.

PART 2: EXPLANATION OF PROVISIONS

***Note:** This planning proposal has been prepared on the assumption that the Cumberland Local Environmental Plan is finalised and in effect as the statutory planning instrument establishing development standards such as land use zones, building heights and floor space ratios for development in the City of Cumberland, replacing the Auburn LEP 2010 in so far as it applied to properties within the Auburn and Lidcombe sites.*

To achieve the stated objectives, the planning proposal seeks to amend the Cumberland Local Environmental Plan as follows:

Gelibolu Precinct, Auburn (between Station Road, Dartbrook Road and Gelibolu Parade)

- Amend the Land Zoning Map – Sheet LZN_012 and Sheet LZN_013 to rezone certain land at Rawson Street (R2 to B4) and Gelibolu Parade (R2 to R4) to facilitate high density mixed-use and residential development.
- Amend the Height of Building Map – Sheet HOB_012 and Sheet HOB_013 to facilitate revitalisation of sites through a transition of built form.
- Amend the Floor Space Ratio Map – Sheet FSR_012 and Sheet FSR_013 to align density with proposed zones and building heights.

Auburn Road, Auburn (between Beatrice Street and Helena Street)

- Amend the Land Zoning Map – Sheet LZN_013 to rezone land at Auburn Road, Susan Street, Beatrice Street and Harrow Road, Auburn, (R3 to B4) to facilitate mixed use development aligned with the land use vision for Auburn Town Centre.
- Amend the Height of Buildings Map – Sheet HOB_013 to better align building heights with proposed zoning and future desired development.
- Amend the Floor Space Ratio Map – Sheet FSR_013 to align density with proposed zoning and building heights.

Childs Street, Lidcombe (interface with Chadwick Reserve)

- Amend the Height of Buildings Map – Sheet HOB_016 to apply a 20 m height limit for sites that interface with Chadwick Reserve.
- Amend the Floor Space Ratio Map – Sheet FSR_016 to apply a 2:1 FSR control for sites that interface with Chadwick Reserve.

The detail of these map amendments is shown at Attachments 3,4 and 5.

PART 3: JUSTIFICATION**Section A – Need for the proposal****1. Is the planning proposal a result of any strategic study or report?**

The Planning Proposal responds to landowner proposals submitted during the preparation of the Cumberland Local Environmental Plan and resolved by Council, as well as new proposals prepared by Council officers as part of strategic planning for these areas.

The proposed changes are aligned with the strategic outcomes identified in Council's strategic planning and policy documents including:

- Cumberland 2030: Our Local Strategic Planning Statement
- Cumberland Local Housing Strategy
- Technical analysis of built form, urban design and traffic/transport

2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes or is there a better way?

The planning proposal is the appropriate and most effective means of amending the Cumberland Local Environmental Plan to achieve the stated objectives. The planning proposal will provide Council and the community with certainty as to the development outcomes and potential of the sites.

Section B – Relationship to strategic planning framework**3. Is the Planning Proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy?**

The planning proposal is consistent with the directions of the *Greater Sydney Region Plan: A Metropolis of Three Cities*, namely:

- A city supported by infrastructure – The planning proposal will provide development opportunities for housing and jobs within 30-minute access to a metropolitan centre (ie. Parramatta CBD).
- Housing the city – The planning proposal will provide greater housing supply and choice.
- A well-connected city – The planning proposal will increase the percentage of dwellings located within 30 minutes by public transport of principal local centres.
- A city for people – The planning proposal will increase opportunities for more walkable neighbourhoods and ageing in place, with greater service offerings close to residential areas.

The proposal is also consistent with the priorities and actions in the Central City District Plan, namely:

- C5 Housing the city – The planning proposal will provide housing supply, choice, and affordability with access to jobs, services, and public transport.
- C6 A city of great places – The planning proposal will assist with renewing local centres by facilitating urban renewal and development at select sites.
- C10 – Jobs and skills for the community – The planning proposal will facilitate redevelopment of local commercial centres increasing job opportunities in the area.

4. Is the Planning Proposal consistent with a local strategy or other local strategic plan?

The planning proposal is consistent with *Cumberland 2030: Our Local Strategic Planning Statement* which identifies Auburn and Lidcombe as principal local centres. Both Auburn and Lidcombe centres meet the criteria of the 30-minute city.

The planning proposal will offer greater opportunities for residents to access these centres and the services they provide. Key actions include:

- Provide for a range of retail, commercial, community uses in town centres to provide services for the community and local employment opportunities in accordance with adopted plans and strategies.
- Development focused on housing diversity around centres and transit node/train stations – 800 m walking catchment.
- Reviewing planning controls to ensure housing meets current and future needs.
- Progress planning and development work that support vibrant and attractive centres.
- Planning for renewal and revitalisation of Cumberland's local centres.
- Continue to promote access to local jobs, education opportunities and care services through Council's strategies, plans and programs.

5. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

The planning proposal does not propose any provisions that would contradict or hinder the application of applicable State Environmental Planning Policies (SEPPs).

State Environmental Planning Policy	Consistency
SEPP 1 Development Standards	The planning proposal is consistent with the SEPP.
SEPP 64 Advertising and Signage	The planning proposal is consistent with the SEPP.
SEPP 65 Design Quality of Residential Flat Development	The planning proposal is consistent with the SEPP as it takes into consideration the design principles and Apartment Design Guide in developing the proposed planning controls.
SEPP (Affordable Rental Housing) 2009	The planning proposal is consistent with the SEPP.
SEPP (Building Sustainability Index: BASIX) 2004	The planning proposal is consistent with the SEPP.
SEPP (Educational Establishments and Child Care Facilities) 2017	The planning proposal is consistent with the SEPP.
SEPP (Exempt and Complying Development Codes) 2008	The planning proposal is consistent with the SEPP.
SEPP (Housing for Seniors or People with a Disability) 2004	The planning proposal is consistent with the SEPP.
SEPP (Infrastructure) 2007	The planning proposal is consistent with the SEPP.

Table 1 – Consistency with applicable SEPPs

6. Is the Planning Proposal consistent with applicable Ministerial Directions?

The following table outlines the consistency of the planning proposal to various Ministerial Direction.

Clause 9.1 Ministerial Direction	Consistency
Employment and Resources	
1.1 Business and Industrial Zones	The planning proposal is consistent with this Direction.
1.2 Rural Zones	Not applicable.
1.3 Mining, Petroleum Production and Extractive Industries	Not applicable.

1.4 Oyster Aquaculture	Not applicable.
1.5 Rural Lands	Not applicable.
Environment and Heritage	
2.1 Environment Protection Zones	Not applicable.
2.2 Coastal Protection	Not applicable.
2.3 Heritage Conservation	The planning proposal is consistent with this Direction.
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable.
2.6 Remediation of Contaminated Land	Not applicable.
Housing, Infrastructure and Urban Development	
3.1 Residential zones	The planning proposal is consistent with this Direction.
3.2 Caravan Parks and Manufactured Home Estates	Not applicable.
3.3 Home Occupations	Revoked
3.4 Integrating land use and transport	The planning proposal is consistent with this Direction.
3.5 Development Near Licensed Aerodromes	Not applicable.
3.6 Shooting Ranges	Not applicable.
3.7 Reduction in non-hosted short-term rental accommodation period	The planning proposal is consistent with this Direction.
Hazard and Risk	
4.1 Acid sulphate soils	The planning proposal is consistent with this Direction.
4.2 Mine Subsidence and Unstable Land	Not applicable.
4.3 Flood Prone Land	The planning proposal is consistent with this Direction.
4.4 Planning for Bushfire Protection	The planning proposal is consistent with this Direction.
Regional Planning	
5.1 Implementation of Regional Strategies	Revoked
5.2 Sydney Drinking Water Catchments	Not applicable.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable.
5.5 - Revoked	
5.6 - Revoked	
5.7 - Revoked	
5.8 Second Sydney Airport: Badgerys Creek	Not applicable.
5.9 North West Rail Link Corridor Strategy	Not applicable.
5.10 Implementation of Regional Plans	The planning proposal is consistent with this Direction.
5.11 Development of Aboriginal Land Council land	Not applicable.
Local Plan Making	
6.1 Approval and Referral Requirements	The planning proposal is consistent with this Direction.
6.2 Reserving Land for Public Purposes	Not applicable.

6.3 Site Specific Provisions	Not applicable.
Metropolitan Planning	
7.1 Implementation of the Metropolitan Plan for Sydney 2036	The planning proposal is consistent with this Direction. The Proposal complies with the aims, objectives, and provisions of the metropolitan plan for Sydney.
7.2 Implementation of Greater Macarthur Land Release Investigation	Not applicable.
7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable.
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable.
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation	Not applicable.
Plan 7.6 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation	Not applicable.
Plan 7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable.
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.9 Implementation of Bayside West Precincts 2036 Plan	Not applicable.
7.10 Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable.

Table 2 – Consistency with Clause 9.1 Ministerial Directions

Section C – Environmental, social, and economic impact

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities or their habitats will be adversely affected?

The planning proposal will not adversely affect critical habitat, threatened species, populations or ecological communities or their habitats. The proposed changes to planning controls at the Auburn and Lidcombe sites apply to sites that are already heavily urbanised and developed and are not known to support any environmental values.

