



CUMBERLAND
CITY COUNCIL

Council Meeting

Wednesday, 2 June 2021 at 6:30pm

Cumberland City Council Chambers

Merrylands Service Centre, 16 Memorial Avenue, Merrylands

Councillor Contact Details

Granville Ward

Clr Steve Christou (Mayor)	0419 651 187	Steve.Christou@cumberland.nsw.gov.au
Clr Joseph Rahme	0418 995 471	Joseph.Rahme@cumberland.nsw.gov.au
Clr Ola Hamed	0405 070 007	Ola.Hamed@cumberland.nsw.gov.au

Greystanes Ward

Clr Eddy Sarkis (Deputy Mayor)	0418 306 918	Eddy.Sarkis@cumberland.nsw.gov.au
Clr Greg Cummings	0417 612 717	Greg.Cummings@cumberland.nsw.gov.au
Vacant	-	-

Regents Park Ward

Clr Ned Attie	0419 583 254	Ned.Attie@cumberland.nsw.gov.au
Clr George Campbell	0409 233 315	George.Campbell@cumberland.nsw.gov.au
Clr Kun Huang	0418 911 774	Kun.Huang@cumberland.nsw.gov.au

South Granville Ward

Clr Paul Garrard	0414 504 504	Paul.Garrard@cumberland.nsw.gov.au
Clr Tom Zreika	0400 805 303	Tom.Zreika@cumberland.nsw.gov.au
Clr Glenn Elmore	0418 459 527	Glenn.Elmore@cumberland.nsw.gov.au

Wentworthville Ward

Clr Michael Zaiter	0418 432 797	Michael.Zaiter@cumberland.nsw.gov.au
Clr Suman Saha	0419 546 950	Suman.Saha@cumberland.nsw.gov.au
Clr Lisa Lake	0418 669 681	Lisa.Lake@cumberland.nsw.gov.au

For information on Council services and facilities please visit www.cumberland.nsw.gov.au

ORDER OF BUSINESS

- 1 Opening Prayer / Acknowledgement of Country / National Anthem**
- 2 Notice of Live Streaming of Council meeting**
- 3 Apologies / Requests for Leave of Absence**
- 4 Declarations of Pecuniary & Non Pecuniary Conflicts of Interest**
- 5 Confirmation of Previous Minutes**
C06/21-768 Minutes of the Ordinary Meeting of Council - 19 May 20215
- 6 Mayoral Minutes**
Nil
- 7 Public Forum / Presentation of Petitions**
- 8 Items Resolved by Exception**
- 9 Reports to Council**
 - General Manager**
Nil
 - Director Community and Organisation Development**
C06/21-769 Community Grants Program 2020/202123
 - Director Finance & Governance**
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 - Director Works & Infrastructure**
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- 10 Reports of Council Committees**
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- 11 Motions Pursuant to Notice**
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12 Notices of Rescission

Nil

13 Questions on Notice

Nil

14 Closed Session Reports

C06/21-779 Tender Evaluation Report - Microsoft Licensing Enterprise
Agreement

Note: Included in Closed Council in accordance with Section 10A(2)(c) and (d)(i) of the Local Government Act as the information involves information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business and commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.

15 Other / General Matters

16 Close

Item No: C06/21-768

MINUTES OF THE ORDINARY MEETING OF COUNCIL - 19 MAY 2021

Responsible Division:

Finance & Governance

Officer:

Director Finance & Governance

RECOMMENDATION

That Council confirm the minutes of the Ordinary Meeting of Council held on 19 May 2021.

ATTACHMENTS

1. Draft Minutes - 19 May 2021 [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-768

Attachment 1
Draft Minutes - 19 May 2021

Minutes of the Council Meeting 19 May 2021

Present:

Steve Christou (Mayor)	Councillor
Eddy Sarkis (Deputy Mayor)	Councillor
Ned Attie	Councillor
George Campbell	Councillor
Greg Cummings	Councillor
Glenn Elmore	Councillor
Paul Garrard	Councillor
Ola Hamed	Councillor
Kun Huang	Councillor
Lisa Lake	Councillor
Joseph Rahme	Councillor
Suman Saha	Councillor
Michael Zaiter	Councillor
Tom Zreika	Councillor
Peter Fitzgerald	Acting General Manager
Daniel Cavallo	Director Environment & Planning
Melissa Attia	Director Community & Organisation Development
Brendan Govers	Acting Director Works & Infrastructure
Richard Sheridan	Director Finance & Governance

Also Present:

Charlie Ayoub	Executive Manager Corporate Services
Colin McFadzean	General Counsel
Carol Karaki	Senior Governance & Civic Events Coordinator
Olivia Shields	Senior Governance & Civic Events Officer

The Mayor, Councillor Christou declared the meeting open at 6:31pm.

Opening Prayer

The opening prayer was read by Pastor Edward Conteh from the Auburn Salvation Army.

Acknowledgement of Country

The Mayor, Councillor Christou read the following Acknowledgement of Country:

"I would like to acknowledge the traditional owners of this land – the Darug People, and pay my respects to their elders past, present and emerging."

National Anthem

At this point in the meeting the Mayor, Councillor Christou asked all of those in attendance to stand for the playing of the Australian National Anthem.

Notice of Live Streaming of Council Meeting

The Mayor, Councillor Christou advised that the Council meeting was being streamed live on Council's website and members of the public must ensure their speech to the Council is respectful and use appropriate language.

Apologies/Leave of Absence

Nil.

Declarations of Pecuniary & Non Pecuniary Conflicts of Interest

There were no declarations of interest.

Confirmation of Minutes

Min.1134 C05/21-747 Minutes of the Ordinary Meeting of Council - 5 May 2021

Resolved (Cummings/Attie)

That Council confirm the minutes of the Ordinary Meeting of Council held on 5 May 2021.

Min.1135 MM05/21-57 – Mayoral Minute – Support for Western Sydney Hospitals

Note: Councillor Elmore declared a significant non-pecuniary interest in this item, as his wife is employed as a midwife in Auburn Hospital and exited the Chamber at 6:38pm and returned to the Chamber following the consideration of this item at 6:50pm. Councillor Huang declared a less than significant, non-pecuniary interest in relation to this item as he is a member of the Auburn Hospitals Community Council in a voluntary position. As this is not significant, Councillor Huang remained in the Chamber for the consideration of this item.

Resolved (Christou)

That Council:

1. Support the Mayoral Minute;
2. Instigate through the Acting General Manager a community petition, seeking the upgrade and significant resourcing allocation for Auburn, Westmead Hospital and Westmead Children's Hospital, including the reinstatement of a dedicated palliative care unit at Westmead; and
3. Following the petition closing, write to the relevant Members of Parliament and the Premier, providing them with a copy of the Petition, strongly advocating for the required upgrades and funding.

Carried Unanimously

Min.1136 MM05/21-58 – Mayoral Minute - Cumberland City Council's 2021 Ramadan Iftar Dinner**Resolved (Christou)**

That Council:

1. Thank all the religious leaders and groups in attendance at the Cumberland City Council 2021 Ramadan Iftar Dinner.
2. Recognise and thank all the staff involved across Council in planning and delivering the 2021 Ramadan Iftar Dinner.
3. Make a donation of \$2,558 to the Holroyd Community Aid Inc Charity.

Carried Unanimously

Min.1137 MM05/21-59 – Mayoral Minute – Conflict in Gaza Strip**Resolved (Christou)**

That Council write to the Prime Minister of Australia, urging him to hold immediate talks with world leaders in an effort to negotiate a peaceful end to the current conflict in Israel and the Palestinian Territories, and further seek to negotiate a resolution to the underlying issues of which the current conflict is a symptom.

Carried Unanimously

Min.1138 MM05/21-60 – Mayoral Minute – Advocacy for Improved Express Train Services**Resolved (Christou)**

That Council:

1. Write to local Members of Parliament including Ms Finn on behalf of Granville and Ms Voltz on behalf of Auburn, urging them to strongly increase advocacy efforts to the State Government for the reinstatement of express train services in the Cumberland City Council area.
2. Write to the NSW Premier, and Minister of Transport and Roads, again urging them to reinstate express train services in the Cumberland City Council area.

Carried Unanimously

Min.1139 Matter of Urgency – Councillor Hamed**Resolved (Hamed/Campbell)**

That in accordance with Clause 9.3(b) of the Cumberland Council Code of Meeting Practice, Standing Orders be suspended to permit the Matter of Urgency in relation to the Conflict in Gaza.

Min.1140 Matter of Urgency – Conflict in Gaza**Resolved (Hamed/Campbell)**

That Council:

1. Write to Prime Minister Scott Morrison and Minister for Foreign Affairs Marise Payne calling on the Australian government to work towards halting any further land expropriation and settler expansion in Gaza as well as an immediate mutual ceasefire.
2. Shares grave concerns about atrocities which the Israeli government and military are perpetrating against innocent Palestinian civilians including children, journalists and places of worship.
3. Is saddened by the tragic loss of life and injuries of innocent civilians on both sides.
4. Deplores the violence against worshippers at the Al-Aqsa.
5. Deplores the oppression Palestinians endure under Israeli occupation as well as Israel's violation of international human rights and humanitarian laws.

A division was called, the result of the division required in accordance with Council's Code of Meeting Practice is as follows:

Councillor(s) For the Motion: Campbell, Cummings, Elmore, Garrard,
Hamed, Huang, Lake, Saha and Zreika.

Councillor(s) Against the Motion: Attie, Christou, Rahme, Sarkis and Zaiter.

Min.1141 Items by Exception**Resolved (Cummings/Sarkis)**

That Council adopt items C05/21-748, C05/21-751, C05/21-752, C05/21-753, C05/21-755, C05/21-758, C05/21-759, C05/21-760, C05/21-761, C05/21-765 and C05/21-766 on the Council Agenda in bulk as per the recommendations in the reports.

Min.1142 C05/21-748 Legal Report**Resolved (Cummings/Sarkis)**

That Council receive the report.

Min.1143 C05/21-751 Quarter 3 Quarterly Budget Review Statement**Resolved (Cummings/Sarkis)**

That Council approve the revised estimates of income and expenditure for 2020/21 contained in the Quarterly Budget Review Statement.

Min.1144 C05/21-752 Monthly Management Accounts - March 2021**Resolved (Cummings/Sarkis)**

That Council receive the report.

Min.1145 C05/21-753 Investment Report - April 2021**Resolved (Cummings/Sarkis)**

That Council receive the 30 April 2021 Investment Report.

Min.1146 C05/21-755 Update on Approved Mayoral Community Fund Applications**Resolved (Cummings/Sarkis)**

That Council receive the report.

Min.1147 C05/21-758 Asbestos Management Framework - Post Exhibition Report**Resolved (Cummings/Sarkis)**

That Council adopt the *Asbestos Management Framework* as outlined in Attachment 1 of this report.

Min.1148 C05/21-759 NSW Public Spaces Legacy Program - Project Funding Agreement**Resolved (Cummings/Sarkis)**

That Council delegates the Acting General Manager to sign the funding agreement to design and deliver the Merrylands Civic Square project under the NSW Public Spaces Legacy Program.

Min.1149 C05/21-760 Adoption of New Footpath Construction Policy**Resolved (Cummings/Sarkis)**

That Council adopt the New Footpath Construction Policy as outlined in Attachment 1 of this report.

Min.1150 C05/21-761 Traffic Committee - Minutes of Meetings held 25 February 2021 and 7 April 2021**Resolved (Cummings/Sarkis)**

That:

1. The minutes of Part 1 Items of the Cumberland Traffic Committee electronic meeting of 25 February and 7 April 2021, be received and noted; and
2. The minutes of Part 2 Items of the Cumberland Traffic Committee electronic meeting of 25 February and 7 April 2021, be received and recommendations contained therein be approved.

Min.1151 C05/21-765 Tender Evaluation Report - Tree Planting**Resolved (Cummings/Sarkis)**

That Council:

1. Decline to accept all tenders in accordance with Clause 178(1)(b) of the Local Government (General) Regulation 2005.
2. Negotiate with the Office of the Open Space & Parklands, NSW Department of Planning & Environment to amend the scope of works and project milestones, to achieve greater cost reductions.
3. In accordance with Clause 178(3)(b) of the Local Government (General) Regulation 2005, resolve to invite tenders selected from the companies listed in Procurement Australia Contract 2302/1402 Tree Pruning and associated services (Category 4 – Tree Planting and Establishment) to provide the best outcomes to Council.

Min.1152 C05/21-766 Tender Evaluation Report - Tree Services Panel Contract**Resolved (Cummings/Sarkis)**

That Council:

1. Accept the Tender Evaluation Panel's recommendation to include the following companies into the approved Tree Services Panel Contract in accordance with Clause 178(1)(a) of the Local Government (General) Regulations 2005, for a three (3) year contract term.
 - i. Plateau Tree Service (ABN 17 090 798 002)
 - ii. General Forest Tree Surgeon P/L (ABN 61 104 092 739)
 - iii. Summit Open Space Services (ABN 83 055 140 424)
 - iv. Tree Serve Pty Ltd (ABN 87 169 334 712)
 - v. Australian Urban Tree Services (ABN 36 057 881 302)
 - vi. Active Tree Services Pty Ltd (ABN 56 002 919 299)
2. Delegate to the General Manager the authority to execute the contract and any associated documents.

Min.1153 C05/21-750 Quarter 3 Report on the Operational Plan 2020-21**Resolved (Saha/Elmore)**

That Council receive the report.

Carried Unanimously

Councillor Zaiter left the Meeting at 7:45pm and returned to the Meeting at 7:47pm during the consideration of this item.

C05/21-751 Quarter 3 Quarterly Budget Review Statement

This item was dealt with earlier in the meeting.

C05/21-752 Monthly Management Accounts - March 2021

This item was dealt with earlier in the meeting.

C05/21-753 Investment Report - April 2021

This item was dealt with earlier in the meeting.

Min.1154 C05/21-754 Report on Outstanding Council Resolutions**Resolved (Campbell/Lake)**

That Council:

1. Receive the report.
2. Note that Point 8 of Minute 513 (Meeting 1/5/19) be included in every future Report of Outstanding Council Resolutions until it is actually implemented.

Carried Unanimously

Councillor Rahme left the Meeting at 7:48pm and returned to the Meeting at 7:50pm during the consideration of this item.

Councillor Saha left the Meeting at 7:49pm and returned to the Meeting at 7:52pm during the consideration of this item.

C05/21-755 Update on Approved Mayoral Community Fund Applications

This item was dealt with earlier in the meeting.

Min.1155 C05/21-756 2 Percy Street, Auburn - Draft Voluntary Planning Agreement**Resolved (Attie/Garrard)**

That Council:

1. Endorse that the Voluntary Planning Agreement for 2 Percy Street, Auburn, be publicly notified for a period of 28 days in accordance with statutory and policy requirements.
2. Endorse and delegate authority to the Mayor and Acting General Manager to execute the Voluntary Planning Agreement on behalf of Council for 2 Percy Street, Auburn, as provided in Attachment 1, subject to no significant objections on the Agreement being received during exhibition.
3. Note that, once the draft Voluntary Planning Agreement is executed, signed by all parties and is registered on title, a copy of the executed Voluntary Planning Agreement be forwarded to the Planning Secretary, as required by the approved State Significant Development Application.

A division was called, the result of the division required in accordance with Council's Code of Meeting Practice is as follows:

Councillor(s) For the Motion: Attie, Campbell, Christou, Cummings,
Elmore, Garrard, Hamed, Huang, Lake,
Rahme, Saha, Sarkis, Zaiter and Zreika.

Councillor(s) Against the Motion: Nil

Min.1156 C05/21-757 45 Barcom Street, Merrylands West - Planning Proposal, Development Control Plan and Voluntary Planning Agreement

Resolved (Attie/Elmore)

That Council:

1. Adopt the exhibited planning controls for 45 Barcom Street, Merrylands West, as previously resolved by Council, being:
 - a. a R4 High Density Residential land zoning;
 - b. a Height of Buildings control of 15 metres;
 - c. a Floor Space Ratio control of 0.85:1; and
 - d. a new clause in Part 6 (Additional Local Provisions) limiting retail/commercial floor space to 1,480 square metres.
2. Finalise the Planning Proposal (attachment 1), as delegated by the Minister, following execution of the Voluntary Planning Agreement and registration on title.
3. Note that the Local Environmental Plan amendment will be published in the Government Gazette upon finalisation.
4. Adopt the site-specific Development Control Plan as an amendment to the Holroyd Development Control Plan 2013, as provided in attachment 2, with the Development Control Plan coming into effect on the date of notification (gazettal) of the Local Environmental Plan amendment.
5. Endorse that the site-specific Development Control Plan provisions be carried over to the new Cumberland Development Control Plan when this is in force, as provided in attachment 3.
6. Endorse and delegate authority to the Mayor and Acting General Manager to execute the Voluntary Planning Agreement on behalf of Council for 45 Barcom Street, Merrylands West, as provided in attachment 4.

A division was called, the result of the division required in accordance with Council's Code of Meeting Practice is as follows:

Councillor(s) For the Motion: Attie, Campbell, Christou, Cummings, Elmore, Garrard, Hamed, Huang, Lake, Rahme, Saha, Sarkis, Zaiter and Zreika.

Councillor(s) Against the Motion: Nil

C05/21-758 Asbestos Management Framework - Post Exhibition Report

This item was dealt with earlier in the meeting.

C05/21-759 NSW Public Spaces Legacy Program - Project Funding Agreement

This item was dealt with earlier in the meeting.

C05/21-760 Adoption of New Footpath Construction Policy

This item was dealt with earlier in the meeting.

C05/21-761 Traffic Committee - Minutes of Meetings held 25 February 2021 and 7 April 2021

This item was recommitted later in the meeting, as detailed in these Minutes.

Min.1157 C05/21-762 Traffic Committee - Minutes of Meeting held 28 April 2021**Resolved (Zreika/Garrard)**

That:

1. The minutes of Part 1 Items of the Cumberland Traffic Committee Extraordinary electronic meeting of 28 April 2021, be received and noted; and
2. The minutes of Part 2 Items of the Cumberland Traffic Committee Extraordinary electronic meeting of 28 April 2021, be received and recommendations contained therein be approved subject to concurrence of all voting members of the Traffic Committee.

Carried Unanimously

Councillor Attie left the Meeting at 7:58pm during the consideration of this item.

Councillor Zaiter left the Meeting at 8:01pm during the consideration of this item.

Min.1158 Recommittal Motion – Item C05/21-761 Traffic Committee - Minutes of Meetings held 25 February 2021 and 7 April 2021**Resolved (Sarkis/Garrard)**

That item C05/21-761 be recommitted for the consideration of Council.

Min.1159 C05/21-761 Traffic Committee - Minutes of Meetings held 25 February 2021 and 7 April 2021**Resolved (Zreika/Garrard)**

That:

1. The minutes of Part 1 Items of the Cumberland Traffic Committee electronic meeting of 25 February and 7 April 2021, be received and noted with the exception of CTC21-078 which will be referred back to the CTC; and
2. The minutes of Part 2 Items of the Cumberland Traffic Committee electronic meeting of 25 February and 7 April 2021, be received and recommendations contained therein be approved.

Councillor Zaiter returned to the Meeting at 8:02pm during the consideration of this item.

Min.1160 C05/21-763 Notice of Motion - Laurie Ferguson Splash Park**Resolved (Rahme/Attie)**

That due to the current state of the Laurie Ferguson Splash Park at Granville Park, with consideration to previous Council reports regarding Council's approach in installing splash parks, request a report which:

1. Addresses the feasibility of removing this facility from Granville Park and provide a more suitable playground for the community at this location including a water play feature.
2. Provides advice with respect to the installation of a water play experience within the Granville Swim Centre.

A division was called, the result of the division required in accordance with Council's Code of Meeting Practice is as follows:

Councillor(s) For the Motion: Attie, Campbell, Christou, Cummings, Garrard, Hamed, Huang, Lake, Rahme, Saha, Sarkis, Zaiter and Zreika.

Councillor(s) Against the Motion: Elmore.

Councillor Attie returned to the Meeting at 8:05pm during the consideration of this item.

C05/21-765 Tender Evaluation Report - Tree Planting

This item was dealt with earlier in the meeting.

C05/21-766 Tender Evaluation Report - Tree Services Panel Contract

This item was dealt with earlier in the meeting.

C05/21-767 Questions on Notice - Submitted by Councillor Lake

Note: Council received the answers to these questions as published in the Business Paper for this Ordinary Council Meeting (19 May 2021).

Min.1161 Closed Session**Resolved (Sarkis/Attie)**

At this stage of the meeting being 8:31pm, the Mayor advised that in accordance with Section 10a of the *Local Government Act 1993* the meeting would move into Closed Session, with the members of the press and public excluded from the closed session and access to the correspondence and reports relating to the items considered during the course of the closed session being withheld. This action was taken as the items listed were within the following provisions under Section 10a of the *Local Government Act*:-

- (2) *The matters and information are the following:*
- (d) *commercial information of a confidential nature that would, if disclosed,*
 - (i) *prejudice the commercial position of the person who supplied it,*
 - (ii) *confer a commercial advantage on a competitor of the council,*
 - (iii) *reveal a trade secret.*

Min.1162 Open Session**Resolved (Sarkis/Attie)**

Council returned to Open Session at 9:16pm to resolve the below Confidential Items:

C05/21-764 Notice of Motion - Productivity Improvements

C05/21-749 Process for the Recruitment of the Position of General Manager

C05/21-764 Notice of Motion - Productivity Improvements

This item was withdrawn.

Min.1163 C05/21-749 Process for the Recruitment of the Position of General Manager

Note: The Acting General Manager, Peter Fitzgerald declared a pecuniary interest in this item as it relates to the role he is currently employed in and may be a potential applicant for, and exited the Chamber at 8:51pm during the consideration of this item and returned to the chamber following the consideration of this item at 9:14pm.

Resolved (Attie/Sarkis)

That Council:

1. Engage Mr Gareth Broadrick of Capstone Recruitment to facilitate the process of recruitment for a new General Manager as per the terms outlined in the attached proposal; and
2. Delegate the Mayor to form the selection panel and work with Mr Broadrick to conduct this recruitment process pursuant to the requirements of the Local Government Act 1993 and the Guidelines for the Appointment and Oversight of General Managers.

The Motion moved by Councillor Attie seconded by Councillor Sarkis on being Put was declared CARRIED on the casting vote of the Mayor.

A division was called, the result of the division required in accordance with Council's Code of Meeting Practice is as follows:

Councillor(s) For the Motion: Attie, Christou, Garrard, Rahme, Sarkis, Zaiter and Zreika.

Councillor(s) Against the Motion: Campbell, Cummings, Elmore, Hamed, Huang, Lake and Saha.

The Mayor, Councillor Christou closed the meeting at 9:15pm.

Chairperson_____ Acting General Manager_____

Item No: C06/21-769

COMMUNITY GRANTS PROGRAM 2020/2021

Responsible Division: Community and Organisation Development
Officer: Director Community and Organisation Development
File Number: 8852721
Community Strategic Plan Goal: *A great place to live*

SUMMARY

The Cumberland Council Community Grants Program supports the delivery of services and programs that build a vibrant and sustainable Cumberland. Funded projects should deliver social, economic, cultural, recreational, and environmental benefits to the local community. This round has focused on projects that support community organisations in the effective delivery of programs that respond to local community needs as a result of COVID-19.

Council allocated \$50,000 to the annual funding pool for the Community Grants Program 2020/2021. Incorporated, not-for-profit community organisations were eligible to apply for funding for projects.

This report outlines the outcome of staff assessments and the recommendations for funding allocations for applications submitted in the 2020/2021 Cumberland City Council Community Grants Program.

RECOMMENDATION

That Council:

- 1. Adopt the 17 applications recommended for funding in Attachment 1 and allocate \$48,031 from the Cumberland City Community Grants Program budget 2020/2021.**
- 2. Advise all successful applicants of the funding allocations from the Community Grants Program 2020/2021 and provide feedback and support to applicants that were unsuccessful.**
- 3. Withdraw funding allocations for projects recommended for funding in the Community Grants Program 2020/2021 if the organisation has not provided compulsory information to Council by 18 June 2021 and return unallocated funds to Council as budget savings.**

REPORT

At the Ordinary Meeting of Council held on 16 September 2020, Council adopted the recommendations in the Cumberland City Council Community Grants Program and the structure for the Cumberland Council Community Grants Program 2020/2021. This comprises of two funding streams with an allocated funding pool of \$50,000.

This report outlines the assessment process and recommendations for funding allocations for projects submitted in the Community Grants Program 2020/2021.

2020/21 Community Grants Program Guidelines and Promotion

In accordance with the *Community Grants and Donations Policy*, detailed Guidelines for the Cumberland Community Grants Program were made publicly available (included under Attachment 2). The Guidelines outline the funding priorities, eligibility and assessment criteria, and administration practices including application processes, decision making, agreement making, monitoring and support services.

The Program was open from 9am, 27 January 2021 to 4pm, 24 February 2021.

In accordance with the Community Grants and Donations Policy, applications were invited via an open call. Promotion commenced four weeks in advance of the round opening from 29 December 2020. The grant round was promoted widely using the following methods:

- The Guidelines and Application Form were available on Council's website.
- Promotion of the Grants Program through Council's social media channels.
- Emails were sent to community groups and other key stakeholder groups (1,800 email addresses).

Two streams of the Community Grants Program were offered:

- Community Participation Small Grants
- Small Equipment Grants Program

In accordance with the Policy and the Guidelines, submitted applications were assessed against the published assessment criteria.

Grant Support Program

To assist applicants to develop their grant applications, Council delivered the following support programs which were promoted and available to all:

- Two information sessions (a face to face session and a Skype session) outlining the funding priorities, assessment process and conditions for successful applicants. A total of 48 attendees participated in these sessions.
- Three 'Advisory Desk' sessions. Applicants were provided with the opportunity to book a timeslot during these sessions to receive tailored one on one advice on their project and grant application. A total of 16 attendees participated in these sessions.

- Phone / email enquiries and support were provided on 28 occasions.

The following four criteria (which had equal weighting) were used to assess applications submitted under the Community Participation Small Grant:

Project

- Project has clear aims and objectives
- Project has clearly identified activities
- Project is achievable within the proposed timeframe
- Evidence of community need for the project
- Project addresses a funding priority for the Community Participation Grants

Budget

Does the project present good value for money in terms of:

- Number of people involved
- Is the project financially viable i.e. the budget realistic?
- Clear costings for all aspects of the project
- Are the resources required to deliver the project clearly identified?

Project Outcomes

- Project outcomes identified
- Project outcomes achievable
- Methods for evaluation/measuring project outcomes suitable to project
- Demonstrated link between project need, project activities and intended project outcomes

Capacity to Manage Projects

- Demonstrated ability to manage funds or will be assisted by a reputable organisation
- Demonstrated ability in project management and/or is a well-managed organisation overall
- Employs capable workers or has engaged capable volunteers
- Demonstrated ability to engage community members targeted in the application

The following four criteria (which had equal weighting) were used to assess applications submitted under the Small Equipment Grant:

Community Benefit

- Project purpose is clear
- Applicant has demonstrated the community need for the project
- Local impact - residents of Cumberland City LGA are primary beneficiaries
- Project addresses a funding priority for the Small Equipment Grants Program (i.e. delivers social, cultural, recreational, or environmental outcomes for the community).

- Project is achievable within the proposed timeframe
- The recovery from the impacts of COVID-19 on the client group has been accounted in the choice of equipment.

Budget

Does the event present good value for money in terms of:

- Number of people accessing the equipment
- A realistic budget
- Clear costings for all aspects of the project
- The resources required to deliver the project been clearly identified

Project Outcomes

- Project outcomes identified
- Project outcomes achievable
- Project will result in increased access and participation of local residents to the facility, program, or service
- Demonstrated link between intended project objectives, activities, and outcomes

Capacity to Manage Projects

- Demonstrated ability to manage funds or will be assisted by a reputable organisation
- Demonstrated ability in project management and is a well-managed organisation overall
- Employs capable workers or has engaged capable volunteers or engaged appropriately qualified contractors/suppliers

Assessment Process

The Grants Program is a competitive process with applications assessed against the published criteria. Applications submitted for funding under the Community Grants Program were assessed in two stages. This included:

Stage 1: Eligibility Assessment

Council's grants administrators conducted an eligibility assessment of all applications submitted. This included applications being submitted on time, being complete and meeting the eligibility criteria.

Stage 2: Subject Matter Expert Panels

Two internal assessment panels (Subject Matter Expert Panels) consisting of relevant Council staff were convened to review and rank eligible applications against the assessment criteria. The Subject Matter Expert Panels involved members of staff that have sufficient understanding of the funding process and funding priorities. The Panels consisted of staff from a cross-section of service areas.

Panel members were required to complete confidentiality and conflict of interest documents and declare any conflicts of interest that arose during the assessment process.

Subject Matter Expert Panels assessed all applications.

Assessment Outcomes

A total of \$50,000 across two funding streams was available in 2020/21. Council received a total of 42 applications requesting a total of \$155,714.

Of the applications received, 17 are recommended for funding. Applications not recommended for funding allocation have either: not met the eligibility criteria; have incomplete or insufficient information; or do not score highly against the assessment criteria.

The following table provides a summary of the assessment outcomes:

Funding Stream	Amount available	Amount recommended
Community Participation – Small (Up to \$5,000)	\$35,000	\$37,256
Small Equipment (Up to \$1,500)	\$15,000	\$10,775
Total	\$50,000	\$48,031

A full list of applications recommended by the Subject Matter Expert Panels for funding for 2020/21 is included in Attachment 1 '2020-2021 Schedule of Applications - Cumberland Community Grants Program' for determination by Council.

Council staff will provide all unsuccessful applicants with an opportunity to receive tailored feedback on their grant application. These feedback sessions will provide unsuccessful applicants with an opportunity to improve their application and resubmit to future rounds of the Community Grants Program.

Recommendations for the Community Grants Program 2021/2022

Council has identified several opportunities to improve the grants program. This includes additional online support sessions and grant writing support.

COMMUNITY ENGAGEMENT

Council will notify all applicants of the outcome of their application. Unsuccessful applicants will be offered feedback and support under Council's Grants Support Program.

Information about the Cumberland Community Grants Program including detailed

guidelines will be widely promoted and made available to the community for the Community Grants Program 2021/2022 which will open in September 2021.

POLICY IMPLICATIONS

The *Community Grants and Donations Policy* outlines the framework under which grants and donations made by Council to the community are governed. The Policy ensures Council meets legislative requirements prescribed in Section 356 of the *Local Government Act 1993*.

All applications submitted to the Community Grants Program have been assessed in accordance with this Policy.

RISK IMPLICATIONS

Successful applicants will be required to enter into a funding agreement with Council and meet all requirements of project delivery, reporting and acquittal.

FINANCIAL IMPLICATIONS

A total of \$50,000 is available in the Community Grants Program 2020/2021 budget to fund the projects recommended for funding.

CONCLUSION

The Cumberland Community Grants Program aims to support the delivery of services and programs that build a vibrant and sustainable Cumberland. Funded projects should deliver social, economic, cultural, recreational, and environmental benefits to our local community. The projects recommended for funding aim to deliver significant community benefits across the Cumberland LGA.

Council has put in place appropriate acquittal and accountability measures for recipients of the Community Grants Program to ensure funds are spent in accordance with the Guidelines. Council will continue to make improvements to the grants program based on applicant feedback, observations made by grants officers and members of Subject Matter Expert Assessment Panels to improve the overall quality of applications and assessment outcomes.

ATTACHMENTS

1. Schedule of Community grant applications 2020/2021 [↓](#)
2. Community Grants Program Guidelines 2020/2021 [↓](#)
3. Proposed structure Community Grants Program 2021/2022 [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-769

Attachment 1
Schedule of Community grant
applications 2020/2021

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

Attachment 1: 2020/21 - Community Grants Program (February 2021)
Schedule of Applications Received

CUMBERLAND SMALL EQUIPMENT GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
SE2021005	Cultural Diversity Network Incorporated	Improving Service Delivery 1 x Brother Wireless laser MFC Printer DCP - L3510CDW @ \$349, 4 x TN253 Toner cartridges @ \$487, + 10 Reams of copy paper @ \$4.99 = \$50.00.	\$886.00	Recommended	This application has been specific with its needs and has identified equipment that will assist in the operations and delivery of the organisation's services to local disadvantaged communities. Special Conditions: Applicant to have adequate insurance against any loss or damage to the equipment. The insurance must be for its full replacement cost. Note: Applicant did access Cumberland City Council's Grant Support Program.
SE2021006	Hindu Council of Australia Limited	Equipment for Covid 19 support activities Speakers for PA System to address community during Covid 19 support activities to reach out to more people.	\$1,500.00	Recommended	The project will increase the organisation's capacity to deliver social and cultural programs. It will increase local access and participation with clear specific needs identified to assist in the delivery of services to the community and improve the organisations' operations. Special Conditions: Applicant to have adequate insurance against any loss or damage to the equipment. The insurance must be for its full replacement cost. Note: Applicant did not access Cumberland City Council's Grant Support Program.
SE2021007	St Francis Social Services	Garden equipment for asylum seeking families Two Lawn Mowers and Two Whipper Snippers	\$1,350.00	Recommended	This project meets the <i>social</i> and <i>environmental</i> funding priority and targets a vulnerable group, asylum seekers and refugees. This project supports self-efficacy and pride of the target group and improves environmental outcomes. Special Conditions: Applicant to have adequate

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

CUMBERLAND SMALL EQUIPMENT GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
					insurance against any loss or damage to the equipment. The insurance must be for its full replacement cost. Note: Applicant did not access Cumberland City Council's Grant Support Program.
SE2021010	Sri Om Foundation Limited	Active Communication BOSE S1 PRO WITH BATTERY PACK and SENNHEISER WIRELESS MIC VOCAL SET SYSTEM	\$1,470.00	Recommended	Project meets the <i>cultural</i> funding priority by encouraging engagement of older people in the community. The equipment will assist in the operations and delivery of the organisation's services to the community. Special Conditions: Applicant to have adequate insurance against any loss or damage to the equipment. The insurance must be for its full replacement cost. Note: Applicant did access Cumberland City Council's Grant Support Program.
SE2021015	Fitness for Purpose	Swim Brother- Water and Surf Safety for parents and caregivers 10x kickboard (swimming aid) 10x Pull bouy (swimming aid) 10x training fins (swim training aid) 100 x swimming caps (cost price)	\$1,500.00	Recommended	This project meets the <i>social</i> funding priority and will provide essential learn to swim equipment to the organisation to decrease barriers to participation of disadvantaged communities and increase water safety skills. Special Conditions: Applicant to have adequate insurance against any loss or damage to the equipment. The insurance must be for its full replacement cost. Swimming caps should not be shared amongst children. Note: Applicant did not access Cumberland City Council's Grant Support Program.
SE2021016	Parramatta Holroyd Family Support Inc	Connecting Up Computer - \$1099, Monitor - \$139 and Printer \$248	\$1,486.00	Recommended	Project meets the <i>social</i> funding priority and provide accessible computers and internet to Cumberland residents. The project will assist women fleeing

Recommended for funding
Not recommended for funding
Ineligible for funding
Application withdrawn

CUMBERLAND SMALL EQUIPMENT GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
					domestic violence to access services and supports. Special Conditions: Applicant to have adequate insurance against any loss or damage to the equipment. The insurance must be for its full replacement cost. Note: Applicant did not access Cumberland City Council's Grant Support Program.
SE2021017	Multicultural Disability Advocacy Association of New South Wales Incorporated	Food Warmer & Coffee Machine We are seeking financial assistance to purchase Industrial food warmer and coffee machine.	\$1,500.00 (\$1,083.00 Recommended*)	Recommended	The project provides a <i>social</i> benefit for the community. The project will support the safety of the activities delivered by the organisation. Special Conditions: Applicant to have adequate insurance against any loss or damage to the equipment. The insurance must be for its full replacement cost. <i>*The amount recommended has been reduced to reflect the value of the quotes provided.</i> Note: Applicant did access Cumberland City Council's Grant Support Program.
CPS2021026	Greystanes Soccer Club Inc	Acquisition of Portable Goal Posts for Mini Roos (Under 5 through Under 11) Greystanes FC will have over 400 players in the Mini Roos category (Under 5 through Under 11) in 2021 and we would like to purchase portable goal on wheels.	\$5,000.00 (\$1,500.00 Recommended*)	Recommended	Application was submitted under the wrong stream - Community Participation Small Grants Program. Application was assessed under the Small Equipment Grants Program. Project meets the <i>recreational</i> funding priority and aims to increase participation in recreational activities for children in the Cumberland LGA. <i>* The amount recommended is reduced to an amount which is deemed value for money and reflective of project costs.</i> Special Conditions: Applicant to have adequate insurance against any loss or damage to the equipment. The insurance must be for its full replacement cost.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

CUMBERLAND SMALL EQUIPMENT GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
					Note: Applicant did not access Cumberland City Council's Grant Support Program.
SE2021002	Ability Beyond Boundaries Ltd	The Karaoke Machine and 2 Persian Drums (Daf) equipment: to run Social and Cultural Events We are seeking funding to purchase a Karaoke Machine and two Persian Frame Drums (Daf).	\$1,468.00	Not Recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - Project need not demonstrated. - Projects ability to improve delivery of services to the community not demonstrated. - Outcomes were vague and difficult to measure. Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program. Note: Applicant did access Cumberland City Council's Grant Support Program.
SE2021011	Muslim Womens Welfare of Australia	International Women's Day Expo and other events A portable SMART board	\$1,500.00	Not Recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - Project need not demonstrated. - The quotes provided were confusing and did not clearly state the equipment to be purchased. - Beneficiaries from Cumberland LGA are low and cannot be guaranteed. Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program. Note: Applicant did access Cumberland City Council's Grant Support Program.
SE2021012	Hope and Wish Foundation Pty Ltd	Alleviate Suffering at Home Through Purchase of Quality Appliances	\$1,500.00	Not Recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria:

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

CUMBERLAND SMALL EQUIPMENT GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
		<p>We sought advice from Godfreys on the best value vacuum for households with pets & allergies. This product was suggested by the experienced salesperson.</p> <p>4x Wertheim Dog&Cat Bagged Vacuum W2000</p>			<p>- Application did not provide sufficient evidence to demonstrate the organisation's project management experience.</p> <p>- Limited demonstration of local benefit and project need.</p> <p>- Project outcomes are unclear and not tangible,</p> <p>Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program.</p> <p>Note: Applicant did not access Cumberland City Council's Grant Support Program.</p>
CPS2021044	Al Minia Charitable Association	<p>Buying a new fridges</p> <p>We need to buy a new fridges.</p>	\$3,517.00	Not Recommended	<p>Application was submitted under the wrong stream - Community Participation Small Grants Program. Application was assessed under the Small Equipment Grants Program.</p> <p>The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria:</p> <ul style="list-style-type: none"> - Application lack details. - Compulsory documentation provided is outdated- Annual Report. - No demonstrated need for the project. - Comparative quote not provided. - Project outcomes and evaluation are not clear. <p>Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program.</p> <p>Note: Applicant did not access Cumberland City Council's Grant Support Program.</p>
SE2021013	Orphans and	Sewing Group/Equipment	\$1,500.00	Ineligible	Project not eligible for funding as it does not meet the

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdrawn ■

CUMBERLAND SMALL EQUIPMENT GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
	Widows West Africa (O.W.W.A) Incorporated	We are seeking financial assistance to purchase: - sewing machines x2 - overlocker - sewing kits x8 - sewing fabrics (1m different designs x 15m) - iron			following eligibility criteria: - Organisations with debts with Cumberland City Council are not eligible. Note: Applicant did access Cumberland City Council's Grant Support Program.
SE2021004	Granville South Public School	Help stop the spread - it is in your hands! We are wanting to purchase two Automatic Hand Sanitiser Dispenser Stations for each entrance into the school grounds.	\$790.00	Withdrawn	The applicant withdrew their application. Note: Applicant did not access Cumberland City Council's Grant Support Program.

CONFIDENTIAL

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdraw ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPS2021004	Australian Afghan Hassanian Youth Association Incorporated	Afghan Youth Creating Waves Afghan youth creating waves is a swimming project designed to assist migrant Afghan youth with issues such as health, wellbeing, capacity building, safety, and social inclusion.	\$4,810.00	Recommended	This project meets the <i>Youth</i> funding priority and improve the safety of young people in the water. NOTE: Applicant did not access Cumberland City Council's Grant Support Program.
CPS2021006	Somali Welfare and Cultural Centre Incorporated	AfriKitchen This project will provide Food Safety Supervisor Training to 20 disadvantaged women from culturally diverse backgrounds (CALD). Training will support the creation of food catering businesses.	\$5,000.00	Recommended	This project meets the <i>Education and Employment</i> funding priority and addresses barriers to education, training, and employment. It also offers technical learning opportunities to attain strong employment outcomes for newly arrived migrants. NOTE: Applicant did not access Cumberland City Council's Grant Support Program.
CPS2021008	The Shepherd Centre - For Deaf Children	Talk Together - an education and support program for parents of children with hearing loss in Cumberland area 'Talk Together' is a group program designed to educate and support parents of children who have recently been diagnosed with hearing loss living in Cumberland.	\$4,960.00 (\$2,256.00 Recommended*)	Recommended	This project meets the <i>Health and Wellbeing</i> funding priority and addresses barriers to service access and community participation for deaf children. <i>*The Subject Matter Expert Assessment Panel recommend a reduction in funding because administration costs are operational costs and ineligible.</i> NOTE: Applicant did not access Cumberland City Council's Grant Support Program.
CPS2021015	Cultural Diversity Network Incorporated	Her Business The project 'Her Business' educates vulnerable and isolated West African refugee women to set up a business, promote social connection, develop entrepreneurship, build capacity, and empower their financial independence.	\$5,000.00	Recommended	This project meets the <i>Education and Employment</i> funding priority and addresses barriers to education, training, and employment. It offers technical learning opportunities to attain strong employment outcomes for newly arrived migrants. NOTE: Applicant did not access Cumberland City Council's Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdraw ■





COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPS2021025	Community Resource Network (crn) Incorporated	Building the capacity of Domestic and Family Violence workers in the Cumberland LGA This project addresses Action 2.2 in Council's Domestic Violence Action Plan. It will include training needs analysis of the sector and scoping relevant professional development opportunities based on identified needs.	\$4,958.00 (\$3,500.00 Recommended*)	Recommended	This project meets the <i>Community Safety</i> funding priority and increases the provision of domestic violence services and support. <i>* The Subject Matter Expert Assessment Panel recommended a reduction in funding due to ambiguity in the itemisation of the budget. Wages were the primary cost and there was no clear breakdown of components.</i> NOTE: Applicant did not access Cumberland City Council's Grant Support Program.
CPS2021033	Multicultural Disability Advocacy Association of New South Wales Incorporated	Empowered Women, Empowered Lives Empowered Women, Empowered Lives is a peer-support program that encourages women with disability from CALD backgrounds to pursue their interests, express themselves creatively, and build social connections through monthly workshops.	\$5,000.00 (\$4,500.00 Recommended*)	Recommended	This project meets the <i>Social Cohesion and Participation</i> funding priority and provides support for people with disability, as well as improved access to services and increased participation in community life by isolated residents from CALD backgrounds. <i>*The Subject Matter Expert Assessment Panel recommended a reduction in funding because administration should not be included in the budget as this is an operational cost. Some of the program costs lack clarity.</i> NOTE: Applicant did not access Cumberland City Council's Grant Support Program

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdraw ■





COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPS2021035	Swim Sisters Australia	Swim Sisters Mums and Bubs Program The mums and bubs swimming program offer a program targeted at women with babies by offering swimming lessons to babies and mothers, with a creche service enabling women to exercise.	\$4,500.00 (\$3,500.00 Recommended*)	Recommended	This project meets the <i>Health and Wellbeing</i> funding priority and promotes physical activity. This project improves fitness levels and general health and wellbeing. <i>* The Subject Matter Expert Assessment Panel recommended a reduction in funding because administration should not be included in the budget as this is an operational cost. Some of the program costs lack clarity.</i> SPECIAL CONDITION: Applicant must complete a swimming test for participants to assess the aims of the project. NOTE: Applicant did not access Cumberland City Council's Grant Support Program
CPS2021036	Fitness for Purpose	Swim and Surf Safety for Parents and Care Givers Participants will engage in an 8-week program, delivery in culturally inclusive formats to teach participants swim survival skills, beach safety/rescue skills and first aid and mental health response skills.	\$5,000.00 (\$4,190.00 Recommended*)	Recommended	This project meets the <i>Health and Wellbeing</i> funding priority. It promotes physical activity that improves fitness levels and general health and wellbeing. <i>* The Subject Matter Expert Assessment Panel recommend a reduction in funding because the swimming instructor quote was not provided. Details for some budget items not provided.</i> NOTE: Applicant did not access Cumberland City Council's Grant Support Program

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdraw ■





COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPS2021043	Indian (sub-continent) Crisis & Support Agency Limited	Volunteer Buddy Model & Pilot This project addresses Action 2.5 in Council's Domestic Violence Action Plan. ICSA will design a model for funded services to support community groups that work in DFV.	\$4,855.00 (\$4,500.00 Recommended*)	Recommended	This project meets the <i>Community Safety</i> funding priority and increases the provision of domestic violence services and support. <i>*The Subject Matter Expert Assessment Panel recommend a reduction in funding because costs for travel were deemed to be high. Travel costs not fully funded.</i> NOTE: Applicant did not access Cumberland City Council's Grant Support Program.
CPS2021002	Trellis Oceania Foundation Ltd	Youth Trauma Healing Camps The "Life Hurts, Love Heals" Youth Trauma Healing Camps are designed to help new migrant, refugee and asylum-seeker youth who have experienced trauma find hope and healing.	\$3,500.00	Not Recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - The project description lacked detail and/or was inconsistent. - Applicants did not describe the intended project outcomes - Outcomes are unclear or difficult to achieve and/or measure. - Value for money not clear - Project items discussed not included in budget Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program. NOTE: Applicant did not access Cumberland City Council's Grant Support Program.

Recommended for funding 
Not recommended for funding 
Ineligible for funding 
Application withdraw 





COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPS2021005	Parramatta Young Christian Workers	YCW Multicultural Community Kitchen We will coordinate a community kitchen program for young migrants and international students who have lost employment due to the impact of COVID-19 and are unable to access government subsidies.	\$5,000.00	Not Recommended	<p>The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria:</p> <ul style="list-style-type: none"> - It is not clear how the target group would be engaged to participate in the project. - Target group was not involved in the development, implementation and evaluation of the project - No evidence of data collection and/or use of imperial evidence in developing the project. - The project description was inconsistent. - Wages for project staff were not itemised - There was no clear link between budget items and the grant application - some items were included in the budget but were not mentioned in the grant application <p>Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program.</p> <p>NOTE: Applicant did not access Cumberland City Council's Grant Support Program.</p>

Recommended for funding 
Not recommended for funding 
Ineligible for funding 
Application withdraw 





COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPS2021010	Bangabandhu Council Australia Incorporated	Confident Women (Phase 2) Confident Women - Phase 2 is an awareness program that involves women participating in multiple professional/ educational workshops to gain multi-dimensional skill sets to boost their overall confidence.	\$4,986.00	Not Recommended	<p>The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria:</p> <ul style="list-style-type: none"> - There was minimal information provided about project activities. - The project description did not directly explain what the project was about and how it would be delivered. - No clear evidence of what elements of the project were being expanded - 10% of participants were outside of the LGA - Outcomes are unclear or difficult to achieve and/or measure - High administration costs, with no explanation/details of how the funds would be used - Costs for some items appears inflated <p>Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program.</p> <p>NOTE: Applicant did access Cumberland City Council's Grant Support Program.</p>

Recommended for funding 
Not recommended for funding 
Ineligible for funding 
Application withdraw 

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPS2021011	Sewa Australia Incorporated	Cancer Awareness Our aim through this workshop is to educate the community about cancer prognosis and increase social life.	\$4,952.00	Not Recommended	<p>The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria:</p> <ul style="list-style-type: none"> - The project description lacked detail and/or was inconsistent - The project does not have clear aims. - There was minimal information provided about project activities - The project description did not directly explain what the project was about and how it would be delivered. - It is not clear how the target group would be engaged to participate in the project - Applicants do not show the need for the project and/or how the project will respond to this need. - No partners identified - Applicants did not describe how the intended project outcomes would be achieved - Outcomes are unclear and hard measure - Value for money not clear - Budget included items which are not eligible for funding as ongoing operational cost of the organisation - Budget is not clear and does not explain what materials will be purchase - There was no clear link between budget items and the grant application - some items were included in the budget but were not mentioned in the grant application <p>Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community</p>

Recommended for funding 
Not recommended for funding 
Ineligible for funding 
Application withdraw 

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
					Grants Program. NOTE: Applicant did access Cumberland City Council's Grant Support Program.
CPS2021017	St Francis Social Services	Housing & Foodbank Client Outreach Project The project enables an effective delivery of its foodbank & casework programs that respond to local community needs as a result of COVID-19 by implementing a home delivery service.	\$5,000.00	Not Recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - Low value for money. Low number of residents participating - Budget is not clear and does not explain what materials will be purchased - There was no clear link between budget items and the grant application - some items were included in the budget but were not mentioned in the grant application Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program. NOTE: Applicant did not access Cumberland City Council's Grant Support Program.

Recommended for funding 
Not recommended for funding 
Ineligible for funding 
Application withdraw 

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPS2021018	St. Merkorious Charity Association Inc.	Community Support Relief - Drop off and Distribution St Merkorious Charity will box food and goods such as clothing, essential sanitary items and other donated goods for distribution from StAntoniousandStPaulCopticOrthodox Church to disadvantaged members of the community.	\$5,000.00	Not Recommended	<p>The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria:</p> <ul style="list-style-type: none"> - The project description lacked detail and/or was inconsistent - There was minimal information provided about project activities - Applicants do not show the need for the project and/or how the project will respond to this need - No evidence of data collection and/or use of imperial evidence in developing the project - Project partner form completed but project partner not identified - Applicants did not describe the intended project outcomes - Applicants did not indicate how the outcomes linked with the project aims - Outcomes are unclear or difficult to achieve and/or measure - Budget is not clear and does not explain what materials will be purchased. - Low value for money - Client numbers in LGA low. Suburbs for delivery not clear <p>Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program.</p> <p>NOTE: Applicant did not access Cumberland City Council's Grant Support Program.</p>

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdraw ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPS2021019	Muslim Community Radio	Community Cancer Awareness program The project aims to deliver a series of multilingual discussing cancer from time of diagnosis, treatment & symptom management, mental health, family support and Palliative care and coping with death.	\$5,000.00	Not Recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - The project description was inconsistent. - There was minimal information provided about project activities. - The project description did not directly explain what the project was about and how it would be delivered. - Target group was not involved in the development, implementation and evaluation of the project. - No evidence of data collection and/or use of imperial evidence in developing the project. - Outcomes are unclear or difficult to achieve and/or measure - Budget included items which are not eligible for funding as ongoing operational cost of the organisation - Budget is not clear and does not explain what materials will be purchased. Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program. NOTE: Applicant did not access Cumberland Council's Grant Support Program.
CPS2021022	Muslim Womens Welfare Of Australia	Women's Health Expo The project will be an expo which cover the topics of physical and mental health and fitness. It will aim to empower women with knowledge and skills.	\$5,000.00	Not Recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - Did not demonstrate ability to manage funds. Mandatory financial reports missing. - It is not clear how the target group would be

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdraw ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
					<p>engaged to participate in the project.</p> <ul style="list-style-type: none"> - Outcomes are unclear or difficult to achieve and/or measure. - Budget included items which are not eligible for funding as ongoing operational cost of the organisation. - Budget is not clear and does not explain what materials will be purchased. - There was no clear link between budget items and the grant application - some items were included in the budget but were not mentioned in the grant application. <p>Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program.</p> <p>NOTE: Applicant did access Cumberland City Council's Grant Support Program.</p>
CPS2021023	Teachers on Wheels	<p>Resume and Career Coaching Service</p> <p>Resume and Career Service aims to help job seekers find jobs quickly by using an optimizer tool to rank applications higher than the rest and get hired 3x times faster.</p>	\$5,000.00	Not Recommended	<p>The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria:</p> <ul style="list-style-type: none"> - Capacity of organisation to manage grants funds not provided. Unclear on purpose of organisation. - The project description lacked detail and/or was inconsistent. - The project description did not directly explain what the project was about and how it would be delivered. - Measuring outputs not outcomes. - Wages for project staff were not itemised. - There was no clear link between budget items and the grant application - some items were included in

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdraw ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
					the budget but were not mentioned in the grant application. - Unclear delivery method of project. Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program. NOTE: Applicant did not access Cumberland City Council's Grant Support Program.
CPS2021030	Cumberland Women's Health Centre	Phoenix Project The Phoenix Project is a 6-week program engaging women suffering from social isolation in the Cumberland LGA in social and stress management activities, promoting their emotional and mental well-being.	\$4,938.00	Not Recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - The project description lacked detail and/or was inconsistent. - There was minimal information provided about project activities. - The project description did not directly explain what the project was about and how it would be delivered. - Inconsistency between project description and budget. - Description indicates project is for 6 weeks, but the facilitator is for 14 weeks and child care is for 12 weeks. Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program. NOTE: Applicant did not access Cumberland City Council's Grant Support Program.
CPS2021031	Multicultural	Staying Connected	\$5,000.00	Not	The Subject Matter Expert Assessment Panel

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdraw ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
	Disability Advocacy Association of New South Wales Incorporated	"Staying Connected" is a 20-week capacity building project supporting people with disability from CALD backgrounds to develop skills to effectively and confidently use communication technologies and online service platforms.		Recommended	identified the following weaknesses when assessing the application against the criteria: - Budget included items which are not eligible for funding as ongoing operational cost of the organisation. - As project is an expansion, many of the items in the budget should have already been purchased. Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program. NOTE: Applicant did not access Cumberland City Council's Grant Support Program.
CPS2021034	Western Sydney Community Legal Centre Limited	Domestic Violence Community Legal Education Our project is to develop and deliver community legal education about domestic violence. We would like to deliver 3 talks: Domestic Violence and the Law, Family Law and Victims Services.	\$5,000.00	Not Recommended	The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria: - Projects duplicates services already provided in the Cumberland City LGA. i.e. Living Safely in Cumberland - There was no clear link between budget items and the grant application - some items were included in the budget but were not mentioned in the grant application. Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program. NOTE: Applicant did not access Cumberland City Council's Grant Support Program.

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdraw ■





COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPS2021037	The Paraplegic & Quadriplegic Association Of NSW	ParaQuad/SCIA NeuroMoves ParaQuad and SCIA in collaboration support Neuromoves to operate from the Ferguson Lodge gym offering specialised physiotherapy for people who onsite and others in the Cumberland community.	\$5,000.00	Not Recommended	<p>The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria:</p> <ul style="list-style-type: none"> - Missing descriptive link between previous projects delivered and the current application. - Missing information (qualitative and quantitative) about outcomes of previous projects. - Project description does not correlate with budget - This is a minor capital works project and thus not eligible. - Quotes for purchases over \$1,000 not provided. - There was no clear link between budget items and the grant application. <p>Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program.</p> <p>NOTE: Applicant did not access Cumberland City Council's Grant Support Program.</p>

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdraw ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPS2021039	Satsang Hindu Maha Sabha Of N.s.w. Incorporated	Celebrations for Seniors Provide social gatherings for our senior members in the society deprived due to isolation of Covid-19. Enhance awareness in the society for problems of Domestic Violence and Substance abuse.	\$5,000.00	Not Recommended	<p>The Subject Matter Expert Assessment Panel identified the following weaknesses when assessing the application against the criteria:</p> <ul style="list-style-type: none"> - The project description lacked detail and/or was inconsistent. - Target group was not involved in the development, implementation, and evaluation of the project. - No evidence of data collection and/or use of imperial evidence in developing the project. - Applicants did not indicate how the outcomes linked with the project aims. - Outcomes are unclear or difficult to achieve and/or measure. - There is no monitoring framework or description of how the applicant will track project is progressing towards an identified outcome. - Budget is not clear. - Budget items not outlined in the project description. - Quotes for purchases over \$1,000 not provided. - There was no clear link between budget items and the grant application. <p>Feedback: Council will provide the applicant with feedback on their application and offer additional support to submit in the next round of the Community Grants Program.</p> <p>NOTE: Applicant did access Cumberland City Council's Grant Support Program.</p>

Recommended for funding ■
Not recommended for funding ■
Ineligible for funding ■
Application withdraw ■

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPS2021013	Mahalaxmi Desai		\$0.00	Ineligible	Project not eligible for funding as it does not meet the following eligibility criteria: The applicant did not complete the form. Note: Applicant did not access the Grant Support Program.
CPS2021016	Somali Australian Community Association of NSW (SACA)	Somali Cultural Awareness and Celebration of Cumberland Community Project To embrace different cultural elements within Somali Australian culture by hosting a weekend of traditional cultural performances to help young Somalis network and gain an awareness of their culture.	\$3,400.00	Ineligible	Project not eligible for funding as it does not meet the following eligibility criteria: Project submitted under wrong stream. Application is for an event, instead for a specific project. Note: Applicant did not access Grant Support Program.
CPS2021020	Shakti Migrant and Refugee Women's Support Group NSW Inc	Social Cohesion / domestic violence and COVID-19 Community Support Covid-19 has intensified the lack of social cohesion and increased health risks of isolated women. Shakti's project will help women engage with essential services to overcome isolation during this Pandemic.	\$4,870.00	Ineligible	Project not eligible for funding as it does not meet the following eligibility criteria. Applicants must be a legally registered, incorporated not-for-profit organisation or group. Note: Applicant did not access Cumberland City Council's Grant Support Program.
CPS2021027	The Trustee for THE SALVATION ARMY (NSW) PROPERTY TRUST	The Welcome Kitchen The Welcome Kitchen is a social enterprise catering service aimed at International students but training, equipping and employing women leaving domestic violence situations in finance, business, administration, marketing and catering.	\$5,000.00	Ineligible	Project not eligible for funding as it does not meet the following eligibility criteria: Applicant has not submitted acquittal reports for projects funded by Cumberland City Council. Note: Applicant did not access Cumberland City Council's Grant Support Program.

Recommended for funding 
Not recommended for funding 
Ineligible for funding 
Application withdraw 

COMMUNITY PARTICIPATION SMALL GRANTS PROGRAM					
Application ID	Applicant	Project Title & Description (SIC)	Amount Funded	Recommendation	Assessment Panel Comments
CPS2021032	Orphans and Widows West Africa (O.W.W.A) Incorporated	Women's Social Sanctuary Women's Social Sanctuary is a project that will help African women socially support each other mentally through awareness services and skill-building workshops in an environment where they're comfortable and safe.	\$5,000.00	Ineligible	Project not eligible for funding as it does not meet the following eligibility criteria: The Applicant organisation has debts with Cumberland City Council. Note: Applicant did access the Cumberland City Council's Grant Support Program.

CONFIDENTIAL

DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-769

Attachment 2
Community Grants Program
Guidelines 2020/2021



CUMBERLAND
CITY COUNCIL



Cumberland Community Grants Program

2020-2021 Guidelines

Applications open 9am, 27 January 2021
and close 4pm, 24 February 2021 | cumberland.nsw.gov.au/grants



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For more information, please contact:

Grants Team

☎ 02 8757 9276 | 8757 9800

✉ grants@cumberland.nsw.gov.au

📍 16 Memorial Avenue, Merrylands NSW 2160

The Cumberland Local Government Area

Cumberland City Council was proclaimed on 12 May 2016. The Council is comprised of the majority of the former Holroyd City Council, approximately two thirds of the former Auburn City Council (south of the M4) and the Woodville Ward of Parramatta City Council.

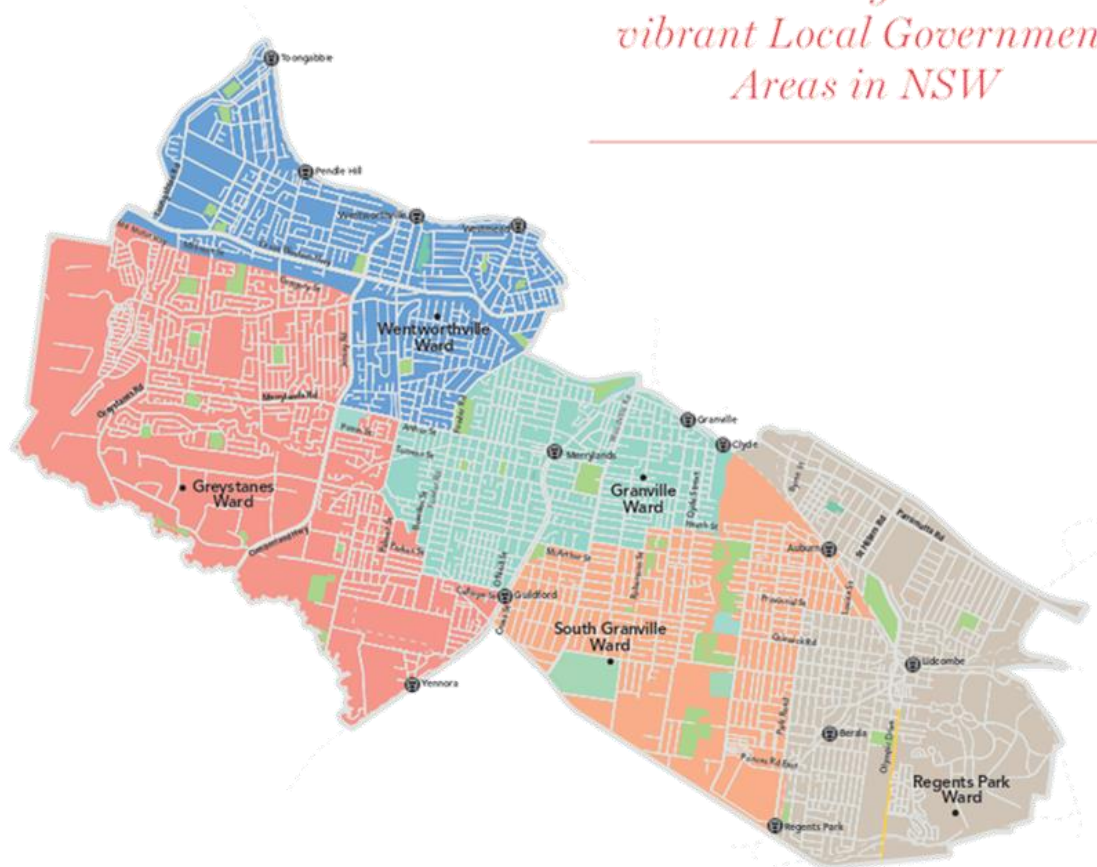
Cumberland is one of the most culturally diverse and vibrant Local Government Areas in NSW. Approximately 241,521* residents have chosen to live here, making it also one of the most populous LGAs in NSW.

- Top 5 languages: Arabic, Mandarin, Cantonese, Tamil, Persian/Dari/Hazaraghi
- 72,154* households
- 23, 251** businesses

Our community vision for the future of Cumberland is encapsulated in: "Welcome, Belong, Succeed".

Council is determined that all its residents, businesses and visitors feel they are welcome; where people and families from different cultural backgrounds can come together and belong; and where anyone, through hard work and with the support of their community can succeed. The Cumberland City Community Grants Program aims to support the achievement of this vision.

Cumberland is one of the most culturally diverse and vibrant Local Government Areas in NSW



*Data from Australian Bureau of Statistics 2016 Census

** Data from .id the population experts for Cumberland City Council

Cumberland Community Grants Program Policy and Principles

The Cumberland City Council Community Grants Program aims to support the delivery of services and programs that build a vibrant and sustainable Cumberland. Funded projects should deliver social, economic, cultural, recreational and environmental benefits to our local community.

The **Cumberland Community Grants and Donations Policy** sets the framework under which all grants made by Council to the community are governed. The Policy also sets the parameters in which requests are managed. A copy can be obtained at www.cumberland.nsw.gov.au

Policy Statement

In administering grant programs, Council is to ensure that it complies with *Section 356* of the *Local Government Act 1993* which makes provisions for Council to grant financial assistance to others for the purpose of exercising its functions.

The following grant making principles inform the financial and in-kind assistance provided by Council's Community Grants Program.

Principles

- Robust planning and design which underpins efficient, effective, economical and ethical grants administration including the establishment of effective risk management processes.
- Probity and transparency in decision making which reflects ethical behaviour, in line with Council's Code of Conduct, and complies with public reporting requirements.
- Governance and accountability in which a robust governance framework is established that clearly defines: the roles and

responsibilities of all relevant stakeholders; establishes the policies, procedures and guidelines and administration processes that comply with all relevant legal and policy requirements; and supports public accountability for decision-making, grant administration and performance monitoring.

- Access and equity in grants administration to support the diverse needs, interests and aspirations of the community.
- Collaboration and partnership in which effective consultation and a constructive and cooperative relationship between Cumberland City Council, grant recipients and other relevant stakeholders contribute to achieving more efficient, effective and equitable grants administration.
- Capacity building which focuses on further developing existing skills, knowledge and access to opportunities for residents and organisations.
- Outcomes focussed in which grants administration focuses on maximising the achievement of strategic directions and lasting outcomes rather than outputs.
- Achieving value with public money which involves the careful consideration of costs, benefits, options and risks.
- Proportionality in which key program design features and related administrative processes are commensurate with the scale, nature, complexity and risks involved in the granting activity.
- Commitment to continual improvement with regular review and evaluation of grant making processes to ensure legislative requirements are met, program objectives reflect Council's strategic directions and best practice innovations are utilised.

Cumberland Community Grants Program: General Eligibility Criteria

Eligibility:

- Applicants must be a legally registered, incorporated not-for-profit organisation or group, unless grant stream specifically includes individuals (e.g. Creative Cumberland Grants Program).
- Unincorporated groups may be sponsored (auspiced) by incorporated not-for-profit organisations.
- Applicants must have a current registered Australian Business Number (ABN).
- Applicants must be currently located or delivering services in the Cumberland City LGA or have specialist expertise not currently available in the Cumberland City LGA.
- Applicants must be able to provide proof of public liability insurance (minimum of \$10 million liability) and any other insurances required to deliver the project which may include professional indemnity, workers compensation or volunteer accident insurance.
- Applications must be for a specific project.
- Residents of the Cumberland City LGA must be the primary beneficiaries of the project.
- Projects must address an identified funding priority.
- Projects must be well defined with a clear budget.
- While individual budget items may include GST, GST is not to be applied to the funding request as a whole.
- Projects must demonstrate that any ongoing or recurrent costs can be met by the





organisation once grant funding has been expended.

- The organisation must demonstrate the capacity to manage funds and deliver the project.
- Projects must be delivered between the dates specified for each grant round.
- As per the Community Grants and Donations Policy, all requests for financial assistance must go through the Cumberland City Council Community Grants Program. Unsolicited requests for donations will not be accepted.

Not eligible for funding

- Organisations which have been funded under one stream of the Cumberland City Community Grants Program cannot be funded under another stream for the same project.
- Only one grant per applicant, per stream will be funded per financial year. The only exception to this is where auspicing arrangements are in place. Auspicors will be able to auspice multiple applications but only one grant per auspice, per stream will be funded annually.
- Applicants cannot receive funding for the same project or event more than once a financial year.

- Organisations that have not submitted acquittal reports for projects funded by Cumberland City Council, the former Auburn or Holroyd City Councils.
- Organisations with debts with Cumberland City Council.
- Projects which duplicate services already provided in the Cumberland City LGA.
- Ongoing staff or operational costs.
- Political parties.
- Retrospective funding for projects that have been completed prior to 1 July 2021.
- Schools or State Government agencies/ departments.
- General donations to charities.
- Prize money.
- Payment of debts or loans.



2020-2021 Round Details Cumberland Community Grants Program

Applications for Round two **open 9am, 27 January 2021 and close 4pm, 24 February 2021**. Applications must be submitted online via the SmartyGrants application form at cumberland.nsw.gov.au/grants

Funding Streams offered in January 2021 are:

Grants Stream	Annual Funding Pool for 2021	Maximum Amount Per Applicant
Community Participation Grants Program (Small Grants)	\$35,000	\$5,000
Small Equipment Grants Program	\$15,000	\$1,500
Total Funding Amount available Round Two 2020/21	\$50,000	

Time Frames

Activity	Time Frame
Round opens	Wednesday, 27th January 2021, 9am
<p>Information Sessions These sessions will explain the funding priorities, how applications will be assessed and conditions for successful applicants. It will also be an opportunity to meet potential project partners.</p> <p>NOTE: Limited spaces – bookings are essential.</p>	<p>Date: Wednesday 3 February 2021 Time: 10am – 11.30am Venue: Somerville Room at Auburn Town Hall, 1 Susan Street Auburn</p> <p>Skype Information Session Date: Thursday 4 February 2021 Time: 1.30pm – 3pm Venue: Committee Room 1 and 2, 16 memorial avenue Merrylands</p>
<p>Advisory Desks Book a session for tailored advice on your project and grant application. Bring your draft application and project ideas and receive feedback and tips on how to write your grant proposal.</p>	<p>Date: Thursday 11 February 2021 Time: 10am – 3pm Venue: Somerville Room at Auburn Town Hall, 1 Susan Street Auburn</p> <p>Date: Thursday 18 February 2021 Time: 10am – 3pm Venue: Committee Rooms 1&2, 16 Memorial Avenue Merrylands</p> <p>Date: Monday 22 February 2021 Time: 10am – 3pm Venue: Committee Rooms 1&2, 16 Memorial Avenue Merrylands</p>
Book your spot in the information sessions, and advisory desks online at cumberland.nsw.gov.au/grants	
Applications close	Wednesday, 24th February 2020, 4pm
Applications assessed	March 2021
Funding applicants notified	May 2021
Funding received by successful applicants	June 2021
Projects implemented	1 July 2021 - 30 June 2022
Progress reports due	31 December 2021
Funding acquittal reports due	31 July 2021



Community Participation Grants Program



Program Objectives

- To support community organisations in the effective delivery of programs that respond to local community needs as a result of COVID-19.
- To aid in the delivery of effective programs that support the diverse needs, interests and aspirations of the Cumberland City Community.
- Provide one-off funding to assist with the establishment of a new project or to significantly expand an existing project.
- To enhance community participation in the development and delivery of programs.
- To create positive connections between residents of Cumberland City.
- To further develop existing skills, knowledge and access to opportunities for residents and organisations.
- To maximise access and usage of community resources, services and facilities including equity of access for special needs groups.
- To encourage collaboration and partnerships.

What can be funded?

- Applications must be for a specific project that supports the organisation in their recovery from or as a response to community needs due to the impacts of COVID-19, either the establishment of a new project or to significantly expand an existing project.
- Applications must be for a specific project, either the establishment of a new project or to significantly expand an existing project.
- Project must occur between 1 July 2021 and 30 June 2022.
- Applicants must be a legally registered, incorporated not-for-profit organisation with an ABN.
- Unincorporated groups may be sponsored

(auspiced) by incorporated not-for-profit organisations.

- Projects must demonstrate that any ongoing costs or recurrent costs can be met by the organisation once grant funding has been expensed.

What cannot be funded?

- Projects that can be funded under another stream of the Cumberland City Council Community Grants program.
- Please see Cumberland City Council Community Grants Program General Eligibility Criteria (Page 6)

Funding Available

GRANT STREAM	ANNUAL FUNDING POOL	MAXIMUM AMOUNT PER APPLICANT
Community Participation GrantSmall Grants	\$35,000	\$5,000

Council reserves the right to vary the level of financial assistance provided.

Relevant Council Documents

- Cumberland Community Strategic Plan 2017- 2027
- Cumberland Community Safety and Crime Prevention Plan 2018 - 2022
- Cumberland Disability Inclusion Action Plan 2017-2021
- Cumberland Youth Strategy 2017-2021
- State of Homelessness in Cumberland Research Paper 2018

Funding Priorities

Projects must fall in one of the following funding priorities:

Community safety

Projects addressing this priority aim to do the following:

- Improve crime prevention and public safety outcomes including addressing community perceptions of crime and safety.
- Increase the provision of domestic violence services and support, particularly those with an outreach component.
- Address the underlying drivers of violence against women (primary prevention programs).
- Impact the significant lack of affordable housing and the shortage of crisis, short, medium and long term accommodation in our community.
- Provide programs and support for victims of crime.
- Safe driving programs.
- Provision of services addressing drug and alcohol dependency.
- Provision of preventative drug and alcohol education and awareness programs.

Health and wellbeing

Projects addressing this priority aim to do the following:

- Provide opportunities to increase participation of women and girls.
- Promote physical activity that improves fitness levels and general health and wellbeing.
- Projects that combine social, recreational and physical activities to promote stress management, and physical wellbeing. Target groups include: young people, older people, survivors of torture and trauma/refugees, people with disability and their carers.
- Prevent and raise awareness of mental health, substance abuse and lifestyle diseases such as diabetes, obesity and coronary heart disease.
- Promote the use of active transport such as walking, cycling and use of public transport.
- Nutrition and cooking programs that promote nutritious food for good health.





Youth

Projects addressing this priority aim to do the following:

- Improve employment and education outcomes for young people.
- Improve health and wellbeing of young people.
- Programs that increase community connection.
- Improve the safety of young people.

Social cohesion and participation

Social cohesion projects aim to build stronger relationships and mutual respect between groups within the community by addressing issues of discrimination and conflict.

Projects addressing this priority aim to do the following:

- Address racism and promote community harmony.
- Promote cross-cultural understanding, community harmony and peace building.
- Address intergenerational conflict using culturally appropriate strategies.

Projects focusing on participation give residents in the Cumberland LGA the opportunity to participate in all aspects of society and feel they are valued members of society.

Projects addressing this priority aim to do the following:

- Improve access to services and increased participation in community life by isolated

residents, including older people, people with disability, refugees, people seeking asylum and people from culturally and linguistically diverse backgrounds

- Address barriers to service access and community participation by Aboriginal and Torres Strait Islander communities in the Cumberland LGA.
- Support the work of local volunteers.
- Deliver community education and training for new emerging community groups and organisations to increase skills and knowledge of Australian systems.
- Provide support for people with disability including carers of people with disability.
- Improve access to services that address homelessness, housing stress and the drivers of homelessness, including outreach services, living skills programs, and programs targeting key demographic groups within the Cumberland community such as adult men, older women and asylum seekers.
- Support and celebrate cultural diversity through projects and programs that promote intercultural understanding.

Education and employment

Projects addressing this priority aim to do the following:

- Address barriers to education, training, employment and technical learning opportunities to attain strong employment outcomes for newly arrived migrants and refugees, people with disability, young people disengaged from education and the long term unemployed.
- Encourage the participation and involvement of parents in the education of their children and to improve their capacity to support learning at school.

Sustainability

Projects addressing this priority aim to do the following:

- Develop and deliver environmental education programs, environmental events or initiatives.
- Encourage community pride and cleanliness in the Cumberland LGA.
- Increase awareness of the 3 R's (Reduce, Reuse and Recycle waste) and promote available waste services to improve our environmental foot print.
- Increase biodiversity and provide habitat.



Assessment Criteria

Applications will be assessed using the following criteria:

CRITERIA	WEIGHTING
Project <ul style="list-style-type: none"> Project has clear aims and objectives Project has clearly identified activities Project is achievable within the proposed timeframe Evidence of community need for the project Project addresses a funding priority for the Community Participation Grants Program Evidence of consultation and/or engagement undertaken during the project development with potential participants and partners Residents of Cumberland City LGA are primary beneficiaries Project implementation includes specific strategies for special needs groups The impact of COVID-19 on the client group has been accounted for within the design, development or delivery of the project. 	25%
Budget: Does the project present good value for money in terms of: <ul style="list-style-type: none"> Number of people involved Is the project financially viable i.e. the budget realistic? Clear costings for all aspects of the project Are the resources required to deliver the project clearly identified? 	25%
Project Outcomes <ul style="list-style-type: none"> Project outcomes identified Project outcomes achievable Methods for evaluation/measuring project outcomes suitable to project Demonstrated link between project need, project activities and intended project outcomes 	25%
Capacity to Manage Projects <ul style="list-style-type: none"> Demonstrated ability to manage funds or will be assisted by a reputable organization Demonstrated ability in project management and/ or is a well-managed organisation overall Employs capable workers or has engaged capable volunteers Demonstrated ability to engage community members targeted in the application 	25%



Small Equipment Grants Program



Program Objectives:

Cumberland City Council is committed to supporting delivery of a range of programs and services that respond to the diverse needs, interests and aspirations of the Cumberland City community. In the 2020-2021 Community Grant round, this includes supporting the effective delivery of programs that respond to local community needs as a result of COVID-19.

The Small Equipment Fund aims to create connections between residents that lead to positive social, cultural, recreational or environmental outcomes for the Cumberland City community. It does this by providing funding for small equipment purchases that increase community access and participation.

Equipment must be primarily used by residents of Cumberland City.

Relevant Council Documents

- Cumberland Community Strategic Plan 2017- 2027

GRANT STREAM	ANNUAL FUNDING POOL	MAXIMUM AMOUNT PER APPLICANT
Small Equipment grants Program	\$15,000	\$1,500

Council reserves the right to vary the level of financial assistance provided.



Projects must be delivered between 1 July 2021 – 30 June 2022.

What can be funded?

Applications must be for Small Equipment as a response to community needs due to the impacts of COVID-19. We can fund small equipment purchases including but not limited to:

- Environmental equipment e.g. compost bins, raised garden beds, lawn mowers.
- Safety equipment e.g. First Aid Kits, face masks, gloves, hand sanitiser.
- Sporting or training equipment e.g. goal post pads, corner flags, high jump mats.
- Uniforms (capped at \$1,000) .
- Portable cooking facilities including barbecues, trailers, food warmers etc.
- Tools and Machinery.
- Event equipment e.g. gazebos, chairs, shade structures etc.
- IT equipment e.g. sound mixer, public address systems (P.A.), printers etc. computers but not software licences.
- Arts & music equipment e.g. kilns, easels, cameras, instruments
- Education or recreation equipment e.g. climbing frames, playground equipment, learning and teaching aids.

What cannot be funded?

- Projects which do not involve purchase of equipment.
- Software licenses.
- Purchase of vehicles including cars, vans or buses.
- Temporary or permanent public art.
- Closed circuit television (CCTV).
- Projects that are for private or commercial ventures.
- Equipment purchases that are covered by insurance claims.
- Please see Cumberland City Council Community Grants Program General Eligibility Criteria (Page 6).

Funding Priorities

Funded projects must deliver social, cultural, recreational or environmental outcomes for the community

Applications must be for a specific project that supports the organisation in their recovery from or as a response to community needs due to the impacts of COVID-19, either the establishment of a new project or to significantly expand an existing project.

Assessment Criteria

Applications submitted for the Small Equipment Fund will be assessed using the following criteria:

CRITERIA	WEIGHTING
Community Benefit <ul style="list-style-type: none"> Project purpose is clear Applicant has demonstrated the community need for the project Local impact - residents of Cumberland City LGA are primary beneficiaries Project addresses a funding priority for the Small Equipment Grants Program (i.e. delivers social, cultural, recreational or environmental outcomes for the community). Project is achievable within the proposed timeframe The recovery from the impacts of COVID-19 on the client group has been accounted in the choice of equipment. 	25%
Budget <p>Does the event present good value for money in terms of:</p> <ul style="list-style-type: none"> Number of people accessing the equipment A realistic budget Clear costings for all aspects of the project The resources required to deliver the project been clearly identified 	25%
Project Outcomes <ul style="list-style-type: none"> Project outcomes identified Project outcomes achievable Project will result in increased access and participation of local residents to the facility, program or service Demonstrated link between intended project objectives, activities and outcomes 	25%
Capacity to Manage Projects <ul style="list-style-type: none"> Demonstrated ability to manage funds or will be assisted by a reputable organisation Demonstrated ability in project management and is a well-managed organisation overall Employs capable workers or has engaged capable volunteers or engaged appropriately qualified contractors/suppliers 	25%

Grants administration process



Funded projects in the Cumberland City Community Grants Program must align with outcomes identified in Council's Community Strategic Plan, Delivery Program and Operational Plan and specific community priorities outlined in the Community Grants Program Guidelines.

Applications Process

Council will actively promote grant rounds and invite applications via an open call.

Applications for grants can be made by completing the online application form. Forms are available once the grant round is open at cumberland.nsw.gov.au/grants. Applications will only be accepted during the advertised grant round dates and times.

Applications will only be accepted via the SmartyGrants application portal.

Support to Apply

To assist applicants, Council will provide:

- Publicly available detailed **guidelines** for all streams of the Cumberland City Community Grants Program. The guidelines will outline the funding priorities, eligibility and assessment criteria, and administration practices, including application processes, decision making, agreement making and monitoring and support services.
- **Information sessions** that explain the funding priorities, how applications will be assessed and conditions for successful applicants. The sessions will also be an opportunity to meet potential project partners.
- **Advisory desk sessions** that provide tailored advice and feedback on a grant application or project idea.



Assessment Process:

Applications will be assessed in the following process:

- Applications will be ineligible for funding if the applicant undertakes canvassing or lobbying of Councillors or employees of Cumberland City Council in relation to their application during the application and assessment process.
- A set criterion for assessment will be published for each grant stream. Only the published criteria will be used to assess applications.
- Only eligible applicants will be awarded a grant.
- Only one grant per applicant, per stream will be funded in a financial year. The only exception to this is where auspicing arrangements are in place. Auspicors will be able to auspice multiple applications but only one grant per auspice, per stream will be funded annually.
- Council will not provide funding to an activity that can be readily assisted by any other existing Government funding program, or that is the core business of other Government departments.
- Council will not fund activities that duplicate other existing services or programs within the local area unless evidence of demand is provided.
- Assessment of applications will be undertaken by a panel of Council staff with subject matter expertise. Where appropriate, the assessment panel may seek the advice of external agencies to ensure projects funded meet proposed outcome areas and community priorities.
- Recommendations of the assessment panel will be recorded with reference to the assessment criteria.
- Recommendations for funding allocations will be reported to a Council meeting for determination. Any variances to recommendations proposed by Councillors will be recorded in the minutes of the Council meeting and reflected in the final resolution of Council.
- Council has the decision-making authority for determination of funding or donation allocations. Decisions on funding allocations are made at a Council meeting.

Notification Process

Following the decision at a Council meeting, all applicants will be notified of the outcome of their application. The decision will also be included in the Council meeting minutes.

Funding Agreements and Payments

Grant recipients must enter into a funding agreement with Council and meet all requirements of project delivery, reporting and acquittal. Funding agreements must be finalised prior to the payment of grant funds and commencement of projects. Funding agreements will include the following information:

- Project title and description;
- Amount of financial and/or in-kind support to be provided by Council;
- Expected project outcomes and measures;
- Payment schedule;
- Due dates for progress and acquittal reports and
- Details of special conditions placed on the project;

Conditions for Successful Applicants

Successful applicants will be required to adhere to the following conditions:

- All funded activities must comply with relevant legislation and Council approvals. This includes meeting legislative requirements that ensure grant recipients are delivering projects in an accessible and equitable manner.

- Successful applicants must demonstrate a commitment to non-discrimination on the grounds of gender, ethnicity and religion in the delivery of services and ability to ensure equitable access to all residents.
- The grant funds provided by Cumberland City Council are to be spent only on project activities outlined in the funding application and funding agreement.
- Any variation to the project funded, must be submitted in writing to Cumberland City Council for approval.
- Council reserves the right to request return of grant funds should the grant recipient not use the grant for the specified purpose.
- Successful applicant organisations will be required to provide proof of appropriate insurance prior to the payment of the grant. A minimum of \$10 million liability cover is required for public liability insurance.
- For projects that will be delivered in partnership, a Project Partner Acknowledgment Form is to be submitted with the application as proof of partnership.
- Successful applicants must give appropriate acknowledgement of Cumberland City Council's support for the Project. This could be through promotional material, flyers, newsletters and Annual Reports. Draft copies of promotional material must be sent to Council for approval.
- Applications for the purchase of items (over \$1,000) must include copies of two quotes.



- Where funds are approved for the purchase of equipment, such equipment is to be identified. Should the organisation or group cease to exist, this equipment will become the property of Cumberland City Council.
- Programs delivered by successful applicants that provide catering must not provide or use grant money to purchase soft drinks, cordial, confectionary or other unhealthy food options.
- Children's Employment Regulations apply when you employ children: under 15 years of age in the entertainment and exhibition, still photography and door-to-door sales industries; under 16 years of age for any type of modelling; who are being paid either in money or material benefit. It also applies to children who are not being paid when there is a mix of paid and unpaid children employed. For further information please go to:
www.kidsguardian.nsw.gov.au/childrens-employment
- Council may place conditions of approval for specific projects including attendance at workshops developed to strengthen the capacity of an organisation to deliver their project to the community.





CUMBERLAND
CITY COUNCIL

Cumberland City Council

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DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-769

Attachment 3

Proposed structure Community
Grants Program 2021/2022

**Cumberland City Council Community Grants Program
PROPOSED STRUCTURE 2021/22**

Grant Stream	Description and Funding Cap (per applicant)	Funding Pool
Community Participation Grants Program	<p>This stream aims to strengthen the skills, knowledge or ability of local residents, groups or organisations. Projects aim to address the high level of disadvantage and reduce barriers to participation within the local community. Priority areas will be developed by Council and reviewed annually.</p> <p>Small Grants (Up to \$5,000).</p>	\$50,000
TOTAL FUNDING POOL		\$50,000

Item No: C06/21-770

MAYOR AND COUNCILLOR REMUNERATION 2021/22

Responsible Division: Finance & Governance
Officer: Director Finance & Governance
File Number: HC-06-02-2/03
Community Strategic Plan Goal: *Transparent and accountable leadership*

SUMMARY

This report outlines the determination made by the Local Government Remuneration Tribunal relating to the fees payable to Mayors and Councillors from 1 July 2021. The report also makes recommendations in relation to annual remuneration for Cumberland City Council elected officials.

RECOMMENDATION

That Council:

1. **Set the annual Councillor Fee for the period 1 July 2021 to 30 June 2022 at \$31,020 in accordance with the provisions of section 248 of the *Local Government Act 1993*; and**
2. **Set the annual Mayoral Fee for the period 1 July 2021 to 30 June 2022 at \$90,370 in accordance with the provisions of section 249 of the *Local Government Act 1993*.**

REPORT

The Local Government Remuneration Tribunal (LGRT) has made its determination, under section 241 of the *Local Government Act 1993*, in relation to the annual fees to be paid to Mayors and Councillors for the 2021/22 financial year period.

Section 241 of the *Local Government Act 1993* provides for the Tribunal to determine, not later than 1 May in each year, for each of the categories determined under section 239, the maximum and minimum amount of fees to be paid to mayors and councillors of councils, as well as chairpersons and members of county councils.

The Tribunal's *Annual Report and Determination 2021* provides details of the factors taken into account in its determination that an increase of 2 percent in fees for Mayors and Councillors is appropriate across the sector. The increases are effective from 1 July 2021. Further information regarding the factors taken into account to reach the

determination of the 2 percent increase can be found under Attachment 1 – *Local Government Remuneration Tribunal – Annual Report and Determination 2021*.

Pursuant to section 241 of the *Local Government Act 1993*, the Tribunal's 2021 annual determination has set the annual fees to be paid in each of the categories to Mayors and Councillors effective from 1 July 2021. Under the Act it states that if Council does not fix the fees for the Mayor and Councillors by resolution, the minimum rate is automatically applied. The annual fees for Mayors and Councillors in the 'Metropolitan Large' category are as follows:

Councillor/Member Annual Fee		Mayor/Chairperson Additional Fee*	
Minimum	Maximum	Minimum	Maximum
\$ 18,800	\$ 31,020	\$ 39,940	\$ 90,370

*The Mayor/Chairperson additional fee must be paid in addition to the fee paid to the Mayor/Chairperson as a Councillor/Member in accordance with section 249(2) of the *Local Government Act 1993*.

This report recommends that Council adopt the maximum annual fees set by the Tribunal on the following basis:

- Substantial size in geographic and population size of the Local Government Area.
- Substantial responsibilities associated with the annual budget.
- The wide scope, level and range of services delivered by Council.
- Increased level of time investment required for the Mayor and Councillors to fulfil their civic duties effectively.

Adopting the report recommendations will ensure the remuneration of the Cumberland City Council elected officials reflects the increased scope of responsibilities to undertake their civic duties in a large amalgamated Council.

COMMUNITY ENGAGEMENT

There are no consultation processes for Council associated with this report.

POLICY IMPLICATIONS

Mayor and Councillor Remuneration is paid in addition to the expenses and facilities available to Councillors under the adopted *Councillor Expenses and Facilities Policy*.

RISK IMPLICATIONS

Pursuant to section 241 of the *Local Government Act 1993*, the Tribunal's 2021 annual determination has set the annual fees to be paid in each of the categories to Mayors and Councillors effective from 1 July 2021. Under the Act it states that if Council does not fix the fees for the Mayor and Councillors by resolution, the minimum rates are automatically applied as outlined in the report.

The 2021/22 budget for Mayor and Councillor Remuneration incorporates the adopted remuneration rates as Council has reflected CPI indexation overall in the annual budget.

CONCLUSION

Council has reviewed the Local Government Remuneration Tribunal's *Annual Report and Determination 2021* which determined the fees payable to Mayors and Councillors from 1 July 2021. This report recommends that Council adopt the annual maximum fees payable to Mayors and Councillors for a 'Metropolitan Large' council from 1 July 2021, in accordance with the determination made by the Local Government Remuneration Tribunal.

ATTACHMENTS

1. Local Government Remuneration Tribunal - Annual Report & Determination - 2021 [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-770

Attachment 1

Local Government Remuneration
Tribunal - Annual Report &
Determination - 2021

Local Government Remuneration Tribunal

Annual Report and
Determination

*Annual report and determination under sections
239 and 241 of the Local Government Act 1993*

**23 April
2021**

[NSW Remuneration Tribunals website](https://www.remunerationtribunals.nsw.gov.au/)

Local Government Remuneration Tribunal

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Local Government Remuneration Tribunal

Executive Summary

The *Local Government Act 1993* (the LG Act) requires the Local Government Remuneration Tribunal (the Tribunal) to report to the Minister for Local Government by 1 May each year on its determination of categories of councils and the maximum and minimum amounts of fees to be paid to mayors, councillors, and chairpersons and members of county councils.

Categories

The Tribunal found the allocation of councils into the current categories appropriate. Criteria for each category is published in Appendix 1. These categories have not changed further to the extensive review undertaken as part of the 2020 review.

Fees

The Tribunal determined a 2 per cent increase in the minimum and maximum fees applicable to each category.

Local Government Remuneration Tribunal

Section 1 Introduction

1. Section 239 of the LG Act provides that the Tribunal determine the categories of councils and mayoral offices and to place each council and mayoral office into one of those categories.
2. Section 241 of the LG Act provides that the Tribunal determine the maximum and minimum amount of fees to be paid to mayors and councillors of councils, as well as chairpersons and members of county councils for each of the categories determined under section 239.
3. Section 242A (1) of the LG Act, requires the Tribunal to give effect to the same policies on increases in remuneration as those of the Industrial Relations Commission.
4. However, the Tribunal can determine that a council be placed in another existing or a new category with a higher range of fees without breaching the Government's wage policy as per section 242A (3) of the LG Act.
5. The Tribunal's determinations take effect from 1 July in each year.

Section 2 2020 Determination

6. Section 239 of the LG Act requires the Tribunal to determine the categories of councils and mayoral offices at least once every 3 years.
7. The Tribunal undertook an extensive review of the categories and allocation of councils into each of those categories as part of the 2020 review.
8. Like the review undertaken in 2017, the Tribunal examined a range of statistical and demographic data and considered the submissions of councils, Local Government NSW (LGNSW) and Regional Cities NSW.
9. The Tribunal determined to retain a categorisation model which differentiates councils primarily based on their geographic location and the other factors including population, the sphere of the council's economic influence and the degree of regional servicing.
10. The categories of general purpose councils were determined as follows:

Metropolitan	Non-Metropolitan
<ul style="list-style-type: none"> • Principal CBD • Major CBD • Metropolitan Large • Metropolitan Medium • Metropolitan Small 	<ul style="list-style-type: none"> • Major Regional City • Major Strategic Area • Regional Strategic Area • Regional Centre • Regional Rural • Rural

11. Given the impact of the bushfires and the COVID-19 pandemic on the state and federal economies and wellbeing of communities, the Tribunal determined no increase in the minimum and maximum fees applicable to each existing category.
12. The Determination was made on 10 June 2020 in accordance with the Local Government (General) Amendment (COVID-19) Regulation 2020 which extended the

Local Government Remuneration Tribunal

time for making of the determination to no later than 1 July 2020.

13. On 10 August 2020 the Tribunal received a direction from the Minister for Local Government, the Hon Shelley Hancock MP, to review the categorisation of Bayside Council. The Tribunal found that Bayside met the criteria to be classified as Metropolitan Large – having both a resident and non-resident working population (minimum 50,000) exceeding 200,000.
14. The Tribunal's 2020 determination was amended by the special determination on 17 August 2020 for Bayside Council be re-categorised as Metropolitan Large for remuneration purposes with effect from 1 July 2020.

Section 3 2021 Review

2021 Process

15. The Tribunal wrote to all mayors or general managers and LGNSW in February 2021 to advise of the commencement of the 2021 review and invite submissions. This correspondence advised that the Tribunal completed an extensive review of categories in 2020 and as this is only required every three years, consideration would be next be given in 2023. Submissions received requesting to be moved into a different category as part of the 2021 review would only be considered were there was a strong, evidence-based case.
16. Eighteen submissions were received – seventeen from individual councils and a submission from LGNSW. It was not possible from some submissions to ascertain if they had been council endorsed. The Tribunal also met with the President and Chief Executive of LGNSW.
17. The Tribunal discussed the submissions at length with the assessors.
18. The Tribunal acknowledged difficulties imposed by COVID19 and, on some councils the bushfires and floods.
19. Submissions from councils in regional and remote locations that raised the unique challenges experienced by mayors and councillors which included difficulties with connectivity and the travel required in sometimes very difficult circumstances were also acknowledged.
20. A summary of the matters raised in the received submissions and the Tribunal's consideration of those matters is outlined below.

Categorisation

21. Nine council submissions requested recategorisation. Four of these requests sought the creation new categories.
22. The Tribunal found that the current categories and allocation of councils to these categories remained appropriate. The Tribunal's finding had regard to the 2020 review, the current category model and criteria and the evidence put forward in the received submissions.
23. A summary of the individual council submissions that sought recategorisation is below.

Metropolitan Large Councils

24. Blacktown City Council requested the creation of a new category of Metropolitan Large – Growth Area.
25. Penrith City Council requested the creation of a new category Metropolitan Large –

Local Government Remuneration Tribunal

Growth Centre.

26. Liverpool City Council requested recategorisation to Major CBD.
27. The Tribunal noted that an extensive review of the current category model was completed in 2020 and would be next considered in 2023. The Tribunal noted that the criteria required for recategorisation was not yet met and that current council allocations remained appropriate.

Metropolitan Small Councils

28. The City of Canada Bay sought recategorisation to Metropolitan Medium. The Tribunal noted that the criteria required for recategorisation was not yet met.

Major Regional City Councils

29. The City of Newcastle requested review and creation of a new category of "Gateway City" with comparable characteristics to the Major CBD category and a similar fee structure. The Tribunal noted that an extensive review of the current category model was completed in 2020 and would be next considered in 2023.

Regional Centre

30. Tweed Shire Council requested recategorisation to Regional Strategic Area. The Tribunal noted that the criteria required for recategorisation was not yet met.

Rural Councils

31. Federation Council requested recategorisation into a new category of Regional.
32. Narromine Shire Council sought recategorisation but did not specify a category for consideration.
33. Yass Valley Council sought recategorisation to Regional Rural.
34. The Tribunal noted that an extensive review of the current category model was completed in 2020 and would be next considered in 2023. The Tribunal noted that the criteria required for recategorisation was not yet met and that current council allocations remained appropriate.

Fees

35. The Tribunal determined a 2.0 per centage increase in the minimum and maximum fees applicable to each category. A summary of the matters the Tribunal considered when making this determination is outlined below.
36. Submissions that addressed fees sought an increase of 2.5 per cent or greater. These submissions raised similar issues to warrant an increase which included the significant workload, responsibilities, capabilities, duties and expanding nature of mayor and councillor roles. Some submissions also suggested that an increase in remuneration may assist in improving the diversity of potential candidates.
37. The 2021-22 rate peg for NSW Councils was set at 2.0 per cent by the Independent Pricing and Regulatory Tribunal (IPART). The rate peg is the maximum percentage amount by which a council may increase its general income for the year.
38. Employees under the *Local Government (State) Award 2020* will receive a 2.0 per cent increase in rates of pay from the first full pay period to commence on or after 1 July 2021.
39. Section 242A of the LG Act provides that when determining the fees payable in each of the categories, the Tribunal is required to give effect to the same policies on increases in remuneration as the Industrial Relations Commission is required to give effect to under section 146C of the *Industrial Relations Act 1996* (IR Act), when making or

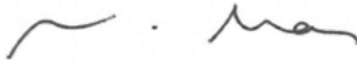
Local Government Remuneration Tribunal

varying awards or orders relating to the conditions of employment of public sector employees.

40. The current government policy on wages pursuant to section 146C(1)(a) of the IR Act is articulated in the *Industrial Relations (Public Sector Conditions of Employment) Regulation 2014* (IR Regulation 2014). The IR Regulation provides that public sector wages cannot increase by more than 2.5 per cent. As such, the Tribunal has discretion to determine an increase of up to 2.5 per cent.
41. On 31 March 2021, Premiers Memorandum M2021-09 issued the *NSW Public Sector Wages Policy 2021* reflecting the Government's decision to provide annual wage increases of up to 1.5 per cent. The IR Regulation has not been amended to reflect this position.

Conclusion

42. The Tribunal's determinations have been made with the assistance of Assessors Ms Kylie Yates and Mr Tim Hurst.
43. It is the expectation of the Tribunal that in the future all submissions have council endorsement.
44. Determination 1 outlines the allocation of councils into each of the categories as per section 239 of the LG Act.
45. Determination 2 outlines the maximum and minimum fees paid to councillors and mayors and members and chairpersons of county councils as per section 241 of the LG Act.



Viv May PSM

Local Government Remuneration Tribunal

Dated: 23 April 2021

Local Government Remuneration Tribunal

Section 4 2021 Determinations

Determination No. 1 - Allocation of councils into each of the categories as per section 239 of the LG Act effective from 1 July 2021

Table 1: General Purpose Councils - Metropolitan

Principal CBD (1)	Major CBD (1)
Sydney	Parramatta
Metropolitan Large (12)	Metropolitan Medium (8)
Bayside	Campbelltown
Blacktown	Camden
Canterbury-Bankstown	Georges River
Cumberland	Hornsby
Fairfield	Ku-ring-gai
Inner West	North Sydney
Liverpool	Randwick
Northern Beaches	Willoughby
Penrith	
Ryde	
Sutherland	
The Hills	
Metropolitan Small (8)	
Burwood	
Canada Bay	
Hunters Hill	
Lane Cove	
Mosman	
Strathfield	
Waverley	
Woollahra	

Local Government Remuneration Tribunal

Table 2: General Purpose Councils - Non-Metropolitan

Major Regional City (2)	Major Strategic Area (1)	Regional Strategic Area (1)
Newcastle	Central Coast	Lake Macquarie
Wollongong		

Regional Centre (24)		Regional Rural (13)
Albury	Mid-Coast	Bega
Armidale	Orange	Broken Hill
Ballina	Port Macquarie-Hastings	Byron
Bathurst	Port Stephens	Eurobodalla
Blue Mountains	Queanbeyan-Palerang	Goulburn Mulwaree
Cessnock	Shellharbour	Griffith
Clarence Valley	Shoalhaven	Kempsey
Coffs Harbour	Tamworth	Kiama
Dubbo	Tweed	Lithgow
Hawkesbury	Wagga Wagga	Mid-Western
Lismore	Wingecarribee	Richmond Valley Council
Maitland	Wollondilly	Singleton
		Snowy Monaro

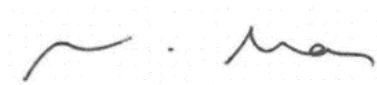
Rural (57)			
Balranald	Cootamundra-Gundagai	Junee	Oberon
Bellingen	Cowra	Kyogle	Parkes
Berrigan	Dungog	Lachlan	Snowy Valleys
Bland	Edward River	Leeton	Temora
Blayney	Federation	Liverpool Plains	Tenterfield
Bogan	Forbes	Lockhart	Upper Hunter
Bourke	Gilgandra	Moree Plains	Upper Lachlan
Brewarrina	Glen Innes Severn	Murray River	Uralla
Cabonne	Greater Hume	Murrumbidgee	Walcha
Carrathool	Gunnedah	Muswellbrook	Walgett
Central Darling	Gwydir	Nambucca	Warren
Cobar	Hay	Narrabri	Warrumbungle
Coolamon	Hilltops	Narrandera	Weddin
Coonamble	Inverell	Narromine	Wentworth

Local Government Remuneration Tribunal

Rural (57)	
	Yass

Table 3: County Councils

Water (4)	Other (6)
Central Tablelands	Castlereagh-Macquarie
Goldenfields Water	Central Murray
Riverina Water	Hawkesbury River
Rous	New England Tablelands
	Upper Hunter
	Upper Macquarie



Viv May PSM

Local Government Remuneration Tribunal

Dated: 23 April 2021

Local Government Remuneration Tribunal

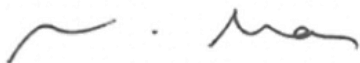
Determination No. 2 - Fees for Councillors and Mayors as per section 241 of the LG Act effective from 1 July 2021

The annual fees to be paid in each of the categories to Councillors, Mayors, Members and Chairpersons of County Councils effective on and from 1 July 2021 as per section 241 of the *Local Government Act 1993* are determined as follows:

Table 4: Fees for General Purpose and County Councils

Category		Councillor/Member Annual Fee (\$) effective 1 July 2021		Mayor/Chairperson Additional Fee* (\$) effective 1 July 2021	
		Minimum	Maximum	Minimum	Maximum
General Purpose Councils - Metropolitan	Principal CBD	28,190	41,340	172,480	226,960
	Major CBD	18,800	34,820	39,940	112,520
	Metropolitan Large	18,800	31,020	39,940	90,370
	Metropolitan Medium	14,100	26,310	29,950	69,900
	Metropolitan Small	9,370	20,690	19,970	45,110
General Purpose Councils - Non-Metropolitan	Major Regional City	18,800	32,680	39,940	101,800
	Major Strategic Area	18,800	32,680	39,940	101,800
	Regional Strategic Area	18,800	31,020	39,940	90,370
	Regional Centre	14,100	24,810	29,330	61,280
	Regional Rural	9,370	20,690	19,970	45,140
	Rural	9,370	12,400	9,980	27,060
County Councils	Water	1,860	10,340	4,000	16,990
	Other	1,860	6,180	4,000	11,280

*This fee must be paid in addition to the fee paid to the Mayor/Chairperson as a Councillor/Member (s.249(2)).



Viv May PSM

Local Government Remuneration Tribunal

Dated: 23 April 2021

Local Government Remuneration Tribunal

Appendices

Appendix 1 Criteria that apply to categories

Principal CBD

The Council of the City of Sydney (the City of Sydney) is the principal central business district (CBD) in the Sydney Metropolitan area. The City of Sydney is home to Sydney's primary commercial office district with the largest concentration of businesses and retailers in Sydney. The City of Sydney's sphere of economic influence is the greatest of any local government area in Australia.

The CBD is also host to some of the city's most significant transport infrastructure including Central Station, Circular Quay and International Overseas Passenger Terminal. Sydney is recognised globally with its iconic harbour setting and the City of Sydney is host to the city's historical, cultural and ceremonial precincts. The City of Sydney attracts significant visitor numbers and is home to 60 per cent of metropolitan Sydney's hotels.

The role of Lord Mayor of the City of Sydney has significant prominence reflecting the CBD's importance as home to the country's major business centres and public facilities of state and national importance. The Lord Mayor's responsibilities in developing and maintaining relationships with stakeholders, including other councils, state and federal governments, community and business groups, and the media are considered greater than other mayoral roles in NSW.

Major CBD

The Council of the City of Parramatta (City of Parramatta) is the economic capital of Greater Western Sydney and the geographic and demographic centre of Greater Sydney. Parramatta is the second largest economy in NSW (after Sydney CBD) and the sixth largest in Australia.

As a secondary CBD to metropolitan Sydney the Parramatta local government area is a major provider of business and government services with a significant number of organisations relocating their head offices to Parramatta. Public administration and safety have been a growth sector for Parramatta as the State Government has promoted a policy of moving government agencies westward to support economic development beyond the Sydney CBD.

The City of Parramatta provides a broad range of regional services across the Sydney Metropolitan area with a significant transport hub and hospital and educational facilities. The City of Parramatta is home to the Westmead Health and Medical Research precinct which represents the largest concentration of hospital and health services in Australia, servicing Western Sydney and providing other specialised services for the rest of NSW.

The City of Parramatta is also home to a significant number of cultural and sporting facilities (including Sydney Olympic Park) which draw significant domestic and international visitors to the region.

Local Government Remuneration Tribunal

Metropolitan Large

Councils categorised as Metropolitan Large will typically have a minimum residential population of 200,000.

Councils may also be categorised as Metropolitan Large if their residential population combined with their non-resident working population exceeds 200,000. To satisfy this criteria the non-resident working population must exceed 50,000.

Other features may include:

- total operating revenue exceeding \$200M per annum
- the provision of significant regional services to greater Sydney including, but not limited to, major education, health, retail, sports, other recreation and cultural facilities
- significant industrial, commercial and residential centres and development corridors
- high population growth.

Councils categorised as Metropolitan Large will have a sphere of economic influence and provide regional services considered to be greater than those of other metropolitan councils.

Metropolitan Medium

Councils categorised as Metropolitan Medium will typically have a minimum residential population of 100,000.

Councils may also be categorised as Metropolitan Medium if their residential population combined with their non-resident working population exceeds 100,000. To satisfy this criteria the non-resident working population must exceed 50,000

Other features may include:

- total operating revenue exceeding \$100M per annum
- services to greater Sydney including, but not limited to, major education, health, retail, sports, other recreation and cultural facilities
- industrial, commercial and residential centres and development corridors
- high population growth.

The sphere of economic influence, the scale of council operations and the extent of regional servicing would be below that of Metropolitan Large councils.

Local Government Remuneration Tribunal

Metropolitan Small

Councils categorised as Metropolitan Small will typically have a residential population less than 100,000.

Other features which distinguish them from other metropolitan councils include:

- total operating revenue less than \$150M per annum.

While these councils may include some of the facilities and characteristics of both Metropolitan Large and Metropolitan Medium councils the overall sphere of economic influence, the scale of council operations and the extent of regional servicing would be below that of Metropolitan Medium councils.

Major Regional City

Newcastle City Council and Wollongong City Councils are categorised as Major Regional City. These councils:

- are metropolitan in nature with major residential, commercial and industrial areas
- typically host government departments, major tertiary education and health facilities and incorporate high density commercial and residential development
- provide a full range of higher order services and activities along with arts, culture, recreation, sporting and entertainment facilities to service the wider community and broader region
- have significant transport and freight infrastructure servicing international markets, the capital city and regional areas
- have significant natural and man-made assets to support diverse economic activity, trade and future investment
- typically contain ventures which have a broader State and national focus which impact upon the operations of the council.

Major Strategic Area

Councils categorised as Major Strategic Area will have a minimum population of 300,000.

Other features may include:

- health services, tertiary education services and major regional airports which service the surrounding and wider regional community
- a full range of high-order services including business, office and retail uses with arts, culture, recreation and entertainment centres
- total operating revenue exceeding \$250M per annum
- significant visitor numbers to established tourism ventures and major events that attract state and national attention
- a proximity to Sydney which generates economic opportunities.

Currently, only Central Coast Council meets the criteria to be categorised as a Major Strategic Area. Its population, predicted population growth, and scale of the Council's operations warrant that it be differentiated from other non-metropolitan councils. Central Coast Council is also a

Local Government Remuneration Tribunal

significant contributor to the regional economy associated with proximity to and connections with Sydney and the Hunter Region.

Regional Strategic Area

Councils categorised as Regional Strategic Area are differentiated from councils in the Regional Centre category on the basis of their significant population and will typically have a residential population above 200,000.

Other features may include:

- health services, tertiary education services and major regional airports which service the surrounding and wider regional community
- a full range of high-order services including business, office and retail uses with arts, culture, recreation and entertainment centres
- total operating revenue exceeding \$250M per annum
- significant visitor numbers to established tourism ventures and major events that attract state and national attention
- a proximity to Sydney which generates economic opportunities.

Currently, only Lake Macquarie Council meets the criteria to be categorised as a Regional Strategic Area. Its population and overall scale of council operations will be greater than Regional Centre councils.

Regional Centre

Councils categorised as Regional Centre will typically have a minimum residential population of 40,000.

Other features may include:

- a large city or town providing a significant proportion of the region's housing and employment
- health services, tertiary education services and major regional airports which service the surrounding and wider regional community
- a full range of high-order services including business, office and retail uses with arts, culture, recreation and entertainment centres
- total operating revenue exceeding \$100M per annum
- the highest rates of population growth in regional NSW
- significant visitor numbers to established tourism ventures and major events that attract state and national attention
- a proximity to Sydney which generates economic opportunities.

Councils in the category of Regional Centre are often considered the geographic centre of the region providing services to their immediate and wider catchment communities.

Local Government Remuneration Tribunal

Regional Rural

Councils categorised as Regional Rural will typically have a minimum residential population of 20,000.

Other features may include:

- a large urban population existing alongside a traditional farming sector, and are surrounded by smaller towns and villages
- health services, tertiary education services and regional airports which service a regional community
- a broad range of industries including agricultural, educational, health, professional, government and retail services
- large visitor numbers to established tourism ventures and events.

Councils in the category of Regional Rural provide a degree of regional servicing below that of a Regional Centre.

Rural

Councils categorised as Rural will typically have a residential population less than 20,000.

Other features may include:

- one or two significant townships combined with a considerable dispersed population spread over a large area and a long distance from a major regional centre
- a limited range of services, facilities and employment opportunities compared to Regional Rural councils
- local economies based on agricultural/resource industries.

County Councils - Water

County councils that provide water and/or sewerage functions with a joint approach in planning and installing large water reticulation and sewerage systems.

County Councils - Other

County councils that administer, control and eradicate declared noxious weeds as a specified Local Control Authority under the *Biosecurity Act 2015*.

Item No: C06/21-771

UPDATE ON APPROVED MAYORAL COMMUNITY FUND APPLICATIONS

Responsible Division: Finance & Governance
Officer: Director Finance & Governance
File Number: 8281543
Community Strategic Plan Goal: *Transparent and accountable leadership*

SUMMARY

This report provides an update on Mayoral Community Fund applications approved since the previous update provided at the 19 May 2021 Council meeting.

RECOMMENDATION

That Council receive the report.

REPORT

This report outlines the details of Mayoral Community Fund applications approved since the previous update provided at the 19 May 2021 Ordinary Council Meeting.

One application was approved. Details of the approved application can be reviewed in the attachment provided.

COMMUNITY ENGAGEMENT

There are no consultation processes for Council associated with this report.

POLICY IMPLICATIONS

The approved applications are in accordance with the Council endorsed *Mayoral Community Fund Guidelines*.

RISK IMPLICATIONS

There are no risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

The Mayoral Community Fund is budgeted at \$30,000 per annum. At the Ordinary Council meeting held on 21 April 2021, it was resolved to restore the balance of the fund to \$30,000 for the remainder of the financial year. The approved application is within budget.

CONCLUSION

Mayoral Community Funding was granted to one applicant since the previous update provided at the 19 May 2021 Council meeting. It is recommended that Council receive the report.

ATTACHMENTS

1. Approved Mayoral Community Fund Application [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-771

Attachment 1
Approved Mayoral Community
Fund Application

MAYORAL COMMUNITY FUND APPLICATIONS APPROVED						
Date of Request	Name of Applicant/ Organisation	Amount Sought (\$)	Nature of Request	Summary of Panel Recommendation to the Mayor	Mayoral Determination (\$ value)	Date Mayor Approved
20-Apr-21	Maltese Community Council of NSW Inc	\$1,250.00	Monday 7 June is Sette Giugno, a Maltese national holiday which commemorates events which occurred on that day in 1919 and led to the independence of the Maltese from the colonial government. The applicant will be holding an event at Civic Park, Pendle Hill and request funding to assist with the hiring of a PA system and sound engineer, booking fee waiver as well as contribute to light refreshments for attendees.	Full support recommended given the significant cultural and social community benefits to the Cumberland LGA and dignitaries invited.	\$1,250.00	05-May-21

Item No: C06/21-772

ADOPTION OF PENSIONER REBATE POLICY

Responsible Division: Finance & Governance
Officer: Director Finance & Governance
File Number: 8856631
Community Strategic Plan Goal: *Transparent and accountable leadership*

SUMMARY

The purpose of this report is to adopt the updated *Pensioner Rebate Policy* following a period of public exhibition.

RECOMMENDATION

That Council adopt the *Pensioner Rebate Policy* outlined in Attachment 1, to commence 1 July 2021.

REPORT

At the Ordinary Meeting of Council held on 7 April 2021, Council resolved to place the *Draft Pensioner Rebate Policy* on public exhibition for community feedback (Min. 1083).

The Draft Pensioner Rebate Policy was focused on the harmonisation of the voluntary rebate and was subject to community consultation. The voluntary rebate included in the Draft Pensioner Rebate Policy was as follows:

“Voluntary Rebate

In addition to the mandatory rebate, Council provides a voluntary rebate of up to \$25 to eligible pensioners under section 582 of the Act.

Ratepayers from the former Parramatta Council LGA who had received up to \$100 additional voluntary rebate will continue to receive this rebate amount whilst they continue to be an eligible pensioner. To have received this benefit, the eligible pensioner had to apply, own and occupy the dwelling to which they resided within their local government area for 5 continuous years.”

As the community consultation feedback was very supportive of the Voluntary Rebate it is recommended that the *Draft Pensioner Rebate Policy* without any amendment.”

COMMUNITY ENGAGEMENT

The Policy was placed on exhibition for 28 days, from 12 April 2021 to 11 May 2021, on Council's website. Subsequently, Council received forty (40) submissions during the exhibition period.

Submissions	Submissions Summary
2	One \$25 voluntary rebate across Council
36	\$100 voluntary rebate to continue for former Parramatta ratepayers
2	Policy clarification (eligibility if time is spent away from residence, and any benefits for self-funded retirees)
40	Total

Council had 344 visits to the 'Have Your Say' community engagement Draft Pensioner Rebate Policy webpage during the public exhibition period, with 80 downloads of the *Draft Pensioner Rebate Policy*.

Of the 40 submissions received, 38 were primarily around the voluntary rebate amount within the Policy, while 2 were in relation to Policy clarification.

Of those 38 submissions that were focused on the rebate amount, 2 were in favour of only one \$25 voluntary rebate amount across Council, while 36 were in favour of keeping the \$100 voluntary rebate for former Parramatta LGA ratepayers.

Council received submissions from forty (40) respondents and staff will notify all respondents of the consideration of this item addressed by Council.

POLICY IMPLICATIONS

If adopted, the updated *Pensioner Rebate Policy* will rescind and replace the previously adopted version of this Policy. The Making of Rates for 2021-22 will reflect the new Policy.

RISK IMPLICATIONS

There are no risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

Should Council proceed with two voluntary rebates, being \$100 for eligible former Parramatta ratepayers and \$25 for all other eligible ratepayers, the total cost to Council will equate to \$355,000, requiring an increase of \$134,000 to be added to the 2021/22 budget.

CONCLUSION

Council has publicly exhibited the *Pensioner Rebate Policy*. The Policy is now recommended for adoption.

ATTACHMENTS

1. Pensioner Rebate Policy [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-772

Attachment 1
Pensioner Rebate Policy

CUMBERLAND
CITY COUNCIL

Pensioner Rebate Policy

AUTHORISATION & VERSION CONTROL

Policy Number	POL-029
Policy Owner	Director Finance & Governance
Date Adopted	
Version No	2
Document ID	2068342
Review Date	June 2023

PURPOSE

The purpose of this policy is to provide eligible pensioners with the mandatory pensioner concession relating to Rates and Charges under the provisions of Section 575 of the *Local Government Act 1993* (the Act). Also, Section 582 of the Act to provide an additional voluntary concession.

SCOPE

This Policy applies to eligible pensioners within the Cumberland City Council Local Government area (LGA) who are owners, responsible for the payments of rates and occupy the dwelling to which they are paying rates as their sole or principal place of living.

POLICY STATEMENT

Council provides a reduction in rates to eligible pensioners by way of a mandatory and voluntary rebate under the Act.

Mandatory Rebate

Under Section 575 of the Act, a mandatory rebate of up to \$250 is provided to eligible pensioners.

Voluntary Rebate

In addition to the mandatory rebate, Council provides voluntary rebate of up to \$25 to eligible pensioners under section 582 of the Act.

Ratepayers from the former Parramatta Council LGA who had received up to \$100 additional voluntary rebate will continue to receive this rebate amount whilst they continue to be an eligible pensioner. To have received this benefit, the eligible pensioner had to apply, own and occupy the dwelling to which they resided within their local government area for 5 continuous years.

PRINCIPLES

To be an 'eligible pensioner' the ratepayer must be in receipt of a current Pensioner Concession Card issued by Centrelink.

Alternatively, you must be a holder of the Department of Veterans Affairs' (DVA) Gold Card & must also have a Pensioner Concession Card to be eligible. If you are a holder of a DVA Total Permanent Incapacitated (TPI) or Extremely Disabled Adjustment (EDA) Card the mandatory rebate will apply.

In addition, to claim the rebate on rates, the pensioner must be the owner, be responsible for payment of rates, and occupy the dwelling to which they are paying rates as their sole or principal place of living.

REQUIREMENTS

All pensioners wishing to make an application for a rebate must apply on the prescribed form as advised by Section 579 of the Act.

The mandatory rebate will be calculated proportionate to the quarterly periods remaining for that financial year in accordance with Section 575 of the Act. Similarly, concessions cease on the last day of a quarterly period in accordance with Section 584 of the Act. Council's voluntary rebate will also be proportionate in the same manner as Section 575 of the Act.

If eligibility ceases for a former Parramatta Council pensioner, then become eligible again for a rebate, the pensioner must re-apply for a pensioner concession rates rebate and the new Concession Card is to be provided. The voluntary rebate will be up to \$25 and calculated according to Section 575 of the Act.

If you are a holder of a Pensioner Concession Card or DVA Card, then you must apply within the same financial year of receiving this card. A rebate will be applied on the current financial year only.

RELATED LEGISLATION

- *Local Government Act (1993)*

RELATED DOCUMENTS AND COUNCIL POLICY

- *Pensioner Concession Application Form*

Item No: C06/21-773

WOODVILLE ROAD CORRIDOR - PROPOSED PLANNING CONTROLS

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: CS-213
Community Strategic Plan Goal: *A resilient built environment*

SUMMARY

This report provides an overview of the proposed planning controls for the Woodville Road Corridor, including a Planning Proposal, draft Development Control Plans and a draft Public Domain Plan. The 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 the Woodville Road Corridor has been undertaken and a range of submissions received. The proposal has also been considered by the Cumberland Local Planning Panel.

It is recommended that Council endorse the proposed planning controls for the Woodville Road Corridor. Subject to Council endorsement, the planning proposal will be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination. Following receipt of a Gateway Determination, consultation on the Planning Proposal, draft Development Control Plans and draft Public Domain Plan will be undertaken with the community. A further report will then be provided to Council.

RECOMMENDATION

That Council:

- 1. Note the advice of the Cumberland Local Planning Panel on the draft Planning Proposal for the Woodville Road Corridor.**
- 2. Endorse the proposed planning controls for the Woodville Road Corridor, as outlined in this report and provided at Attachments 1 to 4.**
- 3. Endorse that the Planning Proposal for the Woodville Road Corridor be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination.**
- 4. Endorse that the draft Development Control Plan for the Woodville Road Corridor and draft amendments to the site-specific Development Control Plan for the Merrylands East Centre be publicly exhibited in accordance with statutory and policy requirements.**

5. **Endorse that the draft Public Domain Plan for the Woodville Road Corridor be publicly exhibited in accordance with policy requirements.**
6. **Note that the Planning Proposal for the Woodville Road Corridor will be publicly exhibited at the same time as the draft Development Control Plans and draft Public Domain Plan.**

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.

The Woodville Road Corridor was identified as part of Stage 1 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 on the proposal.

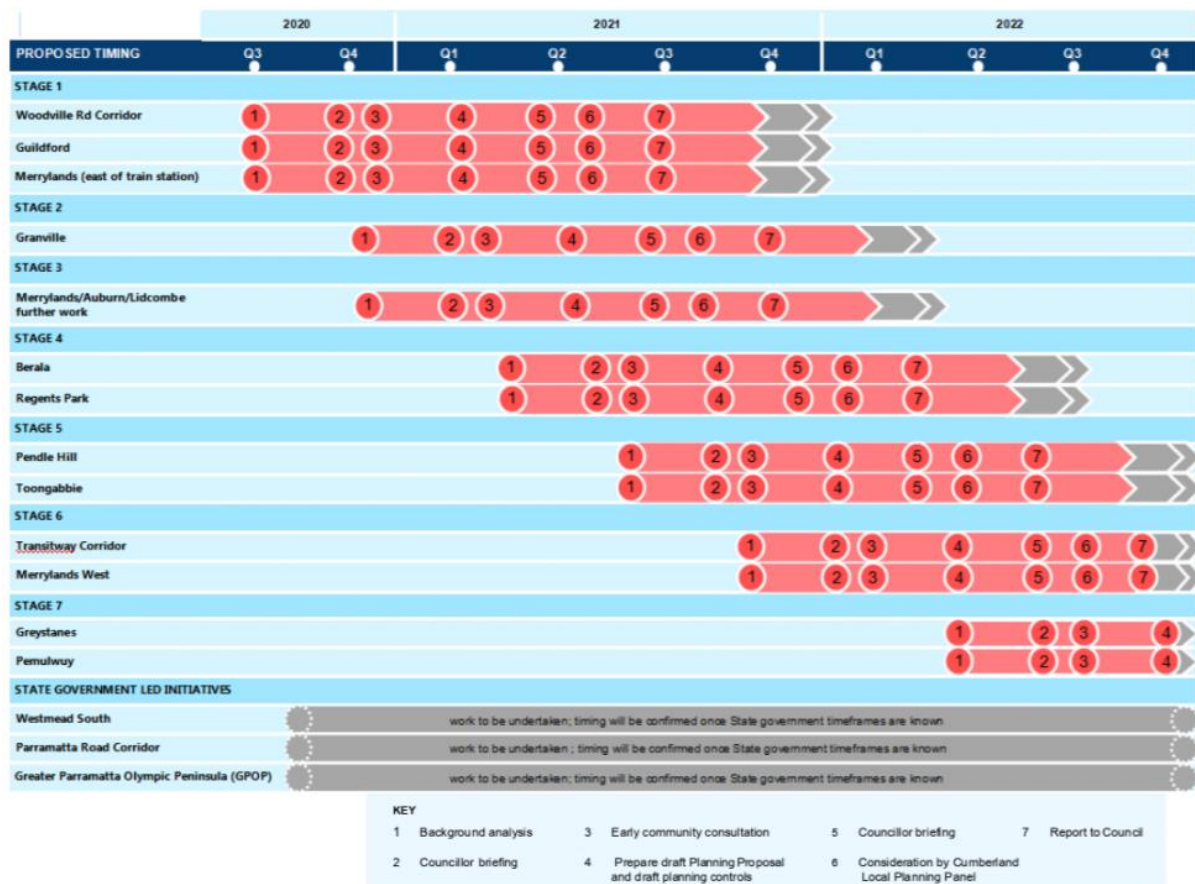


Figure 1 – Council’s strategic planning work program

Planning Context

Different approaches to planning along Woodville Road over past years have resulted in a disjointed streetscape which ranges from established commercial uses, aging single detached dwellings and newly constructed mixed-use developments and residential flat buildings. Mixed use developments are in various locations along the road corridor. Their bulk and scale are more than other existing development and appear as visually obtrusive infill development.

The implementation of a suite of targeted changes to land use and planning controls along the Woodville Road corridor, aligned with growth forecasts, market demand and infrastructure requirements, will ensure a suitable land use and density pattern is introduced that delivers a built form and development outcome that is successful in revitalising the area steadily over time.

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

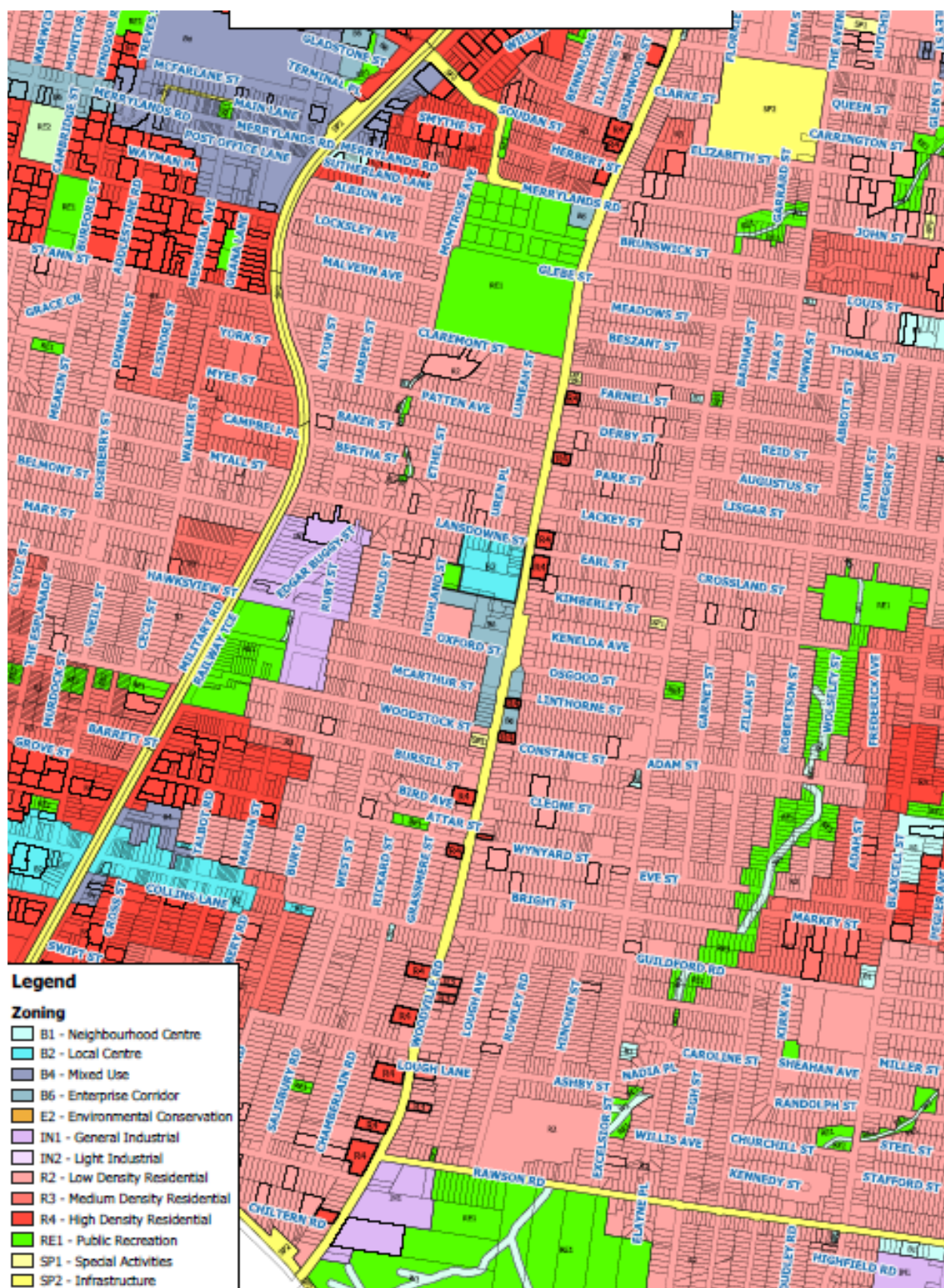


Figure 2 – Woodville Road Corridor: Current Land Zoning



Figure 3 – Woodville Road Corridor: Current Height of Building

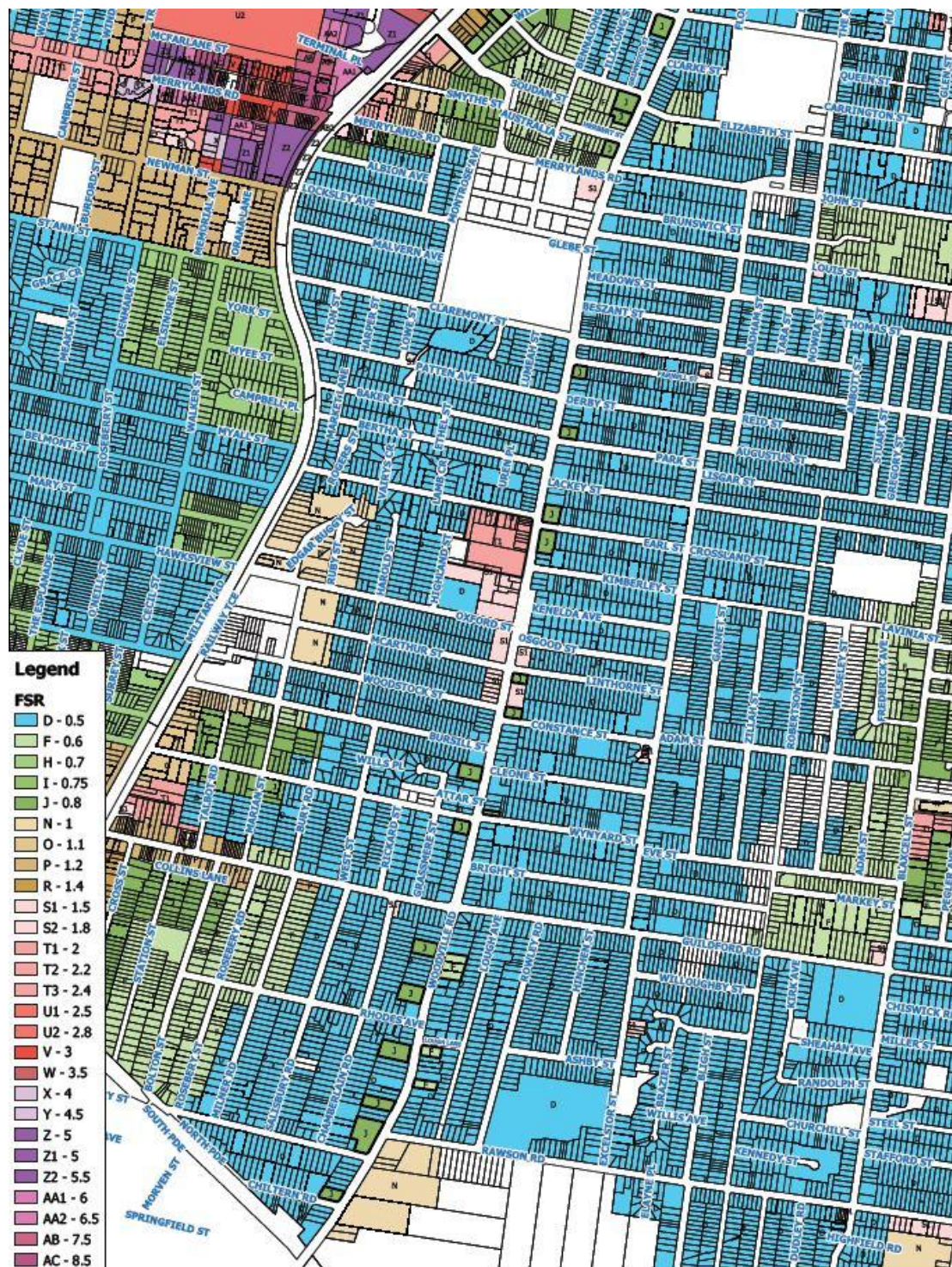


Figure 4 – Woodville Road Corridor: Current Floor Space Ratio

The proposed planning framework for development (Figure 5) focusses growth at three precincts along the Woodville Road Corridor to take advantage of existing and planned infrastructure and facilities. Where no changes are proposed, the existing planning controls will continue to apply.

In the Woodville North Precinct, the planning framework responds to opportunities for increased housing diversity for an area supported by good access to public transport and local amenity.

In the Merrylands East Precinct, the planning framework seeks to revitalise the corridor through mixed-use activities supported by new open space and additional connections to and through the precinct.

In the Woodville South Precinct, the planning framework identifies opportunities for housing diversity and seeks to establish a Neighbourhood Centre with improvements to built form and the public domain.

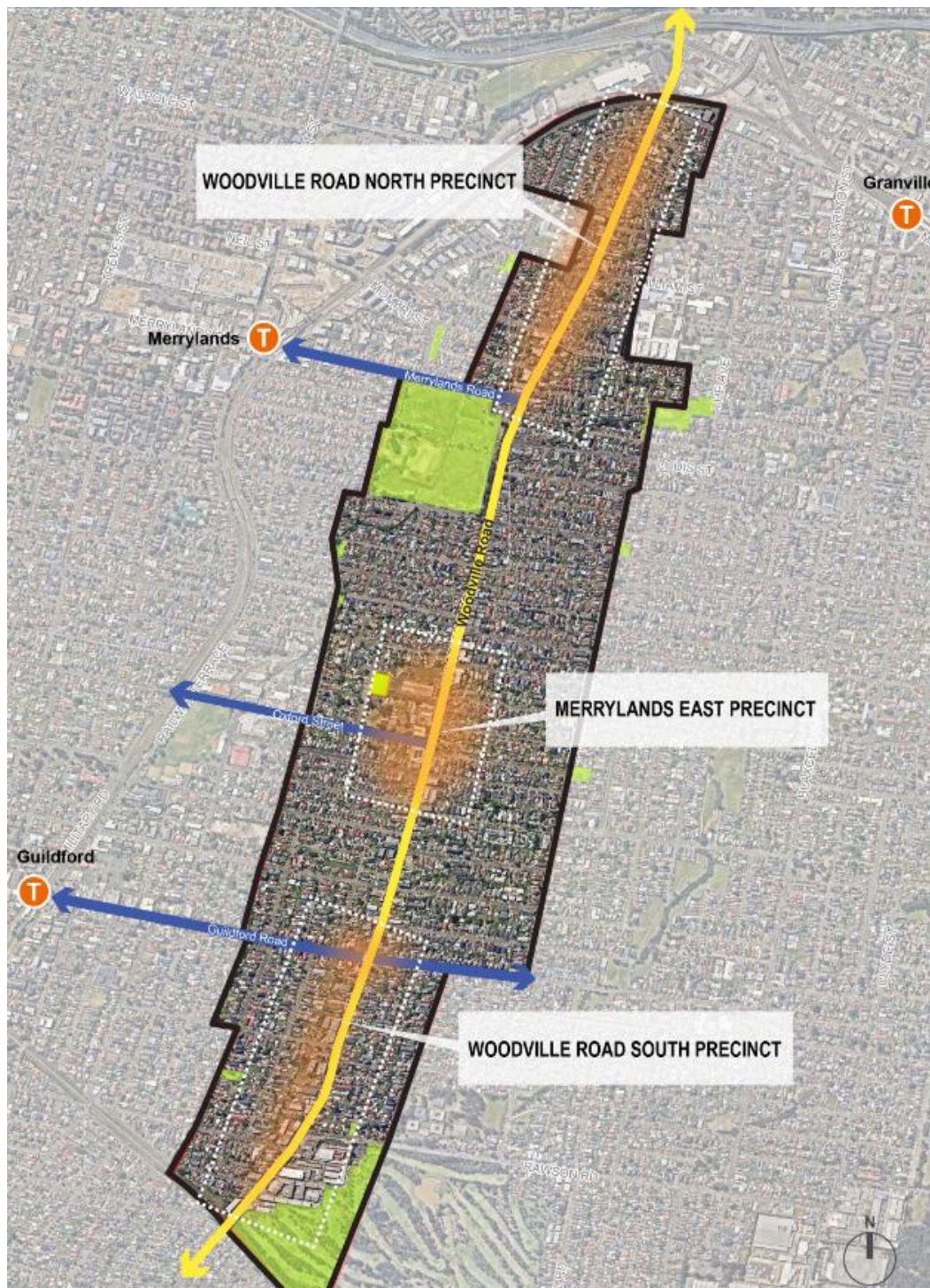


Figure 5 – Planning Approach for Woodville Road Corridor

Proposed Planning Controls

Planning Proposal

The draft Planning Proposal seeks to amend the Cumberland LEP as follows:

- Rezone targeted sites along the Woodville Road Corridor to facilitate housing diversity.
- Rezone targeted sites at the intersection of Guildford Road to support the development of a new neighbourhood centre.
- Realign building heights and density with proposed zones and surrounding development.
- Remove Council's acquisition responsibility over existing private residences at Mountford Avenue and Grasmere Street, Guildford, and make corresponding changes to zoning and related planning controls for these properties.

Further details of the planning proposal for Woodville Road Corridor are provided in Table 1 below. These are also shown graphically in Figures 6 to 17.

Precinct	Proposed Amendments
Woodville North Precinct	<ul style="list-style-type: none"> • Amend the Land Zoning Map to rezone targeted sites along the Woodville Road Corridor to facilitate a mix of medium density (Zone R3) and higher density (Zone R4) residential development. • Amend the Height of Buildings Map to better align building heights with proposed zones and surrounding development. • Amend the Floor Space Ratio Map to better align density with proposed zones and surrounding development.
Merrylands East Precinct	<ul style="list-style-type: none"> • Amend the Land Zoning Map to rezone targeted sites along the Woodville Road Corridor and Lansdowne Street, Merrylands, to facilitate a mix of medium density (Zone R3) and higher density (Zone R4) residential development, and rezone land at 3-7 Mountford Avenue and 13-15 Grasmere Street, Guildford, to permit low density (Zone R2) residential uses. • Amend the Height of Buildings Map to better align building heights with proposed zones and surrounding development and apply a 9 m height limit for land at 3-7 Mountford Avenue and 13-15 Grasmere Street, Guildford, consistent with the adjoining low-density residential zone.

	<ul style="list-style-type: none"> • Amend the Floor Space Ratio Map to better align density with proposed zones and surrounding development. • Amend the Lot Size Map to apply a 550 sqm minimum lot size control for land proposed to be zoned R2 Low Density Residential. • Amend the Land Reservation Acquisition Map to remove Council's acquisition responsibility over land at 3-7 Mountford Avenue and 13-15 Grassmere Street, Guildford, as it is no longer needed for a public purpose (local open space).
Woodville South Precinct	<ul style="list-style-type: none"> • Amend the Land Zoning Map to rezone targeted sites along the Woodville Road Corridor to facilitate a mix of medium density (Zone R3) and higher density (Zone R4) residential development, and rezone sites at the intersection of Guildford Road to support the development of a new neighbourhood centre (Zone B1). • Amend the Height of Buildings Map to better align building heights with proposed zones and surrounding development. • Amend the Floor Space Ratio Map to better align density with proposed zones and surrounding development. • Amend the Lot Size Map to remove the minimum lot size control from land proposed to be zoned B1 Neighbourhood Centre.

Table 1 – Details of Planning Proposal

**WOODVILLE ROAD NORTH PRECINCT
PROPOSED LAND ZONING**

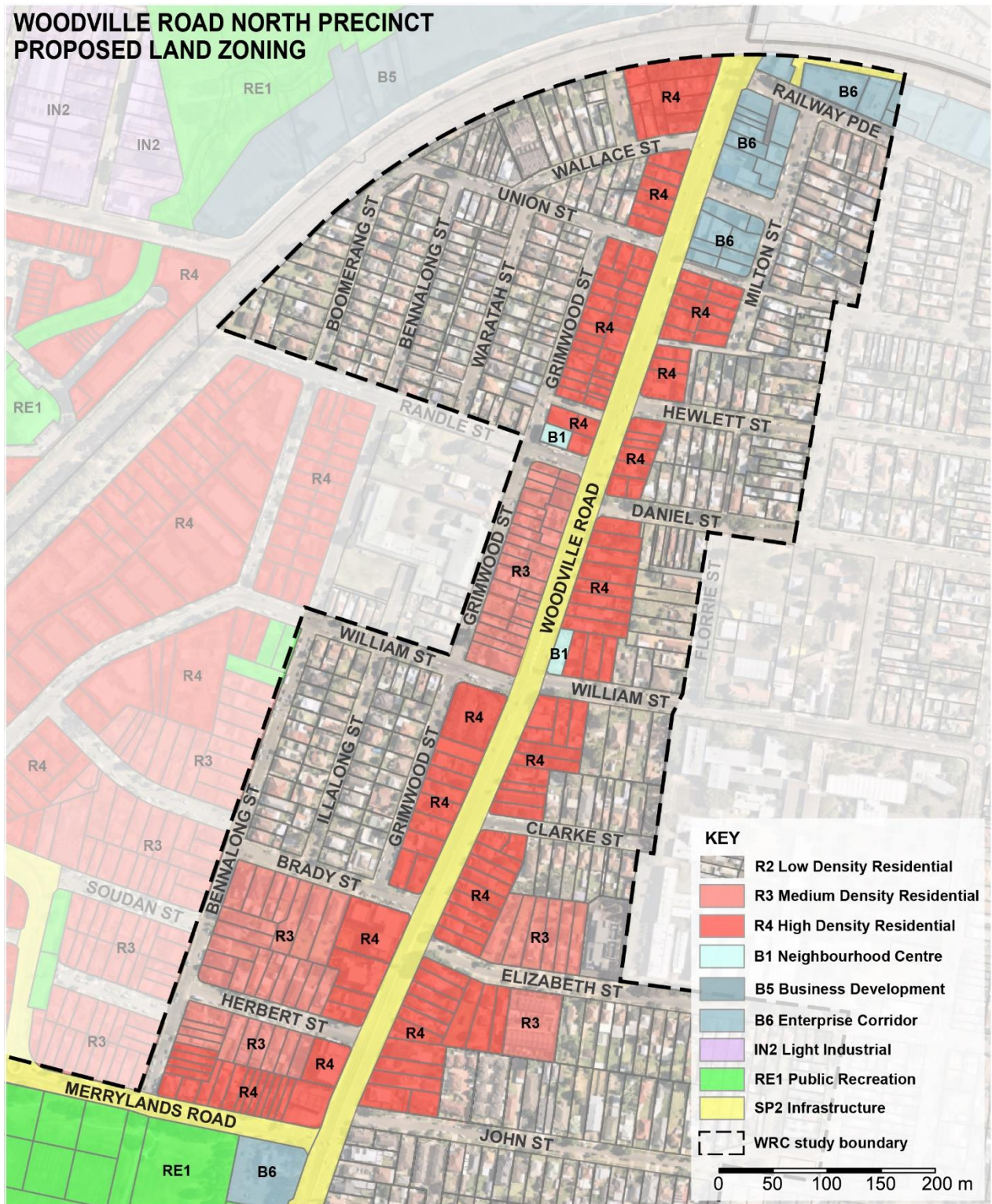


Figure 6 – Woodville North Precinct: Proposed Land Zoning

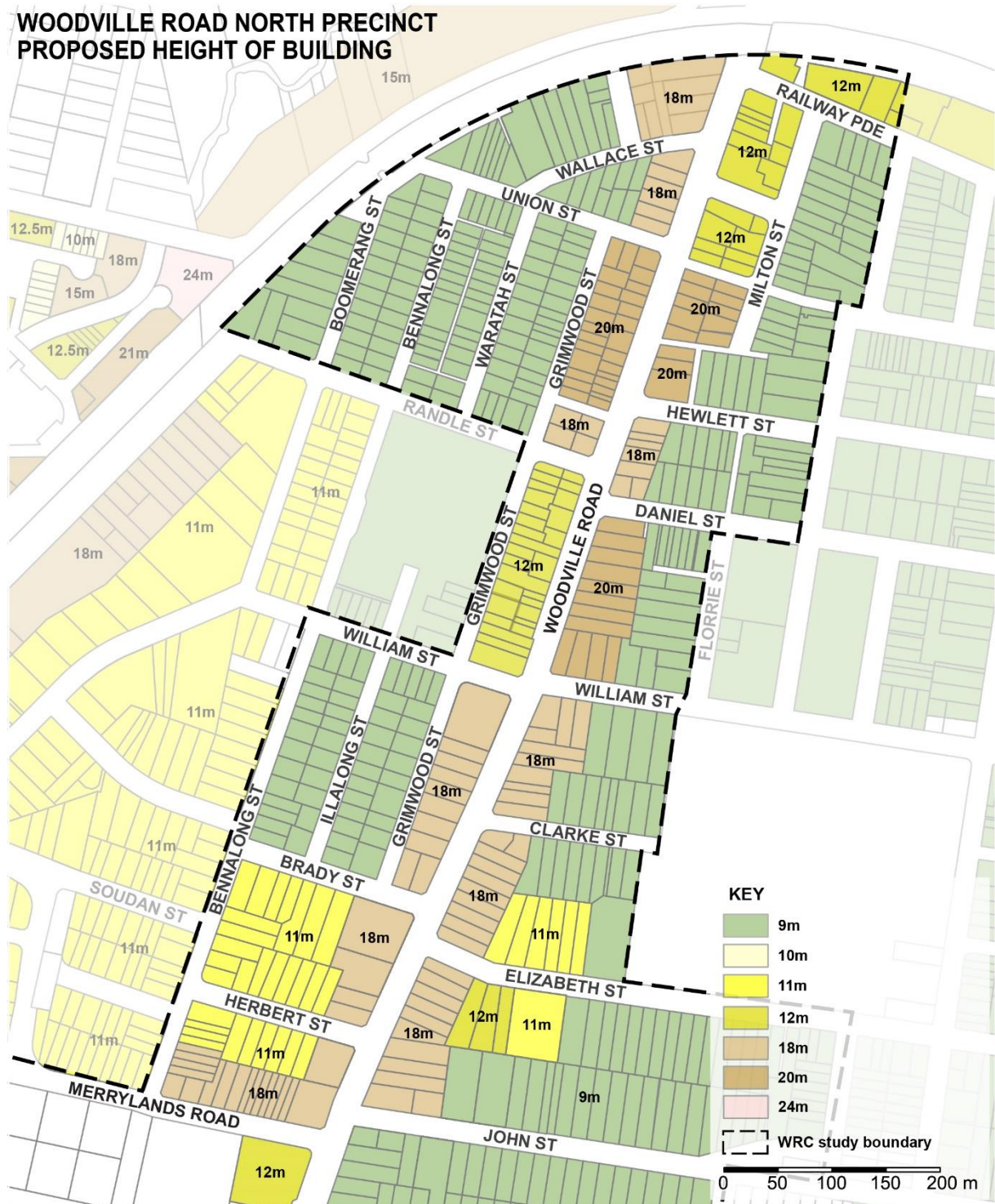


Figure 7 – Woodville North Precinct: Proposed Height of Building

**WOODVILLE ROAD NORTH PRECINCT
PROPOSED FLOOR SPACE RATIO**

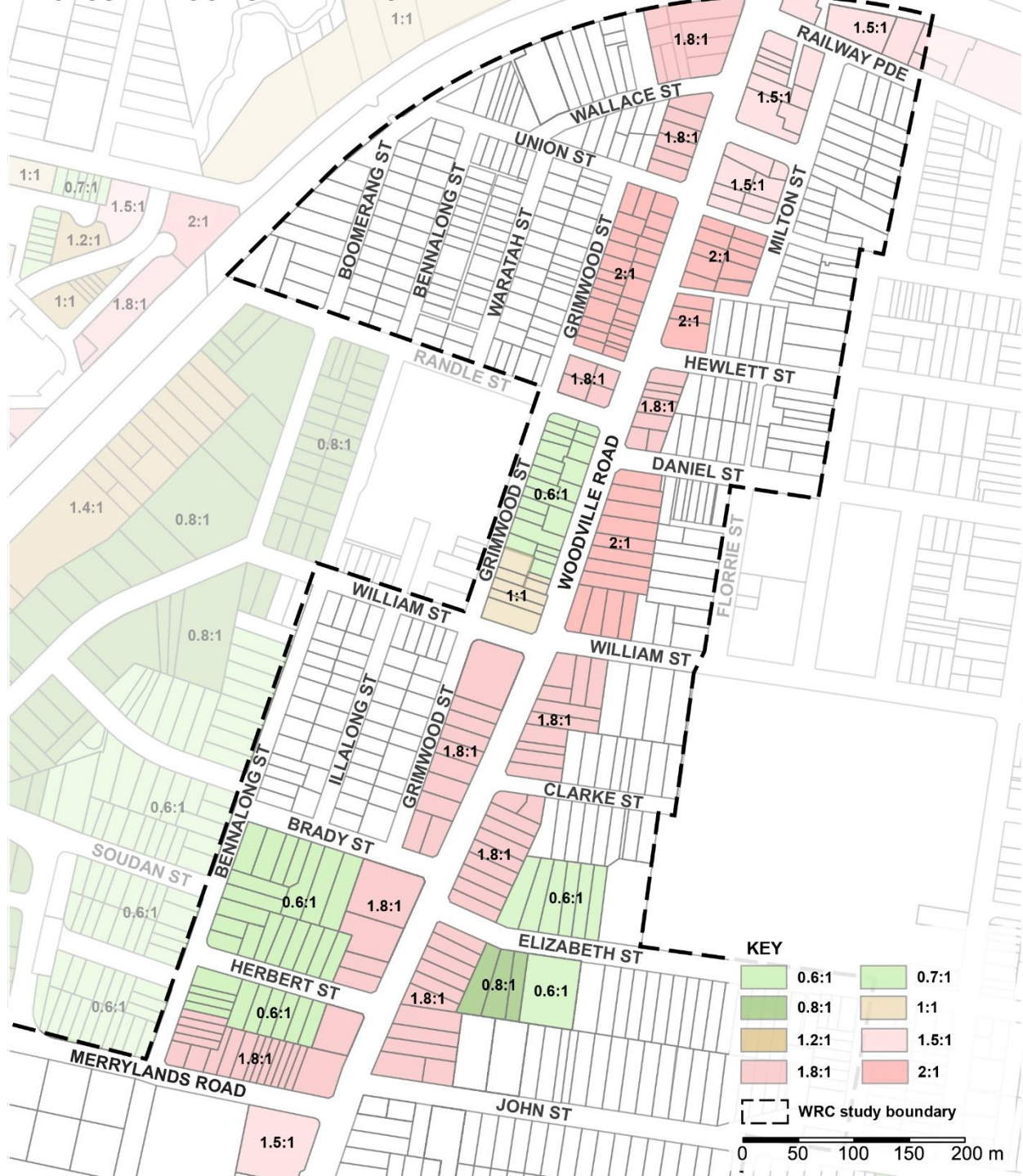


Figure 8 – Woodville North Precinct: Proposed Floor Space Ratio

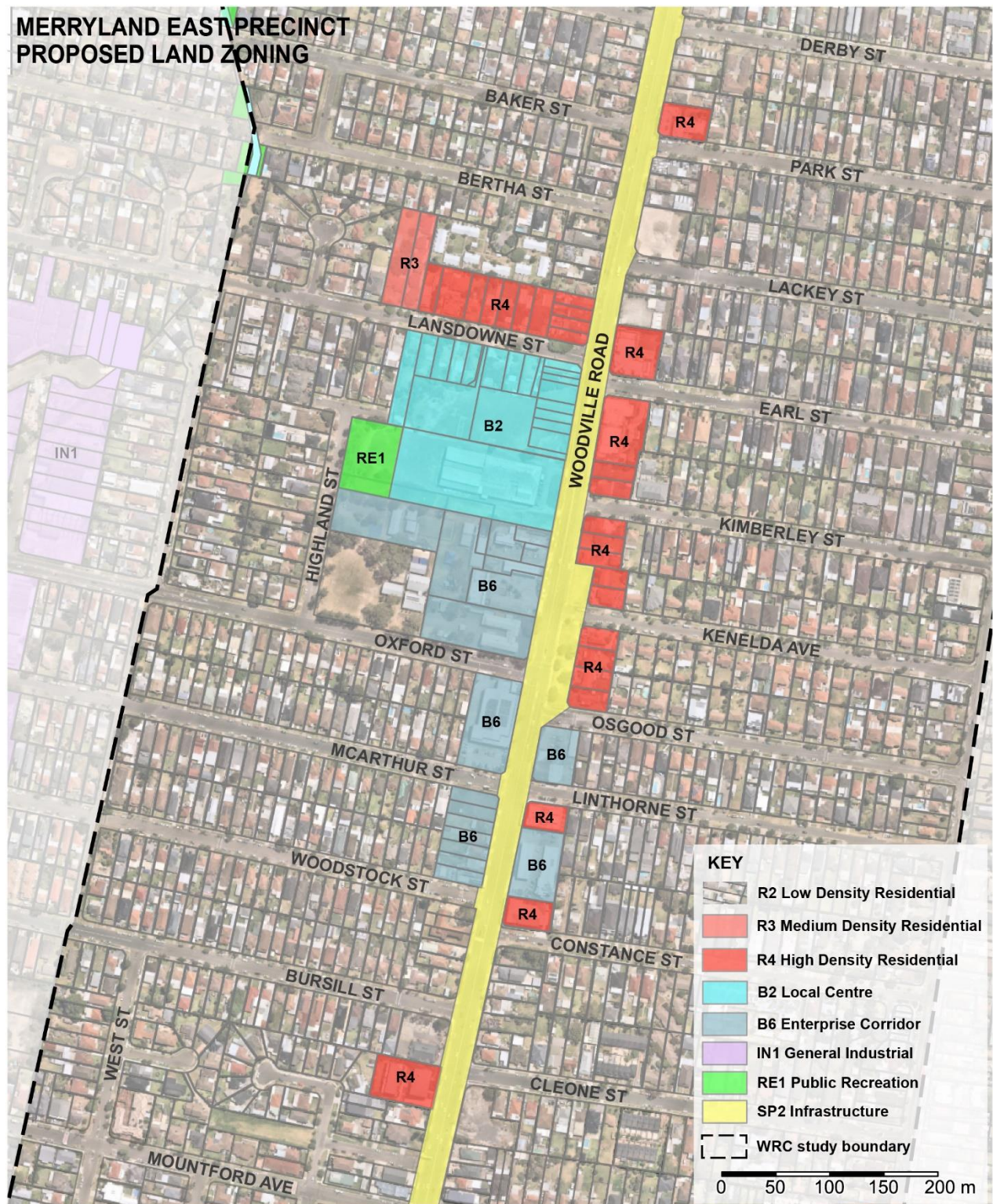


Figure 9 – Merrylands East Precinct: Proposed Land Zoning

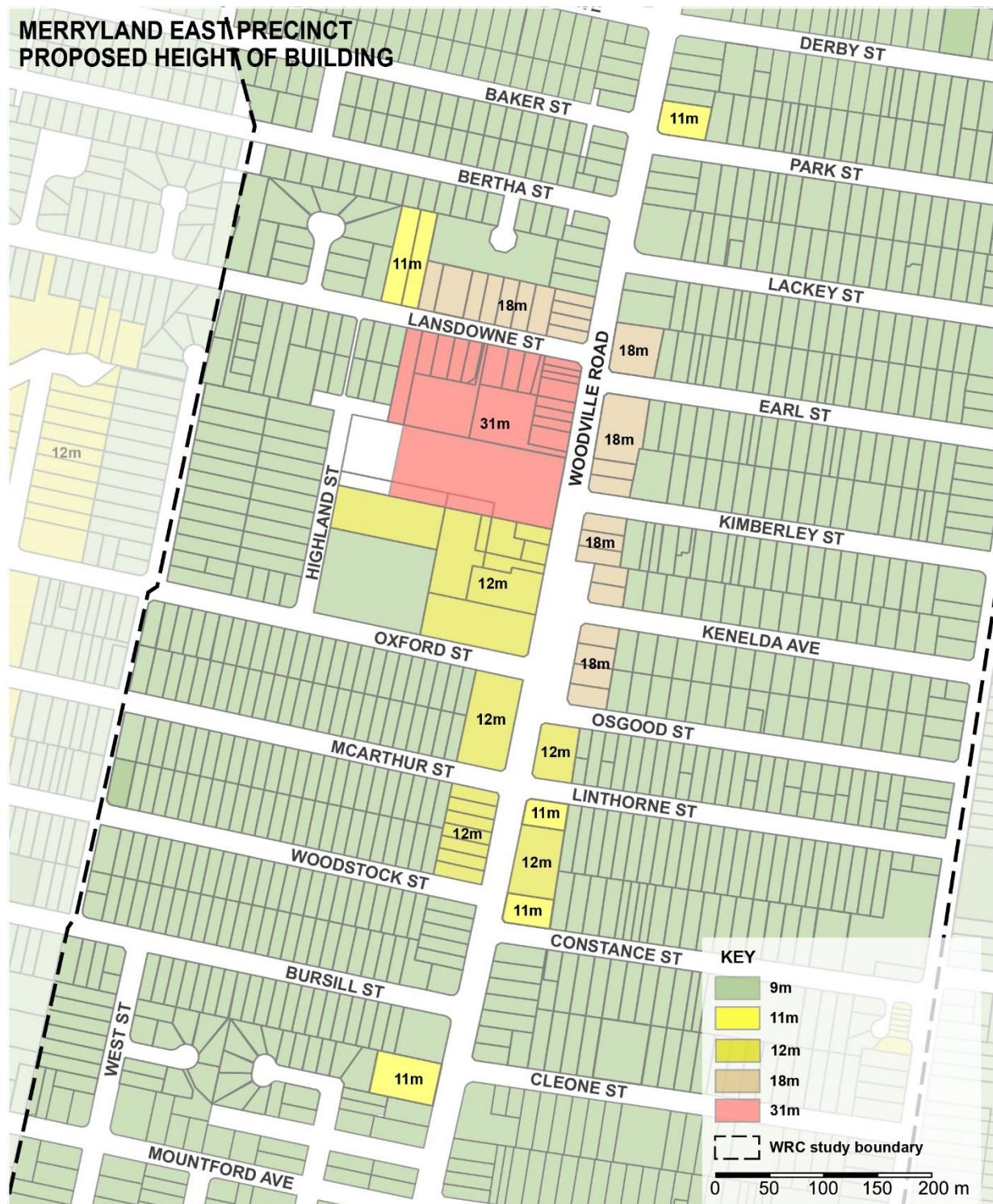


Figure 10 – Merrylands East Precinct: Proposed Height of Building

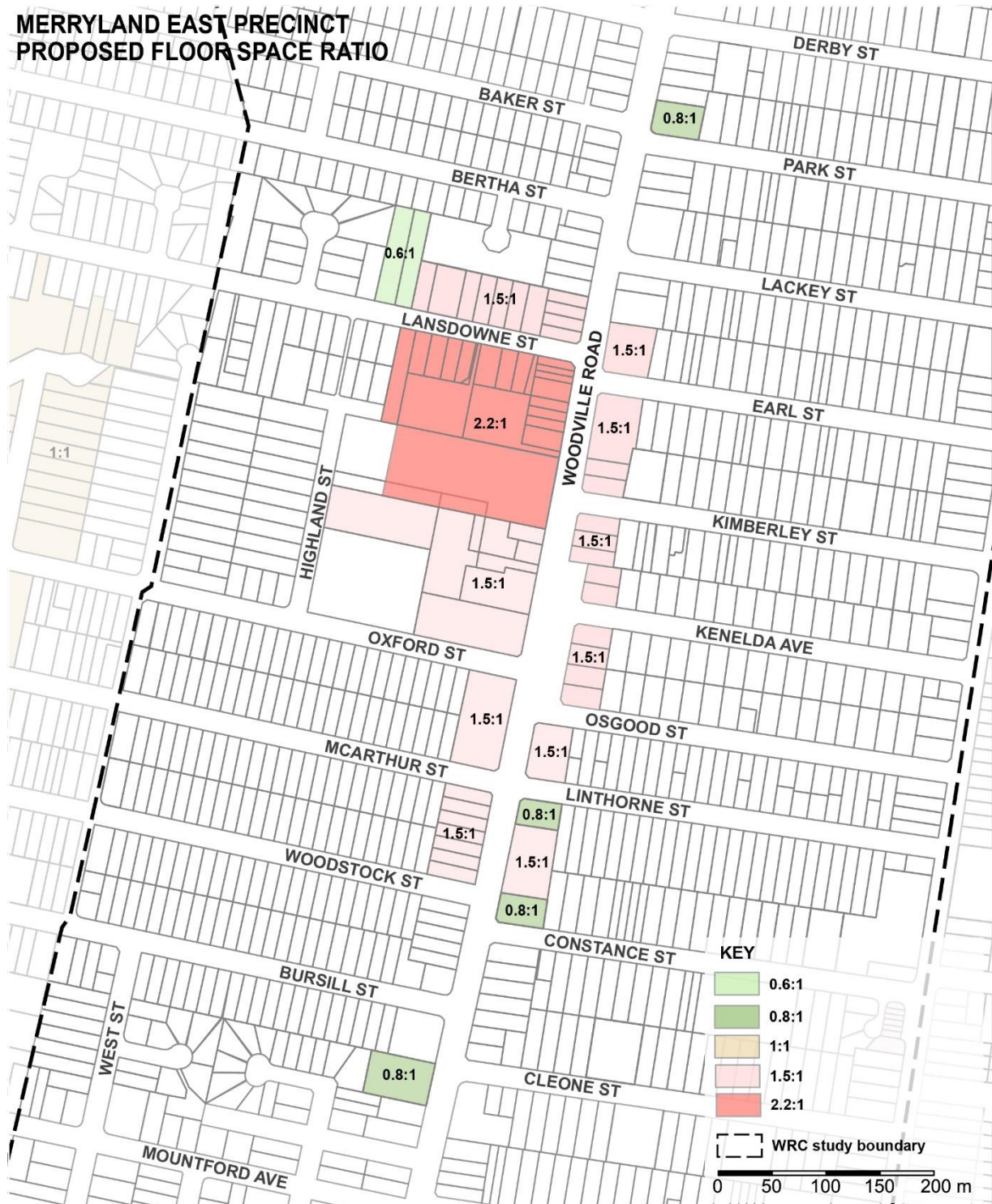


Figure 11 – Merrylands East Precinct: Proposed Floor Space Ratio



Figure 12 – Merrylands East Precinct: Proposed Lot Size



Figure 13 – Merrylands East Precinct: Proposed Removal of Land Reservation Acquisition on 3-7 Mountford Avenue and 13-15 Grassmere Street, Guildford



Figure 14 – Woodville South Precinct: Proposed Land Zoning



Figure 15 – Woodville South Precinct: Proposed Height of Building



Figure 16 – Woodville South Precinct: Proposed Floor Space Ratio



Figure 17 – Woodville South Precinct: Proposed Lot Size

The planning proposal for the Woodville Road Corridor is provided at Attachments 2. It is estimated that the planning proposal will provide for over 2,160 additional dwellings, which will contribute to Cumberland's housing target of 28,000 to 28,500 additional dwellings between 2016-2036.

The planning proposal does not include changes to the planning controls for the Merrylands East Centre (former John Cootes site), as planning controls for mixed use development at this location are already in place. A Development Application for the development, including commercial, residential, retail and a new 2,000 sqm park was approved by the Sydney Central City Planning Panel in April 2021.

Development Control Plan

A Development Control Plan has been prepared for the Woodville Road Corridor, with detailed built form controls by precinct. In addition, minor changes have also been identified for the Merrylands East Centre Development Control Plan to ensure consistency with planning work undertaken for the Woodville Road Corridor and the Development Application lodged for the site. The draft Development Control Plans are provided at Attachments 2 and 3.

Public Domain Plan

A Public Domain Plan has also been prepared to guide the delivery of an enhanced public realm for the Woodville Road Corridor, with a focus of the precincts identified as part of this planning work. 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 provided at Attachment 4.

Cumberland Local Planning Panel

The draft planning proposal for the Woodville Road Corridor was considered by the Cumberland Local Planning Panel on 5 May 2021. The minutes of the meeting is provided at Attachment 5. The Panel generally supported the Council officer recommendations, but made the following remarks in relation to specific issues:

- Consider opportunities for transitional R3 zoning, where appropriate, to mitigate interface issues between R2 and R4 zones.
- Provide more open space within the Proposal where opportunities present themselves.
- Strengthen proposed DCP controls relating to access and movement by including a specific provision in the Cumberland LEP denying vehicular access to/from Woodville Road for new development proposals.

The Panel also considered several landowner submissions concerning individual sites along the Woodville Road Corridor. The Panel agreed with the Council Officer's recommendations for the respective sites, with the exception of 116 Elizabeth Street, Granville, for which the Panel considered the existing R3 zone and associated controls to be appropriate. In addition, the Panel considered a late submission concerning 19 Lansdowne Street, Merrylands, and recommended that an R3 zone may be appropriate at this location.

A summary of the proposed planning controls for 116 Elizabeth Street, Granville, and 17-19 Lansdowne Street Merrylands, is provided in Table 2.

Site	Current controls (draft Cumberland LEP)	Cumberland Local Planning Panel Advice (May 2021)	Proposed planning controls for inclusion in the Planning Proposal for the Woodville Road Corridor
116 Elizabeth Street, Granville	Zone R3 Medium Density Residential HOB 11m FSR 0.6:1	Retain existing planning controls	Zone R4 High Density Residential with transitional HOB (12m) and FSR (0.8:1) controls
17-19 Lansdowne Street, Merrylands	Zone R2 Low Density Residential HOB 9m FSR N/A	Zone R3 Medium Density Residential	Zone R3 Medium Density Residential with transitional HOB (11m) and FSR (0.6:1) controls

Table 2 – Cumberland Local Planning Panel site-specific recommendations

The advice of the Panel has been carefully considered in preparing the proposed planning controls for the Woodville Road Corridor.

In regard to opportunities for further open space, this will continue to be considered as part of the implementation of the *Cumberland Open Space and Recreation Strategy*. It is noted that the Merrylands East Centre will provide for a new 2,000sqm park, and upgrades are underway at Granville Park. These initiatives demonstrate work already being undertaken by Council in response to the advice by the Panel on improving open space provision along the Woodville Road Corridor.

In regard to controls for access and movement, it is considered on balance that the draft Development Control Plan provides detailed and sufficient controls to appropriately manage access and movement for new development along the corridor. It is also noted that the Planning Proposal and future Development Applications along the corridor will need to be referred to Transport for NSW, ensuring that these issues are adequately considered in the planning and implementation phases of this proposal. A separate LEP provision on the matter is therefore not proposed at this stage.

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 Woodville Road Corridor is a strategic corridor 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

It is recommended that Council endorse the proposed planning controls for the Woodville Road Corridor. Subject to Council endorsement, the Planning Proposal will be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination. Following receipt of a Gateway Determination, consultation on the Planning Proposal, draft Development Control Plans and draft Public Domain Plan will be undertaken with the community. A further report will then be provided to Council.

COMMUNITY ENGAGEMENT

Early consultation on proposed planning controls for the Woodville Road Corridor occurred throughout November and December 2020, 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 58 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:

- 112-116 Elizabeth Street, Granville – Rezone from R2 to R4 with transitional height and FSR controls.
- 3-7 Mountford Avenue and 13-15 Grassmere Street, Guildford – Rezone from RE1 to R2, with corresponding height and lot size controls, and remove from Land Reservation Acquisition Map.
- 457-461 Woodville Road, Guildford – Rezone from R2 to B1 with corresponding height and FSR controls.
- 17-19 Lansdowne Street, Merrylands – Rezone from R2 to R3 with corresponding height and FSR controls.

Subject to Council endorsement and the receipt of a Gateway Determination by the Department of Planning, Industry and Environment, public exhibition of the Planning Proposal, draft Development Control Plans and draft Public Domain Plan will be undertaken. This consultation will be consistent with relevant statutory and policy requirements.

POLICY IMPLICATIONS

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

RISK IMPLICATIONS

There are minimal risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

Work undertaken on planning for the Woodville Road Corridor will be undertaken using existing resources.

CONCLUSION

The proposed planning controls for the Woodville Road Corridor will facilitate the implementation of a suite of targeted changes, aligned with growth forecasts, market demand and infrastructure requirements. It will ensure a suitable land use and density pattern is introduced that delivers a built form and development outcome that is

successful in revitalising the area steadily over time. It is recommended that Council endorse the proposed planning controls for the Woodville Road Corridor.

ATTACHMENTS

1. Draft Planning Proposal for the Woodville Road Corridor [↓](#)
2. Draft Cumberland Development Control Plan Amendment – Woodville Road Corridor [↓](#)
3. Draft Cumberland Development Control Plan Amendment – Merrylands East Local Centre (tracked changes) [↓](#)
4. Draft Woodville Road Corridor Public Domain Plan [↓](#)
5. Cumberland Local Planning Panel Minutes – 5 May 2021 [↓](#)
6. Woodville Road Corridor – Land Use Planning Analysis [↓](#)
7. Woodville Road Corridor – Traffic and Transport Analysis [↓](#)
8. Woodville Road Corridor – Summary of Early Consultation Submissions [↓](#)

**DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-773**

Attachment 1

**Draft Planning Proposal for the
Woodville Road Corridor**



CUMBERLAND
CITY COUNCIL

Woodville Road Corridor Planning Proposal

Draft for Gateway June 2021

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INTRODUCTION

This planning proposal seeks to implement targeted changes to planning controls along the Woodville Road Corridor as part of a new planning framework for development that capitalises on land use opportunities for housing diversity and jobs growth supported by transport and local amenity.

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 the Department of Planning, Industry and Environment's guidelines, including:

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

Background

Cumberland's portion of Woodville Road extends for 4 kms from Parramatta Road in the north to the water supply pipeline at Guildford in the south. It is a 6 lane, 25 metre wide arterial road managed by the NSW Roads and Maritime Services. Woodville Road functions as a major north-south connection, serving over 40,000 vehicles per day.

The low amenity generated by the high volume of traffic is a significant challenge in determining the most suitable land uses alongside a busy movement corridor. This challenge has prompted the zoning pattern to be revised within previous planning frameworks over the past two decades by the former City of Parramatta Council, as attempts were made to determine the most suitable type of development for the corridor and redefine the future strategic direction of Woodville Road.

In 2016 planning for Woodville Road was transferred to Cumberland City Council as part of the local government amalgamation process.

The different approaches to planning along Woodville Road have resulted in a disjointed streetscape which ranges from established commercial uses, aging single detached dwellings and newly constructed mixed-use developments and residential flat buildings. Mixed use developments are in various locations along the road corridor. Their bulk and scale are more than other existing development and appear as visually obtrusive infill development.

The implementation of a suite of targeted changes to land use and planning controls along the Woodville Road corridor, aligned with growth forecasts, market demand and infrastructure requirements, will ensure a suitable land use and density pattern is introduced that delivers a built form and development outcome that is successful in revitalising the area steadily over time.

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 – C04/21-# Early consultation and proposed planning controls for Woodville Road

Attachment 2 – Proposed planning controls for Woodville North Precinct

Attachment 3 – Proposed planning controls for Merrylands East Precinct

Attachment 4 – Proposed planning controls for Woodville South Precinct

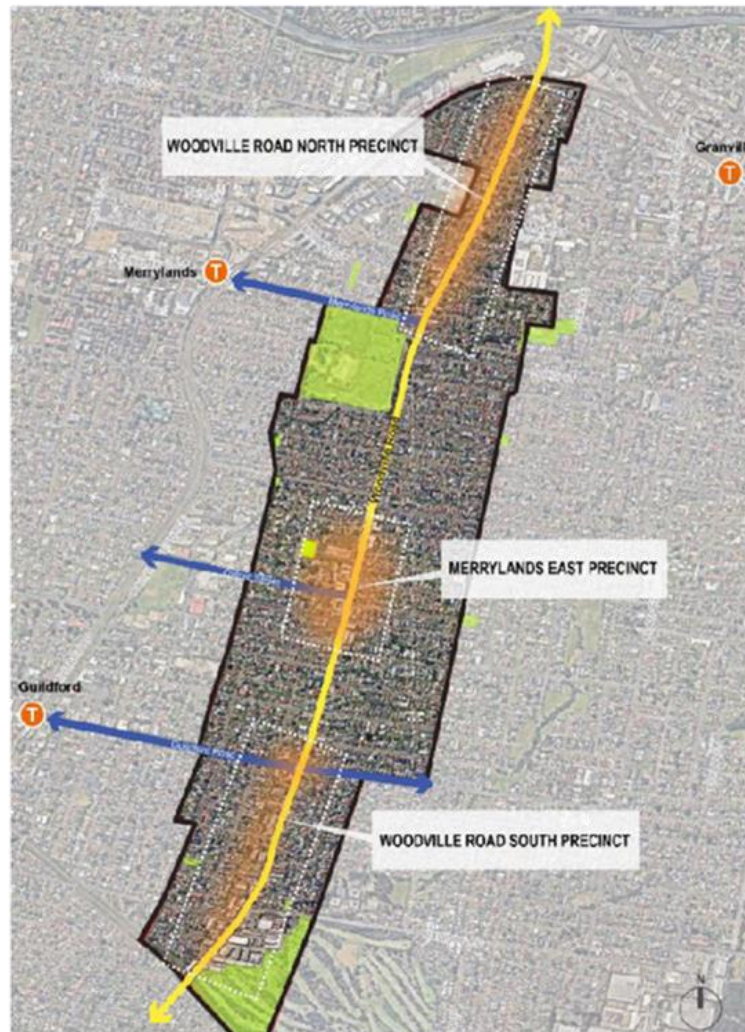


Figure 1: Woodville Road Corridor study area

PART 1: OBJECTIVE

This planning proposal seeks to implement targeted changes to planning controls along the Woodville Road Corridor as part of a new planning framework for development that capitalises on land use opportunities for housing diversity and jobs growth supported by transport and local amenity.

The Woodville Road Corridor planning framework focusses growth at three precincts along the corridor to take advantage of existing and planned infrastructure and facilities. Where no changes are proposed, the existing planning controls will continue to apply.



In the **Woodville North Precinct**, the planning framework responds to opportunities for increased housing diversity for an area supported by good access to public transport and local amenity.

In the **Merrylands East Precinct**, the planning framework seeks to revitalise the corridor through mixed-use activities supported by new open space and additional connections to and through the precinct.

In the **Woodville South Precinct**, the planning framework identifies opportunities for housing diversity and seeks to establish a Neighbourhood Centre with improvements to built form and the public domain.

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 Woodville Road Corridor study area.

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

Woodville North Precinct

- Amend the Land Zoning Map – Sheet LZN_009 to rezone targeted sites along the Woodville Road Corridor to facilitate a mix of medium density (Zone R3) and higher density (Zone R4) residential development.
- Amend the Height of Buildings Map – Sheet LZN_009 to better align building heights with proposed zones and surrounding development.
- Amend the Floor Space Ratio Map – Sheet FSR_009 to better align density with proposed zones and surrounding development.

Merrylands East Precinct

- Amend the Land Zoning Map – Sheet LZN_009 and Sheet LZN_010 to rezone targeted sites along the Woodville Road Corridor to facilitate a mix of medium density (Zone R3) higher density (Zone R4) residential development, and rezone land at 3-7 Mountford Avenue and 13-15 Grassmere Street, Guildford, to permit low density (Zone R2) residential uses.
- Amend the Height of Buildings Map – Sheet LZN_009 and Sheet LZN_010 to better align building heights with proposed zones and surrounding development, and apply a 9 m height limit for land at 3-7 Mountford Avenue and 13-15 Grassmere Street, Guildford, consistent with the adjoining low-density residential zone.
- Amend the Floor Space Ratio Map – Sheet LZN_009 and Sheet LZN_010 to better align density with proposed zones and surrounding development.
- Amend the Lot Size Map – Sheet LSZ_010 to apply a 550 sqm. minimum lot size control for land proposed to be zoned R2 Low Density Residential.
- Amend the Land Reservation Acquisition Map – Sheet LRA_010 to remove Council's acquisition responsibility over land at 3-7 Mountford Avenue and 13-15 Grassmere Street, Guildford, as it is no longer needed for a public purpose (local open space).

Woodville South Precinct

- Amend the Land Zoning Map – Sheet LZN_010 to rezone targeted sites along the Woodville Road Corridor to facilitate a mix of medium density (Zone R3) and higher density (Zone R4) residential development, and rezone sites at the intersection of Guildford Road to support the development of a new neighbourhood centre (Zone B1).
- Amend the Height of Buildings Map – Sheet LZN_010 to better align building heights with proposed zones and surrounding development.
- Amend the Floor Space Ratio Map – Sheet FSR_010 to better align density with proposed zones and surrounding development.
- Amend the Lot Size Map – Sheet LSZ_010 to remove the minimum lot size control from land proposed to be zoned B1 Neighbourhood Centre.

The detail of these map amendments is shown at Attachments 2,3 and 4.

PART 3: JUSTIFICATION

Section A – Need for the proposal

1. Is the planning proposal a result of any strategic study or report?

The former City of Parramatta Council prepared and publicly exhibited a draft Woodville Road Planning Strategy in 2015/16 in response to ongoing community requests to up-zone land along the road corridor. Planning for the corridor, including the draft Strategy, was transferred to Cumberland City Council in 2016 as part of the local government amalgamation process.

In 2019, Council identified a staged approach to progress land use planning for the Woodville Road corridor, aligned with growth forecasts, market demand and infrastructure requirements, focussing initially on targeted changes to planning controls to reflect existing approved development that could be progressed within the timeframe of the new Cumberland Local Environmental Plan.

This planning proposal progresses the next stage of land use planning for Woodville Road, being an holistic review of planning controls 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 objective. The planning proposal process will provide Council and the community with certainty as to the development outcomes envisioned for the Woodville Road Corridor.

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 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, 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.

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 renewal opportunities along the Woodville Road Corridor to improve amenity and provide development that is complementary to the growth of the existing network of centres. It also advocates for improvements in accessibility within town centres, and delivery of housing choice to suit changing needs. Key actions under these priority areas include:

- Supporting investment in infrastructure and services where it will create the greatest impact – especially where it will provide 30-minute access for more people to major centres.
- Working collaboratively with government and other stakeholders to implement the 'movement and place' framework when undertaking planning for local centres and key road corridors.
- Reviewing planning controls to ensure housing meets current and future needs.

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 as it takes into consideration the relevant acoustic guidelines for development along an arterial road corridor.

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.
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 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	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 - 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	The planning proposal is consistent with this Direction. The planning proposal seeks to remove Council's responsibility to acquire land for local open space. Any inconsistency is minor as the affected land is excess to the need in this location.
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. 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	The planning proposal is consistent with this Direction.
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 along the Woodville Road Corridor 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 because of this planning proposal. Site-specific amenity impacts will be taken into consideration and addressed as part of a future Development Application.

In relation to road noise and the impact on residential amenity, the planning proposal takes into consideration the relevant guidelines under SEPP (Infrastructure) 2007, together with appropriate setback controls to be included in the Cumberland Development Control Plan and will apply to development along the Woodville Road Corridor.

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. It will also deliver a new 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 of the corridor, as well as to improve built form outcomes.
- Provide local shops, services, and employment opportunities through the introduction of a new neighbourhood centre to compliment and support existing business activities in the area.
- Match the zoning of properties at Mountford Street and Grassmere Avenue, Guildford, to their existing use as private residences.

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.
- Provide certainty for residents whose homes were previously identified for potential open space. Alternative local open space is available and accessible in the immediate locality. Guildford Park is within a 400 m catchment of the sites, providing a mix of active and passive recreation opportunities. A new high-quality local park is also planned as part of the Merrylands East Precinct redevelopment within 600 m of the site.

Section D – State and Commonwealth interests

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

Woodville Road is located in an established urban area with adequate public infrastructure available including water, electricity, gas, telecommunications, sewerage, and transport. The targeted precincts along the Woodville Road Corridor 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 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 strategic precincts identified along the Woodville Road Corridor:

- Draft Land Zoning Map (Woodville North, Merrylands East and Woodville South)
- Draft Height of Buildings Map (Woodville North, Merrylands East and Woodville South)
- Draft Residential Density Map (Woodville North, Merrylands East and Woodville South)
- Draft Land Reservation Acquisition Map (Merrylands East)
- Draft Lot Size Map (Merrylands East and Woodville South)

These maps are found at Attachments 2, 3 and 4.

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 and 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 new planning framework and proposed planning controls	November/December 2020
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

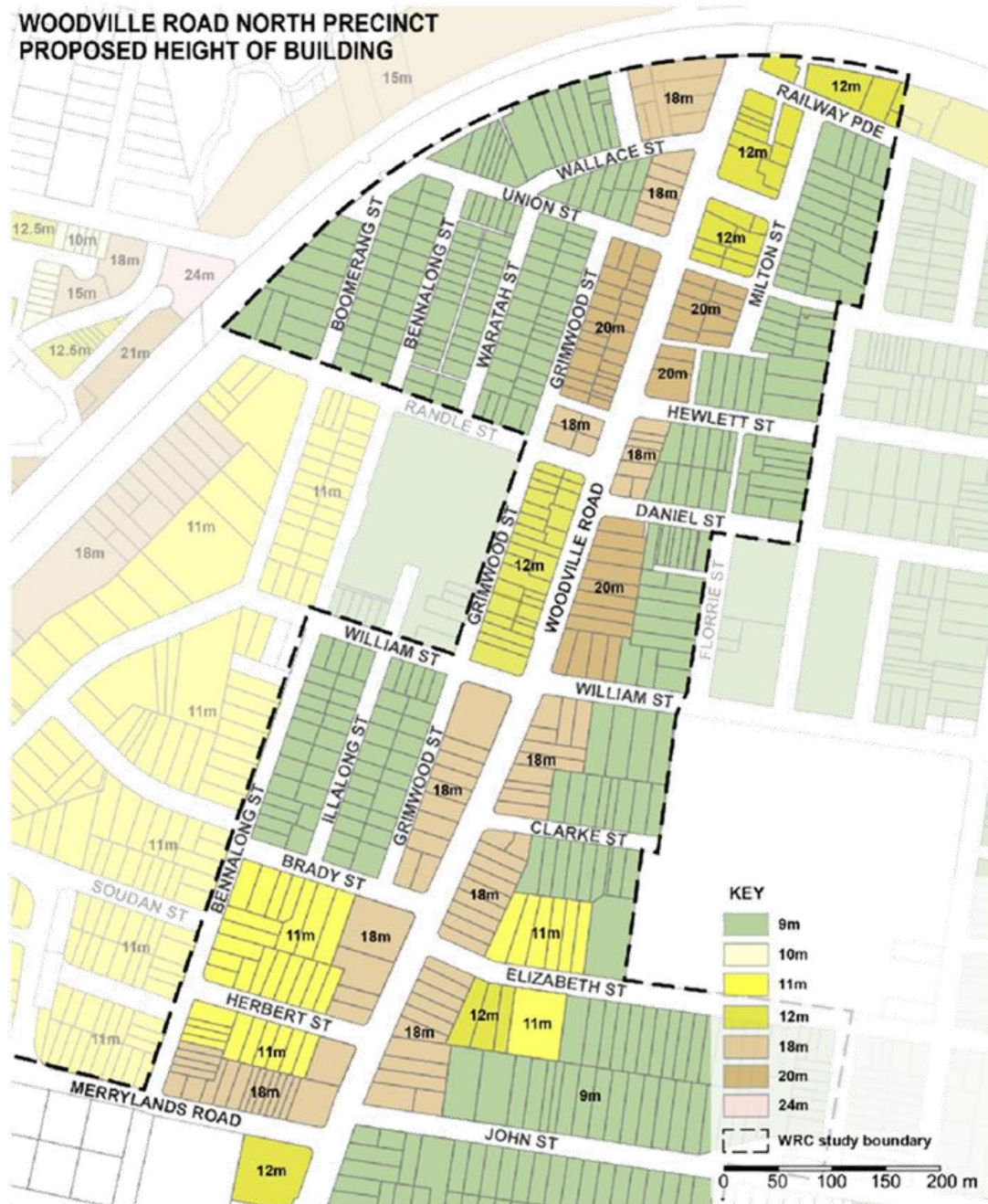
ATTACHMENT 1

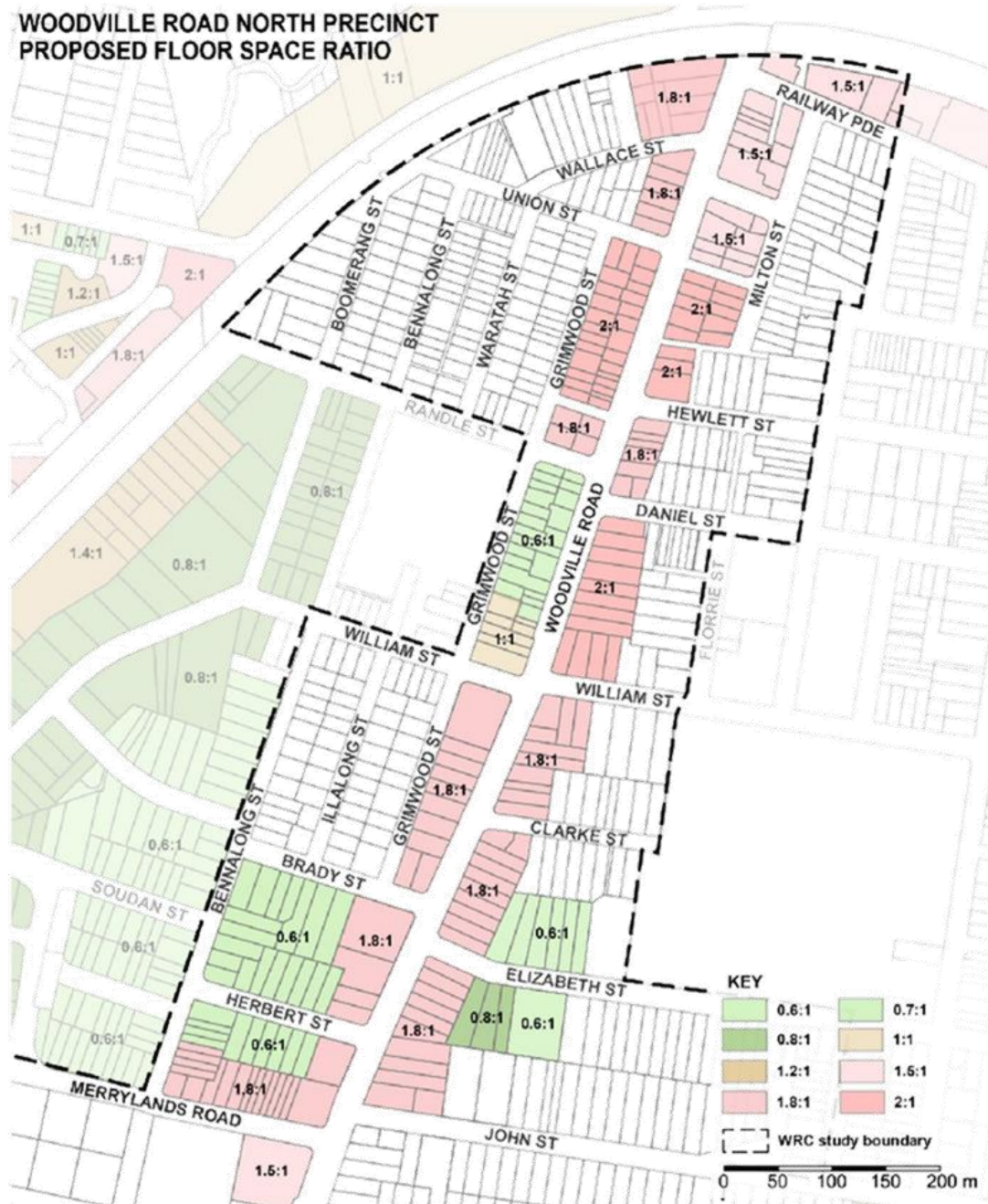
C04/21-### Early Consultation and Proposed Planning Controls for Woodville Road

ATTACHMENT 2

Proposed Planning Controls for Woodville North Precinct





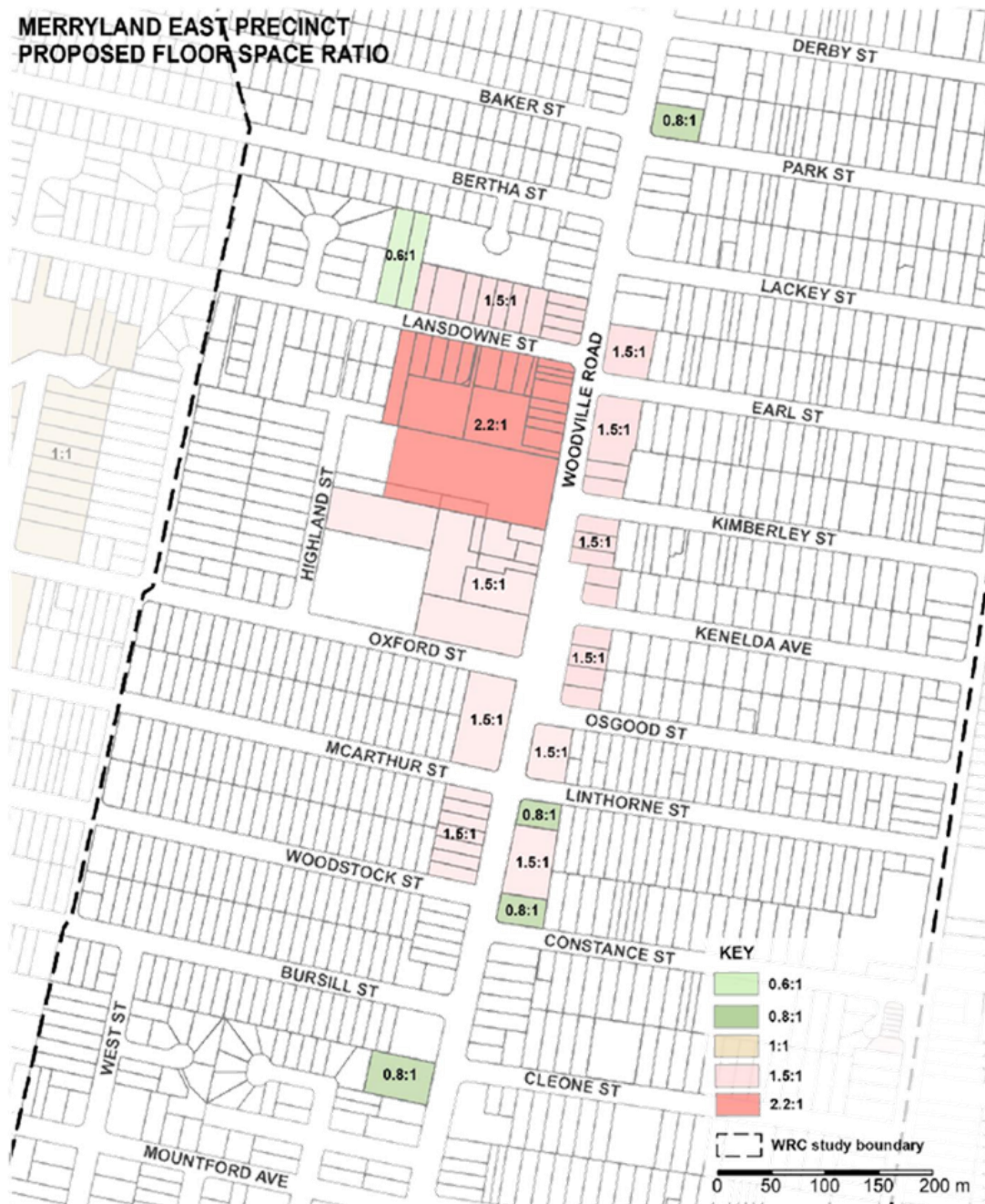


ATTACHMENT 3

Proposed Planning Controls for Merrylands East Precinct





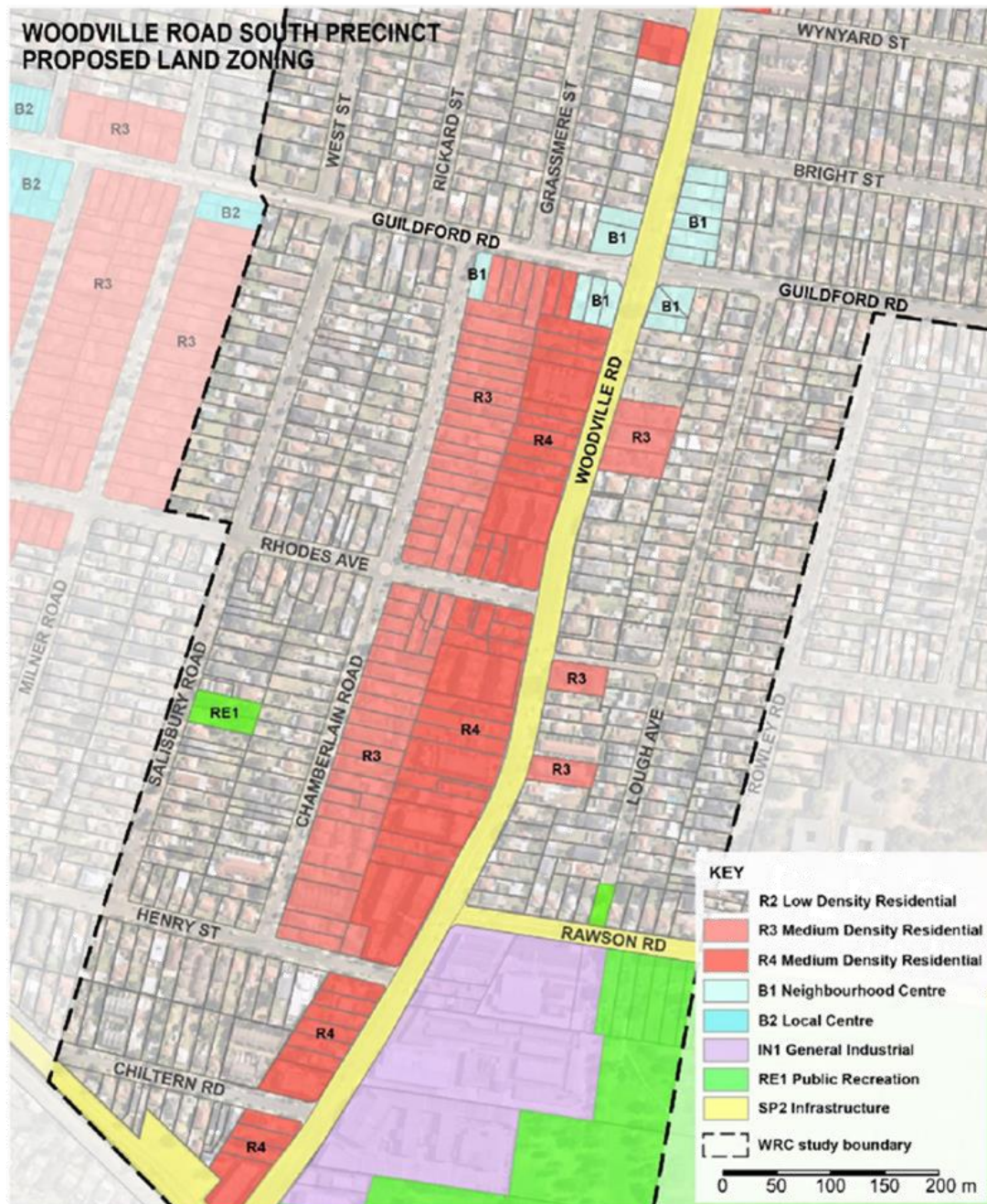






ATTACHMENT 4

Proposed Planning Controls for Woodville South Precinct









**DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-773**

Attachment 2

**Draft Cumberland Development
Control Plan Amendment –
Woodville Road Corridor**



CUMBERLAND
CITY COUNCIL

PART F4-4

WOODVILLE ROAD CORRIDOR

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1. Introduction

1.1 Land to which this Part applies

This Part applies to all development on land identified within the Woodville Road Corridor (WRC) Boundary as shown in Figure 1, with the exception of Merrylands East Key Site, which is the subject of separate site specific planning controls (refer to Part F2-10).