8. Are there any environmental impacts and how will they be mitigated?

There are no significant adverse environment impacts expected related to the proposed planning control amendments. Site-specific amenity impacts will be taken into consideration and addressed as part of a future Development Application.

9. Has the Planning Proposal adequately addressed any social and economic impacts?

The Planning Proposal is not expected to result in any significant negative economic or social impacts. The proposal will enable additional residential yield and a range of dwelling types to provide for existing and future housing needs. It will also expand potential for revitalisation and providing local jobs for the Cumberland community. In addition, the proposed changes to planning controls will:

- Better align zoning with building heights and FSRs to improve development feasibility and encourage redevelopment and revitalisation, as well as to improve built form outcomes.
- Provide local shops, services, and employment opportunities expansion of planning controls in the Auburn Town Centre.

Socially, the planning proposal is anticipated to achieve the following community benefits:

- Increased opportunities for residents to live and work within proximity to local centres and Parramatta resulting in the potential for reduced travel times and reduced traffic congestion through the use of public transport
- An increase in public transport usage and access to a variety of services resulting from the colocation of residential apartments and other mixed-use activities.
- The sites at Auburn Road, Auburn, and Childs Street, Lidcombe, are within 400 m walking distance of the nearest primary school.
- The sites at the Gelibolu Precinct, Auburn, is within 800 m walking distance from the nearest primary school.
- All sites are within 400 m walking distance of the nearest green space (local or regional park) providing a mix of active and passive recreation opportunities.

Section D – State and Commonwealth interests

10. Is there adequate public infrastructure for the Planning Proposal?

The Auburn and Lidcombe sites are in an established urban area with adequate public infrastructure available including water, electricity, gas, telecommunications, sewerage, and transport. The sites are well serviced by transport and are proximate to transport, services, and local open space.

The Planning Proposal will be provided to public agencies and placed on public exhibition, and infrastructure providers will be able to make a submission to Council.

11. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway Determination?

Consultation with Commonwealth public agencies will be undertaken, as directed by the Gateway Determination.

PART 4: MAPPING

The planning proposal is accompanied by the following relevant draft LEP maps pertaining to the various sites in Auburn and Lidcombe:

- Draft Land Zoning Map: Gelibolu Precinct, Auburn (between Station Road, Dartbrook Road and Gelibolu Parade), Auburn Road, Auburn (between Beatrice Street and Helena Street)
- Draft Height of Buildings Maps: Gelibolu Precinct, Auburn (between Station Road, Dartbrook Road and Gelibolu Pde), Auburn Road, Auburn (between Beatrice Street and Helena Street) and Childs Street, Lidcombe (interface with Chadwick Reserve)
- Draft Floor Space Ratio Maps: Gelibolu Precinct, Auburn (between Station Road, Dartbrook Road and Gelibolu Parade), Auburn Road, Auburn (between Beatrice Street and Helena Street) and Childs Street, Lidcombe (interface with Chadwick Reserve)

These maps are found at Attachments 3, 4 and 5.

PART 5: COMMUNITY CONSULTATION

Public consultation will be undertaken in accordance with the requirements of the Gateway Determination. As a minimum, all documentation will be publicly exhibited for a period of 28 days. The material will contain a copy of the Planning Proposal and relevant maps supported by a written notice describing the objectives and intended outcomes of the proposal, the land to which the proposal applies and an indicative time frame for finalisation of the planning proposal.

The planning proposal is considered to be 'low impact' for the following reasons:

- It is consistent with the pattern of surrounding land use zones and/or land uses.
- It is consistent with the strategic planning framework.
- It does not present any issues with regard to infrastructure servicing.
- It is not a principal LEP.
- It does not propose amendments to large areas or entire town centres.

PART 6: PROJECT TIMELINE

The following project timeline is intended to be a guide only and may be subject to changes in response to the public consultation process and/or community submissions.

Milestone	Timeframe
Early consultation on proposed planning control amendments	March 2021
Prepare proposed planning controls	March to May 2021
Report to Cumberland Local Planning Panel	May 2021
Report to Council on draft Planning Proposal	June 2021
Gateway Determination	Mid 2021
Public Exhibition of Planning Proposal	Late 2021
Review of submissions and report to Council	Early-mid 2022
Submit to Department for finalisation	Mid 2022