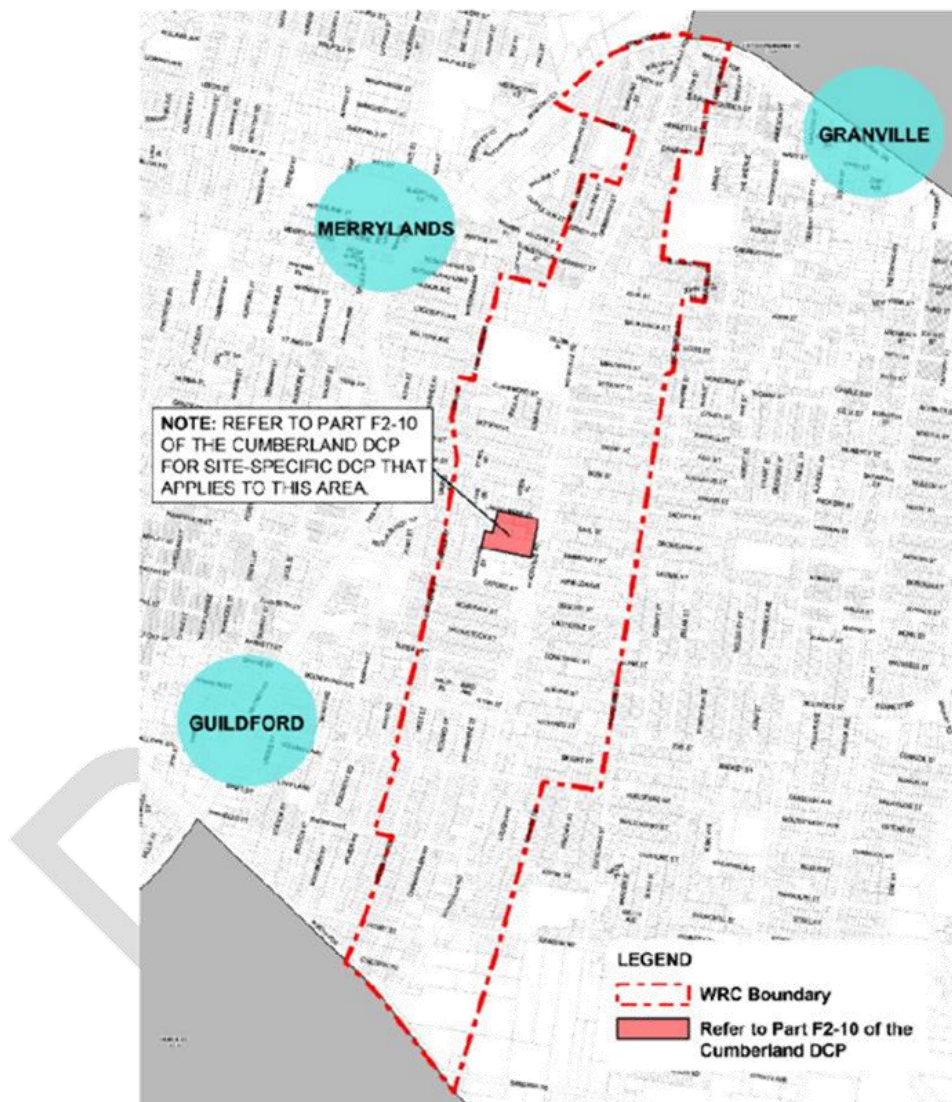


Figure 1: Land to which this Part applies

1.2 Relationship to other parts of Cumberland DCP 20XX

This Part shall be read in conjunction with the following parts of Cumberland DCP 20XX, which contain objectives and controls that relate to development in this Part: -

Part A – Introduction and General Controls

Part B – Development in Residential Zones

Part C – Development in Business Zones

Part E – Other Land Use Development Controls

Part F2 – Business Site Specific

Part G – Miscellaneous Development Controls

In addition to this Part, SEPP (Housing for Seniors or People with Disability) 2004, SEPP 65 and the NSW Apartment Design Guide (ADG) must be taken into account when preparing a development application.

Where there is an inconsistency between this Part and provisions contained elsewhere in Cumberland DCP 20XX, the provisions of this Part shall prevail to the extent of the inconsistency.

1.3 Purpose of this Part

The purpose of this Part is to articulate the detailed built form controls and the desired future character to guide the revitalised Woodville Road Corridor.

2. Vision and Desired future character

2.1 Vision

Woodville Road Corridor is one of three identified strategic corridors of Cumberland City that provides a key cross-regional north and south connection. *Cumberland 2030: Our Local Strategic Planning Statement* identifies the potential of this corridor that will facilitate sustainable growth and improve the amenity of the road corridor. The vision for the Woodville Road Corridor also builds on the housing vision for the Cumberland City as identified from the *Cumberland Local Housing Strategy*.

Revitalising the Woodville Road Corridor provides urban renewal opportunities that will improve the amenity of the corridor and focus growth at three targeted precincts as shown in Figure 2, to provide housing diversity that can take advantage of existing and planned infrastructure and facilities.



Figure 2: Three targeted precincts

2.2 Desired future character

2.2.1 Woodville North Precinct

The Woodville North Precinct is situated at a gateway location providing a key access corridor to Parramatta CBD, M4 Motorway and Parramatta Road. This north precinct has a good access advantage to two train stations (Granville and Merrylands) in both east and west directions. There are a range of educational facilities in vicinity that provides good walkability to Granville TAFE, Granville Public School and Holy Trinity Primary School.

The future of the Woodville North Precinct will provide an opportunity for increase in housing diversity for an area supported by good access to public transport and local amenity.

2.2.2 Merrylands East Precinct

The Merrylands East Precinct is transforming to a new local centre to provide a place of mixed-use activity and services to local residents supported by retail and business services with access to a new 2,000m² local park.

The opportunity for the Merrylands East Precinct is to revitalise the corridor to bring a vibrancy of the area by providing mixed-use activities supported by new open space and additional connections to and through the precinct.

2.2.3 Woodville South Precinct

The Woodville South Precinct is an area where various development types dispersed along the corridor due to historic changes to zoning.

There is an opportunity to introduce a potential neighbourhood centre and improve urban built form, pedestrian amenity and provide housing diversity in the area to the west of the Woodville Road corridor with having easy access to Guildford town centre and station.

3. Objectives and Controls

3.1 Site Amalgamation

Objectives

- O1. Deliver the preferred built form for the Woodville Road Corridor that provides desirable building footprints to encourage the corridor's revitalisation.
- O2. Prevent sites from becoming isolated and unable to be reasonably developed in accordance with the objectives of the applicable LEP and DCP.
- O3. Facilitate the efficient delivery of service lane, or through-site links in specific locations.

Controls

- C1. Amalgamation of lots in accordance with Figure 3, 4 and 5 is desired for redevelopment.
- C2. In instances where amalgamation cannot be achieved, the following information must be submitted with any development application:
 - two written valuations indicating the value of the remaining sites that were to be developed in conjunction with the applicant's properties. These are to be undertaken by two independent valuers registered with the Australian Institute of Valuers; and
 - evidence that a reasonable offer has been made to the owner(s) of the affected sites to purchase and valuation reports.
- C3. Where amalgamation (as required) is not achieved, the applicants must show that the remaining sites, which are not included in the consolidation, and the proposed development site, will still be able to achieve the development outcome prescribed in this DCP, including achieving the required vehicular access, basement parking, built form, solar access and connectivity outcomes.

Cumberland DCP – Part F4 Special Precincts

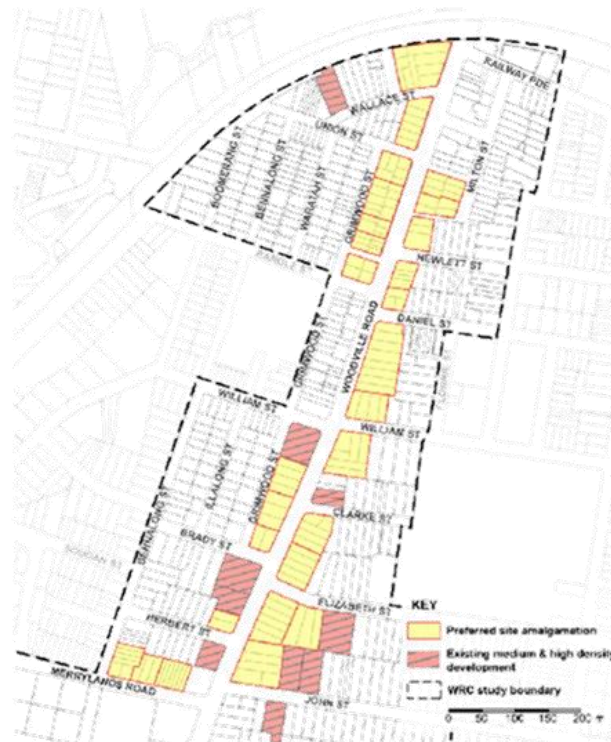


Figure 3: Woodville North Precinct – Preferred site amalgamation



Figure 4: Merrylands East Precinct – Preferred site amalgamation



Figure 5: Woodville South Precinct – Preferred site amalgamation

3.2 Minimum Lot Frontage

Objectives

- O1. Deliver the preferred built form for the Woodville Road Corridor that provides desirable building footprints to encourage the corridor's revitalisation.
- O2. Prevent sites from becoming isolated and unable to be reasonably developed in accordance with the objectives of the applicable LEP and DCP.

Controls

- C1. A minimum site frontage for each development site for a purpose of Multi Dwelling Housing and/or Residential Flat Building along Woodville Road corridor shall be provided in accordance with the Part B of the Cumberland DCP.
- C2. A minimum site frontage of for each development site for a purpose of Shop top housing with 4 storeys or greater development within Zone R4 High Density Residential, B1 Neighbourhood Centre, B2 Local Centre and Zone B4 Mixed Use, along Woodville Road corridor, shall be provided in accordance with the Part C of the Cumberland DCP.

3.3 Building Height

Objectives

- O1. Deliver desirable building footprints that response to a scale transition to surrounding residential areas.
- O2. Ensure that development responds to the desired future scale and character of the Woodville Road corridor and local area.
- O3. Ensure adequate daylight and solar access is provided to development, common open space, adjoining properties and the public domain.

Controls

- C1. The maximum building height for development along the Woodville Road corridor is shown on the Cumberland LEP ##### Height of Buildings Map.
- C2. For development of Multi Dwelling Housing that comprises of one or two storey development, the minimum floor to ceiling height is 2.7m.
- C3. For development of Multi Dwelling Housing that comprises of three or more storeys or/ Residential Flat Building, each storey shall comprise a minimum floor to ceiling height as defined in the NSW Apartment Design Guide.

3.4 Building Setbacks

Objectives

- O1. Ensure that development does not limit the provision of public transport options or improvements on Woodville Road.
- O2. Ensure that development relates to the street hierarchy and contributes to a suitable scale and street character.

Controls

- C1. All developments are to provide and maintain building setbacks in accordance with Figure 6, 7 and 8.
- C2. Unless otherwise identified, local street setbacks are to be in alignment with the predominant existing street setbacks for each street and provide the minimum required setbacks as identified in Part B of the Cumberland DCP #####.
- C3. Unless otherwise identified, setbacks for Residential flat building shall be provided in accordance with Table 7 of Part B of the Cumberland DCP #####.
- C4. The potential service lanes as identified in the Figure 11 can be delivered to facilitate within the required building setbacks.

Cumberland DCP – Part F4 Special Precincts

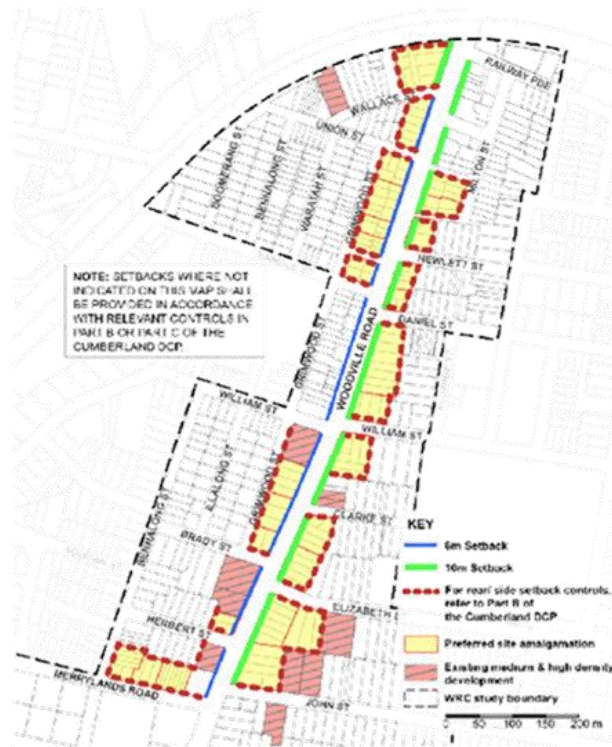


Figure 6: Woodville North Precinct – Building setbacks



Figure 7: Merrylands East Precinct – Building setbacks



Figure 8: Woodville South Precinct – Building setbacks

3.5 Upper Level Setbacks

Objectives

- O1. Reduce the visual impact of upper storeys along the Woodville Road corridor.
- O2. Maximise solar access and to minimise overshadowing adjoining properties.
- O3. Ensure that development relates to the street hierarchy and contributes to a suitable scale and street character.

Controls

- C1. A minimum 3m upper level setback shall be provided for levels above the street wall height for the podium.
- C2. A minimum 6m upper level setback shall be provided for levels above 4 storey development that faces a frontage to the Woodville Road corridor.

3.6 Landscape Area

Objectives

- O1. Promote enhanced streetscapes with increased urban tree canopy cover along the Woodville Road Corridor.

- O2. Incorporate Water Sensitive Urban Design including raingardens, tree pits and other WSUD design measures to enhance flood protection and stormwater management.

Controls

- C1. A deep soil setback of 6m and/or 10m must be provided in accordance with building setback controls as shown in Figure 6, 7 and 8.

3.7 Access and movement**Objectives**

- O1. Ensure that future development does not prejudice the efficient delivery of future public transport solutions along Woodville Road.
- O2. Ensure development is setback to allow future road and carriageway widening.
- O3. Manage traffic impacts and ensure that development does not unreasonably impact on the traffic conditions on Woodville Road and local roads.
- O4. Ensure suitable parking and traffic management arrangements are identified prior to development of the land and are used to inform the preparation of Development Applications.
- O5. Ensure vehicle entries and loading bay entries do not compromise pedestrian safety.
- O6. Increase the use of active transport and reduce vehicle use.
- O7. Encourage the installation of appropriate electrical infrastructure in all new development to facilitate future electric vehicle charging points.

Controls

- C1. No driveway vehicle access from Woodville Road is permitted for new developments to mitigate traffic movement along Woodville Road. Vehicle and parking access and/or loading are to be provided from secondary streets, rather than directly off Woodville Road. Refer to Figure 9, 10, 11 for the preferred vehicle entry.
- C2. The traffic study is required and to comply with the Roads and Maritime Services Traffic Modelling Guidelines (2013).
- C3. Vehicle parking is to be provided underground where possible and is to be provided in accordance with the parking rates outlined in Part G3 of the Cumberland DCP ####.
- C4. Bicycle parking is to be provided in accordance with Part G3 of the Cumberland DCP ####.
- C5. Electric vehicle charging point(s) shall be provided in an accessible location on site for all new residential and non-residential development (other than for dwelling houses, semi-detached dwellings, or dual occupancies) in accordance with the Part G3 of the Cumberland DCP ####.
- C6. Land shall be provided for road widening on the intersection of Woodville Road and Guildford Road, to facilitate public transport improvement and effective traffic management as per relevant road authority, as shown in Figure 11.

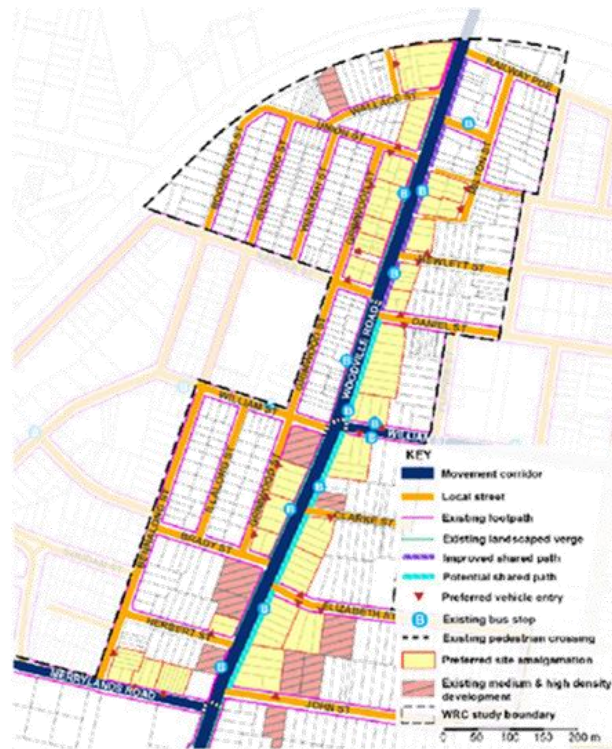


Figure 9: Woodville North Precinct – Access and movement

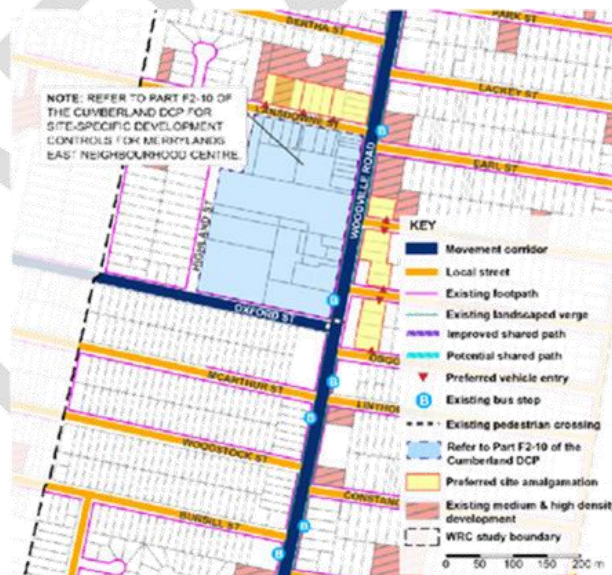


Figure 10: Merrylands East Precinct – Access and movement



Figure 11: Woodville South Precinct – Access and movement

3.8 Building elements, architectural diversity, and articulation

Objectives

- O1. Reduce the appearance of building bulk, scale and provide visual interest with varied building elements.
- O2. Ensure that development enhances and contributes to the streetscape and desired future character of the neighbourhood.
- O3. Ensure that new development is sympathetic to the identified heritage items and values.
- O4. Ensure appropriate building separation on large development sites to facilitate the provision of open space areas, create visual connections between the public domain and courtyard spaces, and achieve appropriate residential privacy and amenity.
- O5. Ensure new development incorporates effective design and ongoing operation to reduce and remove urban heating from the environment and protects community health and wellbeing.
- O6. Building facades are to meet the aims and objectives of the NSW Apartment Design Guide (ADG).

Controls

- C1. Building facades should be well resolved with an appropriate scale and proportion to the streetscape and human scale. Design solutions may include:
- well composed horizontal and vertical elements;
 - elements that are proportional and arranged in patterns;
 - public artwork or treatments to exterior blank walls; and
 - grouping of floors or elements such as balconies and windows on taller buildings.
- C2. The maximum linear length of any building is to be 65m.
- C3. Buildings in excess of 45m long must be designed as at least two distinct 'building components' which are to:
- not exceed 25m in length with a preferred length of 20m;
 - have a building separation of minimum 6m for the full height of the building; and
 - have their own distinctive architectural character.
- C4. Full height gaps are to be provided between buildings consistent with the building separation provisions of the NSW Apartment Design Guide (ADG) for solar access and visual connections.
- C5. Where possible, building breaks are to be aligned with streets and lanes in the surrounding area or proposed streets and lanes.
- C6. Corner buildings are given visual prominence through a change in articulation, materials or colour, roof expression or changes in height and are to comply with Part C of Cumberland DCP #####.
- C7. Buildings are to be articulated and respond sensitively to adjacent heritage buildings. New developments on sites adjoining or in the vicinity of an item of environmental heritage shall be designed and constructed in a manner that does not detract from the historic significance of that item. All development involving heritage items are to be in accordance with requirements for heritage in Part G of Cumberland DCP #####.

3.9 Active street frontage

Objectives

- O1. Promote a range of small-scale retail, business and community uses that attract pedestrian traffic along street frontage on ground floor in Zone B1 Neighbourhood Centre, B2 Local Centre and B6 Enterprise Corridor.
- O2. Improve wayfinding and the amenity of the public domain through activating the new neighbourhood centre in the Woodville Road south precinct.

Controls

- C1. Provide active street frontage at ground floor level fronting Woodville Road in Zone B1 Neighbourhood Centre, B2 Local Centre and B6 Enterprise Corridor.
- C2. A minimum of 80% of the building facades with active street frontage and street address at ground level are to be transparent.

- C3. Blank walls, roller shutters and the use of dark or obscured glass are not permitted.
- C4. Refer to Part F2-10 of Cumberland DCP #### for active street frontage controls for certain sites identified in the Merrylands East precinct.
- C5. Corner buildings are given visual prominence through a change in articulation, materials or colour, roof expression or changes in height and are to comply with Part C of Cumberland DCP ####.

3.10 Awnings

Objectives

- O1. Ensure the amenity of pedestrians through weather protection.
- O2. Maintain a consistent streetscape and provide visual interest through a continuous awning theme.

Controls

- C1. Awnings are to be provided for development in B1 Neighbourhood Centre, B2 Local Centre and B6 Enterprise Corridor to the full extent along the Woodville Road corridor.
- C2. For shop top housings, design of awnings is to comply with Part C of Cumberland DCP ####.

3.11 Air quality

Objectives

- O1. Ensure that development fronting Woodville Road provides an acceptable level of air quality for the users and occupants.
- O2. Ensure that demolition and construction in the Woodville Road corridor does not adversely impact the air quality for users of the adjoining school and surrounding residential development.
- O3. Reduce the formation of urban canyons to avoid motor vehicle air transmissions and other pollutants from becoming trapped and ensure dispersion. Appropriate setbacks on the upper stories of multi-level buildings can help to avoid urban canyons.
- O4. Consider building siting and orientation to incorporate an appropriate separation between sensitive land uses and the road. The location of living areas, outdoor space and bedrooms, and other sensitive uses (such as childcare centres) must be as far as predictable from the major source of air pollution.
- O5. Ventilation design and open-able windows should be considered in the design of development located adjacent to roadway emission sources. When the use of mechanical ventilation is proposed, the air intakes must be sited as far as practicable from the major source of air pollution.

- O6. Use vegetative screens, barriers or earth mounds where appropriate to assist in maintaining local ambient air amenity. Landscaping has the added benefit of improving aesthetics and minimising visual intrusion from an adjacent roadway.

Controls

- C1. Air quality must be considered early in the design process for development fronting Woodville Road.
- C2. Air quality design considerations must be based on the above design principles and as per the NSW Department of Planning Development *Near Rail Corridors and Busy Roads – Interim Guidelines (2008)*.

3.12 Noise and vibration**Objectives**

- O1. Ensure appropriate measures are taken to ensure noise and vibration is managed for development facing Woodville Road.
- O2. Ensure noise emissions from the development including but not limited to proposed mechanical plant, air conditioners, automatic roller doors, ventilation plant from the underground car park are minimised.
- O3. Ensure noise emissions during the demolition, remediation of land and construction of the development is managed to minimise impact on the adjoining school and nearby residential development.
- O4. Ensure the following LAeq levels are not exceeded for residential development:
- in any bedroom in the building: 35dB(A) at any time 10pm – 7am; and
 - anywhere else in the building (other than a garage, kitchen, bathroom or hallways): 40dB(A) at any time.
- O5. Ensure acoustic privacy is protected for developments along the Woodville Road Corridor through design of buildings including orientation, building separation, architectural treatments.

Controls

- C1. An acoustic report is to be prepared by an appropriately qualified acoustic consultant having the technical eligibility criteria required for membership of the Association of Australian Acoustical Consultants (AAAC) and/or grade membership of the Australian Acoustical Society (AAS). The report is to consider noise intrusion from the road and measures to ensure compliance with the SEPP (Infrastructure) 2007.
- C2. The report must also consider noise emissions from the development including but not limited to proposed mechanical plant (air conditioners, automatic roller doors, ventilation plant for the underground car park), and access and egress to loading and car parking areas.
- C3. Incorporate noise reduction design approaches and architectural treatments to minimise noise and air quality impacts from Woodville Road and other noise-generating land uses.

- C4. Consideration is required for the demolition/remediation/construction noise and vibration intrusion of the proposed development on the neighbourhood school and properties.
- C5. The acoustic report must be prepared in accordance with the *Noise Policy of Industry (2017)*, *NSW Government Department of Planning Development Near Rail Corridors and Busy Roads – Interim Guidelines (2008)*, and the *NSW Environment Protection Authority Interim Construction Noise Guideline (2009)*.
- C6. Construction management plans are to be prepared prior to the commencement of any construction on site.

3.13 Public Domain

The following controls are to be read in conjunction with the *Woodville Road Public Domain Plan*. The Woodville Road Public Domain Plan seeks to provide urban renewal opportunities that improve the amenity of the Woodville Road corridor and focus growth at three precincts to provide housing diversity that can take advantage of existing and planned infrastructure and facilities.

Objectives

- O1. Ensure a high quality public realm provided in new destination precincts for promoting social interaction and a variety of activity.
- O2. Create a safe, pedestrian friendly environment through the activation of streets and public place.
- O3. Maximise the accessibility of public open space, and contribute to the pedestrian and cycle network.
- O4. Improve paving treatment to footpath and shared path to highlight key nodes and precincts.
- O5. 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.

Controls

- C1. Provide a pleasant and enhanced streetscape character and amenity through the retention and/ or planting of trees. Refer to Cumberland City's *Urban Tree Strategy* for delivery of urban tree canopy.
- C2. Incorporate Water Sensitive Urban Design (WSUD) including raingardens, tree pits and other WSUD design measures to enhance flood protection and stormwater management.
- C3. Provide a visual interest for a paving pattern in a public domain area in Zone B1 Neighbourhood Centre and B2 Local Centre.
- C4. Locate street and park furniture in accessible and convenient places that supports safety and amenity.

DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-773

Attachment 3

Draft Cumberland Development
Control Plan Amendment –
Merrylands East Local Centre
(tracked changes)



CUMBERLAND
CITY COUNCIL

PART F2-10

MERRYLANDS EAST

NEIGHBOURHOOD

LOCAL CENTRE

ADOPTED - NOT IN FORCE

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1. Desired Future Character

In recognition of existing development patterns and the opportunity to provide local services and facilities within walking distances of established neighbourhoods with access to Woodville Road, this part of the DCP provides guidelines and development controls for the development of a future [neighbourhood-centrelocal centre](#) precinct (Figure 1).

This section is to be read in conjunction with other relevant parts of the *Cumberland DCP 20XX*, *Cumberland LEP 20XX*, *State Environmental Planning Policy (SEPP) No 65—Design Quality of Residential Apartment Development*, and the *NSW Apartment Design Guide: Tools for improving the design of residential apartment development*.

Where there is an inconsistency between this document and provisions contained elsewhere in the *Cumberland DCP 20XX*, the site specific controls contained in this section shall apply to the extent of the inconsistency. Where there is an inconsistency with SEPP 65, the SEPP prevails.

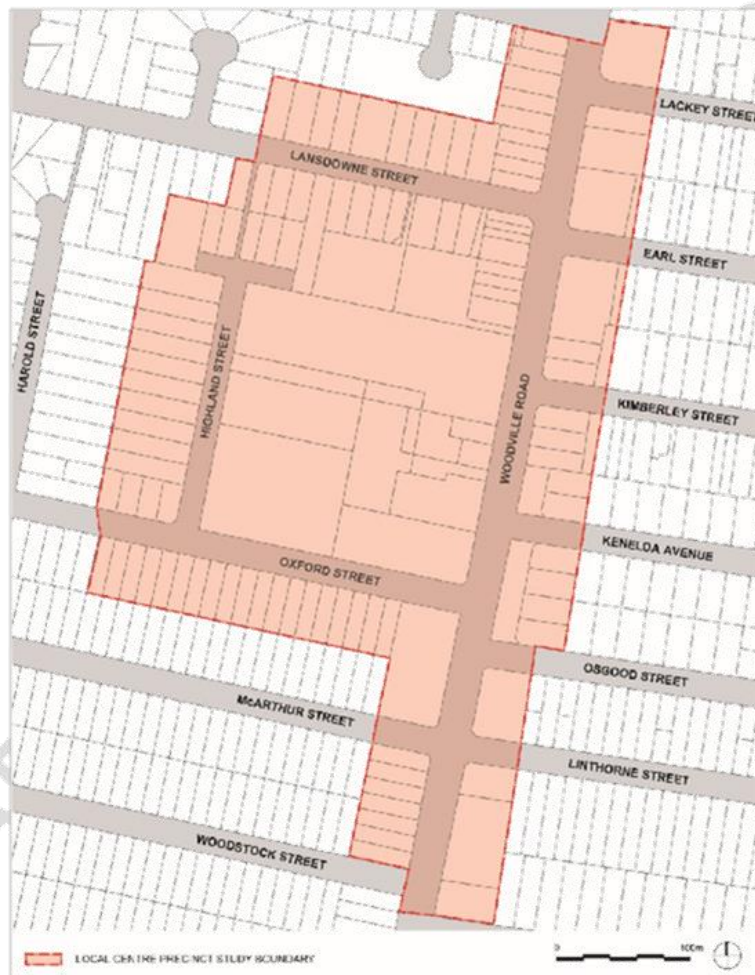


Figure 1: Merrylands East [Neighbourhood-Local](#) Centre Precinct Map

The [neighbourhood-local](#) centre precinct is to be developed taking into account the scale of adjoining residential development and the capacity of local road networks. Woodville Road and its capacity to accommodate future public transport options is a key development parameter for the neighbourhood precinct. The precinct is to be developed as a walkable neighbourhood centre around a new neighbourhood park and having good urban design that encourages the development of quality open spaces and buildings with a high level of amenity and design quality.

This section of the DCP defines the [neighbourhood-local](#) centre precinct, its urban structure and key relationships.

Key Site

Description and Location

For the purposes of this DCP, the Woodville Road Planning Proposal key site (which includes the former John Cootes Warehouse Site) is defined as 244 and 264 Woodville Road, Merrylands and 2, 4, 6, 8-8a, 10, 12 and 14-16 Lansdowne Street and 19 Highland Street, Merrylands as shown in Figure 2 Merrylands East Key Site (Woodville Road Planning Proposal).

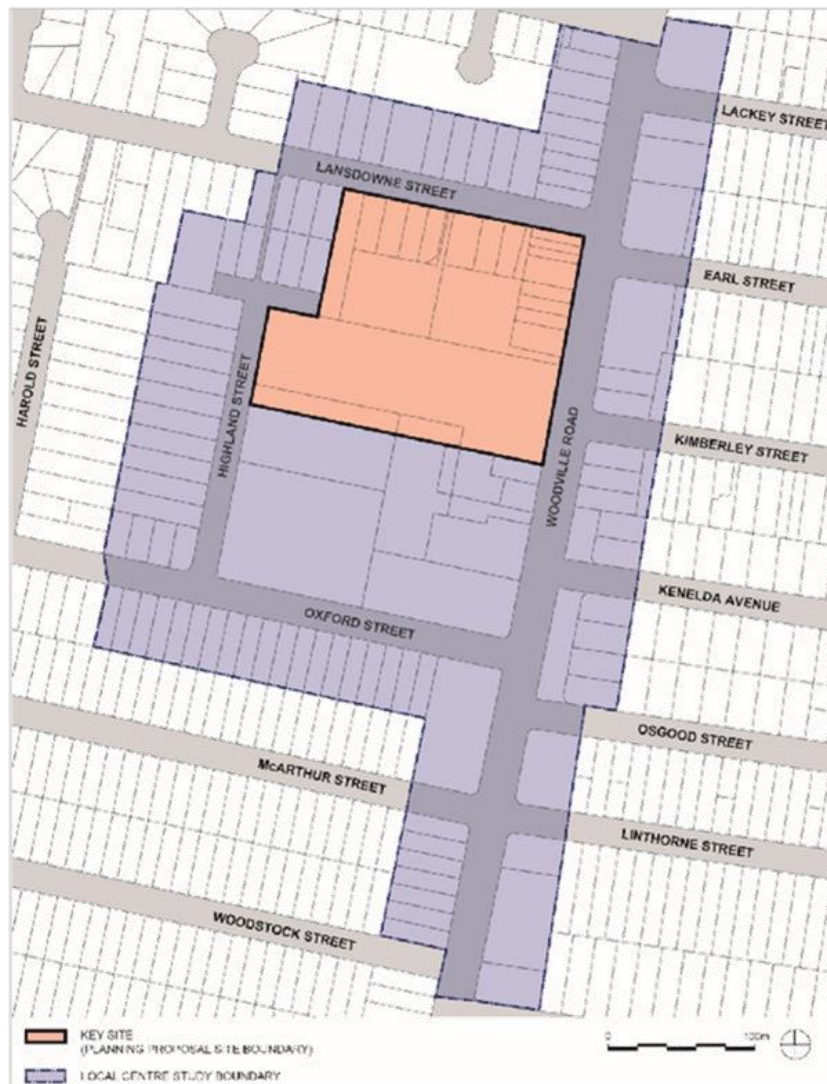


Figure 2: Merrylands East Key Site (Woodville Road Planning Proposal)

Desired Character

The development of the land is to facilitate the establishment of a mixed-use centre with retail and commercial uses anchored by a full line supermarket, and residential development that complements the surrounding residential areas at a density appropriate for the site, its location and development context. Development of the land is to contribute to the character and sustainability of the Merrylands East [Neighbourhood Local Centre Precinct](#).

Development of the land is to provide a mixture of retail, commercial and residential floor space, and public open space for a neighbourhood centre. Development is to have a layout which provides quality open spaces, reduced car dependency and a walkable neighbourhood environment. The development of the site is to provide a variety of building heights to allow a transition to adjoining residential development and to minimise overlooking and overshadowing of the Granville South Public School.

2. Objectives and Controls

Objectives

01. Ensure that future development does not prejudice the efficient delivery of future public transport solutions along Woodville Road.
02. Ensure development is setback to allow future road and carriageway widening.
03. Ensure transition in scale between the main road frontage of key development sites within the precinct, and surrounding lower scale residential development and the school.
04. Ensure that the development provides for the greening of Woodville Road.
05. Development within the neighbourhood precinct is to be generally in accordance with Figure 3 Precinct Principles.



Figure 3: Precinct principles

2.1 Development Application requirements

In addition to these standard requirements, all development applications are to provide a detailed traffic study.

2.2 Structure, form and density

Objectives

- O1. Define the desired structure, general form and density of development on the land.
- O2. Ensure the density of development on the land is suitable to its location, context and development capacity.
- O3. Facilitate the integration of the development of this key site with adjoining development and the [neighbourhood-local](#) centre precinct.
- O4. Establish a mixed-use centre, which will include a neighbourhood park and enhanced connectivity (pedestrian and visual) within and with adjoining development.
- O5. Allow for appropriate transition to the surrounding residential land uses and the Granville South Public School, and to provide a reasonable separation between future development and the Granville South Public School.
- O6. Allow for a diversity of dwelling types and apartment sizes.

Controls

- C1. Development is to be in accordance with Figure 4 Site Structure and Land Use Plan.



Figure 4: Site Structure and Land Use Plan

- C2. New Street 1 and New Street 2 (Refer Figure 4) must be constructed and delivered by the proponent as part of the development of the key site, in accordance with Council's engineering requirements, and at no cost to Council.
- C3. New Street 1 and New Street 2 are to provide separation between future development and Granville South Public School to the south and neighbouring residential to the west.
- C4. The ground floor and first floor of the proposed development on the key site must be non-residential.

2.3 Lot consolidation and minimum street frontage

Objectives

- O1. Avoid isolating an adjoining site or sites, and facilitate the efficient delivery of infrastructure.
- O2. Assist in the delivery of well-designed built forms and streetscapes.
- O3. Development must be delivered in suitably sized and configured development parcels that facilitate the delivery of infrastructure.
- O4. Buildings must have appropriate horizontal to vertical proportions that relate to the size of street frontages and be designed to minimise the impact of carpark entrances.

Controls

- C1. Lots shall have a minimum street frontage as shown in the table below.

Street	Minimum Street Frontage	Intention
Woodville Road	30m	To encourage the consolidation of land and development of suitable building forms.
Lansdowne Road	20m	
Highland Road	20m	

- C2. Development must be designed and planned in relation to the development parcels as shown in Figure 5 Preferred Lot Consolidation unless it can be demonstrated that lot amalgamation cannot be achieved.

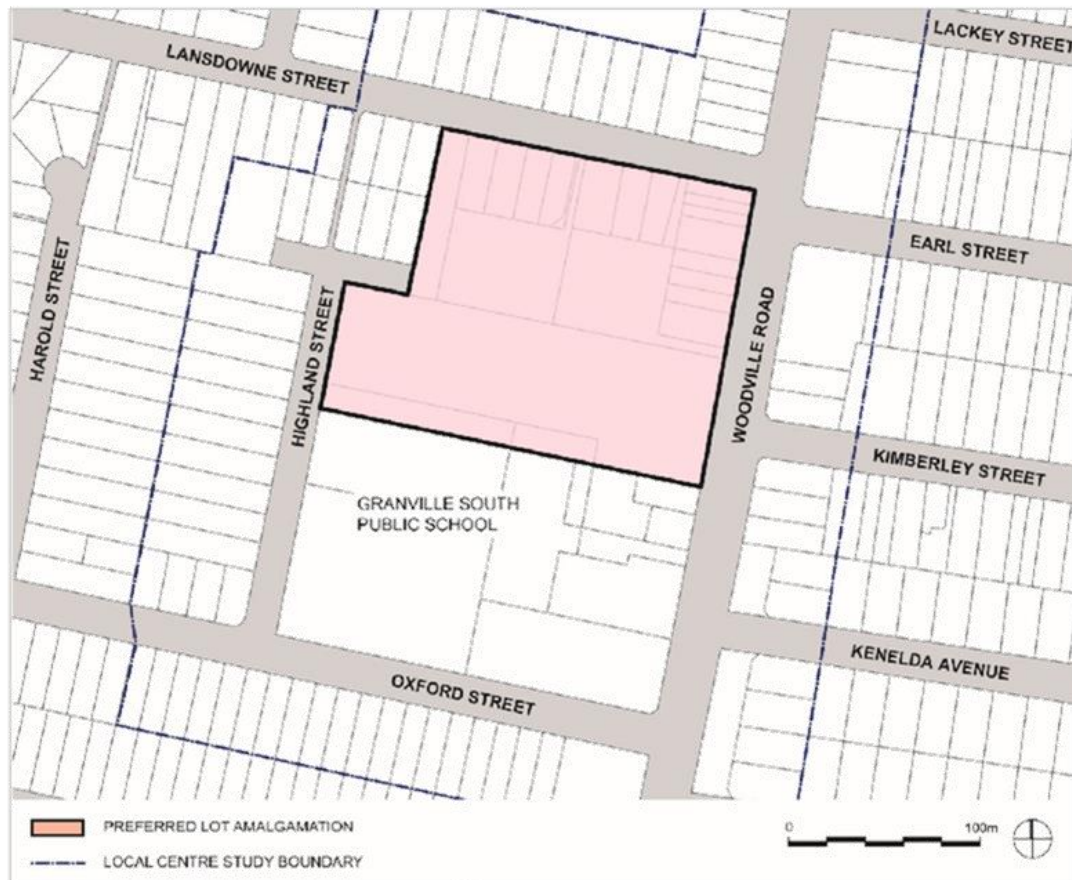


Figure 5: Preferred Lot Consolidation

Council will require appropriate documentary evidence to demonstrate that a genuine and reasonable attempt has been made to purchase an isolated site based on a fair market value. At least one recent independent valuation is to be submitted as part of that evidence and is to account for reasonable expenses likely to be incurred by the owner of the isolated site in the sale of the property.

C3. Where a development proposal results in an isolated site, applicants will be required to demonstrate that the development of the separate sites can be feasibly achieved, which will require:

- provision of a feasible building envelope for the isolated site, indicating height, setbacks and site coverage (building and basement);
- identification and assessment of the likely impacts the two developments will have on each other including solar access and visual and acoustic privacy; and
- identification, assessment and mitigation of the impacts of the separate development of the isolated site or sites on the streetscape. This will require an applicant/s to document how the development of both sites respond to the character of the streetscape and achieve a suitable built form and satisfactory level of amenity including solar access and visual and acoustic privacy.

2.4 Building heights

Objectives

- O1. Distribute building heights within the key site to reinforce the site structure and achieve a height transition to adjoining development.
- O2. Reduce the bulk of development by providing variations in individual building heights, massing and scale and visual permeability within the site through the distribution of different building heights.

Controls

- C1. Development shall not impact on solar access or create overshadowing of the playground or sporting fields of the Granville South Public School.
- C2. The height of buildings is to be in accordance with Figure 6 Building Heights and all requirements of the ADG, particularly building separation.

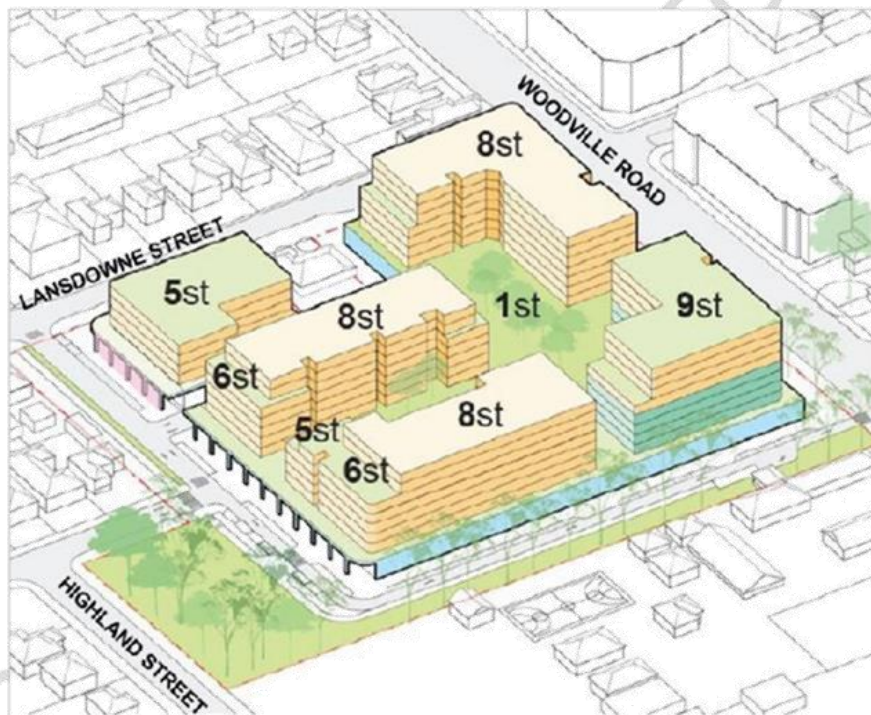


Figure 6: Building Heights (to be read in conjunction with Figure 7 Setbacks)

2.5 Setbacks

Objectives

- O1. Ensure that development does not limit the provision of public transport options or improvements on Woodville Road.
- O2. Ensure that development relates to the street hierarchy, and contributes to a suitable scale and street character.

- O3. Establish the new roads identified in the Site Structure Plan and Land Use Plan (Figure 4).
- O4. Maintain the amenity of Granville South Public School by minimising overshadowing and overlooking of the school grounds.
- O5. Sufficient land is to be provided for an additional road lane on the western side of Woodville Road to facilitate public transport improvements, traffic management and to allow provision of substantial landscaping along Woodville Road (refer to Figure 10).
- O6. The tower or upper storey elements of multi storey mixed used buildings are to be set back to reduce the mass and bulk of buildings.
- O7. Provide landscaping along boundaries, with deep soil planting with mature plants particularly along the southern boundary between the development and the adjoining School, to obscure sight lines for optimum visual privacy.

Controls

- C1. Minimum setbacks are to be in accordance with Figure 7 Setbacks (Please refer to Figure 9 to Figure 15 for details).
- C2. Unless otherwise identified, street setbacks are to be in alignment with the predominant existing street setbacks for each street within the neighbourhood precinct.
- C3. If the key site is not developed as a single, consolidated lot, the development must be setback a minimum of 6m from the property boundary of any undeveloped lot with frontage to Lansdowne Street and New Street 2 as per Figure 15.
- C4. A deep soil setback of 10m must be provided on the eastern boundary of the site along Woodville Road as per Figure 4 Site Structure and Land Use Plan and Figure 10 Woodville Road Setbacks (Section B-B).
- C5. A deep soil setback of 6.5m must be provided on the southern boundary of the site along New Street 1 as per Figure 4 Site Structure and Land Use Plan and Figure 11 New Street 1 Setbacks (Section C-C).
- C6. A deep soil setback of 6.5m on the western side and a deep soil setback of 7m on the eastern side of the northern end of New Street 2 (north of the street connecting to Highland Street) must be provided as per Figure 4 Site Structure and Land Use Plan and Figure 12 New Street 2 Setbacks – Northern End (Section E-E).

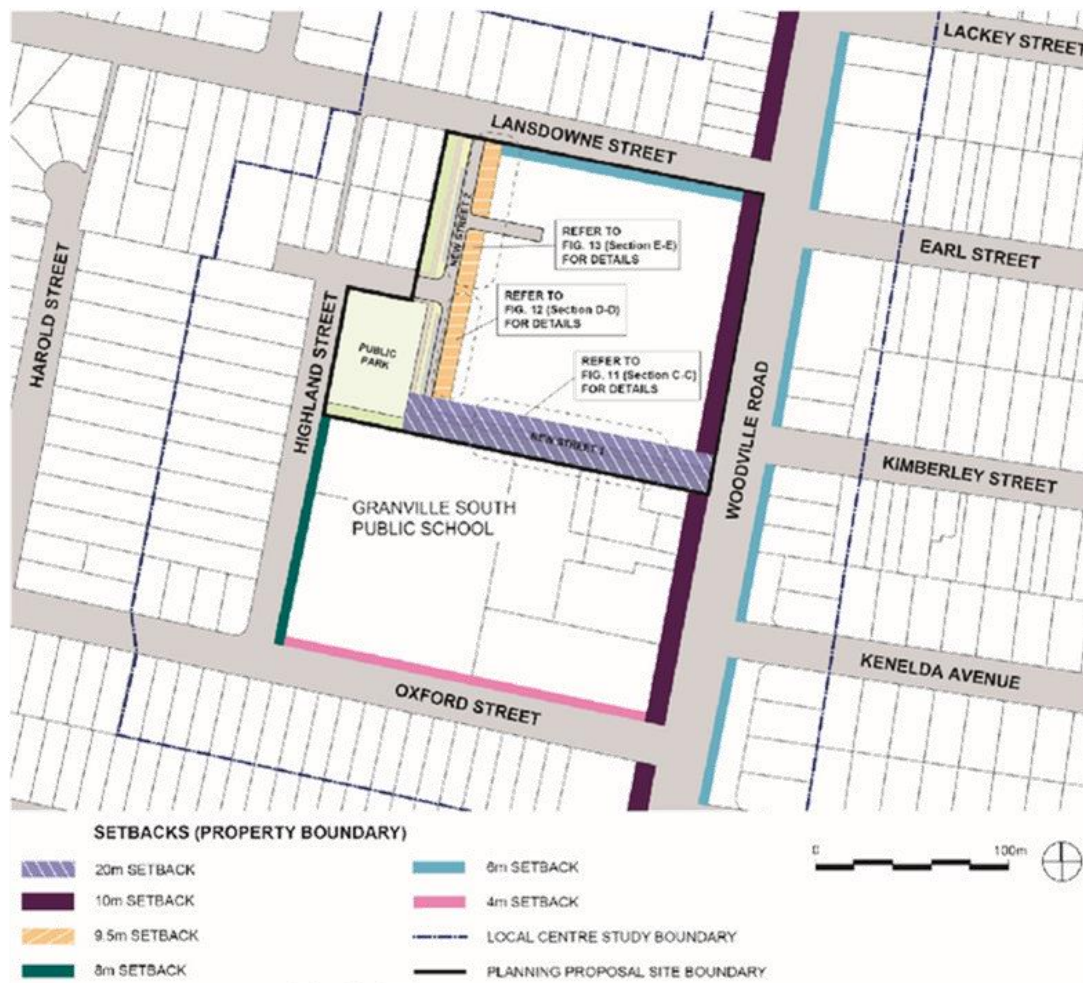




Figure 8: Sections

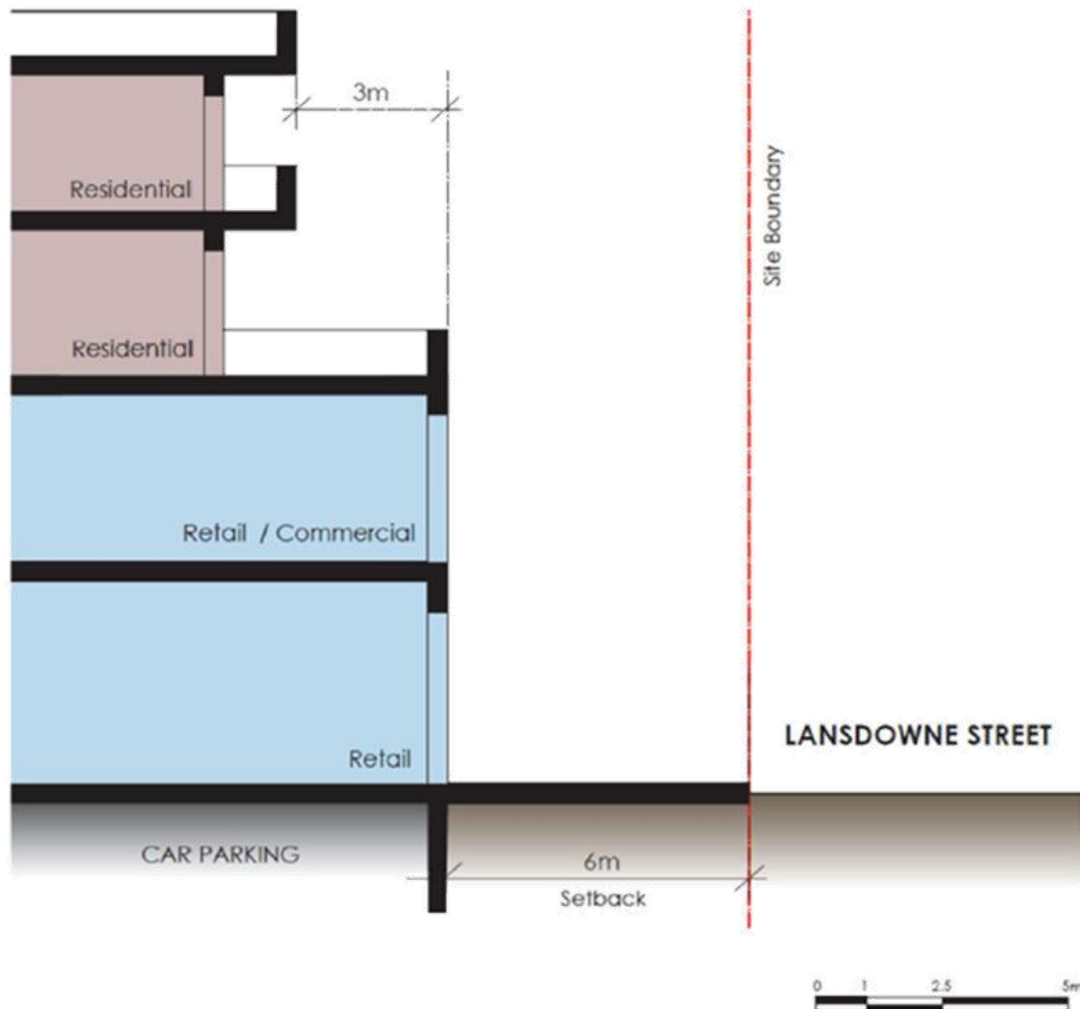


Figure 9: Lansdowne Street Setback - Section A-A

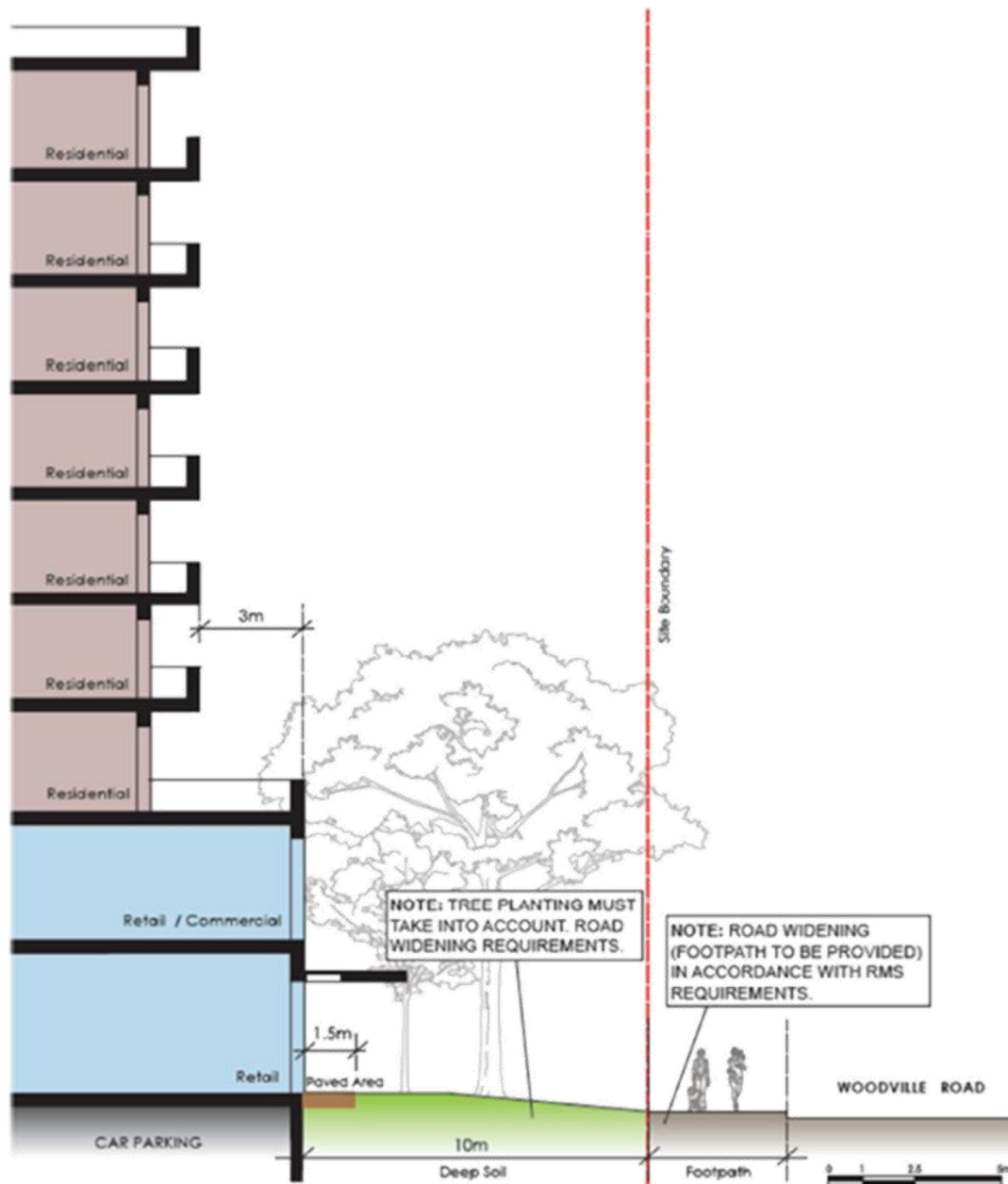


Figure 10: Woodville Road Setbacks - Section B-B

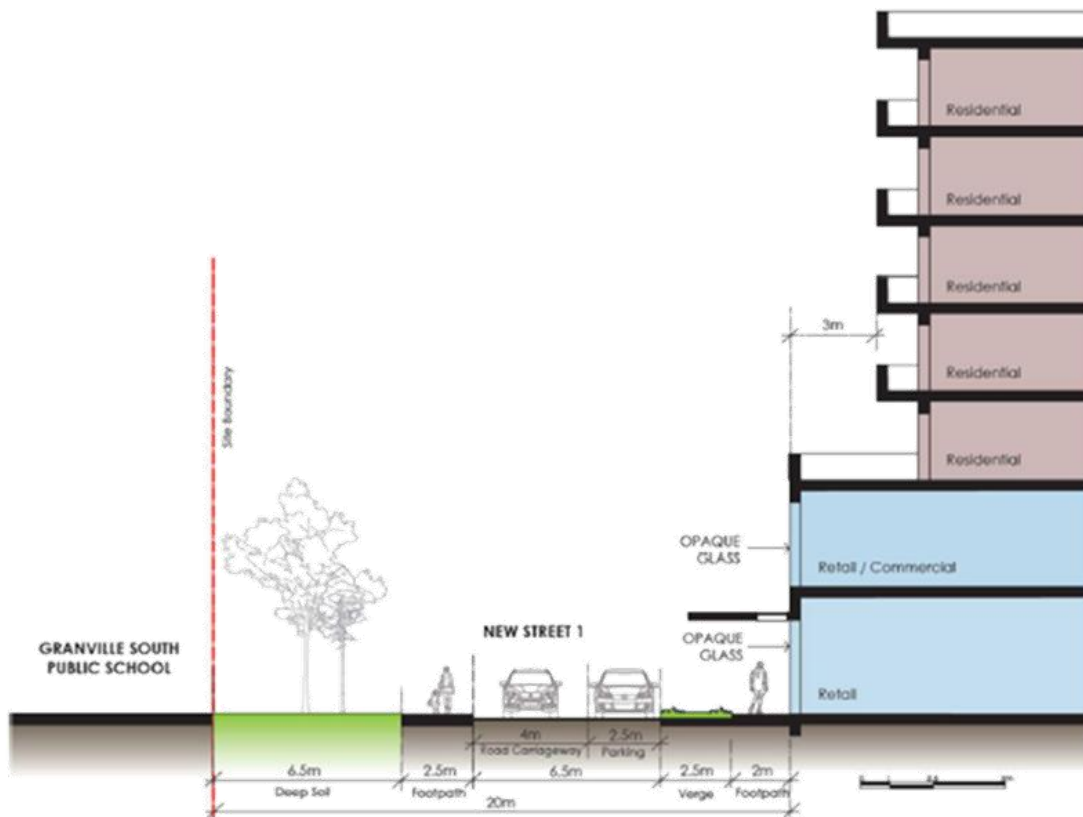


Figure 11: New Street 1 Setbacks - Section C-C

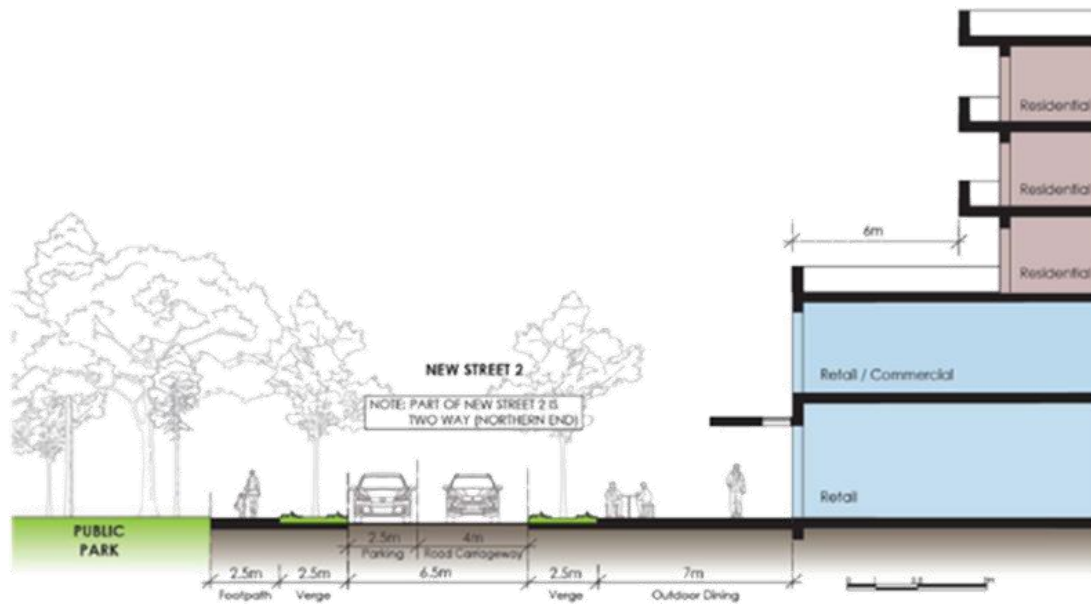


Figure 12: New Street 2 Setbacks - Southern End - Section D-D

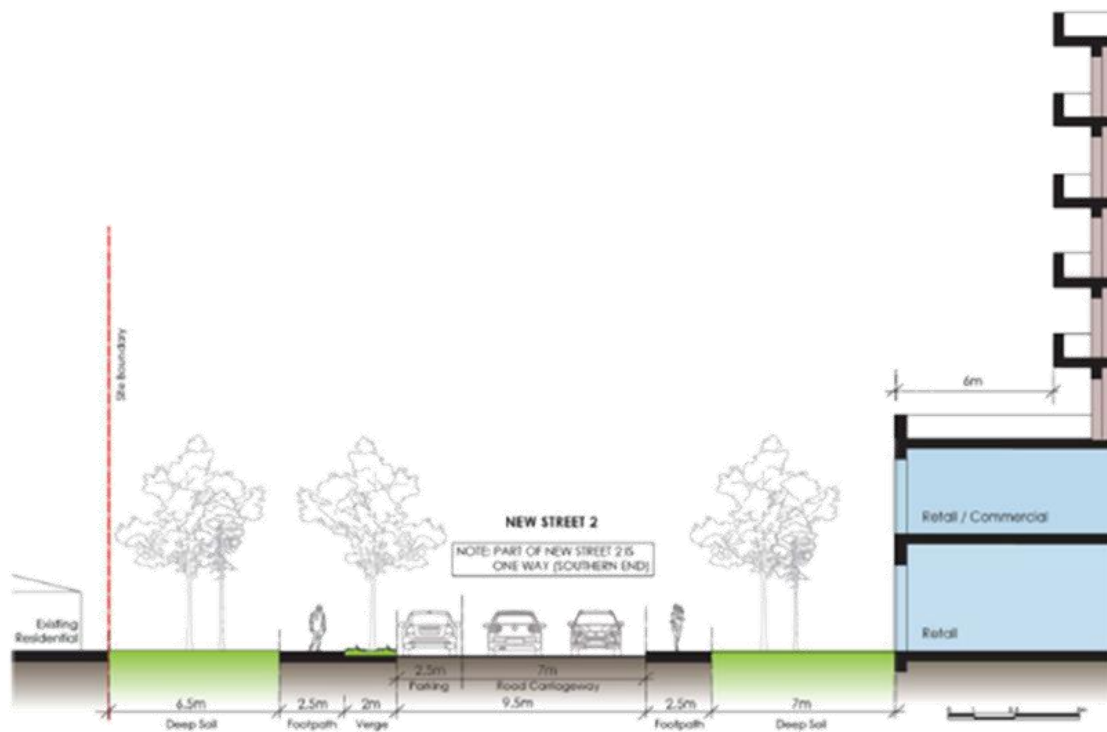


Figure 13: New Street 2 - Northern End - Section E-E

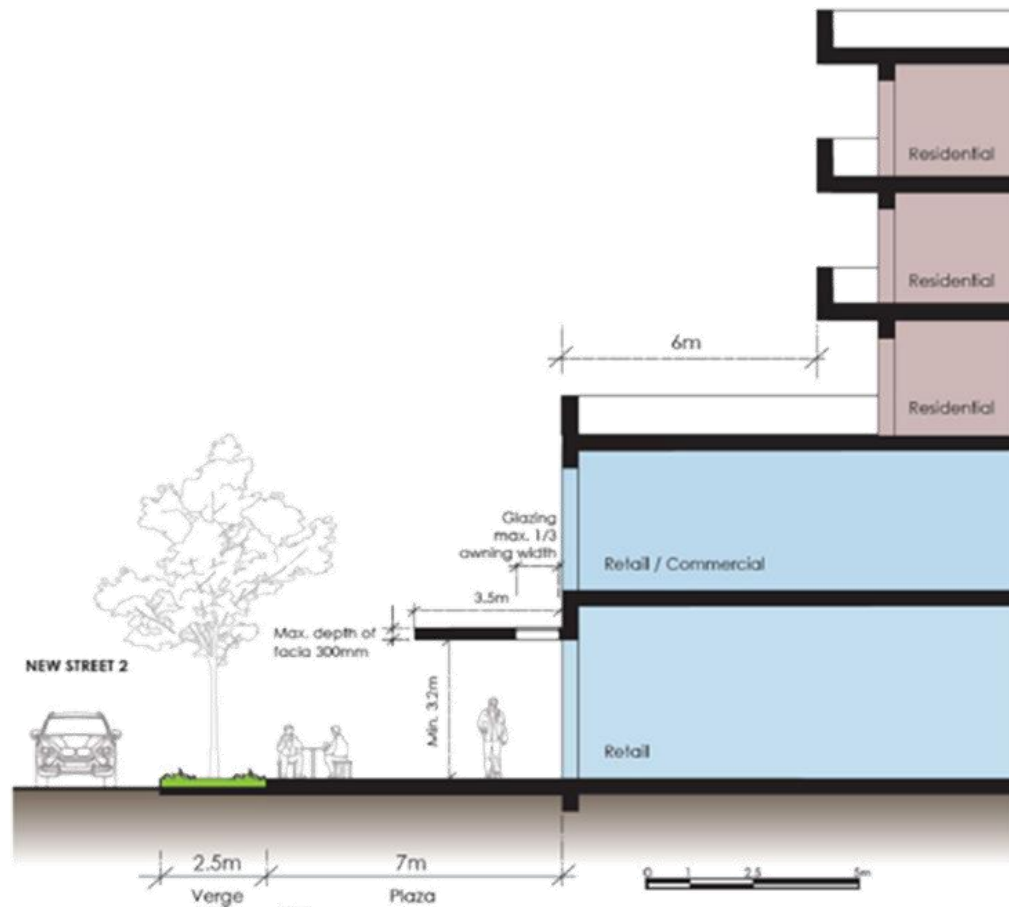


Figure 14: New Street 2 Southern End Detail

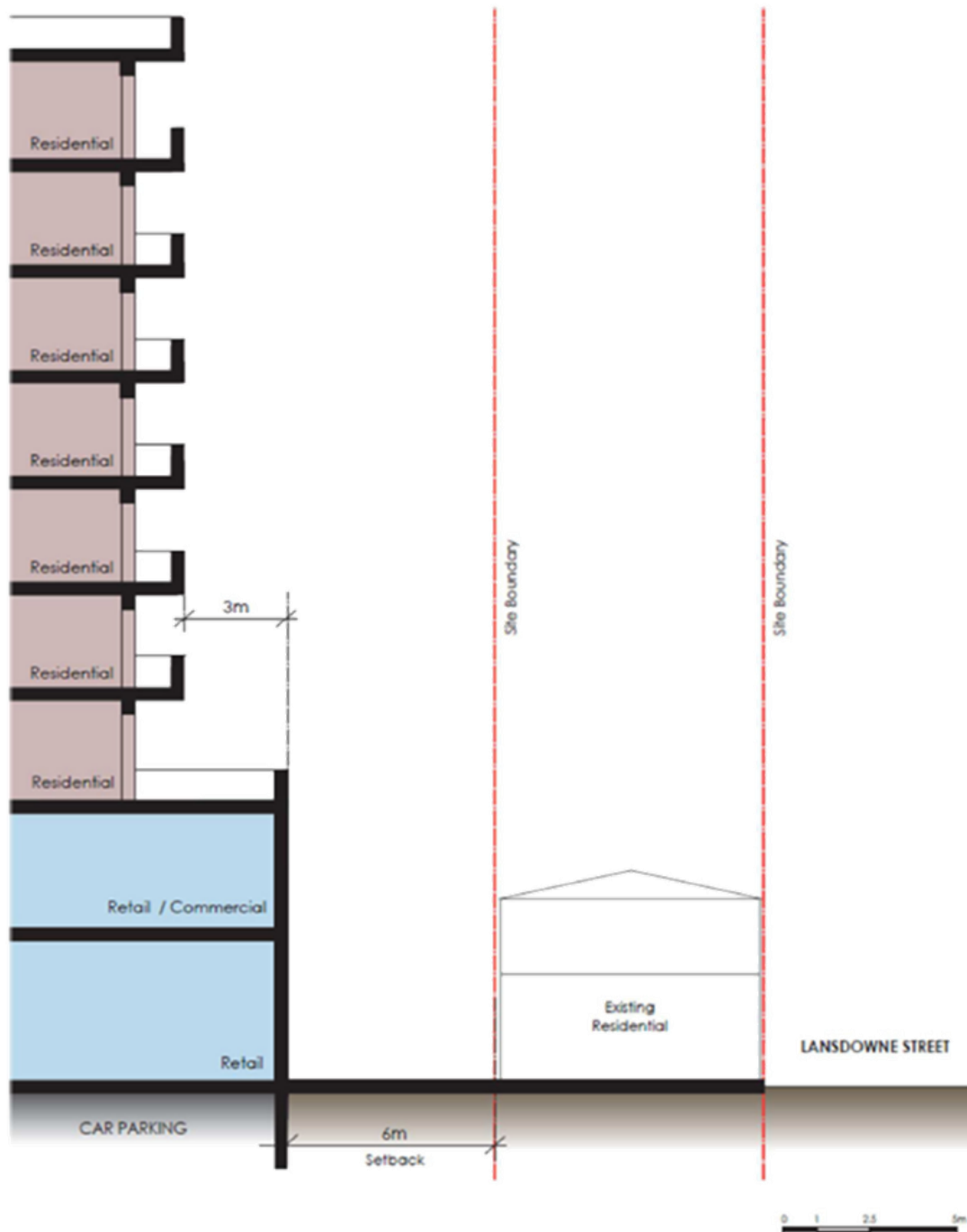


Figure 15: Setback if key site not developed as a single, consolidated lot

2.6 New roads

Controls

- C1. A 4m wide one-way road carriageway must be provided on New Street 1 with a 2.5m wide pedestrian footpath on the southern side. On the northern side, a 2.5m wide parking bay, a 2.5m wide verge, and a 2m wide pedestrian footpath should be provided as per Figure 11 New Street 1 Setbacks (Section C-C).
- C2. A 4m wide one-way road carriageway must be provided on the southern end of New Street 2 (south of the street connecting to Highland Street) with a 2.5m wide pedestrian footpath, a 2.5m verge, and a 2.5m wide parking bay on the western side. On the eastern side, a 2.5m wide verge and a 7m wide outdoor dining area should be provided as per Figure 12 New Street 2 Setbacks – Southern End (Section D-D).
- C3. A 7m wide two-way road carriageway must be provided on the northern end of New Street 2 (north of the street connecting to Highland Street) with a 2.5m wide pedestrian footpath, a 2m verge and a 2.5m wide parking bay on the western side. On the eastern side, a 2.5m wide pedestrian footpath should be provided as per Figure 13 New Street 2 Setbacks – Northern End (Section E-E).

2.7 Landscape and open space

Objectives

- O1. Ensure that a high quality public neighbourhood park is provided.
- O2. Ensure that the public domain is integrated with existing and potential future public domain and open spaces within the [neighbourhood-local](#) centre precinct.
- O3. Ensure the neighbourhood park has a sense of place and to establish it as the focal point of the [neighbourhood-local centre](#) precinct.
- O4. Achieve a variety of spaces that are inclusive of particular needs and desires of key community groups such as children, young people, older people, people on low incomes and people with a disability.
- O5. Integrate the management of stormwater into the design of public open spaces.
- O6. Integrate public art to create a more visually interesting and culturally diverse public domain.
- O7. Public open space to be designed to include clear, accessible, safe and convenient linkages to the surrounding streets and community, inside and outside the [neighbourhood-local centre](#) precinct.
- O8. Landscaping and choice of materials is to respond to the character of each space and is to unite and relate to other spaces throughout the [neighbourhood-local centre](#) precinct.
- O9. The design of open space is to be of the highest quality with suitable landscaping, well integrated public art and appropriately varied soft and hard surface design.
- O10. Vehicular movements through the neighbourhood park are to be generally restricted except for emergency vehicles, servicing and special events.

- O11. Useable and sustainable green space at ground level, podium level, and roof top gardens are to be provided and integrated with building design.
- O12. Vertical gardens are encouraged, where possible.

Controls

- C1. A public domain concept plan for the development of the site or any part thereof is to be provided with the first Development Application for the land. The plan must:
- provide for deep soil planting zones (Refer Figure 4);
 - show how a high amenity public domain will be achieved on the site and on Woodville Road;
 - provide an indicative landscape design, including details and indicative costs for street furniture, street trees, landscaping works, materials and utilities; and
 - indicate how street trees and other planting arrangements are to be provided on all new streets to Council's specifications.
- C2. Development proposing outdoor dining must comply with Council's Outdoor Dining Policy and Guidelines.
- C3. A fully embellished neighbourhood park not less than 2,000 square metres is to be provided, to a design approved by Council and located as shown in Figure 4 Site Structure and Land Use Plan. A concept plan is to be provided with the lodgement of the first DA for the Site.
- C4. A minimum of 85% of the neighbourhood park is to be deep soil zone, and the total area of the neighbourhood park is to be excluded from all deep soil calculations associated with private development.
- C5. The neighbourhood park is to:
- provide the primary green public open space to act as the heart of the neighbourhood precinct;
 - provide for primarily soft landscaping and deep soil planting including mature plants;
 - avoid basement parking beneath the neighbourhood park;
 - provide both passive and active recreation spaces;
 - be landscaped to include native trees;
 - provide a safe play area for children which is to be visually and physically connected to the main park area;
 - include play elements integrated into the landscape design and enable informal play; and
 - be dedicated to Council and Council engineers are to be consulted prior to the design of all internal roads within the precinct.
- C6. Medium sized tree planting (a minimum 6-8 metres mature height at 7 – 10 m centre-to-centre) with an understorey of shrubs (1.5m – 3m) and ground cover must be provided along the boundary on the southern side (adjacent the school). The medium sized tree planting within a deep soil zone is to be incorporated at the southern end of the park.
- C7. All elements are to be vandal and graffiti resistant.
- C8. Design of the public domain is to be integrated with stormwater management.
- C9. All internal roads not in Council's ownership must be maintained at all times. Note: Council will not accept dedication of roads with basement parking underneath.

- C10. Wintergardens are to be provided fronting Woodville Road. The area of the wintergardens is to be excluded from the GFA for FSR calculations.

2.8 Building elements, architectural diversity and articulation

Objectives

Ensure the building design contributes to street, public domain and residential amenity.

- O1. Reduce visual bulk and scale, add visual interest and avoid "boxlike" designs.
- O2. Achieve architectural diversity and add visual interest.
- O3. Ensure that development enhances and contributes to the streetscape and desired future character of the neighbourhood.
- O4. Buildings are to be designed to deliver high quality architecture through the use of faced articulation, materials selection and use of vertical gardens where appropriate.
- O5. Building design is to include horizontal and vertical architectural elements to articulate the facades and minimize building bulk and mass, which frame public spaces and contribute to or define the public domain.

Controls

- C1. Minimise perceived building bulk and monotony, the building façade should have unique architectural expressions while still maintaining cohesion.
- C2. The maximum linear length of any building is to be 65m.
- C3. Buildings in excess of 45m long must be designed as at least two distinct 'building components' which are to:
 - not exceed 25m in length with a preferred length of 20m (Refer Figure 16);
 - have a building separation of minimum 6m for the full height of the building; and
 - have their own distinctive architectural character.
- C4. Full height gaps are to be provided between buildings consistent with the building separation provisions of the *Apartment Design Guide* (ADG) for solar access and visual connections.
- C5. Where possible, building breaks are to be aligned with streets and lanes in the surrounding area or proposed streets and lanes.
- C6. The southern façade of the proposed development adjoining the school must be designed to maintain the visual privacy of the school.

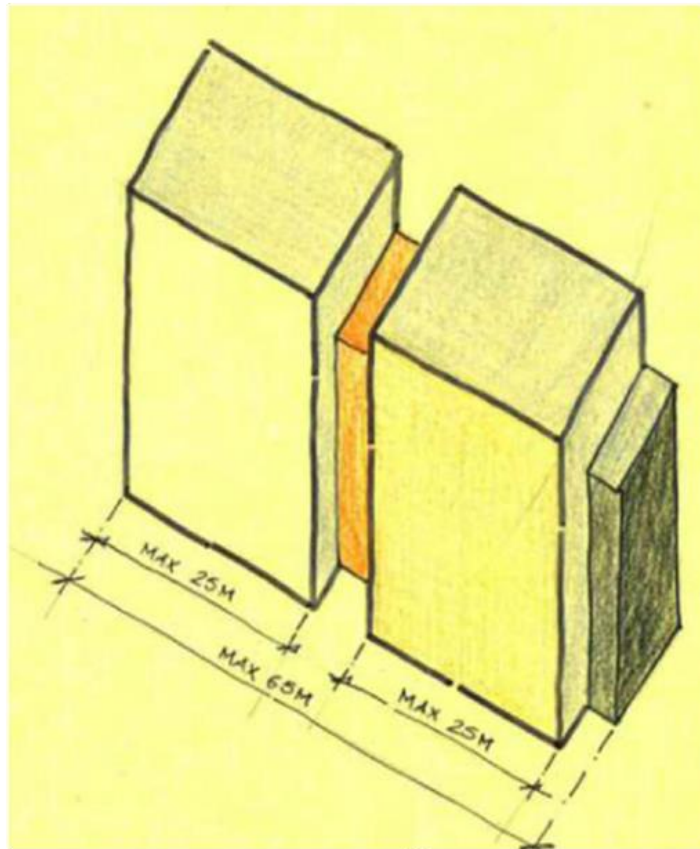


Figure 16: Building Articulation / Maximum Building Length

2.9 Active street frontage

Objectives

- O1. Enhance pedestrian safety, security and amenity around and within the commercial premises.
- O2. Improve the amenity of the public domain by encouraging pedestrian activity.
- O3. Support the economic viability of the street.

Controls

- C1. Provide active street frontage at ground floor level as per Figure 17.
- C2. Except for the southern façade, clear glazing is to be provided, and reflective, tinted or obscured window coverings should be avoided.
- C3. A minimum of 80% of the building facades with active street frontage and street address at ground level are to be transparent.
- C4. Opaque glass should be provided along the southern building façade.

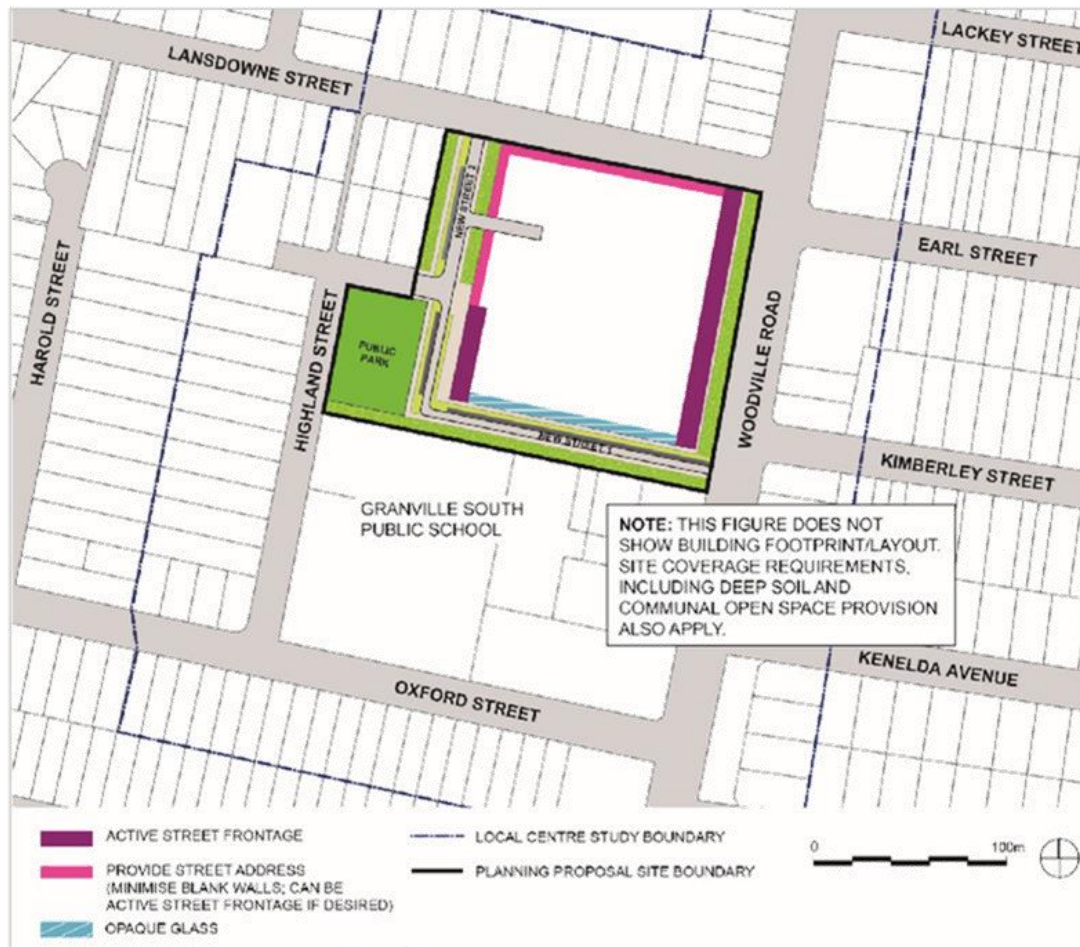


Figure 17: Street Activation

2.10 Awnings and canopies

Objectives

- O1. Increase pedestrian amenity by the provision of weather protection.
- O2. Visually unify the mixed-use development.

Controls

- C1. Awnings are to be provided to the full extent along Woodville Road, the southern boundary and the outdoor dining area.
- C2. All awnings should be a minimum width of 3.5m (Refer Figure 14).
- C3. Incorporate glazing/transparent material in the awning to allow solar access.

2.11 Street wall height

Objectives

- O1. Provide street edge that reinforces the proposed uses and is consistent with the existing character of the area.
- O2. Ensure the building height at street level is of human scale.
- O3. Establish a clear presence of the retail and commercial uses, and increase visibility of these uses at ground floor level.

Control

- C1. Street wall height for the mixed-use development should be two storeys (minimum 8.2m and maximum 10m) with an upper level setback.

2.12 Upper level setback

Objectives

- O1. Minimise adverse wind impact on the pedestrian environment.
- O2. Maximise the solar access onto the public domain.
- O3. Ensure that the podium and buildings above create a human scale and pedestrian friendly environment.

Controls

- C1. The buildings above the podium are to be setback in accordance with Figure 9 to Figure 15.

2.13 Traffic management and parking

Objectives

- O1. Manage traffic impacts and ensure that development does not unreasonably impact on the traffic conditions on Woodville Road and local roads.
- O2. Ensure suitable parking and traffic management arrangements are identified prior to development of the land, and are used to inform the preparation of Development Applications.
- O3. Ensure vehicle entries and loading bay entries do not compromise pedestrian safety.
- O4. Increase the use of active transport and reduce vehicle use.

Controls

- C1. A detailed traffic study will be submitted with any Development Application for the site or part thereof. It will:
 - identify and address traffic generation issues associated with the overall development of the site;
 - include modelling of the Lansdowne Street/Woodville Road and Oxford Street/Woodville Road intersections as a network and not as individual intersections; and

- include modelling of the priority control for the intersection of Lansdowne Street and the internal street and determine whether a roundabout is required at that intersection.
- C2. The traffic study is to comply with the Roads and Maritime Services Traffic Modelling Guidelines (2013).
- C3. Ensure any site vehicle access points are located to avoid conflict with pedestrians and vehicles accessing the school.
- C4. The loading bay entry should be located on Lansdowne Street and separated from vehicular entry into the mixed-use development.
- C5. No driveway vehicle access from Woodville Road is permitted.
- C6. Left-out exit from New Street 1 only permitted onto Woodville Road.
- C7. A travel plan will be submitted with any Development Application for the site or part thereof to reduce car trips and encourage the use of sustainable transport.

2.14 Contamination

Objectives

- O1. Ensure that the changes of land use will not increase the risk to public health or the environment.
- O2. Ensure that any remediation to the land will not increase the risk to the users of the adjoining school and surrounding residential development.
- O3. Link decisions about the development of land within the information available about contamination.
- O4. A remedial action plan for the development of the site or any part thereof is to be provided with the first Development Application for the land. The plan must be prepared in accordance with the NSW Environment Protection Authority Guidelines *Contaminated Sites: Guidelines for Consultants Reporting on Contaminated Sites (1997a)* and the *National Environment Protection (Assessment of Site Contamination) Measure (2013 Amendment)*.

Controls

- C1. All contamination arrangements are to be in accordance with Part C and Part G of this DCP.

2.15 Air quality

Objectives

- O1. Ensure that development fronting Woodville Road provides an acceptable level of air quality for the users and occupants.
- O2. Encourage the inclusion of wintergardens along development fronting Woodville Road.
- O3. Ensure that demolition and construction in the [neighbourhood-local](#) centre does not adversely impact the air quality for users of the adjoining school and surrounding residential development.

- O4. Reduce the formation of urban canyons to avoid motor vehicle air transmissions and other pollutants from becoming trapped and ensure dispersion. Appropriate setbacks on the upper stories of multi-level buildings can help to avoid urban canyons.
- O5. Consider building siting and orientation to incorporate an appropriate separation between sensitive land uses and the road. The location of living areas, outdoor space and bedrooms, and other sensitive uses (such as childcare centres) must be as far as practicable from the major source of air pollution.
- O6. Ventilation design and open-able windows should be considered in the design of development located adjacent to roadway emission sources. When the use of mechanical ventilation is proposed, the air intakes must be sited as far as practicable from the major source of air pollution.
- O7. Use vegetative screens, barriers or earth mounds where appropriate to assist in maintaining local ambient air amenity. Landscaping has the added benefit of improving aesthetics and minimising visual intrusion from an adjacent roadway.

Controls

- C1. Air quality must be considered early in the design process for development fronting Woodville Road.
- C2. Air quality design considerations must be based on the above design principles and as per the NSW Department of Planning *Development Near Rail Corridors and Busy Roads – Interim Guideline (2008)*.

2.16 Noise and vibration**Objectives**

- O1. Ensure appropriate measures are taken to ensure noise and vibration is managed for development facing Woodville Road.
- O2. Ensure noise emissions from the development including but not limited to proposed mechanical plant, air conditioners, automatic roller doors, ventilation plant for the underground car park) are minimised.
- O3. Ensure noise emissions during the demolition, remediation of land and construction of the development is managed to minimise impact on the adjoining school and nearby residential development.
- O4. Ensure the following LAeq levels are not exceeded for residential development:
 - in any bedroom in the building: 35dB(A) at any time 10pm – 7am; and
 - anywhere else in the building (other than a garage, kitchen, bathroom or hallways): 40dB(A) at any time.

Controls

- C1. An acoustic report is to be prepared by an appropriately qualified acoustic consultant having the technical eligibility criteria required for membership of the Association of Australian Acoustical Consultants (AAAC) and/or grade membership of the Australian Acoustical Society (AAS). The report is to consider noise intrusion from the road and measures to ensure compliance with the SEPP (Infrastructure) 2007.
- C2. The report must also consider noise emissions from the development including but not limited to proposed mechanical plant (air conditioners, automatic roller doors, ventilation

plant for the underground car park), and access and egress to loading and car parking areas.

- C3. Consideration is required for the demolition/remediation/construction noise and vibration intrusion of the proposed development on the neighbourhood school and properties.
- C4. The acoustic report must be prepared in accordance with the *Noise Policy of Industry (2017)*, *NSW Government Department of Planning Development Near Rail Corridors and Busy Roads – Interim Guidelines (2008)*, and the *NSW Environment Protection Authority Interim Construction Noise Guideline (2009)*.
- C5. Construction management plans are to be prepared prior to the commencement of any construction on site.

ADOPTED - NOT IN FORCE

ADOPTED - NOT IN FORCE

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DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-773

Attachment 4
Draft Woodville Road Corridor
Public Domain Plan

PUBLIC DOMAIN PLAN 2021 Woodville Road Corridor 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 Woodville Road Corridor 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 Woodville Road Corridor.

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 Woodville Road Corridor.

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 Woodville Road Corridor 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.

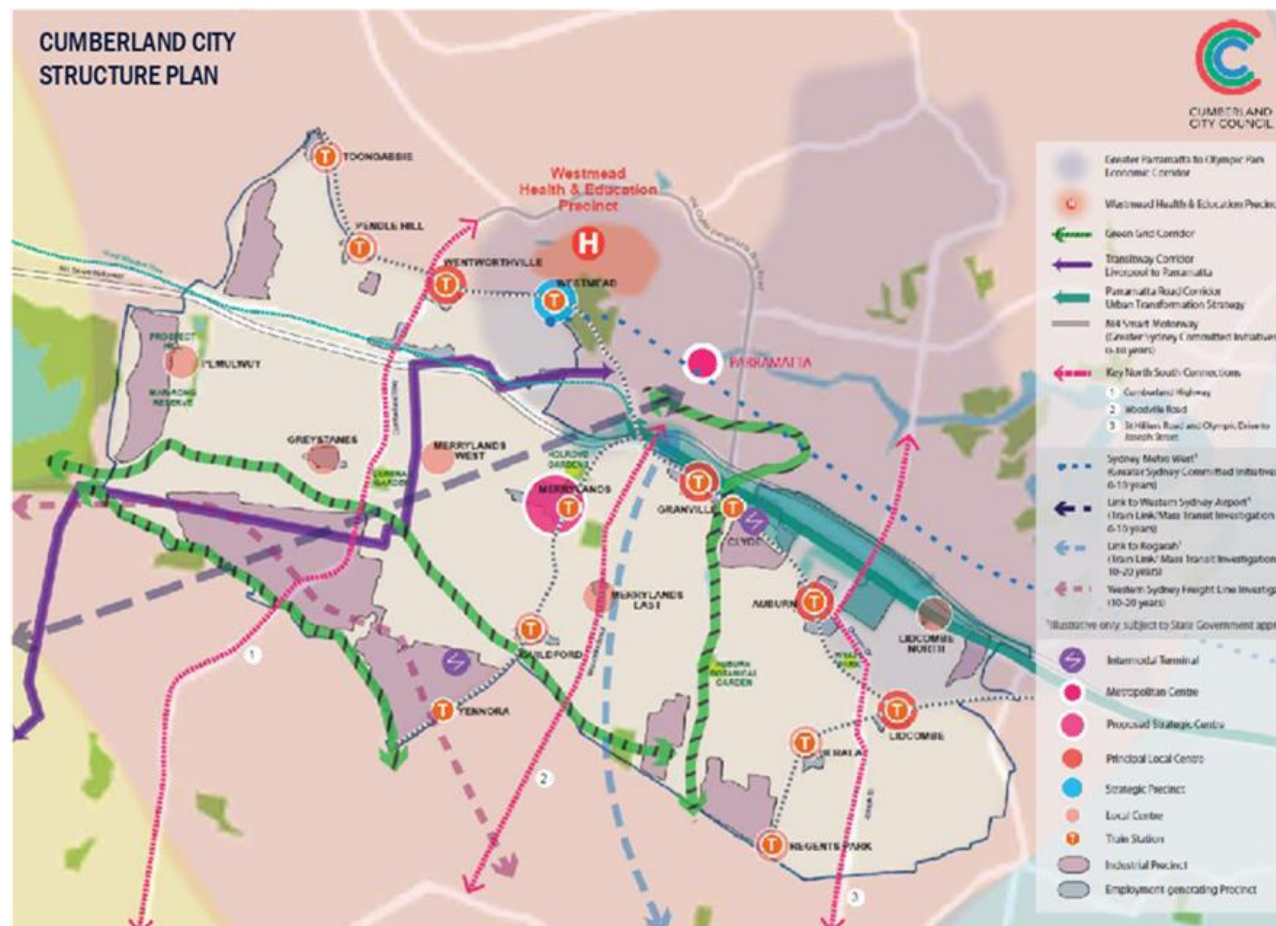
2. Planning Context

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 Woodville Road Corridor and the Merrylands East Neighbourhood Centre

The Woodville Road Corridor has been identified in the *Cumberland 2030: Our Local Strategic Planning Statement* as a strategic corridor to provide land use opportunities for housing and jobs, supported by government investment.

Cumberland City's portion of four-kilometre corridor provides a major north south connection through Guildford, Merrylands and Granville. This long stretch of the corridor extends further approximately 7.5 kilometres to play a key cross-regional connection through Cumberland City between Parramatta and Bankstown. Given its role as a major arterial road, traffic on this corridor runs with freight movement.



2.1 Woodville North Precinct

The Woodville North Precinct is situated at a gateway location providing a key access corridor to Parramatta, M4 Motorway and Parramatta Road. This north precinct has a good access advantage to two train stations (Granville and Merrylands) in both east and west directions. There are a range of educational facilities in vicinity that provides good walkability to Granville TAFE, Granville Public School and Holy Trinity Primary School.

The future of the Woodville North Precinct will provide an opportunity for increase in housing diversity for an area supported by good access to public transport and local amenity.

2.2 Merrylands East Precinct

The Merrylands East Precinct is transforming to a new local centre to provide a place of mixed-use activity and services to local residents supported by retail and business services with access to a new 2,000m² local park.