ATTACHMENT 1

C09/20-560 Notice of Motion – Cumberland Local Environmental Plan

ATTACHMENT 2

**C##/21-### Early Consultation and Proposed Planning Controls for targeted sites in
Auburn and Lidcombe Town Centres**

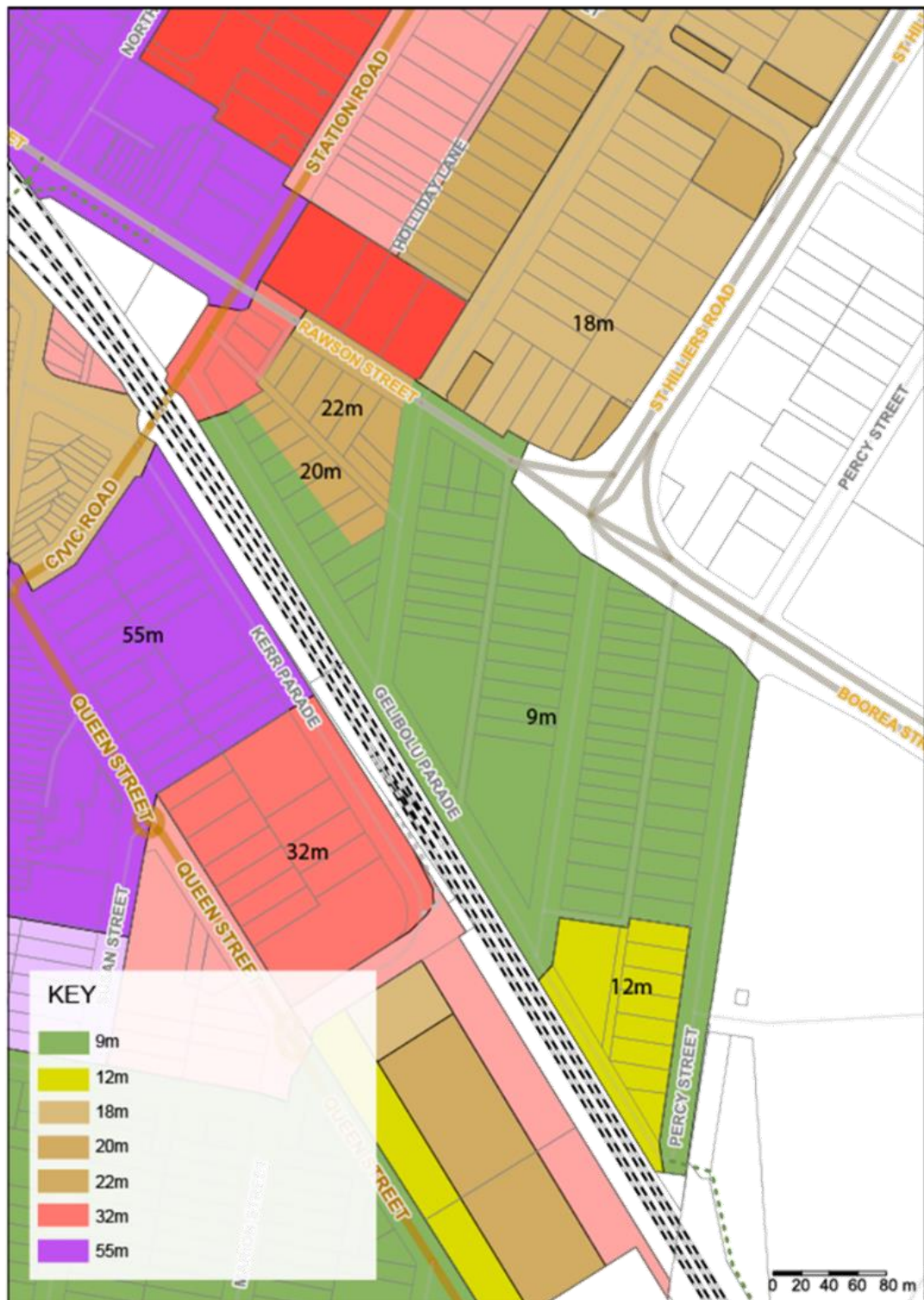
ATTACHMENT 3

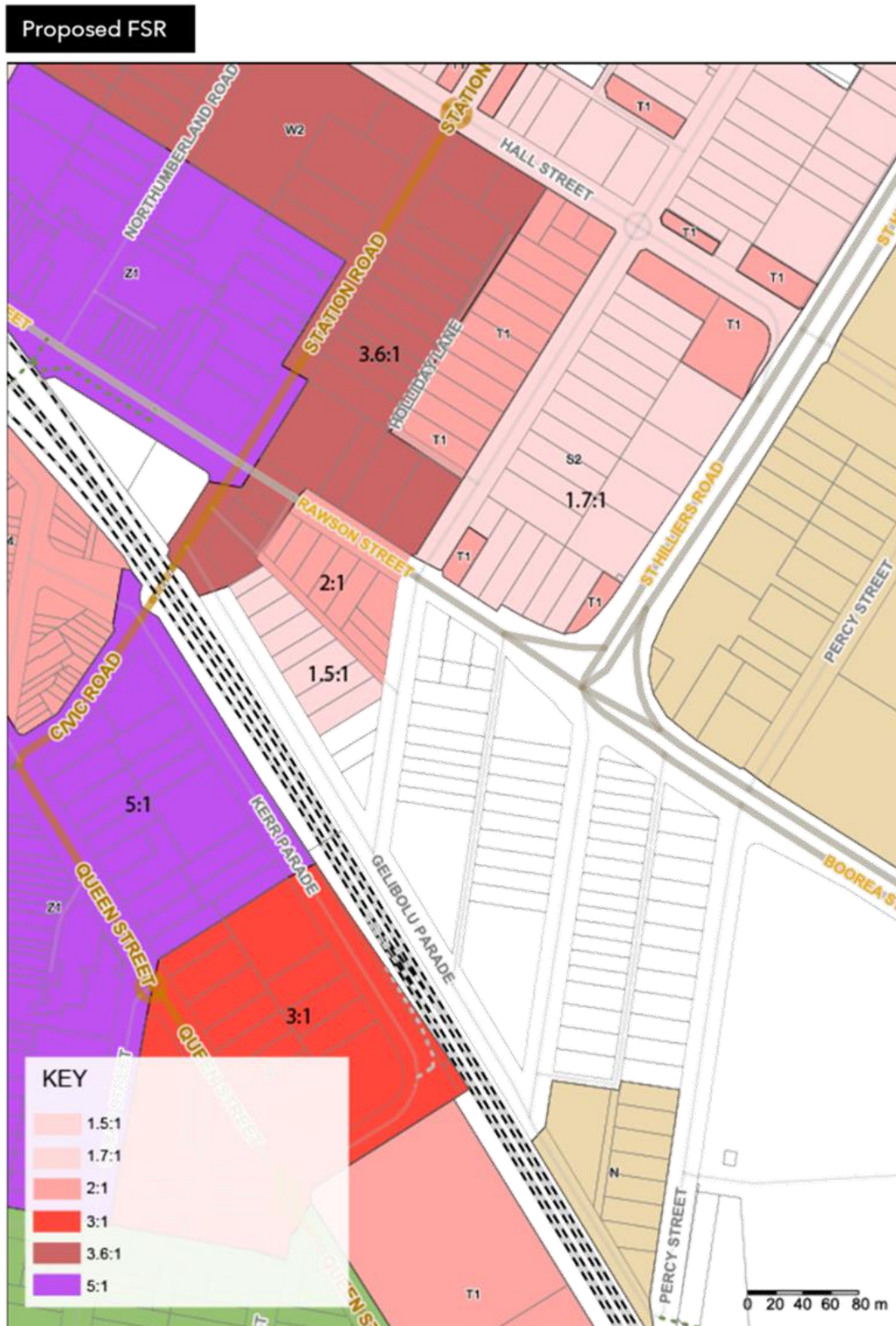
Proposed Planning Controls for Gelibolu Precinct, Auburn (between Station Road, Dartbrook Road and Gelibolu Parade)

Proposed zoning



Proposed height of buildings





ATTACHMENT 4

Proposed Planning Controls for Auburn Road, Auburn (between Beatrice Street and Helena Street)

Proposed zoning



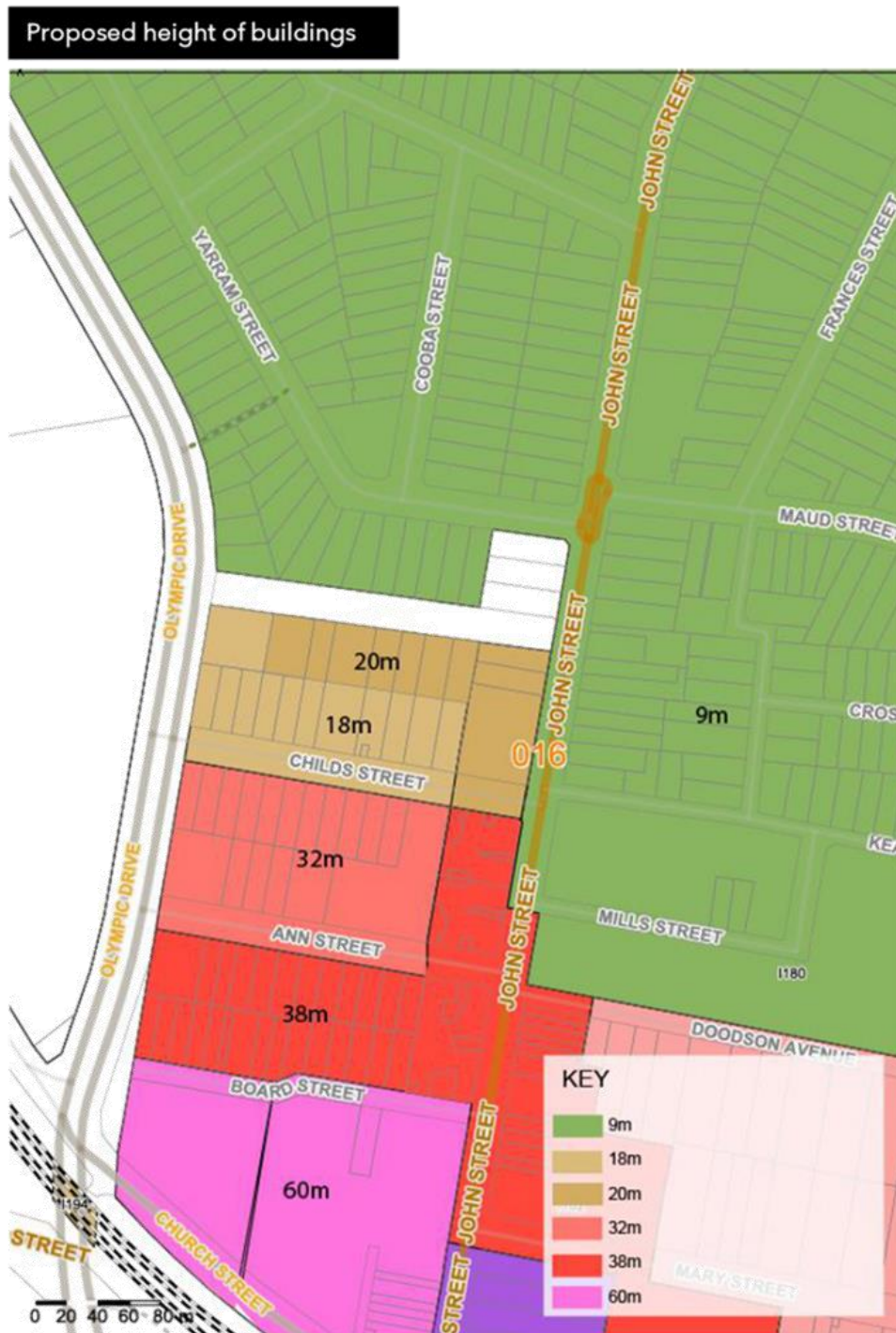
Proposed height of buildings



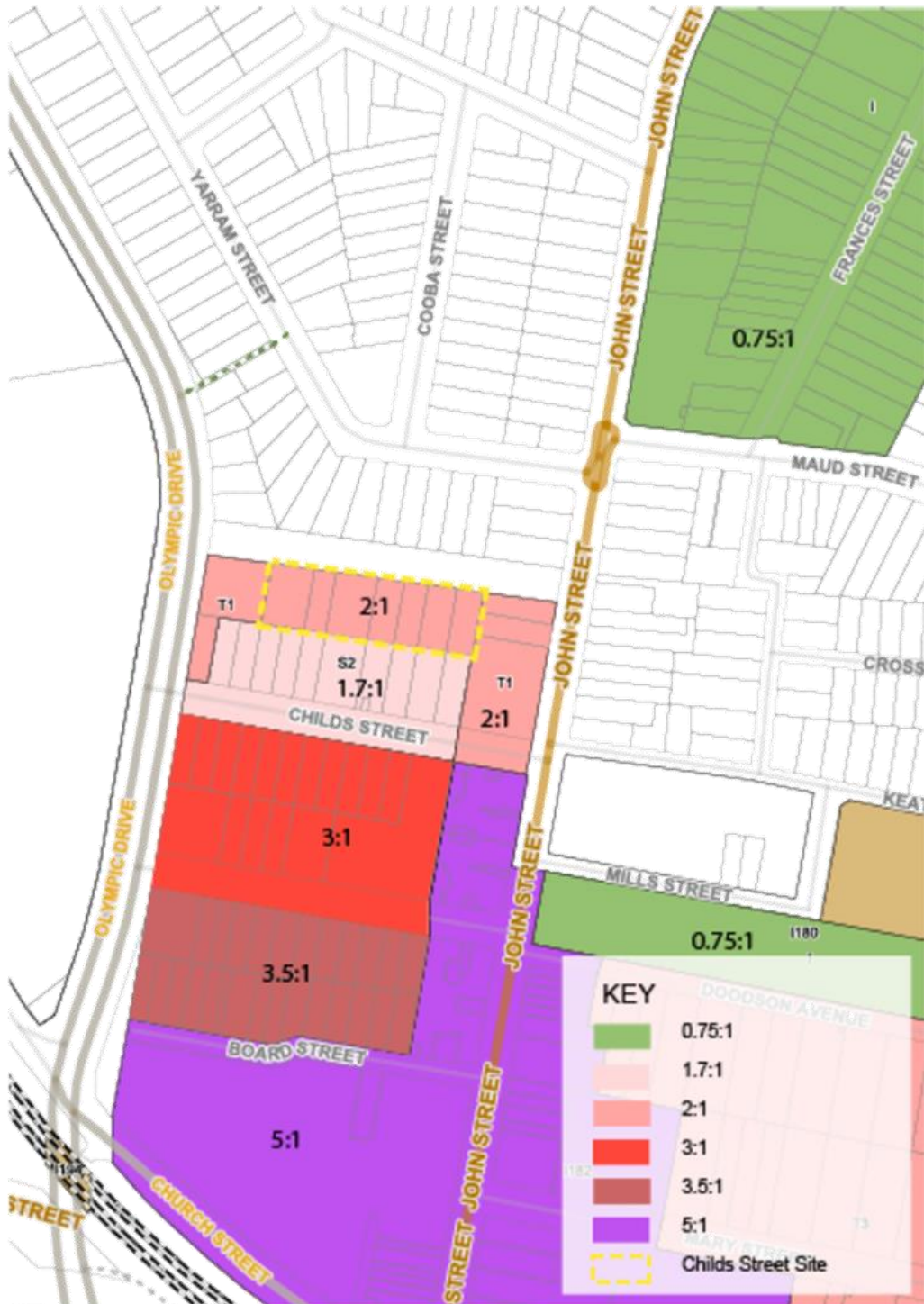


ATTACHMENT 5

Proposed Planning Controls Childs Street, Lidcombe (interface with Chadwick Reserve)



Proposed height of buildings



PLANNING PROPOSAL – SITE SPECIFIC PLANNING CONTROLS FOR AUBURN AND LIDCOMBE TOWN CENTRES
Cumberland City Council
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**DOCUMENTS
ASSOCIATED WITH
REPORT EELPP021/21**

Attachment 2

**Draft DCP Amendment Part F2-2
Auburn Town Centre**



PART F2-1

AUBURN TOWN CENTRE

POST EXHIBITION DRAFT 2020

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1. Introduction

1.1 Land to which this Part applies

This Part applies to the Auburn Town Centre which is zoned B4 Mixed Use under the *Cumberland LEP 20XX*. Refer to Figure 1. The development controls apply in addition to the development controls presented in previous Parts of this DCP. Where there are inconsistencies between the controls contained within this Part and other controls within this DCP, these controls prevail to the extent of the inconsistency.

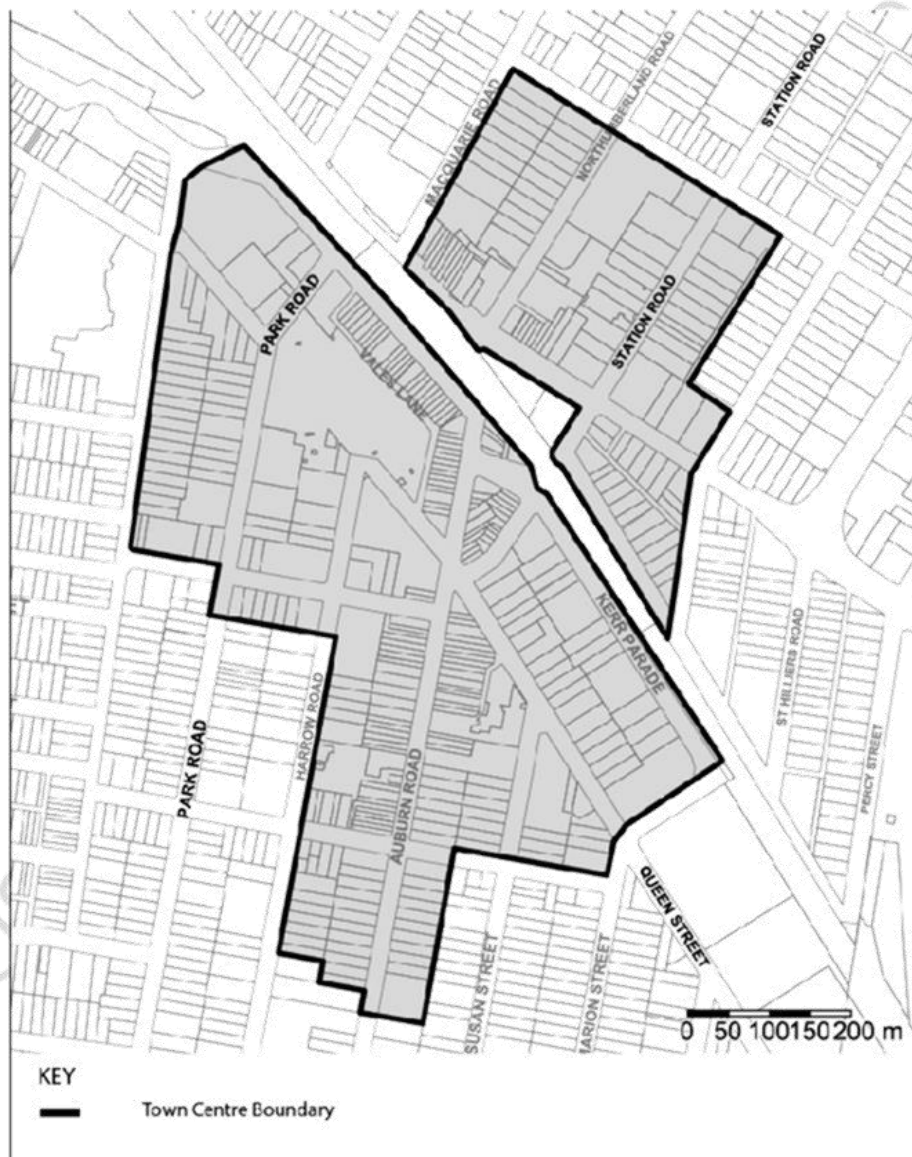


Figure 1: Area to which this Part applies

2. Objectives and controls

2.1 Setbacks

Objective

- O1. The built edge of development fronting the street contributes to a sense of enclosure, scale and appropriate transition within the town centre.

Control

- C1. Setbacks within the town centre shall be consistent with Figure 2.



Figure 2: Building setbacks within the Auburn Town Centre

2.2 Active frontages

Control

- C1. As a minimum, buildings shall provide active street frontages consistent with Figure 3.



Figure 3: Active street frontages within the Auburn Town Centre

2.3 Laneways

Control

- C1. Redevelopment within the Auburn Town Centre shall make provision for the creation of new laneways as shown in Figure 4.



Figure 4: Location of laneways proposed within the Auburn Town Centre

2.4 Key Site – Five Ways

The Five Ways site within the Auburn Town Centre has been identified as having potential for intensification of mixed use development, including commercial and residential uses. The site is bounded by Auburn Road to the east, Queen Street to the north, Harrow Road to the west and Mary Street to the south.

The development controls for this site apply in addition to the development controls presented in previous sections of this Part.

Objectives

- O1. Ensure architectural design recognises:
 - the strategic significance of the site within the Auburn Town Centre; and
 - the visual prominence of the site from public areas including the future Five Ways open space and along Auburn Road.
- O2. Reinforce Auburn Road as the main street of the southern section of the Auburn Town Centre.
- O3. Ensure the new Five Ways open space will become a focal point of the town centre.
- O4. Extend the active frontage along Queen Street, Harrow Road and Mary Street.
- O5. Ensure development is sensitive in scale and character to the town centre.
- O6. Improve pedestrian access and circulation within the town centre.
- O7. Minimise overshadowing impact to the surrounding public domain.

Controls

- C1. Development should be in accordance to Figure 5.
- C2. An open space area shall be provided on the north-east corner of the site at the intersection of Auburn Road and Queen Street with a minimum width of 26m, including a 6m reservation as a pedestrian plaza to accommodate circulation and outdoor dining area.
- C3. Pedestrian through-site links shall be provided to improve circulation and access to the town centre. Where possible, these linkages shall align to existing or proposed crossing points.
- C4. The preferred vehicular access to the site shall be via Harrow Road with secondary access via Mary Street and Queen Street.
- C5. Outdoor dining shall be encouraged within the Five Ways open space and along Auburn Road and Queen Street.
- C6. For residential uses, the maximum building dimensions, inclusive of balconies and building articulation but excluding architectural features, is 24m x 60m.
- C7. Future development is to consider opportunities to reconfigure Mary Street to facilitate one way traffic flow west bound between Auburn Road and Harrow Road.



Figure 5: Five Ways site - indicative development layout

2.5 Site Specific Controls – Gelibolu Precinct

The Gelibolu Precinct site within the Auburn Town Centre has been identified as having potential for intensification of mixed use development, including commercial and residential uses. The site is bounded by Dartbrook Road to the east, Rawson Road to the north, Station Street to the west and Gelibolu Parade to the south.

The development controls for this area apply in addition to development controls presented in previous sections of this Part.