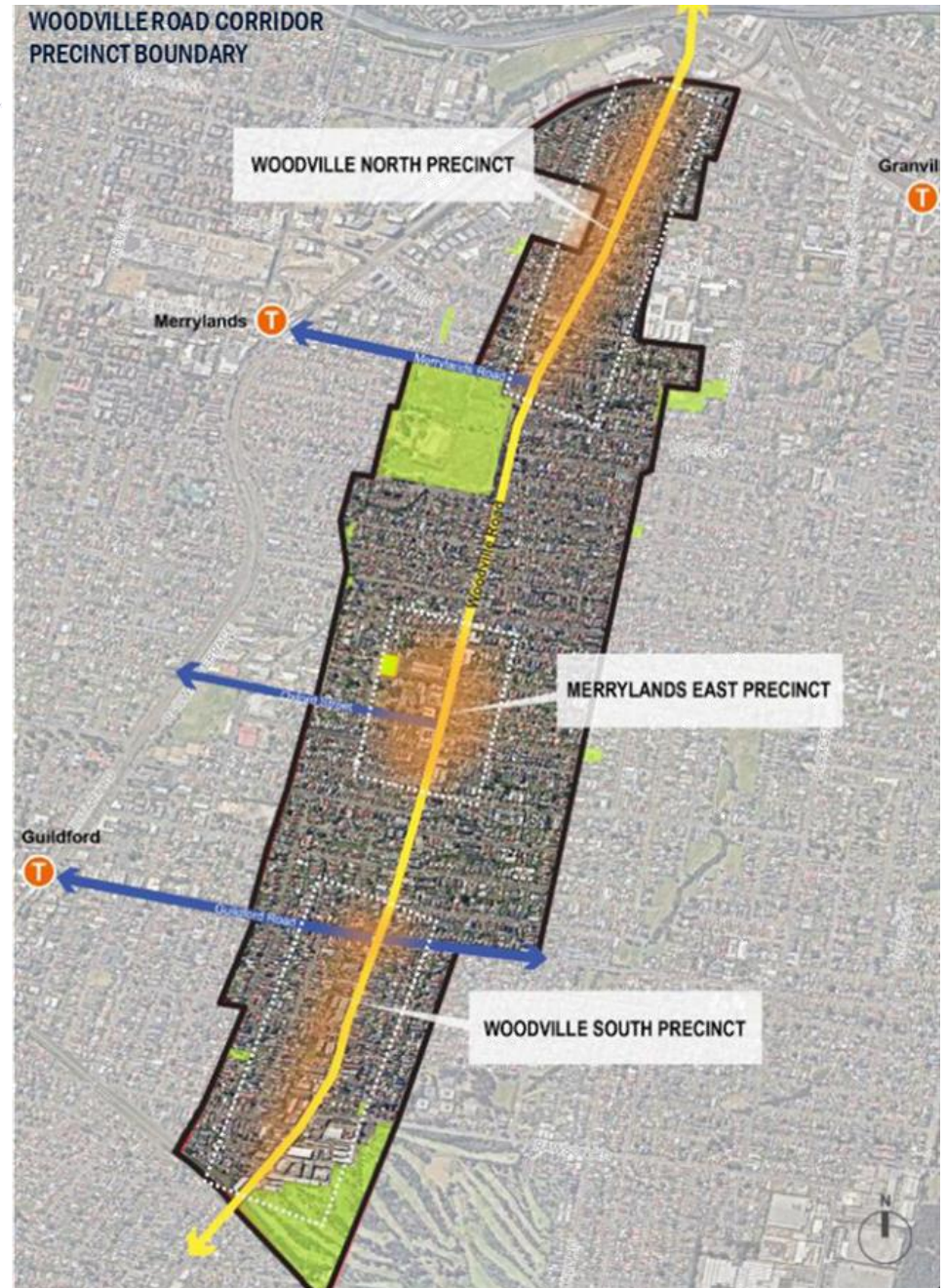
The opportunity for the Merrylands East Precinct is to revitalise the corridor to bring a vibrancy of the area by providing mixed-use activities supported by new open space and additional connections to and through the precinct.

2.3 Woodville South Precinct

The Woodville South Precinct is an area where various development types dispersed along the corridor due to historic changes to zoning.

There is an opportunity to improve urban built form, pedestrian amenity and provide housing diversity in the area to the west of the Woodville Road corridor with having easy access to Guildford town centre and station.

The intersection of Guildford Road and Woodville Road has also been identified for a potential neighbourhood centre to provide additional amenity to local residents.



3. Vision and Design Principles

3.1 Vision

“Promote enhanced streetscapes and public domain works that will revitalise the Woodville Road Corridor with a creation of new vibrant centres in targeted locations to promote safe and walkable connections.”

Woodville Road Corridor is one of three identified strategic corridors of Cumberland City that provides a key cross-regional north and south connection. *Cumberland 2030: Our Local Strategic Planning Statement* identifies the potential of this corridor that will facilitate sustainable growth and improve the amenity of the road corridor. The vision for the Woodville Road Corridor also builds on the housing vision for the Cumberland City as identified from the *Cumberland Local Housing Strategy 2020*.

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 Woodville Road Corridor Public Domain Plan seeks to provide urban renewal opportunities that improve the amenity of the Woodville Road corridor and focus growth at three precincts to provide housing diversity 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

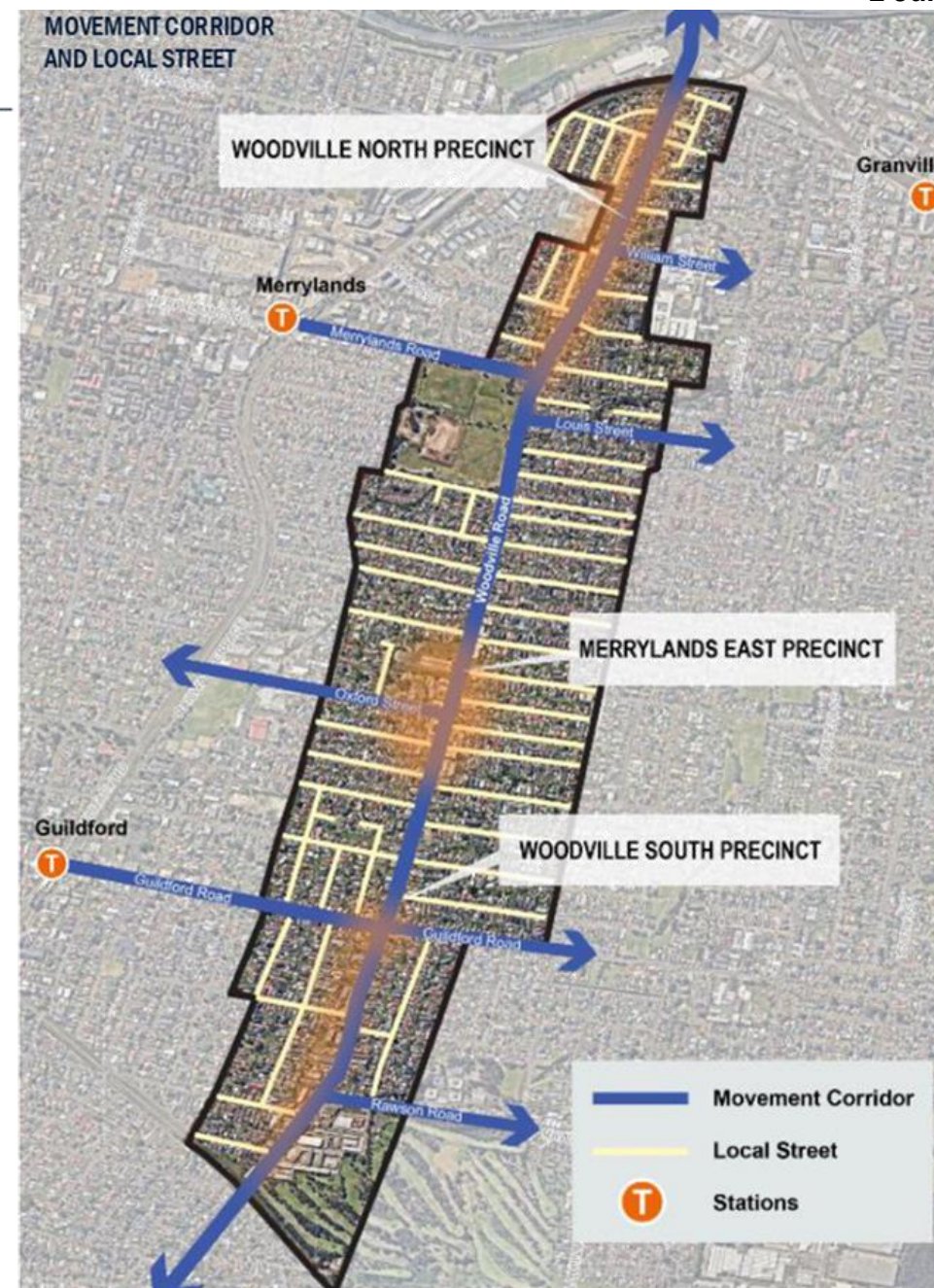
- Enable equitable and safe access for people of all ages and abilities in accordance with the Building Code of Australia (BCA) and the Disability (Access to Premises – buildings) Standards (the Premises Standards) – AS 1428.
- Ensure continuous accessible paths of travel and circulation spaces and appropriate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

4. Public Domain Plan

4.1 Typical Public Domain Works

Public domain palette

Paving <u>(Neighbourhood Centre/ Local Centre)</u>		Mix of sizes, colours, and pattern Exfoliated finish - Dark grey bluestone, - Brick (warm/dark)
Paving <u>(Movement Corridor, Local Streets)</u> In-situ concrete (Natural grey colour with no added oxide)		WSUD To be incorporated in landscaped areas and in the tree pit 
Streetscape <u>(Movement Corridor, Local Streets)</u>		<i>Syzygium smithii</i> (Lilly Pilly), <i>Calodendron capense</i> (Cape Chestnut), Turf verge
Street furniture Bicycle racks Street seats & benches Street bins		
Bus stops Street seats Standard bus shelter		



4.2 Woodville North Precinct

Public domain palette

Paving <u>(Movement Corridor, Local Streets)</u> In-situ concrete (Natural grey colour with no added oxide)		WSUD To be incorporated in landscaped areas and in the tree pit	
Shared path In-situ concrete (2.5m wide) Landscaped buffer (~1m wide)			Shared path marking painted on in-situ concrete shared path, Landscaped with <i>Westringia Mundi</i> or similar low height planting
Streetscape <u>(Movement Corridor, Local Streets)</u>			<i>Syzygium smithii</i> (Lilly Pilly), <i>Calodendron capense</i> (Cape Chestnut), Turf verge
Street furniture Bicycle racks Street seats & benches Street bins			
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 Woodville North Precinct

Typical street section



4.3 Merrylands East Precinct

Public domain palette

Paving

(Local Centre)



Mix of sizes, colours, and pattern
Exfoliated finish
- Dark grey bluestone,
- Brick (warm/dark)

Paving

(Movement Corridor,
Local Streets)

In-situ concrete
(Natural grey colour with no added oxide)



WSUD

To be incorporated in landscaped areas and in the tree pit



Streetscape

(Movement Corridor,
Local Streets)



Syzygium smithii (Lilly Pilly),
Calodendron capense (Cape Chestnut),
Turf verge

Street furniture

Bicycle racks
Street seats & benches
Street bins

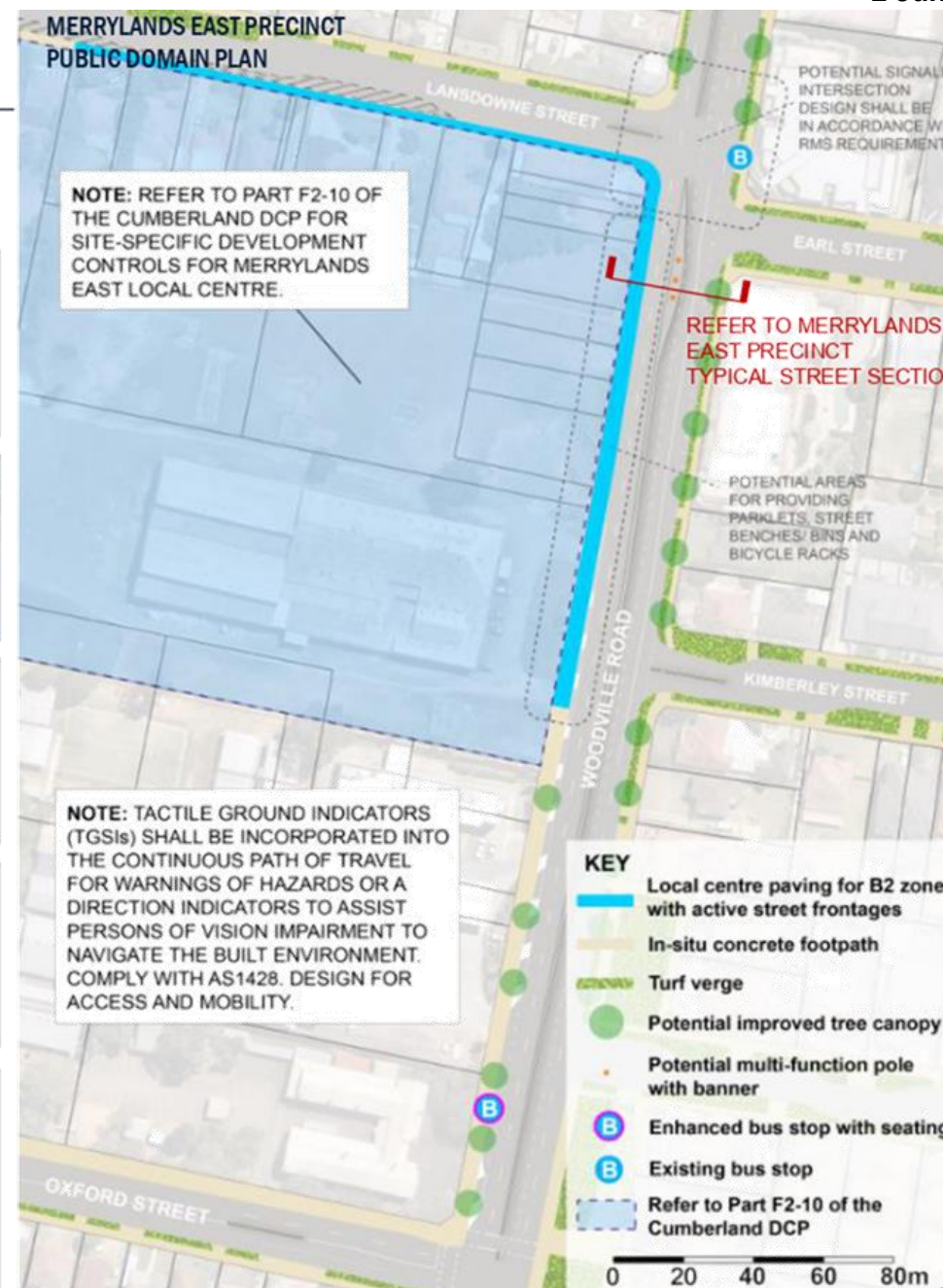


Tactile Ground Surface Indicators (TGSIs)

Warning tactile
Directional tactile

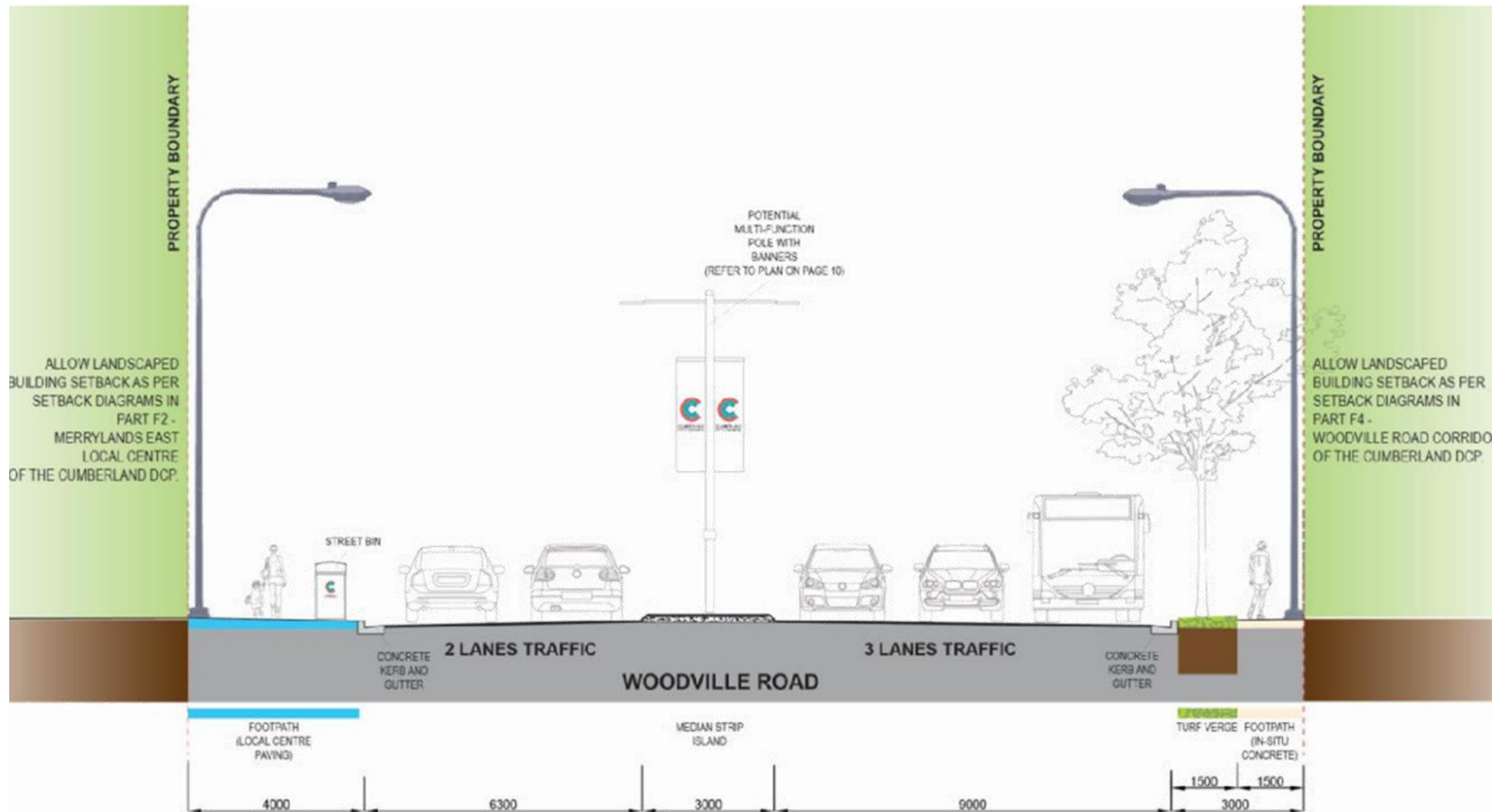


Grade 316 Stainless Steel
Slip resistance
AS/NZ4586-2013
Appendix A class P5 (very low)
Installation shall comply with AS 1428.1-2009.



4.3 Merrylands East Precinct

Typical street section



4.3 Merrylands East Precinct

Proposed concept plan for new local park

The Merrylands East Precinct is transforming to a new local centre to provide a place of mixed-use activity and services to local residents supported by retail and business services with access to a new 2,000m² local park. This new 2,000m² local park is to bring vibrancy and a sense of place which will be accessible to all local residents and visitors.

The proposed local park is to:

- provide the primary green public open space to act as the heart of the neighbourhood precinct;
- provide for primarily soft landscaping and deep soil planting including mature plants;
- avoid basement parking beneath the neighbourhood park;
- provide both passive and active recreation spaces;
- be landscaped to include native trees;
- provide a safe play area for children which is to be visually and physically connected to the main park area;
- include play elements integrated into the landscape design and enable informal play; and
- be dedicated to Council and Council engineers are to be consulted prior to the design of all internal roads within the precinct.

Part F2 of the Cumberland DCP provides a site-specific development controls for Merrylands East Neighbourhood Centre. The new 2,000m² local park shall be provided in accordance with its objectives and controls as set out in this DCP – 2.7 Landscape and open space.



4.4 Woodville South Precinct

Public domain palette

Paving

(Neighbourhood
Centre)



Mix of sizes, colours,
and pattern
Exfoliated finish
- Dark grey bluestone,
- Brick (warm/dark)

Paving

(Local Streets)

In-situ concrete
(Natural grey colour
with no added oxide)



WSUD

To be incorporated
in landscaped
areas and in the
tree pit



Streetscape

(Movement Corridor,
Local Streets)



Syzygium smithii (Lilly
Pilly),
Calodendron capense
(Cape Chestnut),
Turf verge

Streetscape

Low-height
planting bed
(for B1 zones)



Murraya Paniculate,
Westringia Mundi

Tactile Ground

Surface Indicators
(TGSIs)

Warning tactile
Directional tactile



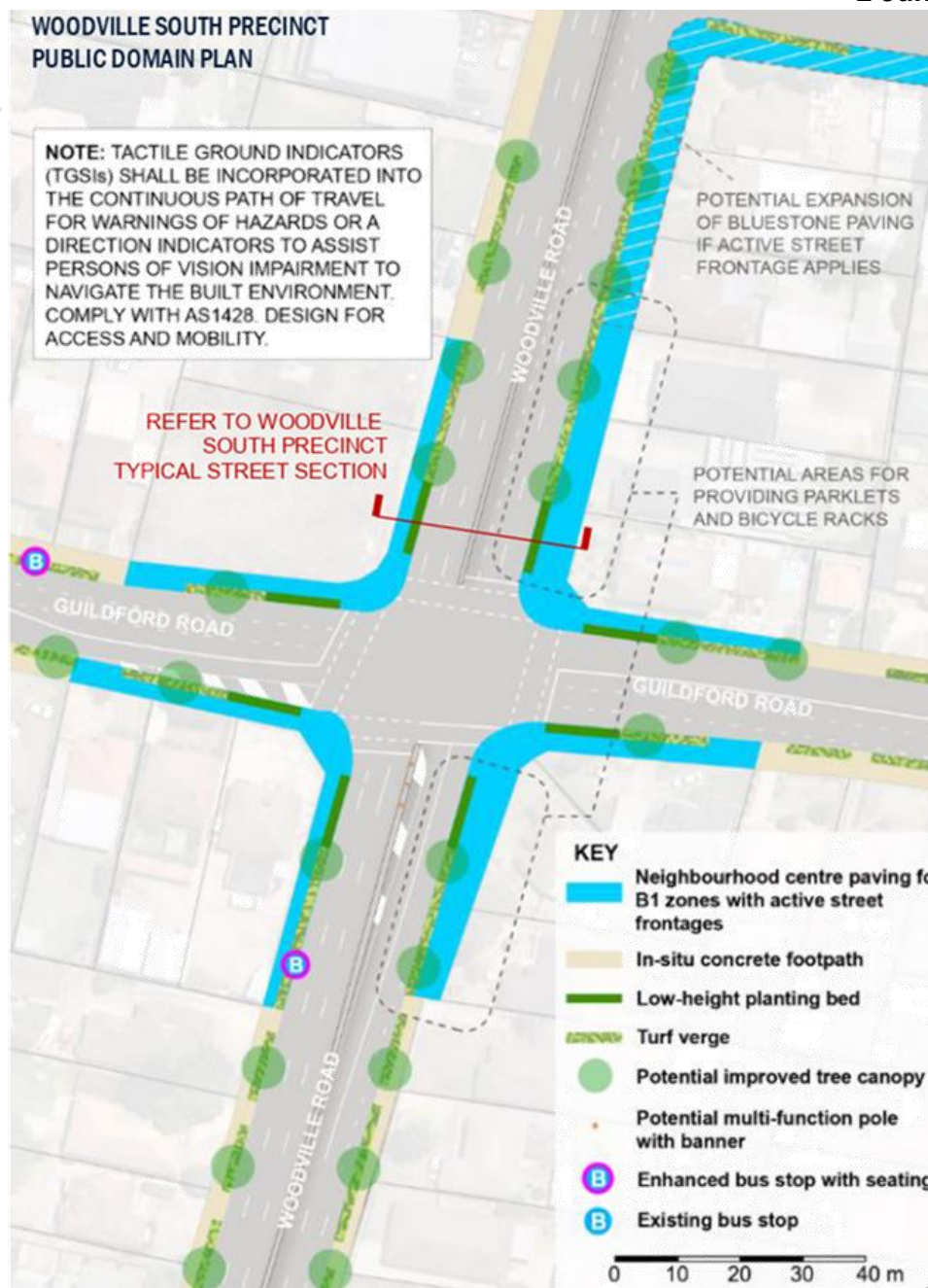
WOODVILLE SOUTH PRECINCT PUBLIC DOMAIN PLAN

NOTE: TACTILE GROUND INDICATORS (TGSIs) SHALL BE INCORPORATED INTO THE CONTINUOUS PATH OF TRAVEL FOR WARNINGS OF HAZARDS OR A DIRECTION INDICATORS TO ASSIST PERSONS OF VISION IMPAIRMENT TO NAVIGATE THE BUILT ENVIRONMENT. COMPLY WITH AS1428. DESIGN FOR ACCESS AND MOBILITY.

REFER TO WOODVILLE
SOUTH PRECINCT
TYPICAL STREET SECTION

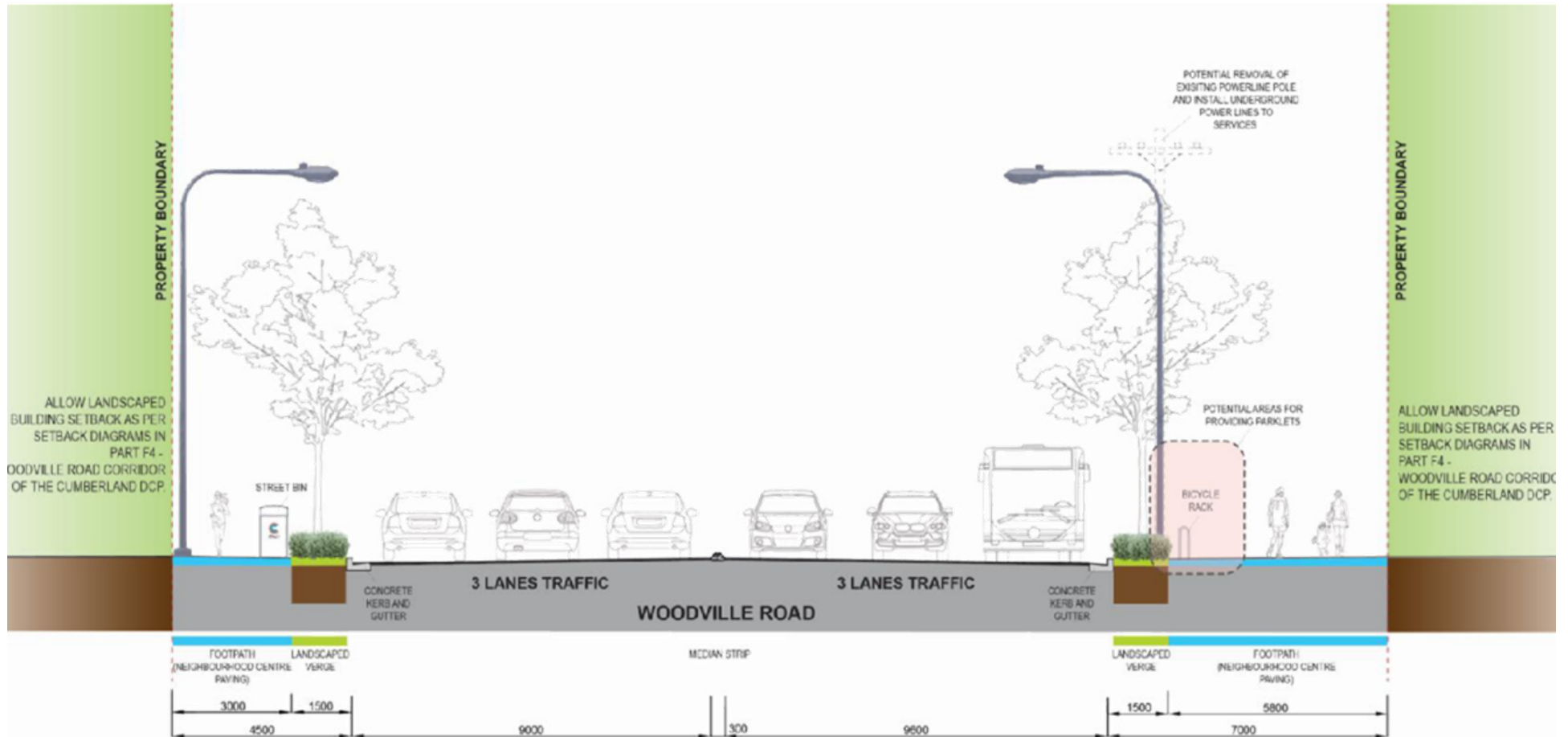
POTENTIAL EXPANSION
OF BLUESTONE PAVING
IF ACTIVE STREET
FRONTAGE APPLIES

POTENTIAL AREAS FOR
PROVIDING PARKLETS
AND BICYCLE RACKS



4.4 Woodville South Precinct

Typical street section



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 Woodville Road Corridor 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 C06/21-773

Attachment 5

Cumberland Local Planning
Panel Minutes – 5 May 2021

**Extraordinary Cumberland Local Planning Panel Meeting
5 May 2021**

Minutes of the Extraordinary Cumberland Local Planning Panel Meeting held via Zoom on Wednesday 5 May 2021.

PRESENT:

The Hon. Paul Stein AM QC (Chairperson), Michael Ryan, Chris Young and Allan Ezzy AM APM.

IN ATTENDANCE:

Daniel Cavallo, Fiona McDermott, Esra Calim, Olivia Shields, Darcie Huisman and Rashika Rani.

**NOTICE OF LIVE STREAMING OF CUMBERLAND LOCAL PLANNING
PANELMEETING**

The Chairperson advised that the Cumberland Local Planning meeting was being streamed live on Council's website and members of the public must ensure their speech to the Panel is respectful and use appropriate language.

The meeting here opened at 11:32am.

DECLARATIONS OF INTEREST:

There were no declarations of interest.

ADDRESS BY INVITED SPEAKERS:

The following persons had made application to address the Cumberland Local Planning Panel meeting:

<u>Speakers</u>	<u>Subject</u>
Sako Atachparian	Planning Proposal for Woodville Road Corridor
Ling Kit Chen	Planning Proposal for Woodville Road Corridor
Elie Kaltoum	Planning Proposal for Woodville Road Corridor
Mona Shmait	Planning Proposal for Woodville Road Corridor
Steve Zappia	Planning Proposal for Woodville Road Corridor
Yilidiz Yigiter	Planning Proposal for Woodville Road Corridor
David Coote	Planning Proposal for Woodville Road Corridor

The Chairperson enquired to those present in the Gallery as to whether there were any further persons who would like to address the Panel and no further persons presented themselves.

The open session of the meeting here closed at 12:16pm.

The closed session of the meeting here opened at 12:18pm

ITEM ELPP014/21 - PLANNING PROPOSAL FOR WOODVILLE ROAD CORRIDOR

PANEL RECOMMENDATION:

That the Cumberland Local Planning Panel (CLPP) generally supports the Planning Proposal for the Woodville Road Corridor but makes the following remarks relating to specific issues that have arisen with the Planning Proposal and also canvases the submissions made by members of the public during the public meeting.

The Panel make the following remarks relating to the Planning Proposal for the Woodville Road Corridor:

- (i) The Panel is concerned about the frequent interface between R2 and R4 zones without any transitional R3 zoning and recommends that the Council consider opportunities for transitional R3 zoning where appropriate.
- (ii) It would be highly desirable to have more open space provided within the Proposal where opportunities present themselves.
- (iii) The Panel is concerned about vehicle access from Woodville Road and acknowledges clause 3.7 (C1) on Page 70 in the draft DCP but nevertheless is concerned that this "protection" should be upgraded for inclusion in the Cumberland LEP.

At the public meeting the Panel received submissions from a number of owners as listed on Page 1 of the Meeting Minutes concerning 135 Woodville Road, Merrylands, 343-345 Woodville Road, Guildford, 481 Woodville Road, Guildford, 533 Woodville Road, Guildford, 116 Elizabeth Street, Granville, 246-248 Woodville Road, Merrylands, 256-258 Woodville Road, Merrylands, 2-4 Landsdowne Street, Merrylands, 8-16 Landsdowne Street, Merrylands and 19 Highland Street, Merrylands. The Panel is in agreement with the Council's recommendations for the respective sites as listed above, with the exception of 116 Elizabeth Street, Granville, which the Panel is of the opinion that an R3 zone is appropriate with the existing height and density controls.

A late submission was received from David Coote, the son of the owner of 19 Landsdowne Street, Merrylands. Mr Coote submitted that an R4 zoning would be appropriate for the land. The Panel is of the view that it may be appropriate to rezone 19 & 17 Landsdowne Street, Merrylands to an R3 zone.

The Panel takes the opportunity of congratulating all relevant Council staff on the preparation of the Woodville Road Corridor Planning Proposal, in particular for

**Extraordinary Cumberland Local Planning Panel Meeting
5 May 2021**

the quality of the Proposal and the extraordinary amount of skilled work included therein.

For: The Hon. Paul Stein AM QC (Chairperson), Michael Ryan, Chris Young and Allan Ezzy AM APM.

Against: Nil.

The closed session of the meeting here closed at 2:12pm.

The meeting terminated at 2:13pm.

Signed:



The Hon. Paul Stein AM QC
Chairperson

DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-773

Attachment 6
Woodville Road Corridor – Land
Use Planning Analysis



CUMBERLAND
CITY COUNCIL

Woodville Road Corridor Land Use Planning Analysis

April 2021



CUMBERLAND
CITY COUNCIL

Local snapshot Woodville Road Corridor



Study area

Woodville Road Corridor





Urban Context

Existing urban structure

- Major north-south road corridor
- Limited east-west connectivity

Local character

- Typically low density housing along the length of the corridor
- Isolated retail and residential flat buildings (mixed use development)



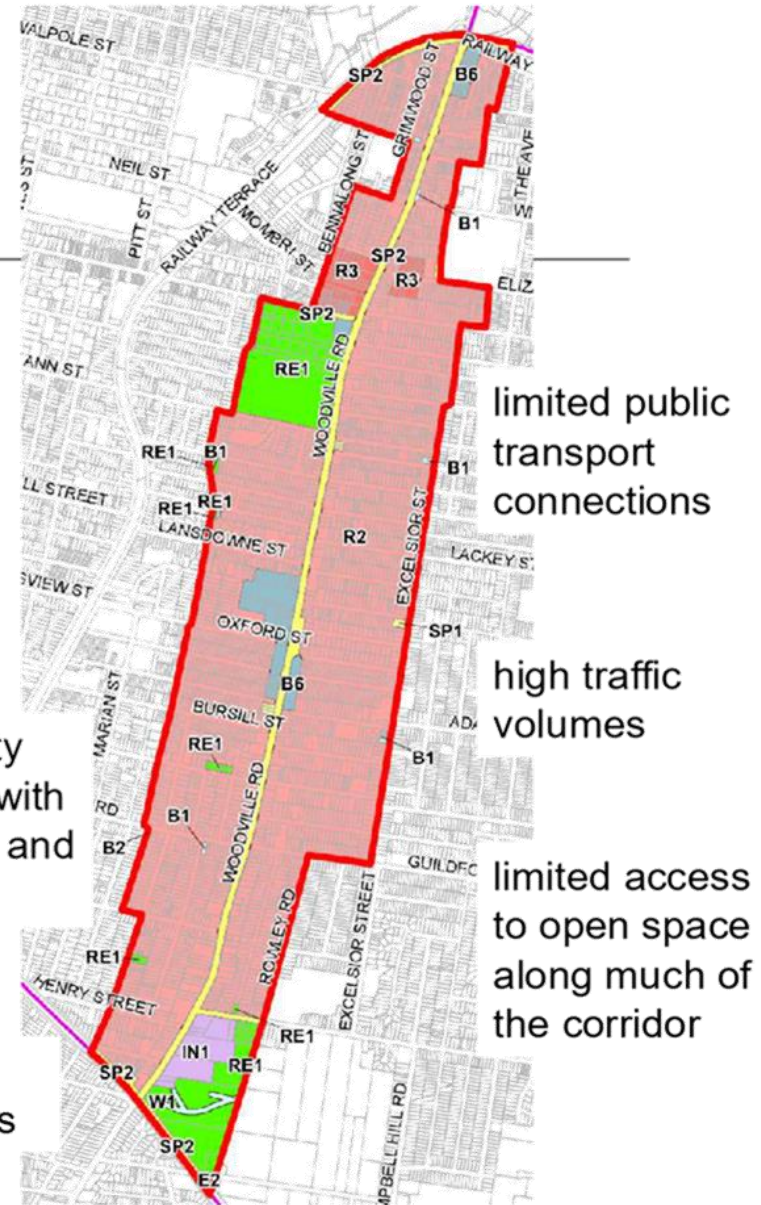


Constraints



poor amenity
associated with
traffic noise and
air pollution

few shops
and services





Opportunities

potential to deliver
housing diversity to
support 30 minute
city

older style existing
dwellings ready for
redevelopment



transport intervention
can unlock
opportunity

potential to create
retail/service nodes at key
sites and precincts along the
corridor – support higher
density dwellings in targeted
locations

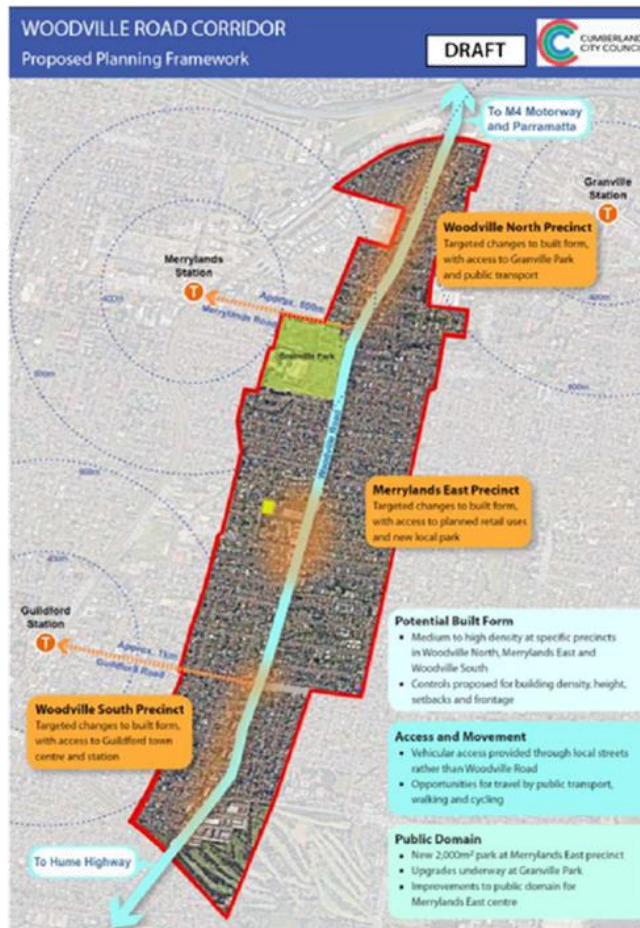


CUMBERLAND
CITY COUNCIL

Early consultation planning framework Woodville Road Corridor

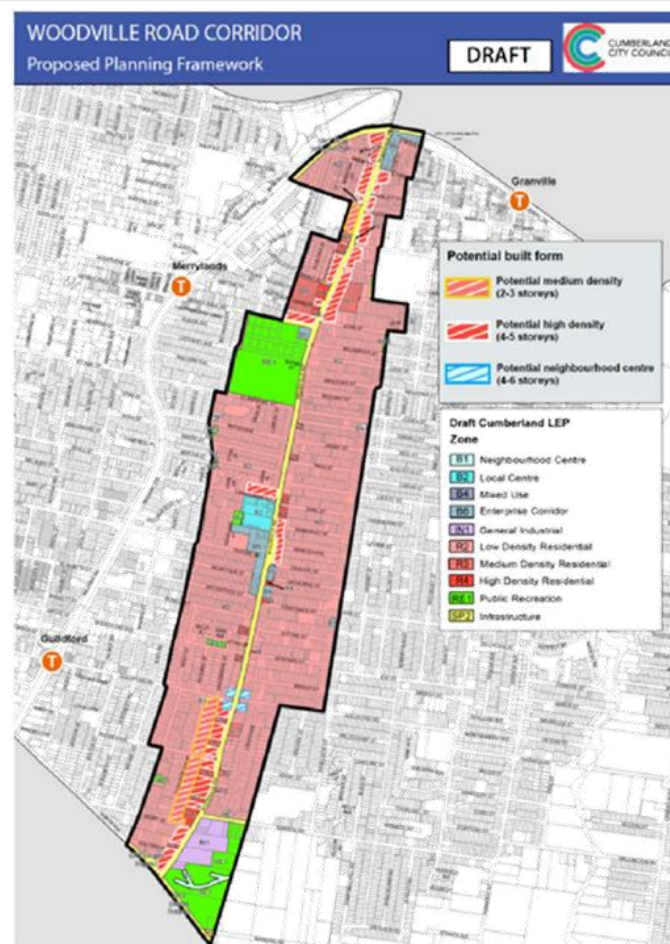


Proposed planning framework Woodville Road Corridor



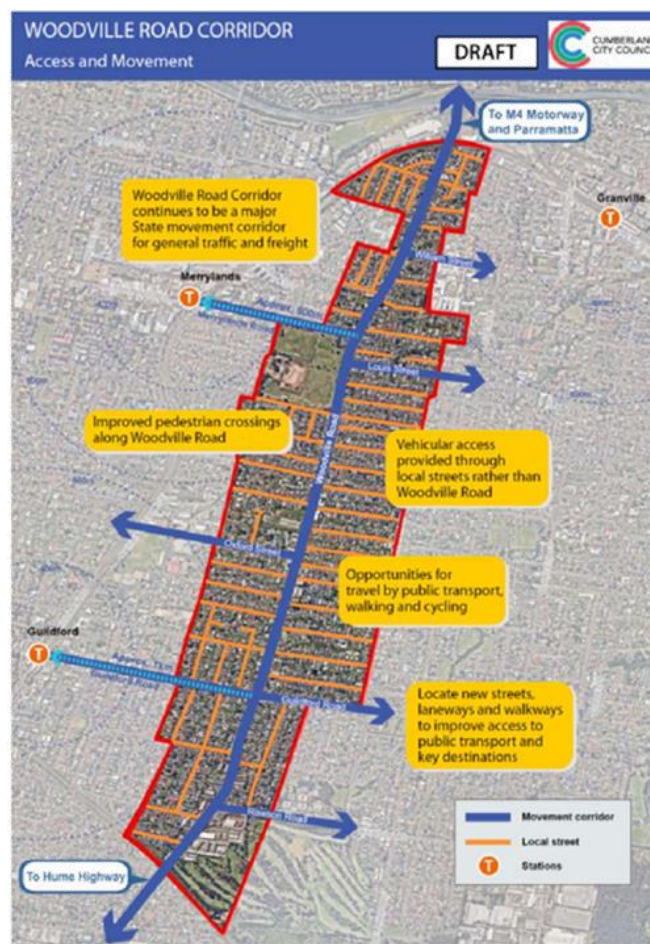


Proposed built form framework Woodville Road Corridor





Proposed access and movement framework Woodville Road Corridor





Proposed public domain framework Woodville Road Corridor



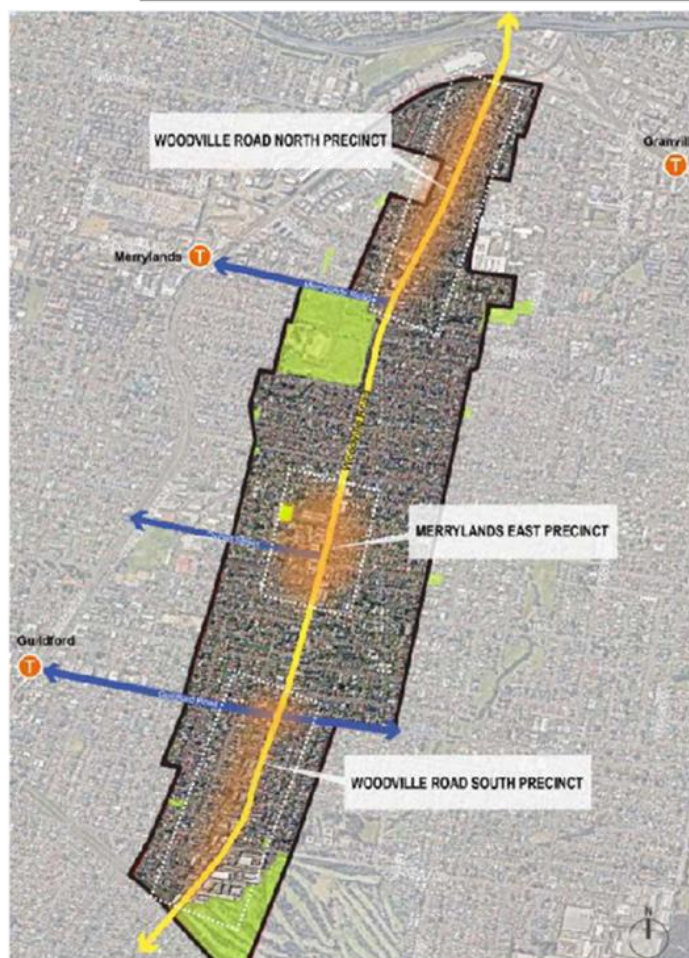


CUMBERLAND
CITY COUNCIL

Proposed planning approach Post-early consultation phase Woodville Road Corridor



Precinct based approach



Woodville North Precinct

Opportunity for increased housing diversity for an area supported by good access to public transport and local amenity.

Merrylands East Precinct

Opportunity to revitalise the corridor to bring vibrancy to the area by providing mixed-use activities supported by new open space and additional connections to and through the precinct.

Woodville South Precinct

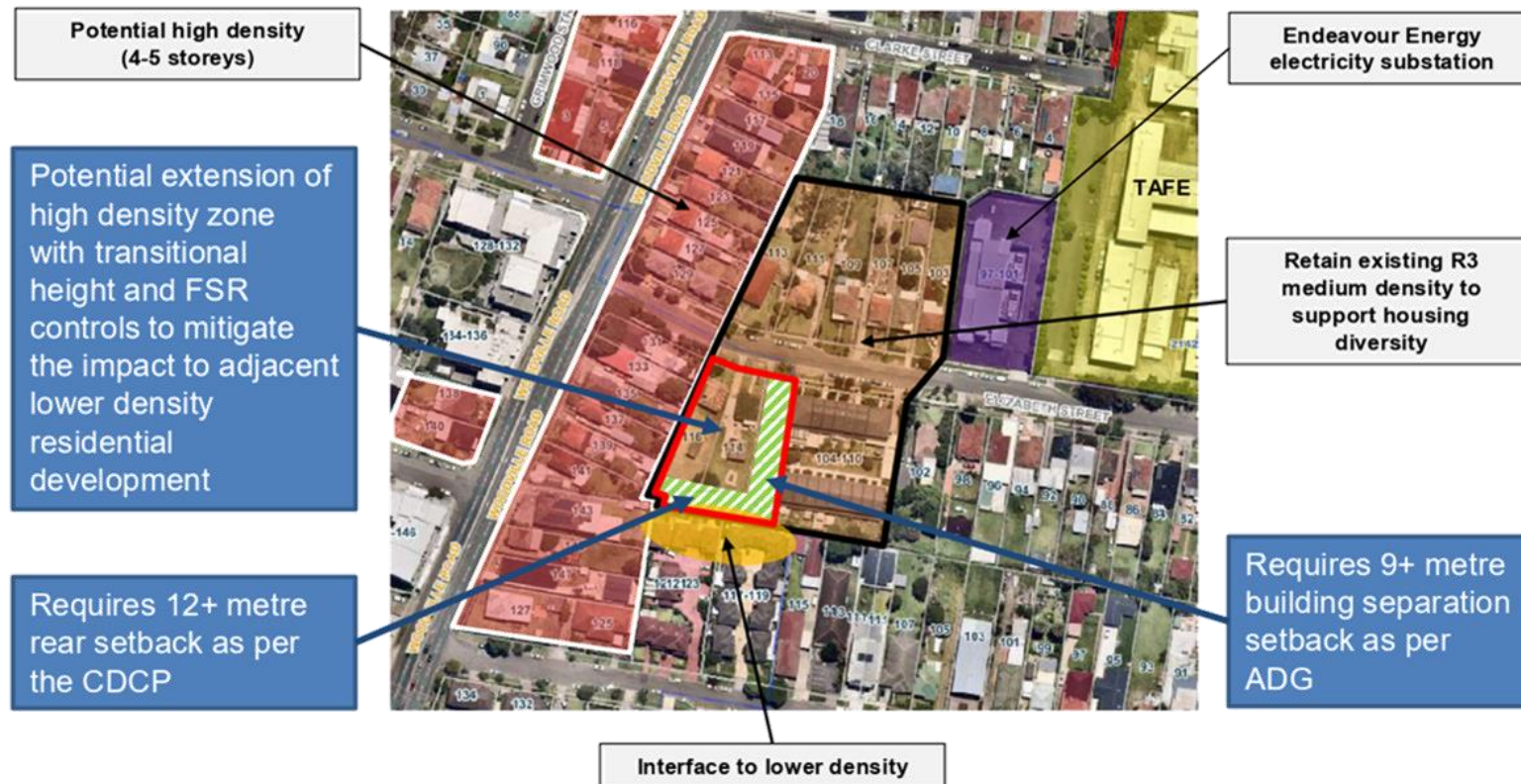
Opportunity to introduce a potential neighbourhood centre and improve urban built form, as well as provide housing diversity in the area.



Woodville North Precinct

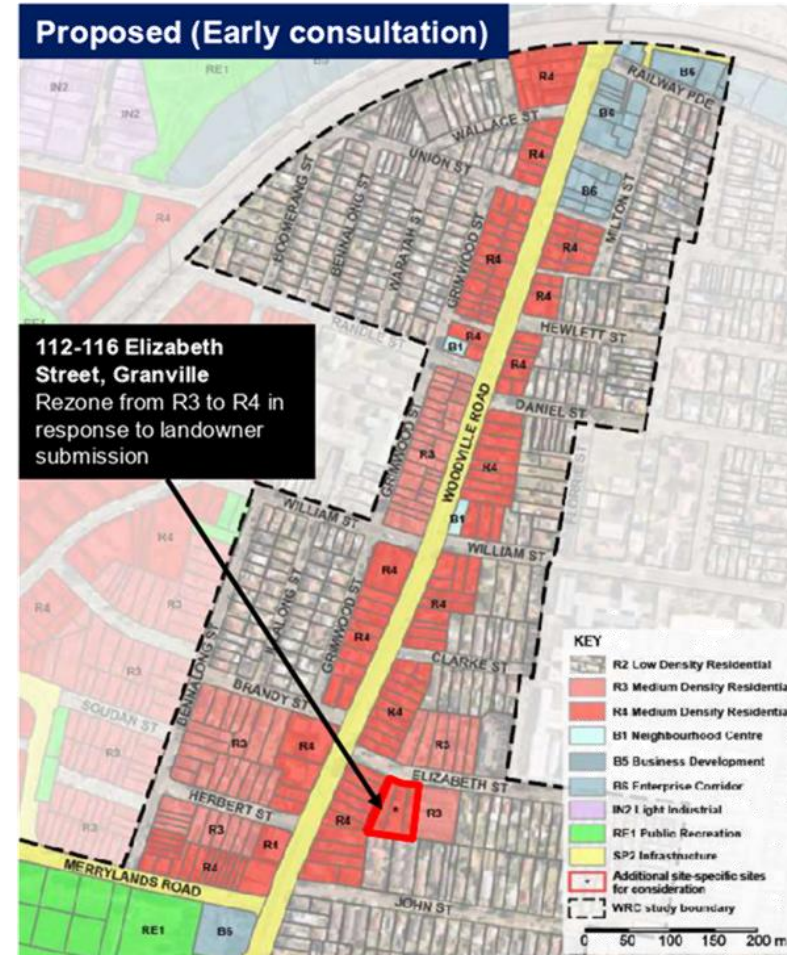
Site analysis: 112-116 Elizabeth St, Granville

Land owner submission – Proposed rezoning – R3 to R4





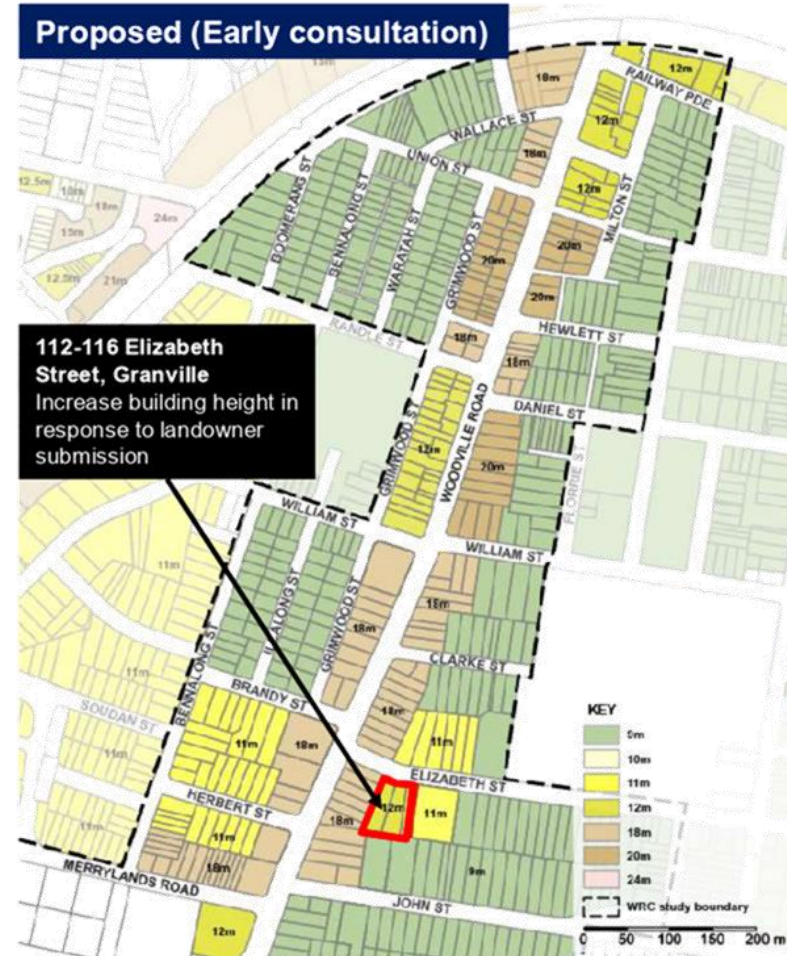
Woodville North Precinct Proposed zoning





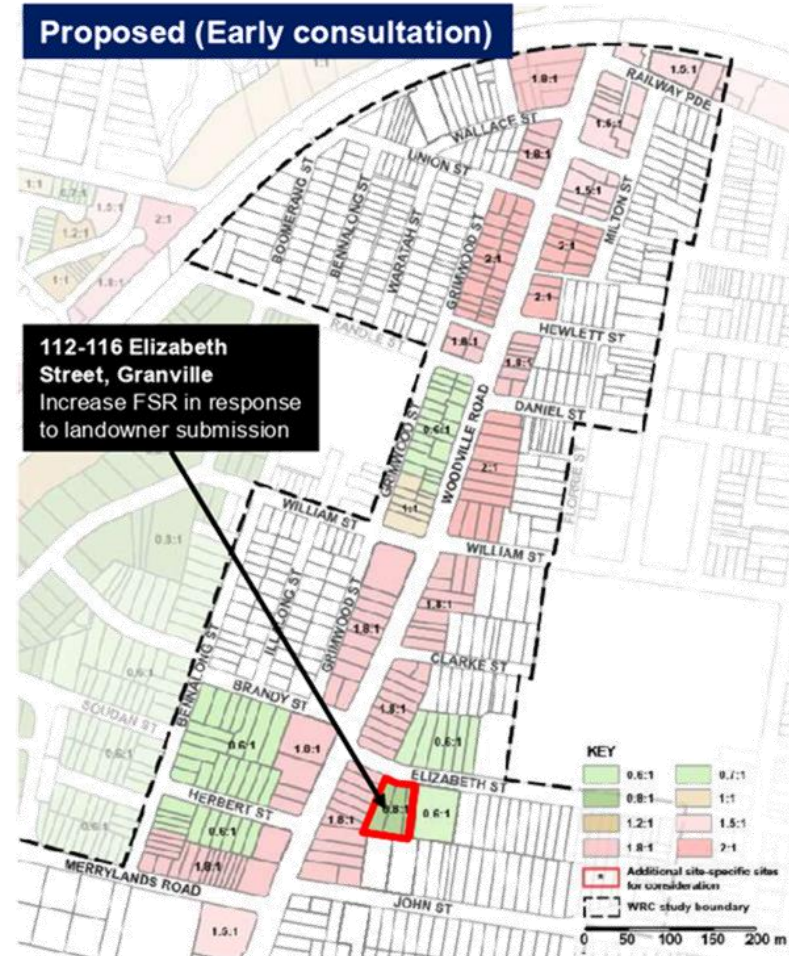
Woodville North Precinct

Proposed height of buildings





Woodville North Precinct Proposed FSR





Woodville North Precinct

Potential additional dwellings

Block	Zoning	Site area	FSR	Total GFA	Employment GFA	Residential GFA	No. of dwellings (existing)
1 R3		6779	0.6	4067		4067	10
2 R3		1226	0.6	736		736	2
3 R2		5653	0.5	2827		2827	13
4 R2		8083	0.5	4042		4042	12
5 R2		5639	0.5	2820		2820	11
6 R2		6010	0.5	3005		3005	10
7 R2		7761	0.5	3881		3881	11
8 R2		2521	0.5	1261		1261	7
9 R2		1887	0.5	944		944	3
10 R2		3862	0.5	1931		1931	12
11 R2		5199	0.5	2600		2600	10
12 R2		2819	0.5	1410		1410	6
13 R2		7588	0.5	3794		3794	24
14 R2		1225	0.5	613		613	3
15 R2		6631	0.5	3316		3316	20
TOTAL				37242	0	87242	154

Block	Zoning	Site area	FSR	Total GFA (LR of 0.6 and 0.75)	Employment GFA*	Residential GFA**	No. of dwellings***
1 R4		6779	1.8	9152	915	8236	118
2 R4		1226	1.8	1655	166	1490	21
3 R4		5653	1.8	7632	763	6868	98
4 R4		8083	1.8	10912	1091	9821	140
5 R4		5639	1.8	7613	761	6851	98
6 R4		6010	1.8	8114	811	7302	104
7 R4		7761	1.8	10477	1048	9430	135
8 R4		2521	1.8	3403	340	3063	44
9 R4		1887	1.8	2547	255	2293	33
10 R4		3862	1.8	5214	521	4692	67
11 R4		5199	1.8	7019	702	6317	90
12 R4		2819	1.8	3806	381	3425	49
13 R4		7588	1.8	10244	1024	9219	132
14 R4		1225	1.8	1654	165	1488	21
15 R3		6631	0.75	3730		3730	53
TOTAL				98170	8944	84226	1203

Additional dwellings
% Increase 681.3%

* Employment GFA = 10% of the GFA of site (being 1 to 2 storey)

** Efficiency ratio of 0.75 applied to R3 and R4 zones

*** Average dwelling size is 70m²



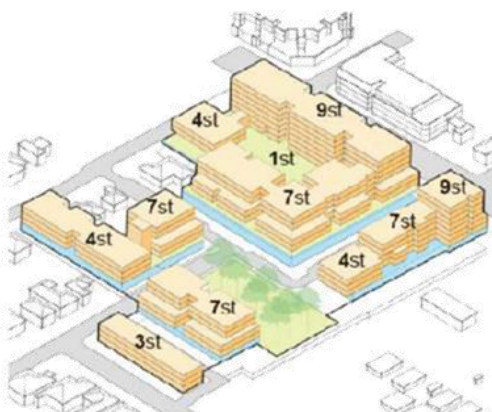


Merrylands East Precinct

Site analysis: 246-260 Woodville Road, Merrylands

Landowner submission – Amend site-specific DCP to reflect building heights

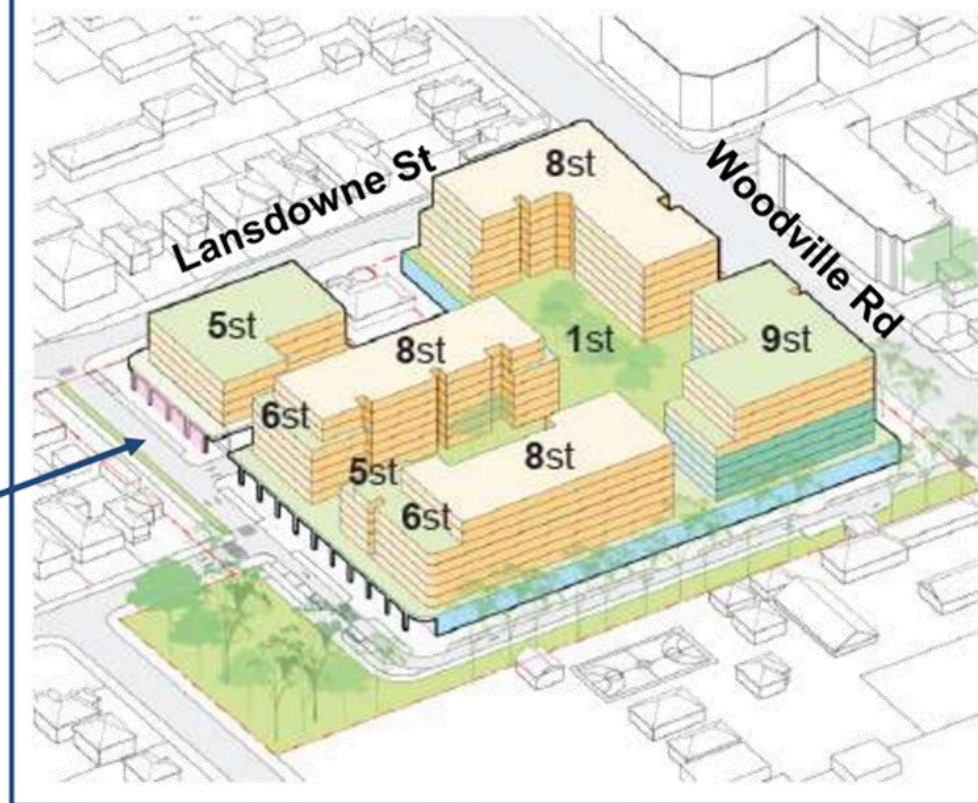
PLANNING PROPOSAL SCHEME



DCP SCHEME



PROPOSED ENVELOPE





Merrylands East Precinct

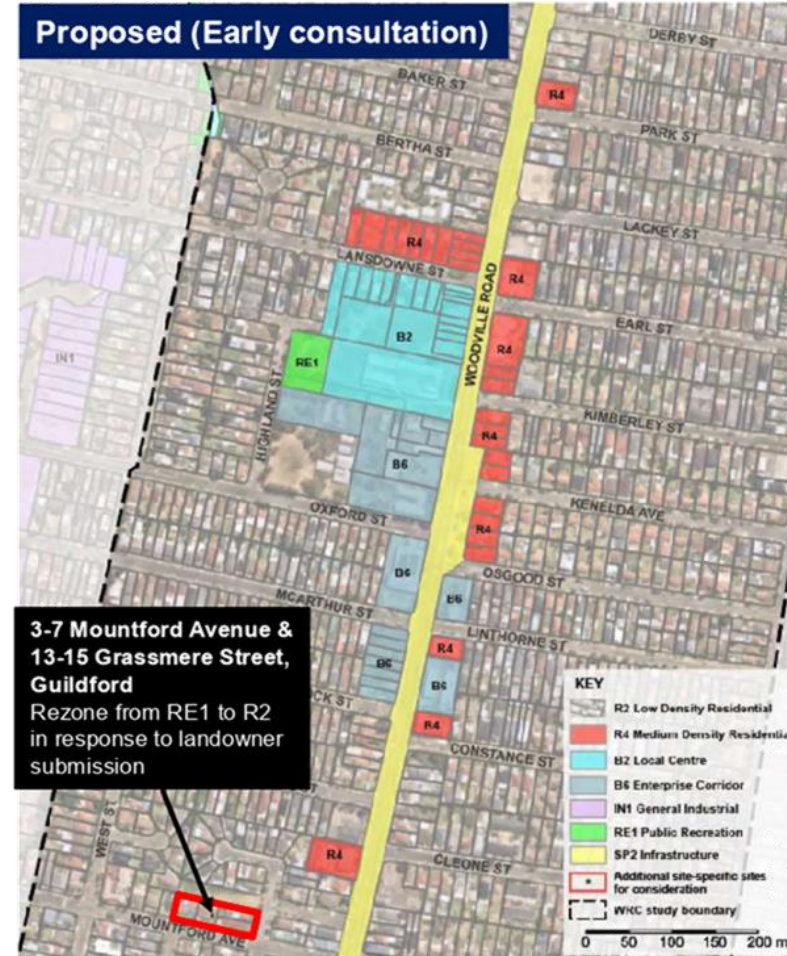
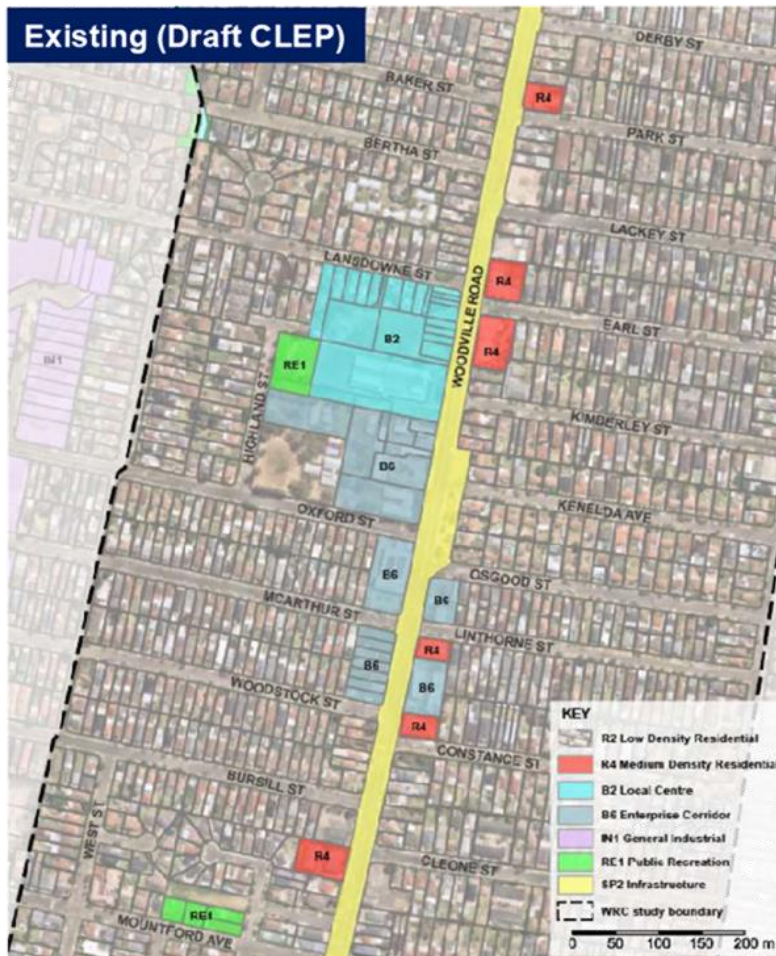
Site analysis: 3-7 Mountford Avenue & 13-15 Grassmere Street, Guildford

Land owner submission – Proposed rezoning from RE1 to residential





Merrylands East Precinct Proposed zoning





Merrylands East Precinct

Proposed height of buildings





Merrylands East Precinct Proposed FSR





Merrylands East Precinct

Proposed change to Land Reservation Acquisition Map





Merrylands East Precinct

Potential additional dwellings

Merrylands East Precinct - Existing controls							
Block	Zoning	Site area	FSR	Total GFA	Employment GFA	Residential GFA	No. of dwellings (existing)
1 R2		7266	0.5	3633		3633	12
2 R2		1245	0.5	623		623	3
3 R2		3055	0.5	1528		1528	7
4 R2		2794	0.5	1397		1397	4
TOTAL				7180	0	7180	26

Merrylands East Precinct - Potential							
Block	Zoning	Site area	FSR	Total GFA (ER of 0.6 and 0.75)	Employment GFA*	Residential GFA**	No. of dwellings***
1 R4		7266	1.8	9609	961	8628	126
2 R4		1245	1.8	1681	168	1513	22
3 R4		3055	1.8	4124	412	3712	53
4 R4		2794	1.8	3772	377	3395	48
TOTAL				19186	1919	17467	249

Additional dwellings
223
% Increase 858.6%

* Employment GFA = 10% of the GFA of site (being 1 to 2 storey)

** Efficiency ratio of 0.75 applied to R3 and R4 zones

*** Based on 70sqm per dwelling





Woodville South Precinct

Site analysis: 457-461 Woodville Road, Guildford

Land owner submission – Proposed rezoning from R2 to B1

Landholdings
adjacent to proposed
neighbourhood
centre, with access
on Bright Street





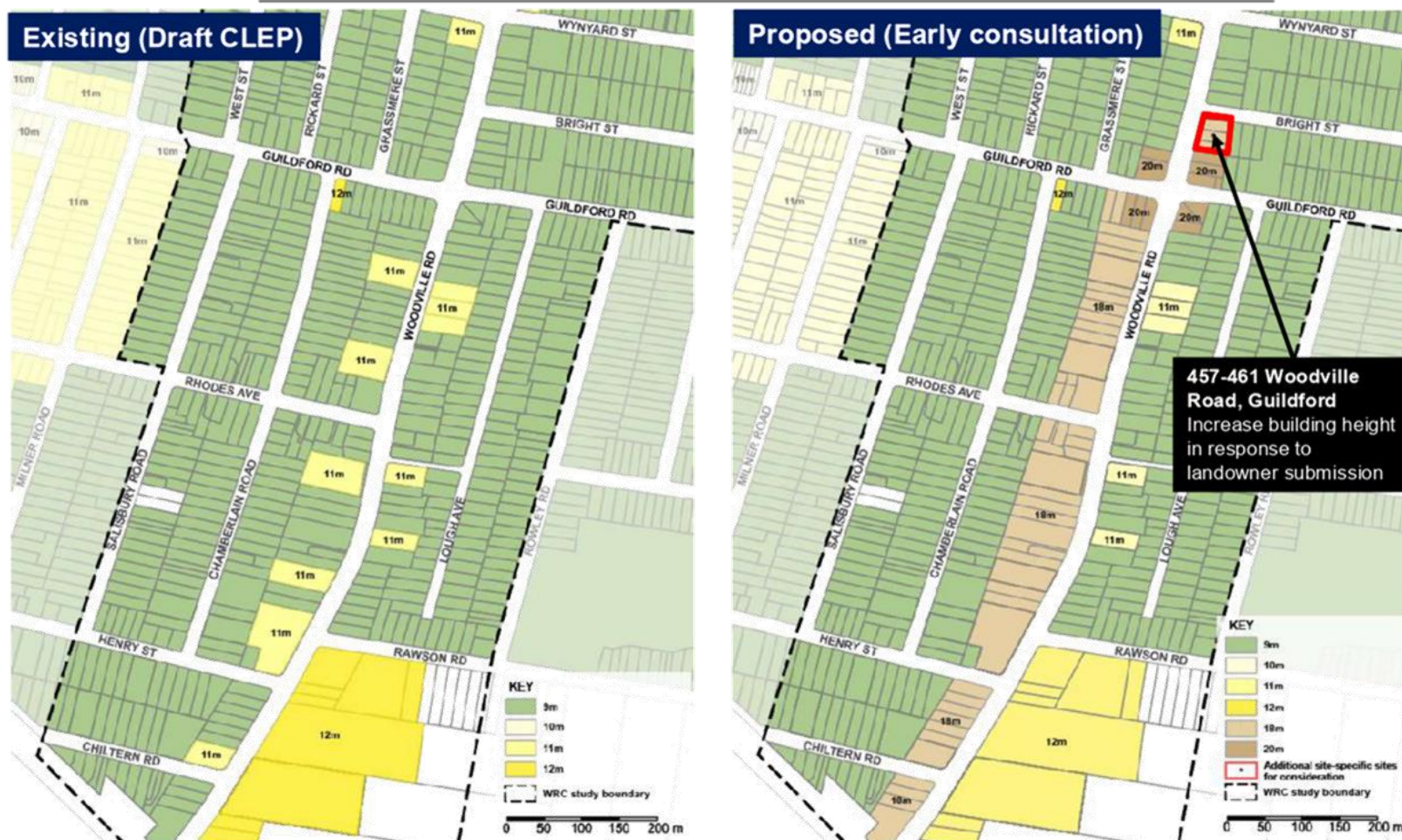
Woodville South Precinct Proposed zoning





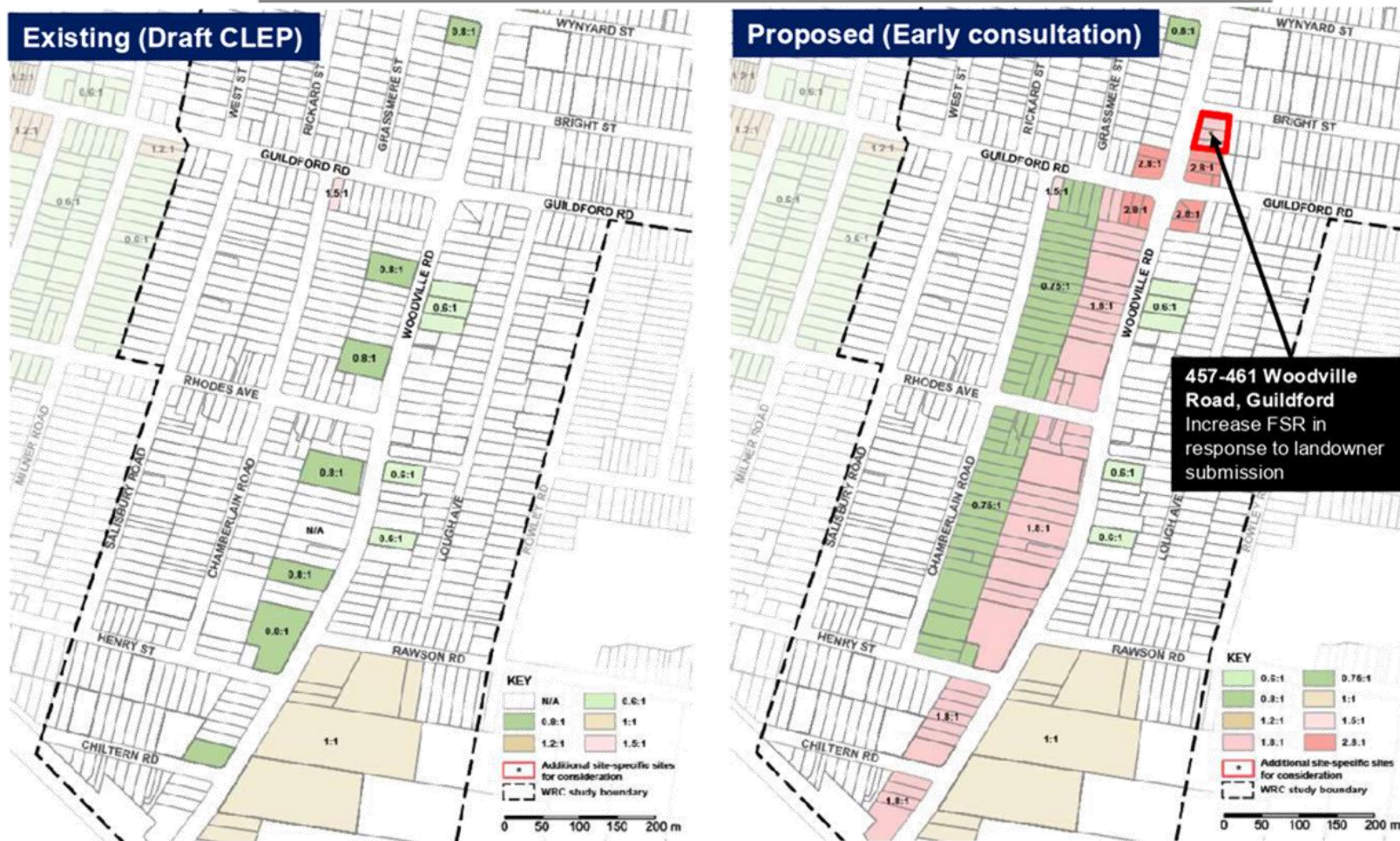
Woodville South Precinct

Proposed height of buildings





Woodville South Precinct Proposed FSR





Woodville South Precinct

Potential additional dwellings

Block	Zoning	Site area	FSR	Total GFA	Employment GFA	Residential GFA	No. of dwellings (existing)
1 R2		1864	0.5	932		932	3
2 R2		1716	0.5	858		858	2
3 R2		2079	0.5	1040		1040	3
4 R2		1609	0.5	805		805	3
5 R2		1873	0.5	937		937	3
6 R2		4117	0.5	2059		2059	5
7 R2		5132	0.5	2566		2566	6
8 R2		1348	0.5	674		674	4
9 R2		3499	0.5	1750		1750	7
10 R2		8982	0.5	1991		1991	3
11 R2		2650	0.5	1325		1325	4
12 R2		2323	0.5	1162		1162	2
13 R2		5024	0.5	2512		2512	6
14 R2		2455	0.5	1228		1228	3
15 R2		17213	0.5	8607		8607	30
16 R2		19216	0.5	9608		9608	32
TOTAL				38050	0	38050	116

Block	Zoning	Site area	FSR	Total GFA (ER of 0.6 and 0.75)	Employment GFA*	Residential GFA**	No. of dwellings***
1 R1		1864	2.8	5132	813	2818	40
2 R1		1716	2.8	2882	288	2594	37
3 R1		2079	2.8	3493	349	3143	45
4 R1		1609	2.8	2708	270	2438	35
5 R1		1873	1.8	2023	202	1821	26
6 R4		4117	1.8	5558	556	5002	71
7 R4		5132	1.8	6928	693	6235	89
8 R4		1348	1.8	1820	182	1638	23
9 R4		3499	1.8	4724	472	4251	61
10 R4		8982	1.8	5376	538	4838	69
11 R4		2650	1.8	3578	358	3220	46
12 R4		2323	1.8	3136	314	2822	40
13 R4		5024	1.8	6782	678	6104	87
14 R4		2455	1.8	3314	331	2983	43
15 R3		17213	0.75	9682		9682	138
16 R3		19216	0.75	10809		10809	154
TOTAL				75939	5545	70394	1006
				Additional dwellings		890	
				% Increase		786.9%	

* Employment GFA = 10% of the GFA of site (being 1 to 2 storey)

** Efficiency ratio of 0.75 applied to R3 and R4 zones

*** Average dwelling size is 70m²





Proposed Planning Controls



Planning Proposal

Amend principal planning controls in targeted precincts.

Development Control Plan

Amend Cumberland DCP Part F2 – Business Site Specific Development Controls to include controls for the Woodville Road Corridor that support the proposed planning framework.

Public Domain Plan

Prepare a new Public Domain Plan to guide the delivery of a consistently high-quality public realm to promote revitalisation of the Woodville Road Corridor.

DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-773

Attachment 7

Woodville Road Corridor – Traffic
and Transport Analysis



Woodville Road Corridor Traffic and Transport Study

23 April 2021

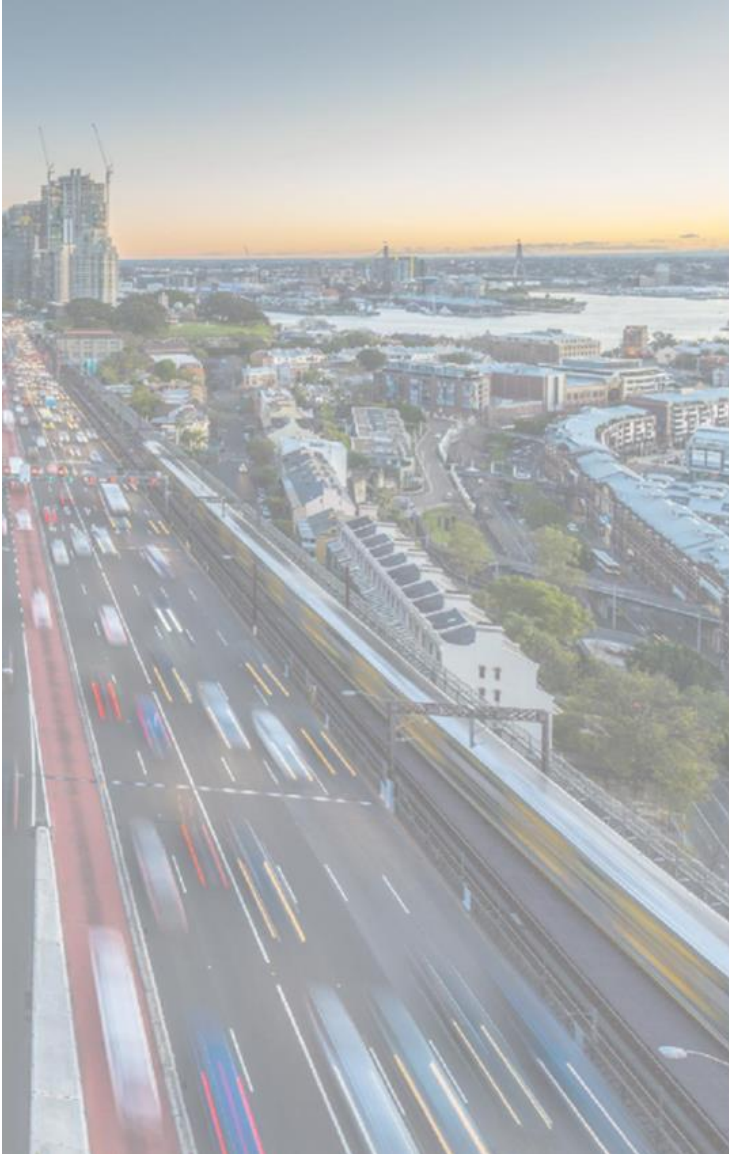


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- 01** BACKGROUND AND PURPOSE
- 02** WOODVILLE ROAD CORRIDOR TRAFFIC AND TRANSPORT EVIDENCE BASE
- 03** WOODVILLE ROAD CORRIDOR TRAFFIC MODELLING
- 04** RECOMMENDED APPROACH

Summary

- SCT Consulting was engaged by Cumberland City Council to undertake a traffic and transport study for the Woodville Road Corridor. This study is to support land use planning works for the corridor.
- Traffic and transport evidence base was prepared for the Woodville Road corridor to identify the key transport issues and opportunities and to inform land use planning for the corridor.
- Traffic modelling was undertaken to assess the capacity of the Woodville Road corridor and key intersections to support potential growth of the corridor. The assessment identified that targeted intersection upgrades would be required at the following locations in the future:
 - Woodville Road / Louis Street intersection
 - Woodville Road / Lansdowne Street intersection
 - Woodville Road / Oxford Street intersection
 - Woodville Road / Guildford Road intersection
- The introduction of planning controls and land reservation along the corridor can be used to ensure these road intersection upgrades are provided in the future. Some of these works are anticipated to be provided as part of the Development Applications at these locations.
- There are also further walking, cycling and public transport opportunities that can be deployed to cater for growth along the corridor.

01

Background and purpose

Background and purpose

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

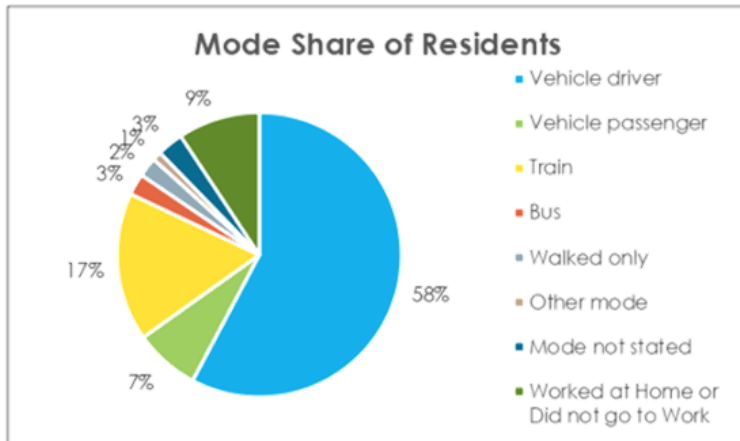
02

Woodville Road Corridor Traffic and Transport Evidence Base

Evidence base

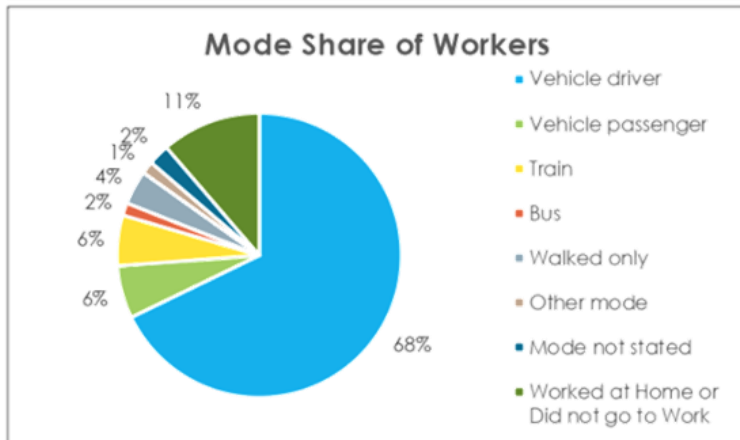
- SCT Consulting prepared traffic and transport evidence base for the Woodville Road corridor to identify the key transport issues and opportunities and to inform land use planning for the corridor.
- The evidence base consists of the following:
 - Journey-to-work data
 - Road hierarchy and traffic flows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

Car is the dominant mode for travel to work by residents (58%) and workers (68%). Bus use is low at 3% and 2% respectively.



Top destinations of residents (6,612 residents):

- Merrylands – Guildford (20%)
- Parramatta (13%)
- Sydney Inner City (12%)



Top origins of workers (2,741 workers):

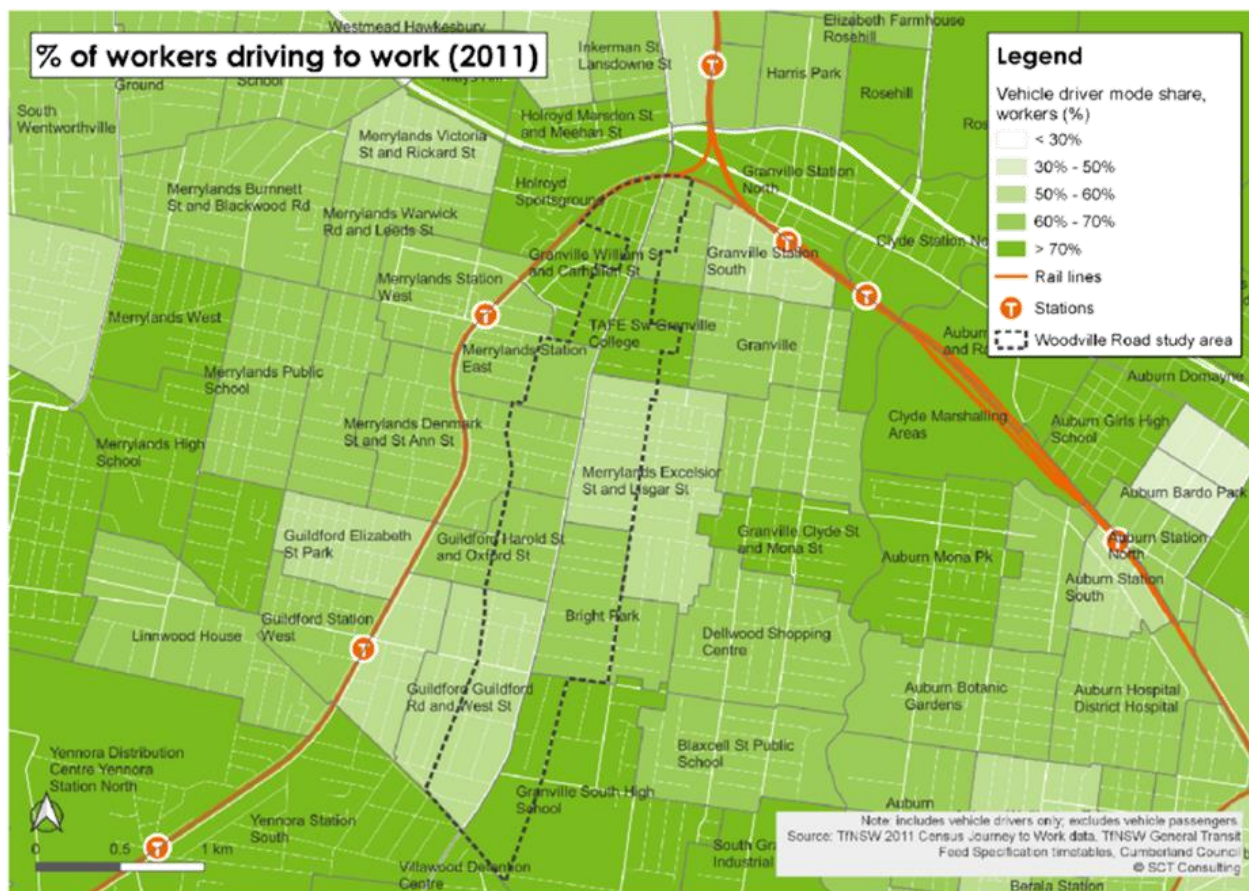
- Merrylands – Guildford (40%)
- Parramatta (7%)
- Baulkham Hills (5%)

Source: TfNSW 2011 Census Journey to Work data by Travel Zone. The Woodville Road Corridor study area has been defined as Travel Zones 1221 (Granville Walter St & Daniel St), 1223 (Granville William St & Carhullen St), 1225 (TAFE Sw Granville College), 1228 (Merrylands Station East), 1229 (Merrylands Bertha St and Ethel St), 1231 (Merrylands Excelsior St & Lisgar St), 1250 (Guildford Harold St & Oxford St), 1251 (Bright Park), 1254 (Guildford – Guildford Rd & West St) and 1256 (Granville South High School).