Objectives

- O1. Ensure development is sensitive in scale and character to the town centre and adjoining land uses.
- O2. Minimise overshadowing impact to the Auburn Gallipoli Mosque.
- O3. Ensure development is setback to allow future road and carriageway widening along Rawson Road.
- O4. Manage traffic impacts and ensure that development does not unreasonably impact on the traffic conditions on Rawson Road and local roads.

Controls

- C1. Development should be in accordance to Figure 6.
- C2. Development shall minimise built form impacts on the Auburn Gallipoli Mosque, with consideration of solar access, overshadowing and view lines.
- C3. Land shall be provided for road widening on the southern side of Rawson Road between Station Street and St Hillers Road, to facilitate effective traffic management as per road authority.
- C4. The heritage item located on Gelibolu Parade shall be appropriately integrated into any future development.

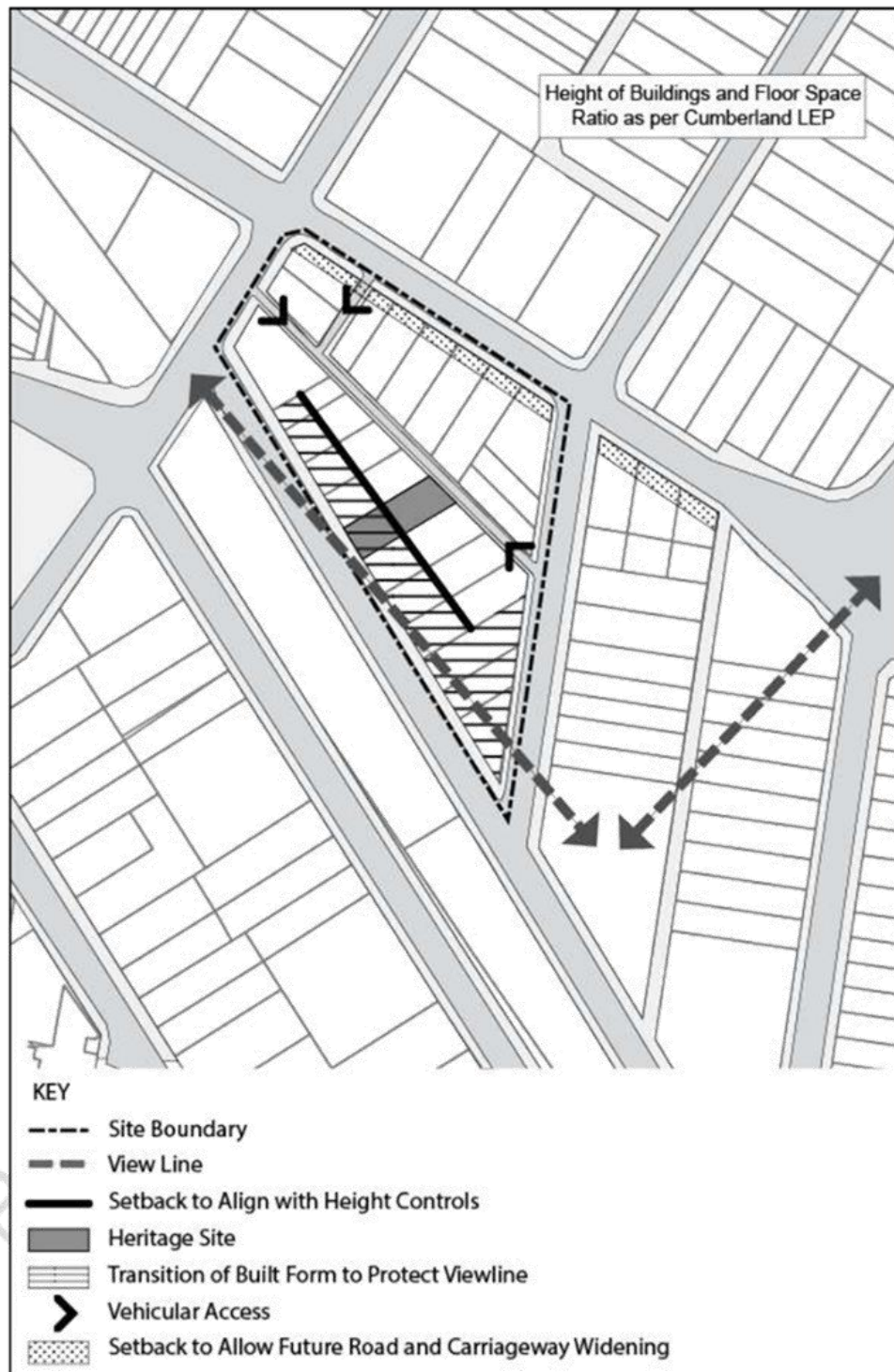


Figure 6: Gelibolu Precinct – site-specific planning controls

POST EXHIBITION DRAFT 2020

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DOCUMENTS
ASSOCIATED WITH
REPORT EELPP021/21

Attachment 3
Land Use Planning Analysis



CUMBERLAND
COUNCIL

Land use planning analysis

Targeted sites in Auburn and Lidcombe Town Centres



Overview of Auburn site-specific proposals



Gelibolu Precinct, Auburn
Support revitalisation and transition of built form in the Gelibolu Precinct, aligned with recent amendments to town centre planning controls

Two options presented for consideration, including revised controls for 27-29 Gelibolu Parade as resolved by Council in September 2020

27-29 Gelibolu Parade

Auburn Road, Auburn (between Beatrice Street and Helena Street)
Progress Council resolution of September 2020 to facilitate mixed use development at 90A-100 Auburn Road. Two options presented for consideration.

90A – 100 Auburn Road



Gelibolu Precinct, Auburn



Potential additional
dwelling yield based
on proposed
planning controls =
over 150 dwellings



Gelibolu Precinct, Auburn

View line analysis for proposed planning controls



Figure 69: View 4



Figure 70: View 7



Figure 71: View 12



Figure 72: Aerial 3d View



Gelibolu Precinct, Auburn

Shadow analysis for proposed planning controls – Winter solstice



Figure 127: Preferred Scenario - 12pm (June 21)



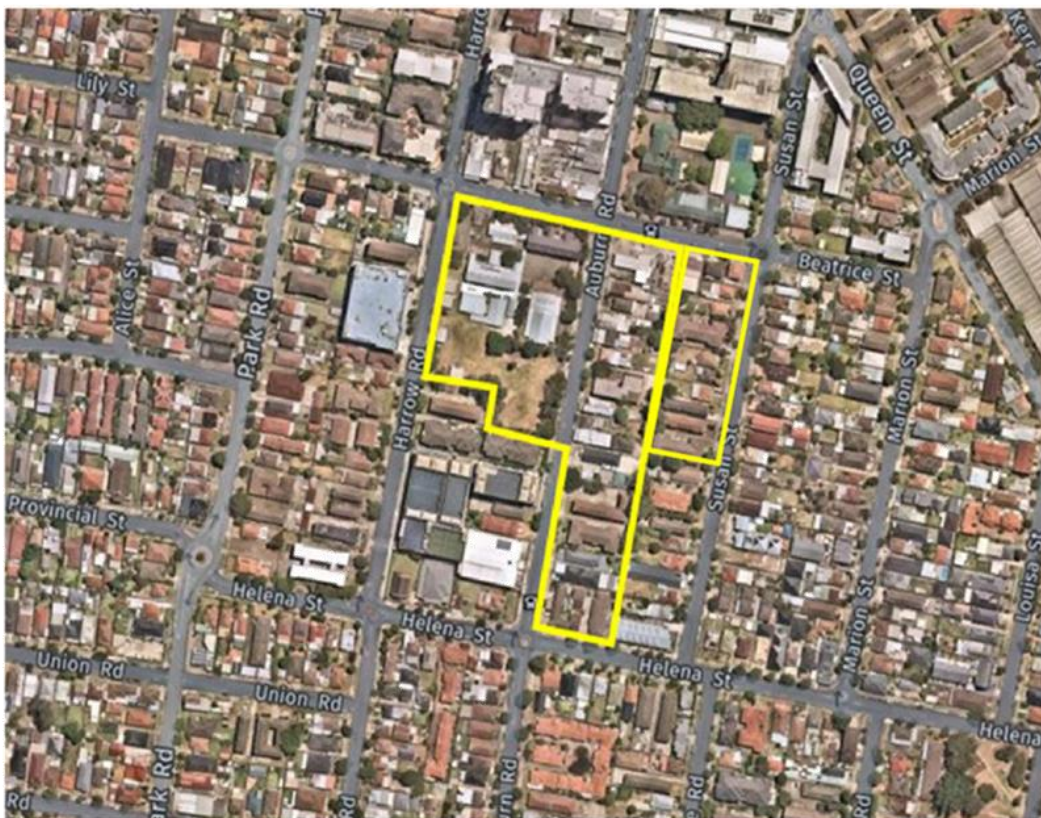
Figure 128: Preferred Scenario - 1pm (June 21)



Figure 129: Preferred Scenario - 2pm (June 21)