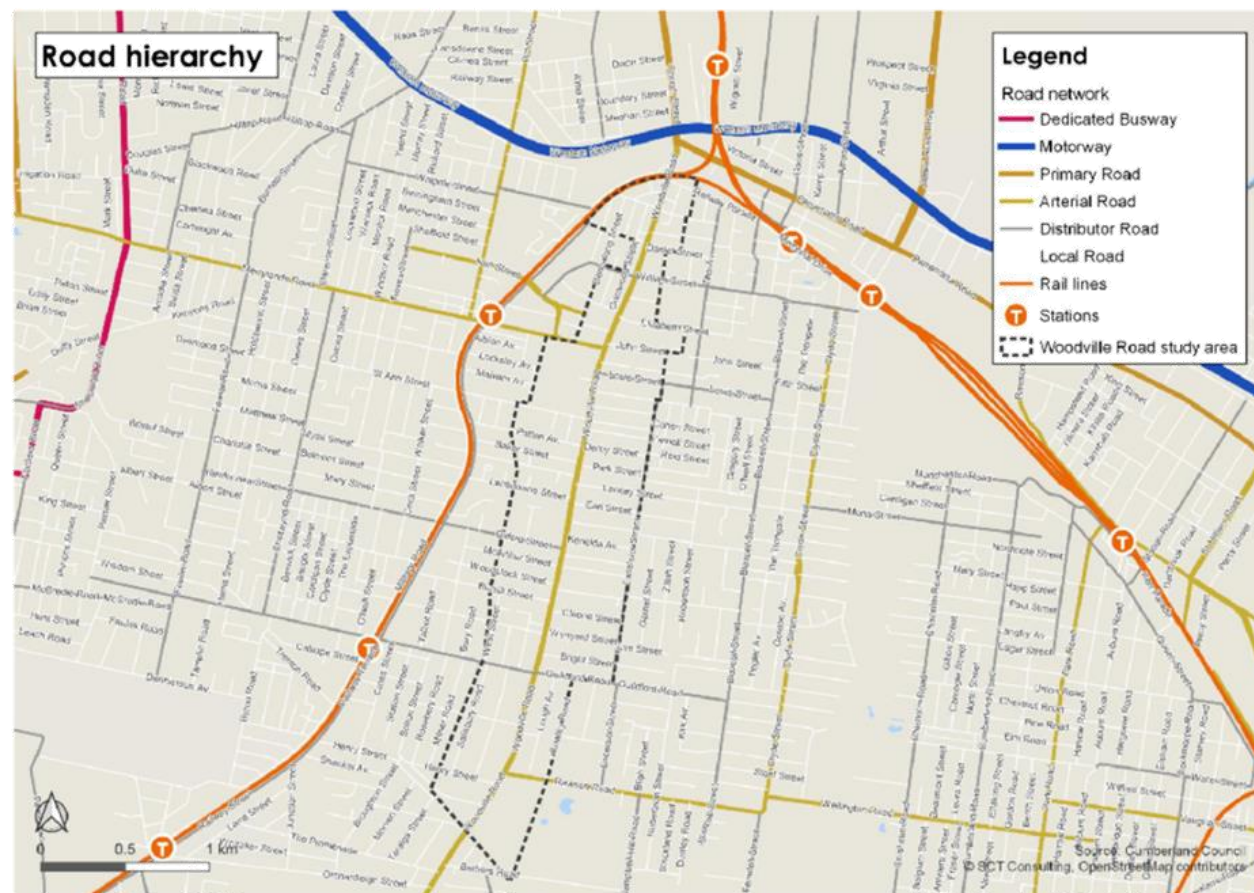
Car driver mode shares are lower further north (near Granville),
and higher further south (near Guildford)



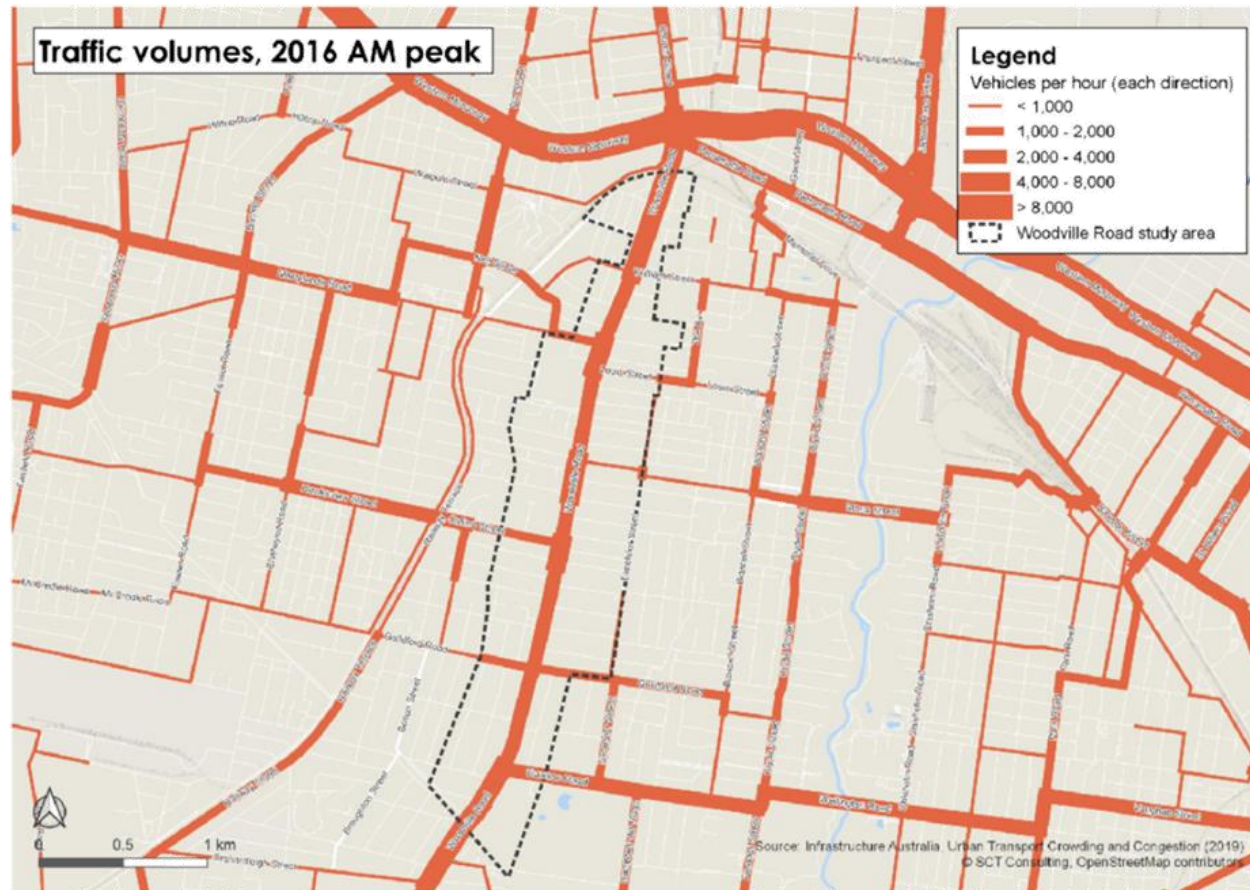
The mode share of workers driving to work is relatively high (68%)



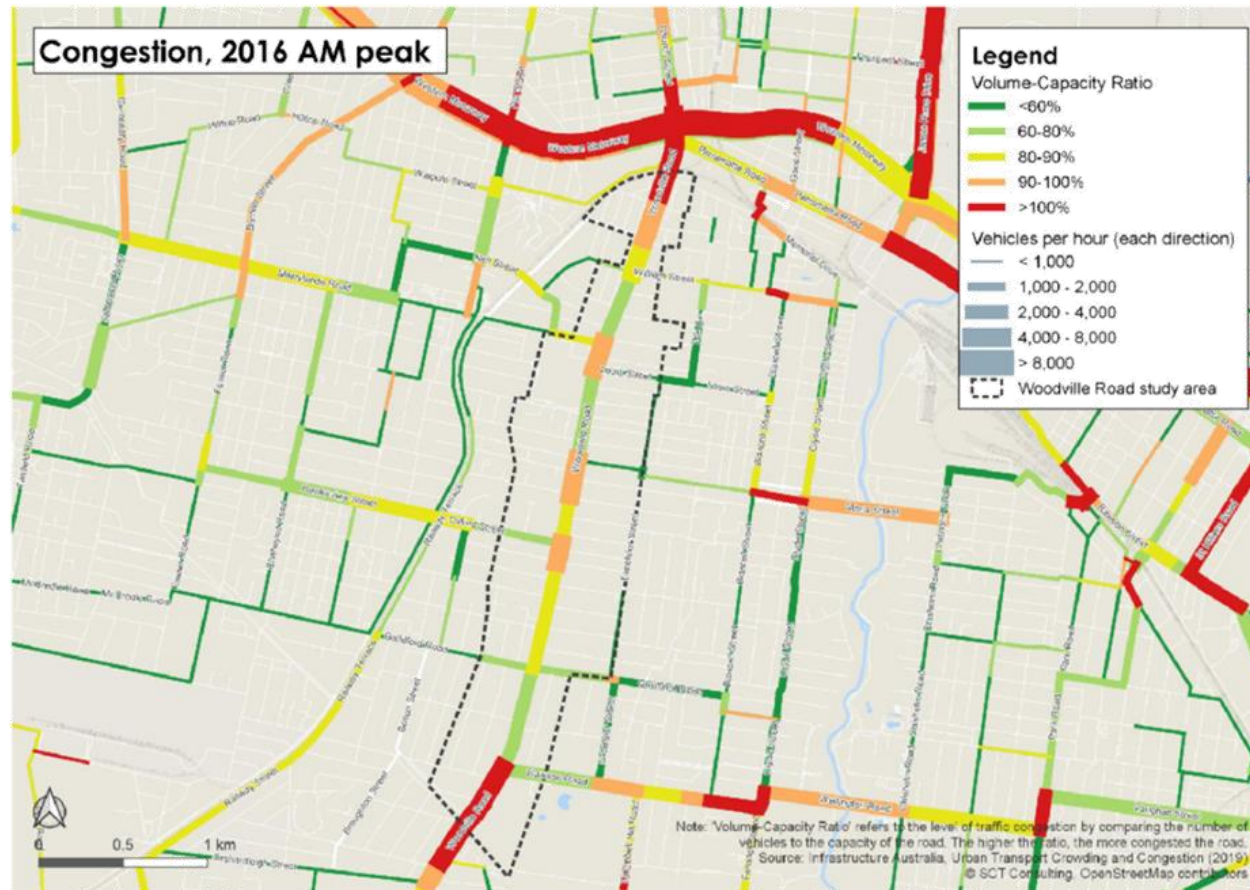
Woodville Road is an arterial road, and functions as a major traffic corridor between M4/Great Western Hwy and Hume Hwy



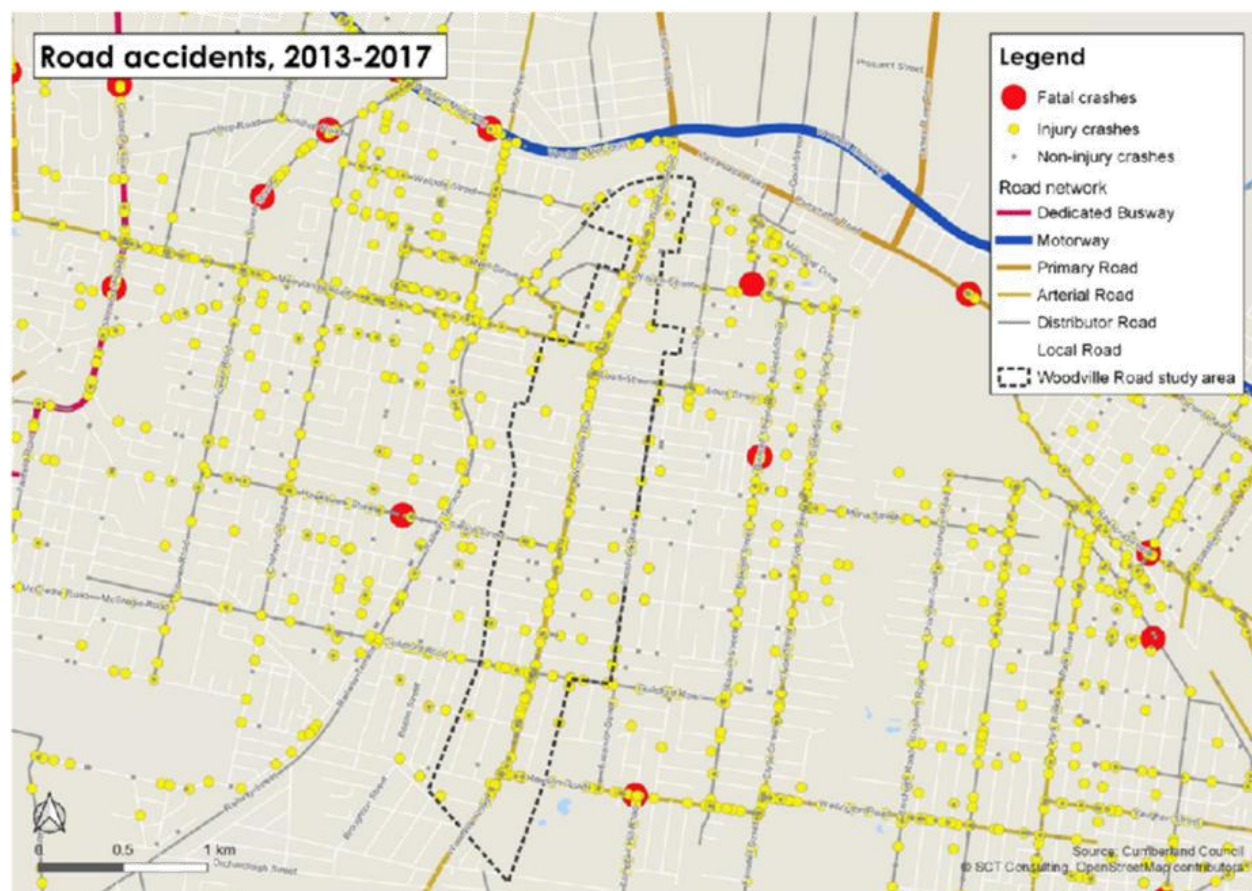
Traffic levels on Woodville Road are consistently higher than on other surrounding roads



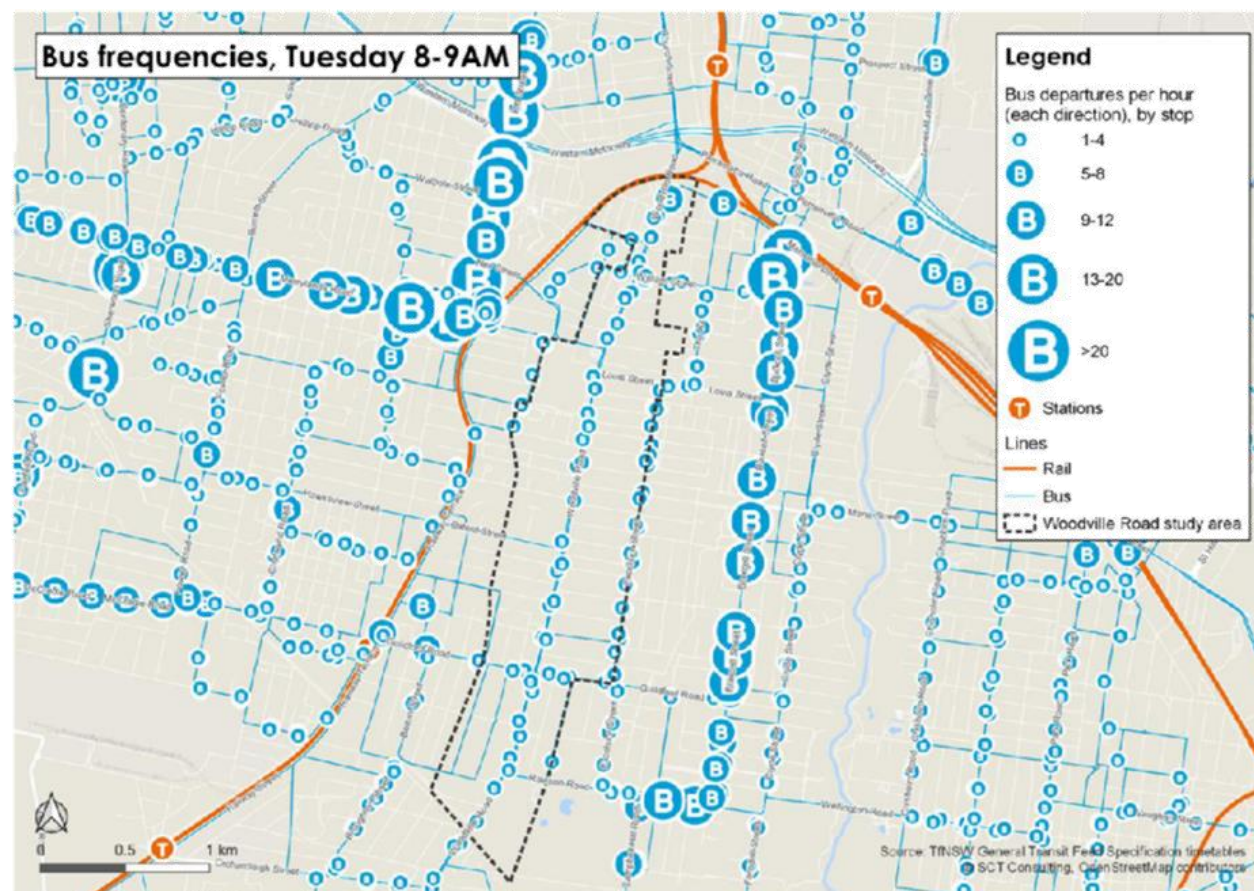
Congestion levels on Woodville Road are generally moderate, but higher towards the northern and southern ends



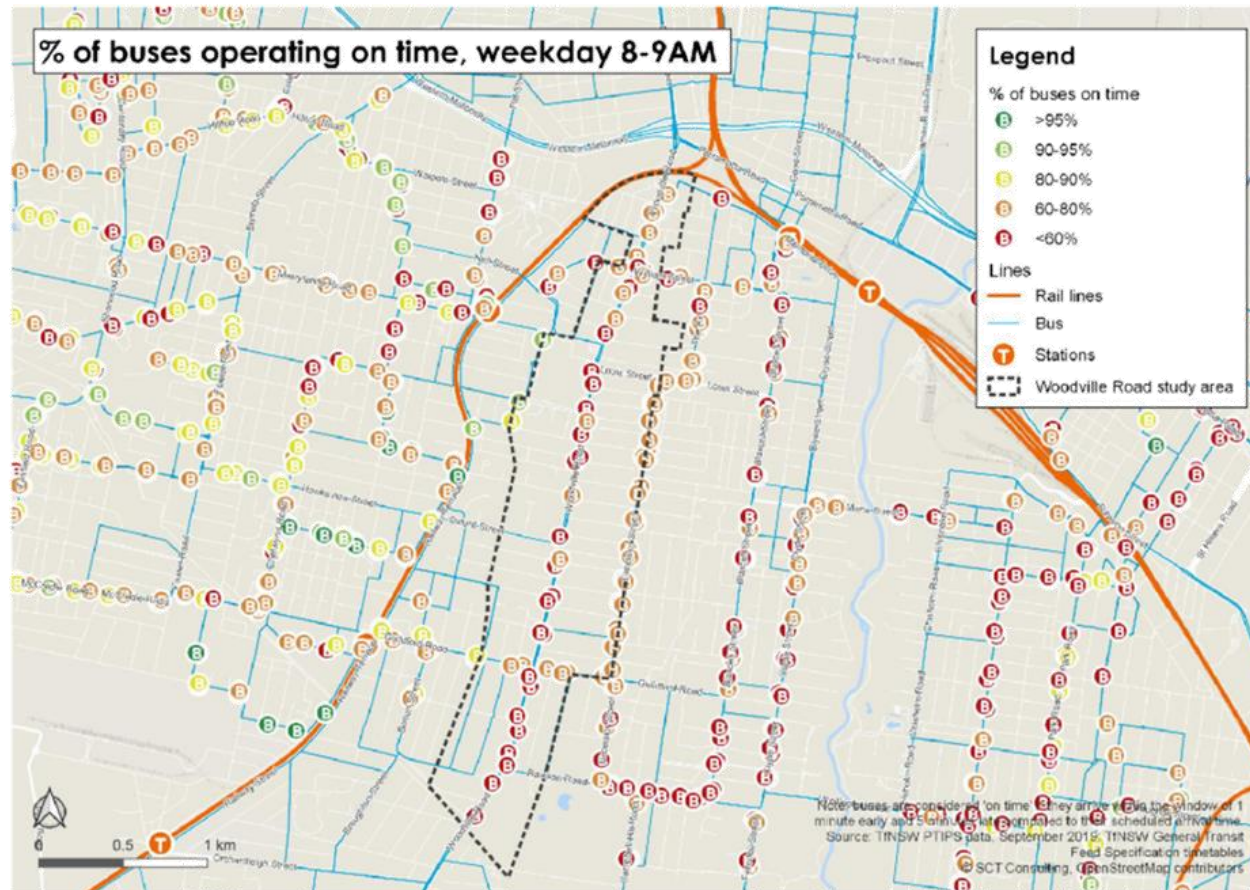
There were high numbers of injury crashes on Woodville Road between 2013 and 2017



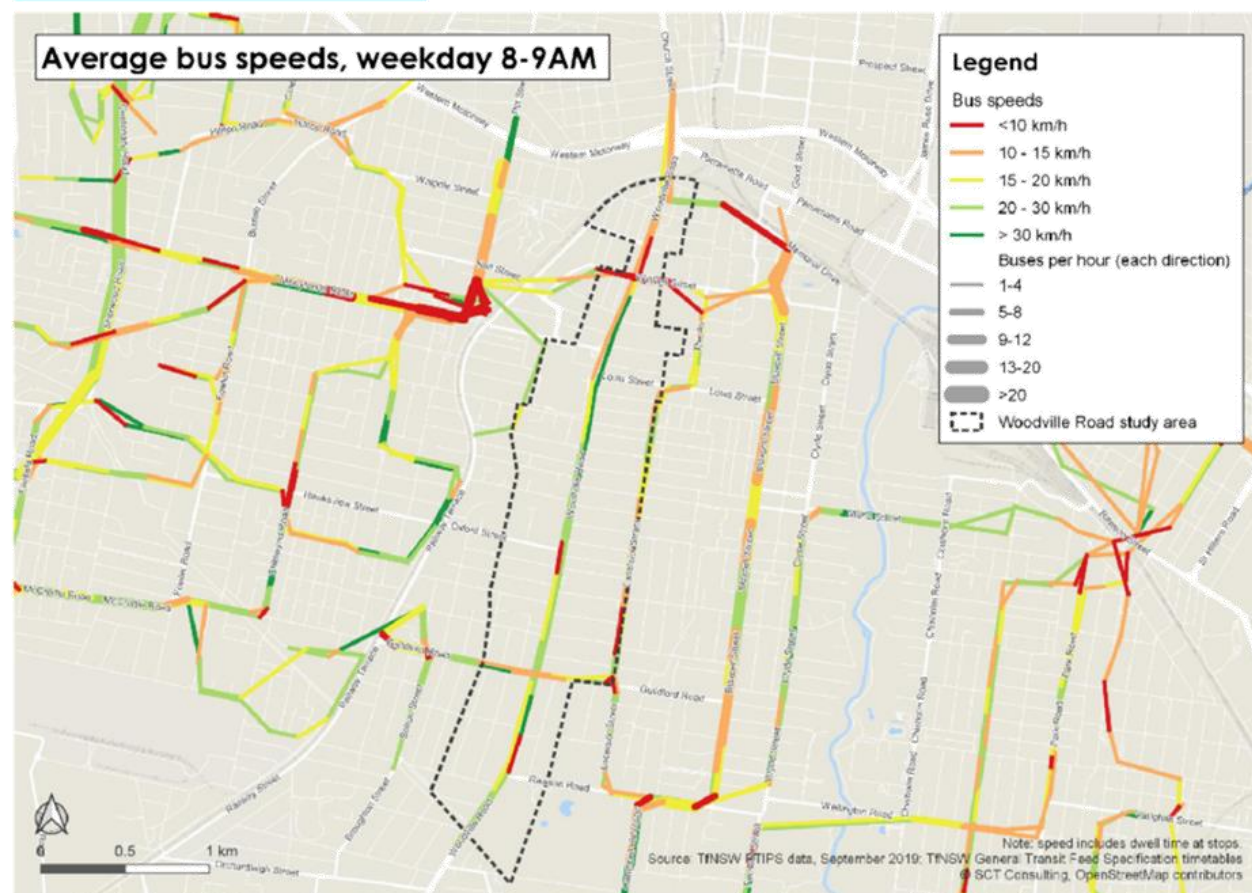
Bus services on Woodville Road are currently very limited (only one bus route, 907 between Parramatta and Bankstown, every 20 minutes)



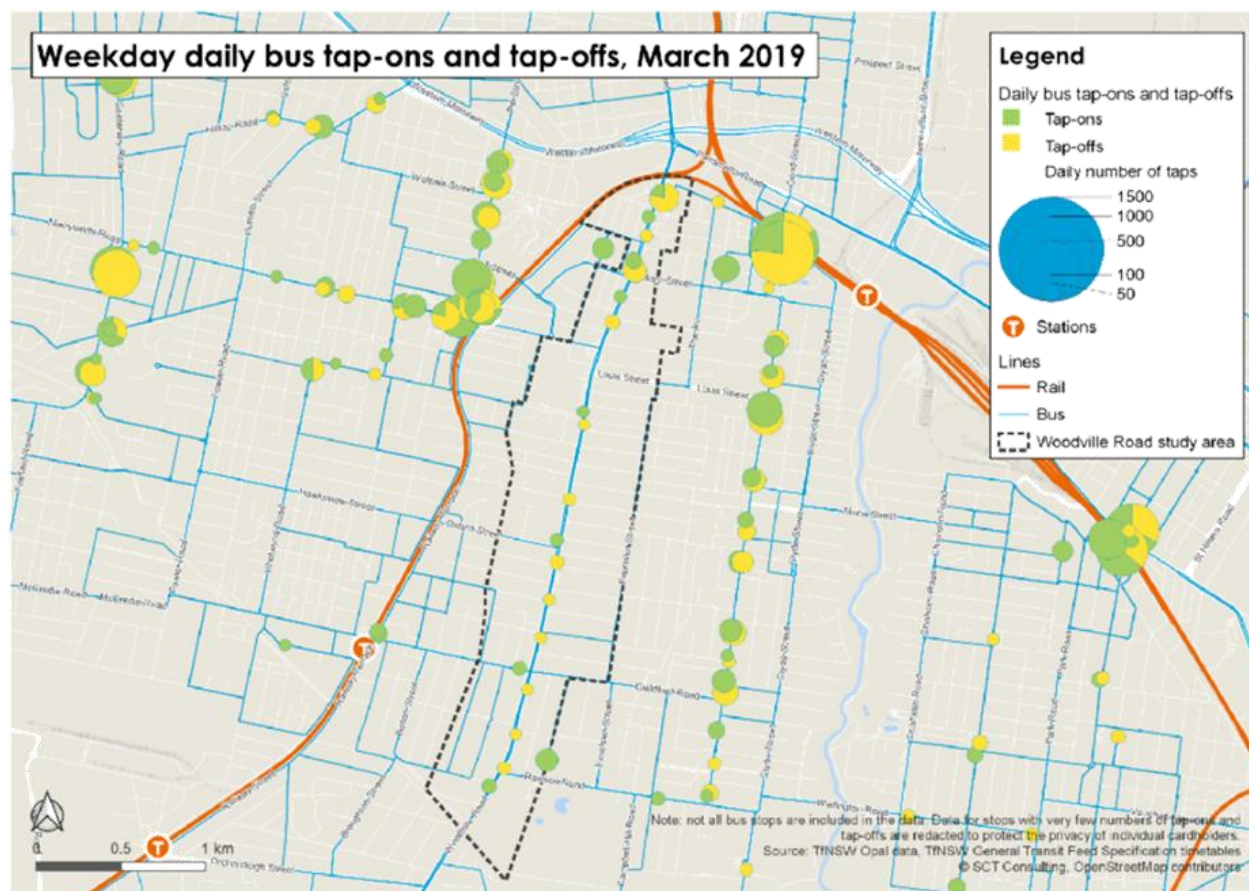
Poor bus reliability along the corridor, with <60% of AM peak buses on time at most stops, and <80% on time at all stops



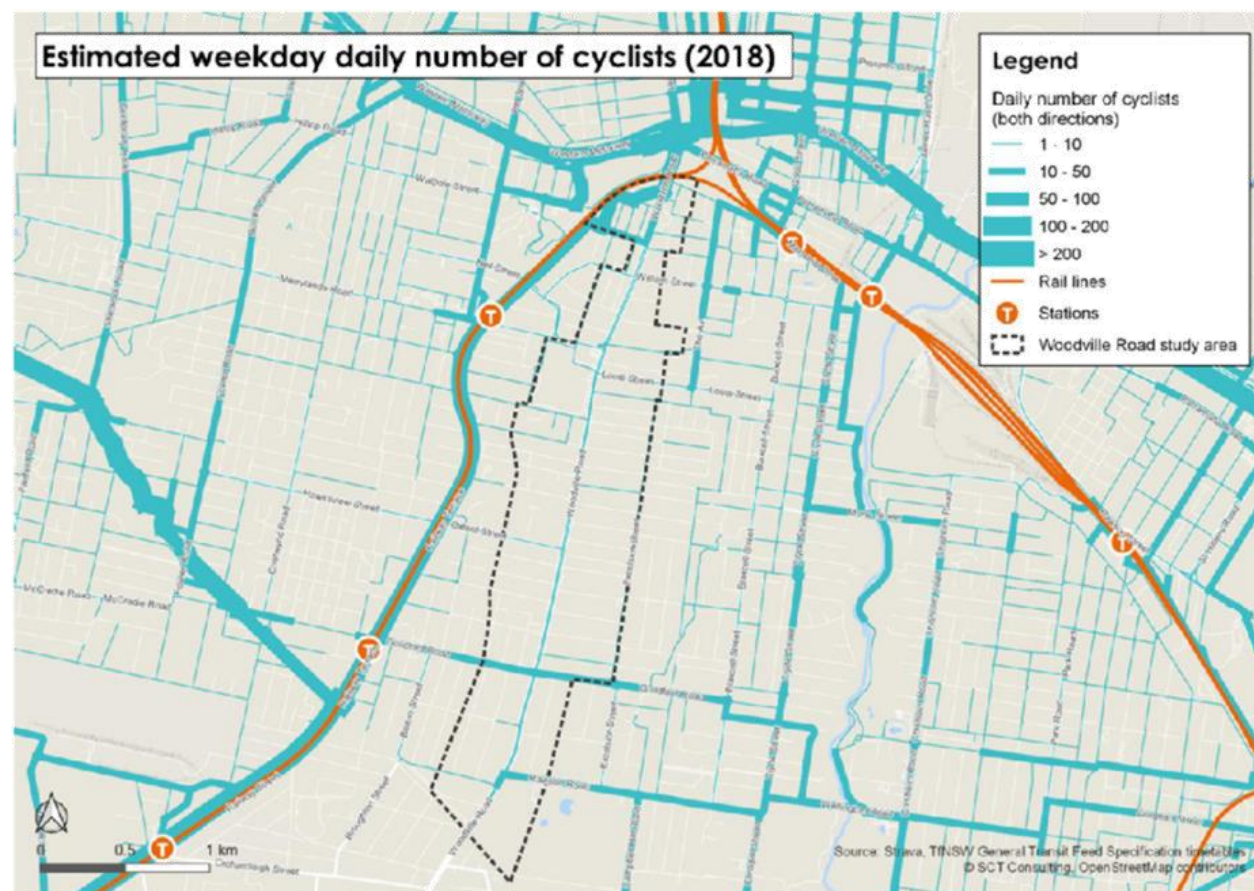
Bus speeds are generally high, because of the higher speed limit and short dwell times at stops (due to low patronage)



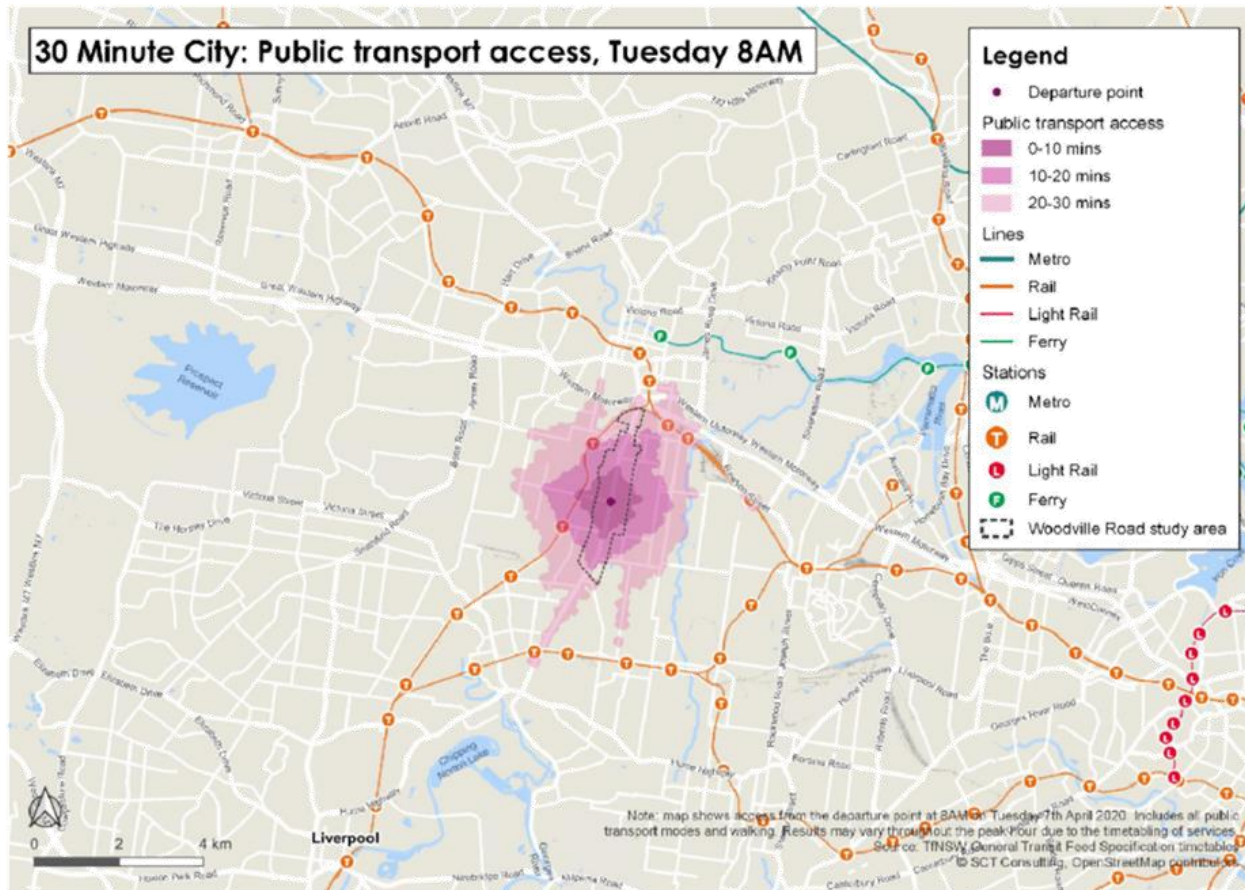
Bus use on Woodville Road is much lower than more high-frequency corridors nearby, such as the M91 corridor on Blaxcell Street



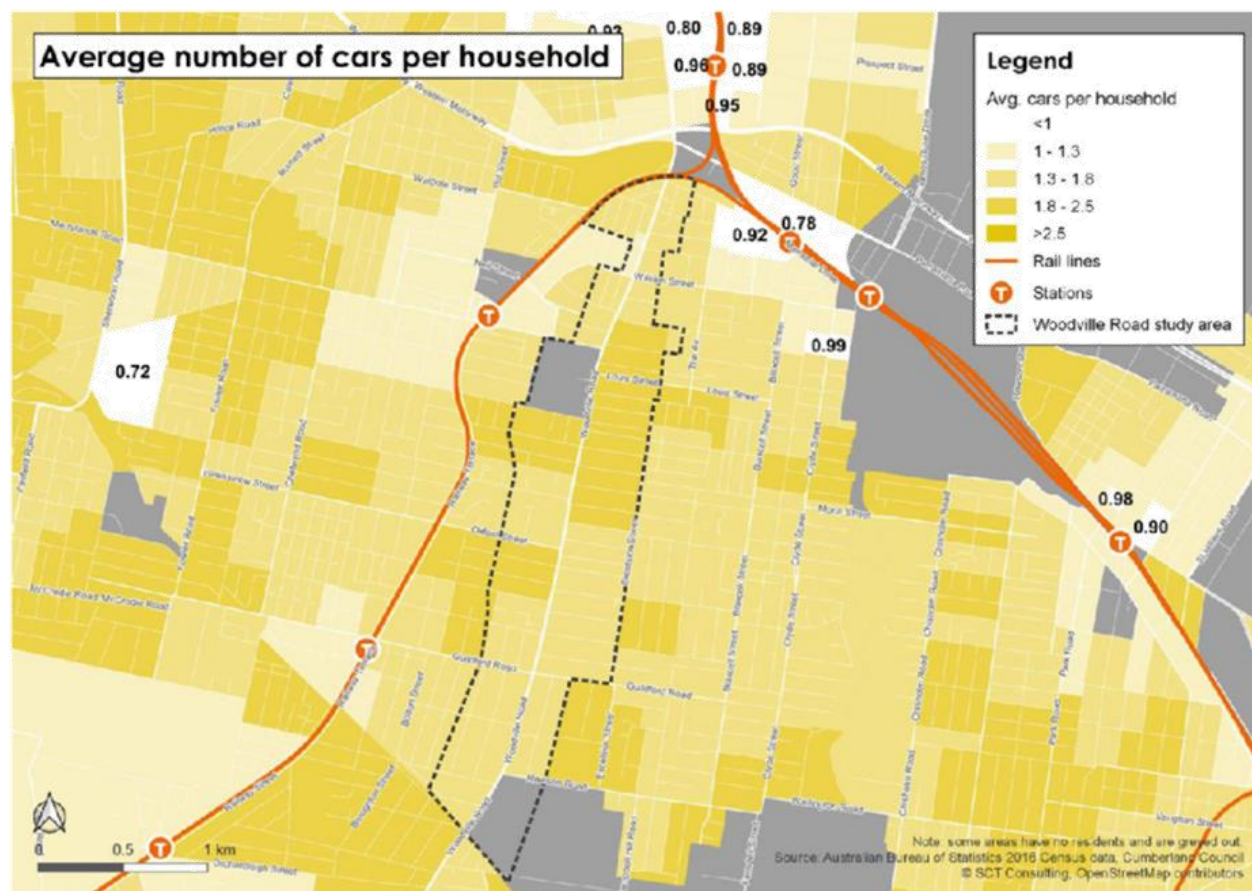
Cycling levels are very low, expected given the lack of facilities and the high traffic volumes, including freight traffic.



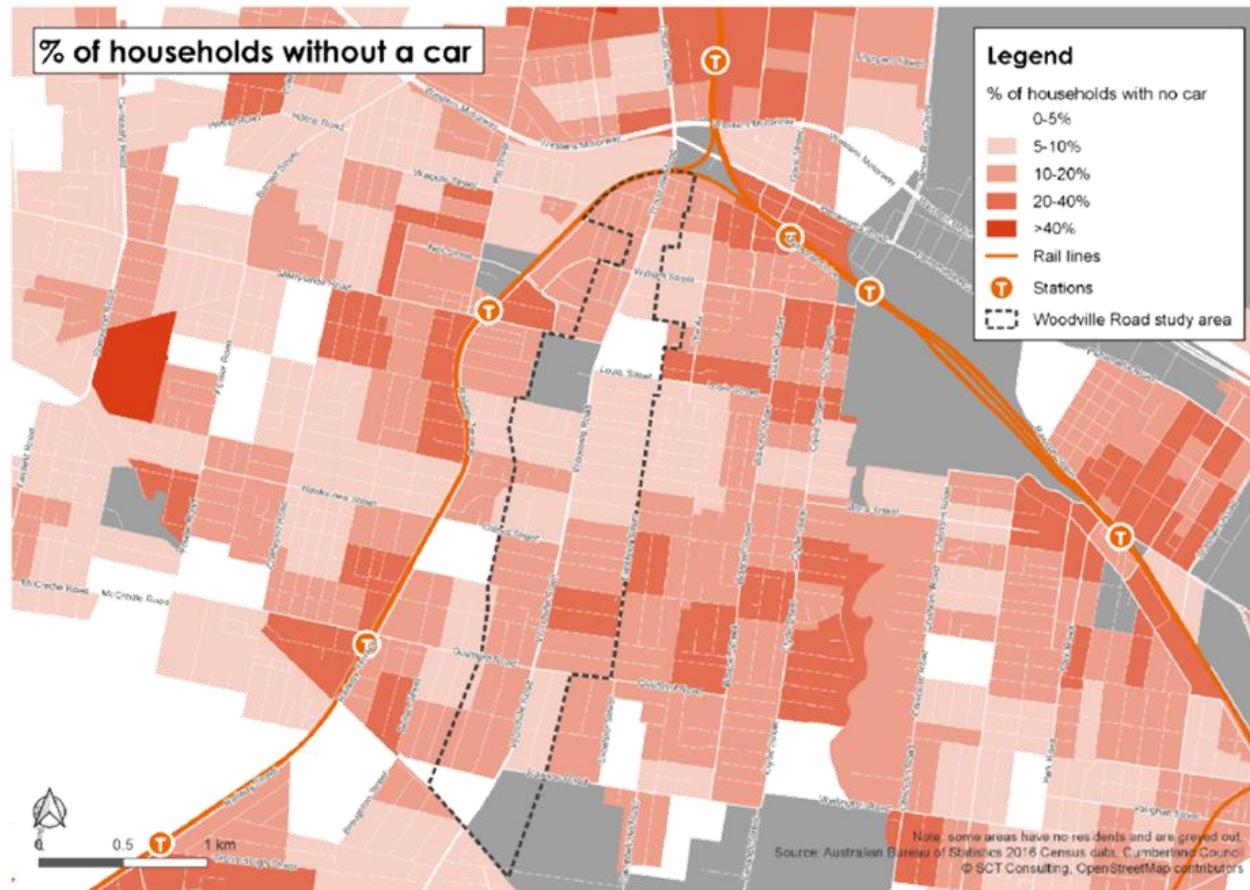
Very limited 30-minute public transport catchment; most of it consists of simply walking for 30 minutes, without using public transport



Car ownership levels are high compared to surrounding neighbourhood, reflecting the poor public transport accessibility of the corridor



Car ownership levels are high compared to surrounding neighbourhoods, reflecting the poor public transport accessibility of the corridor

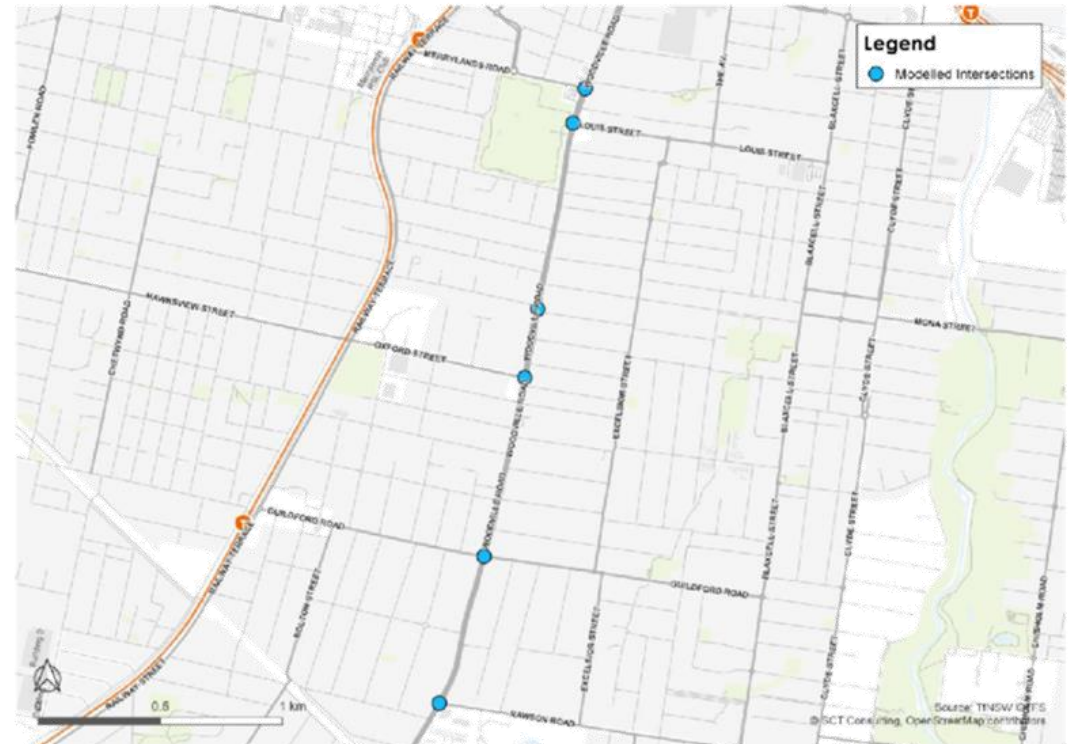


03

Woodville Road Corridor Traffic Modelling

Traffic modelling

- SCT Consulting undertook traffic modelling to assess the capacity of the Woodville Road corridor and key intersections in order to understand the likely implications of the potential growth of the corridor.
- The following intersections were assessed:
 - Woodville Road / Merrylands Road intersection
 - Woodville Road / Louis Street intersection
 - Woodville Road / Lansdowne Street intersection
 - Woodville Road / Oxford Street intersection
 - Woodville Road / Guildford Road intersection
 - Woodville Road / Rawson Road 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, development traffic and Scenario 3 upgrades
 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.



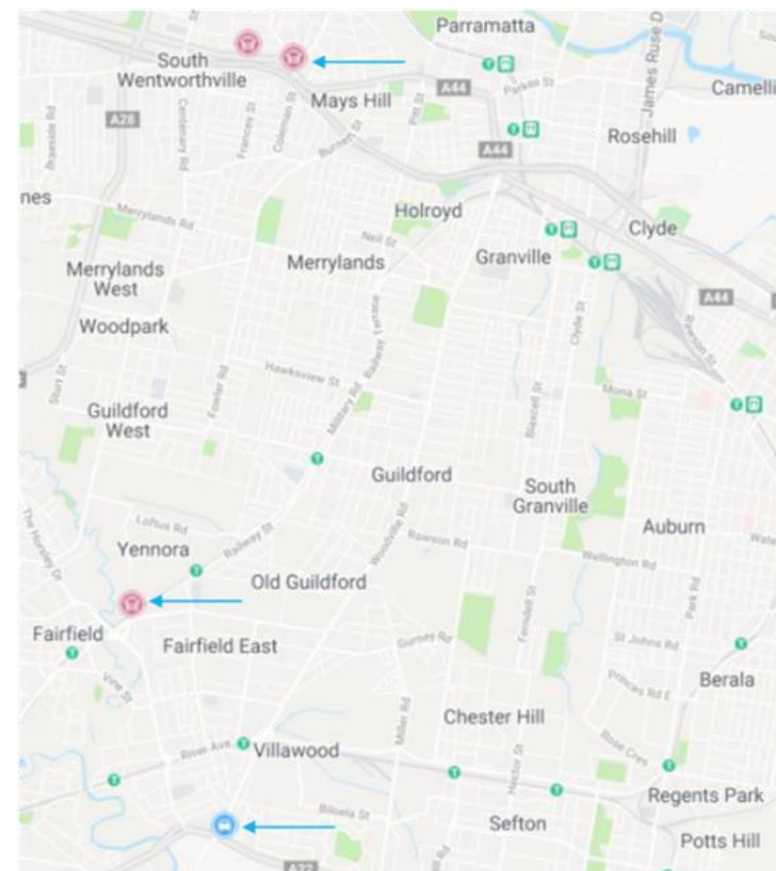
- Intersections in proximity of one another were modelled as networks to capture flow on effects between them. These intersections were:
 - Network 1: Woodville Road / Merrylands Road and Woodville Road / Louis Street
 - Network 2: Woodville Road / Oxford Street and Woodville Road / Lansdowne Street / Earl St
- Woodville Road / Lansdowne Street / Earl Street intersection is modelled as a single intersection. The staggered nature of the intersection is unable to be modelled in SIDRA Intersection 9, however this is unlikely to have a noticeable impact on modelling results.

Base year models: calibration

- The following measures were investigated to ensure the models were an accurate reflection of traffic conditions on Woodville Road corridor:
 - The end gain at Woodville Road / Merrylands Road was increased to allow more right turn throughput from Merrylands Road to achieve a degree of saturation < 1 .
 - Due to the proximity of Woodville Road / Merrylands Road and Woodville Road / Louis Street, signal coordination between the sites was encouraged to achieve a degree of saturation < 1 by servicing through movement demand.
 - The right turn and through movements from Lansdowne Street at Woodville Road / Lansdowne Street / Earl Street have a degree of saturation > 1 . This is due to the priority arrangement of the intersection vehicles struggling to find sufficient gaps due to high northbound and southbound. This was accepted as a limitation of the model due to the low demand of these movements (less than 20 vehicles each). All other movements had a degree of saturation < 1 .

Background traffic growth: inputs and assumptions

- Background traffic growth has been determined based on the **traffic counts surrounding the Woodville Road corridor**, 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 is also consistent with assumptions adopted and approved by TfNSW in the Merrylands East Neighbourhood Centre (John Cootes site) Transport Impact Assessment (Feb, 2021).
- This background growth rate is assumed to incorporate development traffic from adjacent centres not on the Woodville Road corridor such as Merrylands and Granville centres.



Potential dwelling growth of Woodville Road corridor: inputs and assumptions

- Trip generation of dwelling growth along the Woodville Road corridor was considered specifically in the models. Growth of other nearby centres were also considered as background growth rate along the corridor.
- Projected dwelling growth in each centre was estimated based on planning analysis undertaken by Council.
- Growth along the corridor is concentrated in three areas:
 - Woodville North Precinct: between Parramatta Road and Merrylands Road (approximately 1,050 additional dwellings)
 - Merrylands East Precinct: between Lansdowne Street and Oxford Street (approximately 640 additional dwellings)*
 - Woodville South Precinct: between Guildford Road and Chiltern Road (approximately 890 additional dwellings)
- The preferred development scenario of this corridor has a net increase of 2,580 dwellings.
- The majority of new dwellings along the corridor is outside the walking catchment of surrounding train stations. There are minimal retail areas along the corridor.



*- The estimate of 640 additional dwellings is based on the development application for the Merrylands East Centre (John Cootes site), as well as proposed growth in this precinct identified in Council's land use planning.

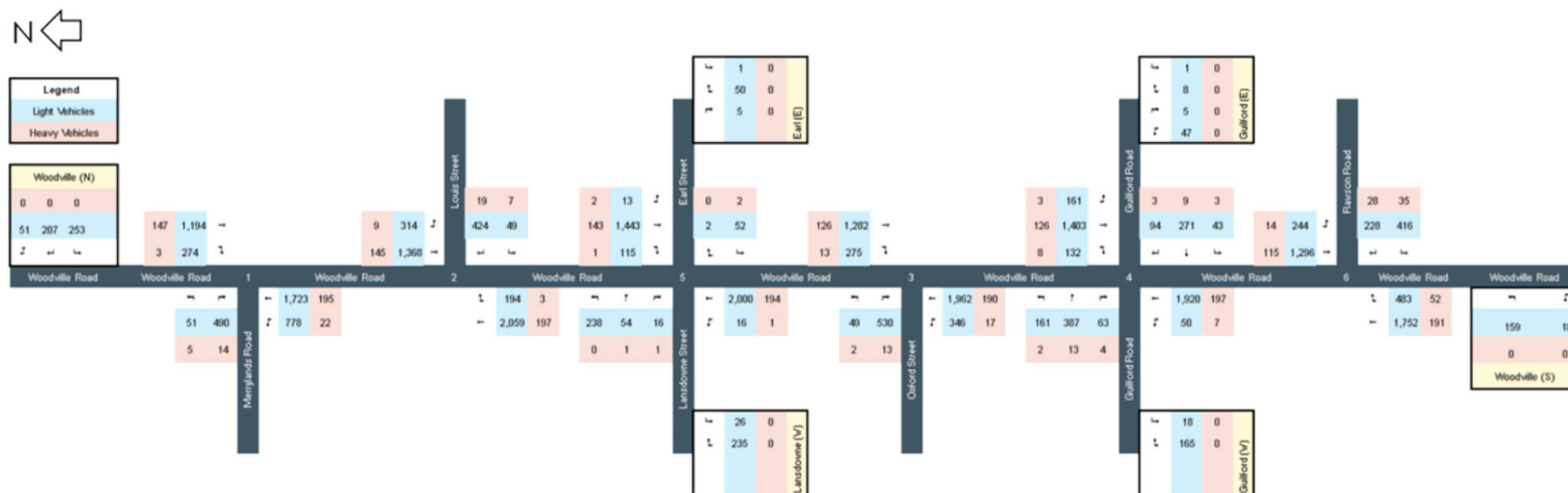
Development traffic: trip generation

- 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.
 - The train mode share is split in proportion to account for the number of users who drives to nearby station and its impact on the local road network. These proportions were calculated based on distance from the nearest station.
- **The development around Woodville Road corridor was estimated to generate 1,249 car trips across the corridor, 1,047 car trips to work and 202 car trips to nearby train stations.**

Development traffic: trip distribution

- The origin and destination pairs were identified from potential dwelling growth locations and major destinations from Journey to Work data, such that:
 - Potential growth locations includes Woodville (North), Lansdowne (West), Earl (East), Guildford (West), Guildford (East) and Woodville (South).
 - Demand percentages were applied to these locations based on the number of potential dwelling growth – Woodville North (41%), Lansdowne West (20%), Earl East (4%), Guildford West (16%), Guildford East (5%) and Woodville South (14%).
 - Journey to Work data identified the most common workplace for residents along the Woodville Corridor as Merrylands (40%), followed by Parramatta (25%), Sydney Inner City (20%) and Auburn (15%). As a result, demand percentages were assigned for these destinations shown in brackets.

2031 Future Year AM Background Growth and Development Traffic





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
Woodville Road / Merrylands Road	3,906	11.1	A	0.74	4,025	15.8	B	0.83
Woodville Road / Louis Street	3,978	11.2	A	0.80	4,255	26.7	B	1.00
Woodville Road / Lansdowne Street	3,531	48.8	D	5.97	4,077	36.9	C	5.26
Woodville Road / Oxford Street	4,231	44.5	D	0.98	5,081	54.8	D	0.99
Woodville Road / Guildford Road	4,262	28.0	B	0.93	4,988	33.8	C	0.97
Woodville Road / Rawson Road	4,290	36.4	C	0.99	4,731	39.0	C	0.98

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 D or better during both peak periods. The high Degree of Saturation (DoS) across all intersections indicate they are currently operating close to capacity.
- Woodville Road / Lansdowne Street currently has a DoS greater than 5 as a result of the right turn and through movements from Lansdowne Street. This was deemed acceptable due to the low volumes making these movements (less than 20 vehicles each). All other approaches have a DoS less than or equal to 1. This approach will continue to show high DoS in all future scenarios.

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
Woodville Road / Merrylands Road	4,272	10.2	A	0.81	4,634	360.2	F	1.35
Woodville Road / Louis Street	4,351	8.6	A	0.77	4,899	544.0	F	1.36
Woodville Road / Lansdowne Street	3,861	55.1	D	6.52	4,459	69.7	E	5.76
Woodville Road / Oxford Street	4,627	53.4	D	0.98	5,557	83.0	F	1.08
Woodville Road / Guildford Road	4,661	25.7	B	0.85	5,456	43.6	D	0.94
Woodville Road / Rawson Road	4,692	49.4	D	1.00	5,174	44.5	D	0.93

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 the AM peak. The impacts of background traffic to the corridor is not as significant in the AM peak than the PM peak (with higher base year traffic volumes in the PM peak).
- During the PM peak, the background growth cause many intersections to fail as a result of capacity constraints. These intersections will need upgrades to cater for the projected increase in demand.
- There is a noticeable disparity between AM and PM peak performance at Woodville Road / Merrylands Road and Woodville Road / Louis Street. In the PM peak, approximately 300 additional vehicles head southbound through Woodville Road in comparison to the AM peak. This reduces the green time available for side roads causing increased delay and poor LoS.

Scenario 3: Future year (2030) with background traffic growth and mitigation measures

Scenario 3: Future year (2030) with background traffic growth and mitigation measures

Intersection	AM peak				PM peak			
	Volume	Delay (s)	LoS	DoS	Volume	Delay (s)	LoS	DoS
Woodville Road / Merrylands Road	4,272	11.8	A	0.88	4,634	14.8	B	0.90
Woodville Road / Louis Street	4,351	12.0	A	0.84	4,899	27.3	B	1.02
Woodville Road / Lansdowne Street	3,805	4.1	A	0.56	4,396	7.8	A	0.70
Woodville Road / Oxford Street	4,627	32.7	C	0.87	5,557	53.5	D	1.09
Woodville Road / Guildford Road	N/A – no mitigation required so same as Scenario 2							
Woodville Road / Rawson Road	N/A – no mitigation required so same as Scenario 2							

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).

- Assuming appropriate infrastructure upgrades are implemented, all intersections are expected to perform at an acceptable Level of Service (LoS) of D or better as a result of the mitigation measures.
- GTA Consultants has prepared a TIA (Feb. 2021) to accompany the DA for the proposed Merrylands East Centre. The proposed development is committed to delivering significant external roadworks to improve the capacity of the surrounding road network such as upgrading the intersection of Woodville Road / Lansdowne Street to traffic signals.
- Expansion of the Woodville Road corridor to a three-lane carriageway provides the additional capacity required to service the projected increase in demand from background growth. However, it is noted that Woodville Road is a State Road and currently there is no funding or commitment to upgrade this corridor.

Scenario 4: Future year (2030) with background traffic growth, development traffic and Scenario 3 upgrades

Scenario 4: Future year (2030) with background traffic growth and development traffic

Intersection	AM peak				PM peak			
	Volume	Delay (s)	LoS	DoS	Volume	Delay (s)	LoS	DoS
Woodville Road / Merrylands Road	5,154	13.0	A	0.90	5,319	36.5	C	1.04
Woodville Road / Louis Street	5,039	10.4	A	0.90	5,562	25.1	B	1.00
Woodville Road / Lansdowne Street	4,462	8.9	A	0.65	5,092	54.0	D	1.02
Woodville Road / Oxford Street	5,061	54.7	D	0.99	5,977	56.1	D	1.08
Woodville Road / Guildford Road	5,061	74.7	F	1.70	5,901	89.7	F	1.21
Woodville Road / Rawson Road	4,855	42.4	C	0.95	5,227	50.0	D	0.95

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).

- Scenario 4 considers the cumulative impacts of background and development traffic, with upgrades recommended for future year background growth (Scenario 3) including upgrades to Woodville Road / Louis Street, Woodville Road / Lansdowne Street and Woodville Road / Oxford Street.
- All intersections other than Woodville Road / Guildford Road are shown to perform at LoS D or better resulting from the mitigation measures proposed. These upgrades provide more than sufficient capacity to service the additional development demand.
- Woodville Road / Guildford Road is noticeably affected by the development traffic during both peaks. The intersection will need upgrades to cater for the projected increase in demand.

Scenario 5: Future year (2030) with background traffic growth, development traffic and mitigation measures

Scenario 5: Future year (2030) with background traffic growth, development traffic and mitigation measures

Intersection	AM peak				PM peak			
	Volume	Delay (s)	LoS	DoS	Volume	Delay (s)	LoS	DoS
Woodville Road / Merrylands Road	N/A – no mitigation required so same as Scenario 4							
Woodville Road / Louis Street	N/A – no mitigation required so same as Scenario 4							
Woodville Road / Lansdowne Street	N/A – no mitigation required so same as Scenario 4							
Woodville Road / Oxford Street	N/A – no mitigation required so same as Scenario 4							
Woodville Road / Guildford Road	5,061	31.9	C	1.08	5,901	49.4	D	1.00
Woodville Road / Rawson Road	N/A – no mitigation required so same as Scenario 4							

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).

- Woodville Road / Guildford Road is the only intersection which require upgrades as a result of the development traffic under this scenario.
- Aside from this intersection, the upgrades required by background growth will be sufficient to cater for increased travel demand from developments.

Traffic modelling: summary – background traffic growth

- The following intersections have poor Levels of Service in Scenario 2 due to expected future year background growth in traffic volumes:
 - **Woodville Road / Merrylands Road**
 - **Woodville Road / Louis Street**
 - **Woodville Road / Lansdowne Street**
 - **Woodville Road / Oxford Street**
- In Scenario 3, we have therefore tested potential intersection layouts and adopted upgrades to Woodville Road / Lansdowne Street from the TIA for Merrylands East Centre (Feb. 2021) which are required to achieve a Level of Service D with the future year background growth volumes.
Upgrades would be required such as an additional through lane and additional turning lanes at these 4 critical intersections **to cater for the expected background traffic growth.**
- These layouts are hypothetical and for modelling purposes only. As **Woodville Road is a state arterial road**, and currently there is no funding or commitment to upgrade this corridor. Ultimately, it is up to TfNSW to determine the final upgrades required in consultation with other relevant stakeholders including Council. Delivering these layouts may in some cases require road widening and land acquisition.

Traffic modelling: summary – development traffic

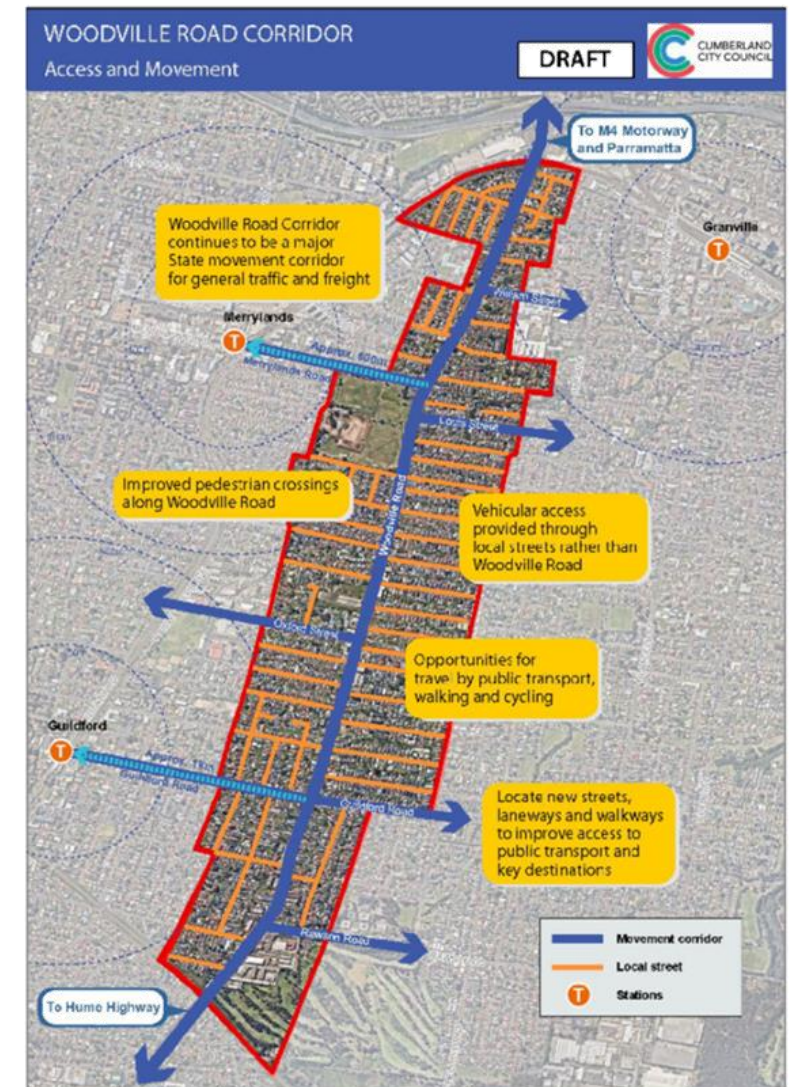
- In Scenario 4, **Woodville Road / Guildford Road** has poor Level of Service due to expected development traffic volumes. As a result, potential upgrades such as duplicating the southbound right turn lanes on Woodville Road and additional traffic lane on Guildford Road are required to cater for the expected development traffic volumes.
- **The potential upgrades identified** (that are required to cater for background traffic growth) **are sufficient to cater for the additional development volumes** for all intersections other than Woodville Road / Guildford Road, if these potential upgrades were delivered.
- The **proposed development traffic will have noticeable impacts** to the surrounding road network, particularly Woodville Road / Guildford Road when comparing Scenarios 3 and 4.
- The layout of the Woodville Road / Merrylands Road and Woodville Road / Rawson Road intersections are the same in all scenarios, as these intersections do not require any upgrades. Woodville Road / Merrylands Road benefits from upgrades to Woodville Road / Louis Street.

04

Recommended approach

Recommended approach

- An Access and Movement framework was developed for the corridor.
- Using the evidence base, the traffic modelling assessment as well as the Access and Movement framework, potential intersection upgrades as well as a number of transport initiatives have been identified to support potential growth of the corridor.



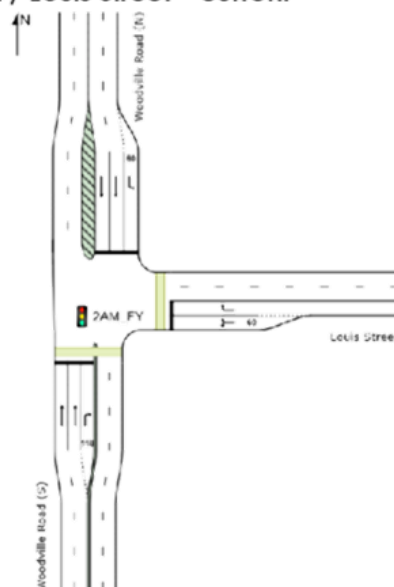
Intersection upgrades

- A number of intersection upgrades have been identified. These would support background traffic growth and potential development in the corridor.
- Planning controls and reservation of land can assist in achieving land use outcomes for the corridor.

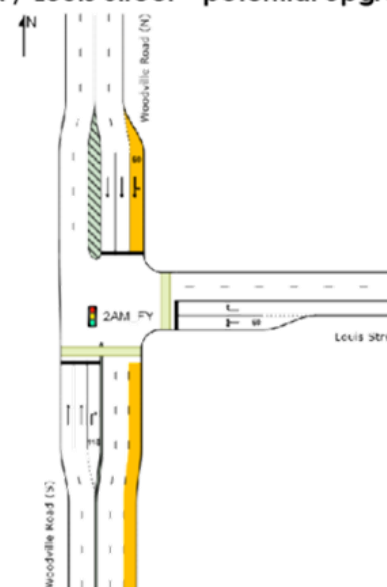
Potential upgrades – Woodville Road and Louis Street

- Through traffic will be allowed on the short lane on the northern approach leg, and the southern exit leg will be extended to three lanes utilising the currently hashed road lane.
- Upgrades on this intersection alleviates congestion on Woodville Road / Merrylands Road intersection via flow on effects.
- Road widening could be achieved on the western side of Woodville Road along Granville Park.

Woodville Road / Louis Street – current



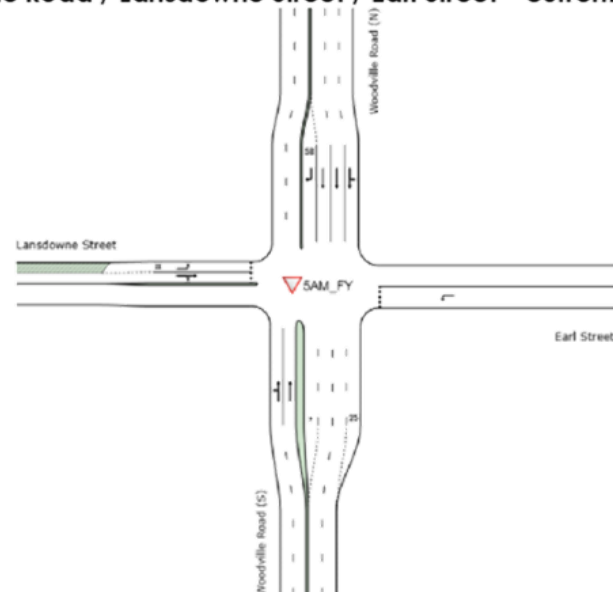
Woodville Road / Louis Street – potential upgrades



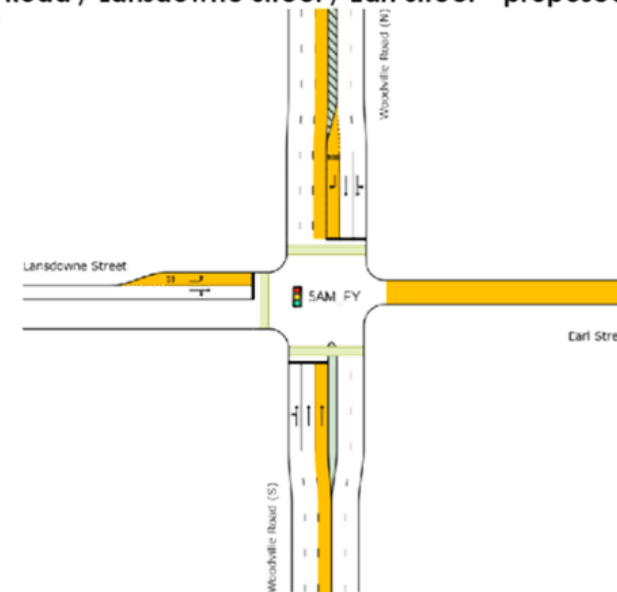
Potential upgrades – Woodville Road, Lansdowne Street and Earl Street

- GTA Consultants has prepared a TIA (Feb. 2021) to accompany the DA for the proposed Merrylands East Centre. The proposed development is committed to delivering significant external roadworks to improve the capacity of the surrounding road network. The priority intersection of Woodville Road / Lansdowne Street is upgraded to a signalised intersection. Earl Street is converted to a one-way exit lane and the left turn lane on Lansdowne Street is extended. The addition of a northbound traffic lane and extended right turn lane on Woodville Road (N) also form part of these improvements.
- These works would also support proposed development in the area identified in Council's planning work.

Woodville Road / Lansdowne Street / Earl Street – current



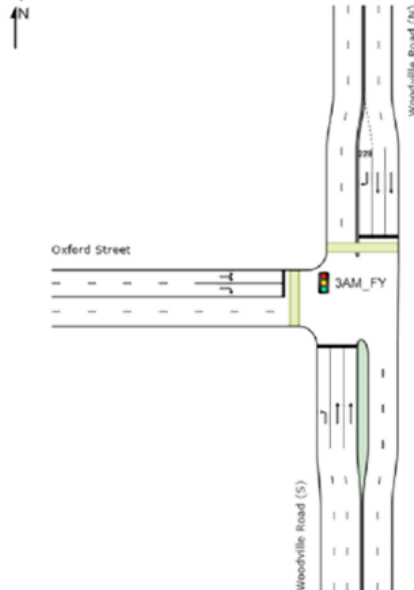
Woodville Road / Lansdowne Street / Earl Street – proposed upgrades



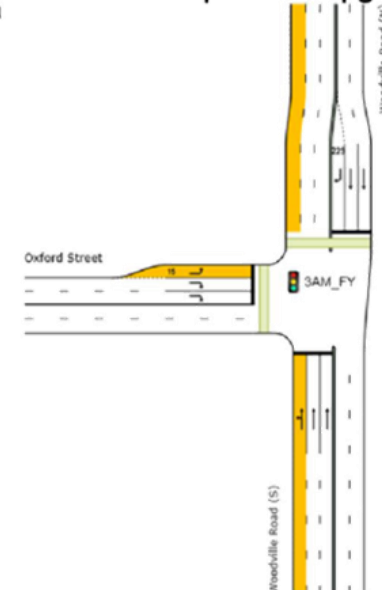
Potential upgrades – Woodville Road and Oxford Street

- The northbound carriageway is proposed to be upgraded to three lanes on exit. Through traffic will be allowed on the southern kerbside approach lane. A short left turn lane is proposed to be added to the western approach leg.
- Corridor protection has been allowed for as part of the DA for the Merrylands East Centre (John Cootes site).
- These upgrades may have implications on Granville South Public School which sits immediately north of Oxford Street. This can be considered as part of the broader state agency approach.

Woodville Road / Oxford Street – current



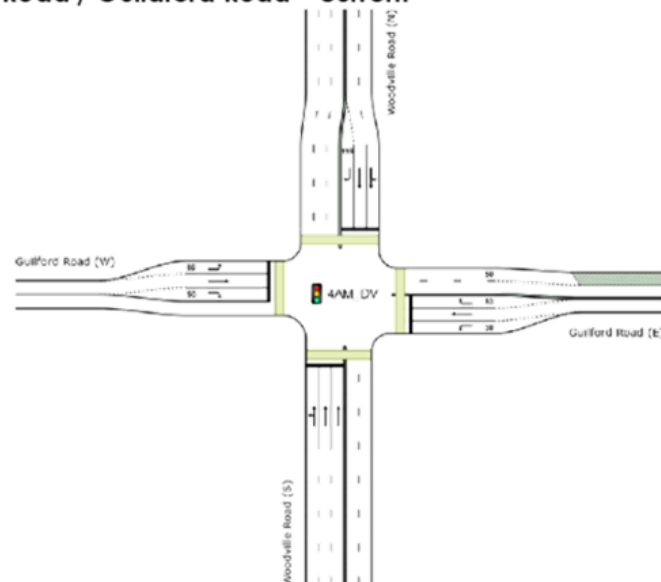
Woodville Road / Oxford Street – potential upgrades



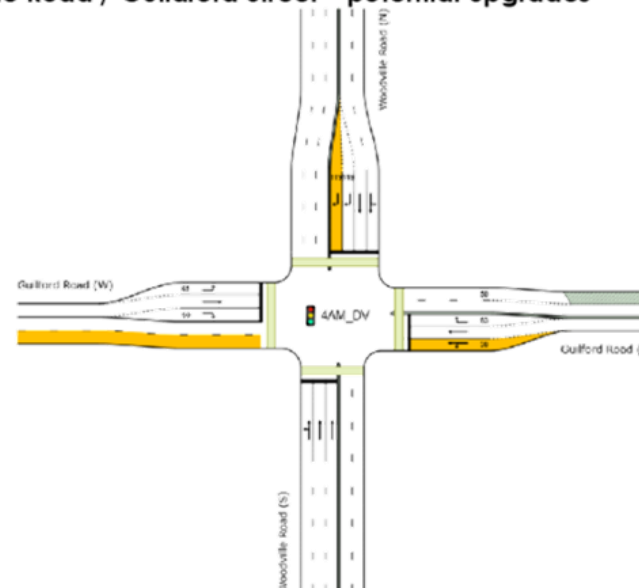
Potential upgrades – Woodville Road and Guildford Road

- The northern approach lane will be extended to four lanes to allow for double right turns.
- Through traffic will be allowed on the short lane on the eastern approach leg, and the western exit lane will be extended to two lanes.
- Planning controls for development at this intersection could be used to provide for land and / or implement the road upgrade.

Woodville Road / Guildford Road – current



Woodville Road / Guildford Street – potential upgrades



Further transport initiatives

As part of the Woodville Road Corridor Traffic and Transport Study, a number of transport initiatives should be further considered by Council and the State Government as the corridor grows with increased activities:

- **Walking initiatives**

- Improve pedestrian connectivity and safety at key intersections along Woodville Road. For example, at the intersection with Merrylands Road, Louis Street, Claremont Street and Guildford Road.

- **Cycling initiatives**

- Increase east-west connectivity of cycle network to encourage cycling to nearby centres by creating more direct bike routes and dedicated infrastructure to Merrylands, Guildford and Granville.
- Establish north-south connections along the Woodville Road corridor. This could be provided beside the road or on adjoining streets.

- **Public transport initiatives**

- Increase bus services along Woodville Road. This can encourage residents to reduce reliance on cars when moving to nearby centres or stations. For example, increasing services into Parramatta such as route 907.

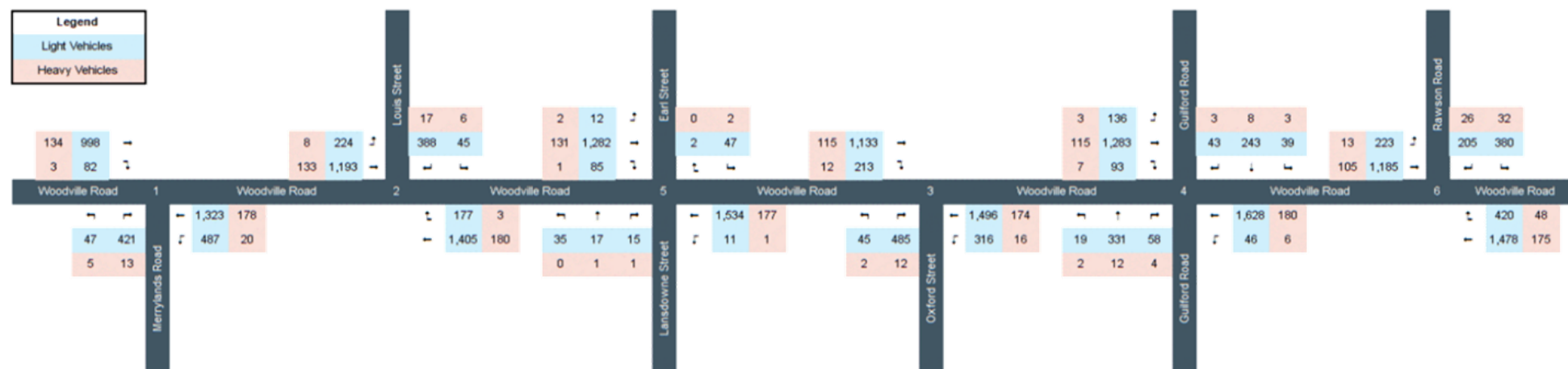
- **School travel initiatives**

- Investigate congestion and safety issues around schools along the corridor, and potential solutions.
- Schools create additional traffic due to school buses, private pick-up / drop-off as well as the slower school zone speed limits. This is exacerbated by the fact that most schools along the corridor are too far from a train station to walk to. Treatments can include increasing pedestrian priority crossings, cycle connections or bus parking space.

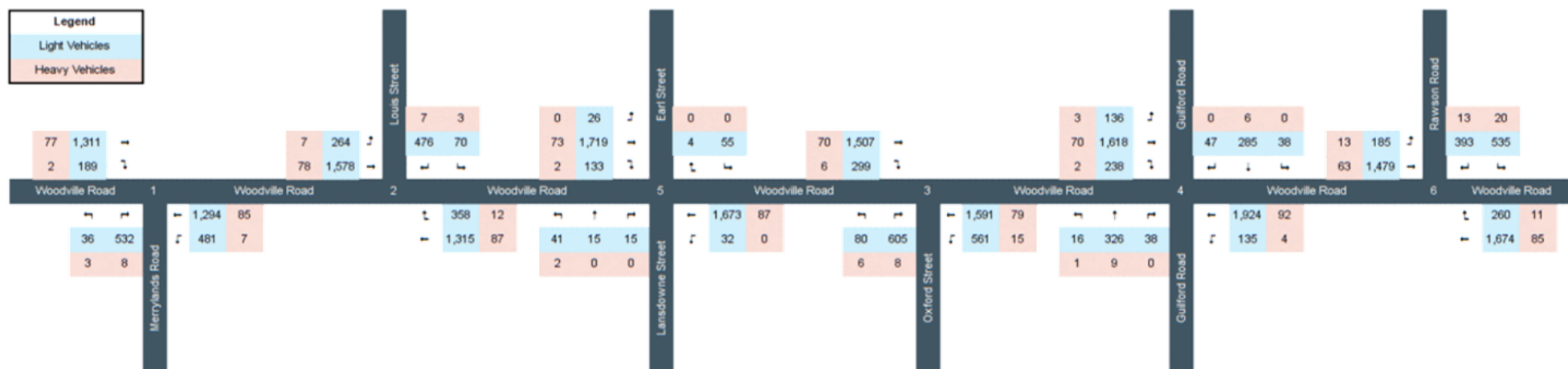
Appendix A

Detailed Spreadsheet Models

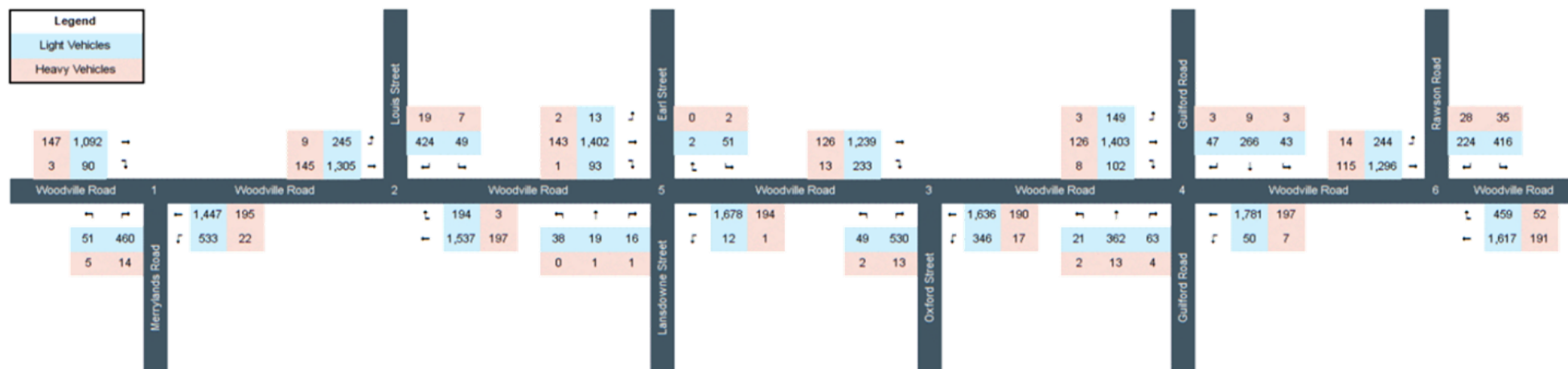
2020 Base Year AM Traffic



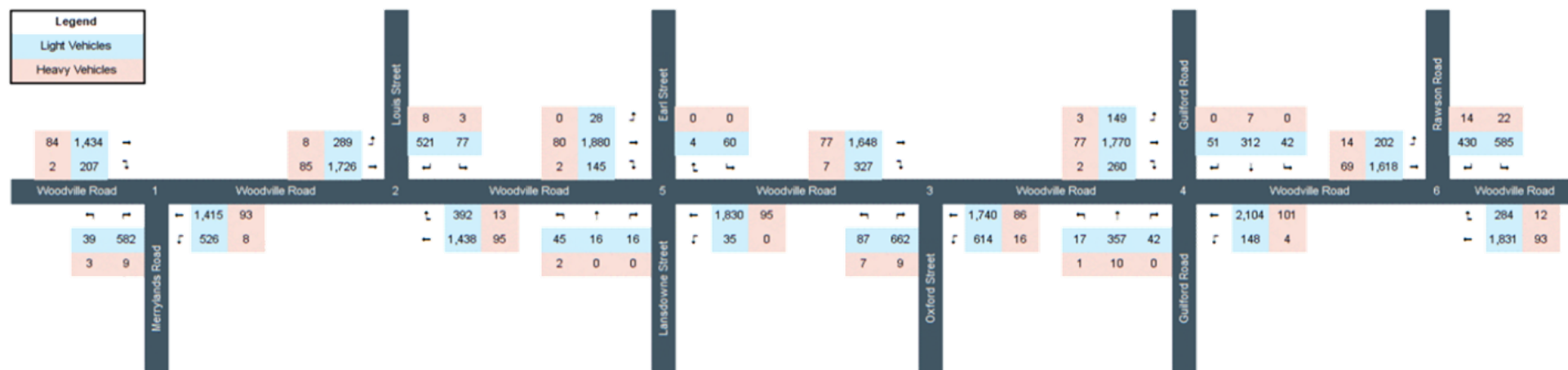
2020 Base Year PM Traffic



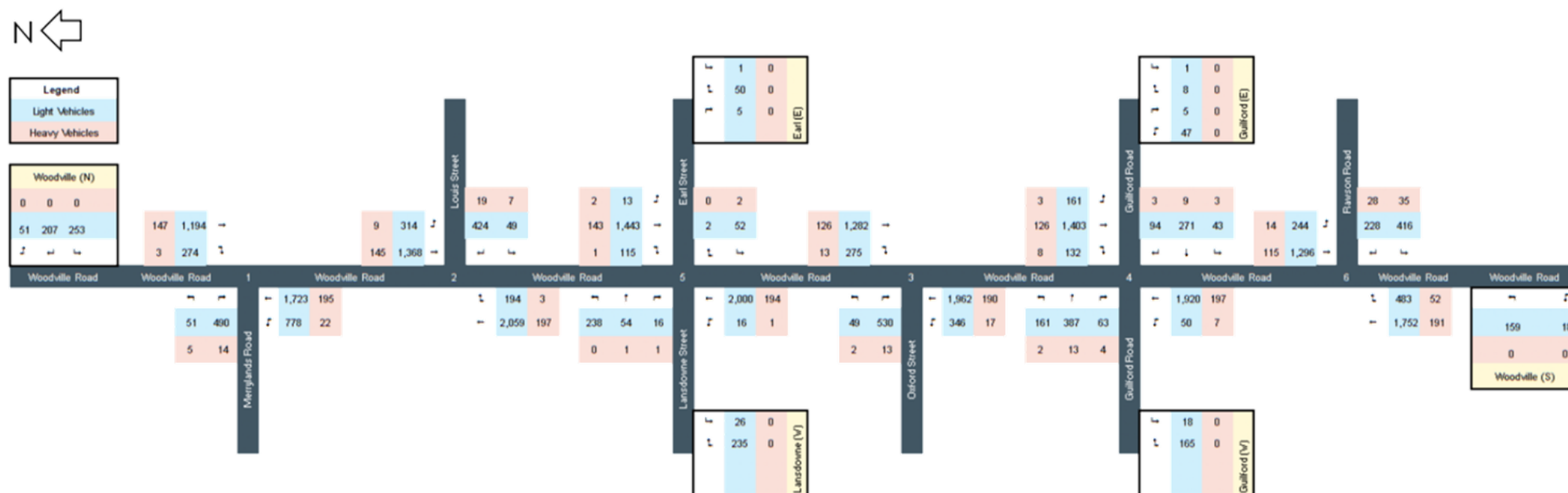
2031 Future Year AM Background Growth



2031 Future Year PM Background Growth



2031 Future Year AM Background Growth and Development Traffic





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	Control Delay Worst	Average Back of Queue Distance	90 pct Back of Queue Distance	Pers Speed	Pers Demand	Pers Control Delay Average	Pers Control Delay Worst	Pers Control Delay Worst
Cumberland AM Sever_Woodville	General	1AM_BY	WOO_MER_20_AM_BY	Signal	BY	48.7	3.906	9.5	0.85	10.7	57.2	10.7	67.1	109.5	43.6	4.793	11.8	58.8	A
Cumberland AM Sever_Woodville	General	2AM_BY	WOO_LOU_20_AM_BY	Signal	BY	53.3	3.978	9.2	0.80	11.2	62.2	11.2	68.1	111.1	49.3	4.879	12.3	62.2	A
Cumberland AM Sever_Woodville	General	5AM_BY	WOO_LAN_20_AM_BY	Give Way	BY	32.0	3.531	9.4	5.96	59.4	4,645.5	4,645.5	88.6	215.1	32.0	4.237	59.4	4,645.5	F
Cumberland AM Sever_Woodville	General	3AM_BY	WOO_OXF_20_AM_BY	Signal	BY	36.6	4.231	8.2	0.98	44.7	109.6	44.7	343.7	560.9	35.1	5.182	45.1	109.6	D
Cumberland AM Sever_Woodville	General	4AM_BY	WOO_GUI_20_AM_BY	Signal	BY	47.2	4.486	8.0	0.93	28.0	92.2	28.0	140.3	229.0	43.6	5.594	29.5	92.2	B
Cumberland AM Sever_Woodville	General	6AM_BY	WOO_RAW_20_AM_BY	Signal	BY	38.6	4.516	9.3	0.99	36.4	91.3	36.4	100.6	262.1	36.0	5.577	37.2	91.3	C
Cumberland AM Sever_Woodville	General	1AM_FY	WOO_MER_30_AM_FY	Signal	FY	37.3	4.272	9.5	1.01	23.0	51.8	23.0	297.4	485.4	34.7	5.232	23.5	51.8	B
Cumberland AM Sever_Woodville	General	1AM_FY	WOO_MER_30_AM_FY_O1	Signal	O1	38.0	4.272	9.5	1.00	22.1	60.6	22.1	362.9	592.3	35.0	5.232	23.0	60.6	B
Cumberland AM Sever_Woodville	General	2AM_FY	WOO_LOU_30_AM_FY	Signal	FY	54.5	4.351	9.2	0.91	9.9	67.3	9.9	73.3	119.7	50.9	5.326	10.7	67.3	A
Cumberland AM Sever_Woodville	General	2AM_FY	WOO_LOU_30_AM_FY_O1	Signal	O1	52.7	4.351	9.2	0.83	11.9	55.8	11.9	108.5	177.0	48.9	5.326	13.0	68.3	A
Cumberland AM Sever_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	48.3	4.907	8.0	0.85	25.7	59.6	25.7	140.8	229.7	45.2	6.099	26.2	59.6	B
Cumberland AM Sever_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	33.5	4.939	9.3	1.00	49.4	103.3	49.4	212.5	346.7	31.8	6.085	49.5	103.3	D
Cumberland AM Sever_Woodville_v1.1	General	5AM_DV	WOO_LAN_30_AM_FY_John Coote	Signal	John Coote	50.4	3.805	9.5	0.80	20.2	58.5	20.2	159.6	260.4	46.0	4.724	21.4	58.5	B
Cumberland AM Sever_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	33.7	4.627	8.2	0.99	53.3	116.5	53.3	418.4	682.9	32.5	5.658	53.5	116.5	D
Cumberland AM Sever_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY_O1	Signal	O1	41.7	4.627	8.2	0.87	32.8	67.8	32.8	208.6	340.4	40.0	5.658	33.2	67.8	C
Cumberland AM Sever_Woodville_v1.1	General	1AM_DV	WOO_MER_30_AM_DV	Signal	DV	18.4	5.154	7.9	1.18	77.3	170.0	77.3	580.7	947.6	17.9	6.290	76.9	170.0	F
Cumberland AM Sever_Woodville_v1.1	General	1AM_DV	WOO_MER_30_AM_DV_O1	Signal	O1	16.4	5.154	7.9	1.21	90.4	196.9	90.4	742.0	1210.9	16.0	6.290	89.9	196.9	F
Cumberland AM Sever_Woodville_v1.1	General	2AM_DV	WOO_LOU_30_AM_DV	Signal	DV	54.2	5.039	7.9	0.91	10.5	67.3	10.5	73.3	119.7	51.0	6.152	11.1	67.3	A
Cumberland AM Sever_Woodville_v1.1	General	2AM_DV	WOO_LOU_30_AM_DV_O1	Signal	O1	49.5	5.039	7.9	0.97	15.8	58.2	15.8	199.8	326.1	46.6	6.152	16.7	66.3	B
Cumberland AM Sever_Woodville_v1.1	General	5AM_DV	WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	42.6	4.462	8.1	0.93	33.5	59.8	33.5	252.7	412.3	39.9	5.512	34.2	59.8	C
Cumberland AM Sever_Woodville_v1.1	General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	22.0	5.061	7.5	1.11	108.2	194.1	108.2	697.0	1137.5	21.5	6.178	107.5	194.1	F
Cumberland AM Sever_Woodville_v1.1	General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	33.3	5.061	7.5	0.98	54.8	94.0	54.8	342.9	559.6	32.3	6.178	54.8	94.0	D
Cumberland AM Sever_Woodville_v1.1	General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	32.1	5.327	7.4	1.70	74.7	679.3	74.7	304.0	496.2	30.8	6.603	74.2	679.3	F
Cumberland AM Sever_Woodville_v1.1	General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	45.3	5.327	7.4	1.08	31.9	144.0	31.9	175.3	286.1	42.8	6.603	32.3	144.0	C
Cumberland AM Sever_Woodville_v1.1	General	6AM_DV	WOO_RAW_30_AM_DV	Signal	DV	36.1	5.111	9.0	0.95	42.4	90.4	42.4	206.7	337.4	34.1	6.291	42.8	90.4	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	Back of Queue Distance	95 pct Back of Queue Distance	Worst Approach	Warnings Check
Cumberland AM Server_Woodville	General	1AM_BY WOO_MER_20_AM_BY		Signal	BY	2	Woodville Road (S)	S	T1	1,501	11.9	1,500	11.9	0.9	2.2	2.2	1,852.6	31.7	51.7	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_BY WOO_MER_20_AM_BY		Signal	BY	1	Woodville Road (S)	S	L2	507	3.9	534	3.9	0.4	6.8	6.8	1,400.3	4.6	7.6	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_BY WOO_MER_20_AM_BY		Signal	BY	Approach	Woodville Road (S)			2,008	9.9	2,114	9.9	0.9	6.8	3.4	2,478.3	31.7	51.7	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_BY WOO_MER_20_AM_BY		Signal	BY	8	Woodville Road (N)	N	T1	1,132	11.8	1,192	11.8	0.5	0.6	0.6	2,498.5	6.5	10.6	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_BY WOO_MER_20_AM_BY		Signal	BY	9	Woodville Road (N)	N	R2	85	3.5	89	3.5	0.4	57.2	57.2	238.7	21.7	35.3	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_BY WOO_MER_20_AM_BY		Signal	BY	Approach	Woodville Road (N)			1,217	11.3	1,281	11.3	0.5	57.2	4.6	2,086.1	21.7	35.3	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_BY WOO_MER_20_AM_BY		Signal	BY	12	Merylands Road	W	R2	434	3.0	457	3.0	0.7	56.6	56.6	672.6	67.1	109.5	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_BY WOO_MER_20_AM_BY		Signal	BY	10	Merylands Road	W	L2	52	9.6	55	9.6	0.7	56.3	56.3	80.6	67.1	109.5	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_BY WOO_MER_20_AM_BY		Signal	BY	Approach	Merylands Road			486	3.7	512	3.7	0.7	56.6	56.6	753.2	67.1	109.5	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_BY WOO_MER_20_AM_BY		Signal	BY	Site				3,711	9.5	3,906	9.5	0.9	57.2	10.7		67.1	109.5	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	3	Woodville Road (S)	S	R2	180	1.7	189	1.7	0.5	42.9	42.9	375.2	39.1	63.7	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	2	Woodville Road (S)	S	T1	1,585	11.4	1,668	11.4	0.6	0.7	0.7	2,612.7	13.0	21.3	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	Approach	Woodville Road (S)			1,765	10.4	1,858	10.4	0.6	42.9	5.0	2,909.4	39.1	63.7	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	4	Louis Street	E	L2	51	11.8	54	11.8	0.8	62.0	62.0	71.1	68.1	111.1	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	6	Louis Street	E	R2	405	4.2	426	4.2	0.8	62.2	62.2	564.3	68.1	110.5	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	Approach	Louis Street			456	5.0	480	5.0	0.8	62.2	62.2	635.4	68.1	111.1	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	8	Woodville Road (N)	N	T1	1,326	10.0	1,396	10.0	0.8	2.7	2.7	1,746.2	39.7	64.8	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	7	Woodville Road (N)	N	L2	232	3.4	244	3.4	0.2	6.8	6.8	1,268.8	1.6	2.7	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	Approach	Woodville Road (N)			1,558	9.1	1,640	9.1	0.8	6.8	3.3	2,051.7	39.7	64.8	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	Site				3,779	9.2	3,978	9.2	0.8	62.2	11.2		68.1	111.1	Louis Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	2	Woodville Road (S)	S	T1	1,711	10.3	1,801	10.3	0.5	0.1	0.1	3,571.2	0.0	0.0	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	1	Woodville Road (S)	S	L2	12	8.3	13	8.3	0.5	6.6	6.6	25.0	0.0	0.0	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	Approach	Woodville Road (S)			1,723	10.3	1,814	10.3	0.5	6.6	0.2	3,596.2	0.0	0.0	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	4	East Street	E	L2	49	4.1	52	4.1	0.0	12.4	12.4	1,038.9	0.5	1.3	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	Approach	East Street			49	4.1	52	4.1	0.0	12.4	12.4	1,038.9	0.5	1.3	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	8	Woodville Road (N)	N	T1	1,413	9.3	1,487	9.3	0.6	4.8	4.8	2,451.1	20.4	50.8	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	7	Woodville Road (N)	N	L2	14	14.3	15	14.3	0.1	6.6	6.6	109.7	0.0	0.0	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	9	Woodville Road (N)	N	R2	86	1.2	91	1.2	1.3	384.9	384.9	69.6	50.5	125.6	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	Approach	Woodville Road (N)			1,513	8.9	1,593	8.9	1.3	384.9	26.5	1,224.8	50.5	125.6	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	12	Lansdowne Street	W	R2	16	6.3	17	6.3	6.0	4,644.8	4,644.8	2.8	86.6	215.1	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	11	Lansdowne Street	W	T1	18	5.6	19	5.6	6.0	4,645.5	4,645.5	3.2	86.6	215.1	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	10	Lansdowne Street	W	L2	35	0.0	37	0.0	0.1	12.8	12.8	376.8	0.9	2.2	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	Approach	Lansdowne Street			69	2.9	73	2.9	6.0	4,645.5	2,295.4	12.2	86.6	215.1	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	5AM_BY WOO_LAN_20_AM_BY		GiveWay	BY	Site				3,354	9.4	3,531	9.4	6.0	4,645.5	59.4		86.6	215.1	Lansdowne Street	FALSE
Cumberland AM Server_Woodville	General	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	2	Woodville Road (S)	S	T1	1,670	10.4	1,758	10.4	1.0	63.3	63.3	1,836.6	343.7	560.9	Oxford Street	FALSE
Cumberland AM Server_Woodville	General	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	1	Woodville Road (S)	S	L2	332	4.8	349	4.8	0.3	10.9	10.9	1,373.3	28.6	46.7	Oxford Street	FALSE
Cumberland AM Server_Woodville	General	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	Approach	Woodville Road (S)			2,002	9.5	2,107	9.5	1.0	63.3	54.7	2,201.8	343.7	560.9	Oxford Street	FALSE
Cumberland AM Server_Woodville	General	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	8	Woodville Road (N)	N	T1	1,248	9.2	1,314	9.2	0.5	11.0	11.0	2,501.7	97.8	159.6	Oxford Street	FALSE
Cumberland AM Server_Woodville	General	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	9	Woodville Road (N)	N	R2	225	5.3	237	5.3	1.0	109.6	109.6	240.7	95.9	156.4	Oxford Street	FALSE
Cumberland AM Server_Woodville	General	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	Approach	Woodville Road (N)			1,473	8.6	1,551	8.6	1.0	109.6	26.0	1,576.1	97.8	159.6	Oxford Street	FALSE
Cumberland AM Server_Woodville	General	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	12	Oxford Street	W	R2	497	2.4	523	2.4	0.7	56.7	56.7	736.5	79.9	130.4	Oxford Street	FALSE
Cumberland AM Server_Woodville	General	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	10	Oxford Street	W	L2	47	4.3	49	4.3	0.7	56.4	56.4	69.6	79.9	130.4	Oxford Street	FALSE
Cumberland AM Server_Woodville	General	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	Approach	Oxford Street			544	2.6	573	2.6	0.7	56.7	56.7	806.1	79.9	130.4	Oxford Street	FALSE
Cumberland AM Server_Woodville	General	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	Site				4,019	8.2	4,231	8.2	1.0	109.6	44.7		343.7	560.9	Oxford Street	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY		Signal	BY	2	Woodville Road (S)	S	T1	1,808	10.0	1,903	10.0	0.6	20.0	20.0	3,094.0	135.1	220.4	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY		Signal	BY	1	Woodville Road (S)	S	L2	52	11.5	55	11.5	0.6	26.6	26.6	89.0	134.0	218.7	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY		Signal	BY	Approach	Woodville Road (S)			1,800	10.0	1,958	10.0	0.6	26.6	20.2	3,182.9	135.1	220.4	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY		Signal	BY	4	Guilford Road (E)	E	L2	42	7.1	44	7.1	0.1	56.2	56.2	338.3	11.7	19.1	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY		Signal	BY	6	Guilford Road (E)	E	R2	46	6.5	48	6.5	0.9	92.2	92.2	55.3	17.5	28.6	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY		Signal	BY	5	Guilford Road (E)	E	T1	251	3.2	264	3.2	0.7	58.0	58.0	361.2	77.0	125.7	Guilford Road (W)	FALSE

Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY	Signal	BY	Approach	Guilford Road (E)		339	4.1	357	4.1	0.9	92.2	62.4	407.8	77.0	125.7	Guilford Road (W)	FALSE	
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY	Signal	BY	8	Woodville Road (N)	N	T1	1,398	8.2	1,472	8.2	0.6	11.6	11.6	2,266.1	140.3	229.0	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY	Signal	BY	7	Woodville Road (N)	N	L2	139	2.2	146	2.2	0.6	18.7	18.7	225.3	140.3	229.0	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY	Signal	BY	9	Woodville Road (N)	N	R2	100	7.0	105	7.0	0.8	84.0	84.0	133.0	35.9	56.7	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY	Signal	BY	Approach	Woodville Road (N)			1,637	7.6	1,723	7.6	0.8	84.0	16.6	2,177.4	140.3	229.0	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY	Signal	BY	12	Guilford Road (W)	W	R2	62	6.5	65	6.5	0.6	77.3	77.3	112.3	21.2	34.7	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY	Signal	BY	11	Guilford Road (W)	W	T1	343	3.5	361	3.5	0.9	81.0	81.0	387.5	132.2	215.7	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY	Signal	BY	10	Guilford Road (W)	W	L2	21	9.5	22	9.5	0.0	39.6	39.6	558.8	4.8	7.9	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY	Signal	BY	Approach	Guilford Road (W)			426	4.2	448	4.2	0.9	81.0	78.4	481.2	132.2	215.7	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	4AM_BY WOO_GUI_20_AM_BY	Signal	BY	Site				4,262	8.0	4,486	8.0	0.9	92.2	28.0		140.3	229.0	Guilford Road (W)	FALSE
Cumberland AM Server_Woodville	General	6AM_BY WOO_RAW_20_AM_BY	Signal	BY	3	Woodville Road (S)	S	R2	468	10.3	493	10.3	1.0	91.3	91.3	498.3	160.6	262.1	Woodville Road (N)	FALSE
Cumberland AM Server_Woodville	General	6AM_BY WOO_RAW_20_AM_BY	Signal	BY	2	Woodville Road (S)	S	T1	1,653	10.6	1,740	10.6	0.7	10.0	10.0	2,063.4	142.9	233.1	Woodville Road (N)	FALSE
Cumberland AM Server_Woodville	General	6AM_BY WOO_RAW_20_AM_BY	Signal	BY	Approach	Woodville Road (S)			2,121	10.5	2,233	10.5	1.0	91.3	28.0	2,258.5	160.6	262.1	Woodville Road (N)	FALSE
Cumberland AM Server_Woodville	General	6AM_BY WOO_RAW_20_AM_BY	Signal	BY	4	Rawson Road	E	L2	412	7.8	434	7.8	0.5	26.5	26.5	954.5	83.6	136.4	Woodville Road (N)	FALSE
Cumberland AM Server_Woodville	General	6AM_BY WOO_RAW_20_AM_BY	Signal	BY	6	Rawson Road	E	R2	231	11.3	243	11.3	0.8	74.2	74.2	299.3	84.7	138.2	Woodville Road (N)	FALSE
Cumberland AM Server_Woodville	General	6AM_BY WOO_RAW_20_AM_BY	Signal	BY	Approach	Rawson Road			643	9.0	677	9.0	0.8	74.2	43.6	833.2	84.7	138.2	Woodville Road (N)	FALSE
Cumberland AM Server_Woodville	General	6AM_BY WOO_RAW_20_AM_BY	Signal	BY	8	Woodville Road (N)	N	T1	1,290	8.1	1,358	8.1	0.8	44.2	44.2	1,724.4	156.7	255.7	Woodville Road (N)	FALSE
Cumberland AM Server_Woodville	General	6AM_BY WOO_RAW_20_AM_BY	Signal	BY	7	Woodville Road (N)	N	L2	236	5.5	248	5.5	0.8	49.2	49.2	315.5	149.7	244.3	Woodville Road (N)	FALSE
Cumberland AM Server_Woodville	General	6AM_BY WOO_RAW_20_AM_BY	Signal	BY	Approach	Woodville Road (N)			1,526	7.7	1,606	7.7	0.8	49.2	45.0	2,039.9	156.7	255.7	Woodville Road (N)	FALSE
Cumberland AM Server_Woodville	General	6AM_BY WOO_RAW_20_AM_BY	Signal	BY	Site				4,290	9.3	4,516	9.3	1.0	91.3	36.4		160.6	262.1	Woodville Road (N)	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY	Signal	FY	2	Woodville Road (S)	S	T1	1,642	11.9	1,728	11.9	1.0	34.9	34.9	1,707.4	297.4	485.4	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY	Signal	FY	1	Woodville Road (S)	S	L2	555	3.9	584	3.9	0.4	6.8	6.8	1,363.0	4.7	7.7	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY	Signal	FY	Approach	Woodville Road (S)			2,196	9.9	2,312	9.9	1.0	34.9	27.8	2,284.1	297.4	485.4	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY	Signal	FY	8	Woodville Road (N)	N	T1	1,238	11.8	1,303	11.8	0.5	0.6	0.6	2,436.2	6.8	11.2	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY	Signal	FY	9	Woodville Road (N)	N	R2	93	3.5	98	3.5	0.3	43.5	43.5	318.2	18.8	30.7	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY	Signal	FY	Approach	Woodville Road (N)			1,331	11.3	1,401	11.3	0.5	43.5	3.6	2,619.1	18.8	30.7	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY	Signal	FY	12	Merylands Road	W	R2	475	3.0	500	3.0	0.7	51.8	51.8	673.1	66.1	107.8	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY	Signal	FY	10	Merylands Road	W	L2	57	9.6	60	9.6	0.7	51.5	51.5	80.6	66.1	107.8	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY	Signal	FY	Approach	Merylands Road			532	3.7	560	3.7	0.7	51.8	51.8	753.7	66.1	107.8	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY	Signal	FY	Site				4,059	9.5	4,272	9.5	1.0	51.8	23.0		297.4	485.4	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY_O1	Signal	O1	2	Woodville Road (S)	S	T1	1,642	11.9	1,728	11.9	1.0	29.3	29.3	1,724.0	362.9	592.3	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY_O1	Signal	O1	1	Woodville Road (S)	S	L2	555	3.9	584	3.9	0.4	6.9	6.9	1,415.8	6.1	10.0	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY_O1	Signal	O1	Approach	Woodville Road (S)			2,196	9.9	2,312	9.9	1.0	29.3	23.6	2,306.3	362.9	592.3	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY_O1	Signal	O1	8	Woodville Road (N)	N	T1	1,238	11.8	1,303	11.8	0.5	0.8	0.8	2,367.9	9.3	15.2	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY_O1	Signal	O1	9	Woodville Road (N)	N	R2	93	3.5	98	3.5	0.3	60.6	60.6	297.7	26.0	42.5	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY_O1	Signal	O1	Approach	Woodville Road (N)			1,331	11.3	1,401	11.3	0.5	60.6	5.0	2,578.0	26.0	42.5	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY_O1	Signal	O1	12	Merylands Road	W	R2	475	3.0	500	3.0	0.6	58.4	58.4	801.2	79.9	130.3	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY_O1	Signal	O1	10	Merylands Road	W	L2	57	9.6	60	9.6	0.6	58.1	58.1	96.0	79.9	130.3	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY_O1	Signal	O1	Approach	Merylands Road			532	3.7	560	3.7	0.6	58.4	58.4	897.2	79.9	130.3	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	1AM_FY WOO_MER_30_AM_FY_O1	Signal	O1	Site				4,059	9.5	4,272	9.5	1.0	60.6	22.1		362.9	592.3	Merylands Road	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY	Signal	FY	3	Woodville Road (S)	S	R2	197	1.7	207	1.7	0.5	6.8	6.8	442.8	1.7	2.7	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY	Signal	FY	2	Woodville Road (S)	S	T1	1,734	11.4	1,825	11.4	0.7	0.6	0.6	2,597.1	14.1	22.9	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY	Signal	FY	Approach	Woodville Road (S)			1,930	10.4	2,032	10.4	0.7	6.8	1.3	2,892.1	14.1	22.9	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY	Signal	FY	4	Louis Street	E	L2	56	11.8	59	11.8	0.9	67.3	67.3	64.6	73.3	119.7	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY	Signal	FY	6	Louis Street	E	R2	443	4.2	466	4.2	0.9	67.1	67.1	513.0	73.3	119.7	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY	Signal	FY	Approach	Louis Street			499	5.0	525	5.0	0.9	67.3	67.2	577.6	73.3	119.7	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY	Signal	FY	8	Woodville Road (N)	N	T1	1,450	10.0	1,527	10.0	0.8	2.4	2.4	1,796.1	26.3	42.9	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY	Signal	FY	7	Woodville Road (N)	N	L2	254	3.4	267	3.4	0.2	6.8	6.8	1,282.5	1.5	2.4	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY	Signal	FY	Approach	Woodville Road (N)			1,704	9.1	1,794	9.1	0.8	6.8	3.1	2,110.4	26.3	42.9	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY	Signal	FY	Site				4,133	9.2	4,351	9.2	0.9	67.3	9.9		73.3	119.7	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY_O1	Signal	O1	3	Woodville Road (S)	S	R2	197	1.7	207	1.7	0.5	10.9	10.9	424.0	8.3	13.6	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY_O1	Signal	O1	2	Woodville Road (S)	S	T1	1,734	11.4	1,825	11.4	0.8	1.1	1.1	2,367.4	24.8	40.5	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY_O1	Signal	O1	Approach	Woodville Road (S)			1,930	10.4	2,032	10.4	0.8	10.9	2.1	2,636.2	24.8	40.5	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY_O1	Signal	O1	4	Louis Street	E	L2	56	11.8	59	11.8	0.7	55.6	55.6	89.4	73.8	120.4	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY_O1	Signal	O1	6	Louis Street	E	R2	443	4.2	466	4.2	0.7	55.8	55.8	709.8	73.8	120.1	Louis Street	FALSE
Cumberland AM Server_Woodville	General	2AM_FY WOO_LOU_30_AM_FY_O1	Signal	O1	Approach	Louis Street			499	5.0	525	5.0	0.7	55.8	55.8	799.2	73.8	120.4	Louis Street	FALSE

Cumbretand AM Server_Woodville	General	2AM_FY	WOO_LOU_30_AM_FY_01	Signal	O1	8	Woodville Road (N)	N	T1	1,450	10.0	1,527	10.0	0.8	9.4	9.4	1,828.6	108.5	177.0	Louis Street	FALSE
Cumbretand AM Server_Woodville	General	2AM_FY	WOO_LOU_30_AM_FY_01	Signal	O1	7	Woodville Road (N)	N	L2	254	3.4	267	3.4	0.8	14.5	14.5	319.9	99.9	163.1	Louis Street	FALSE
Cumbretand AM Server_Woodville	General	2AM_FY	WOO_LOU_30_AM_FY_01	Signal	O1	Approach	Woodville Road (N)			1,704	9.1	1,794	9.1	0.8	14.5	10.2	2,148.5	108.5	177.0	Louis Street	FALSE
Cumbretand AM Server_Woodville	General	2AM_FY	WOO_LOU_30_AM_FY_01	Signal	O1	Site				4,133	9.2	4,351	9.2	0.8	55.8	11.9		108.5	177.0	Louis Street	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	2	Woodville Road (S)	S	T1	1,977	10.0	2,082	10.0	0.8	26.8	26.8	2,504.1	140.8	229.7	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	1	Woodville Road (S)	S	L2	57	11.5	60	11.5	0.8	33.4	33.4	72.0	139.8	228.2	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	Approach	Woodville Road (S)			2,034	10.0	2,141	10.0	0.8	33.4	27.0	2,576.1	140.8	229.7	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	4	Guilford Road (E)	E	L2	46	7.1	48	7.1	0.1	34.2	34.2	405.9	7.7	12.6	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	6	Guilford Road (E)	E	R2	50	6.5	53	6.5	0.6	54.0	54.0	93.9	11.4	18.5	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	5	Guilford Road (E)	E	T1	275	3.2	289	3.2	0.7	33.4	33.4	444.3	51.0	83.2	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	Approach	Guilford Road (E)			371	4.1	390	4.1	0.7	54.0	36.3	600.1	51.0	83.2	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	8	Woodville Road (N)	N	T1	1,529	8.2	1,610	8.2	0.8	14.3	14.3	2,024.9	135.8	221.6	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	7	Woodville Road (N)	N	L2	152	2.2	160	2.2	0.8	21.2	21.2	201.3	135.8	221.6	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	9	Woodville Road (N)	N	R2	109	7.0	115	7.0	0.9	59.6	59.6	135.4	26.3	43.0	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	Approach	Woodville Road (N)			1,790	7.6	1,885	7.6	0.9	59.6	17.6	2,217.0	135.8	221.6	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	12	Guilford Road (W)	W	R2	68	6.5	71	6.5	0.5	47.6	47.6	158.0	14.2	23.1	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	11	Guilford Road (W)	W	T1	375	3.5	395	3.5	0.8	42.8	42.8	464.7	83.8	136.7	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	10	Guilford Road (W)	W	L2	23	9.5	24	9.5	0.0	22.8	22.8	665.8	3.0	4.9	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	Approach	Guilford Road (W)			466	4.2	490	4.2	0.8	47.6	42.5	577.1	83.8	136.7	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	4AM_FY	WOO_GUI_30_AM_FY	Signal	FY	Site				4,661	8.0	4,907	8.0	0.9	59.6	25.7		140.8	229.7	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	3	Woodville Road (S)	S	R2	512	10.3	539	10.3	1.0	96.5	96.5	539.5	189.8	309.8	Woodville Road (N)	FALSE
Cumbretand AM Server_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	2	Woodville Road (S)	S	T1	1,808	10.6	1,903	10.6	0.7	9.0	9.0	2,064.1	140.6	229.4	Woodville Road (N)	FALSE
Cumbretand AM Server_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	Approach	Woodville Road (S)			2,320	10.5	2,442	10.5	1.0	96.5	28.3	2,444.9	189.8	309.8	Woodville Road (N)	FALSE
Cumbretand AM Server_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	4	Rawson Road	E	L2	451	7.8	474	7.8	0.5	21.5	21.5	996.1	73.3	119.6	Woodville Road (N)	FALSE
Cumbretand AM Server_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	6	Rawson Road	E	R2	253	11.3	266	11.3	1.0	103.3	103.3	268.0	103.8	169.5	Woodville Road (N)	FALSE
Cumbretand AM Server_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	Approach	Rawson Road			703	9.0	740	9.0	1.0	103.3	50.9	745.9	103.8	169.5	Woodville Road (N)	FALSE
Cumbretand AM Server_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	8	Woodville Road (N)	N	T1	1,411	8.1	1,485	8.1	1.0	77.3	77.3	1,531.3	212.5	346.7	Woodville Road (N)	FALSE
Cumbretand AM Server_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	7	Woodville Road (N)	N	L2	258	5.5	272	5.5	1.0	82.4	82.4	280.1	210.2	343.1	Woodville Road (N)	FALSE
Cumbretand AM Server_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	Approach	Woodville Road (N)			1,699	7.7	1,757	7.7	1.0	82.4	78.1	1,811.5	212.5	346.7	Woodville Road (N)	FALSE
Cumbretand AM Server_Woodville	General	6AM_FY	WOO_RAW_30_AM_FY	Signal	FY	Site				4,692	9.3	4,939	9.3	1.0	103.3	49.4		212.5	346.7	Woodville Road (N)	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	2	Woodville Road (S)	S	T1	1,871	10.3	1,970	10.3	0.8	31.0	31.0	2,458.8	159.6	260.4	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	1	Woodville Road (S)	S	L2	13	8.3	14	8.3	0.8	36.7	36.7	17.2	153.5	250.4	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	Approach	Woodville Road (S)			1,885	10.3	1,984	10.3	0.8	36.7	31.0	2,476.1	159.6	260.4	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	8	Woodville Road (N)	N	T1	1,545	9.3	1,627	9.3	0.6	5.3	5.3	2,818.8	86.6	141.3	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	7	Woodville Road (N)	N	L2	15	14.3	16	14.3	0.6	11.9	11.9	27.9	86.5	141.1	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	9	Woodville Road (N)	N	R2	94	1.2	99	1.2	0.2	31.9	31.9	580.6	18.7	30.6	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	Approach	Woodville Road (N)			1,655	8.9	1,742	8.9	0.6	31.9	6.9	3,018.3	86.6	141.3	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	12	Lansdowne Street	W	R2	17	6.2	18	6.2	0.2	58.5	58.5	97.4	9.7	15.9	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	11	Lansdowne Street	W	T1	20	5.5	21	5.5	0.2	53.9	53.9	109.5	9.7	15.9	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	10	Lansdowne Street	W	L2	38	0.0	40	0.0	0.0	25.0	25.0	809.2	5.7	9.4	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	Approach	Lansdowne Street			75	2.9	79	2.9	0.2	58.5	40.3	420.0	9.7	15.9	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	5AM_OV	WOO_LAN_30_AM_FV_John Coote	Signal	John Coote	Site				3,815	9.5	3,805	9.5	0.8	58.5	20.2		159.6	260.4	Lansdowne Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	2	Woodville Road (S)	S	T1	1,827	10.4	1,923	10.4	1.0	71.7	71.7	1,967.9	418.4	682.9	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	1	Woodville Road (S)	S	L2	363	4.8	382	4.8	0.3	11.6	11.6	1,361.4	35.1	57.3	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	Approach	Woodville Road (S)			2,190	9.5	2,305	9.5	1.0	71.7	61.8	2,359.1	418.4	682.9	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	8	Woodville Road (N)	N	T1	1,365	9.2	1,437	9.2	0.5	8.9	8.9	2,667.7	102.2	166.8	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	9	Woodville Road (N)	N	R2	240	5.3	259	5.3	1.0	116.5	116.5	261.8	112.1	182.9	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	Approach	Woodville Road (N)			1,611	8.6	1,686	8.6	1.0	116.5	25.4	1,714.0	112.1	182.9	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	12	Oxford Street	W	R2	544	2.4	572	2.4	1.0	97.5	97.5	599.3	123.8	202.1	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	10	Oxford Street	W	L2	51	4.3	54	4.3	1.0	97.7	97.7	56.7	123.8	202.1	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	Approach	Oxford Street			595	2.6	626	2.6	1.0	97.7	97.5	656.0	123.8	202.1	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY	Signal	FY	Site				4,396	8.2	4,627	8.2	1.0	116.5	53.3		418.4	682.9	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY_01	Signal	O1	2	Woodville Road (S)	S	T1	1,827	10.4	1,923	10.4	0.9	36.2	36.2	2,205.7	208.6	340.4	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY_01	Signal	O1	1	Woodville Road (S)	S	L2	363	4.8	382	4.8	0.9	41.5	41.5	438.5	193.0	315.0	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY_01	Signal	O1	Approach	Woodville Road (S)			2,190	9.5	2,305	9.5	0.9	41.5	37.1	2,644.3	208.6	340.4	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1	General	3AM_FY	WOO_OXF_30_AM_FY_01	Signal	O1	8	Woodville Road (N)	N	T1	1,365	9.2	1,437	9.2	0.6	10.5	10.5	2,475.2	100.3	163.7	Oxford Street	FALSE

Cumberland AM Server_Woodville_v1.1 General	3AM_FY WOO_OXF_30_AM_FY_01	Signal	O1	9	Woodville Road (N)	N	R2	246	5.3	259	5.3	0.8	67.8	67.8	318.0	69.8	114.0	Oxford Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	3AM_FY WOO_OXF_30_AM_FY_01	Signal	O1	Approach	Woodville Road (N)			1,611	8.6	1,696	8.6	0.8	67.8	19.3	2,081.5	100.3	163.7	Oxford Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	3AM_FY WOO_OXF_30_AM_FY_01	Signal	O1	12	Oxford Street	W	R2	544	2.4	572	2.4	0.8	56.0	56.0	726.6	79.1	129.1	Oxford Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	3AM_FY WOO_OXF_30_AM_FY_01	Signal	O1	10	Oxford Street	W	L2	51	4.3	54	4.3	0.1	27.5	27.5	724.5	8.4	13.8	Oxford Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	3AM_FY WOO_OXF_30_AM_FY_01	Signal	O1	Approach	Oxford Street			595	2.6	625	2.6	0.8	56.0	53.6	795.4	79.1	129.1	Oxford Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	3AM_FY WOO_OXF_30_AM_FY_01	Signal	O1	Site				4,396	8.2	4,627	8.2	0.9	67.8	32.8		208.6	340.4	Oxford Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV	Signal	DV	2	Woodville Road (S)	S	T1	1,918	10.2	2,019	10.2	1.2	170.0	170.0	1,714.4	580.7	947.6	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV	Signal	DV	1	Woodville Road (S)	S	L2	800	2.7	842	2.7	0.6	6.9	6.9	1,374.5	9.8	15.9	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV	Signal	DV	Approach	Woodville Road (S)			2,718	8.0	2,861	8.0	1.2	170.0	122.0	2,429.6	580.7	947.6	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV	Signal	DV	8	Woodville Road (N)	N	T1	1,340	10.9	1,411	10.9	0.6	0.6	0.6	2,449.5	8.0	13.1	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV	Signal	DV	9	Woodville Road (N)	N	R2	277	1.2	292	1.2	0.9	58.1	58.1	322.8	66.7	108.9	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV	Signal	DV	Approach	Woodville Road (N)			1,617	9.3	1,702	9.3	0.9	58.1	10.5	1,884.7	66.7	108.9	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV	Signal	DV	12	Merrilands Road	W	R2	504	2.8	531	2.8	0.8	53.8	53.8	677.7	71.8	117.2	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV	Signal	DV	10	Merrilands Road	W	L2	57	9.6	60	9.6	0.8	53.5	53.5	76.5	71.8	117.2	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV	Signal	DV	Approach	Merrilands Road			561	3.5	591	3.5	0.8	53.8	53.7	754.1	71.8	117.2	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV	Signal	DV	Site				4,897	7.9	5,154	7.9	1.2	170.0	77.3		580.7	947.6	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV_01	Signal	O1	2	Woodville Road (S)	S	T1	1,918	10.2	2,019	10.2	1.2	196.9	196.9	1,672.3	742.0	1,210.9	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV_01	Signal	O1	1	Woodville Road (S)	S	L2	800	2.7	842	2.7	0.6	7.0	7.0	1,373.0	11.8	19.3	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV_01	Signal	O1	Approach	Woodville Road (S)			2,718	8.0	2,861	8.0	1.2	196.9	141.0	2,369.9	742.0	1,210.9	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV_01	Signal	O1	8	Woodville Road (N)	N	T1	1,340	10.9	1,411	10.9	0.5	0.7	0.7	2,608.6	9.0	14.7	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV_01	Signal	O1	9	Woodville Road (N)	N	R2	277	1.2	292	1.2	0.8	62.0	62.0	347.5	75.3	122.9	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV_01	Signal	O1	Approach	Woodville Road (N)			1,617	9.3	1,702	9.3	0.8	62.0	11.2	2,028.6	75.3	122.9	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV_01	Signal	O1	12	Merrilands Road	W	R2	504	2.8	531	2.8	0.9	73.9	73.9	604.2	95.5	155.9	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV_01	Signal	O1	10	Merrilands Road	W	L2	57	9.6	60	9.6	0.9	73.8	73.8	68.2	95.5	155.9	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV_01	Signal	O1	Approach	Merrilands Road			561	3.5	591	3.5	0.9	73.9	73.9	672.3	95.5	155.9	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	1AM_DV WOO_MER_30_AM_DV_01	Signal	O1	Site				4,897	7.9	5,154	7.9	1.2	196.9	90.4		742.0	1,210.9	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV	Signal	DV	3	Woodville Road (S)	S	R2	197	1.7	207	1.7	0.5	6.9	6.9	431.5	2.0	3.3	Louis Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV	Signal	DV	2	Woodville Road (S)	S	T1	2,255	8.7	2,374	8.7	0.9	3.4	3.4	2,639.1	58.9	96.2	Louis Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV	Signal	DV	Approach	Woodville Road (S)			2,452	8.2	2,581	8.2	0.9	6.9	3.7	2,869.5	58.9	96.2	Louis Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV	Signal	DV	4	Louis Street	E	L2	56	11.8	59	11.8	0.9	67.3	67.3	64.6	73.3	119.7	Louis Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV	Signal	DV	6	Louis Street	E	R2	443	4.2	466	4.2	0.9	67.1	67.1	513.0	73.3	119.7	Louis Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV	Signal	DV	Approach	Louis Street			499	5.0	525	5.0	0.9	67.3	67.1	577.6	73.3	119.7	Louis Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV	Signal	DV	8	Woodville Road (N)	N	T1	1,513	9.6	1,593	9.6	0.9	3.7	3.7	1,800.7	36.8	60.0	Louis Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV	Signal	DV	7	Woodville Road (N)	N	L2	323	2.7	340	2.7	0.3	6.8	6.8	1,289.1	2.0	3.3	Louis Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV	Signal	DV	Approach	Woodville Road (N)			1,836	8.4	1,932	8.4	0.9	6.8	4.2	2,184.8	36.8	60.0	Louis Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV	Signal	DV	Site				4,787	7.9	5,039	7.9	0.9	67.3	10.5		73.3	119.7	Louis Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV_01	Signal	O1	3	Woodville Road (S)	S	R2	197	1.7	207	1.7	0.5	6.5	6.5	421.9	4.0	6.6	Louis Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV_01	Signal	O1	2	Woodville Road (S)	S	T1	2,255	8.7	2,374	8.7	1.0	12.5	12.5	2,448.4	199.8	326.1	Louis Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV_01	Signal	O1	Approach	Woodville Road (S)			2,452	8.2	2,581	8.2	1.0	12.5	12.2	2,862.1	199.8	326.1	Louis Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV_01	Signal	O1	4	Louis Street	E	L2	56	11.8	59	11.8	0.7	58.0	58.0	83.3	75.8	123.6	Louis Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV_01	Signal	O1	6	Louis Street	E	R2	443	4.2	466	4.2	0.7	58.2	58.2	661.7	75.8	123.1	Louis Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV_01	Signal	O1	Approach	Louis Street			499	5.0	525	5.0	0.7	58.2	58.1	745.0	75.8	123.6	Louis Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV_01	Signal	O1	8	Woodville Road (N)	N	T1	1,513	9.6	1,593	9.6	0.9	8.4	8.4	1,855.2	110.6	180.5	Louis Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV_01	Signal	O1	7	Woodville Road (N)	N	L2	323	2.7	340	2.7	0.9	13.1	13.1	395.8	94.4	154.1	Louis Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	2AM_DV WOO_LOU_30_AM_DV_01	Signal	O1	Approach	Woodville Road (N)			1,836	8.4	1,932	8.4	0.9	13.1	9.2	2,251.0	110.6	180.5	Louis Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	O1	Site				4,787	7.9	5,039	7.9	1.0	58.2	15.8		199.8	326.1	Louis Street	FALSE
Cumberland AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	2	Woodville Road (S)	S	T1	2,194	8.8	2,309	8.8	0.9	53.4	53.4	2,479.9	252.7	412.3	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	1	Woodville Road (S)	S	L2	17	6.4	18	6.4	0.9	58.9	58.9	19.3	244.1	398.3	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	Approach	Woodville Road (S)			2,211	8.8	2,327	8.8	0.9	58.9	53.4	2,499.2	252.7	412.3	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	8	Woodville Road (N)	N	T1	1,586	9.0	1,669	9.0	0.6	5.5	5.5	2,823.6	90.5	147.7	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	7	Woodville Road (N)	N	L2	15	14.3	16	14.3	0.6	12.0	12.0	27.3	90.4	147.6	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	9	Woodville Road (N)	N	R2	116	0.9	122	0.9	0.2	38.8	38.8	572.2	23.9	38.9	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	Approach	Woodville Road (N)			1,718	8.5	1,808	8.5	0.6	38.8	7.8	3,057.8	90.5	147.7	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	12	Lansdowne Street	W	R2	17	6.2	18	6.2	0.4	59.8	59.8	51.5	19.0	31.0	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	11	Lansdowne Street	W	T1	55	2.0	58	2.0	0.4	55.2	55.2	161.7	19.0	31.0	Woodville Road (S)	FALSE
Cumberland AM Server_Woodville_v1.1 General	5AM_DV WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	10	Lansdowne Street	W	L2	238	0.0	250	0.0	0.3	27.9	27.9	809.2	40.8	66.5	Woodville Road (S)	FALSE

Cumbretand AM Server_Woodville_v1.1 General	5AM_DV	WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	Approach	Lansdowne Street	310	0.7	327	0.7	0.4	59.8	34.5	913.7	40.8	66.5	Woodville Road (S)	FALSE		
Cumbretand AM Server_Woodville_v1.1 General	5AM_DV	WOO_LAN_30_AM_DV_John Coote	Signal	John Coote	Site		4,238	8.1	4,462	8.1	0.9	59.8	33.5	252.7	412.3	Woodville Road (S)	FALSE			
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	2	Woodville Road (S)	T1	2,153	8.8	2,266	8.8	1.1	163.1	163.1	2,046.7	697.0	1,137.5	Oxford Street	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	1	Woodville Road (S)	L2	363	4.8	362	4.8	0.3	11.9	11.9	1,352.3	36.1	59.0	Oxford Street	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	Approach	Woodville Road (S)		2,516	8.3	2,648	8.3	1.1	163.1	141.3	2,392.0	697.0	1,137.5	Oxford Street	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	8	Woodville Road (N)	N	T1	1,408	8.9	1,482	8.9	0.5	7.7	7.7	2,751.8	99.0	161.6	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	9	Woodville Road (N)	N	R2	289	4.5	304	4.5	1.1	194.1	194.1	273.3	174.5	284.8	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	Approach	Woodville Road (N)		1,697	8.2	1,796	8.2	1.1	194.1	39.4	1,607.5	174.5	284.8	Oxford Street	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	12	Oxford Street	W	R2	544	2.4	572	2.4	1.1	164.5	164.5	532.9	164.8	269.0	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	10	Oxford Street	W	L2	51	4.3	54	4.3	1.1	164.6	164.6	50.4	164.8	269.0	Oxford Street	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	Approach	Oxford Street		595	2.6	626	2.6	1.1	164.6	164.5	583.3	164.8	269.0	Oxford Street	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV	Signal	DV	Site		4,808	7.5	5,061	7.5	1.1	194.1	108.2	697.0	1,137.5	Oxford Street	FALSE			
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	2	Woodville Road (S)	T1	2,153	8.8	2,266	8.8	1.0	74.3	74.3	2,301.6	342.9	559.6	Woodville Road (S)	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	1	Woodville Road (S)	L2	363	4.8	362	4.8	1.0	79.5	79.5	386.2	320.8	523.5	Woodville Road (S)	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	Approach	Woodville Road (S)		2,516	8.3	2,648	8.3	1.0	79.5	75.1	2,689.9	342.9	559.6	Woodville Road (S)	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	8	Woodville Road (N)	N	T1	1,408	8.9	1,482	8.9	0.6	10.7	10.7	2,489.0	105.3	171.9	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	9	Woodville Road (N)	N	R2	289	4.5	304	4.5	1.0	94.0	94.0	313.0	96.3	157.2	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	Approach	Woodville Road (N)		1,697	8.2	1,796	8.2	1.0	94.0	24.8	1,840.9	105.3	171.9	Woodville Road (S)	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	12	Oxford Street	W	R2	544	2.4	572	2.4	0.8	57.0	57.0	720.5	80.2	130.9	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	10	Oxford Street	W	L2	51	4.3	54	4.3	0.1	28.0	28.0	718.5	8.6	14.0	Woodville Road (S)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	Approach	Oxford Street		595	2.6	626	2.6	0.8	57.0	54.5	788.6	80.2	130.9	Woodville Road (S)	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	3AM_DV	WOO_OXF_30_AM_DV_O1	Signal	O1	Site		4,808	7.5	5,061	7.5	1.0	94.0	54.8	342.9	559.6	Woodville Road (S)	FALSE			
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	2	Woodville Road (S)	T1	2,117	9.3	2,228	9.3	0.9	56.4	56.4	2,391.9	263.2	429.6	Guilford Road (W)	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	1	Woodville Road (S)	L2	57	11.5	60	11.5	0.9	63.0	63.0	64.3	261.4	426.7	Guilford Road (W)	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	Approach	Woodville Road (S)		2,174	9.4	2,288	9.4	0.9	63.0	56.5	2,456.1	263.2	429.6	Guilford Road (W)	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	4	Guilford Road (E)	E	L2	46	7.1	48	7.1	0.2	54.7	54.7	294.4	12.0	19.6	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	6	Guilford Road (E)	E	R2	97	3.4	102	3.4	1.7	679.3	679.3	60.2	107.5	175.4	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	5	Guilford Road (E)	E	T1	280	3.1	295	3.1	0.9	74.6	74.6	319.0	96.7	157.9	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	Approach	Guilford Road (E)		423	3.6	445	3.6	1.7	679.3	211.1	262.5	107.5	175.4	Guilford Road (W)	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	8	Woodville Road (N)	N	T1	1,529	8.2	1,610	8.2	0.7	10.3	10.3	2,270.2	148.6	242.6	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	7	Woodville Road (N)	N	L2	165	2.0	173	2.0	0.7	17.2	17.2	244.5	148.6	242.6	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	9	Woodville Road (N)	N	R2	140	5.5	147	5.5	0.3	50.3	50.3	452.8	34.8	56.8	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	Approach	Woodville Road (N)		1,834	7.5	1,900	7.5	0.7	50.3	14.0	2,722.6	148.6	242.6	Guilford Road (W)	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	12	Guilford Road (W)	W	R2	68	6.4	71	6.4	1.0	125.3	125.3	89.4	29.8	48.6	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	11	Guilford Road (W)	W	T1	400	3.3	421	3.3	1.3	318.6	318.6	328.1	304.0	496.2	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	10	Guilford Road (W)	W	L2	163	1.3	172	1.3	0.2	27.2	27.2	821.8	28.0	45.7	Guilford Road (W)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	Approach	Guilford Road (W)		631	3.1	664	3.1	1.3	318.6	222.5	517.5	304.0	496.2	Guilford Road (W)	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV	Signal	DV	Site		5,061	7.4	5,327	7.4	1.7	679.3	74.7	304.0	496.2	Guilford Road (W)	FALSE			
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	2	Woodville Road (S)	T1	2,117	9.3	2,228	9.3	0.9	33.0	33.0	2,552.6	175.3	286.1	Guilford Road (E)	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	1	Woodville Road (S)	L2	57	11.5	60	11.5	0.9	39.7	39.7	68.6	174.0	263.9	Guilford Road (E)	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	Approach	Woodville Road (S)		2,174	9.4	2,288	9.4	0.9	39.7	33.2	2,621.2	175.3	286.1	Guilford Road (E)	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	4	Guilford Road (E)	E	L2	46	7.1	48	7.1	0.3	35.8	35.8	139.1	28.8	47.0	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	6	Guilford Road (E)	E	R2	97	3.4	102	3.4	1.1	144.0	144.0	94.5	40.9	66.7	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	5	Guilford Road (E)	E	T1	280	3.1	295	3.1	0.3	31.1	31.1	847.4	29.8	48.6	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	Approach	Guilford Road (E)		423	3.6	445	3.6	1.1	144.0	57.5	412.0	40.9	66.7	Guilford Road (E)	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	8	Woodville Road (N)	N	T1	1,529	8.2	1,610	8.2	0.8	18.3	18.3	1,949.9	161.0	262.7	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	7	Woodville Road (N)	N	L2	165	2.0	173	2.0	0.8	24.9	24.9	210.0	161.0	262.7	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	9	Woodville Road (N)	N	R2	140	5.5	147	5.5	0.4	45.0	45.0	380.2	15.0	24.5	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	Approach	Woodville Road (N)		1,834	7.5	1,900	7.5	0.8	45.0	20.9	2,338.4	161.0	262.7	Guilford Road (E)	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	12	Guilford Road (W)	W	R2	68	6.4	71	6.4	0.3	41.9	41.9	238.0	13.6	22.2	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	11	Guilford Road (W)	W	T1	400	3.3	421	3.3	0.9	49.0	49.0	471.7	100.4	163.8	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	10	Guilford Road (W)	W	L2	163	1.3	172	1.3	0.2	25.8	25.8	709.4	23.6	38.5	Guilford Road (E)	FALSE
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	Approach	Guilford Road (W)		631	3.1	664	3.1	0.9	49.0	42.3	744.0	100.4	163.8	Guilford Road (E)	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	4AM_DV	WOO_GUI_30_AM_DV_O1	Signal	O1	Site		5,061	7.4	5,327	7.4	1.1	144.0	31.9	175.3	286.1	Guilford Road (E)	FALSE			
Cumbretand AM Server_Woodville_v1.1 General	6AM_DV	WOO_RAW_30_AM_DV	Signal	DV	3	Woodville Road (S)	R2	536	9.8	564	9.8	0.9	76.3	76.3	600.0	206.7	337.4	Woodville Road (N)	FALSE	
Cumbretand AM Server_Woodville_v1.1 General	6AM_DV	WOO_RAW_30_AM_DV	Signal	DV	2	Woodville Road (S)	T1	1,943	9.8	2,046	9.8	0.8	10.7	10.7	2,671.7	178.5	291.3	Woodville Road (N)	FALSE	

Cumbrefand AM Server_Woodville_v1.1 General	6AM_DV	WOO_RAW_30_AM_DV	Signal	DV	Approach	Woodville Road (S)		2,479	9.8	2,610	9.8	0.9	76.3	24.9	2,776.6	206.7	337.4	Woodville Road (N)	FALSE	
Cumbrefand AM Server_Woodville_v1.1 General	6AM_DV	WOO_RAW_30_AM_DV	Signal	DV	4	Rawson Road	E	L2	451	7.8	474	7.8	0.5	23.7	23.7	978.5	81.8	133.4	Woodville Road (N)	FALSE
Cumbrefand AM Server_Woodville_v1.1 General	6AM_DV	WOO_RAW_30_AM_DV	Signal	DV	6	Rawson Road	E	R2	257	11.1	270	11.1	0.9	90.4	90.4	284.5	102.0	166.4	Woodville Road (N)	FALSE
Cumbrefand AM Server_Woodville_v1.1 General	6AM_DV	WOO_RAW_30_AM_DV	Signal	DV	Approach	Rawson Road			707	9.0	744	9.0	0.9	90.4	47.9	784.3	102.0	166.4	Woodville Road (N)	FALSE
Cumbrefand AM Server_Woodville_v1.1 General	6AM_DV	WOO_RAW_30_AM_DV	Signal	DV	8	Woodville Road (N)	N	T1	1,411	8.1	1,485	8.1	0.9	65.0	65.0	1,596.0	206.5	337.0	Woodville Road (N)	FALSE
Cumbrefand AM Server_Woodville_v1.1 General	6AM_DV	WOO_RAW_30_AM_DV	Signal	DV	7	Woodville Road (N)	N	L2	258	5.5	272	5.5	0.9	71.0	71.0	292.0	196.2	320.2	Woodville Road (N)	FALSE
Cumbrefand AM Server_Woodville_v1.1 General	6AM_DV	WOO_RAW_30_AM_DV	Signal	DV	Approach	Woodville Road (N)			1,669	7.7	1,757	7.7	0.9	71.0	65.9	1,888.0	206.5	337.0	Woodville Road (N)	FALSE
Cumbrefand AM Server_Woodville_v1.1 General	6AM_DV	WOO_RAW_30_AM_DV	Signal	DV	Site				4,855	9.0	5,111	9.0	0.9	90.4	42.4		206.7	337.4	Woodville Road (N)	FALSE

Network Performance Summary

File	Network Folder	Network Name	Site ID	Site Name	Site Type	Option	Veh Speed	Veh Demand	HV % Demand	Degree of Sat/loss	Control Delay		Worst Movement	Average Back of Queue Distance		Pers Control Delay		Pers Control Delay Worst	Pers Control Delay Loss	
											Control Delay of	Worst Lane		Worst Lane	Pers Demand	Pers Control Delay Average				
Cumberland AM Server_Woodville	AM	Merlands and Louis	1AM_BY WOO_MER_20_AM_BY		Signal	BY	47.1	3.906	9.5	0.74	11.1	71.4	11.1	70.9	115.7	42	4792.8	12.2	71.4	A
Cumberland AM Server_Woodville	AM	Merlands and Louis	2AM_BY WOO_LOU_20_AM_BY		Signal	BY	52.6	3.978	9.2	0.80	11.2	62.3	11.2	68.1	111.1	48	4878.7	12.3	62.3	A
Cumberland AM Server_Woodville	AM	Lansdowne and Oxford	3AM_BY WOO_LAN_20_AM_BY		Give Way	BY	32.9	3.531	9.4	5.96	48.8	4661.5	4661.5	88.1	219.0	33	4236.6	48.8	4661.5	F
Cumberland AM Server_Woodville	AM	Lansdowne and Oxford	3AM_BY WOO_OXF_20_AM_BY		Signal	BY	34.5	4.231	8.2	0.97	44.5	105.6	44.5	343.7	500.9	33	5181.9	44.9	105.6	D
Cumberland AM Server_Woodville	AM	Merlands and Louis FY	1AM_FY WOO_MER_30_AM_FY		Signal	FY	48.3	4.272	9.5	0.81	10.2	64.7	10.2	81.7	133.3	43	5232.2	11.2	64.7	A
Cumberland AM Server_Woodville	AM	Merlands and Louis FY	2AM_FY WOO_LOU_30_AM_FY		Signal	FY	55.4	4.351	9.2	0.77	8.6	58.8	8.6	72.6	118.5	51	5326.2	9.6	59.3	A
Cumberland AM Server_Woodville	AM	Merlands and Louis FY_O1	1AM_FY WOO_MER_30_AM_FY_O1		Signal	OT	46.2	4.272	9.5	0.88	11.8	63.7	11.8	103.2	168.5	41	5232.2	13.0	68.3	A
Cumberland AM Server_Woodville	AM	Merlands and Louis FY_O1	2AM_FY WOO_LOU_30_AM_FY_O1		Signal	OT	51.8	4.351	9.2	0.84	12.0	55.8	12.0	109.0	177.9	48	5326.2	13.1	68.3	A
Cumberland AM Server_Woodville_v1.1	AM	Lansdowne and Oxford FY_O1	3AM_OV WOO_LAN_30_AM_FY_John Cooke		Signal	John Cooke	63.5	3.805	9.5	0.56	4.1	61.1	4.1	76.6	76.6	56	4723.9	5.8	61.1	A
Cumberland AM Server_Woodville_v1.1	AM	Lansdowne and Oxford FY_O1	3AM_FY WOO_OXF_30_AM_FY_O1		Signal	OT	39.7	4.627	8.2	0.87	32.7	67.8	32.7	208.6	208.6	38	5657.8	33.1	67.8	C
Cumberland AM Server_Woodville_v1.1	AM	Merlands and Louis DV	1AM_OV WOO_MER_30_AM_OV		Signal	DV	42.4	5.154	7.9	0.93	15.3	83.9	15.3	102.7	167.6	39	6290.3	16.1	83.9	B
Cumberland AM Server_Woodville_v1.1	AM	Merlands and Louis DV	2AM_OV WOO_LOU_30_AM_OV		Signal	DV	49.2	5.039	7.9	0.95	14.9	85.3	14.9	144.5	225.8	46	6151.7	15.6	85.3	B
Cumberland AM Server_Woodville_v1.1	AM	Merlands and Louis DV_O1	1AM_OV WOO_MER_30_AM_OV_O1		Signal	OT	44.8	5.154	7.9	0.90	13.0	74.4	13.0	96.1	156.9	41	6290.3	13.9	74.4	A
Cumberland AM Server_Woodville_v1.1	AM	Merlands and Louis DV_O1	2AM_OV WOO_LOU_30_AM_OV_O1		Signal	OT	53.5	5.039	7.9	0.90	10.4	77.6	10.4	88.0	143.6	50	6151.7	11.3	77.6	A
Cumberland AM Server_Woodville_v1.1	AM	Lansdowne and Oxford DV_John Cooke	3AM_OV WOO_LAN_30_AM_OV_John Cooke		Signal	John Cooke	57.7	4.462	8.1	0.65	8.9	63.1	8.9	80.0	80.0	52	5511.8	10.2	63.1	A
Cumberland AM Server_Woodville_v1.1	AM	Lansdowne and Oxford DV_John Cooke	3AM_OV WOO_OXF_30_AM_OV_O1		Signal	OT	31.0	5.061	7.5	0.98	54.7	94.0	54.7	342.9	342.9	30	6178.0	54.7	94.0	D

Network Movement - Details

File	Network	Network Name	Site ID	Site Name	Site Type	Option	Origin ID	Leg Name	Direction	Turn	Demand	Flow	HV pc	Arrival	Arrival	Delay	Average	Capacity	Average	To pc	Warnings	Check
																		Queue	Queue	Worst Approach		
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOO, MER, 20, AM, BY	Signal	BY	2	Woodville Road (S)	S	T1	1580	119	1580	119	07	10	10	2,144.7	168	27.4	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOO, MER, 20, AM, BY	Signal	BY	1	Woodville Road (S)	S	L2	534	39	534	39	04	6.7	6.7	1,514.6	45	7.3	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOO, MER, 20, AM, BY	Signal	BY	Approach	Woodville Road (S)	N	T1	2,114	99	2,114	99	07	6.7	24	2,889.1	168	27.4	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOO, MER, 20, AM, BY	Signal	BY	8	Woodville Road (N)	N	T1	1,192	118	1,192	118	05	0.6	0.6	2,952.8	64	10.5	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOO, MER, 20, AM, BY	Signal	BY	9	Woodville Road (N)	N	R2	89	35	89	35	07	71.4	71.4	125.4	25.8	42.1	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOO, MER, 20, AM, BY	Signal	BY	Approach	Woodville Road (N)	N	R2	1,281	113	1,281	113	07	71.4	55	1,796.7	258	42.1	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOO, MER, 20, AM, BY	Signal	BY	12	Manlylands Road	W	R2	457	30	457	30	07	60.9	60.9	615.5	70.9	15.7	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOO, MER, 20, AM, BY	Signal	BY	10	Manlylands Road	W	L2	55	96	55	96	07	60.6	60.6	74.1	70.9	15.7	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOO, MER, 20, AM, BY	Signal	BY	Approach	Manlylands Road	W	L2	512	37	512	37	07	60.9	60.9	692.6	70.9	15.7	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOO, MER, 20, AM, BY	Signal	BY	Site	Manlylands Road	W	L2	3,906	95	3,906	95	07	71.4	11.1	70.9	15.7	Manlylands Road	FALSE	
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOO, LOU, 20, AM, BY	Signal	BY	3	Woodville Road (S)	S	R2	189	17	189	17	05	42.9	42.9	375.2	39.1	63.7	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOO, LOU, 20, AM, BY	Signal	BY	2	Woodville Road (S)	S	T1	1,658	114	1,658	114	06	0.7	0.7	2,612.7	130	21.3	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOO, LOU, 20, AM, BY	Signal	BY	Approach	Woodville Road (S)	S	T1	1,858	104	1,858	104	06	42.9	50	2,939.4	39.1	63.7	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOO, LOU, 20, AM, BY	Signal	BY	4	Louis Street	E	L2	54	118	54	118	08	62.0	62.0	71.1	68.1	111.1	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOO, LOU, 20, AM, BY	Signal	BY	6	Louis Street	E	R2	426	42	426	42	08	62.3	62.3	564.3	68.1	110.6	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOO, LOU, 20, AM, BY	Signal	BY	Approach	Louis Street	E	R2	480	50	480	50	08	62.3	62.3	635.4	68.1	111.1	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOO, LOU, 20, AM, BY	Signal	BY	8	Woodville Road (N)	N	T1	1,396	100	1,396	100	08	2.7	2.7	1,746.2	39.7	64.8	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOO, LOU, 20, AM, BY	Signal	BY	7	Woodville Road (N)	N	L2	244	34	244	34	02	6.8	6.8	1,368.8	16	2.7	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOO, LOU, 20, AM, BY	Signal	BY	Approach	Woodville Road (N)	N	L2	1,640	91	1,640	91	08	6.8	33	2,091.7	39.7	64.8	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis	WM, BY	WOO, LOU, 20, AM, BY	Signal	BY	Site	Woodville Road (N)	N	L2	3,978	92	3,978	92	08	62.3	112	89.1	111.1	111.1	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, LAN, 20, AM, BY	One Way	BY	2	Woodville Road (S)	S	T1	1,801	103	1,801	103	05	0.1	0.1	3,571.2	00	00	Landsdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, LAN, 20, AM, BY	One Way	BY	1	Woodville Road (S)	S	L2	13	83	13	83	05	4.6	4.6	250	00	00	Landsdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, LAN, 20, AM, BY	One Way	BY	Approach	Woodville Road (S)	S	L2	1,814	103	1,814	103	05	4.6	0.2	3,596.2	00	00	Landsdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, LAN, 20, AM, BY	One Way	BY	4	East Street	E	L2	52	41	52	41	00	7.0	7.0	1,136.9	05	12	Landsdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, LAN, 20, AM, BY	One Way	BY	Approach	East Street	E	L2	52	41	52	41	00	7.0	7.0	1,136.9	05	12	Landsdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, LAN, 20, AM, BY	One Way	BY	8	Woodville Road (N)	N	T1	1,487	93	1,487	93	04	0.3	0.3	4,016.8	00	00	Landsdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, LAN, 20, AM, BY	One Way	BY	7	Woodville Road (N)	N	L2	15	143	15	143	01	4.6	4.6	179.8	00	00	Landsdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, LAN, 20, AM, BY	One Way	BY	9	Woodville Road (N)	N	R2	91	12	91	12	04	43.3	43.3	162.0	65	16.1	Landsdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, LAN, 20, AM, BY	One Way	BY	Approach	Woodville Road (N)	N	R2	1,593	89	1,593	89	04	43.3	28	2,850.8	65	16.1	Landsdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, LAN, 20, AM, BY	One Way	BY	12	Landsdowne Street	W	R2	17	63	17	63	40	4.6	4.6	2,661.5	28	88.1	Landsdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, LAN, 20, AM, BY	One Way	BY	11	Landsdowne Street	W	T1	19	56	19	56	40	4.6	4.6	3,321.3	32	88.1	Landsdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, LAN, 20, AM, BY	One Way	BY	10	Landsdowne Street	W	L2	37	00	37	00	01	11.4	11.4	480.8	08	21	Landsdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, LAN, 20, AM, BY	One Way	BY	Approach	Landsdowne Street	W	L2	73	29	73	29	40	4.6	4.6	2,332.7	122	88.1	Landsdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, LAN, 20, AM, BY	One Way	BY	Site	Landsdowne Street	W	L2	3,531	94	3,531	94	40	4.6	4.6	488	88.1	219.0	Landsdowne Street	FALSE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, OXF, 20, AM, BY	Signal	BY	2	Woodville Road (S)	S	T1	1,758	104	1,758	104	10	63.3	63.3	1,836.6	343.7	560.9	Oxford Street	FALSE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, OXF, 20, AM, BY	Signal	BY	1	Woodville Road (S)	S	L2	349	48	349	48	03	10.9	10.9	1,375.3	28.6	46.7	Oxford Street	FALSE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, OXF, 20, AM, BY	Signal	BY	Approach	Woodville Road (S)	S	L2	2,107	95	2,107	95	10	63.3	54.7	2,201.8	343.7	560.9	Oxford Street	FALSE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, OXF, 20, AM, BY	Signal	BY	8	Woodville Road (N)	N	T1	1,314	92	1,314	92	05	10.9	10.9	2,528.0	96.5	157.4	Oxford Street	TRUE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, OXF, 20, AM, BY	Signal	BY	9	Woodville Road (N)	N	R2	237	53	237	53	10	105.6	105.6	242.9	93.1	151.9	Oxford Street	TRUE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, OXF, 20, AM, BY	Signal	BY	Approach	Woodville Road (N)	N	R2	1,551	86	1,551	86	10	105.6	25.4	1,590.4	96.5	157.4	Oxford Street	TRUE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, OXF, 20, AM, BY	Signal	BY	12	Oxford Street	W	R2	523	24	523	24	07	96.7	96.7	736.5	79.9	130.4	Oxford Street	FALSE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, OXF, 20, AM, BY	Signal	BY	10	Oxford Street	W	L2	49	43	49	43	07	96.4	58.4	696	79.9	130.4	Oxford Street	FALSE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, OXF, 20, AM, BY	Signal	BY	Approach	Oxford Street	W	L2	573	26	573	26	07	96.7	58.7	806.1	79.9	130.4	Oxford Street	FALSE
Cumberland IM Sener, Woodville	IM	Landsdowne and Oxford	WM, BY	WOO, OXF, 20, AM, BY	Signal	BY	Site	Oxford Street	W	L2	4,231	82	4,231	82	10	105.6	44.5	500.9	96.5	157.4	Oxford Street	TRUE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOO, MER, 30, AM, FY	Signal	FY	2	Woodville Road (S)	S	T1	1,728	119	1,728	119	08	1.1	1.1	2,144.7	242	39.6	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOO, MER, 30, AM, FY	Signal	FY	1	Woodville Road (S)	S	L2	584	39	584	39	04	6.7	6.7	1,514.6	51	8.4	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOO, MER, 30, AM, FY	Signal	FY	Approach	Woodville Road (S)	S	T1	2,312	99	2,312	99	08	6.7	25	2,889.1	242	39.6	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOO, MER, 30, AM, FY	Signal	FY	8	Woodville Road (N)	N	T1	1,303	118	1,303	118	05	0.6	0.6	2,562.8	76	12.4	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOO, MER, 30, AM, FY	Signal	FY	9	Woodville Road (N)	N	R2	96	35	96	35	05	8.0	8.0	204.7	19	3.2	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOO, MER, 30, AM, FY	Signal	FY	Approach	Woodville Road (N)	N	R2	1,401	113	1,401	113	05	8.0	11	2,739.2	76	12.4	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOO, MER, 30, AM, FY	Signal	FY	12	Manlylands Road	W	R2	500	30	500	30	08	64.7	64.7	615.5	81.7	133.3	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOO, MER, 30, AM, FY	Signal	FY	10	Manlylands Road	W	L2	60	96	60	96	08	64.5	64.5	74.1	81.7	133.3	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOO, MER, 30, AM, FY	Signal	FY	Approach	Manlylands Road	W	L2	560	37	560	37	08	64.7	64.7	692.6	81.7	133.3	Manlylands Road	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOO, MER, 30, AM, FY	Signal	FY	Site	Manlylands Road	W	L2	4,272	95	4,272	95	08	64.7	102	81.7	133.3	Manlylands Road	FALSE	
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOO, LOU, 30, AM, FY	Signal	FY	3	Woodville Road (S)	S	R2	207	17	207	17	06	7.1	7.1	321.2	32	52	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOO, LOU, 30, AM, FY	Signal	FY	2	Woodville Road (S)	S	T1	1,825	114	1,825	114	07	0.8	0.8	2,502.7	187	30.5	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOO, LOU, 30, AM, FY	Signal	FY	Approach	Woodville Road (S)	S	T1	2,032	104	2,032	104	07	7.1	15	2,739.2	187	30.5	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOO, LOU, 30, AM, FY	Signal	FY	4	Louis Street	E	L2	59	118	59	118	08	65.5	58.5	77.4	72.6	118.5	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOO, LOU, 30, AM, FY	Signal	FY	6	Louis Street	E	R2	456	42	456	42	08	65.5	58.5	615.5	72.6	118.5	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOO, LOU, 30, AM, FY	Signal	FY	Approach	Louis Street	E	R2	525	50	525	50	08	65.5	58.5	692.6	72.6	118.5	Louis Street	FALSE
Cumberland IM Sener, Woodville	IM	Manlylands and Louis FY	WM, FY	WOO, LOU, 30, AM, FY	Signal	FY	8	Woodville Road (N)	N	T1	1,527	100	1,527	100	08	1.1</						

Cumberland AM Sener, Woodville	AM	Merlands and Louis FY	2AM FY	WOO LOU 30 AM FY	Signal	FY	7	Woodville Road(N)	N	L2	267	34	267	3.4	0.2	6.7	6.7	1,486.1	18	29	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY	2AM FY	WOO LOU 30 AM FY	Signal	FY	Approach	Woodville Road(N)			1,794	91	1,794	9.1	0.8	4.7	19	2,316.4	184	301	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY	2AM FY	WOO LOU 30 AM FY	Signal	FY	Site				4,351	92	4,351	9.2	0.8	58.8	86	726	118.5	Louis Street	FALSE	
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	WM FY	WOO MER 30 AM FY, O1	Signal	O1	2	Woodville Road(S)	S	T1	1,728	119	1,587	11.7	0.9	3.8	38	1,996.9	563	919	Merlands Road	TRUE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	WM FY	WOO MER 30 AM FY, O1	Signal	O1	1	Woodville Road(S)	S	L2	584	39	527	3.9	0.4	6.8	68	1,589.5	52	84	Merlands Road	TRUE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	WM FY	WOO MER 30 AM FY, O1	Signal	O1	Approach	Woodville Road(S)			2,312	99	2,084	9.7	0.9	6.8	46	2,617.9	563	919	Merlands Road	TRUE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	WM FY	WOO MER 30 AM FY, O1	Signal	O1	8	Woodville Road(N)	N	T1	1,303	118	1,303	11.8	0.7	0.9	0.9	1,980.9	151	247	Merlands Road	TRUE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	WM FY	WOO MER 30 AM FY, O1	Signal	O1	9	Woodville Road(N)	N	R2	98	35	98	3.5	0.3	0.6	136	3216	72	117	Merlands Road	TRUE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	WM FY	WOO MER 30 AM FY, O1	Signal	O1	Approach	Woodville Road(N)			1,401	113	1,401	11.3	0.7	0.6	15	2,108.1	151	247	Merlands Road	TRUE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	WM FY	WOO MER 30 AM FY, O1	Signal	O1	12	Merlands Road	W	R2	500	30	300	3.0	0.8	63.7	637	655.5	1032	188.5	Merlands Road	TRUE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	WM FY	WOO MER 30 AM FY, O1	Signal	O1	10	Merlands Road	W	L2	60	96	60	9.6	0.8	42.0	620	785	103.2	188.5	Merlands Road	TRUE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	WM FY	WOO MER 30 AM FY, O1	Signal	O1	Approach	Merlands Road			560	37	560	3.7	0.8	63.7	635	7340	103.2	188.5	Merlands Road	TRUE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	WM FY	WOO MER 30 AM FY, O1	Signal	O1	Site				4,272	95	4,045	10.0	0.9	63.7	118	103.2	188.5	Merlands Road	TRUE	
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	2AM FY	WOO LOU 30 AM FY, O1	Signal	O1	3	Woodville Road(S)	S	R2	207	17	207	1.7	0.5	11.6	116	4230	94	153	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	2AM FY	WOO LOU 30 AM FY, O1	Signal	O1	2	Woodville Road(S)	S	T1	1,825	114	1,825	11.4	0.8	1.1	11	2,367.4	248	405	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	2AM FY	WOO LOU 30 AM FY, O1	Signal	O1	Approach	Woodville Road(S)			2,032	104	2,032	10.4	0.8	11.6	21	2,636.2	248	405	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	2AM FY	WOO LOU 30 AM FY, O1	Signal	O1	4	Louis Street	E	L2	59	11.8	59	11.8	0.7	56.6	556	894	738	120.4	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	2AM FY	WOO LOU 30 AM FY, O1	Signal	O1	6	Louis Street	E	R2	466	42	466	4.2	0.7	56.8	558	7058	738	120.1	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	2AM FY	WOO LOU 30 AM FY, O1	Signal	O1	Approach	Louis Street			525	50	525	5.0	0.7	56.8	558	7992	738	120.4	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	2AM FY	WOO LOU 30 AM FY, O1	Signal	O1	8	Woodville Road(N)	N	T1	1,527	100	1,527	10.0	0.8	9.7	97	1,836.3	1030	177.9	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	2AM FY	WOO LOU 30 AM FY, O1	Signal	O1	7	Woodville Road(N)	N	L2	267	34	267	3.4	0.8	13.7	137	3195	333	543	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	2AM FY	WOO LOU 30 AM FY, O1	Signal	O1	Approach	Woodville Road(N)			1,794	91	1,794	9.1	0.8	13.7	103	2,148.8	1030	177.9	Louis Street	FALSE
Cumberland AM Sener, Woodville	AM	Merlands and Louis FY, O1	2AM FY	WOO LOU 30 AM FY, O1	Signal	O1	Site				4,351	92	4,351	9.2	0.8	58.8	120	1030	177.9	Louis Street	FALSE	
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	2	Woodville Road(S)	S	T1	1,970	103	1,970	10.3	0.6	1.5	15	3,528.5	260	260	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	1	Woodville Road(S)	S	L2	14	83	14	8.3	0.6	9.4	94	247	260	260	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	Approach	Woodville Road(S)			1,984	103	1,984	10.3	0.6	9.4	15	3,551.3	260	260	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	8	Woodville Road(N)	N	T1	1,627	93	1,627	9.3	0.6	4.3	43	2,896.6	766	766	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	7	Woodville Road(N)	N	L2	16	143	16	14.3	0.6	10.8	108	287	765	765	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	9	Woodville Road(N)	N	R2	99	12	99	1.2	0.3	15.2	152	2988	138	138	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	Approach	Woodville Road(N)			1,742	89	1,742	8.9	0.6	15.2	49	3,102.6	766	766	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	12	Landowne Street	W	R2	18	42	18	4.2	0.2	61.1	611	778	99	99	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	11	Landowne Street	W	T1	21	55	21	5.5	0.2	85.5	855	875	99	99	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	10	Landowne Street	W	L2	40	00	40	0.0	0.1	42.4	424	4418	78	78	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	Approach	Landowne Street			79	29	79	2.9	0.2	61.1	504	3355	99	99	Landowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	SAM DV	WOO LAN 30 AM FY, John Code	Signal	John Code	Site				3,805	95	3,805	9.5	0.6	41.1	41	766	766	Landowne Street	FALSE	
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	3AM FY	WOO OXF 30 AM FY, O1	Signal	O1	2	Woodville Road(S)	S	T1	1,923	104	1,923	10.4	0.9	36.2	362	2,205.7	208.6	208.6	Oxford Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	3AM FY	WOO OXF 30 AM FY, O1	Signal	O1	1	Woodville Road(S)	S	L2	382	48	382	4.8	0.9	41.5	415	4385	180.0	180.0	Oxford Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	3AM FY	WOO OXF 30 AM FY, O1	Signal	O1	Approach	Woodville Road(S)			2,305	95	2,305	9.5	0.9	41.5	371	2,644.3	208.6	208.6	Oxford Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	3AM FY	WOO OXF 30 AM FY, O1	Signal	O1	8	Woodville Road(N)	N	T1	1,437	92	1,437	9.2	0.6	10.1	101	2,475.2	892	892	Oxford Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	3AM FY	WOO OXF 30 AM FY, O1	Signal	O1	9	Woodville Road(N)	N	R2	259	53	259	5.3	0.8	67.8	678	3160	698	698	Oxford Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	3AM FY	WOO OXF 30 AM FY, O1	Signal	O1	Approach	Woodville Road(N)			1,696	86	1,696	8.6	0.8	67.8	189	2,081.5	892	892	Oxford Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	3AM FY	WOO OXF 30 AM FY, O1	Signal	O1	12	Oxford Street	W	R2	572	24	572	2.4	0.8	36.0	360	7266	791	791	Oxford Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	3AM FY	WOO OXF 30 AM FY, O1	Signal	O1	10	Oxford Street	W	L2	54	43	54	4.3	0.1	27.5	275	7245	84	84	Oxford Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	3AM FY	WOO OXF 30 AM FY, O1	Signal	O1	Approach	Oxford Street			626	26	626	2.6	0.8	36.0	536	7954	791	791	Oxford Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Landowne and Oxford FY, O1	3AM FY	WOO OXF 30 AM FY, O1	Signal	O1	Site				4,627	82	4,627	8.2	0.9	67.8	327	208.6	208.6	Oxford Street	FALSE	
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	WM DV	WOO MER 30 AM DV	Signal	DV	2	Woodville Road(S)	S	T1	2,019	102	1,732	10.1	0.9	7.5	75	2,185.2	787	128.4	Merlands Road	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	WM DV	WOO MER 30 AM DV	Signal	DV	1	Woodville Road(S)	S	L2	842	27	723	2.7	0.5	7.0	70	1,568.1	83	136	Merlands Road	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	WM DV	WOO MER 30 AM DV	Signal	DV	Approach	Woodville Road(S)			2,861	80	2,455	8.0	0.9	7.5	73	3,098.5	787	128.4	Merlands Road	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	WM DV	WOO MER 30 AM DV	Signal	DV	8	Woodville Road(N)	N	T1	1,411	109	1,411	10.9	0.5	0.6	0.6	2,632.9	86	141	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	WM DV	WOO MER 30 AM DV	Signal	DV	9	Woodville Road(N)	N	R2	292	12	292	1.2	0.8	15.2	152	3842	206	336	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	WM DV	WOO MER 30 AM DV	Signal	DV	Approach	Woodville Road(N)			1,702	93	1,702	9.3	0.8	15.2	31	2,242.9	206	336	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	WM DV	WOO MER 30 AM DV	Signal	DV	12	Merlands Road	W	R2	531	28	531	2.8	0.9	83.8	838	5734	1027	107.6	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	WM DV	WOO MER 30 AM DV	Signal	DV	10	Merlands Road	W	L2	60	96	60	9.6	0.9	83.9	839	647	1027	107.6	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	WM DV	WOO MER 30 AM DV	Signal	DV	Approach	Merlands Road			591	35	591	3.5	0.9	83.9	838	6381	1027	107.6	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	WM DV	WOO MER 30 AM DV	Signal	DV	Site				5,154	79	4,748	8.6	0.9	83.9	153	1027	107.6	Merlands Road	FALSE	
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	2AM DV	WOO LOU 30 AM DV	Signal	DV	3	Woodville Road(S)	S	R2	207	17	207	1.7	0.6	7.4	74	3506	31	50	Louis Street	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	2AM DV	WOO LOU 30 AM DV	Signal	DV	2	Woodville Road(S)	S	T1	2,374	87	2,374	8.7	1.0	10.4	104	2,488.3	144.5	236.8	Louis Street	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	2AM DV	WOO LOU 30 AM DV	Signal	DV	Approach	Woodville Road(S)			2,581	82	2,581	8.2	1.0	10.4	101	2,705.5	1445	236.8	Louis Street	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	2AM DV	WOO LOU 30 AM DV	Signal	DV	4	Louis Street	E	L2	59	11.8	59	11.8	0.9	85.3	853	631	930	151.8	Louis Street	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	2AM DV	WOO LOU 30 AM DV	Signal	DV	6	Louis Street	E	R2	466	42	466	4.2	0.9	85.1	851	5010	930	151.8	Louis Street	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	2AM DV	WOO LOU 30 AM DV	Signal	DV	Approach	Louis Street			525	50	525	5.0	0.9	85.3	852	5641	930	151.8	Louis Street	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	2AM DV	WOO LOU 30 AM DV	Signal	DV	8	Woodville Road(N)	N	T1	1,593	96	1,593	9.6	0.8	1.1	11	1,935.5	220	359	Louis Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV	2AM DV	WOO LOU 30 AM DV	Signal	DV	7	Woodville Road(N)	N	L2	340	27</										

Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	1AM DV WOO MER 30 AM DV 01	Signal	01	1	Woodville Road (S)	S	L2	842	27	304	2.7	0.5	6.9	6.9	1,641.6	79	130	Merlands Road	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	1AM DV WOO MER 30 AM DV 01	Signal	01	Approach	Woodville Road (S)			2,861	80	2,390	8.0	0.9	6.9	4.9	3,192.4	508	830	Merlands Road	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	1AM DV WOO MER 30 AM DV 01	Signal	01	8	Woodville Road (N)	N	T1	1,411	109	1,411	10.9	0.5	0.7	0.7	2,608.6	90	147	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	1AM DV WOO MER 30 AM DV 01	Signal	01	9	Woodville Road (N)	N	R2	292	12	292	1.2	0.8	15.1	15.1	362.7	156	254	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	1AM DV WOO MER 30 AM DV 01	Signal	01	Approach	Woodville Road (N)			1,702	93	1,702	9.3	0.8	15.1	3.1	2,117.6	156	254	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	1AM DV WOO MER 30 AM DV 01	Signal	01	12	Merlands Road	W	R2	531	28	531	2.8	0.9	34.4	74.4	604.2	961	136.9	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	1AM DV WOO MER 30 AM DV 01	Signal	01	10	Merlands Road	W	L2	60	96	60	9.6	0.9	34.3	74.3	68.2	961	136.9	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	1AM DV WOO MER 30 AM DV 01	Signal	01	Approach	Merlands Road			591	35	591	3.5	0.9	34.4	74.4	672.3	961	136.9	Merlands Road	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	1AM DV WOO MER 30 AM DV 01	Signal	01	Site				5154	79	4,886	8.7	0.9	34.4	130		961	136.9	Merlands Road	TRUE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	2AM DV WOO LOU 30 AM DV 01	Signal	01	3	Woodville Road (S)	S	R2	207	17	207	1.7	0.5	7.1	7.1	441.5	26	43	Louis Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	2AM DV WOO LOU 30 AM DV 01	Signal	01	2	Woodville Road (S)	S	T1	2,374	87	2,374	8.7	0.9	2.6	2.6	2,629.9	680	111.0	Louis Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	2AM DV WOO LOU 30 AM DV 01	Signal	01	Approach	Woodville Road (S)			2,581	82	2,581	8.2	0.9	7.1	30	2,859.4	680	111.0	Louis Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	2AM DV WOO LOU 30 AM DV 01	Signal	01	4	Louis Street	E	L2	59	118	59	11.8	0.9	77.6	77.6	65.2	880	143.6	Louis Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	2AM DV WOO LOU 30 AM DV 01	Signal	01	6	Louis Street	E	R2	466	42	466	4.2	0.9	77.4	77.4	518.1	880	142.6	Louis Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	2AM DV WOO LOU 30 AM DV 01	Signal	01	Approach	Louis Street			525	50	525	5.0	0.9	77.6	77.4	583.3	880	143.6	Louis Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	2AM DV WOO LOU 30 AM DV 01	Signal	01	8	Woodville Road (N)	N	T1	1,593	96	1,593	9.6	0.7	1.1	1.1	2,298.0	124	202	Louis Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	2AM DV WOO LOU 30 AM DV 01	Signal	01	7	Woodville Road (N)	N	L2	340	27	340	2.7	0.7	7.4	7.4	481.3	124	202	Louis Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	2AM DV WOO LOU 30 AM DV 01	Signal	01	Approach	Woodville Road (N)			1,932	84	1,932	8.4	0.7	7.4	2.2	2,737.3	124	202	Louis Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Merlands and Louis DV, 01	2AM DV WOO LOU 30 AM DV 01	Signal	01	Site				5,039	79	5,039	7.9	0.9	77.6	104		880	143.6	Louis Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	2	Woodville Road (S)	S	T1	2,309	88	2,309	8.8	0.6	4.9	4.9	3,572.1	659	659	Lansdowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	1	Woodville Road (S)	S	L2	18	64	18	6.4	0.6	12.9	12.9	27.7	659	659	Lansdowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	Approach	Woodville Road (S)			2,327	88	2,327	8.8	0.6	12.9	50	3,599.8	659	659	Lansdowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	8	Woodville Road (N)	N	T1	1,669	90	1,669	9.0	0.6	4.3	4.3	2,908.3	800	800	Lansdowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	7	Woodville Road (N)	N	L2	16	143	16	14.3	0.6	10.9	10.9	28.1	799	799	Lansdowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	9	Woodville Road (N)	N	R2	122	09	122	0.9	0.5	32.7	32.7	268.5	303	303	Lansdowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	Approach	Woodville Road (N)			1,808	85	1,808	8.5	0.6	32.7	63	3,147.3	800	800	Lansdowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	12	Lansdowne Street	W	R2	18	62	18	6.2	0.5	40.1	63.1	40.8	196	196	Lansdowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	11	Lansdowne Street	W	T1	58	20	58	2.0	0.5	98.5	58.5	128.1	196	196	Lansdowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	10	Lansdowne Street	W	L2	250	00	250	0.0	0.6	46.6	46.6	388.9	563	563	Lansdowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	Approach	Lansdowne Street			327	07	327	0.7	0.6	40.1	51.1	507.3	563	563	Lansdowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO LAN 30 AM DV, John Code	Signal	John Code	Site				4,462	81	4,462	8.1	0.6	40.1	89		800	800	Lansdowne Street	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO OXF 30 AM DV 01	Signal	01	2	Woodville Road (S)	S	T1	2,266	88	2,266	8.8	1.0	34.3	74.3	2,301.6	342.9	342.9	Woodville Road (S)	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO OXF 30 AM DV 01	Signal	01	1	Woodville Road (S)	S	L2	382	48	382	4.8	1.0	39.5	79.5	388.2	320.8	320.8	Woodville Road (S)	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO OXF 30 AM DV 01	Signal	01	Approach	Woodville Road (S)			2,648	83	2,648	8.3	1.0	39.5	75.1	2,689.9	342.9	342.9	Woodville Road (S)	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO OXF 30 AM DV 01	Signal	01	8	Woodville Road (N)	N	T1	1,482	89	1,482	8.9	0.6	10.2	10.2	2,489.0	928	928	Woodville Road (S)	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO OXF 30 AM DV 01	Signal	01	9	Woodville Road (N)	N	R2	304	45	304	4.5	1.0	94.0	94.0	313.0	963	963	Woodville Road (S)	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO OXF 30 AM DV 01	Signal	01	Approach	Woodville Road (N)			1,786	82	1,786	8.2	1.0	94.0	244	1,840.9	963	963	Woodville Road (S)	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO OXF 30 AM DV 01	Signal	01	12	Oxford Street	W	R2	572	24	572	2.4	0.8	57.0	57.0	720.5	802	802	Woodville Road (S)	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO OXF 30 AM DV 01	Signal	01	10	Oxford Street	W	L2	54	43	54	4.3	0.1	28.0	28.0	718.5	86	86	Woodville Road (S)	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO OXF 30 AM DV 01	Signal	01	Approach	Oxford Street			626	26	626	2.6	0.8	57.0	54.5	788.6	802	802	Woodville Road (S)	FALSE
Cumberland AM Sener, Woodville, v1.1	AM	Lansdowne and Oxford DV, John Code	3AM DV WOO OXF 30 AM DV 01	Signal	01	Site				5,061	75	5,061	7.5	1.0	94.0	547		342.9	342.9	Woodville Road (S)	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 Lane	Average Back of Queue Distance	75th Percentile Back of Queue Distance	Pers Speed	Pers Demand	Pers Control Delay Average	Pers Control Delay Worst Movement	Pers Delay LoS
Cumberland PM Sever_Woodville	General	1PM_BY	WOO_MER_20_PM_BY	Signal	BY	40.2	4,025	4.5	0.79	13.0	62.2	13.0	78.5	128.1	41.7	4,005	13.9	62.2	A
Cumberland PM Sever_Woodville	General	2PM_BY	WOO_LOU_20_PM_BY	Signal	BY	43.5	4,255	4.6	1.00	23.7	105.4	23.7	125.3	204.5	41.0	5,211	24.5	105.4	B
Cumberland PM Sever_Woodville	General	5PM_BY	WOO_LAN_20_PM_BY	Drive Way	BY	28.1	4,077	4.2	5.26	98.1	4,016.6	4,016.6	156.7	380.5	28.1	4,892	98.1	4,016.6	F
Cumberland PM Sever_Woodville	General	3PM_BY	WOO_OXF_20_PM_BY	Signal	BY	33.0	5,081	3.8	0.99	54.9	109.5	54.9	361.6	590.1	32.0	6,203	55.0	109.5	D
Cumberland PM Sever_Woodville	General	4PM_BY	WOO_GUI_20_PM_BY	Signal	BY	44.8	5,251	3.7	0.97	33.8	101.3	33.8	194.8	318.0	42.1	6,511	34.7	101.3	C
Cumberland PM Sever_Woodville	General	6PM_BY	WOO_RAW_20_PM_BY	Signal	BY	37.7	4,980	4.3	0.98	39.0	100.2	39.0	182.1	297.3	35.5	6,134	39.6	100.2	C
Cumberland PM Sever_Woodville	General	1PM_FY	WOO_MER_30_PM_FY	Signal	FY	47.0	4,634	4.5	0.88	12.2	62.0	12.2	88.7	144.7	43.1	5,066	12.9	62.0	A
Cumberland PM Sever_Woodville	General	1PM_FY	WOO_MER_30_PM_FY_O1	Signal	O1	47.5	4,634	4.5	0.87	11.7	60.8	11.7	97.5	159.1	43.2	5,066	12.8	68.3	A
Cumberland PM Sever_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY	Signal	FY	31.1	4,899	4.6	1.10	49.1	162.8	49.1	320.8	523.5	30.1	5,984	49.1	162.8	D
Cumberland PM Sever_Woodville	General	2PM_FY	WOO_LOU_30_PM_FY_O1	Signal	O1	37.1	4,899	4.6	1.08	33.8	108.8	33.8	249.7	407.4	35.5	5,984	34.4	108.8	C
Cumberland PM Sever_Woodville	General	4PM_FY	WOO_GUI_30_PM_FY	Signal	FY	41.1	5,743	3.7	0.94	43.6	97.0	43.6	270.7	441.8	39.0	7,102	44.2	97.0	D
Cumberland PM Sever_Woodville	General	6PM_FY	WOO_RAW_30_PM_FY	Signal	FY	35.5	5,447	4.3	0.93	44.5	81.3	44.5	243.8	397.9	33.7	6,694	44.8	81.3	D
Cumberland PM Sever_Woodville_v1.1	General	5PM_DV	WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	50.5	4,396	4.3	0.81	20.0	58.1	20.0	159.3	259.9	46.7	5,433	21.0	58.1	B
Cumberland PM Sever_Woodville_v1.1	General	3PM_FY	WOO_OXF_30_PM_FY	Signal	FY	25.6	5,557	3.8	1.07	85.0	155.3	85.0	516.5	842.9	25.0	6,774	84.7	155.3	F
Cumberland PM Sever_Woodville_v1.1	General	3PM_FY	WOO_OXF_30_PM_FY_O1	Signal	O1	32.6	5,557	3.8	1.09	53.6	130.0	53.6	285.2	466.4	31.7	6,774	53.6	130.0	D
Cumberland PM Sever_Woodville_v1.1	General	1PM_DV	WOO_MER_30_PM_DV	Signal	DV	23.0	5,319	3.9	1.24	53.8	282.8	53.8	298.9	487.7	22.2	6,488	53.7	282.8	D
Cumberland PM Sever_Woodville_v1.1	General	1PM_DV	WOO_MER_30_PM_DV_O1	Signal	O1	33.6	5,319	3.9	1.04	28.1	140.0	28.1	230.1	375.6	31.7	6,488	28.8	140.0	B
Cumberland PM Sever_Woodville_v1.1	General	2PM_DV	WOO_LOU_30_PM_DV	Signal	DV	12.5	5,562	4.0	1.41	196.6	377.3	196.6	1,013.0	1,653.2	12.4	6,780	194.3	377.3	F
Cumberland PM Sever_Woodville_v1.1	General	2PM_DV	WOO_LOU_30_PM_DV_O1	Signal	O1	10.5	5,562	4.0	1.47	242.9	443.1	242.9	1,135.7	1,853.3	10.4	6,780	240.2	443.1	F
Cumberland PM Sever_Woodville_v1.1	General	5PM_DV	WOO_LAN_30_PM_DV_John Coote	Signal	John Coote	45.1	5,092	3.7	0.92	28.8	58.2	28.8	314.5	513.2	42.4	6,268	29.4	58.2	C
Cumberland PM Sever_Woodville_v1.1	General	3PM_DV	WOO_OXF_30_PM_DV	Signal	DV	24.7	5,977	3.5	1.10	89.9	183.0	89.9	564.7	921.6	24.2	7,278	89.6	183.0	F
Cumberland PM Sever_Woodville_v1.1	General	3PM_DV	WOO_OXF_30_PM_DV_O1	Signal	O1	31.6	5,977	3.5	1.12	57.6	149.0	57.6	314.2	512.8	30.8	7,278	57.6	149.0	E
Cumberland PM Sever_Woodville_v1.1	General	4PM_DV	WOO_GUI_30_PM_DV	Signal	DV	28.7	6,212	3.5	1.21	89.7	227.7	89.7	354.7	578.9	27.8	7,064	88.8	227.7	F
Cumberland PM Sever_Woodville_v1.1	General	4PM_DV	WOO_GUI_30_PM_DV_O1	Signal	O1	39.1	6,212	3.5	1.00	49.4	90.4	49.4	266.2	434.4	37.5	7,064	49.3	90.4	D
Cumberland PM Sever_Woodville_v1.1	General	6PM_DV	WOO_RAW_30_PM_DV	Signal	DV	33.5	5,503	4.3	0.95	50.0	90.0	50.0	278.8	451.8	31.9	6,761	50.4	90.0	D

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 Worst Lane	% Back of Queue Distance	Worst Approach	Warnings Check
Cumberland PM Server_Woodville	General	1PM_BY_WOO_MER_20_PM_BY		Signal	BY	2	Woodville Road (S)	S	T1	1,379	6.2	1,379	6.2	0.7	1.1	1.1	1918.5	13.1	21.3	Merrilands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY_WOO_MER_20_PM_BY		Signal	BY	1	Woodville Road (S)	S	L2	486	1.4	486	1.4	0.3	6.8	6.8	1425.1	3.9	6.4	Merrilands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY_WOO_MER_20_PM_BY		Signal	BY	Approach	Woodville Road (S)			1,867	4.9	1,867	4.9	0.7	6.8	2.6	2597.4	13.1	21.3	Merrilands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY_WOO_MER_20_PM_BY		Signal	BY	8	Woodville Road (N)	N	T1	1,388	5.5	1,388	5.5	0.5	0.7	0.7	2597.1	8.1	13.2	Merrilands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY_WOO_MER_20_PM_BY		Signal	BY	9	Woodville Road (N)	N	R2	191	1.0	191	1.0	0.8	62.2	62.2	242.9	51.6	84.3	Merrilands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY_WOO_MER_20_PM_BY		Signal	BY	Approach	Woodville Road (N)			1,579	5.0	1,579	5.0	0.8	62.2	8.1	2008.3	51.6	84.3	Merrilands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY_WOO_MER_20_PM_BY		Signal	BY	12	Merrilands Road	W	R2	540	1.5	540	1.5	0.8	59.8	59.8	708.2	78.5	128.1	Merrilands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY_WOO_MER_20_PM_BY		Signal	BY	10	Merrilands Road	W	L2	39	7.7	39	7.7	0.8	59.5	59.5	51.2	78.5	128.1	Merrilands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY_WOO_MER_20_PM_BY		Signal	BY	Approach	Merrilands Road			579	1.9	579	1.9	0.8	59.8	59.8	759.4	78.5	128.1	Merrilands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY_WOO_MER_20_PM_BY		Signal	BY	Site				4,025	4.5	4,025	4.5	0.8	62.2	13.0		78.5	128.1	Merrilands Road	FALSE
Cumberland PM Server_Woodville	General	2PM_BY_WOO_LOU_20_PM_BY		Signal	BY	3	Woodville Road (S)	S	R2	370	3.2	370	3.2	1.0	70.3	70.3	371.1	125.3	204.5	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_BY_WOO_LOU_20_PM_BY		Signal	BY	2	Woodville Road (S)	S	T1	1,402	6.2	1,402	6.2	0.5	0.6	0.6	2696.8	8.0	13.1	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_BY_WOO_LOU_20_PM_BY		Signal	BY	Approach	Woodville Road (S)			1,772	5.6	1,772	5.6	1.0	70.3	15.2	1777.3	125.3	204.5	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_BY_WOO_LOU_20_PM_BY		Signal	BY	4	Louis Street	E	L2	73	4.1	73	4.1	1.0	105.4	105.4	73.7	106.2	173.2	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_BY_WOO_LOU_20_PM_BY		Signal	BY	6	Louis Street	E	R2	483	1.4	483	1.4	1.0	105.1	105.1	487.4	106.2	173.2	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_BY_WOO_LOU_20_PM_BY		Signal	BY	Approach	Louis Street			566	1.8	566	1.8	1.0	105.4	105.2	561.1	106.2	173.2	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_BY_WOO_LOU_20_PM_BY		Signal	BY	8	Woodville Road (N)	N	T1	1,656	4.7	1,656	4.7	0.9	8.4	8.4	1784.6	109.8	179.2	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_BY_WOO_LOU_20_PM_BY		Signal	BY	7	Woodville Road (N)	N	L2	271	2.6	271	2.6	0.2	6.8	6.8	1276.5	1.9	3.0	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_BY_WOO_LOU_20_PM_BY		Signal	BY	Approach	Woodville Road (N)			1,927	4.4	1,927	4.4	0.9	8.4	8.2	2076.6	109.8	179.2	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_BY_WOO_LOU_20_PM_BY		Signal	BY	Site				4,255	4.6	4,255	4.6	1.0	105.4	23.7		125.3	204.5	Louis Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	2	Woodville Road (S)	S	T1	1,760	4.9	1,853	4.9	0.5	0.1	0.1	3652.1	0.0	0.0	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	1	Woodville Road (S)	S	L2	32	0.0	34	0.0	0.5	6.4	6.4	66.4	0.0	0.0	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	Approach	Woodville Road (S)			1,762	4.9	1,886	4.9	0.5	6.4	0.2	3718.5	0.0	0.0	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	4	East Street	E	L2	55	0.0	58	0.0	0.1	269.3	269.3	1,005.5	0.6	1.4	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	Approach	East Street			55	0.0	58	0.0	0.1	269.3	269.3	1,005.5	0.6	1.4	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	8	Woodville Road (N)	N	T1	1,762	4.1	1,886	4.1	0.8	49.7	49.7	2,465.7	24.7	61.4	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	7	Woodville Road (N)	N	L2	26	0.0	27	0.0	0.2	6.4	6.4	161.6	0.0	0.0	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	9	Woodville Road (N)	N	R2	135	1.5	142	1.5	2.2	1,142.8	1,142.8	64.6	156.7	389.5	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	Approach	Woodville Road (N)			1,953	3.8	2,056	3.8	2.2	1,142.8	1,247	935.0	156.7	389.5	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	12	Lansdowne Street	W	R2	15	0.0	16	0.0	5.3	4,016.6	4,016.6	3.0	70.3	174.7	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	11	Lansdowne Street	W	T1	15	0.0	16	0.0	5.3	4,016.6	4,016.6	3.0	70.3	174.7	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	10	Lansdowne Street	W	L2	43	4.7	45	4.7	0.1	13.3	13.3	362.8	1.2	2.9	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	Approach	Lansdowne Street			73	2.7	77	2.7	5.3	4,016.6	1,658.4	14.6	70.3	174.7	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	5PM_BY_WOO_LAN_20_PM_BY		GiveWay	BY	Site				3,873	4.2	4,077	4.2	5.3	4,016.6	98.1		156.7	389.5	Lansdowne Street	FALSE
Cumberland PM Server_Woodville	General	3PM_BY_WOO_OXF_20_PM_BY		Signal	BY	2	Woodville Road (S)	S	T1	1,670	4.7	1,758	4.7	1.0	80.8	80.8	1,781.3	361.6	590.1	Oxford Street	FALSE
Cumberland PM Server_Woodville	General	3PM_BY_WOO_OXF_20_PM_BY		Signal	BY	1	Woodville Road (S)	S	L2	576	2.6	606	2.6	0.5	14.7	14.7	1,300.6	72.7	118.6	Oxford Street	FALSE
Cumberland PM Server_Woodville	General	3PM_BY_WOO_OXF_20_PM_BY		Signal	BY	Approach	Woodville Road (S)			2,246	4.2	2,364	4.2	1.0	80.8	63.8	2,395.8	361.6	590.1	Oxford Street	FALSE
Cumberland PM Server_Woodville	General	3PM_BY_WOO_OXF_20_PM_BY		Signal	BY	8	Woodville Road (N)	N	T1	1,577	4.4	1,660	4.4	0.6	11.0	11.0	2,649.9	127.0	207.2	Oxford Street	FALSE
Cumberland PM Server_Woodville	General	3PM_BY_WOO_OXF_20_PM_BY		Signal	BY	9	Woodville Road (N)	N	R2	305	2.0	321	2.0	0.9	90.9	90.9	339.7	116.1	189.4	Oxford Street	FALSE
Cumberland PM Server_Woodville	General	3PM_BY_WOO_OXF_20_PM_BY		Signal	BY	Approach	Woodville Road (N)			1,882	4.0	1,981	4.0	0.9	90.9	23.9	2,096.0	127.0	207.2	Oxford Street	FALSE
Cumberland PM Server_Woodville	General	3PM_BY_WOO_OXF_20_PM_BY		Signal	BY	12	Oxford Street	W	R2	613	1.3	645	1.3	1.0	109.4	109.4	648.9	152.3	248.5	Oxford Street	FALSE
Cumberland PM Server_Woodville	General	3PM_BY_WOO_OXF_20_PM_BY		Signal	BY	10	Oxford Street	W	L2	86	7.0	91	7.0	1.0	109.5	109.5	91.0	152.3	248.5	Oxford Street	FALSE
Cumberland PM Server_Woodville	General	3PM_BY_WOO_OXF_20_PM_BY		Signal	BY	Approach	Oxford Street			699	2.0	736	2.0	1.0	109.5	109.5	739.9	152.3	248.5	Oxford Street	FALSE
Cumberland PM Server_Woodville	General	3PM_BY_WOO_OXF_20_PM_BY		Signal	BY	Site				4,827	3.8	5,081	3.8	1.0	109.5	54.9		361.6	590.1	Oxford Street	FALSE
Cumberland PM Server_Woodville	General	4PM_BY_WOO_GUI_20_PM_BY		Signal	BY	2	Woodville Road (S)	S	T1	2,016	4.6	2,122	4.6	0.8	27.2	27.2	2,769.3	178.7	291.6	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY_WOO_GUI_20_PM_BY		Signal	BY	1	Woodville Road (S)	S	L2	139	2.9	146	2.9	0.8	33.6	33.6	190.9	175.2	285.9	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY_WOO_GUI_20_PM_BY		Signal	BY	Approach	Woodville Road (S)			2,155	4.5	2,268	4.5	0.8	33.6	27.6	2,960.3	178.7	291.6	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY_WOO_GUI_20_PM_BY		Signal	BY	4	Gulford Road (E)	E	L2	38	0.0	40	0.0	0.1	56.0	56.0	328.8	9.8	15.9	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY_WOO_GUI_20_PM_BY		Signal	BY	6	Gulford Road (E)	E	R2	47	0.0	49	0.0	1.0	96.2	96.2	51.1	17.0	27.7	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY_WOO_GUI_20_PM_BY		Signal	BY	5	Gulford Road (E)	E	T1	291	2.1	306	2.1	0.9	71.4	71.4	342.8	100.4	163.8	Gulford Road (W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY_WOO_GUI_20_PM_BY		Signal	BY	Approach	Gulford Road (E)			376	1.6	396	1.6	1.0	96.2	73.0	408.9	100.4	163.8	Gulford Road (W)	FALSE

Cumberland PM Server_Woodville	General	4PM_BY WOO_GUI_20_PM_BY	Signal	BY	8	Woodville Road(N)	N	T1	1.688	4.1	1.777	4.1	0.8	12.0	120	2,279.2	194.8	318.0	Gulford Road(W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY WOO_GUI_20_PM_BY	Signal	BY	7	Woodville Road(N)	N	L2	139	2.2	146	2.2	0.8	19.9	19.9	187.7	194.8	318.0	Gulford Road(W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY WOO_GUI_20_PM_BY	Signal	BY	9	Woodville Road(N)	N	R2	240	0.8	253	0.8	1.0	101.3	101.3	261.5	94.5	154.2	Gulford Road(W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY WOO_GUI_20_PM_BY	Signal	BY	Approach	Woodville Road(N)			2,067	3.6	2,176	3.6	1.0	101.3	22.9	2,252.1	194.8	318.0	Gulford Road(W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY WOO_GUI_20_PM_BY	Signal	BY	12	Gulford Road(W)	W	R2	38	0.0	40	0.0	0.5	80.4	80.4	74.3	12.3	20.1	Gulford Road(W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY WOO_GUI_20_PM_BY	Signal	BY	11	Gulford Road(W)	W	T1	335	2.7	353	2.7	1.0	90.9	90.9	365.5	133.7	218.1	Gulford Road(W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY WOO_GUI_20_PM_BY	Signal	BY	10	Gulford Road(W)	W	L2	390	2.6	411	2.6	1.0	32.8	32.8	699.0	3.3	5.4	Gulford Road(W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY WOO_GUI_20_PM_BY	Signal	BY	Approach	Gulford Road(W)			390	2.6	411	2.6	1.0	90.9	87.4	425.5	133.7	218.1	Gulford Road(W)	FALSE
Cumberland PM Server_Woodville	General	4PM_BY WOO_GUI_20_PM_BY	Signal	BY	Site				4,988	3.7	5,251	3.7	1.0	101.3	33.8		194.8	318.0	Gulford Road(W)	FALSE
Cumberland PM Server_Woodville	General	6PM_BY WOO_RAW_20_PM_BY	Signal	BY	3	Woodville Road(S)	S	R2	271	4.1	285	4.1	0.7	57.8	57.8	434.6	77.6	126.7	Rawson Road	FALSE
Cumberland PM Server_Woodville	General	6PM_BY WOO_RAW_20_PM_BY	Signal	BY	2	Woodville Road(S)	S	T1	1,759	4.8	1,852	4.8	0.7	16.0	16.0	2,490.4	180.8	295.1	Rawson Road	FALSE
Cumberland PM Server_Woodville	General	6PM_BY WOO_RAW_20_PM_BY	Signal	BY	Approach	Woodville Road(S)			2,030	4.7	2,137	4.7	0.7	57.8	21.5	2,874.1	180.8	295.1	Rawson Road	FALSE
Cumberland PM Server_Woodville	General	6PM_BY WOO_RAW_20_PM_BY	Signal	BY	4	Rawson Road	E	L2	555	3.6	584	3.6	0.6	29.5	29.5	948.9	119.9	195.7	Rawson Road	FALSE
Cumberland PM Server_Woodville	General	6PM_BY WOO_RAW_20_PM_BY	Signal	BY	6	Rawson Road	E	R2	406	3.2	427	3.2	1.0	100.2	100.2	437.2	170.6	278.3	Rawson Road	FALSE
Cumberland PM Server_Woodville	General	6PM_BY WOO_RAW_20_PM_BY	Signal	BY	Approach	Rawson Road			961	3.4	1,012	3.4	1.0	100.2	594	1,034.8	170.6	278.3	Rawson Road	FALSE
Cumberland PM Server_Woodville	General	6PM_BY WOO_RAW_20_PM_BY	Signal	BY	8	Woodville Road(N)	N	T1	1,542	4.1	1,623	4.1	0.9	47.4	47.4	1,900.3	182.1	297.3	Rawson Road	FALSE
Cumberland PM Server_Woodville	General	6PM_BY WOO_RAW_20_PM_BY	Signal	BY	7	Woodville Road(N)	N	L2	198	6.6	208	6.6	0.9	53.5	53.5	344.0	175.6	286.6	Rawson Road	FALSE
Cumberland PM Server_Woodville	General	6PM_BY WOO_RAW_20_PM_BY	Signal	BY	Approach	Woodville Road(N)			1,740	4.4	1,832	4.4	0.9	53.5	48.1	2,144.3	182.1	297.3	Rawson Road	FALSE
Cumberland PM Server_Woodville	General	6PM_BY WOO_RAW_20_PM_BY	Signal	BY	Site				4,731	4.3	4,980	4.3	1.0	100.2	39.0		182.1	297.3	Rawson Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY WOO_MER_30_PM_FY	Signal	FY	2	Woodville Road(S)	S	T1	1,508	6.2	1,588	6.2	0.9	4.2	4.2	1,806.7	52.3	85.4	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY WOO_MER_30_PM_FY	Signal	FY	1	Woodville Road(S)	S	L2	534	1.4	562	1.4	0.4	6.8	6.8	1,387.1	4.3	6.9	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY WOO_MER_30_PM_FY	Signal	FY	Approach	Woodville Road(S)			2,042	4.9	2,149	4.9	0.9	6.8	4.9	2,446.1	52.3	85.4	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY WOO_MER_30_PM_FY	Signal	FY	8	Woodville Road(N)	N	T1	1,518	5.5	1,598	5.5	0.6	0.7	0.7	2,532.9	9.9	16.2	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY WOO_MER_30_PM_FY	Signal	FY	9	Woodville Road(N)	N	R2	209	1.0	220	1.0	0.6	17.1	17.1	346.0	19.9	32.5	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY WOO_MER_30_PM_FY	Signal	FY	Approach	Woodville Road(N)			1,727	5.0	1,818	5.0	0.6	17.1	2.7	2,860.2	19.9	32.5	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY WOO_MER_30_PM_FY	Signal	FY	12	Menylands Road	W	R2	591	1.5	622	1.5	0.9	62.0	62.0	708.2	88.7	144.7	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY WOO_MER_30_PM_FY	Signal	FY	10	Menylands Road	W	L2	43	7.7	45	7.7	0.9	61.9	61.9	511	88.7	144.7	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY WOO_MER_30_PM_FY	Signal	FY	Approach	Menylands Road			633	1.9	667	1.9	0.9	62.0	61.9	759.4	88.7	144.7	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_BY WOO_MER_30_PM_FY	Signal	FY	Site				4,402	4.5	4,634	4.5	0.9	62.0	12.2		88.7	144.7	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_FY WOO_MER_30_PM_FY_O1	Signal	O1	2	Woodville Road(S)	S	T1	1,508	6.2	1,588	6.2	0.9	3.1	3.1	1,824.2	48.8	79.6	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_FY WOO_MER_30_PM_FY_O1	Signal	O1	1	Woodville Road(S)	S	L2	534	1.4	562	1.4	0.4	6.8	6.8	1,440.9	5.5	9.0	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_FY WOO_MER_30_PM_FY_O1	Signal	O1	Approach	Woodville Road(S)			2,042	4.9	2,149	4.9	0.9	6.8	4.1	2,498.8	48.8	79.6	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_FY WOO_MER_30_PM_FY_O1	Signal	O1	8	Woodville Road(N)	N	T1	1,518	5.5	1,598	5.5	0.6	0.9	0.9	2,492.6	13.6	22.2	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_FY WOO_MER_30_PM_FY_O1	Signal	O1	9	Woodville Road(N)	N	R2	209	1.0	220	1.0	0.7	17.0	17.0	327.7	20.3	33.2	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_FY WOO_MER_30_PM_FY_O1	Signal	O1	Approach	Woodville Road(N)			1,727	5.0	1,818	5.0	0.7	17.0	2.9	2,709.2	20.3	33.2	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_FY WOO_MER_30_PM_FY_O1	Signal	O1	12	Menylands Road	W	R2	591	1.5	622	1.5	0.7	60.8	60.8	844.7	97.5	158.0	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_FY WOO_MER_30_PM_FY_O1	Signal	O1	10	Menylands Road	W	L2	43	7.7	45	7.7	0.7	60.5	60.5	610	97.5	159.1	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_FY WOO_MER_30_PM_FY_O1	Signal	O1	Approach	Menylands Road			633	1.9	667	1.9	0.7	60.8	60.8	905.7	97.5	159.1	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	1PM_FY WOO_MER_30_PM_FY_O1	Signal	O1	Site				4,402	4.5	4,634	4.5	0.9	60.8	11.7		97.5	159.1	Menylands Road	FALSE
Cumberland PM Server_Woodville	General	2PM_FY WOO_LOU_30_PM_FY	Signal	FY	3	Woodville Road(S)	S	R2	405	3.2	426	3.2	1.1	100.5	100.5	394.2	125.2	204.3	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY WOO_LOU_30_PM_FY	Signal	FY	2	Woodville Road(S)	S	T1	1,533	6.2	1,614	6.2	0.6	0.5	0.5	2,680.7	9.0	14.8	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY WOO_LOU_30_PM_FY	Signal	FY	Approach	Woodville Road(S)			1,938	5.6	2,040	5.6	1.1	100.5	214	1,887.7	125.2	204.3	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY WOO_LOU_30_PM_FY	Signal	FY	4	Louis Street	E	L2	80	4.1	84	4.1	1.1	162.8	162.8	76.5	144.6	235.9	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY WOO_LOU_30_PM_FY	Signal	FY	6	Louis Street	E	R2	528	1.4	556	1.4	1.1	162.4	162.4	505.9	144.6	235.9	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY WOO_LOU_30_PM_FY	Signal	FY	Approach	Louis Street			608	1.8	640	1.8	1.1	162.8	162.5	582.3	144.6	235.9	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY WOO_LOU_30_PM_FY	Signal	FY	8	Woodville Road(N)	N	T1	1,811	4.7	1,907	4.7	1.0	47.7	47.7	1,844.4	320.8	523.5	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY WOO_LOU_30_PM_FY	Signal	FY	7	Woodville Road(N)	N	L2	296	2.6	312	2.6	0.2	6.8	6.8	1,290.3	1.8	3.0	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY WOO_LOU_30_PM_FY	Signal	FY	Approach	Woodville Road(N)			2,108	4.4	2,219	4.4	1.0	47.7	419	2,146.2	320.8	523.5	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY WOO_LOU_30_PM_FY	Signal	FY	Site				4,654	4.6	4,899	4.6	1.1	162.8	49.1		320.8	523.5	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY WOO_LOU_30_PM_FY_O1	Signal	O1	3	Woodville Road(S)	S	R2	405	3.2	426	3.2	1.1	108.8	108.8	393.5	145.3	237.2	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY WOO_LOU_30_PM_FY_O1	Signal	O1	2	Woodville Road(S)	S	T1	1,533	6.2	1,614	6.2	0.6	0.9	0.9	2,493.5	14.1	23.0	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY WOO_LOU_30_PM_FY_O1	Signal	O1	Approach	Woodville Road(S)			1,938	5.6	2,040	5.6	1.1	108.8	234	1,884.7	145.3	237.2	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY WOO_LOU_30_PM_FY_O1	Signal	O1	4	Louis Street	E	L2	80	4.1	84	4.1	1.0	103.0	103.0	86.1	128.8	210.1	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY WOO_LOU_30_PM_FY_O1	Signal	O1	6	Louis Street	E	R2	528	1.4	556	1.4	1.0	102.9	102.9	509.6	128.8	210.1	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY WOO_LOU_30_PM_FY_O1	Signal	O1	Approach	Louis Street			608	1.8	640	1.8	1.0	103.0	102.9	655.7	128.8	210.1	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY WOO_LOU_30_PM_FY_O1	Signal	O1	8	Woodville Road(N)	N	T1	1,811	4.7	1,907	4.7	1.0	22.4	22.4	1,957.9	249.7	407.4	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY WOO_LOU_30_PM_FY_O1	Signal	O1	7	Woodville Road(N)	N	L2	296	2.6	312	2.6	1.0	29.5	29.5	320.4	63.6	103.8	Louis Street	FALSE
Cumberland PM Server_Woodville	General	2PM_FY WOO_LOU_30_PM_FY_O1	Signal	O1	Approach	Woodville Road(N)			2,108	4.4	2,219	4.4	1.0	29.5	234	2,278.3	249.7	407.4	Louis Street	FALSE