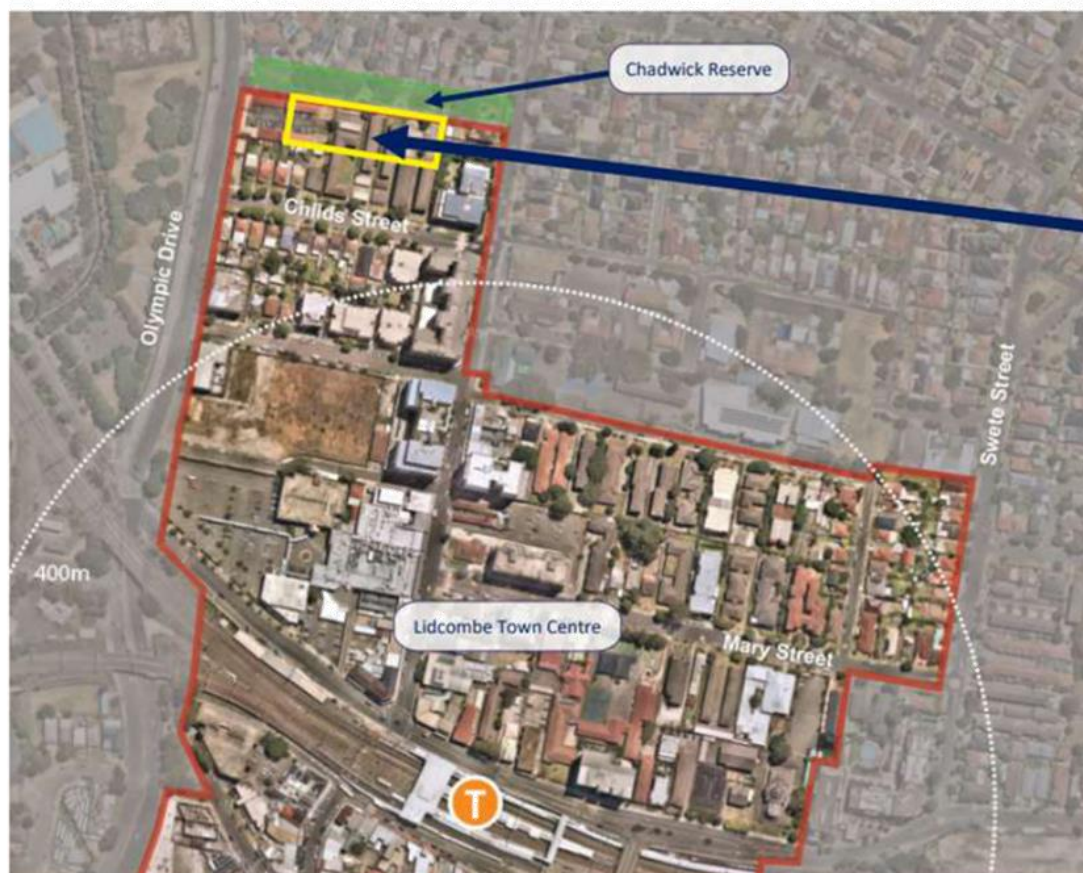
Auburn Road, Auburn



Potential additional
dwelling yield based
on proposed
planning controls =
over 240 dwellings



Overview of Lidcombe site-specific proposal



Childs Street, Lidcombe (interface with Chadwick Reserve)

Refine building height and density controls along interface with Chadwick Reserve, to align with planning controls for adjoining sites.



Childs Street, Lidcombe



Potential additional
dwelling yield based
on proposed planning
controls = **over 90
dwellings**

DOCUMENTS
ASSOCIATED WITH
REPORT EELPP021/21

Attachment 4

Traffic and Transport Analysis -
Auburn Road, Auburn, and Childs
Street, Lidcombe

Technical Advisory Note

Quality Information	
Project:	Cumberland Centres Transport Study
Project Number:	SCT_00160
Document Name:	Auburn and Lidcombe Proposed Planning Controls – Traffic Advice
Date:	18 May 2021
Prepared:	Florian Langstraat, Principal Consultant
Reviewed:	Andy Yung, Director
Authorised:	Andy Yung, Director

Purpose of this note

Cumberland City Council is undertaking early consultation on proposed planning controls for targeted sites in Auburn town centre and the Lidcombe area. The proposed planning controls cover the following areas:

- **Auburn:**
 - 90A-100 Auburn Road
- **Lidcombe:**
 - Childs Street Lidcombe

This technical note provides initial, high-level advice to Council on the potential traffic impacts of each of these proposed planning controls.

Auburn

90A-100 Auburn Road, Auburn

Proposed planning controls and expected yields

The proposed planning controls on Auburn Road are intended to progress Council's resolution from September 2020 to facilitate mixed-use development at 90A-100 Auburn Road. Council is considering rezoning of 90A-100 Auburn Road from R3 to B4 (**Figure 1**) and a transition of the built form in the wider block between Harrow Road, Beatrice Street and Auburn Road.

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Figure 1 Auburn Road planning controls option 1: 90A-100
Auburn Road



Source: Cumberland Council (2021), Auburn Town Centre: Proposed Planning Controls

According to yield estimates prepared by Council, the proposed planning controls are expected to result in a minimum of **243 additional dwellings**.

Trip generation

The trip generation for the above additional dwellings can be estimated based on the recommended trip generation rates developed for Cumberland centres. These recommended trip generation rates are based on two variables: the number of cars per unit, and the distance from the nearest station, as shown in **Table 1**.

Table 1 Recommended vehicle trip generation rates for high-density residential dwellings in Cumberland centres, differentiated by parking spaces and distance from the nearest train station

Distance from the nearest train station	0.5 car / unit	1 car / unit	2 or more cars / unit
<1km	0.10	0.19	0.38
1-2km	0.16	0.26	0.45
>2km	0.60	0.69	0.88

Source: SCT Consulting (2020), Technical Note: Recommended Trip Generation Rates, May 2020.

The site is approximately 700m from Auburn station. With reference to **Table 1** and the car ownership patterns for flats in Auburn town centre discussed above, the AM peak-hour vehicle trip rate is estimated at **0.19**. This results in an estimated **46 additional vehicle trips** in the AM peak.

These additional vehicle trips are **not considered to be significant** and unlikely to require a detailed TIA or traffic modelling at the planning proposal stage. It is anticipated that further assessments would be undertaken at the Development Application stage.

Lidcombe

Childs Street

Proposed planning controls and expected yields

The proposed planning controls at Childs Street Lidcombe are intended to progress proposals to increase building height and introduction of a small amount of non-residential floorspace, as shown in **Figure 2**.

Figure 2 Childs Street planning controls



Source: Cumberland Council (2021), Childs Street, Lidcombe Area: Proposed Planning Controls

According to yield estimates prepared by Council, the proposed planning controls are expected to result in **98 additional dwellings**.

Trip generation

The site is approximately 550m from Lidcombe station. With reference to **Table 1**, given the site's proximity to public transport, the estimated AM peak-hour vehicle trip rate is **0.19**. This vehicle trip rate results in an estimated **19 additional vehicle trips** in the AM peak.

These additional vehicle trips are **not considered to be significant** and unlikely to require a detailed TIA or traffic modelling at the planning proposal stage. It is anticipated that further assessments would be undertaken at the Development Application stage.

DOCUMENTS
ASSOCIATED WITH
REPORT EELPP021/21

Attachment 5

Traffic and Transport Analysis -
Gelibolu Precinct, Auburn

Technical Advisory Note

Quality Information	
Project:	Cumberland Centres Transport Study
Project Number:	SCT_00160
Document Name:	Gelibolu Precinct Proposed Planning Controls – Traffic Advice
Date:	18 May 2021
Prepared:	Florian Langstraat, Principal Consultant
Reviewed:	Andy Yung, Director
Authorised:	Andy Yung, Director

Purpose of this note

Cumberland City Council is undertaking early consultation on proposed planning controls for Gelibolu Precinct in Auburn.

This technical note provides initial, high-level advice to Council on the potential traffic impacts of the proposed planning controls at this location.

Gelibolu Precinct, Auburn

Proposed planning controls and expected yields

The proposed planning controls in the Gelibolu Precinct are intended to support the revitalisation and transition of built form in the precinct, aligned with recent amendments to planning controls in the town centre nearby. Council is consulting on two options for revised planning controls:

- A previously Council-endorsed rezoning of 27-29 Gelibolu Parade from R2 to R4 (**Figure 1**)
- A transition of the built form in the wider western corner of the precinct, including rezonings to B4 and R4 (**Figure 2**)

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Figure 1 Gelibolu Precinct planning controls option 1: 27-29 Gelibolu Parade



Source: Cumberland Council (2021), Auburn Town Centre: Proposed Planning Controls

Figure 2 Gelibolu Precinct planning controls option 2: Transition of Built Form



Source: Cumberland Council (2021), Auburn Town Centre: Proposed Planning Controls

According to yield estimates prepared by Council, the proposed planning controls are expected to result in a minimum of **60 additional dwellings** (under Option 1) and a maximum of **152 additional dwellings** (under Option 2).

Trip generation

The trip generation for the above additional dwellings can be estimated based on the recommended trip generation rates developed for Cumberland centres. These recommended trip generation rates are based on two variables: the number of cars per unit, and the distance from the nearest station, as shown in **Table 1**.

Table 1 Recommended vehicle trip generation rates for high-density residential dwellings in Cumberland centres, differentiated by parking spaces and distance from the nearest train station

Distance from the nearest train station	0.5 car / unit	1 car / unit	2 or more cars / unit
<1km	0.10	0.19	0.38
1-2km	0.16	0.26	0.45
>2km	0.60	0.69	0.88

Source: SCT Consulting (2020), Technical Note: Recommended Trip Generation Rates, May 2020.

The number of parking spaces per unit is not yet known at this early stage of the planning process. Instead, it can be assumed that the precinct would reflect existing car ownership patterns for flats in Auburn town centre (23% of flats have no car; 52% have one car; and 25% have two or more cars). The resulting AM peak-hour vehicle trip rate is **0.19**.

This vehicle trip rate results in an estimated minimum of **11 additional vehicle trips**, and a maximum of **29 additional vehicle trips** in the AM peak.

These additional vehicle trips are **not considered to be significant** and unlikely to require a detailed Traffic Impact Assessment (TIA) or traffic modelling at the proposal stage. Given the proximity of the site to the intersections of St Hilliers Road and Station Road with Rawson Street (traffic signals at both locations), land reservation has been identified for widening of Rawson Street and tie-in with St Hilliers Road and Station Road. It is noted that the proposed upgrades are not directly contributed by the proposed development at the Gelibolu Precinct currently considered by Council; however are proposed to support long term planning of the area.

Cumulative impacts

Council has also considered the potential cumulative impacts of a proposed school development within this precinct at 2 Percy Street, Auburn. This is subject to an approved State Significant Development (SSD) application.

The transport impact assessment prepared by GTA Consultants concluded that the proposed school development traffic represents a minor overall impact, having regard to the existing traffic volumes, with no more than nine per cent during the AM and PM school peak hours and no more than one per cent during the PM commuter peak hour.

The GTA report also indicated that the intersections of St Hilliers Road and Station Road with Rawson Street are operating at LoS C. Based on this recent work, it is considered that there will be capacity to accommodate the additional trips expected to be generated by the Gelibolu Precinct (up to 29 vehicle trips) and those generated by the school development at 2 Percy Street, Auburn.

**DOCUMENTS
ASSOCIATED WITH
REPORT EELPP021/21**

**Attachment 6
Early Consultation and
Submissions**



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Targeted planning controls for Auburn Town Centre

Submissions received during early consultation



Overview of Auburn site-specific proposals



Gelibolu Precinct, Auburn
Support revitalisation and transition of built form in the Gelibolu Precinct, aligned with recent amendments to town centre planning controls

Two options presented for consideration, including revised controls for 27-29 Gelibolu Parade as resolved by Council in September 2020

**Auburn Road, Auburn
(between Beatrice Street
and Helena Street)**
Progress Council resolution of September 2020 to facilitate mixed use development at 90A-100 Auburn Road. Two options presented for consideration.



Gelibolu Precinct, Auburn

Overview of submissions



53 submissions received
(as at 21 April 2021)

20 in support, citing:

- Housing choice and affordability
- Access to public transport, local jobs, services and open space
- Opportunity for revitalisation and renewal
- Quality urban design
- Environmental/sustainability outcomes

33* objections on the basis of:

- Increased traffic and car parking
- Infrastructure capacity
- Housing choice and affordability
- Concerns about liveability and local character
- Impact of density and overshadowing
- Heritage considerations
- Access to open space

*Includes 29 out of area submissions

* Includes petition comprising 1,300 online signatures, 782 written signatures and 665 form letters

Recommendation:

Progress transitional height and density controls for the Gelibolu Precinct – include in planning proposal



Auburn Road, Auburn

Overview of submissions



9 submissions received
(as at 21 April 2021)

8* in support, citing:

- Improved amenity
- Local character
- Floor space
- Economic viability
- Housing target
- Affordable housing
- Housing diversity
- Community benefit

*Includes 4 out of area submissions

1 objection on the basis of:

- Increased traffic and car parking
- Infrastructure capacity
- Housing choice and affordability
- Concerns about liveability and local character
- Impact of density and overshadowing
- Heritage considerations
- Access to open space

Recommendation:

Progress proposed zoning, height and density controls for site at Auburn Road – include in planning proposal

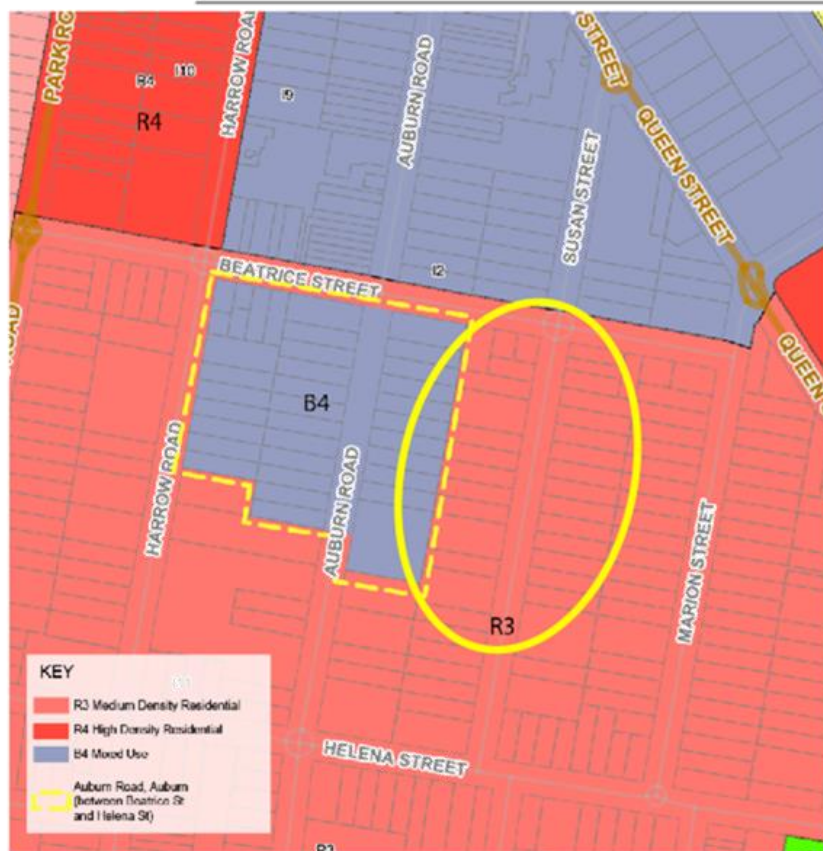


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Site-specific Submissions Included in Planning Proposal



86-88 and 90 Auburn Road and 23-27 Susan Street, Auburn



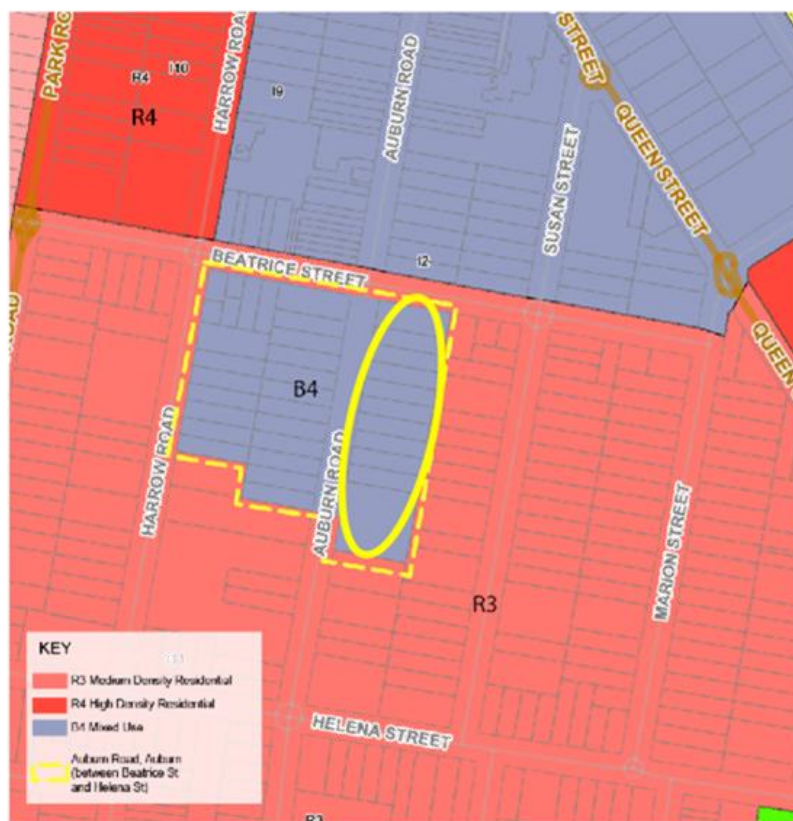
Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R3 Medium Density Residential Height: 9m FSR: 0.75:1	B4 Mixed Use Height: 20m FSR: 2:1
	Proposed built form (as exhibited)	
	No change	
Rationale/ Submission	The stakeholder proposes extension of planning controls to Susan Street, between Beatrice Street and Helena Street stating housing targets, Employment Lands Study recommendations to expand town centres and provide greater access to sought after residential dwellings.	