Cumberland PM Server, Woodville	General	2PM_FY WOO_LOU_30_PM_FY_O1	Signal	O1	Site		4.654	4.6	4.899	4.6	1.1	108.8	33.8	249.7	407.4	Louis Street	FALSE
Cumberland PM Server, Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	2	Woodville Road (S)	S	T1	2.205	4.6	2.321	4.6	0.9	48.4	48.4	Gulford Road (W)	FALSE
Cumberland PM Server, Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	1	Woodville Road (S)	S	L2	152	2.9	160	2.9	0.9	55.1	55.1	Gulford Road (W)	FALSE
Cumberland PM Server, Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	Approach	Woodville Road (S)			2.357	4.5	2.481	4.5	0.9	55.1	48.8	Gulford Road (W)	FALSE
Cumberland PM Server, Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	4	Gulford Road (E)	E	L2	42	0.0	44	0.0	0.1	53.4	53.4	Gulford Road (W)	FALSE
Cumberland PM Server, Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	6	Gulford Road (E)	E	R2	51	0.0	54	0.0	0.9	97.0	97.0	Gulford Road (W)	FALSE
Cumberland PM Server, Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	5	Gulford Road (E)	E	T1	318	2.1	335	2.1	0.8	62.4	62.4	Gulford Road (W)	FALSE
Cumberland PM Server, Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	Approach	Gulford Road (E)			411	1.6	433	1.6	0.9	97.0	65.8	Gulford Road (W)	FALSE
Cumberland PM Server, Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	8	Woodville Road (N)	N	T1	1.846	4.1	1.943	4.1	0.9	19.0	19.0	Gulford Road (W)	FALSE
Cumberland PM Server, Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	7	Woodville Road (N)	N	L2	152	2.2	160	2.2	0.9	25.5	25.5	Gulford Road (W)	FALSE
Cumberland PM Server, Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	9	Woodville Road (N)	N	R2	262	0.8	276	0.8	0.9	90.2	90.2	Gulford Road (W)	FALSE
Cumberland PM Server, Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	Approach	Woodville Road (N)			2.261	3.6	2.380	3.6	0.9	90.2	27.7	Gulford Road (W)	FALSE
Cumberland PM Server, Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	12	Gulford Road (W)	W	R2	42	0.0	44	0.0	0.5	79.0	79.0	Gulford Road (W)	FALSE
Cumberland PM Server, Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	11	Gulford Road (W)	W	T1	366	2.7	386	2.7	0.9	79.8	79.8	Gulford Road (W)	FALSE
Cumberland PM Server, Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	10	Gulford Road (W)	W	L2	19	5.9	20	5.9	0.0	29.3	29.3	Gulford Road (W)	FALSE
Cumberland PM Server, Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	Approach	Gulford Road (W)			427	2.6	449	2.6	0.9	79.8	77.5	Gulford Road (W)	FALSE
Cumberland PM Server, Woodville	General	4PM_FY WOO_GUI_30_PM_FY	Signal	FY	Site				5.456	3.7	5.743	3.7	0.9	97.0	43.6	Gulford Road (W)	FALSE
Cumberland PM Server, Woodville	General	6PM_FY WOO_RAW_30_PM_FY	Signal	FY	3	Woodville Road (S)	S	R2	296	4.1	312	4.1	0.9	81.3	81.3	Woodville Road (N)	FALSE
Cumberland PM Server, Woodville	General	6PM_FY WOO_RAW_30_PM_FY	Signal	FY	2	Woodville Road (S)	S	T1	1.924	4.8	2.025	4.8	0.9	23.9	23.9	Woodville Road (N)	FALSE
Cumberland PM Server, Woodville	General	6PM_FY WOO_RAW_30_PM_FY	Signal	FY	Approach	Woodville Road (S)			2.220	4.7	2.337	4.7	0.9	81.3	31.6	Woodville Road (N)	FALSE
Cumberland PM Server, Woodville	General	6PM_FY WOO_RAW_30_PM_FY	Signal	FY	4	Rawson Road	E	L2	607	3.6	639	3.6	0.7	30.7	30.7	Woodville Road (N)	FALSE
Cumberland PM Server, Woodville	General	6PM_FY WOO_RAW_30_PM_FY	Signal	FY	6	Rawson Road	E	R2	444	3.2	467	3.2	0.9	74.9	74.9	Woodville Road (N)	FALSE
Cumberland PM Server, Woodville	General	6PM_FY WOO_RAW_30_PM_FY	Signal	FY	Approach	Rawson Road			1.051	3.4	1.106	3.4	0.9	74.9	49.3	Woodville Road (N)	FALSE
Cumberland PM Server, Woodville	General	6PM_FY WOO_RAW_30_PM_FY	Signal	FY	8	Woodville Road (N)	N	T1	1.687	4.1	1.775	4.1	0.9	56.2	56.2	Woodville Road (N)	FALSE
Cumberland PM Server, Woodville	General	6PM_FY WOO_RAW_30_PM_FY	Signal	FY	7	Woodville Road (N)	N	L2	217	6.6	228	6.6	0.9	62.3	62.3	Woodville Road (N)	FALSE
Cumberland PM Server, Woodville	General	6PM_FY WOO_RAW_30_PM_FY	Signal	FY	Approach	Woodville Road (N)			1.903	4.4	2.003	4.4	0.9	62.3	56.9	Woodville Road (N)	FALSE
Cumberland PM Server, Woodville	General	6PM_FY WOO_RAW_30_PM_FY	Signal	FY	Site				5.174	4.3	5.447	4.3	0.9	81.3	44.5	Woodville Road (N)	FALSE
Cumberland PM Server, Woodville, v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	2	Woodville Road (S)	S	T1	1.925	4.9	2.026	4.9	0.8	31.2	31.2	Lansdowne Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	1	Woodville Road (S)	S	L2	35	0.0	37	0.0	0.8	37.2	37.2	Lansdowne Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	Approach	Woodville Road (S)			1.900	4.9	2.003	4.9	0.8	37.2	31.4	Lansdowne Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	8	Woodville Road (N)	N	T1	1.900	4.1	2.003	4.1	0.7	6.7	6.7	Lansdowne Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	7	Woodville Road (N)	N	L2	28	0.0	30	0.0	0.7	13.4	13.4	Lansdowne Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	9	Woodville Road (N)	N	R2	148	1.5	155	1.5	0.3	36.7	36.7	Lansdowne Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	Approach	Woodville Road (N)			2.136	3.8	2.248	3.8	0.7	36.7	8.8	Lansdowne Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	12	Lansdowne Street	W	R2	16	0.0	17	0.0	0.2	58.1	58.1	Lansdowne Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	11	Lansdowne Street	W	T1	16	0.0	17	0.0	0.2	53.5	53.5	Lansdowne Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	10	Lansdowne Street	W	L2	47	4.7	50	4.7	0.1	25.2	25.2	Lansdowne Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	Approach	Lansdowne Street			80	2.7	84	2.7	0.2	58.1	37.8	Lansdowne Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	8PM_DV WOO_LAN_30_PM_FV_John Coote	Signal	John Coote	Site				4.176	4.3	4.396	4.3	0.8	58.1	20.0	Lansdowne Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	3PM_FY WOO_OXF_30_PM_FY	Signal	FY	2	Woodville Road (S)	S	T1	1.827	4.7	1.923	4.7	1.1	137.4	137.4	Oxford Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	3PM_FY WOO_OXF_30_PM_FY	Signal	FY	1	Woodville Road (S)	S	L2	630	2.6	663	2.6	0.5	15.0	15.0	Oxford Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	3PM_FY WOO_OXF_30_PM_FY	Signal	FY	Approach	Woodville Road (S)			2.457	4.2	2.586	4.2	1.1	137.4	106.0	Oxford Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	3PM_FY WOO_OXF_30_PM_FY	Signal	FY	8	Woodville Road (N)	N	T1	1.725	4.4	1.816	4.4	0.7	12.9	12.9	Oxford Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	3PM_FY WOO_OXF_30_PM_FY	Signal	FY	9	Woodville Road (N)	N	R2	334	2.0	351	2.0	1.1	155.3	155.3	Oxford Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	3PM_FY WOO_OXF_30_PM_FY	Signal	FY	Approach	Woodville Road (N)			2.058	4.0	2.167	4.0	1.1	155.3	36.0	Oxford Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	3PM_FY WOO_OXF_30_PM_FY	Signal	FY	12	Oxford Street	W	R2	670	1.3	706	1.3	1.1	149.3	149.3	Oxford Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	3PM_FY WOO_OXF_30_PM_FY	Signal	FY	10	Oxford Street	W	L2	94	7.0	99	7.0	1.1	149.6	149.6	Oxford Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	3PM_FY WOO_OXF_30_PM_FY	Signal	FY	Approach	Oxford Street			765	2.0	805	2.0	1.1	149.6	149.3	Oxford Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	3PM_FY WOO_OXF_30_PM_FY	Signal	FY	Site				5.279	3.8	5.557	3.8	1.1	155.3	85.0	Oxford Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	3PM_FY WOO_OXF_30_PM_FY_O1	Signal	O1	2	Woodville Road (S)	S	T1	1.827	4.7	1.923	4.7	1.0	57.3	57.3	Oxford Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	3PM_FY WOO_OXF_30_PM_FY_O1	Signal	O1	1	Woodville Road (S)	S	L2	630	2.6	663	2.6	1.0	62.9	62.9	Oxford Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	3PM_FY WOO_OXF_30_PM_FY_O1	Signal	O1	Approach	Woodville Road (S)			2.457	4.2	2.586	4.2	1.0	62.9	58.7	Oxford Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	3PM_FY WOO_OXF_30_PM_FY_O1	Signal	O1	8	Woodville Road (N)	N	T1	1.725	4.4	1.816	4.4	0.7	12.4	12.4	Oxford Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	3PM_FY WOO_OXF_30_PM_FY_O1	Signal	O1	9	Woodville Road (N)	N	R2	334	2.0	351	2.0	1.1	130.0	130.0	Oxford Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	3PM_FY WOO_OXF_30_PM_FY_O1	Signal	O1	Approach	Woodville Road (N)			2.058	4.0	2.167	4.0	1.1	130.0	31.4	Oxford Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	3PM_FY WOO_OXF_30_PM_FY_O1	Signal	O1	12	Oxford Street	W	R2	670	1.3	706	1.3	1.0	106.7	106.7	Oxford Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	3PM_FY WOO_OXF_30_PM_FY_O1	Signal	O1	10	Oxford Street	W	L2	94	7.0	99	7.0	0.2	28.3	28.3	Oxford Street	FALSE
Cumberland PM Server, Woodville, v1.1	General	3PM_FY WOO_OXF_30_PM_FY_O1	Signal	O1	Approach	Oxford Street			765	2.0	805	2.0	1.0	106.7	97.0	Oxford Street	FALSE

Cumberland PM Server_Woodville_v1.1	General	3PM_FY_WOO_OXF_30_PM_FY_O1	Signal	O1	Site		5,279	3.8	5,557	3.8	1.1	1300	536	285.2	465.4	Oxford Street	FALSE			
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV	Signal	DV	2	Woodville Road (S)	S	T1	1,539	6.0	1,620	6.0	0.9	5.1	5.1	1,808.1	613	1000	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV	Signal	DV	1	Woodville Road (S)	S	L2	561	1.4	591	1.4	0.4	6.8	6.8	1,387.8	4.6	7.5	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV	Signal	DV	Approach	Woodville Road (S)			2,100	4.8	2,211	4.8	0.9	6.8	5.6	2,467.2	613	1000	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV	Signal	DV	8	Woodville Road (N)	N	T1	1,825	4.6	1,921	4.6	0.8	0.8	0.8	2,547.2	173	283	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV	Signal	DV	9	Woodville Road (N)	N	R2	229	1.0	241	1.0	0.7	20.2	20.2	342.8	26.9	43.9	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV	Signal	DV	Approach	Woodville Road (N)			2,054	4.2	2,162	4.2	0.8	20.2	2.9	2,867.4	26.9	43.9	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV	Signal	DV	12	Menjands Road	W	R2	856	1.0	901	1.0	1.2	282.6	282.6	724.6	298.9	487.7	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV	Signal	DV	10	Menjands Road	W	L2	43	7.7	45	7.7	1.2	282.8	282.8	36.1	298.9	487.7	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV	Signal	DV	Approach	Menjands Road			899	1.3	946	1.3	1.2	282.8	282.6	760.7	298.9	487.7	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV	Signal	DV	Site				5,053	3.9	5,319	3.9	1.2	282.8	53.8	298.9	487.7	Menjands Road	FALSE	
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV_O1	Signal	O1	2	Woodville Road (S)	S	T1	1,539	6.0	1,620	6.0	0.9	3.8	3.8	1,825.6	574	937	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV_O1	Signal	O1	1	Woodville Road (S)	S	L2	561	1.4	591	1.4	0.4	6.9	6.9	1,441.6	6.0	9.8	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV_O1	Signal	O1	Approach	Woodville Road (S)			2,100	4.8	2,211	4.8	0.9	6.9	4.6	2,491.1	574	937	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV_O1	Signal	O1	8	Woodville Road (N)	N	T1	1,825	4.6	1,921	4.6	0.8	1.1	1.1	2,507.2	242	396	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV_O1	Signal	O1	9	Woodville Road (N)	N	R2	229	1.0	241	1.0	0.7	21.3	21.3	324.5	29.9	48.8	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV_O1	Signal	O1	Approach	Woodville Road (N)			2,054	4.2	2,162	4.2	0.8	21.3	3.3	2,822.4	29.9	48.8	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV_O1	Signal	O1	12	Menjands Road	W	R2	856	1.0	901	1.0	1.0	139.8	139.8	864.9	230.1	375.6	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV_O1	Signal	O1	10	Menjands Road	W	L2	43	7.7	45	7.7	1.0	140.0	140.0	43.1	230.1	375.6	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV_O1	Signal	O1	Approach	Menjands Road			899	1.3	946	1.3	1.0	140.0	139.8	908.0	230.1	375.6	Menjands Road	FALSE
Cumberland PM Server_Woodville_v1.1	General	1PM_DIV_WOO_MER_30_PM_DIV_O1	Signal	O1	Site				5,053	3.9	5,319	3.9	1.0	140.0	28.1	230.1	375.6	Menjands Road	FALSE	
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV	Signal	DV	3	Woodville Road (S)	S	R2	405	3.2	426	3.2	1.1	100.5	100.5	394.2	125.2	204.3	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV	Signal	DV	2	Woodville Road (S)	S	T1	1,591	6.0	1,675	6.0	0.6	0.6	0.6	2,684.5	9.9	16.1	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV	Signal	DV	Approach	Woodville Road (S)			1,996	5.4	2,101	5.4	1.1	100.5	20.8	1,944.2	125.2	204.3	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV	Signal	DV	4	Lous Street	E	L2	80	4.1	84	4.1	1.1	162.8	162.8	76.5	144.6	235.9	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV	Signal	DV	6	Lous Street	E	R2	528	1.4	556	1.4	1.1	162.5	162.5	505.9	144.6	235.9	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV	Signal	DV	Approach	Lous Street			608	1.8	640	1.8	1.1	162.8	162.5	582.3	144.6	235.9	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV	Signal	DV	8	Woodville Road (N)	N	T1	2,376	3.6	2,501	3.6	1.4	377.3	377.3	1,772.5	1,013.0	1,653.2	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV	Signal	DV	7	Woodville Road (N)	N	L2	304	2.5	320	2.5	0.2	6.8	6.8	1,290.8	1.9	3.1	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV	Signal	DV	Approach	Woodville Road (N)			2,680	3.5	2,821	3.5	1.4	377.3	335.3	1,999.4	1,013.0	1,653.2	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV	Signal	DV	Site				5,284	4.0	5,562	4.0	1.4	377.3	196.6	1,013.0	1,653.2	Woodville Road (N)	FALSE	
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV_O1	Signal	O1	3	Woodville Road (S)	S	R2	405	3.2	426	3.2	1.1	115.2	115.2	391.0	145.9	238.1	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV_O1	Signal	O1	2	Woodville Road (S)	S	T1	1,591	6.0	1,675	6.0	0.7	0.9	0.9	2,497.0	15.6	25.4	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV_O1	Signal	O1	Approach	Woodville Road (S)			1,996	5.4	2,101	5.4	1.1	115.2	24.1	1,928.4	145.9	238.1	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV_O1	Signal	O1	4	Lous Street	E	L2	80	4.1	84	4.1	1.0	103.0	103.0	86.1	128.8	210.2	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV_O1	Signal	O1	6	Lous Street	E	R2	528	1.4	556	1.4	1.0	102.9	102.9	569.6	128.8	210.2	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV_O1	Signal	O1	Approach	Lous Street			608	1.8	640	1.8	1.0	103.0	102.9	655.7	128.8	210.2	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV_O1	Signal	O1	8	Woodville Road (N)	N	T1	2,376	3.6	2,501	3.6	1.5	437.0	437.0	1,701.1	1,135.7	1,853.3	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV_O1	Signal	O1	7	Woodville Road (N)	N	L2	304	2.5	320	2.5	1.5	443.1	443.1	217.7	561.1	915.7	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV_O1	Signal	O1	Approach	Woodville Road (N)			2,680	3.5	2,821	3.5	1.5	443.1	437.7	1,918.8	1,135.7	1,853.3	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	2PM_DIV_WOO_L_OU_30_PM_DIV_O1	Signal	O1	Site				5,284	4.0	5,562	4.0	1.5	443.1	242.9	1,135.7	1,853.3	Woodville Road (N)	FALSE	
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	2	Woodville Road (S)	S	T1	1,961	4.9	2,064	4.9	0.8	34.0	34.0	2,472.4	174.4	284.6	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	1	Woodville Road (S)	S	L2	70	0.0	74	0.0	0.8	40.0	40.0	88.6	170.0	277.4	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	Approach	Woodville Road (S)			2,031	4.7	2,138	4.7	0.8	40.0	34.2	2,560.9	174.4	284.6	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	8	Woodville Road (N)	N	T1	2,325	3.4	2,447	3.4	0.9	21.0	21.0	2,660.6	314.5	513.2	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	7	Woodville Road (N)	N	L2	28	0.0	30	0.0	0.9	26.0	26.0	32.6	314.5	513.2	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	9	Woodville Road (N)	N	R2	347	0.6	366	0.6	0.6	46.7	46.7	579.3	72.9	119.0	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	Approach	Woodville Road (N)			2,700	3.0	2,842	3.0	0.9	46.7	24.4	3,090.6	314.5	513.2	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	12	Lansdowne Street	W	R2	16	0.0	17	0.0	0.2	58.2	58.2	96.3	9.1	14.9	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	11	Lansdowne Street	W	T1	20	0.0	21	0.0	0.2	53.7	53.7	119.2	9.1	14.9	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	10	Lansdowne Street	W	L2	69	3.2	73	3.2	0.1	25.5	25.5	791.3	10.9	17.8	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	Approach	Lansdowne Street			106	2.1	112	2.1	0.2	58.2	36.0	621.5	10.9	17.8	Lansdowne Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	5PM_DIV_WOO_LAN_30_PM_DIV_John Coote	Signal	John Coote	Site				4,837	3.7	5,092	3.7	0.9	58.2	28.8	314.5	513.2	Lansdowne Street	FALSE	
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV	Signal	DV	2	Woodville Road (S)	S	T1	1,898	4.6	1,997	4.6	1.1	150.5	150.5	1,839.5	564.7	921.6	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV	Signal	DV	1	Woodville Road (S)	S	L2	630	2.6	663	2.6	0.5	14.8	14.8	1,328.2	85.5	139.5	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV	Signal	DV	Approach	Woodville Road (S)			2,528	4.1	2,661	4.1	1.1	150.5	116.7	2,450.3	564.7	921.6	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV	Signal	DV	8	Woodville Road (N)	N	T1	2,048	3.7	2,156	3.7	0.8	15.2	15.2	2,673.6	230.0	375.6	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV	Signal	DV	9	Woodville Road (N)	N	R2	338	1.9	356	1.9	1.1	183.0	183.0	324.6	195.8	319.6	Oxford Street	FALSE

Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV	Signal	DV	Approach	Woodville Road (N)		2,386	3.5	2,512	3.5	1.1	1830	390	2,289.4	2300	375.4	Oxford Street	FALSE	
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV	Signal	DV	12	Oxford Street	W	R2	670	1.3	706	1.3	1.1	1599	1599	960.2	2118	345.6	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV	Signal	DV	10	Oxford Street	W	L2	94	7.0	99	7.0	1.1	1600	1600	926	2118	345.6	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV	Signal	DV	Approach	Oxford Street		765	2.0	805	2.0	1.1	1600	1599	752.8	2118	345.6	Oxford Street	FALSE	
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV	Signal	DV	Site			5,678	3.5	5,977	3.5	1.1	1830	899		564.7	921.6	Oxford Street	FALSE	
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV_O1	Signal	O1	2	Woodville Road (S)	S	T1	1,898	4.6	1,997	4.6	1.0	65.4	65.4	2,092.3	314.2	512.8	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV_O1	Signal	O1	1	Woodville Road (S)	S	L2	630	2.6	663	2.6	1.0	71.0	71.0	684.7	291.9	476.4	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV_O1	Signal	O1	Approach	Woodville Road (S)		2,528	4.1	2,661	4.1	1.0	71.0	66.8	2,747.0	314.2	512.8	Oxford Street	FALSE	
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV_O1	Signal	O1	8	Woodville Road (N)	N	T1	2,048	3.7	2,156	3.7	0.8	14.9	14.9	2,571.0	204.6	333.9	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV_O1	Signal	O1	9	Woodville Road (N)	N	R2	338	1.9	366	1.9	1.1	1490	1490	318.5	169.1	275.9	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV_O1	Signal	O1	Approach	Woodville Road (N)		2,386	3.5	2,512	3.5	1.1	1490	339	2,246.4	204.6	333.9	Oxford Street	FALSE	
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV_O1	Signal	O1	12	Oxford Street	W	R2	670	1.3	706	1.3	1.0	1116	1116	697.5	151.8	247.8	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV_O1	Signal	O1	10	Oxford Street	W	L2	94	7.0	99	7.0	0.2	28.7	28.7	600.9	16.5	27.0	Oxford Street	FALSE
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV_O1	Signal	O1	Approach	Oxford Street		765	2.0	805	2.0	1.0	1116	1014	795.3	151.8	247.8	Oxford Street	FALSE	
Cumberland PM Server_Woodville_v1.1	General	3PM_DIV_WOO_OXF_30_PM_DIV_O1	Signal	O1	Site			5,678	3.5	5,977	3.5	1.1	1490	576		314.2	512.8	Oxford Street	FALSE	
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	2	Woodville Road (S)	S	T1	2,255	4.5	2,374	4.5	1.0	91.1	91.1	2,364.1	354.7	578.9	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	1	Woodville Road (S)	S	L2	152	2.9	160	2.9	1.0	97.9	97.9	159.4	348.0	567.9	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	Approach	Woodville Road (S)		2,407	4.4	2,534	4.4	1.0	97.9	91.6	2,523.4	354.7	578.9	Gulf Road (W)	FALSE	
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	4	Gulf Road (E)	E	L2	42	0.0	44	0.0	0.1	54.3	54.3	309.4	10.2	16.6	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	6	Gulf Road (E)	E	R2	57	0.0	60	0.0	1.0	96.3	96.3	60.9	20.0	32.6	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	5	Gulf Road (E)	E	T1	367	1.8	386	1.8	1.1	1772	1772	347.6	200.6	327.3	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	Approach	Gulf Road (E)		465	1.4	490	1.4	1.1	1772	156.4	440.6	200.6	327.3	Gulf Road (W)	FALSE	
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	8	Woodville Road (N)	N	T1	1,846	4.1	1,943	4.1	0.9	18.6	18.6	2,186.4	267.6	436.8	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	7	Woodville Road (N)	N	L2	200	1.6	210	1.6	0.9	34.2	24.2	236.3	267.6	436.8	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	9	Woodville Road (N)	N	R2	538	0.4	566	0.4	1.2	227.7	227.7	467.5	328.1	535.4	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	Approach	Woodville Road (N)		2,584	3.2	2,720	3.2	1.2	227.7	62.6	2,244.9	328.1	535.4	Gulf Road (W)	FALSE	
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	12	Gulf Road (W)	W	R2	42	0.0	44	0.0	0.7	79.8	79.8	60.9	13.1	21.3	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	11	Gulf Road (W)	W	T1	369	2.7	389	2.7	1.1	190.1	190.1	344.6	211.1	344.5	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	10	Gulf Road (W)	W	L2	34	3.2	36	3.2	0.0	25.4	25.4	811.3	5.5	8.9	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	Approach	Gulf Road (W)		445	2.5	468	2.5	1.1	190.1	167.2	415.3	211.1	344.5	Gulf Road (W)	FALSE	
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV	Signal	DV	Site			5,901	3.5	6,212	3.5	1.2	227.7	89.7		354.7	578.9	Gulf Road (W)	FALSE	
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	2	Woodville Road (S)	S	T1	2,255	4.5	2,374	4.5	1.0	63.0	63.0	2,449.1	266.2	434.4	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	1	Woodville Road (S)	S	L2	152	2.9	160	2.9	1.0	69.7	69.7	165.1	260.7	425.5	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	Approach	Woodville Road (S)		2,407	4.4	2,534	4.4	1.0	69.7	63.4	2,614.1	266.2	434.4	Gulf Road (W)	FALSE	
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	4	Gulf Road (E)	E	L2	42	0.0	44	0.0	0.6	44.6	44.6	76.7	42.9	70.0	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	6	Gulf Road (E)	E	R2	57	0.0	60	0.0	0.8	64.1	64.1	77.6	14.1	23.0	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	5	Gulf Road (E)	E	T1	367	1.8	386	1.8	0.6	39.9	39.9	677.2	42.9	70.0	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	Approach	Gulf Road (E)		465	1.4	490	1.4	0.8	64.1	43.2	638.1	42.9	70.0	Gulf Road (W)	FALSE	
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	8	Woodville Road (N)	N	T1	1,846	4.1	1,943	4.1	0.9	24.6	24.6	2,163.3	241.7	394.5	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	7	Woodville Road (N)	N	L2	200	1.6	210	1.6	0.9	31.1	31.1	233.8	241.7	394.5	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	9	Woodville Road (N)	N	R2	538	0.4	566	0.4	0.8	57.0	57.0	691.2	58.8	95.9	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	Approach	Woodville Road (N)		2,584	3.2	2,720	3.2	0.9	57.0	31.9	3,027.6	241.7	394.5	Gulf Road (W)	FALSE	
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	12	Gulf Road (W)	W	R2	42	0.0	44	0.0	0.3	52.3	52.3	146.2	9.1	14.9	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	11	Gulf Road (W)	W	T1	369	2.7	389	2.7	1.0	90.4	90.4	387.9	129.1	210.7	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	10	Gulf Road (W)	W	L2	34	3.2	36	3.2	0.0	23.7	23.7	736.0	4.7	7.6	Gulf Road (W)	FALSE
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	Approach	Gulf Road (W)		445	2.5	468	2.5	1.0	90.4	81.7	467.5	129.1	210.7	Gulf Road (W)	FALSE	
Cumberland PM Server_Woodville_v1.1	General	4PM_DIV_WOO_GUI_30_PM_DIV_O1	Signal	O1	Site			5,901	3.5	6,212	3.5	1.0	90.4	484		266.2	434.4	Gulf Road (W)	FALSE	
Cumberland PM Server_Woodville_v1.1	General	6PM_DIV_WOO_RAW_30_PM_DIV	Signal	DV	3	Woodville Road (S)	S	R2	299	4.0	315	4.0	0.9	90.0	90.0	334.8	114.8	187.3	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	6PM_DIV_WOO_RAW_30_PM_DIV	Signal	DV	2	Woodville Road (S)	S	T1	1,939	4.8	2,041	4.8	0.9	29.0	29.0	2,293.2	276.8	451.8	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	6PM_DIV_WOO_RAW_30_PM_DIV	Signal	DV	Approach	Woodville Road (S)		2,238	4.7	2,356	4.7	0.9	90.0	37.2	2,505.7	276.8	451.8	Woodville Road (N)	FALSE	
Cumberland PM Server_Woodville_v1.1	General	6PM_DIV_WOO_RAW_30_PM_DIV	Signal	DV	4	Rawson Road	E	L2	607	3.6	639	3.6	0.7	30.9	30.9	942.9	137.6	224.5	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	6PM_DIV_WOO_RAW_30_PM_DIV	Signal	DV	6	Rawson Road	E	R2	479	3.0	505	3.0	0.9	83.7	83.7	531.9	185.8	303.2	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	6PM_DIV_WOO_RAW_30_PM_DIV	Signal	DV	Approach	Rawson Road		1,086	3.3	1,143	3.3	0.9	83.7	54.2	1,205.6	185.8	303.2	Woodville Road (N)	FALSE	
Cumberland PM Server_Woodville_v1.1	General	6PM_DIV_WOO_RAW_30_PM_DIV	Signal	DV	8	Woodville Road (N)	N	T1	1,687	4.1	1,775	4.1	0.9	62.1	62.1	1,914.1	233.0	380.2	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	6PM_DIV_WOO_RAW_30_PM_DIV	Signal	DV	7	Woodville Road (N)	N	L2	217	6.6	228	6.6	0.9	68.2	68.2	245.8	224.7	360.7	Woodville Road (N)	FALSE
Cumberland PM Server_Woodville_v1.1	General	6PM_DIV_WOO_RAW_30_PM_DIV	Signal	DV	Approach	Woodville Road (N)		1,903	4.4	2,003	4.4	0.9	68.2	62.8	2,159.9	233.0	380.2	Woodville Road (N)	FALSE	
Cumberland PM Server_Woodville_v1.1	General	6PM_DIV_WOO_RAW_30_PM_DIV	Signal	DV	Site			5,227	4.3	5,503	4.3	0.9	90.0	500		276.8	451.8	Woodville Road (N)	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	Control Delay Movement	Control Delay Lane	Average Back of Queue Distance	Back of Queue Distance Worst	Back of Queue Distance Lane	Pers Speed	Pers Demand	Pers Delay Average	Pers Delay Worst	Pers Delay Lane
Cumberland PM Server_Woodville	PM	Marylands and Louis	1PM_BY WOO_MER_20_PM_BY		Signal	BY	41.7	4.025	4.5	0.83	15.8	62.9	15.8	93.4	152.5	38	4935.3	16.8	62.9			
Cumberland PM Server_Woodville	PM	Marylands and Louis	2PM_BY WOO_LOU_20_PM_BY		Signal	BY	40.8	4.255	4.6	1.00	26.7	121.7	26.7	133.2	217.4	38	5211.3	27.3	121.7			
Cumberland PM Server_Woodville	PM	Lansdowne and Oxford	3PM_BY WOO_LAN_20_PM_BY		One-Way	BY	37.9	4.077	4.2	5.26	36.9	4034.7	4034.7	71.7	176.3	38	4892.2	36.9	4.0347			
Cumberland PM Server_Woodville	PM	Lansdowne and Oxford	3PM_BY WOO_OXF_20_PM_BY		Signal	BY	31.2	5.081	3.8	0.99	54.8	109.5	54.8	361.6	800.1	30	6202.5	55.0	109.5			
Cumberland PM Server_Woodville	PM	Marylands and Louis FY	1PM_BY WOO_MER_30_PM_FY		Signal	FY	4.5	4.634	4.5	1.35	360.2	653.4	360.2	1026.9	1675.8	4	5666.0	354.5	603.4			
Cumberland PM Server_Woodville	PM	Marylands and Louis FY	2PM_FY WOO_LOU_30_PM_FY		Signal	FY	4.8	4.899	4.6	1.36	544.0	713.5	544.0	1037.1	1692.4	5	5983.8	534.9	713.5			
Cumberland PM Server_Woodville	PM	Marylands and Louis FY_O1	1PM_FY WOO_MER_30_PM_FY_O1		Signal	O1	42.8	4.634	4.5	0.90	14.8	81.6	14.8	130.8	213.5	39	5666.0	15.8	81.6			
Cumberland PM Server_Woodville	PM	Marylands and Louis FY_O1	2PM_FY WOO_LOU_30_PM_FY_O1		Signal	O1	40.3	4.899	4.6	1.02	27.3	116.3	27.3	142.3	232.2	38	5983.8	28.0	116.3			
Cumberland PM Server_Woodville_v1.1	PM	Lansdowne and Oxford FY_O2	3PM_OV WOO_LAN_30_PM_FY_John Code		Signal	John Code	59.1	4.396	4.3	0.70	7.8	60.6	7.8	117.6	117.6	53	5432.7	9.1	60.6			
Cumberland PM Server_Woodville_v1.1	PM	Lansdowne and Oxford FY_O2	3PM_FY WOO_OXF_30_PM_FY_O1		Signal	O1	30.8	5.557	3.8	1.09	53.5	130.0	53.5	285.2	285.2	30	6774.0	53.5	130.0			
Cumberland PM Server_Woodville_v1.1	PM	Marylands and Louis DV	1PM_OV WOO_MER_30_PM_OV		Signal	OV	2.1	5.319	3.9	1.70	760.3	1318.3	760.3	1742.4	2843.6	2	6487.6	748.0	1318.3			
Cumberland PM Server_Woodville_v1.1	PM	Marylands and Louis DV	2PM_OV WOO_LOU_30_PM_OV		Signal	OV	5.3	5.562	4.0	1.32	492.8	642.4	492.8	1070.2	1746.5	5	6779.5	484.8	642.4			
Cumberland PM Server_Woodville_v1.1	PM	Marylands and Louis DV_O1	1PM_OV WOO_MER_30_PM_OV_O1		Signal	O1	27.3	5.319	3.9	1.04	36.5	187.2	36.5	276.7	491.5	26	6487.6	37.1	187.2			
Cumberland PM Server_Woodville_v1.1	PM	Marylands and Louis DV_O1	2PM_OV WOO_LOU_30_PM_OV_O1		Signal	O1	41.8	5.562	4.0	1.00	25.1	116.3	25.1	140.3	229.0	39	6779.5	25.9	116.3			
Cumberland PM Server_Woodville_v1.1	PM	Lansdowne and Oxford DV_John Code	3PM_OV WOO_LAN_30_PM_OV_John Code		Signal	John Code	32.3	5.092	3.7	1.02	54.0	86.2	54.0	569.2	569.2	31	6268.2	54.0	86.2			
Cumberland PM Server_Woodville_v1.1	PM	Lansdowne and Oxford DV_John Code	3PM_OV WOO_OXF_30_PM_OV_O1		Signal	O1	30.2	5.977	3.5	1.08	56.1	120.9	56.1	314.2	314.2	29	7277.8	56.1	120.9			

Network Movement - Details

Network Movement Details																	Approach			Average of		% of pct			
File	Network Folder	Network Name	Site ID	Site Name	Site Type	Option	Origin ID	Leg Name	Direction	Flow	Demand Flow	Demand Pct	Arrival Flow	Arrival Pct	DoS	Delay	Average Delay	Capacity	Y	Queue Distance	Queue Distance	Way Approach	Warning Check		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud	PM-BY WOO_MER_00_PM_BH	PM	Signal	BY	2	Woodside Road (S)	S	T1	1,379	4.2	1,377	4.2	0	6.1	1,678.6	746	121.8	746	121.8	Marylands Road	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud	PM-BY WOO_MER_00_PM_BH	PM	Signal	BY	1	Woodside Road (S)	S	L2	488	1.4	488	1.4	0.3	6.8	1,423.9	39	64	1,423.9	39	64	Marylands Road	FALSE	
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud	PM-BY WOO_MER_00_PM_BH	PM	Signal	BY	Approach	Woodside Road			1,867	4.9	1,867	4.9	0.8	6.8	2,203.2	746	121.8	746	121.8	Marylands Road	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud	PM-BY WOO_MER_00_PM_BH	PM	Signal	BY	8	Woodside Road (N)	N	T1	1,388	55	1,388	55	0.8	2.8	2.8	1,673.4	264	41.0	264	41.0	Marylands Road	TRUE	
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud	PM-BY WOO_MER_00_PM_BH	PM	Signal	BY	9	Woodside Road (N)	N	R2	191	10	91	10	1.0	6.8	6.8	229	241.1	522	85.2	Marylands Road	TRUE		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud	PM-BY WOO_MER_00_PM_BH	PM	Signal	BY	10	Woodside Road (N)	N		1,579	50	1,579	50	0.8	42.9	101	1,903.7	922	85.2	Marylands Road	TRUE			
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud	PM-BY WOO_MER_00_PM_BH	PM	Signal	BY	12	Marylands Road	W	R2	540	15	540	15	0.8	62.4	62.4	651.1	934	152.5	Marylands Road	TRUE			
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud	PM-BY WOO_MER_00_PM_BH	PM	Signal	BY	7	Marylands Road	W	L2	470	11	470	11	0.8	6.8	6.8	1,423.9	39	64	1,423.9	39	64	Marylands Road	FALSE
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud	PM-BY WOO_MER_00_PM_BH	PM	Signal	BY	Approach	Marylands Road			579	19	579	19	0.8	42.4	62.3	665.1	934	152.5	Marylands Road	TRUE			
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud	PM-BY WOO_MER_00_PM_BH	PM	Signal	BY	Site	42025	45	42025	45	0.8	42.9	158				934	152.5	Marylands Road	TRUE				
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud	2PM-BY WOO_LOU_00_PM_BH	PM	Signal	BY	3	Woodside Road (S)	S	R2	370	32	370	32	10	78.9	78.9	371.1	133.2	217.4	133.2	Louis Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud	2PM-BY WOO_LOU_00_PM_BH	PM	Signal	BY	2	Woodside Road (S)	S	T1	1,402	62	1,402	62	0.5	0.6	0.6	2,696.8	80	13.1	80	13.1	Louis Street	FALSE	
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud	2PM-BY WOO_LOU_00_PM_BH	PM	Signal	BY	Approach	Woodside Road			1,772	56	1,772	56	10	78.9	169	1,777.4	133.2	217.4	133.2	Louis Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud	2PM-BY WOO_LOU_00_PM_BH	PM	Signal	BY	4	Louis Street	E	L2	73	41	73	41	10	17.7	121.7	73.7	17.3	195.5	17.3	Louis Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud	2PM-BY WOO_LOU_00_PM_BH	PM	Signal	BY	6	Louis Street	E	R2	483	14	483	14	0.8	121.4	121.4	483.4	17.3	195.5	17.3	Louis Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud	2PM-BY WOO_LOU_00_PM_BH	PM	Signal	BY	Approach	Louis Street			556	18	556	18	10	121.7	121.3	561.1	17.3	195.5	17.3	Louis Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud	2PM-BY WOO_LOU_00_PM_BH	PM	Signal	BY	8	Woodside Road (N)	N	T1	1,656	47	1,656	47	0.9	6.6	6.6	1,784.6	110.7	180.7	110.7	Louis Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud	2PM-BY WOO_LOU_00_PM_BH	PM	Signal	BY	7	Woodside Road (N)	N	L2	271	26	271	26	0.2	6.8	6.8	1,276.9	19	30	19	Louis Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud	2PM-BY WOO_LOU_00_PM_BH	PM	Signal	BY	Approach	Woodside Road			1,927	44	1,927	44	0.9	6.6	8.3	2,006.6	110.7	180.7	110.7	Louis Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud	2PM-BY WOO_LOU_00_PM_BH	PM	Signal	BY	Site	42556	46	42556	46	10	121.7	267				133.2	217.4	133.2	Louis Street	FALSE			
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	PM-BY WOO_LAN_00_PM_BH	PM	One-Way	BY	2	Woodside Road (S)	S	T1	1,835	49	1,853	49	0.5	0.1	0.1	3,652.1	00	00	00	Lansdowne Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	PM-BY WOO_LAN_00_PM_BH	PM	One-Way	BY	1	Woodside Road (S)	S	L2	34	16	34	16	0.4	6.4	6.4	46.4	00	00	00	Lansdowne Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	PM-BY WOO_LAN_00_PM_BH	PM	One-Way	BY	Approach	Woodside Road			1,886	49	1,886	49	0.5	0.4	0.2	3,718.0	00	00	00	Lansdowne Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	PM-BY WOO_LAN_00_PM_BH	PM	One-Way	BY	4	East Street	E	L2	58	00	58	00	0.1	16.1	16.1	1,052.6	06	14	06	Lansdowne Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	PM-BY WOO_LAN_00_PM_BH	PM	One-Way	BY	Approach	East Street			58	00	58	00	0.1	16.1	16.1	1,052.6	06	14	06	Lansdowne Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	PM-BY WOO_LAN_00_PM_BH	PM	One-Way	BY	8	Woodside Road (N)	N	T1	1,886	41	1,886	41	0.7	3.6	3.6	2,861.7	225	55.9	225	Lansdowne Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	PM-BY WOO_LAN_00_PM_BH	PM	One-Way	BY	7	Woodside Road (N)	N	L2	27	00	27	00	0.1	6.4	6.4	187.6	00	00	00	Lansdowne Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	PM-BY WOO_LAN_00_PM_BH	PM	One-Way	BY	9	Woodside Road (N)	N	R2	142	15	142	15	0.9	80.0	950	152.2	201	499	Lansdowne Street	FALSE			
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	PM-BY WOO_LAN_00_PM_BH	PM	One-Way	BY	Approach	Woodside Road			2,056	38	2,056	38	0.9	80.0	152	2,201.7	225	55.9	Lansdowne Street	FALSE			
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	PM-BY WOO_LAN_00_PM_BH	PM	One-Way	BY	10	East Street	W	R2	16	00	16	00	0.3	4.034	4.034	3.7	17.3	18.3	17.3	Lansdowne Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	PM-BY WOO_LAN_00_PM_BH	PM	One-Way	BY	11	Lansdowne Street	W	T1	16	00	16	00	0.0	5.3	4.034	4.034	3.7	17.3	17.3	Lansdowne Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	PM-BY WOO_LAN_00_PM_BH	PM	One-Way	BY	10	Lansdowne Street	W	L2	45	47	45	47	0.1	11.8	11.8	464.7	11	27	11	Lansdowne Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	PM-BY WOO_LAN_00_PM_BH	PM	One-Way	BY	Approach	Lansdowne Street			77	27	77	27	5.3	4.034	1,665.0	146	71.7	17.3	17.3	Lansdowne Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	PM-BY WOO_LAN_00_PM_BH	PM	One-Way	BY	Site	4077	42	4077	42	5.3	4.034	369				71.7	17.3	17.3	Lansdowne Street	FALSE			
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	3PM-BY WOO_OXF_00_PM_BH	PM	Signal	BY	2	Woodside Road (S)	S	T1	1,758	47	1,758	47	10	80.8	808	1,781.3	301.6	590.1	301.6	Oxford Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	3PM-BY WOO_OXF_00_PM_BH	PM	Signal	BY	1	Woodside Road (S)	S	L2	606	26	606	26	0.5	14.7	14.7	1,305.6	727	186.6	727	Oxford Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	3PM-BY WOO_OXF_00_PM_BH	PM	Signal	BY	Approach	Woodside Road			2,366	42	2,366	42	0.9	80.4	808	2,366.4	301.6	590.1	301.6	Oxford Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	3PM-BY WOO_OXF_00_PM_BH	PM	Signal	BY	8	Woodside Road (N)	N	T1	1,660	44	1,649	45	0.6	10.9	10.9	2,686.6	125.5	204.9	125.5	Oxford Street	TRUE		
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	3PM-BY WOO_OXF_00_PM_BH	PM	Signal	BY	9	Woodside Road (N)	N	R2	321	20	319	20	0.9	80.0	890	341.9	113.9	185.8	113.9	Oxford Street	TRUE		
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	3PM-BY WOO_OXF_00_PM_BH	PM	Signal	BY	Approach	Woodside Road			1,981	40	1,968	41	0.9	80.0	236	2,109.7	125.5	204.9	125.5	Oxford Street	TRUE		
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	3PM-BY WOO_OXF_00_PM_BH	PM	Signal	BY	12	Oxford Street	W	R2	645	13	645	13	10	106.4	106.4	645.9	152.3	245.5	152.3	Oxford Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	3PM-BY WOO_OXF_00_PM_BH	PM	Signal	BY	11	Oxford Street	W	L2	91	70	91	70	1.0	109.5	109.5	910	152.3	245.5	152.3	Oxford Street	FALSE		
Cumberland PM_Sensor_Vocalsite	PM	Lansdowne and Oxford	3PM-BY WOO_OXF_00_PM_BH	PM	Signal	BY	Approach	Oxford Street			7386	20	7386	20	10	109.5	7399	152.3	245.5	152.3	Oxford Street	FALSE			
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud FY	PM-BY WOO_MER_00_PM_FY	PM	Signal	FY	2	Woodside Road (S)	S	T1	1,588	62	1,538	63	10	103.2	1,622	1,622	128.0	208.9	128.0	Marylands Road	TRUE		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud FY	PM-BY WOO_MER_00_PM_FY	PM	Signal	FY	1	Woodside Road (S)	S	L2	562	14	564	15	0.4	6.8	1,475.7	47	76	76	Marylands Road	TRUE			
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud FY	PM-BY WOO_MER_00_PM_FY	PM	Signal	FY	Approach	Woodside Road			2,149	49	2,082	50	10	103.2	733.3	2,000.9	128.0	208.9	Marylands Road	TRUE			
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud FY	PM-BY WOO_MER_00_PM_FY	PM	Signal	FY	8	Woodside Road (N)	N	T1	1,598	55	1,598	55	10	137.7	647.7	1,187.2	1,038.9	1,675.8	1,038.9	Marylands Road	TRUE		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud FY	PM-BY WOO_MER_00_PM_FY	PM	Signal	FY	9	Woodside Road (N)	N	R2	220	10	220	10	0.7	99.9	599	304.8	541	88.3	Marylands Road	TRUE			
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud FY	PM-BY WOO_MER_00_PM_FY	PM	Signal	FY	Approach	Marylands Road			1,818	50	1,818	50	13	47.7	876.6	1,305.6	1,038.9	1,675.8	Marylands Road	TRUE			
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud FY	PM-BY WOO_MER_00_PM_FY	PM	Signal	FY	12	Marylands Road	W	R2	622	15	622	15	0.8	65.4	65.4	659.4	128.0	208.9	128.0	Marylands Road	TRUE		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud FY	PM-BY WOO_MER_00_PM_FY	PM	Signal	FY	10	Marylands Road	W	L2	45	77	45	77	1.3	453.1	65.1	340	49.8	665.2	49.8	Marylands Road	TRUE		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud FY	PM-BY WOO_MER_00_PM_FY	PM	Signal	FY	Approach	Marylands Road			667	19	667	19	13	453.4	653.4	504.8	49.8	665.2	49.8	Marylands Road	TRUE		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud FY	PM-BY WOO_MER_00_PM_FY	PM	Signal	FY	Site	46334	45	4566	46	13	453.4	380.2			1,038.9	1,675.8	Marylands Road	TRUE					
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud FY	2PM-FY WOO_LOU_00_PM_FY	PM	Signal	FY	3	Woodside Road (S)	S	R2	426	32	426	32	0.8	31.8	31.8	527.6	822	131	822	Louis Street	TRUE		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud FY	2PM-FY WOO_LOU_00_PM_FY	PM	Signal	FY	2	Woodside Road (S)	S	T1	1,614	62	1,614	62	13	104.6	634	1,202.2	1,037.1	1,692.4	1,037.1	Louis Street	TRUE		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud FY	2PM-FY WOO_LOU_00_PM_FY	PM	Signal	FY	Approach	Woodside Road			2,040	56	2,040	56	13	104.6	508.7	1,516.9	1,037.1	1,692.4	Louis Street	TRUE			
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud FY	2PM-FY WOO_LOU_00_PM_FY	PM	Signal	FY	4	Louis Street	E	L2	713	41	713	41	14	713.1	713.1	626.4	1,037.1	1,692.4	1,037.1	Louis Street	TRUE		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud FY	2PM-FY WOO_LOU_00_PM_FY	PM	Signal	FY	6	Louis Street	E	R2	556	14	556	14	14	713.5	713.5	410.1	1,037.1	1,692.4	1,037.1	Louis Street	TRUE		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud FY	2PM-FY WOO_LOU_00_PM_FY	PM	Signal	FY	Approach	Louis Street			640	18	640	18	14	713.5	713.5	472.1	1,037.1	1,692.4	1,037.1	Louis Street	TRUE		
Cumberland PM_Sensor_Vocalsite	PM	Marylands and Loud FY	2PM-FY WOO_LOU_00_PM_FY	PM	Signal	FY	8	Woodside Road (N)	N	T1	1,907	47	1,915	47	13	409.4	609.4	1,437.6	1,280	208.9	1,280	Louis Street	TRUE		

Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY	3PM, FY	WOO, LOU, 30, PM, FY	Signal	FY	7	Woodville Road(N)	N	L2	312	26	364	2.6	0.2	6.9	6.9	1,390.6	18	30	Louis Street	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY	3PM, FY	WOO, LOU, 30, PM, FY	Signal	FY	Approach	Woodville Road(N)			2,219	44	1,880	4.4	1.3	809.4	5246	1,672.9	1280	208.9	Louis Street	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY	3PM, FY	WOO, LOU, 30, PM, FY	Signal	FY	Site				4,899	46	4,550	4.9	1.4	713.5	5440	1,037.1	1,682.4	Louis Street	TRUE	
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, MER, 30, PM, FY, 01	Signal	01	2	Woodville Road(S)	S	T1	1,588	62	1,588	6.2	0.9	3.1	3.1	1,824.2	488	796	Menlyands Road	FALSE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, MER, 30, PM, FY, 01	Signal	01	1	Woodville Road(S)	S	L2	562	14	562	1.4	0.4	6.8	6.8	1,440.9	55	90	Menlyands Road	FALSE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, MER, 30, PM, FY, 01	Signal	01	Approach	Woodville Road(S)			2,149	49	2,149	4.9	0.9	6.8	4.1	2,489.8	488	796	Menlyands Road	FALSE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, MER, 30, PM, FY, 01	Signal	01	8	Woodville Road(N)	N	T1	1,598	55	1,598	5.5	0.8	1.1	1.1	2,022.5	242	396	Menlyands Road	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, MER, 30, PM, FY, 01	Signal	01	9	Woodville Road(N)	N	R2	220	10	220	1.0	0.7	17.0	17.0	327.7	203	332	Menlyands Road	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, MER, 30, PM, FY, 01	Signal	01	Approach	Woodville Road(N)			1,818	50	1,818	5.0	0.8	17.0	3.0	2,300.8	242	396	Menlyands Road	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, MER, 30, PM, FY, 01	Signal	01	12	Menlyands Road	W	R2	622	15	622	1.5	0.9	81.6	81.6	691.3	1308	215	Menlyands Road	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, MER, 30, PM, FY, 01	Signal	01	10	Menlyands Road	W	L2	45	7.7	45	7.7	0.9	80.1	80.1	499	130.8	215	Menlyands Road	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, MER, 30, PM, FY, 01	Signal	01	Approach	Menlyands Road			667	19	667	1.9	0.9	81.6	81.6	741.2	1308	215	Menlyands Road	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, MER, 30, PM, FY, 01	Signal	01	Site				4,634	45	4,634	4.5	0.9	81.6	148		130.8	215	Menlyands Road	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, LOU, 30, PM, FY, 01	Signal	01	3	Woodville Road(S)	S	R2	426	32	426	3.2	1.0	79.0	79.0	4186	1423	232.2	Louis Street	FALSE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, LOU, 30, PM, FY, 01	Signal	01	2	Woodville Road(S)	S	T1	1,614	62	1,614	6.2	0.6	0.9	0.9	2,485.5	14.1	230	Louis Street	FALSE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, LOU, 30, PM, FY, 01	Signal	01	Approach	Woodville Road(S)			2,040	56	2,040	5.6	1.0	79.0	17.2	2,054.5	1423	232.2	Louis Street	FALSE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, LOU, 30, PM, FY, 01	Signal	01	4	Louis Street	E	L2	84	4.1	84	4.1	1.0	116.3	116.3	86.1	1403	228.9	Louis Street	FALSE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, LOU, 30, PM, FY, 01	Signal	01	6	Louis Street	E	R2	556	14	556	1.4	1.0	116.0	116.0	5696	1403	228.9	Louis Street	FALSE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, LOU, 30, PM, FY, 01	Signal	01	Approach	Louis Street			640	18	640	1.8	1.0	116.3	116.0	655.7	1403	228.9	Louis Street	FALSE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, LOU, 30, PM, FY, 01	Signal	01	8	Woodville Road(N)	N	T1	1,907	47	1,906	4.8	0.8	7.5	7.5	2,274.5	977	159.5	Louis Street	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, LOU, 30, PM, FY, 01	Signal	01	7	Woodville Road(N)	N	L2	312	26	368	2.6	0.8	12.5	12.5	372.2	864	139.4	Louis Street	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, LOU, 30, PM, FY, 01	Signal	01	Approach	Woodville Road(N)			2,219	44	1,904	4.5	0.8	12.5	8.2	2,646.7	977	159.5	Louis Street	TRUE
Cumberland PM Senior, Woodville	PM	Menlyands and Louis FY, 01	3PM, FY	WOO, LOU, 30, PM, FY, 01	Signal	01	Site				4,899	46	4,894	4.9	1.0	116.3	27.3	1423	232.2	Louis Street	TRUE	
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	2	Woodville Road(S)	S	T1	2,056	49	2,026	4.9	0.6	4.5	4.5	3,376.2	739	739	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	1	Woodville Road(S)	S	L2	37	0.0	37	0.0	0.6	95.5	95.5	614	739	739	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	Approach	Woodville Road(S)			2,063	49	2,063	4.9	0.6	95.5	67	3,430.6	739	739	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	8	Woodville Road(N)	N	T1	2,063	41	2,063	4.1	0.7	53	53	2,998.0	1176	1176	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	7	Woodville Road(N)	N	L2	30	0.0	30	0.0	0.7	117	117	429	1176	1176	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	9	Woodville Road(N)	N	R2	155	15	155	1.5	0.4	32.9	32.9	359.0	359	359	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	Approach	Woodville Road(N)			2,248	38	2,248	3.8	0.7	32.9	7.3	3,225.8	1176	1176	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	12	Lansdowne Street	W	R2	15	0.0	15	0.0	0.2	40.6	40.6	85.8	83	83	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	11	Lansdowne Street	W	T1	17	0.0	17	0.0	0.2	96.1	96.1	85.8	83	83	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	10	Lansdowne Street	W	L2	50	47	50	47	0.1	38.5	38.5	5014	95	95	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	Approach	Lansdowne Street			84	27	84	2.7	0.2	40.6	46.6	4177	95	95	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, DV	WOO, LAN, 30, PM, FY, John Code	Signal	John Code	Site				4,396	43	4,396	4.3	0.7	40.6	78		117.6	117.6	Lansdowne Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, FY	WOO, OXF, 30, PM, FY, 01	Signal	01	2	Woodville Road(S)	S	T1	1,923	47	1,923	4.7	1.0	97.3	97.3	2,020.0	285.2	285.2	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, FY	WOO, OXF, 30, PM, FY, 01	Signal	01	1	Woodville Road(S)	S	L2	663	26	663	2.6	1.0	42.9	42.9	697.7	264.5	264.5	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, FY	WOO, OXF, 30, PM, FY, 01	Signal	01	Approach	Woodville Road(S)			2,586	42	2,586	4.2	1.0	42.9	58.7	2,720.7	285.2	285.2	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, FY	WOO, OXF, 30, PM, FY, 01	Signal	01	8	Woodville Road(N)	N	T1	1,816	44	1,816	4.4	0.7	11.9	11.9	2,549.9	129.7	129.7	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, FY	WOO, OXF, 30, PM, FY, 01	Signal	01	9	Woodville Road(N)	N	R2	551	20	551	2.0	1.1	100.0	100.0	321.5	196.9	196.9	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, FY	WOO, OXF, 30, PM, FY, 01	Signal	01	Approach	Woodville Road(N)			2,167	40	2,167	4.0	1.1	100.0	310	1,984.0	196.9	196.9	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, FY	WOO, OXF, 30, PM, FY, 01	Signal	01	12	Oxford Street	W	R2	706	13	706	1.3	1.0	106.7	106.7	703.3	1476	1476	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, FY	WOO, OXF, 30, PM, FY, 01	Signal	01	10	Oxford Street	W	L2	99	70	99	7.0	0.2	28.3	28.3	640.1	163	163	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, FY	WOO, OXF, 30, PM, FY, 01	Signal	01	Approach	Oxford Street			805	20	805	2.0	1.0	106.7	970	802.0	1476	1476	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Lansdowne and Oxford FY, 02	3PM, FY	WOO, OXF, 30, PM, FY, 01	Signal	01	Site				5,557	38	5,557	3.8	1.1	100.0	535		285.2	285.2	Oxford Street	FALSE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, MER, 30, PM, DV	Signal	DV	2	Woodville Road(S)	S	T1	1,620	60	1,302	6.0	0.9	13.4	13.4	1,828.5	1280	208.9	Menlyands Road	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, MER, 30, PM, DV	Signal	DV	1	Woodville Road(S)	S	L2	591	14	475	1.4	0.3	4.8	4.8	1,759.7	18	42	Menlyands Road	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, MER, 30, PM, DV	Signal	DV	Approach	Woodville Road(S)			2,211	48	1,777	4.8	0.9	13.4	11.7	2,495.1	1280	208.9	Menlyands Road	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, MER, 30, PM, DV	Signal	DV	8	Woodville Road(N)	N	T1	1,921	46	1,921	4.6	1.7	1,267.4	1,267.4	1,135.9	1,742.4	2,843.6	Menlyands Road	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, MER, 30, PM, DV	Signal	DV	9	Woodville Road(N)	N	R2	241	10	241	1.0	0.7	51.8	51.8	328.8	57.1	93.3	Menlyands Road	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, MER, 30, PM, DV	Signal	DV	Approach	Woodville Road(N)			2,162	42	2,162	4.2	1.7	1,267.4	1,131.6	1,278.7	1,742.4	2,843.6	Menlyands Road	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, MER, 30, PM, DV	Signal	DV	12	Menlyands Road	W	R2	901	10	901	1.0	1.7	1,318.3	1,318.3	531.5	867.8	1,436.3	Menlyands Road	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, MER, 30, PM, DV	Signal	DV	10	Menlyands Road	W	L2	45	7.7	45	7.7	1.7	1,318.2	1,318.2	265	867.8	1,436.3	Menlyands Road	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, MER, 30, PM, DV	Signal	DV	Approach	Menlyands Road			946	13	946	1.3	1.7	1,318.3	1,318.2	556.0	867.8	1,436.3	Menlyands Road	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, MER, 30, PM, DV	Signal	DV	Site				5,319	39	4,885	4.3	1.7	1,318.3	760.3		1,742.4	2,843.6	Menlyands Road	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, LOU, 30, PM, DV	Signal	DV	3	Woodville Road(S)	S	R2	426	32	426	3.2	0.9	35.4	35.4	500.1	898	146.6	Louis Street	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, LOU, 30, PM, DV	Signal	DV	2	Woodville Road(S)	S	T1	1,675	40	1,675	4.0	1.3	99.1	99.1	1,285.6	1,070.2	1,748.5	Louis Street	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, LOU, 30, PM, DV	Signal	DV	Approach	Woodville Road(S)			2,101	54	2,101	5.4	1.3	99.1	452.9	1,612.5	1,070.2	1,748.5	Louis Street	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV	3PM, DV	WOO, LOU, 30, PM, DV	Signal	DV	4	Louis Street	E	L2	84	4.1	84	4.1	1.3	641.5	641.5	639	4103	669.6	Louis Street	TRUE
Cumberland PM Senior, Woodville, v1.1	PM	Menlyands and Louis DV																				

Cumberland PM Sensor, Woodville_v1.1	PM	Menlands and Louis DV_01	IPM_DV_WOO_MER_30_PM_DV_01	Signal	01	1	Woodville Road(S)	S	L2	591	14	901	1.4	0.4	6.9	6.9	1,441.6	60	98	Menlands Road	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Menlands and Louis DV_01	IPM_DV_WOO_MER_30_PM_DV_01	Signal	01	Approach	Woodville Road(S)			2,211	48	2,211	4.8	0.9	6.9	46	2,491.1	575	939	Menlands Road	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Menlands and Louis DV_01	IPM_DV_WOO_MER_30_PM_DV_01	Signal	01	8	Woodville Road(N)	N	T1	1,921	46	1,921	4.6	0.8	1.1	1.1	2,507.2	242	396	Menlands Road	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Menlands and Louis DV_01	IPM_DV_WOO_MER_30_PM_DV_01	Signal	01	9	Woodville Road(N)	N	R2	241	10	241	1.0	0.7	21.3	21.3	324.5	299	488	Menlands Road	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Menlands and Louis DV_01	IPM_DV_WOO_MER_30_PM_DV_01	Signal	01	Approach	Woodville Road(N)			2,162	42	2,162	4.2	0.8	21.3	33	2,822.4	299	488	Menlands Road	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Menlands and Louis DV_01	IPM_DV_WOO_MER_30_PM_DV_01	Signal	01	12	Menlands Road	W	R2	901	10	901	1.0	1.0	187.0	187.0	864.9	2767	451.5	Menlands Road	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Menlands and Louis DV_01	IPM_DV_WOO_MER_30_PM_DV_01	Signal	01	10	Menlands Road	W	L2	45	27	45	7.7	1.0	187.2	187.2	43.1	2767	451.5	Menlands Road	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Menlands and Louis DV_01	IPM_DV_WOO_MER_30_PM_DV_01	Signal	01	Approach	Menlands Road			946	13	946	1.3	1.0	187.2	187.0	906.0	2767	451.5	Menlands Road	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Menlands and Louis DV_01	IPM_DV_WOO_MER_30_PM_DV_01	Signal	01	Site				5,319	39	5,319	3.9	1.0	187.2	36.5		2767	451.5	Menlands Road	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Menlands and Louis DV_01	IPM_DV_WOO_LOU_30_PM_DV_01	Signal	01	3	Woodville Road(S)	S	R2	426	32	426	3.2	1.0	63.5	63.5	424.4	126.0	205.7	Louis Street	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Menlands and Louis DV_01	IPM_DV_WOO_LOU_30_PM_DV_01	Signal	01	2	Woodville Road(S)	S	T1	1,675	60	1,675	6.0	0.7	0.9	0.9	2,497.0	156	25.4	Louis Street	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Menlands and Louis DV_01	IPM_DV_WOO_LOU_30_PM_DV_01	Signal	01	Approach	Woodville Road(S)			2,101	54	2,101	5.4	1.0	63.5	136	2,098.3	126.0	205.7	Louis Street	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Menlands and Louis DV_01	IPM_DV_WOO_LOU_30_PM_DV_01	Signal	01	4	Louis Street	E	L2	84	41	84	4.1	1.0	116.3	116.3	86.1	1403	229.0	Louis Street	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Menlands and Louis DV_01	IPM_DV_WOO_LOU_30_PM_DV_01	Signal	01	6	Louis Street	E	R2	556	14	556	1.4	1.0	116.0	116.0	569.6	1403	229.0	Louis Street	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Menlands and Louis DV_01	IPM_DV_WOO_LOU_30_PM_DV_01	Signal	01	Approach	Louis Street			640	18	640	1.8	1.0	116.3	116.1	655.7	1403	229.0	Louis Street	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Menlands and Louis DV_01	IPM_DV_WOO_LOU_30_PM_DV_01	Signal	01	8	Woodville Road(N)	N	T1	2,501	36	1,866	3.8	0.8	4.6	4.6	3,294.7	679	110.9	Louis Street	TRUE
Cumberland PM Sensor, Woodville_v1.1	PM	Menlands and Louis DV_01	IPM_DV_WOO_LOU_30_PM_DV_01	Signal	01	7	Woodville Road(N)	N	L2	320	25	217	2.7	0.8	11.6	11.6	421.7	533	87.1	Louis Street	TRUE
Cumberland PM Sensor, Woodville_v1.1	PM	Menlands and Louis DV_01	IPM_DV_WOO_LOU_30_PM_DV_01	Signal	01	Approach	Woodville Road(N)			2,821	35	1,915	3.7	0.8	11.6	72	3,716.4	679	110.9	Louis Street	TRUE
Cumberland PM Sensor, Woodville_v1.1	PM	Menlands and Louis DV_01	IPM_DV_WOO_LOU_30_PM_DV_01	Signal	01	Site				5,562	40	4,856	4.8	1.0	116.3	25.1		1403	229.0	Louis Street	TRUE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_LAN_30_PM_DV_ John Code	Signal	John Code	2	Woodville Road(S)	S	T1	2,064	49	2,064	4.9	0.8	22.9	22.9	2,670.9	1396	1396	Woodville Road(N)	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_LAN_30_PM_DV_ John Code	Signal	John Code	1	Woodville Road(S)	S	L2	74	00	74	0.0	0.8	32.3	32.3	95.7	1396	139.6	Woodville Road(N)	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_LAN_30_PM_DV_ John Code	Signal	John Code	Approach	Woodville Road(S)			2,138	47	2,138	4.7	0.8	32.3	23.2	2,786.5	1396	1396	Woodville Road(N)	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_LAN_30_PM_DV_ John Code	Signal	John Code	8	Woodville Road(N)	N	T1	2,447	34	2,447	3.4	1.0	82.4	82.4	2,398.1	569.2	569.2	Woodville Road(N)	TRUE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_LAN_30_PM_DV_ John Code	Signal	John Code	7	Woodville Road(N)	N	L2	30	00	30	0.0	1.0	86.2	86.2	29.3	569.2	569.2	Woodville Road(N)	TRUE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_LAN_30_PM_DV_ John Code	Signal	John Code	9	Woodville Road(N)	N	R2	366	06	366	0.6	0.7	45.9	45.9	560.8	73.8	73.8	Woodville Road(N)	TRUE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_LAN_30_PM_DV_ John Code	Signal	John Code	Approach	Woodville Road(N)			2,842	30	2,842	3.0	1.0	86.2	77.8	2,781.0	569.2	569.2	Woodville Road(N)	TRUE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_LAN_30_PM_DV_ John Code	Signal	John Code	12	Lansdowne Street	W	R2	17	00	17	0.0	0.2	61.7	61.7	71.0	9.5	9.5	Woodville Road(N)	TRUE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_LAN_30_PM_DV_ John Code	Signal	John Code	11	Lansdowne Street	W	T1	21	00	21	0.0	0.2	57.2	57.2	87.9	9.5	9.5	Woodville Road(N)	TRUE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_LAN_30_PM_DV_ John Code	Signal	John Code	10	Lansdowne Street	W	L2	73	32	73	3.2	0.1	28.2	28.2	724.0	116	116	Woodville Road(N)	TRUE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_LAN_30_PM_DV_ John Code	Signal	John Code	Approach	Lansdowne Street			112	21	112	2.1	0.2	61.7	39.0	458.5	116	116	Woodville Road(N)	TRUE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_LAN_30_PM_DV_ John Code	Signal	John Code	Site				5,592	37	5,592	3.7	1.0	86.2	54.0		569.2	569.2	Woodville Road(N)	TRUE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_OXF_30_PM_DV_01	Signal	01	2	Woodville Road(S)	S	T1	1,997	46	1,997	4.6	1.0	65.4	65.4	2,092.3	314.2	314.2	Oxford Street	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_OXF_30_PM_DV_01	Signal	01	1	Woodville Road(S)	S	L2	463	26	463	2.6	1.0	71.0	71.0	684.7	291.9	291.9	Oxford Street	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_OXF_30_PM_DV_01	Signal	01	Approach	Woodville Road(S)			2,661	41	2,661	4.1	1.0	71.0	66.8	2,747.0	314.2	314.2	Oxford Street	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_OXF_30_PM_DV_01	Signal	01	8	Woodville Road(N)	N	T1	2,156	37	2,087	3.7	0.8	14.2	14.2	2,695.2	189.9	189.9	Oxford Street	TRUE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_OXF_30_PM_DV_01	Signal	01	9	Woodville Road(N)	N	R2	356	19	345	1.9	1.1	120.9	120.9	328.9	148.8	148.8	Oxford Street	TRUE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_OXF_30_PM_DV_01	Signal	01	Approach	Woodville Road(N)			2,512	35	2,432	3.5	1.1	120.9	29.4	2,320.0	189.9	189.9	Oxford Street	TRUE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_OXF_30_PM_DV_01	Signal	01	12	Oxford Street	W	R2	706	13	706	1.3	1.0	111.6	111.6	697.5	151.8	151.8	Oxford Street	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_OXF_30_PM_DV_01	Signal	01	10	Oxford Street	W	L2	99	70	99	7.0	0.2	28.7	28.7	600.9	16.5	16.5	Oxford Street	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_OXF_30_PM_DV_01	Signal	01	Approach	Oxford Street			805	20	805	2.0	1.0	111.6	101.4	795.3	151.8	151.8	Oxford Street	FALSE
Cumberland PM Sensor, Woodville_v1.1	PM	Lansdowne and Oxford DV_ John Code	IPM_DV_WOO_OXF_30_PM_DV_01	Signal	01	Site				5,977	35	5,897	3.6	1.1	120.9	56.1		314.2	314.2	Oxford Street	TRUE

DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-773

Attachment 8

Woodville Road Corridor –
Summary of Early Consultation
Submissions

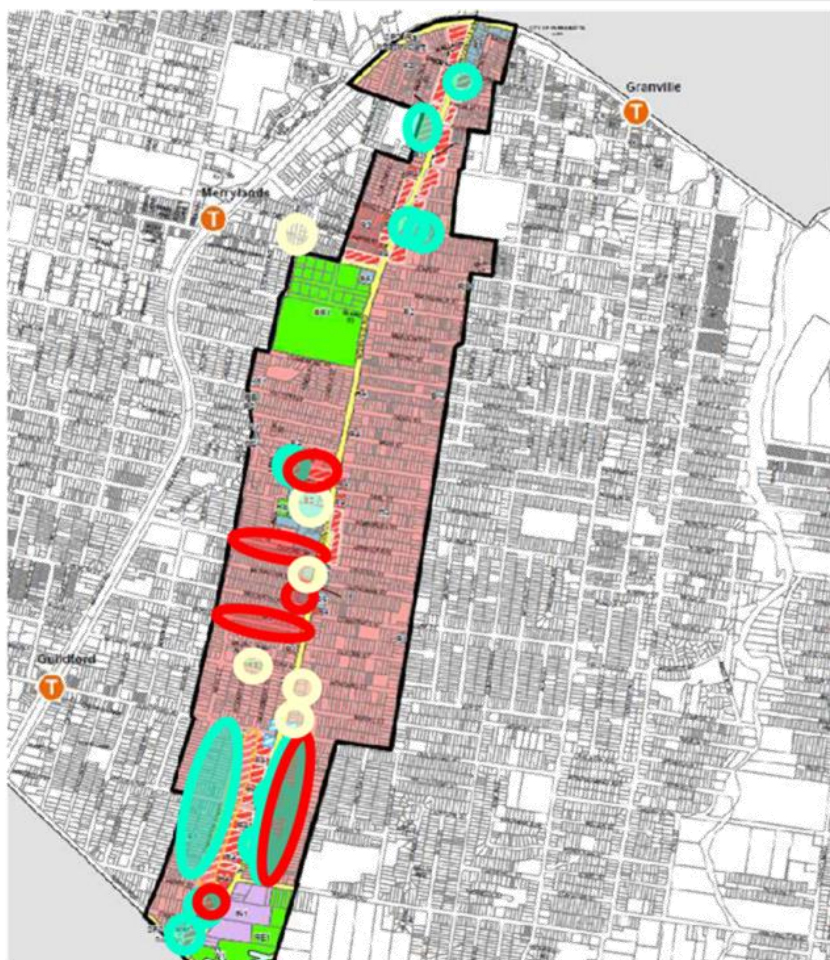


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Woodville Road Corridor Submissions received during consultation



Woodville Road Corridor early consultation Exhibition and overview of submissions



Early consultation – 30 days

November to December 2020

Total **58 submissions** received (as at 10 March 2021)

Support 20

Zoning
Local jobs and employment
Transport infrastructure
Streetscapes
Local character
Property value
Amenity
Site-specific request

1 x petition (Resident group of 22 individuals recommends an extension of R3 zoning)

Object 17

Dwelling density
Property value
Street congestion
Parking
Traffic movement
Property value
Landscaped setback
Air/noise pollution
Amenity (privacy and overshadowing)
Service infrastructure network capacity
Local character

Neutral 21

Local character
Public transport
Amenity
Open space
Off-leash dog park
Multi-storey car park



Cumberland LEP consultation

Exhibition and overview of submissions

Post-Gateway consultation – March to May 2020

Submissions for 16 locations received

Site address	Proposal
49-53 Woodville Road, Granville	Rezone from R2 to R4
81 Woodville Road, Granville	Rezone from R2 to B4
118 Woodville Road, Granville	Rezone from R2 to B4
Woodville Road Corridor, Granville	Rezone to B4
205 Woodville Road, Merrylands	Rezone from R2 to R4
12-14 Brady Street, Merrylands	Rezone from R2 to R4/B6
112-116 Elizabeth Street, Granville	Rezone from R3 to R4
131-135 Woodville Road, Granville	Rezone from R2 to R4
138 Woodville Road, Granville	Rezone from R3 to B4
280-290 Woodville Road, Guildford	Rezone from B6 to B4
283-289 Woodville Road, Guildford	Rezone to allow for both commercial and residential uses
345-347 Woodville Road, Guildford	Rezone from R2 to B4
459 Woodville Road, Guildford	Rezone from R2 to B4
524-528 Woodville Rd, Guildford	Rezone from R2 to R4
533 Woodville Rd, Guildford	Rezone to allow for townhouses or units
3 and 7 Mountford Avenue, Guildford	Rezone from RE1 to R2 and remove from the land reservation acquisition map



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**Site specific submissions
Include in planning proposal**



Early consultation phase Include in planning proposal

Site/Location	Submission
As exhibited in the early consultation	
41 Woodville Road, Granville	R2 to R4
Grimwood Street (between Randle & William St), Granville	R2 to R3
131-135 Woodville Road, Merrylands	R2 to R4
486 to 496 Woodville Road, Guildford	R2 to R4
576 Woodville Road, Guildford	R2 to R4
578, 580 Woodville Road, Guildford	R2 to R4
Post-exhibition change	
112-116 Elizabeth Street, Granville	R3 to R4
Merrylands East Precinct	HOB variation
3-7 Mountford Avenue and 13-15 Grassmere Street , Guildford	RE1 to R2
457, 459 and 461 Woodville Road, Guildford	R2 to B1



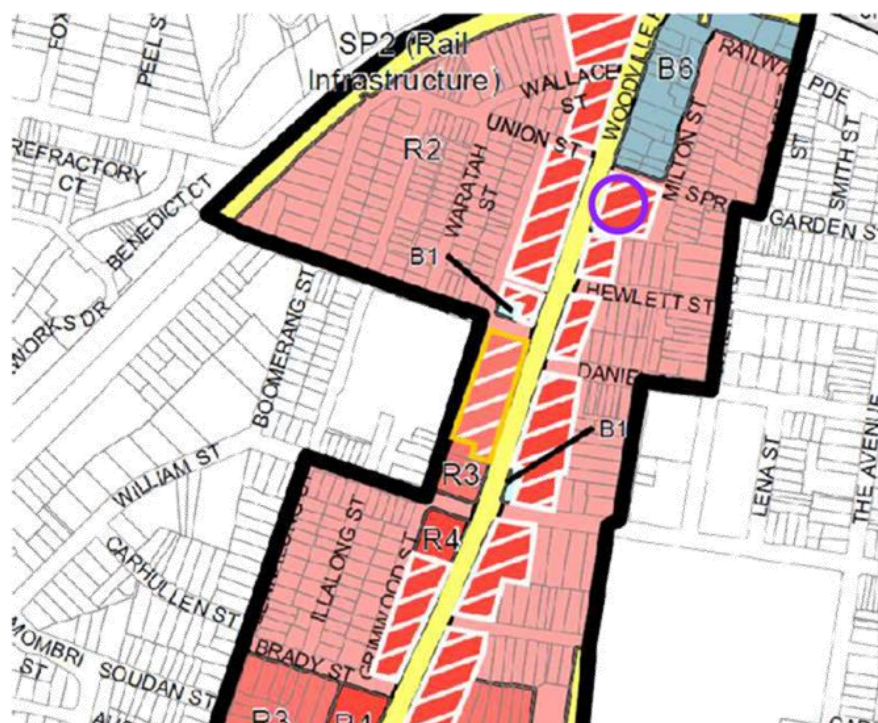
Cumberland LEP phase Include in planning proposal

Site/Location	Submission
Submissions received during Cumberland LEP consultation	
49-53 Woodville Road, Granville	R2 to R4
118 Woodville Road, Granville	R2 to R4
131-135 Woodville Road, Granville	R2 to R4
524-528 Woodville Road, Guildford	R2 to R4



41 Woodville Road, Granville

Proposed rezoning – R2 to R4



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	Supportive of proposal; R4 High Density Residential
	Proposed built form (as exhibited)	
	R4 High Density Residential (4-5 storeys)	
Rationale/ Submission	Supportive of proposed built form. Areas are in vicinity of locality of choice; Granville train station, schools and shopping strips.	

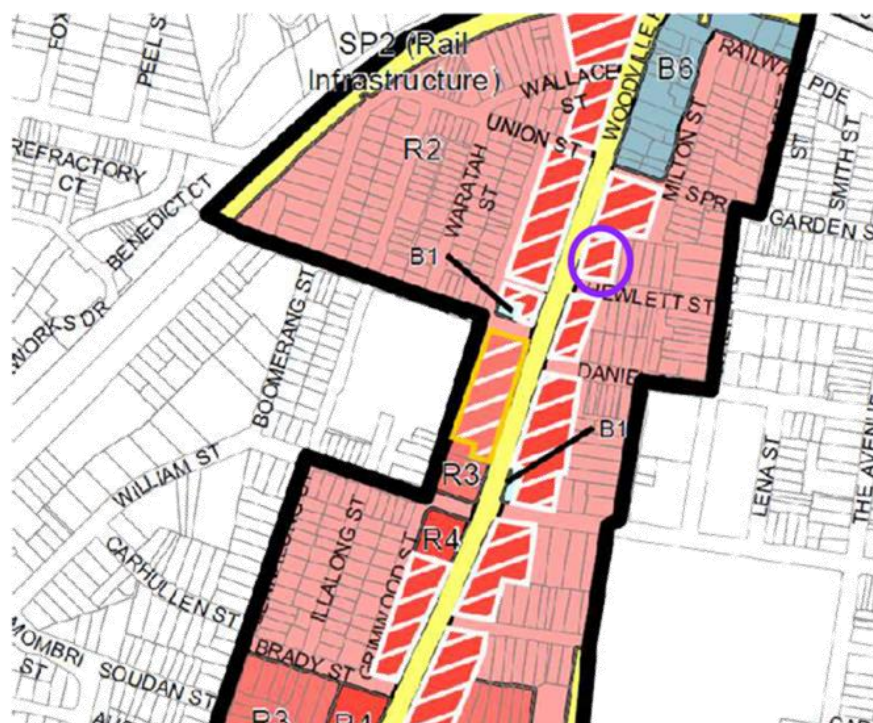
Recommendation:

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (as exhibited)



49-53 Woodville Road, Granville

Proposed rezoning – R2 to R4



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	Supportive of proposal; R4 High Density Residential
	Proposed built form (as exhibited)	
	R4 High Density Residential (4-5 storeys)	
Rationale/ Submission	Requests that 49,51 and 53 Woodville Road Granville and surrounding properties be rezoned to R4 or mixed use zoning. Sites are close to Parramatta CBD, Merrylands and Granville train stations.	

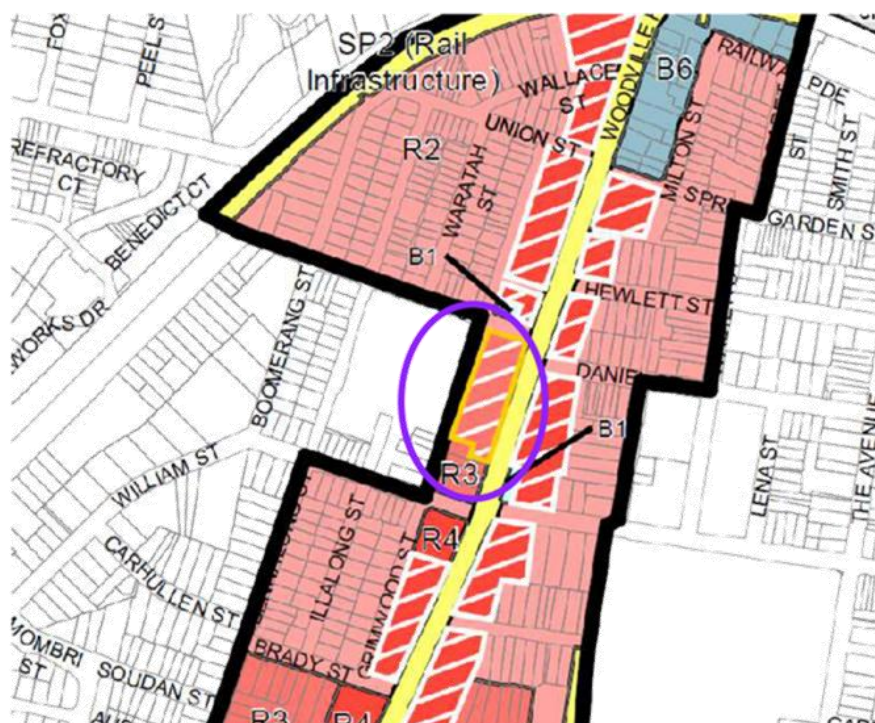
Recommendation:

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (as exhibited)



Grimwood St (between Randle & William St), Granville

Proposed rezoning – R2 to R3



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	Supportive of R3 Medium Density Residential for the area,
	Proposed built form (as exhibited) R3 Medium Density Residential (2-3 storeys)	Object to R4 high density from William St to Randle St.
Rationale/ Submission	Supportive of the proposed change from William St to Randle St. Comments made that proposed increased in densities also activate more development with potential site amalgamations to achieve more attractive yields in line with suggested planning controls. Submission does not support R4 high density around this area due to potential overlooking issue with the current proposed Convent development.	

Recommendation:

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (as exhibited)



131-135 Woodville Road, Merrylands

Proposed rezoning – R2 to R4



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R4 High Density Residential Corresponding height and FSR
	Proposed built form (as exhibited) R4 High Density Residential (4-5 storey)	
Rationale/ Submission	Recommends Council to rezone site from R2 to R4. Supportive of the proposed planning framework for the Woodville Road corridor.	

Recommendation:

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (as exhibited)



118 Woodville Road, Granville

Proposed rezoning – R2 to R4



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R4 High Density Residential Corresponding height and FSR
	Proposed built form (as exhibited)	
	R4 High Density Residential (4-5 storey)	
Rationale/ Submission	In 2001, the Woodville Road corridor was rezoned to allow for an increased residential density. In 2011, the corridor was rezoned back to a low density zoning (R2 Low Density Residential character under the PLEP 2011) to provide Council with sufficient time to conduct its planning study to inform a new strategy. In 2015, the former Parramatta City Council prepared the draft Woodville Road Planning Strategy.	

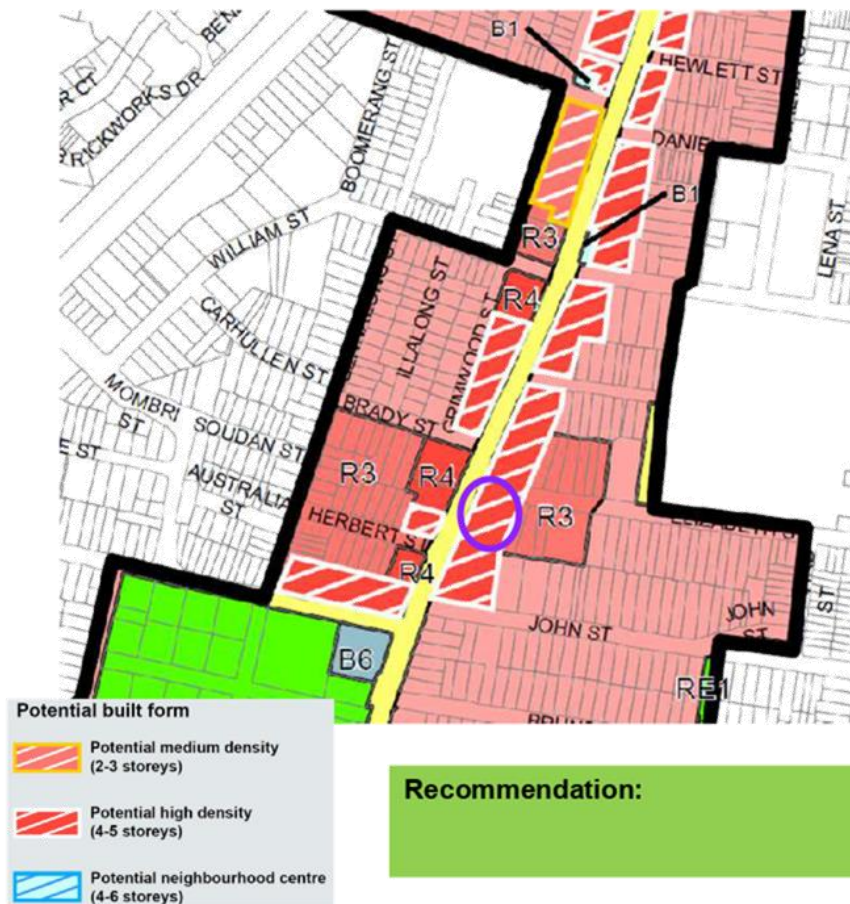
Recommendation:

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (as exhibited)



131-135 Woodville Road

Proposed rezoning – R2 to R4



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R4 High Density Residential Corresponding height and FSR
	Proposed built form (as exhibited)	
	R4 High Density Residential (4-5 storey)	
Rationale/ Submission	In 2001, the Woodville Road corridor was rezoned to allow for an increased residential density. In 2011, the corridor was rezoned back to a low density zoning (R2 Low Density Residential character under the PLEP 2011) to provide Council with sufficient time to conduct its planning study to inform a new strategy. In 2015, the former Parramatta City Council prepared the draft Woodville Road Planning Strategy.	

Recommendation:

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (as exhibited)



112-116 Elizabeth St, Granville

Proposed rezoning – R3 to R4



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R3 Medium Density Residential Height: 11m FSR: 0.6:1	R4 High Density Residential Corresponding height and FSR
	Proposed built form (as exhibited) No change	
Rationale/ Submission	<p>Recommends Council to rezone site from R3 to R4 to make it consistent with adjoining properties on 131-141 Woodville Rd and other similar sites in the study area (as proposed by Council for WRCS) given its proximity to public transport and development potential with large site amalgamation.</p>	
Recommendation:	<p>Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (<i>Post-exhibition change</i>)</p>	



Merrylands East Precinct

Proposed height increase



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	B2 Local Centre Height: 31m FSR: 2:1	Increase HOB for sites facing Woodville Road and the southern side of Lansdowne Street
	Proposed built form (as exhibited) No change	
Rationale/ Submission	Requests Council to review the planning controls applied to the Merrylands East Precinct as part of the WRC planning framework. Comments raised on the potential for an increased number of affordable housing with increased building height along the Woodville Road and Lansdowne Street frontages of the Centre.	

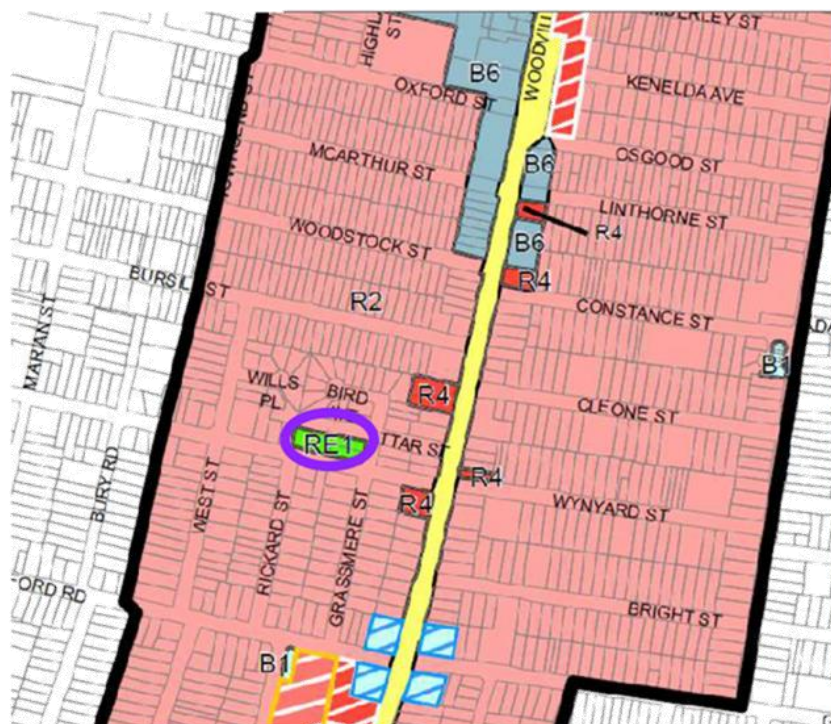
Recommendation:

Include in Development Control Plan for Woodville Road Corridor (*site constraint: Site specific DCP has already been adopted with previous consultation, DA in progress with Council*)



3-7 Mountford Avenue and 13-15 Grassmere Street , Guildford

Proposed rezoning – RE1 to R2/R3



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Recommendation:

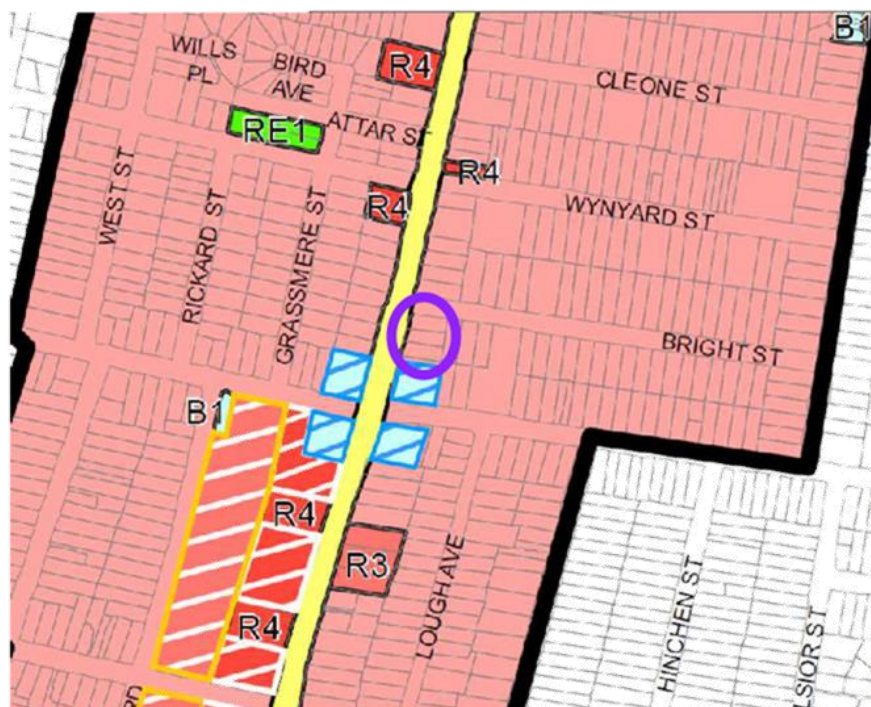
Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	RE1 Public Recreation Height: N/A FSR: N/A Proposed built form (as exhibited) No change	R2 Low Density Residential or R3 Medium Density Residential
Rationale/ Submission	Requests Council to rezone lands from RE1 to R3.	
Note (background)	At the time of amalgamation, Cumberland Council inherited a planning proposal from the former Parramatta Council, seeking to rezone 4 parcels of land at the corner of Mountford Avenue and Grassmere Street, Guildford, from RE1 Public Recreation to R2 Residential (to correspond with their removal from the Land Reservation Acquisition map). The proposal had been initiated and substantially progressed by Parramatta Council, however regrettably at the time it could not be finalised by the new Cumberland Council. Areas in vicinity are in short of open space, as identified in the Cumberland Open Space and Recreation Strategy.	

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (*Post-exhibition change*)



457, 459 and 461 Woodville Road, Guildford

Proposed rezoning – R2 to B1



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Recommendation:

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	B1 Neighbourhood centre
	Proposed built form (as exhibited) No change	
Rationale/ Submission	The site at No.457 has been operating as a commercial premises and paying a commercial rate since it was zoned as mixed use previously but land zoning has been reverted to R2. Another submission comments on the zoning discrepancies and inconsistencies that residents have been experienced since reverting of zoning from Mixed Use. Commented that a further extension of B1 zoning has a potential to stimulate the local community engagement further; to propel the growing hub that Council have worked to develop over the years.	

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (*Extension of the proposed new neighbourhood centre and for consistency with the current use of lot (457 Woodville Road) with business rate currently applied.*)



486 to 496 Woodville Road, Guildford

Proposed rezoning – R2 to R4



Potential built form

-  Potential medium density (2-3 storeys)
-  Potential high density (4-5 storeys)
-  Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	Supportive of R4 High Density Residential zoning
	Proposed built form (as exhibited)	
	R4 High Density (4-5 storeys)	
Rationale/ Submission	Supports proposal to rezone properties at 486-496 Woodville Rd, Guildford for higher density residential developments	

Recommendation:

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (as exhibited)



524-528 Woodville Road, Guildford

Proposed rezoning – R2 to R4



Potential built form

- Potential medium density (2-3 storeys)
- Potential high density (4-5 storeys)
- Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	Supportive of R4 High Density Residential zoning
	Proposed built form (as exhibited)	
	R4 High Density (4-5 storeys)	
Rationale/ Submission	Rezone land to reflect the draft Woodville Road Planning Strategy. This area is close to Guildford Library, shops, bus and trains. Rezoning the corridor to R4 would allow old houses in this corridor to be redeveloped and match existing 5 storey RFBs.	

Recommendation:

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (as exhibited)



576 Woodville Road, Guildford

Proposed rezoning – R2 to R4



Potential built form

-  Potential medium density (2-3 storeys)
-  Potential high density (4-5 storeys)
-  Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R4 High Density Residential Corresponding height and FSR
	Proposed built form (as exhibited) R4 High Density (4-5 storey)	
Rationale/ Submission	Supportive of proposal. No further comment.	