Recommendation:

Included in planning proposal – proposed extension of B4 zone to Susan Street with corresponding height and density



90A-100 Auburn Road, Auburn



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R3 Medium Density Residential Height: 9m FSR: 0.75:1	Height: 20m, 32m FSR: 2:1, 3:1
	Proposed built form (as exhibited)	
	B4 Mixed Use Height: 20m FSR: 2:1 Properties outside site boundary: no change	
Rationale/ Submission	Stakeholder proposes increased building height and FSR and extending the precinct boundary to Susan Street (east), Helena Street (south) and Harrow Road (west). States proposed built form would be a reasonable transition to surrounding area, increased potential to reach housing targets and minimal site constraints, such as overshadowing and solar access.	

Recommendation:

Included in planning proposal – proposed increase in height and density

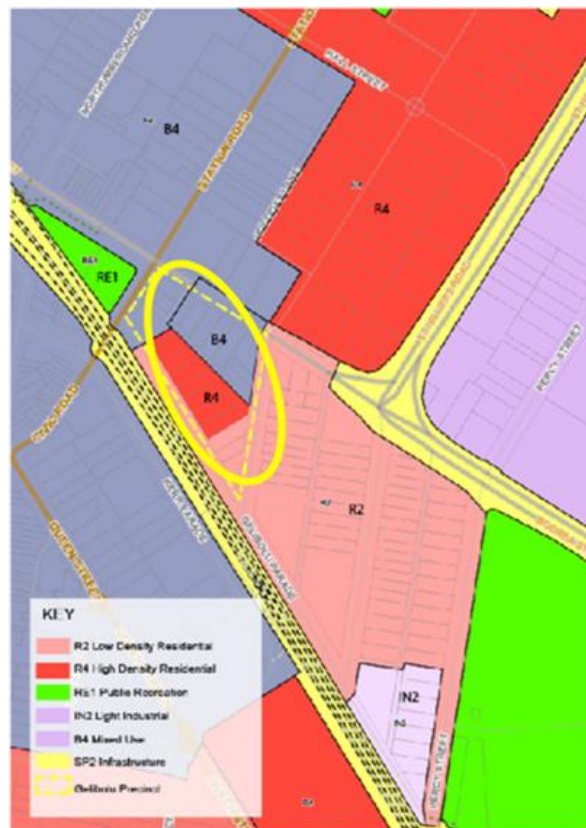


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Site-specific Submissions
Not included in Planning Proposal



Gelibolu Precinct, Auburn



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R4 High Density Residential B4 Mixed Use 32m 3:1
	Proposed built form (as exhibited) R4 High Density Residential B4 Mixed Use Height: 20m, 22m FSR: 1.5:1, 2:1	
Rationale/ Submission	Stakeholder proposes uniform planning controls for the entire precinct including Southern R2 section. Stating potential benefit to the community with increased retail and residential space.	

Recommendation:

Not included in planning proposal – transitional built form approach proposed



Gelibolu Precinct, Auburn (B4 Zone)



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	B4 Mixed Use 45m 5:1
	Proposed built form (as exhibited) B4 Mixed Use Height: 22m FSR: 1.5:1	
Rationale/ Submission	Stakeholders proposes uniform planning controls for proposed B4 mixed use zone. Stating site is easily accessible by car and public transport.	

Recommendation:

Not included in planning proposal – transitional built form approach proposed



21-23 Gelibolu Parade, Auburn



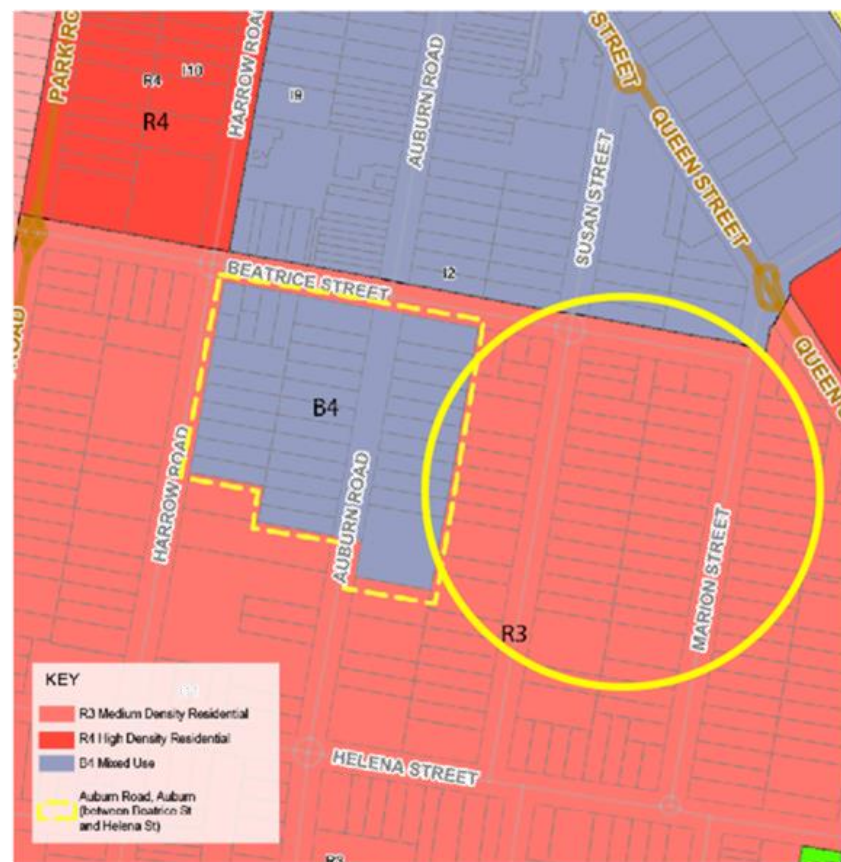
Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R4 High Density Residential 20m
	Proposed built form (as exhibited)	
	No changes proposed	
Rationale/ Submission	Stakeholders proposes extension of R4 zone to 21-23 Gelibolu parade, and increase building height to 20. States property is unique, with double frontage and front and rear access to Gelibolu Parade and Dartbrook Road.	

Recommendation:

Not included in planning proposal – transitional built form approach proposed



Auburn Road and Susan Street, Auburn



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R3 Medium Density Residential Height: 9m FSR: 0.75:1	B4 Mixed Use Height: 20m FSR: 2:1
	Proposed built form (as exhibited)	
	No change	
Rationale/ Submission	The submission proposes extension of proposed controls for Auburn Road to Marion Street, between Helena Street and Beatrice street stating controls would align with the adjoining Auburn Town Centre.	

Recommendation:

Not included in planning proposal – insufficient site analysis and justification at this stage



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Targeted planning controls for Lidcombe Town Centre

Submissions received during early consultation



Overview of Lidcombe site-specific proposal



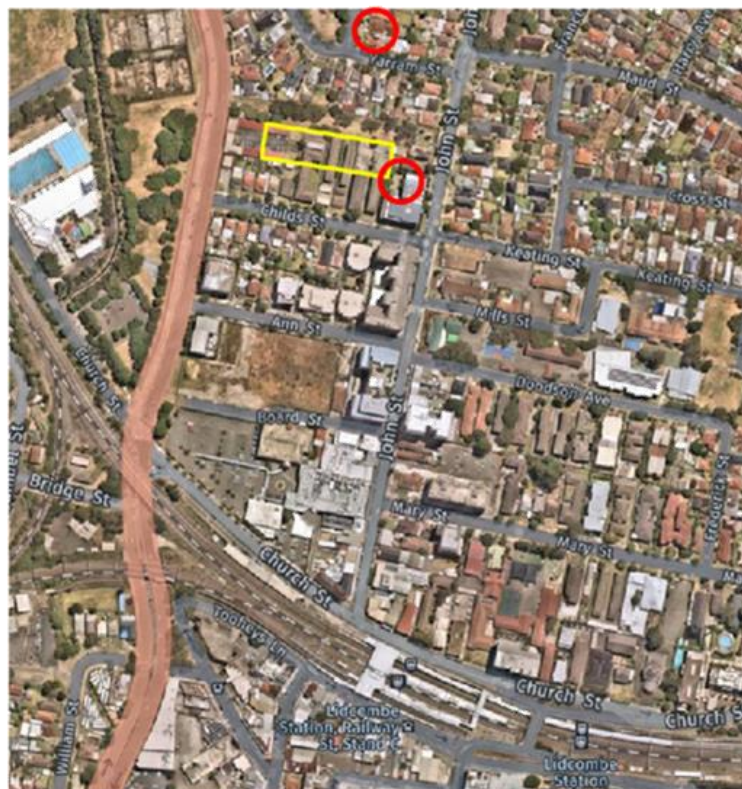
**Childs Street, Lidcombe
(interface with Chadwick
Reserve)**

Refine building height and
density controls along
interface with Chadwick
Reserve, to align with
planning controls for
adjoining sites.



Childs Street, Lidcombe

Overview of submissions



2 submissions received
(as at 31 March 2021)

2 objections on the basis of:

- Increased traffic
- Lack of available carparking
- Overshadowing
- Impact on house prices
- Privacy

Recommendation:

Progress refinements to building height and density controls along interface with Chadwick Reserve, to align with planning controls for adjoining sites – include in planning proposal