Recommendation:

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (as exhibited)



578, 580 Woodville Road, Guildford

Proposed rezoning – R2 to R4



Potential built form

- Potential medium density (2-3 storeys)
- Potential high density (4-5 storeys)
- Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R4 High Density Residential Corresponding height and FSR
	Proposed built form (as exhibited)	
	R4 High Density (4-5 storey)	
Rationale/ Submission	<p>Highly supportive of proposal</p> <p>Anticipated zoning change since Parramatta Council's proposal</p> <p>Expects plan will be able to revitalise the current derelict urban form</p>	

Recommendation:

Include in Planning Proposal and/or Development Control Plan for Woodville Road Corridor (as exhibited)



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**Site specific submissions
Not include in the planning proposal**



Early consultation phase Not include in the planning proposal

Site/Location	Submission
Grimwood Street (between Randle & William St), Granville	R2 to R4
43 Grimwood Street, Granville	R2 to R4
201, 203 Woodville Road, Merrylands	R2 to R4
17-19 Lansdowne Street, Merrylands	R2 to R4
36, 38 Earl Street, Merrylands	R2 to R3/R4
300 Woodville Road, Guildford	B6 to R4
280-290 Woodville Road, Guildford	B6 to B4
343-347 Woodville Road, Guildford	R2 to B1/ B4
499 Woodville Road, Guildford	R2 to R4/B4
533 Woodville Road, Guildford	R2 to R3/R4
Woodville Road Corridor (between Guildford Road and Rawson Road)	R2 to R3/R4
West side of Chamberlain Road, Guildford	R2 to R3



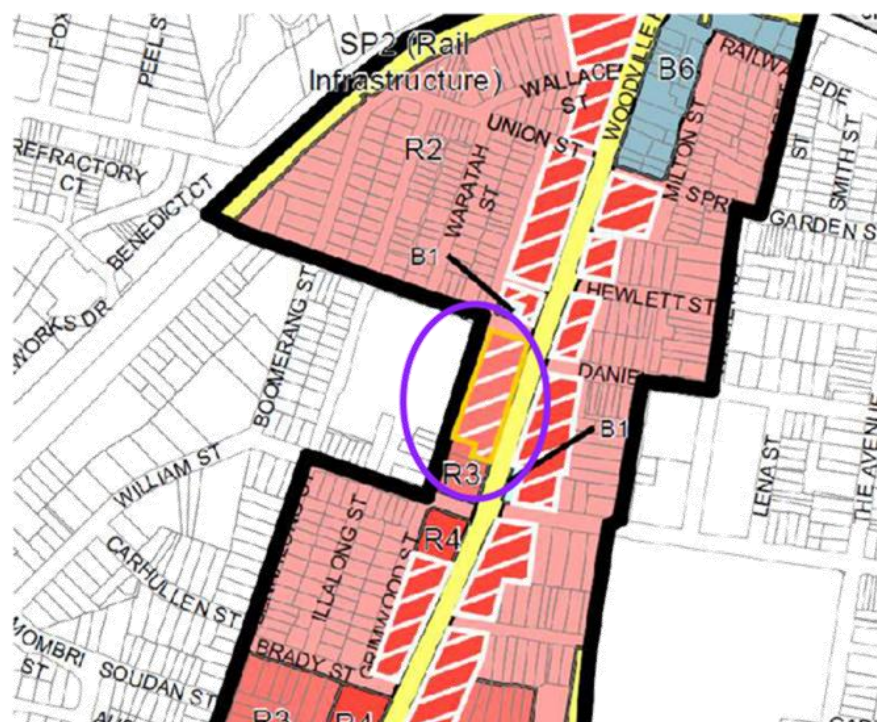
Cumberland LEP phase Not include in the planning proposal

Site/Location	Submission
81 Woodville Road, Granville	R2 to B4
Woodville Road Corridor, Granville	B4
205 Woodville Road, Merrylands	R2 to R4
12-14 Brady Street, Merrylands	R2 to R4/B6
138 Woodville Road, Granville	R3 to B4
280-290 Woodville Road, Guildford	B6 to B4
283-289 Woodville Road, Guildford	Rezone to allow for both commercial and residential uses



Grimwood St (between Randle & William St), Granville

Proposed rezoning – R2 to R4



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R4 High Density Residential Corresponding height and FSR
	Proposed built form (as exhibited) R3 Medium Density Residential (2-3 storeys)	
Rationale/ Submission	Proposal for zone uplift to make it consistent with the R4 zoning proposed for the neighbouring areas for consistency with future local character and existing streetscapes.	

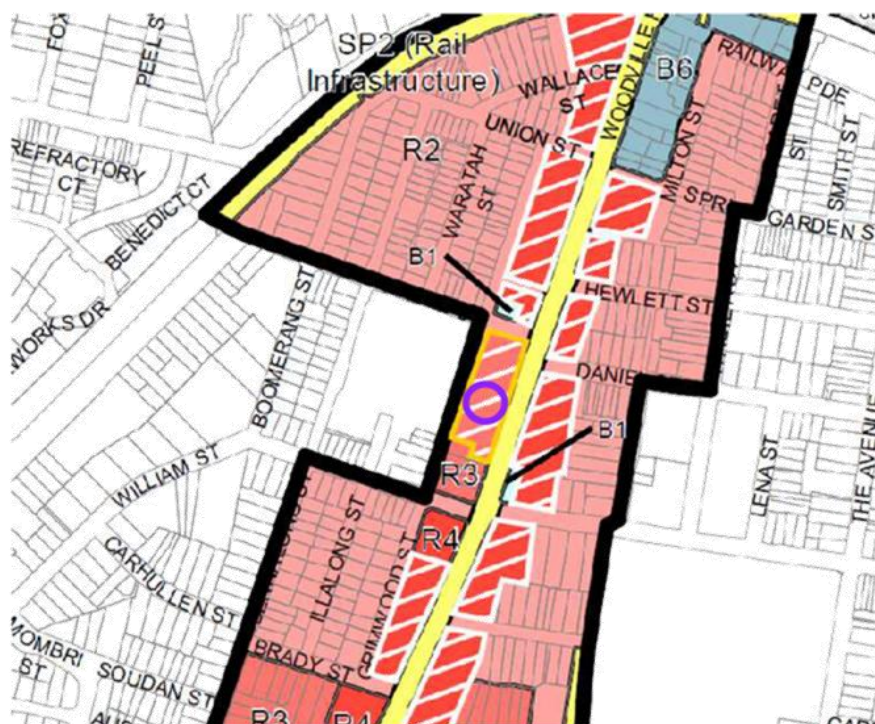
Recommendation:

Not include in Planning Proposal (*Site constraint – near heritage item, adjacent to school, recent changes to planning controls for convent to R3*)



43 Grimwood St, Granville

Proposed rezoning – R2 to R4



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	
	Proposed built form (as exhibited)	
	R3 Medium Density Residential (2-3 storeys)	
Rationale/ Submission	Question about potential implications of the rezoning on submitter's heritage-listed property in the vicinity. Concerns over future living amenity if surrounded by developments. Open to developer buying out the property to build a high density development	

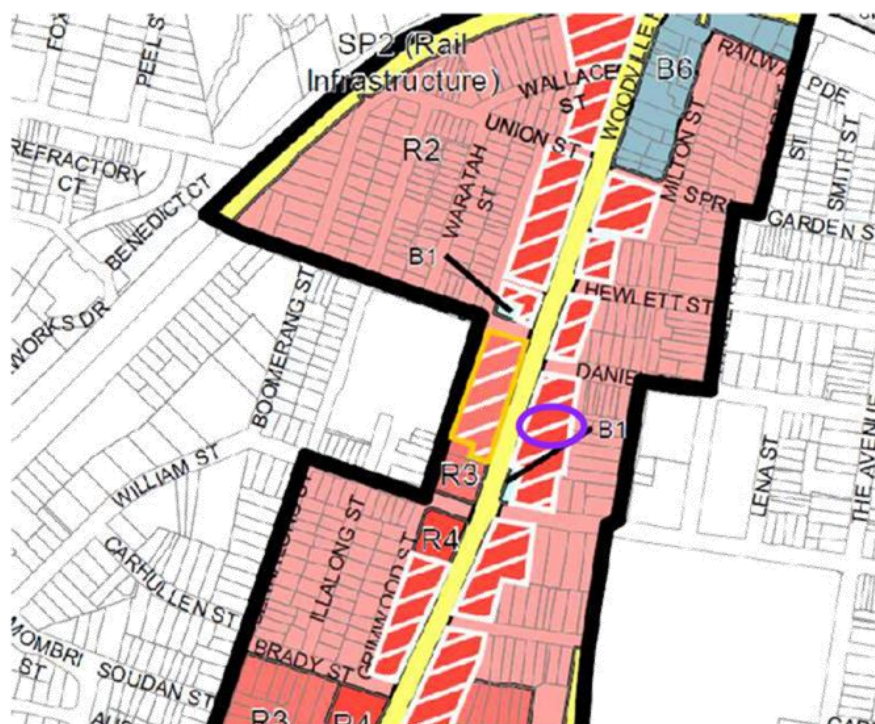
Recommendation:

Not include in Planning Proposal (*Site constraint – heritage listed, adjacent to school*)



81 Woodville Road, Granville

Proposed rezoning – R2 to R4



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	Zone B4 Mixed use and corresponding uplift in height and FSR
	Proposed built form (as exhibited)	
	R4 High Density Density Residential (4-5 storeys)	
Rationale/ Submission	Requests Woodville Road Corridor be zoned to B4 Mixed Use. Need for improvement along the corridor to make the community energetic and developing.	

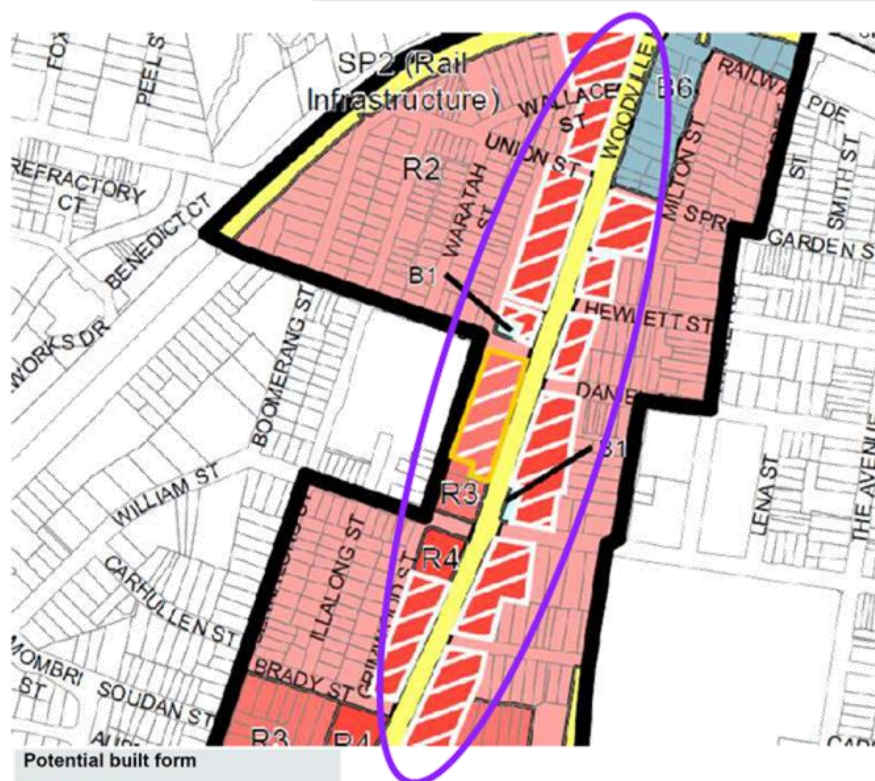
Recommendation:

Not include in Planning Proposal (*Subject areas are considered for R4 zoning instead in the planning proposal*)



Woodville Road Corridor, Granville

Proposed rezoning – B4



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	Zone B4 Mixed use and corresponding uplift in height and FSR
	Proposed built form (as exhibited) Various	
Rationale/ Submission	Supports the change of zoning of Woodville Road Corridor, with request to rezone to B4 which will allow commercial shops and RFB development.	

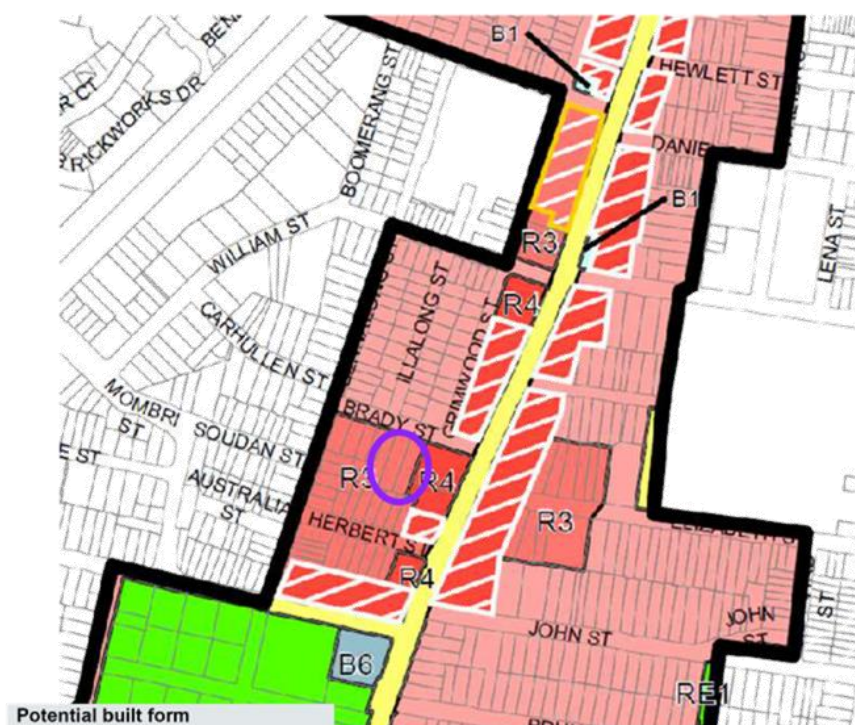
Recommendation:

Not include in Planning Proposal (*Subject areas are considered for R3/R4 zoning instead in the planning proposal.*)



12-14 Brady Street, Merrylands

Proposed rezoning – R3 to R4 or B6



Potential built form

- Potential medium density (2-3 storeys)
- Potential high density (4-5 storeys)
- Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R3 Medium Density Residential Height: 11m FSR: 0.6:1	Rezone to R4/B6
	Proposed built form (as exhibited) No change	
Rationale/ Submission	Both properties are located on block of land from the corner of Woodville Road and Brady Street.	

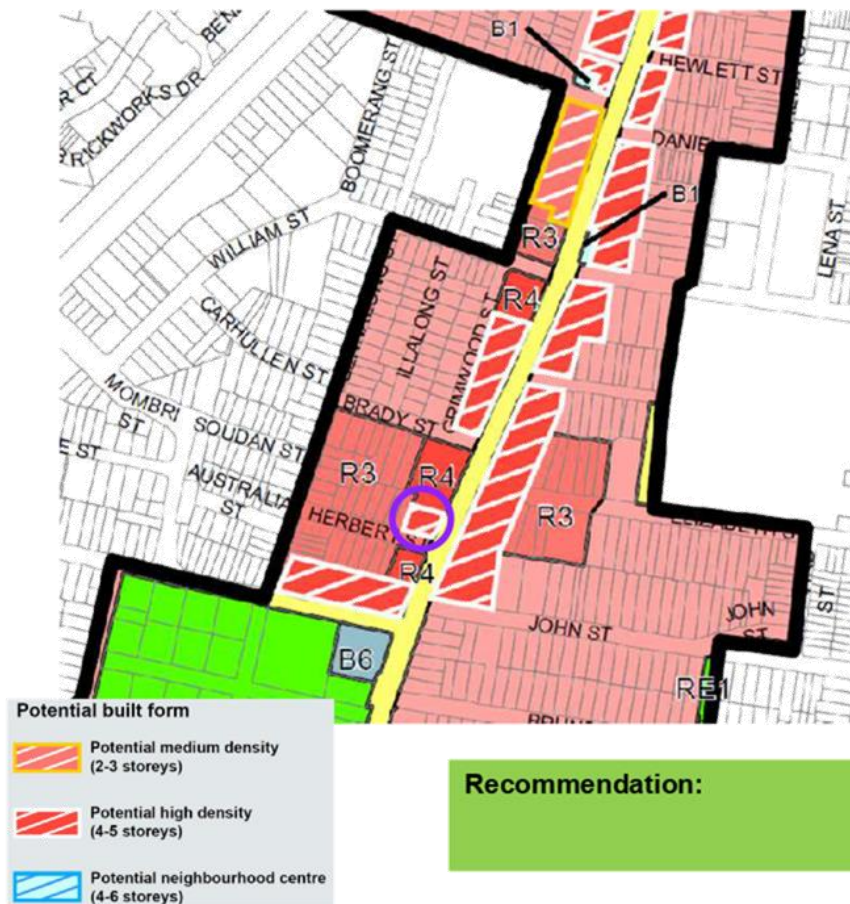
Recommendation:

Not include in Planning Proposal (*No change to current zoning. R3 to provide housing diversity in the area.*)



138 Woodville Road, Granville

Proposed rezoning – R3 to B4



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R3 Medium Density Residential Height: 11m FSR: 0.6:1	Rezone to B4 Mixed Use with corresponding uplift in height and FSR
	Proposed built form (as exhibited)	
	R4 High Density Residential (4-5 storey)	
Rationale/ Submission	Request for Council to rezone this site to mixed use. Submission details issues associated with Woodville Road, changing development and increased traffic.	

Recommendation:

Not include in Planning Proposal (*Subject areas are considered for R3/R4 zoning instead in the planning proposal.*)



201 & 203 Woodville Road, Merrylands

Proposed rezoning – R2 to R4



Potential built form

-  Potential medium density (2-3 storeys)
-  Potential high density (4-5 storeys)
-  Potential neighbourhood centre (4-6 storeys)

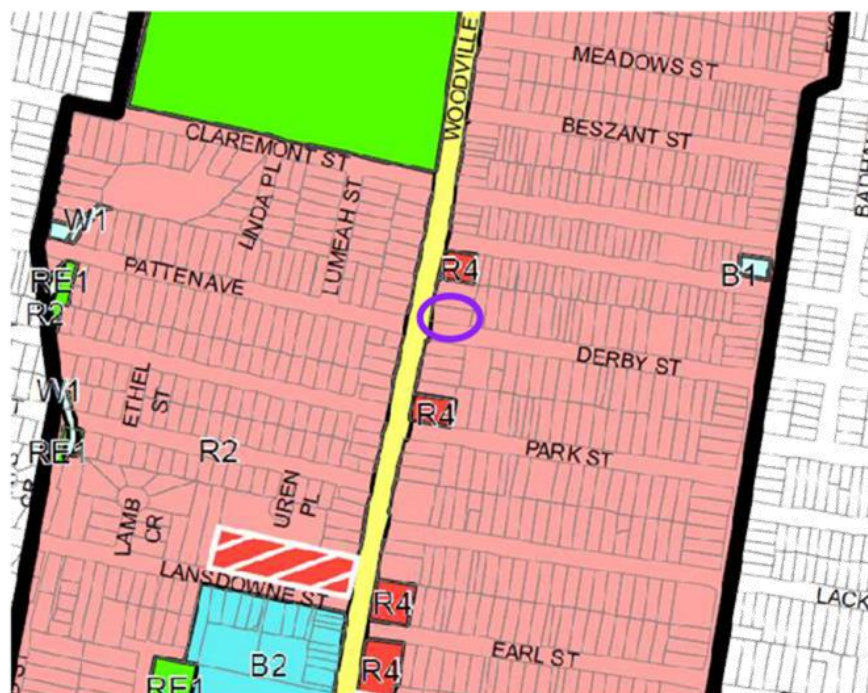
Recommendation:

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential	R4 High Density Residential
	Height: 9m	Corresponding FSR and height
	FSR: N/A	
	Proposed built form (as exhibited)	
	No change	
Rationale/ Submission	Requests Council to review proposed planning framework for WRC to include properties in the rezoning (to high density). These two properties are owned by same owner.	
	Not include in Planning Proposal (<i>Site constraint: Subject sites are outside of three targeted precincts for additional dwelling growth</i>)	



205 Woodville Road, Merrylands

Proposed rezoning – R2 to R4



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential	R4 High Density Residential
	Height: 9m	Corresponding FSR and height
	FSR: N/A	
	Proposed built form (as exhibited)	
	No change	
Rationale/ Submission	In 2001, the Woodville Road corridor was rezoned to allow for an increased residential density. In 2011, the corridor was rezoned back to a low density zoning (R2 Low Density Residential character under the PLEP 2011) to provide Council with sufficient time to conduct its planning study to inform a new strategy. In 2015, the former Parramatta City Council prepared the draft Woodville Road Planning Strategy.	

Recommendation:

Not include in Planning Proposal (*Site constraint: Subject sites are outside of three targeted precincts for additional dwelling growth*)



17-19 Lansdowne St, Merrylands

Proposed rezoning – R2 to R4



Potential built form

-  Potential medium density (2-3 storeys)
-  Potential high density (4-5 storeys)
-  Potential neighbourhood centre (4-6 storeys)

Recommendation:

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R4 High Density Residential
	Proposed built form (as exhibited)	
	No change	
Rationale/ Submission	Requests Council to include lots in the R4 rezoning proposed for eastern half of the block on Lansdowne St, between Woodville Rd and Lamb Cres. Raises inconsistency in the planning approach between the WRC proposal and Merrylands East Neighbourhood Centre Precinct proposal (DCP) for the site. <i>(Planner's note. Site specific DCP indicates a Neighbourhood Centre study boundary, this does not propose B1 zoning for the entire area)</i>	

Not include in Planning Proposal (*Site constraint: interface with lower density residential*)



36 and 38 Earl Street, Merrylands

Proposed rezoning – R2 to R3/R4



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R3 Medium Density Residential or R4 High Density Residential
	Proposed built form (as exhibited) No change	Corresponding height and FSR
Rationale/ Submission	Requests Council to consider rezoning 36 and 38 Earl Street to R3 or R4 for consistency with the rest of the proposed changes. Comments made on the current dispatch of land uses along the WRC.	

Potential built form	
	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

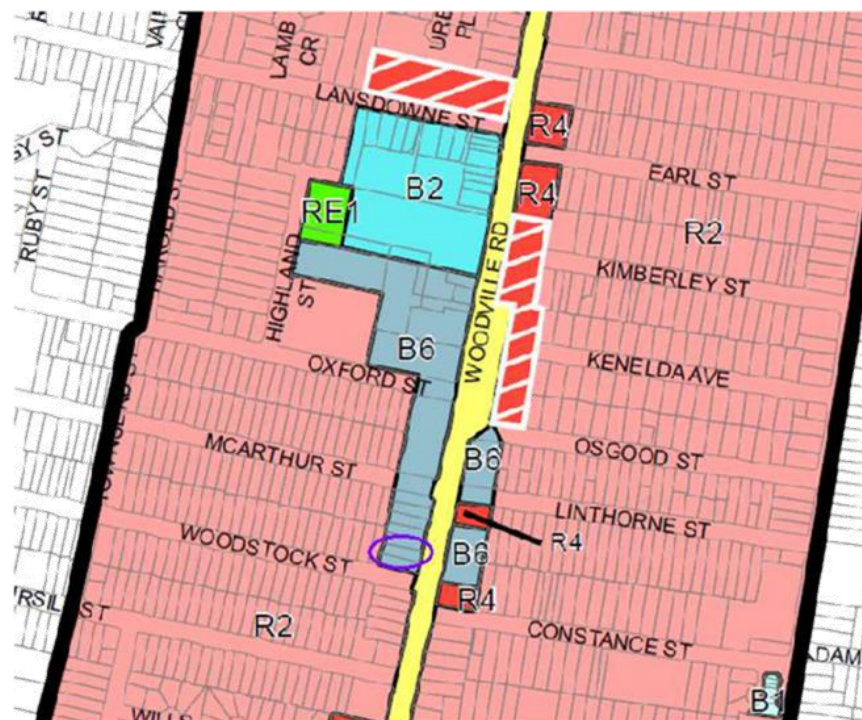
Recommendation:

Not include in Planning Proposal (*Site constraint: need to consider site amalgamation, interface with low density residential zone*)



300 Woodville Rd, Guildford

Proposed rezoning – B6 to R4



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	B6 Enterprise Corridor	R4 High Density Residential
	Height: 12m	
	FSR: 1.5:1	Corresponding height and FSR
	Proposed built form (as exhibited)	
	No change	
Rationale/ Submission	Proposal to rezone to R4 as there are limited opportunities for residential developments with the current B6 zoning.	

Potential built form

- Potential medium density (2-3 storeys)
- Potential high density (4-5 storeys)
- Potential neighbourhood centre (4-6 storeys)

Recommendation:

Not include in Planning Proposal (*Site constraint: loss of employment lands*)



280-290 Woodville Road, Guildford

Proposed rezoning – B6 to B4



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	B6 Enterprise Corridor Height: 12m FSR: 1.5:1	B4 Mixed Use Corresponding height and FSR
	Proposed built form (as exhibited) No change	Reconsider 10m setback proposed for street tree planting
Rationale/ Submission	<p>Comments that the potential built form framework proposed for WRC is incohesive with draft DCP proposed for Merrylands East Neighbourhood Centre precinct</p> <p>Recommends Council to:</p> <ul style="list-style-type: none"> - consider ALDI Guildford site as B4 Mixed use zone, consistent with the rezoning of John Cootes site - reconsider the site for additional building height - reconsider the 10m setback proposed for street tree planting - provide a detailed movement and place framework supported by traffic engineering and urban design analysis for the next public consultation period 	

Recommendation:

Not include in Planning Proposal (*Site constraint: loss of employment lands*)



283-289 Woodville Road, Guildford

Proposed rezoning – B6 to B4



Potential built form

-  Potential medium density (2-3 storeys)
-  Potential high density (4-5 storeys)
-  Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	B6 Enterprise Corridor Height: 12m FSR: 1.5:1	B4 Mixed Use
	Proposed built form (as exhibited) No change	
Rationale/ Submission	Seeking a rezoning of sites to allow constructing both commercial and residential buildings up to 15 storeys. Would like to see both Granville and Guildford be evolving as the current Town Hall and Wynyard.	

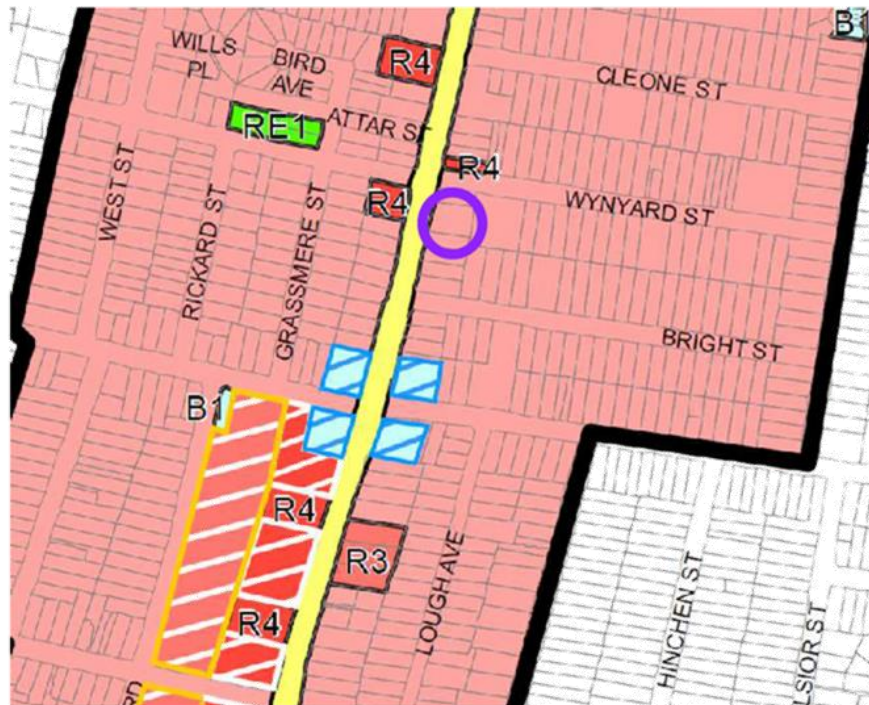
Recommendation:

Not include in Planning Proposal (*Site constraint: loss of employment lands*)



343-347 Woodville Road, Guildford

Proposed rezoning – R2 to B1/ B4



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A Proposed built form (as exhibited) No change	B1 Neighbourhood centre or B4 Mixed use
Rationale/ Submission	343-345 Woodville Road has been operating as a commercial premises and paying a commercial rate since it was zoned as mixed use previously but land zoning has been reverred to R2. Requests Council to rezone the site and the area for consistency with current business use and promote growth and development in the area.	

Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Recommendation:

Not include in Planning Proposal (*Site constraint: interface with lower density residential*)



499 Woodville Rd, Guildford

Proposed rezoning – R4 or B4



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R4 High Density Residential or B4 Mixed use
	Proposed built form (as exhibited)	
	No change	
Rationale/ Submission	Requests to develop corridor into high density residential and commercial precinct to help boost local employment.	

Recommendation:

Not include in Planning Proposal (*site constraint: local character, conflicting with previous petition objecting zoning change (CoP's)*)



533 Woodville Rd, Guildford

Proposed rezoning – R3 or R4



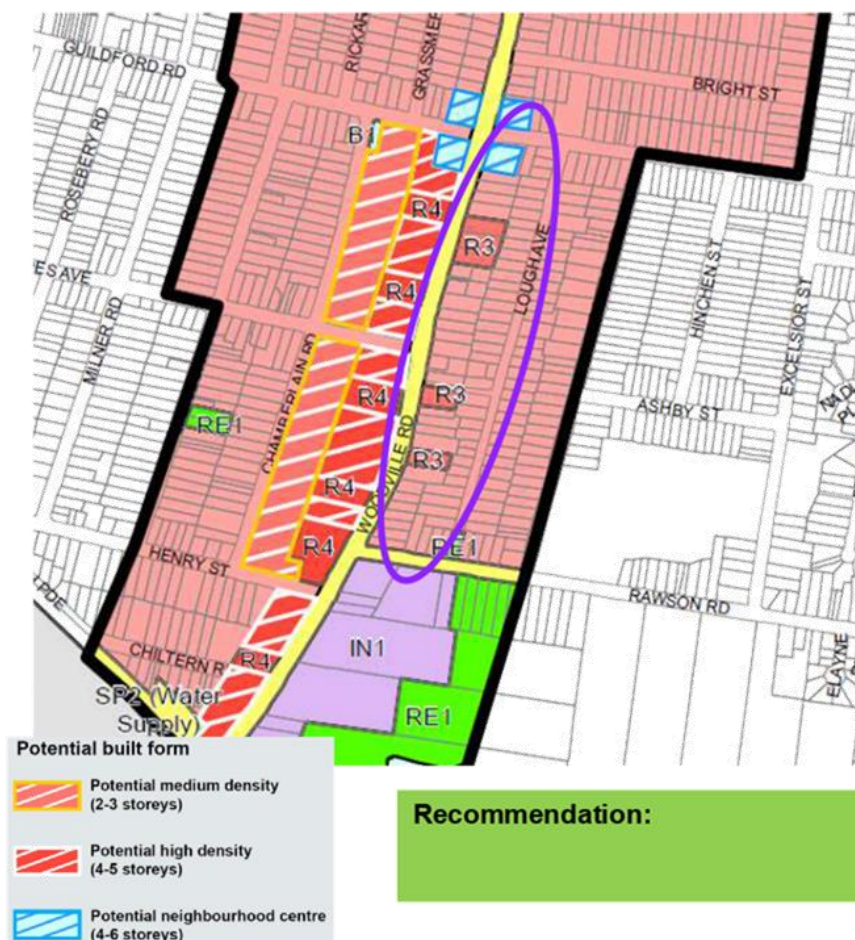
Recommendation:

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R3 Medium Density Residential / R4 High Density Residential
	Proposed built form (as exhibited) No change	Corresponding height and FSR
Rationale/ Submission	Proposal for zone uplift given the medium to high density developments existing in the vicinity and planned development proposals nearby (ie. John Cootes site and Merrylands east of train station strategic centre). Concerns over a lack of privacy on the property surrounded by townhouses, units and shops.	
	Not include in Planning Proposal (<i>site constraint: local character, conflicting with previous petition objecting zoning change (CoP's)</i>)	



Woodville Road Corridor (between Guildford Road and Rawson Road)

Proposed uniform rezoning to R3 / R4



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential	R3 Medium Density Residential
	R3 Medium Density Residential	R4 High Density Residential
	Proposed built form (as exhibited) No change	50km/h road speed limit for entire WRC
Rationale/ Submission	Recommends Council to rezone entire corridor to R4 given the site's development potential for higher density developments (ie. proximity to public transport), which reduces the need for more driveways to access residences.	

Recommendation:

Not include in Planning Proposal (*site constraint: local character, conflicting with previous petition objecting zoning change (CoP's)*)



Chamberlain Road, Guildford (west side)

Proposed rezoning – R2 to R3



Potential built form

- Potential medium density (2-3 storeys)
- Potential high density (4-5 storeys)
- Potential neighbourhood centre (4-6 storeys)

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	R3 Medium Density Residential Corresponding height and FSR
	Proposed built form (as exhibited)	
	No change	
Rationale/ Submission	Proposal for zone uplift to make it consistent with the R3 zoning proposed for the east side of Chamberlain Road. Resident group believes that rezoning only the one side will have a negative impact on the neighbourhood and won't give a fair opportunity to all property owners in the area.	

Recommendation:

Not include in Planning Proposal (site constraint: local character, traffic/movement/carparking capacity)



CUMBERLAND
CITY COUNCIL

Site specific submissions Noted



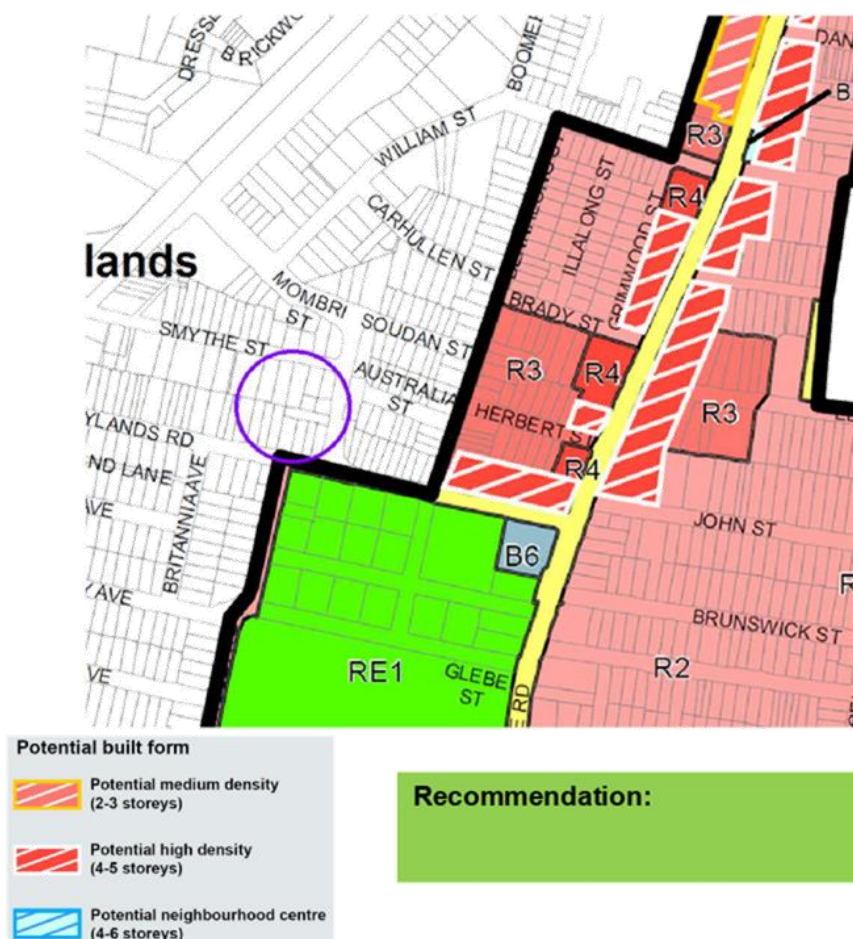
Noted

Site/Location	Submission
41-55 Merrylands Road, 22-24 Loftus Street, 2-12 Smythe Street, Merrylands	Increase HOB/FSR
Lansdowne Street, Merrylands	Retain R2
Lansdowne Street and Oxford Street (Merrylands East Precinct), Merrylands	Implement an appropriate traffic management and safety plan
Highland Street, Merrylands	New roundabout and additional road infrastructure
Oxford Street, Guildford	Additional road infrastructure
Cnr of Bursill Street and Woodville Road	Continue allow vehicle access from and to Woodville Road
Woodville Road Corridor (between Guildford Road and Rawson Road)	Retain R2
Woodville Road Corridor (between Guildford Road and Rawson Road)	No landscaped setback
Woodville Road South Precinct	Retain R2
Cnr of Henry Street and Chamberlain Road, Guildford	Widening of Woodville Road and adequate car parking requirement



41-55 Merrylands Rd / 22-24 Loftus St / 2-12 Smythe St, Merrylands

Increase HOB and FSR



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R4 High Density Residential	R4 High Density Residential
	Height: 11m	Allow for up to 16 level storey and,
	FSR: 0.8:1	FSR of 4:1
	Proposed built form (as exhibited)	
	Sites located outside of WRC study boundary	
Rationale/ Submission	Recommends Council to revise development controls for site area to match those proposed for properties within the WRCS study area to allow for higher density developments than what's currently permitted.	

Recommendation:

Noted. The site is currently being reviewed as part of proposed planning controls for Merrylands East area.



Lansdowne St, Merrylands

Maintain current zoning of R2 / Additional road infrastructure



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	No change
	Proposed built form (as exhibited)	Retain R2 Low Density Residential
	R4 High Density Residential (4-5 storeys)	
Rationale/ Submission	<p>Recommends Council to maintain current zoning of R2. High density residential developments will exacerbate existing traffic and congestion problems experienced by locals, raising safety concerns and access issues. New infrastructure is necessary to support the increasing density.</p>	

Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

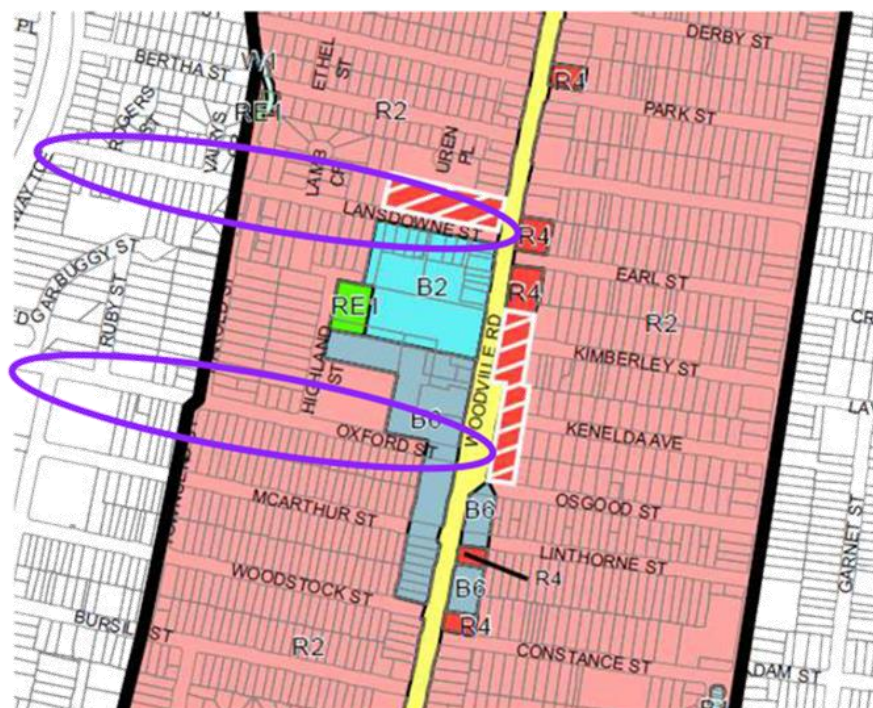
Recommendation:

Noted. Areas are to be included for potential rezoning to R4. New DCP is being prepared to include access and movement control to manage traffic impacts and to ensure that development does not unreasonably impact on the traffic conditions on Woodville Road and local roads.



Merrylands East Precinct

Improve traffic management at Lansdowne & Oxford St



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Recommendation:

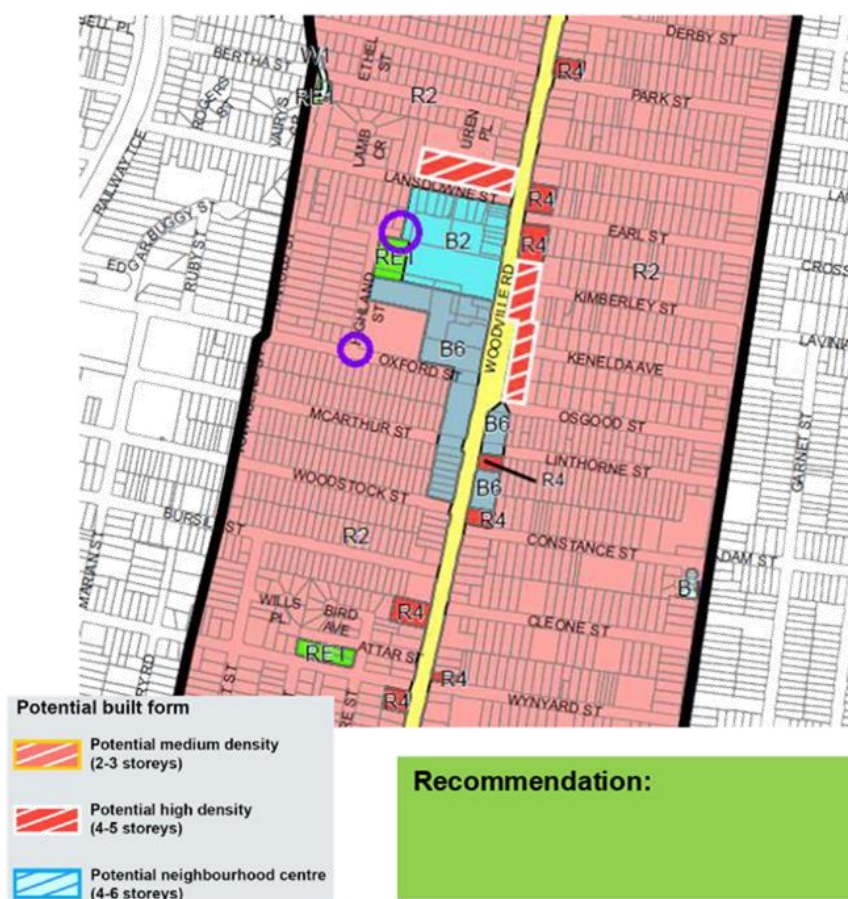
Proposal Summary	Current traffic/road safety measure	Proposed Controls
	A maximum speed of 50km/h	Recommends Council to implement or draft an appropriate traffic management and safety plan for consultation before any further progress is made with the precinct
Rationale/ Submission	Recommends following matters for consideration: <ul style="list-style-type: none"> - Widening of Lansdowne Street, - Block off access to Lansdowne St for Southbound Woodville Road Traffic and create cul de sac at Lamb Crescent/Vairy Crec and Railway Terrace, - Restrict east-end of Lansdowne St to a Boulevard environment, linking with the new Merrylands East precinct, - Convert the western end of Lansdowne St to a Boulevard environment for improved urban street greenscape 	

Noted. DA in progress with Council for new Local Centre development in B2. Traffic management is being reviewed with additional traffic controls around the area.



Highland St, Merrylands

New roundabout / Additional road infrastructure



Proposal Summary	Current traffic/road safety measure	Proposed Controls
	'Do not queue across intersection' sign at Highland St/Oxford St T-section	No vehicular access to new street in John Cootes development site (DA2020/0493) from Highland St New roundabout at Highland St/Oxford St T-section
Rationale/ Submission	Recommends Council to consider additional measures to manage traffic as well as to address safety concerns and access issues faced by local residents. Comments raised on the effectiveness of the existing 'Do not queue across intersection' sign to address the safety and access issues.	

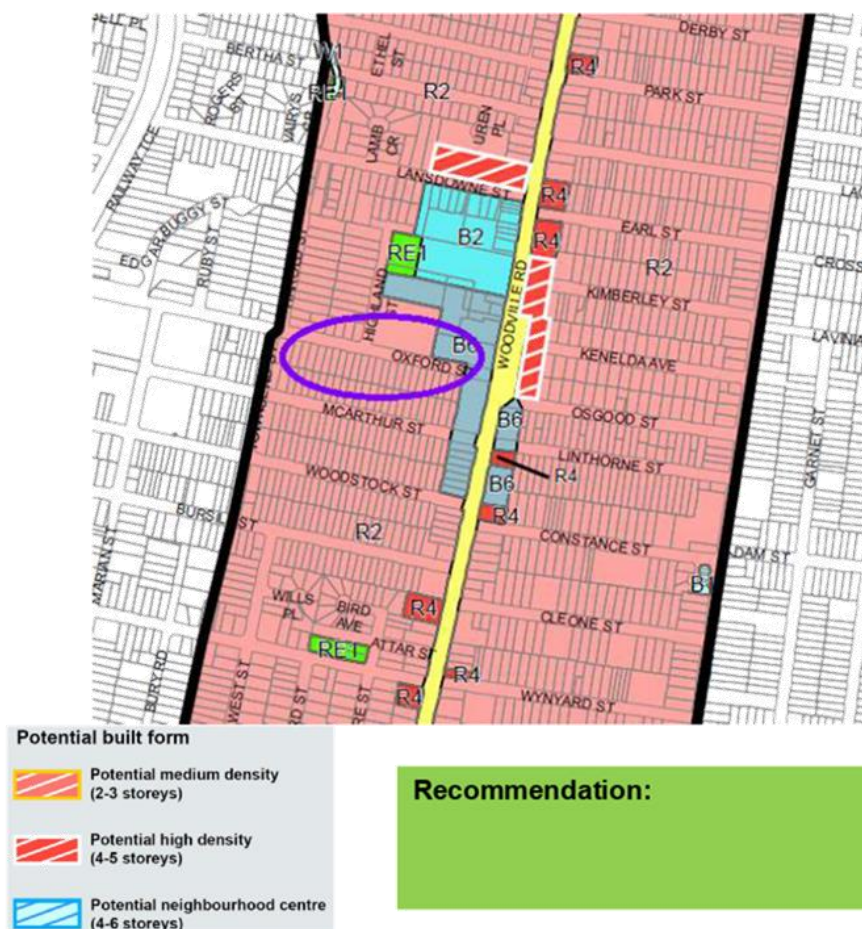
Recommendation:

Noted. DA in progress with Council for new Local Centre development in B2. Traffic management is being reviewed with additional traffic controls around the area.



Oxford St, Guildford

Additional road infrastructure



Proposal Summary	Current Controls (PLEP)	Proposed Controls
	R2 Low Density Residential Height: 9m FSR: N/A	Introduce additional measure to manage traffic and address road safety concerns
Rationale/ Submission	Suggests additional bridge introduced for East-west connection to ease the traffic congestion at Oxford St. High density residential developments will exacerbate existing traffic and congestion problems experienced by locals, raising safety concerns and access issues. New infrastructure is necessary to manage congestion and support the increasing density.	

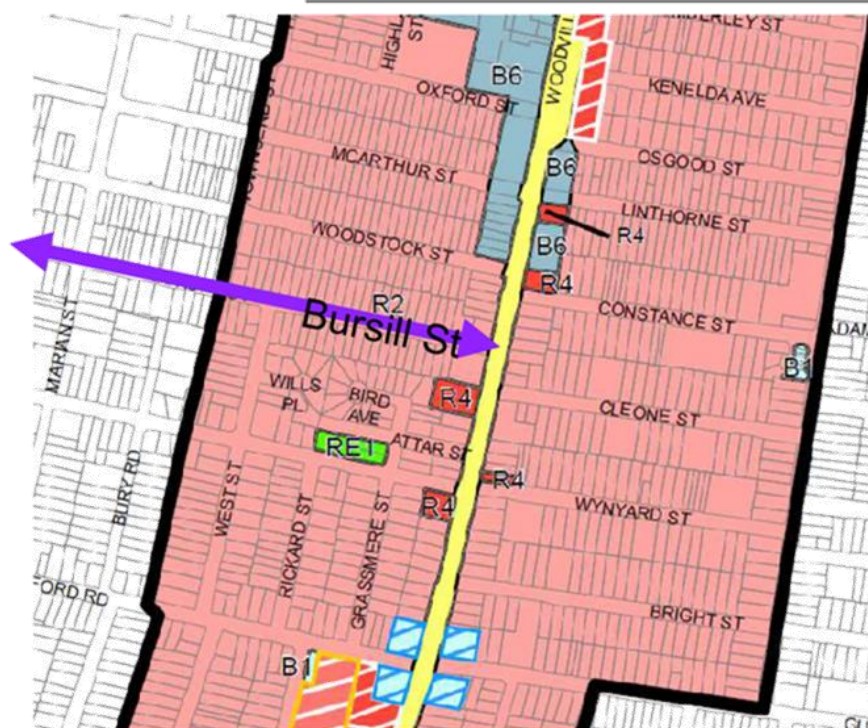
Recommendation:

Noted. DA in progress with Council for new Local Centre development in B2. Traffic management is being reviewed with additional traffic controls around the area.



Cnr of Bursill Street and Woodville Road

Continue allowing access from and to Woodville Road



Potential built form

-  Potential medium density (2-3 storeys)
-  Potential high density (4-5 storeys)
-  Potential neighbourhood centre (4-6 storeys)

Recommendation:

Proposal Summary

Current Controls

Proposed Controls (Submission)

Vehicle access allow from and to Woodville Road

Continue allow vehicle access from and to Woodville Road

Proposed access & movement(as exhibited)

(Targeted) Vehicular access provided through local streets rather than Woodville Road

Rationale/ Submission

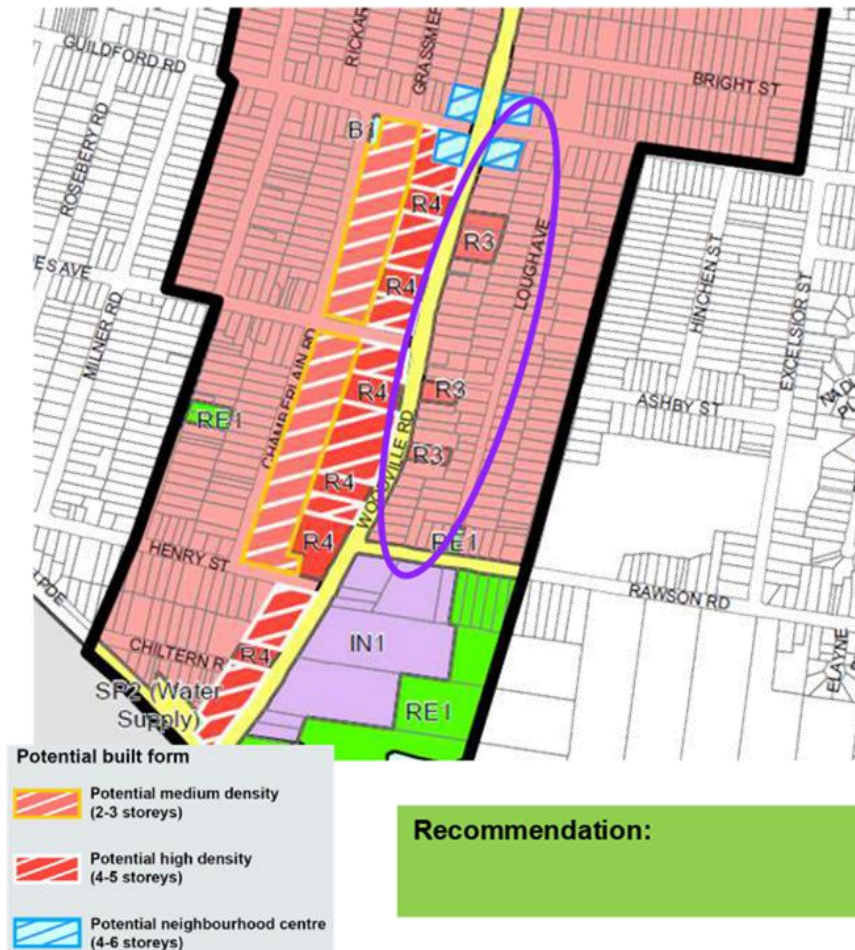
Recommends Council to consider increasing accessibility in/out to Woodville Road to/from Bursill St. Concerns raised that limiting vehicle access from Woodville Road to Bursill Street would negatively impact the existing business operation; Red Rooster.

Noted. Proposed access and movement arrangements for the Woodville Road Corridor to mitigate traffic movement. For future development, it is recommended that vehicle access is to be provided from local streets rather than Woodville Road.



Woodville Road Corridor (between Guildford Road and Rawson Road)

Retain existing planning control - R2

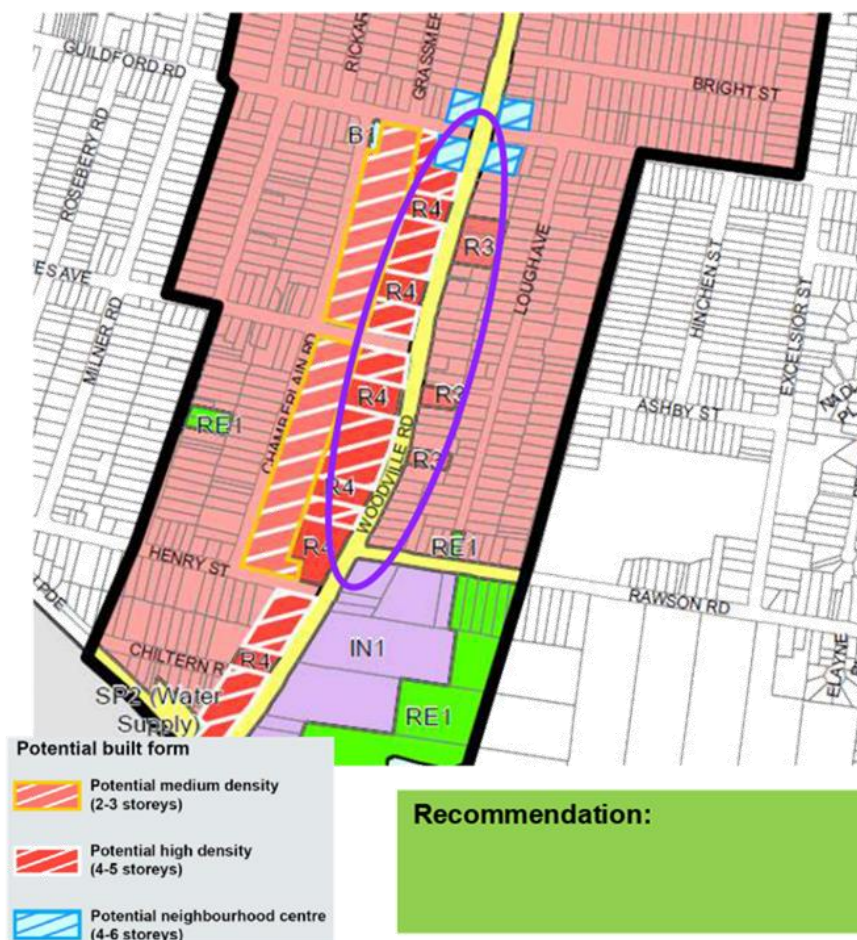


Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential	Objection to proposed changes to Woodville Road parallel to Lough Ave
	R3 Medium Density Residential	
	Proposed built form (as exhibited)	
	No change	
Rationale/ Submission	Recommends no change on Woodville Road parallel to Lough Avenue. Concerns over a lack of privacy and commented on the current state of traffic congestion around the area. Comments made on the lack of demand and vacant commercial shops on Woodville Road.	
Noted. No change is proposed. Areas to be remained as R2 Low Density Residential.		



Woodville Road Corridor (between Guildford Road and Rawson Road)

No landscaped setback



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential	No landscaped setback
	R3 Medium Density Residential	
	Proposed public domain plan(as exhibited)	
	Landscaped setback along Woodville Road Corridor	
Rationale/ Submission	Does not support the proposed landscaped setback along the WRC. Comments made that it would aggravate the existing rubbish deposit.	
	Noted. Proposed landscaped setback along the Woodville Road Corridor is to improve and enhance the streetscape and increase the urban tree canopy to mitigate the air quality, noise and pollution.	

Recommendation:



Woodville Road South Precinct

Does not support the proposed planning framework



Potential built form

-  Potential medium density (2-3 storeys)
-  Potential high density (4-5 storeys)
-  Potential neighbourhood centre (4-6 storeys)

Recommendation:

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	No change
	Proposed built form (as exhibited)	
	R3 / R4	
Rationale/ Submission	Does not support the proposed planning framework for Woodville Road South Precinct. Concerns raised on the potential increase in traffic/parking capacity in vicinity and amenity concerns on noise, privacy and noise.	
	Noted. Areas are to be included for rezoning to R4. New DCP is being prepared to include access and movement control to manage traffic impacts and to ensure that development does not unreasonably impact on the traffic conditions on Woodville Road and local roads.	



Cnr of Henry Street and Chamberlain Road, Guildford

Widening of Woodville Road and car parking requirement



Potential built form

	Potential medium density (2-3 storeys)
	Potential high density (4-5 storeys)
	Potential neighbourhood centre (4-6 storeys)

Recommendation:

Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	Widening of Woodville Road, Adequate car parking to be provided within the future development
	Proposed built form (as exhibited)	
	R4 High Density (4-5 storeys)	
Rationale/ Submission	<p>Recommends Council to consider a future widening of Woodville Road prior to the development and need for adequate car parking provided within the future development. Concerns raised on the safety and amenity of existing local streets (Henry St, Chamberlain Rd) that are at its capacity with excess street parking. Comments made on existing unit at 548-556 Woodville Road with vacant retails and no setback from the footpath.</p>	

Noted. New DCP is being prepared to include access and movement control to manage traffic impacts and to ensure that development does not unreasonably impact on the traffic conditions on Woodville Road and local roads.

Item No: C06/21-774

106-128 WOODPARK ROAD, SMITHFIELD - PLANNING PROPOSAL AND PUBLIC BENEFIT OFFER

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: PP2020/0010
Community Strategic Plan Goal: *A resilient built environment*

SUMMARY

Council endorsed a planning proposal for 106-128 Woodpark Road, Smithfield, at its meeting of 17 June 2020 for a Gateway Determination. The resolution also required the preparation of an acceptable Voluntary Planning Agreement.

Following issue of a Gateway Determination, Council officers revised the planning proposal to respond to concerns raised by the Department of Planning, Industry and Environment. Key changes include a reduction in the scope of the retail component of the proposal and further discussion on the proposal's consistency with the strategic planning and policy context. The revised planning proposal was publicly exhibited in accordance with statutory and policy requirements.

Following Council's resolution in June 2020, the Proponent has also made a public benefit offer for a contribution towards the provision of a pedestrian link between the site and the Warren T-way stop. Council officers have reviewed the offer and it is consistent with the Cumberland Planning Agreements Policy.

The report recommends that Council finalise the Planning Proposal as exhibited and pursues the original scope of the proposal as part of forthcoming strategic planning work for the T-way corridor. It is also recommended that Council provides in-principle support for the public benefit offer and outlines the next steps in formalising the offer through a Voluntary Planning Agreement.

RECOMMENDATION

That Council:

- 1. Adopt the exhibited planning controls for 106-128 Woodpark Road, Smithfield, being:**
 - a. 29 metre Height of Building control for the southern portion of the site**
 - b. Additional permitted uses (neighbourhood shop and office premises) across the entire site.**
- 2. Finalise the Planning Proposal, as delegated by the Minister, following execution of the Voluntary Planning Agreement and registration on title.**

3. **Note that this Local Environmental Plan amendment will be published in the Government Gazette upon finalisation.**
4. **Endorse in-principle the public benefit offer from the Proponent for 106-128 Woodpark Road, Smithfield, towards the provision of a pedestrian link between the development and Warren T-way stop.**
5. **Endorse and delegate authority for the Acting General Manager to prepare a draft Voluntary Planning Agreement for 106-128 Woodpark Road, Smithfield, in accordance with the public benefit offer, and to exhibit the draft Agreement for 28 days in accordance with statutory and policy requirements.**
6. **Endorse and delegate authority for the Acting General Manager to finalise the Voluntary Planning Agreement for 106-128 Woodpark Road, Smithfield, subject to no significant objections on the Agreement being received during exhibition.**
7. **Endorse and delegate authority for the Mayor and Acting General Manager to execute the Voluntary Planning Agreement on behalf of Council for 106-128 Woodpark Road, Smithfield, subject to no significant objections on the Agreement being received during exhibition.**
8. **Endorse that the potential of the site to serve as a local centre, including the provision of additional retail premises, is considered as part of Council's strategic planning work program for the T-way corridor.**

REPORT

Background

On 13 September 2019, a planning proposal request was lodged for 106-128 Woodpark Road Smithfield, seeking the following amendments to the Holroyd Local Environmental Plan 2013 (HLEP 2013):

- Amend Schedule 1 to permit shop, office premises and business premises as additional permitted uses on the site
- Increase the maximum Height of Buildings control from 20 metres to 29 metres on the southern portion of the site
- Include a cap on the amount of floor space of the additional permitted uses (10,500sqm for shop and business premises) and 7,000sqm for office premises).

The planning proposal and supporting documentation were exhibited from 11 November 2019 to 11 December 2019, as required by Cumberland's Planning Proposal Notification Policy.

On 11 March 2020, the Cumberland Local Planning Panel considered a report on the planning proposal request and preliminary public feedback, and provided the following advice:

- “1. The Planning Proposal Request for 106-128 Woodpark Road, Smithfield has site specific merit, however, strategic merit has not been demonstrated at this stage.*
- 2. The proposal as currently framed, will be establishing a new local centre, an outcome not contemplated in the District Plan or in the Council’s Draft Local Strategic Planning Statement.*
- 3. In view of 1 and 2 above the Panel recommends that Council not resolve to forward the Planning proposal for Gateway determination at this stage.*
- 4. In the Council’s further consideration of the matter, Council should seek from the proponent greater justification on the strategic merit of the proposal and a more thorough economic impact analysis that considers the introduction of the substantial quantum of commercial office floor space proposed as well as considers the impact of the proposed retail floor space on the nearby B1 zoned local shops to the east, in proximity of Woodpark Road.”*

On 17 June 2020 Council considered a report on the planning proposal request, including preliminary public feedback and the Panel’s advice, and resolved to:

- “1. Endorse the planning proposal for 106-128 Woodpark Road, Smithfield, to amend the Holroyd Local Environmental Plan 2013 as follows:*
 - a) Increase the Height of Building control for the southern portion of the site from 20 metres to 29 metres.*
 - b) Amend Schedule 1 to include ‘shop’, ‘business premises’ and ‘office premises’ as additional permitted uses.*
 - c) Introduce a cap on the amount of floor space of the additional permitted uses (7,000sqm for office premises, and 10,500sqm for shop and business premises).*
- 2. Endorse that the planning proposal be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination.*
- 3. Prepare a Voluntary Planning Agreement to derive public benefit, should a Gateway Determination be received.”*

On 15 February 2021, the Department of Planning, Industry and Environment issued a Gateway Determination, endorsing the proposal for exhibition, subject to the removal of the proposed additional permitted uses for shops and business premises and, instead, including an additional permitted use for a neighbourhood shop. It is noted that there is an existing provision in the HLEP 2013 that limits the maximum gross floor area of neighbourhood shops to 1,000sqm. Other changes to the planning proposal were also required to further address the proposal’s consistency with the strategic planning framework and policy context, and to improve its clarity and legibility for public exhibition. A copy of the revised planning proposal is contained in Attachment 1.

Public Exhibition

The revised planning proposal was publicly exhibited from 12 March 2021 to 11 April 2021 as required by statutory and policy requirements.

During the exhibition period, the planning proposal and supporting documents were made publicly available in electronic form on Council's website and in hardcopy form at selected Customer Service Centres and Libraries. Owners and occupiers within 400 metres of the site received written notification. Council also consulted with relevant public authorities, as identified in the Gateway Determination.

A total of four submissions were received during the exhibition period, as summarised below. No community submissions were received for the planning proposal.

Public Authority submissions

The Environment, Energy and Science Group (under the Department of Planning, Industry and Environment) noted that the site is flood affected. A site-specific flood impact and risk assessment is to be undertaken at DA stage.

Transport for NSW requests that any public benefit offer for a pedestrian link to the T-way investigates potential direct access to the Warren T-Way stop with stair access down and along the T-way and not over the Cumberland Highway. Land ownership pattern of affected land parcels to also be considered. In relation to traffic generation, the Proponent may be required to provide an update to the SIDRA network model at DA stage to ensure that the proposed access design is appropriate for the additional traffic arising from Stage 3 development including the planning proposal uplift.

The NSW State Emergency Services were notified but did not make a submission.

Submissions in support of the original proposal

Business Western Sydney made a submission expressing strong support for the original proposal on the basis that it would deliver 1,427 jobs and generate \$93 million in economic activity. The submission suggests that 'this strong economic outcome is dependent on the southern retail anchor being delivered and is crucial to facilitate the entire development.'

Urbis made a submission on behalf of the Proponent seeking Council's support to pursue the retail component of the original proposal, stating that the revised proposal is not economically viable.

Planning Proposal

As required by the Gateway Determination, the Council-endorsed planning proposal was revised prior to exhibition to:

- Remove the proposed additional permitted uses for shops and business premises and include an additional permitted use for a neighbourhood supermarket noting the existing provision in the LEP regarding the maximum gross floor area for neighbourhood shops of 1,000 sqm
- Clarify the additional number of jobs arising from the proposal
- Provide further discussion on the proposal's consistency with the strategic planning framework and policy context

- Make the mapping clearer and easier to understand.

Following consideration of the submissions, no changes are proposed to the planning proposal. It is recommended that Council adopt the planning controls outlined in the Gateway Determination and finalise the planning proposal.

Voluntary Planning Agreement

Council's resolution required that a draft Voluntary Planning Agreement (VPA) be prepared with the Planning Proposal. Following issue of the Gateway Determination, the Proponent made a public benefit offer to provide a contribution towards a pedestrian link between the development and Warren T-way stop. Council officers have reviewed the offer and it is consistent with the Cumberland Planning Agreements Policy.

It is recommended that Council endorse the public benefit offer, as well as endorse and delegate the Acting General Manager to prepare and exhibit the draft Voluntary Planning Agreement that is consistent with the public benefit offer. Subject to no significant objections during the notification process, it is also recommended that Council endorse the finalisation of the Agreement, and delegate the Mayor and Acting General Manager to execute the Voluntary Planning Agreement.

Further Strategic Planning Work

Discussions with the Department of Planning, Industry and Environment indicate that the retail component associated with the original proposal may be supported if Council explicitly identifies the site as a suitable location for a centre as part of its local strategic planning framework.

It is noted that Cumberland 2030: Our Local Strategic Planning Statement broadly identifies the T-way corridor as an appropriate area to accommodate future growth and change, and to meet the needs of the employment area. Cumberland's Employment and Innovation Lands Strategy identifies the need for a centre in this area to support the needs of workers. This approach is supported by the economic analysis submitted by the Proponent in support of their planning proposal request, which states that there is demand for two supermarkets in this location.

It is recommended that Council finalise the planning proposal as exhibited and further considers the potential of the site to serve as a local centre, including the provision of additional retail premises, as part of Council's strategic planning work program for the T-way corridor. As outlined in Council's endorsed strategic planning work program, early consultation on the corridor is scheduled to commence in the first quarter of 2022.

COMMUNITY ENGAGEMENT

Community engagement on the proposal is outlined in the main body of the report.

POLICY IMPLICATIONS

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

RISK IMPLICATIONS

There are minimal risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

Financial implications for Council are outlined in the body of this report.

CONCLUSION

As required by Council's resolution and the Department's Gateway Determination, a revised planning proposal for 106-128 Woodpark Road, Smithfield, was prepared and publicly exhibited in accordance with statutory and policy requirements. The Proponent has also made a public benefit offer to provide a contribution towards a pedestrian link between the development and Warren T-way stop. It is recommended that Council finalise the planning proposal as exhibited and pursue the retail component of the original proposal as part of future planning for the T-way corridor. It is also recommended that Council supports in-principle the public benefit offer and progress the preparation, notification and finalisation of a Voluntary Planning Agreement.

ATTACHMENTS

1. Planning Proposal [↓](#)
2. Gateway Determination [↓](#)
3. Public Benefit Offer (confidential)
4. Analysis of Public Benefit Offer (confidential)

DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-774

Attachment 1
Planning Proposal

CUMBERLAND
CITY COUNCIL

PLANNING PROPOSAL

106-128 Woodpark Road, Smithfield

Proposal to facilitate the Stage 3 redevelopment of the site for a mix of retail,
specialised retail, food and drink, fast food and office uses.

FOR EXHIBITION

MARCH 2021

FOR EXHIBITION

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FOR EXHIBITION

Introduction

Cumberland City Council (Council) prepared this planning proposal in response to a request made by Urbis on behalf of Snowside Pty Ltd (the Proponent) for 106-128 Woodpark Road, Smithfield (the site).

The Sydney Central City Joint Regional Planning Panel granted consent for redevelopment of the northern part of the site for a mixed-use development (Stages 1 and 2).

The purpose of this planning proposal is to facilitate the Stage 3 redevelopment of the site involving a mix of retail, specialised retail, food and drink, fast food and office uses (Stage 3).

To achieve the intended outcome, the planning proposal seeks to amend the *Holroyd Local Environmental Plan 2013* as follows:

- Increase Height of Building mapping for the southern portion of the site (Stage 3 redevelopment area) from 20 metres to 29 metres
- Amend Schedule 1 to include 'neighbourhood shop' and 'office premises' as additional permitted uses across the entire site

It is anticipated that the proposal will contribute to the delivery of an additional 508 direct and 358 indirect jobs (866 jobs total) in one of Cumberland's key employment lands precincts. When combined with approved development on the site there is a total estimated employment generation of 1,234 jobs.

This planning proposal was prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* and the NSW Department of Planning and Environment's *A Guide to Preparing Planning Proposals*.

FOR EXHIBITION

Site location and context

The site is located at 106-128 Woodpark Road, Smithfield, approximately 5km south-west of the Parramatta CBD and 25km west of the Sydney CBD.

The wider site (Lot 11 and Lot 10 in DP 1007432) has a total area of 67,478sqm with a 165 metre frontage to Woodpark Road and a 405 metre frontage to Cumberland Highway/Betts Road. Vehicular access is via a dedicated driveway off Woodpark Road.

The site is part of the Smithfield Enterprise Park. This is one of Cumberland's key employment lands precincts, accommodating a mix of light industrial uses, including manufacturing, warehousing, distribution and storage, industrial supplies, large format retail and auto services.

There is an established residential area to the east of the site, on the opposite side of/backing onto Cumberland Highway/Betts Road, with significant separation between residential and industrial land uses.

The site is located on the Parramatta to Liverpool Bus Transitway, with linkages to the M4 and M7. Local bus services include: T80 Liverpool to Parramatta via T-way; 802 Liverpool to Parramatta via Green Valley; 820 Guildford to Merrylands; and 821 Guildford to Smithfield Industrial Area.



Figure 1: The Site

FOR EXHIBITION



Figure 2: Local context

Development approval history

The Sydney Central City Joint Regional Planning Panel granted consent for the Stage 1 and 2 redevelopment of the site, as discussed below and shown in Figure 3.



Figure 3 – Approved Stage 1 and 2 Concept Design

FOR EXHIBITION

Stage 1 concept approval (DA2017/7/1)

This approval provides indicative building envelopes and vehicle access arrangements for future development proposals to be assessed against. It also sets a maximum gross floor areas (GFA) for approved land uses, as shown in Table 1 below.

Table 1 – Approved land use mix and GFAs	
Land Use Mix	GFA (m ²)
Bulky goods premises	39,600
Warehouse	2,000
Food and drink premises	1,851
Child Care Centre	1,820
Medical Centre	1,580
Total Maximum GFA	46,851

Stage 2 construction approval (DA2017/7/1)

This approval facilitates construction works on the northern part of the site, including:

- A two-storey building comprising various sized specialised retail premises, including a medical centre and childcare centre
- A one-storey building comprising one specialised retail premises and four food and drink premises
- Three separate one-storey buildings for use as fast food outlets with 24-hour operation
- Associated works including signage, 594 car parking spaces, 113 bicycle parking spaces, tree removal, landscaping and stormwater works.

FOR EXHIBITION

Current planning controls

The site is zoned B5 Business Development with a Height of Buildings control of 20 metres (see Figures 4 and 5 below).



Figure 4 – Current Land Use Zoning



Figure 5 – Current Height of Buildings

FOR EXHIBITION

Part 1 – Objectives and intended outcomes

The Sydney Central City Joint Regional Planning Panel granted consent for redevelopment of the northern part of the site for a large format retail centre (Stages 1 and 2).

The purpose of this planning proposal is to facilitate the Stage 3 redevelopment of the site involving a mix of retail, specialised retail, food and drink, fast food and office uses (Stage 3).

It is anticipated that the proposal will contribute to the delivery of an additional 508 direct and 358 indirect jobs (866 jobs total) in one of Cumberland's key employment lands precincts. When combined with approved development on the site there is a total estimated employment generation of 1,234 jobs.

Part 2 – Explanation of provisions

The objectives and intended outcomes described in Part 1 are proposed to be achieved by amending *Holroyd LEP 2013* as follows:

To achieve the intended outcome, the planning proposal seeks to amend the *Holroyd Local Environmental Plan 2013* as follows:

- Increase Height of Building mapping for the southern portion of the site (Stage 3 redevelopment area) from 20 metres to 29 metres
- Amend Schedule 1 to include 'neighbourhood shop' and 'office premises' as additional permitted uses across the entire site.

Thumbnails of proposed mapping is contained in Part 4.

FOR EXHIBITION

Part 3 – Justification

Section A – Need for the proposal

Q1. Is the Planning Proposal a result of any strategic study or report?

No, Council prepared the Planning Proposal in response to a request by a request by the Proponent.

On 11 March 2020, Cumberland Local Planning Panel (the Panel) considered a report on the Proponent's Planning Proposal Request and concluded that, while the proposal has site specific merit, the Proponent had not yet provided sufficient information to prove the proposal's strategic merit. In particular the Panel was concerned the Proponent's Planning Proposal Request lacked sufficient justification for the quantum of commercial floor space proposed (approximately 7000sqm) and the impact it may have on surrounding neighbourhood centres.

Following the meeting, the Proponent provided a response to the Panel's concerns and Council Officers are satisfied that the information adequately addresses those concerns.

Council considered the matter at its Ordinary Meeting of 17 June 2020 and resolved to endorse the proposal and forward it to the Department of Planning, Industry and Environment for a Gateway determination.

On 15 February 2021, the Department of Planning, Industry and Environment endorsed the Planning Proposal for exhibition, subject to certain amendments to the proposal and other conditions.

Q2. Is the Planning Proposal the best means of achieving the objectives and outcomes, or is there a better way?

Yes, the Planning Proposal is considered the best means of achieving the objectives and outcomes. The proposal cannot be achieved under current controls for the site. It is not considered appropriate to apply the controls to surrounding lands.

FOR EXHIBITION

Section B – Relationship to strategic planning framework

Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy?

Greater Sydney Region Plan

The Greater Sydney Region Plan outlines a vision for Sydney to 2056 as a global metropolis of three cities – Western Parkland City, Central River City and Eastern Harbour City. The proposal is consistent with the following planning objectives.

Table 2: Consistency with Greater Sydney Region Plan	
Objective	Consistency
4. Infrastructure use is optimised	The proposal provides mixed use retail land uses in proximity to established infrastructure and services that are accessible to the local and wider population on public transport.
6. Services and infrastructure meeting the community's changing needs	The proposal seeks to deliver a range of services to meet the needs of the local and wider community, including those employed in Smithfield Enterprise Park.

Central City District Plan

The Central City District Plan sets out the aspirations and priorities for livability, productivity and sustainability within the Central City District. The proposal is generally consistent with the following planning priorities.

Table 3: Consistency with Central City District Plan	
Planning Priority	Consistency
C2. Planning for a city supported by infrastructure	The proposal seeks to provide new employment opportunities on a site that is supported by existing infrastructure, including existing road infrastructure (Parramatta to Liverpool Transit way Cumberland Highway, and the M4 and M7 motorways).
C5. Providing housing supply, choice and affordability, with access to jobs and services.	The proposal seeks to deliver a high number and variety of new jobs in close proximity to existing residential areas, services and facilities.

FOR EXHIBITION

Table 3: Consistency with Central City District Plan

<i>C11. Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land</i>	<p>The proposal retains the current B5 Business Development zoning which will ensure business and employment outcomes are maximised. The additional permitted uses will provide for the needs of current and future workers on the site and surrounding Enterprise Park.</p> <p>The District Plan does recognise that Enterprise Park land (including the subject site) has a potential case for change whereby it could accommodate evolving business practices and changes in needs for urban services from the surrounding community and businesses.</p> <p>The District Plan notes that there will be significant demand for additional office floor space in the Central City District.</p>
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Q4. Will the planning proposal give effect to Cumberland City Council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

Cumberland 2030: Our Strategic Planning Statement

Cumberland 2030 is aligned with the Greater Sydney Region Plan and Central City District Plan, providing a strategic, coordinated approach to effectively manage growth and development in the local area. The proposal is consistent with the following planning priorities.

Table 4: Consistency with Cumberland 2030: Our Strategic Planning Statement

Priority	Consistency
<i>Planning Priority 10 - Supporting a strong and diverse local economy across town centre and employment hubs</i>	The additional permitted uses provide a greater diversity of land uses on the site that aim to promote greater economic output from the site.
<i>Planning Priority 11. Promoting local jobs, education opportunities and care services</i>	It is anticipated that the proposal will contribute to the delivery of an additional 508 direct and 358 indirect jobs (866 jobs total) across retail, commercial office, medical and childcare uses. When combined with approved development on the site there is a total estimated employment generation of 1,234 jobs.

FOR EXHIBITION

Table 4: Consistency with Cumberland 2030: Our Strategic Planning Statement

<i>Planning Priority 12. Facilitating the evolution of employment and innovation lands to meet future needs</i>	The additional permitted uses will meet the needs of the surrounding residential and employment population in Smithfield.
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Cumberland Employment and Innovations Lands Strategy

Council adopted the Strategy in May 2019. One of the key aspirations of the Strategy is to ensure that employment lands are sustainable, able to adapt to and accommodate changing needs of industry and business.

The site is located in the Smithfield Industrial Precinct, which is identified as an Enterprise Park Precinct, with a strategic focus to build on its existing industry specialisations and increasing digitisation of production. In particular, the Precinct has been identified to accommodate higher knowledge workers, with the potential to build synergies with surrounding development.

The proposal is consistent with the Strategy as it supports delivery of high value knowledge sector jobs through the provision of office space. The future tenant profile is expected to reflect a diverse range of businesses that will leverage opportunities associated with the designated Enterprise Precinct.

Cumberland Community Strategic Plan 2017-2027

This plan was developed by Cumberland City Council in close consultation with the Cumberland community. It identifies the community's vision for the future, the strategies in place to achieve it, and how progress towards or away from the vision will be measured. The plan identifies six strategic goals and a number of accompanying outcomes, activities and measures.

The Proposal is considered to be a broadly consistent with the plan as outlined below:

Table 5 – Consistency with Cumberland Community Strategic Plan

Strategic Goal	Outcome	Consistency
A strong local economy	We have access to jobs locally and in our region	The proposal seeks to a number of new jobs in close proximity to an established residential area, on a site that is also accessible to the wider region via public transport.

FOR EXHIBITION

Table 5 – Consistency with Cumberland Community Strategic Plan

	We have access to great local education and care services	The proposal supports the delivery of education and care services, including a child care centre.
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Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Yes, the proposal's consistency with applicable SEPPs is outlined below.

Table 6: Consistency with applicable SEPPs

SEPP	Comment
SEPP (Infrastructure) 2007	The Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the State by (amongst other things) identifying matters to be considered in the assessment of development adjacent to particular types of development. The proposed development is identified as traffic generating development to be referred to the Roads and Maritime Services [now Transport for NSW] in accordance with Schedule 3 of the SEPP. The Traffic Impact Assessment confirms that the road network has sufficient capacity for anticipated traffic levels.

Q6. Is the planning proposal consistent with applicable Ministerial Directions under 9.1 of the Act?

Yes, the planning proposal is consistent with applicable Ministerial Directions as discussed in Table 7 below.

Table 7: Consistency with relevant Ministerial Directions

Direction	Comment
1.1 Business and Industrial Zones	<p>The proposal is consistent with the key objectives of this Direction i.e. to encourage employment growth in suitable locations; protect employment land in business and industrial zones; and support the viability of identified centres.</p> <p>The site is located in an existing employment area identified in regional, district and local strategies. The site contains a large format retail centre and the proposal presents an opportunity to increase the quantum and variety of employment opportunities, close to residential lands and public transport providing</p>

FOR EXHIBITION

Table 7: Consistency with relevant Ministerial Directions	
	<p>connectivity to the wider metropolitan area including Parramatta CBD, Liverpool, Guildford and Merrylands.</p> <p>Cumberland's Innovation and Employment Lands Strategy identifies the site as being part of an Enterprise Park Precinct, with a strategic focus to build on its existing industry specialisations and increasing digitisation of production. The Precinct has been identified to accommodate higher knowledge workers, with the potential to build synergies with surrounding development. The mixture of complementary land uses proposed ensure the ongoing viability of this identified centre, particularly with the provision of flexible office floor plates that address how the nature of businesses change over time.</p> <p>The proposal will protect and enhance the employment role of the site to protect employment land. The site is currently used for low yielding industrial uses, and therefore supports minimal jobs and is making minimal Gross Value Added contribution to the local or state economy. The proposal will deliver a positive uplift of 1,350 new jobs on the site.</p>
3.4 Integrating land use and transport	<p>Consistent. The proposal seeks to facilitate the redevelopment of the subject site to realise a high-quality mixed-use development that increases the quantum and variety of employment and services within an existing centre that is in proximity to residential precinct and great public transport connections.</p>
4.3 Flood Prone Land	<p>The objectives of Direction 4.3 are to ensure (a) that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and (b) to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land. The Direction applies when a relevant planning authority prepares a planning proposal that creates, removes or alters a zone or a provision that affects flood prone land.</p> <p>The site is subject to flooding / overland flow of stormwater from the upstream catchment. The</p>

FOR EXHIBITION

Table 7: Consistency with relevant Ministerial Directions

<p>6.3 Site Specific Provisions</p>	<p>required flood planning levels for the development were addressed and applied to the design for Stages 1 and 2. This matter will be future considered as part of any future development application for Stage 3. The objective of Direction 6.3 is to discourage unnecessarily restrictive site-specific planning controls.</p> <p>The proposal will retain and enhance the employment role of the site and protect employment land aligning with the objectives of the current B5 zoning. The additional land uses of neighbourhood supermarket and commercial office are higher yielding uses, supporting a greater number of jobs and complement the permissible land uses. There is not a suitable land use zone in Holroyd LEP 2013 that can wholly accommodate the proposed and existing land uses. Applying a height control across the entire site is not appropriate as the form of the commercial office space is more efficiently delivered and arranged in a consolidated portion of the site.</p>
<p>7.1 Implementation of Greater Sydney Region Plan</p>	<p>Consistent, as demonstrated in response to question 3 (see Table 2 above).</p>

Section C – Environmental, social and economic impact

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No. The subject site is substantially developed and comprises little vegetation. There are no known critical habitats or threatened species, populations or ecological communities located on the subject site and therefore the likelihood of any negative impacts are minimal.

Q8. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

The proposal is unlikely to result in any significant adverse environmental impacts. Key issues and mitigation measures are discussed below.

FOR EXHIBITION

Traffic and Parking

Traffic impacts were considered as part of the Concept DA (Stages 1 and 2) and will be further considered as part of any future DA for Stage 3.

The Initial Traffic Review submitted by the Proponent in support of this planning indicates that the additional traffic volumes that are likely to be generated by the planning proposal can be accommodated by the adjacent road network. It is noted that Stage 1 and 2 involved road works and the inclusion of an additional left turn lane on the Cumberland Highway, thereby improving the capacity of the road network and site accessibility.

The site is capable of being self-sufficient in terms of parking provision for the proposed land uses, with capacity for some 800 car parking spaces proposed to be provided on the site. It is noted that only 456 are required to be provided on the site under Council's DCP and 446 spaces under RMS Guidelines. An appropriate amount of car parking is to be determined as part of a future DA process.

Flooding

The site is subject to flooding / overland flow of stormwater from the upstream catchment. The required flood planning levels for the development were addressed and applied to the design for Stages 1 and 2. This matter will be future considered as part of any future development application for Stage 3.

Height Increase

The proposed height increase of 10 metres is considered minor and is likely to provide greater opportunities on the site without compromising surrounding amenity.

There are no impacts on any residential areas or public open space given the context of the site adjoining industrial land uses to the west, the T-way to the south, the Cumberland Highway (6 lane road) to the west and Woodpark Road to the north. The nearest residential property boundary line is approximately 40m from the eastern boundary of the site (eastern side of the Cumberland Highway).

The demand for commercial office space has a consequence of requiring additional height to accommodate this land use and floor space. This is an opportunity for the site and locality.

Following fill works to level the site, the proposed building height measured from the new ground level will be significantly less than 29m, therefore not having the same visual impact as a regular 29m building.

FOR EXHIBITION

Q9. Has the planning proposal adequately addressed any social and economic effects?

Yes, the supporting documents confirm that the proposal has both strategic and site specific merit, and is unlikely to undermine the economic viability of surrounding neighbourhood centres. In summary:

- The proposal will help to address the jobs deficit in Cumberland, in an area that is planned to support jobs growth. It is anticipated that the proposal will contribute to the delivery of an additional 352 direct and 231 indirect jobs (583 jobs total) in one of Cumberland's key employment lands precincts. When combined with approved development on the site there is a total estimated employment generation of 1,427 jobs.
- The proposal is consistent with the strategic vision of the *Cumberland Employment and Innovation Lands Strategy*. In particular, it will support the LGA's transition to the 'new economy' through the provision of office space, and will also help to support jobs containment by reducing the need for local residents to travel out of Cumberland for work.
- Tenants of the proposed commercial offices are unlikely to compete with traditional office tenants in higher quality, higher cost commercial space in town centre such as Merrylands. Businesses that require out of centre commercial office floor space with good access to the regional road network include freight logistics, hi-tech office space, and adjacent industrial uses locating their administration staff off site but close by.
- The scale of retail uses will serve the needs of local workers and residents. Supporting analysis indicates that the introduction of a new supermarket would not be sufficient to undermine the viability of nearby shopping centres.
- The proposed floor space cap provides Council with certainty that the majority of the site will be development in accordance with the underlying land use zone

Section D – State and Commonwealth Interests**Q10. Is there adequate public infrastructure for the Planning Proposal?**

Yes, it is likely that the proposal can be supported by existing infrastructure. This matter was considered as part of the Stage 1 and 2 approvals, and will be further considered as part of any future development application for Stage 3.

The supporting Traffic Review confirms that the adjacent road network can accommodate the additional traffic generated by the proposal.

FOR EXHIBITION

Q11. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

In 2019, Sydney Water considered the concept plans for the site and provided a Feasibility Letter indicating in-principle support for the proposal.

Further consultation with relevant public authorities will occur as outlined in Part 5 below.

FOR EXHIBITION

Part 4 – Mapping

Proposed Height of Building and Additional Permitted Uses maps are shown in Figure 7 and Figure 8 below.



Figure 7 – Proposed Height of Buildings



Figure 8 – Proposed Additional Permitted Uses

FOR EXHIBITION

Part 5 – Community consultation

Community and public agency consultation to occur as required by the Department's Gateway determination and Cumberland Planning Proposal Notification Policy. This will include:

- 28-day exhibition of the Planning Proposal and supporting documents
- Notification on the Cumberland Council website
- Notification in writing to adjoining landowners and neighbours
- Consultation with the following agencies:
 - Transport for NSW
 - Environment, Energy and Science Group – Department of Planning, Industry and Environment
 - NSW State Emergency Service.

Part 6 – Project timeline

An anticipated project timeline is set out below.

Milestone	Anticipated date/s
Gateway determination	15/02/2021
Community and public authority consultation	March – April 2021
Report to Council	May 2021
Submit for finalisation	June 2021

DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-774

Attachment 2
Gateway Determination

Planning,
Industry &
Environment

Gateway Determination

Planning proposal (Department Ref: PP-2020-3229) to allow for redevelopment of the southern portion of the 106-128 Woodpark Road, Smithfield.

I, the Executive Director, Central River City and Western Parkland City at the Department of Planning, Industry and Environment, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the Holroyd Local Environmental Plan (LEP) 2013 to allow for redevelopment of the southern portion of the site for the purposes of office development and a neighbourhood supermarket should proceed subject to the following conditions:

1. Prior to public exhibition, Council is required to amend the planning proposal to address the following:
 - a) Remove the proposed additional permitted uses for shops and business premises and include an additional permitted use for a neighbourhood supermarket noting the existing provision in the LEP regarding the maximum gross floor area for neighbourhood supermarkets of 1000m².
 - b) Clarify the additional number of jobs arising from the proposal.
 - c) Address *Priority C11 – Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land* of the Central City District Plan.
 - d) Update the proposed maps in the planning proposal to clearly identify the intended changes and ensure legibility for public exhibition.
 - e) Update the planning proposal to address the inconsistency with Section 9.1 Directions 4.3 Flood Prone Land and 6.3 Site Specific Provisions.
 - f) Update the project timeline.
2. Public exhibition is required under section 3.34(2)(c) and schedule 1 clause 4 of the Act as follows:
 - (a) the planning proposal must be made publicly available for a minimum of **28 days**; and
 - (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 6.5.2 of *A guide to preparing local environmental plans* (Department of Planning and Environment, 2018).
3. The planning proposal must be placed on exhibition within four weeks of receiving Gateway determination.

PP_2020_CUMBE_004_00 (IRF20/3363)

4. The planning proposal must be reported to Council for a final recommendation within 4 months from the date of the Gateway determination.
5. Consultation is required with the following public authorities/organisations under section 3.34(2)(d) of the Act and/or to comply with the requirements of relevant section 9.1 Directions:
 - Transport for NSW;
 - Environment, Energy and Science Group – Department of Planning, Industry and Environment; and
 - NSW State Emergency Service.

Each public authority/organisation is to be provided with a copy of the planning proposal and any relevant supporting material and given at least 21 days to comment on the proposal.

6. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).
7. The planning proposal authority is authorised as the local plan-making authority to exercise the functions under section 3.36(2) of the Act subject to the following:
 - (a) the planning proposal authority has satisfied all the conditions of the Gateway determination;
 - (b) the planning proposal is consistent with section 9.1 Directions or the Secretary has agreed that any inconsistencies are justified; and
 - (c) there are no outstanding written objections from public authorities.
8. The time frame for completing the LEP is to be **6 months** following the date of the Gateway determination.

Dated 15th day of February 2021.



Catherine Van Laeren
Executive Director, Central River City
and Western Parkland City
Department of Planning, Industry and
Environment

Delegate of the Minister for Planning
and Public Spaces

PP_2020_CUMBE_004_00 (IRF20/3363)

Item No: C06/21-775

CUMBERLAND COMMUNITY WELLBEING REPORT - POST-EXHIBITION REPORT

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: SC489
Community Strategic Plan Goal: *A resilient built environment*

SUMMARY

The Cumberland Community Wellbeing (CWB) Report has been finalised. This follows consideration of submissions received during the public exhibition. The submissions received, their review and how they have been considered in finalising the Report are addressed below. The main issues raised are of a factual nature and do not necessitate significant amendments to the Report. Rather, minor changes aimed at improving the clarity, intent and meaning of different sections of the report and its readability have been made. This report recommends that Council adopt the Cumberland Community Wellbeing Report.

RECOMMENDATION

That Council:

- 1. Adopt the Cumberland Community Wellbeing Report, as provided in Attachment 1.**
- 2. Endorse the approach to monitoring and reporting for community wellbeing as outlined in this report.**

REPORT

Community Wellbeing Report

The Community Wellbeing Report was prepared following Council's Notice of Motion (NOM) [Item C04/20-420] of 15 April 2020. The Motion highlighted issues relating to community infrastructure provision and emphasised the need for a comprehensive vision for Cumberland City. It also sought an overarching framework that would support enhanced coordination between the different tiers of government in matters associated with community wellbeing.

The report has now been finalised and achieves these outcomes. It outlines current needs and future challenges associated with the City's growth while ensuring alignment with Council's objective of enhancing community wellbeing. It also provides

a sound basis for engagement with State Agencies for the attainment of desired outcomes for Cumberland City.

The report also focuses on the themes of transport, education, health, recreation, environment, emergency services and justice, and sets out the current state, the levels of community satisfaction, Council's future considerations and the priorities identified in various Council strategies and policies, all of which support community wellbeing.

A framework is also to be applied to facilitate monitoring and reporting of progress on improvements made for the community.

Following the public exhibition period and minor updates to the report in response to submissions, it is recommended that Council adopt the Cumberland Community Wellbeing Report (Attachment 1.)

Monitoring and reporting

The Community Wellbeing Report will be used to implement Council's framework for enhanced coordination between the different tiers of government in relation to community wellbeing. Measurement and reporting of community wellbeing levels is proposed to be undertaken as part of Council's corporate reporting with community research included. The research will be weighted to community demographics while also targeting people from CALD backgrounds.

To achieve this, it is recommended that a 1,200 person online survey with additional hard copy surveys to meet the weighting requirements be undertaken. This survey would complement Council's wider performance indicator framework. It would be conducted in line with the existing community satisfaction survey which would move to a 2 year cycle, with the proposed wellbeing survey occurring in the alternate years. This solution will ensure a cost-neutral result for Council.

It is recommended that Council endorse the approach for monitoring and reporting associated with community wellbeing.

COMMUNITY ENGAGEMENT

On 18 November 2020, Council resolved that a draft of the Report be placed on public exhibition [Item C11/20-612] with a report provided back to Council following the conclusion of the exhibition.

The draft Report was subsequently exhibited for 13 weeks between 30 November 2020 and 26 February 2021. Information on the public consultation, along with related documents, was made available on Council's website and at Council's Auburn and Merrylands Service Centres.

The *Have Your Say* webpage was viewed 834 times, with 169 unique visitors to the page. The draft report was also downloaded 197 times.

Three submissions were received during the exhibition period, including one from the Western Sydney Local Health District and two from residents. A range of matters were addressed in the submissions including:

- Active transport and walkability and the need for enhancements and improvements to cycling and pedestrian infrastructure.
- Environmental issues including urban heat and the importance of addressing these issues to ensure sustainability and improve urban amenity.
- Safety and security and the opportunities for enhancing safety for all members of the community
- Population growth and liveability and whether Cumberland could sustain additional growth into the future.
- Housing and the growing demand for diverse housing to support a broad cross section of the community and maintain diversity.
- Educational facilities and the opportunity to encourage early learning across the community with its young demographic profile.
- Health indicators and community health.
- Infrastructure and the gap in provision of critical infrastructure for the community.

The submissions and findings of the public exhibition and consultation are summarised in Attachment 2. Minor changes have been made to the report in response to these matters, as outlined in Attachment 3.

Following the public exhibition period, a further opportunity was provided to State Government agencies to provide feedback on the report. At the time of writing, no further submissions have been received from these agencies.

POLICY IMPLICATIONS

There are no direct policy implications for Council associated with this report. However, there are implications for monitoring and reporting on each of the aspects of community wellbeing as addressed in this report.

RISK IMPLICATIONS

There are no risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

At present, there are no financial implications for Council associated with this report. Future monitoring and reporting of community wellbeing will be covered using existing resources. In the longer term, implications associated with the implementation of the strategies and policies outlined in the report may lead to operational costs to Council.

CONCLUSION

This report addresses the submissions received during the public exhibition of the Community Wellbeing Report. It is recommended that Council adopt the Community Wellbeing Report, as well as endorse the approach for monitoring and reporting associated with community wellbeing.

ATTACHMENTS

1. Cumberland Community Wellbeing Report [↓](#)
2. Key issues raised in submissions [↓](#)
3. Table of minor changes to the report [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-775

Attachment 1
Cumberland Community
Wellbeing Report



Cumberland Community Wellbeing Report

2021

Acknowledgement of Country

Cumberland City Council acknowledges the Darug Nation and People as Traditional Custodians of the land on which Cumberland City is situated and pays respect to Aboriginal Elders both past, present and future.

We acknowledge Aboriginal and Torres Strait Islander Peoples as the First Peoples of Australia.

Cumberland City Council acknowledges other Aboriginal and Torres Strait Islander Peoples living in the Cumberland Local Government Area and reaffirms that we will work closely with all Aboriginal and Torres Strait Islander communities to advance reconciliation within the area.

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Introduction

The 'Cumberland Community Wellbeing Report 2021' outlines Council's key priorities to improve health and wellbeing outcomes to enable residents to live rewarding, healthy and socially connected lives.

Cumberland is experiencing strong population growth. Whilst this growth is a positive influence on our community, it also presents multiple challenges such as the increased demand for the provision of services and social and physical infrastructure, amongst others. These challenges, if not addressed in a timely manner, can affect the liveability and overall wellbeing of the Cumberland community.

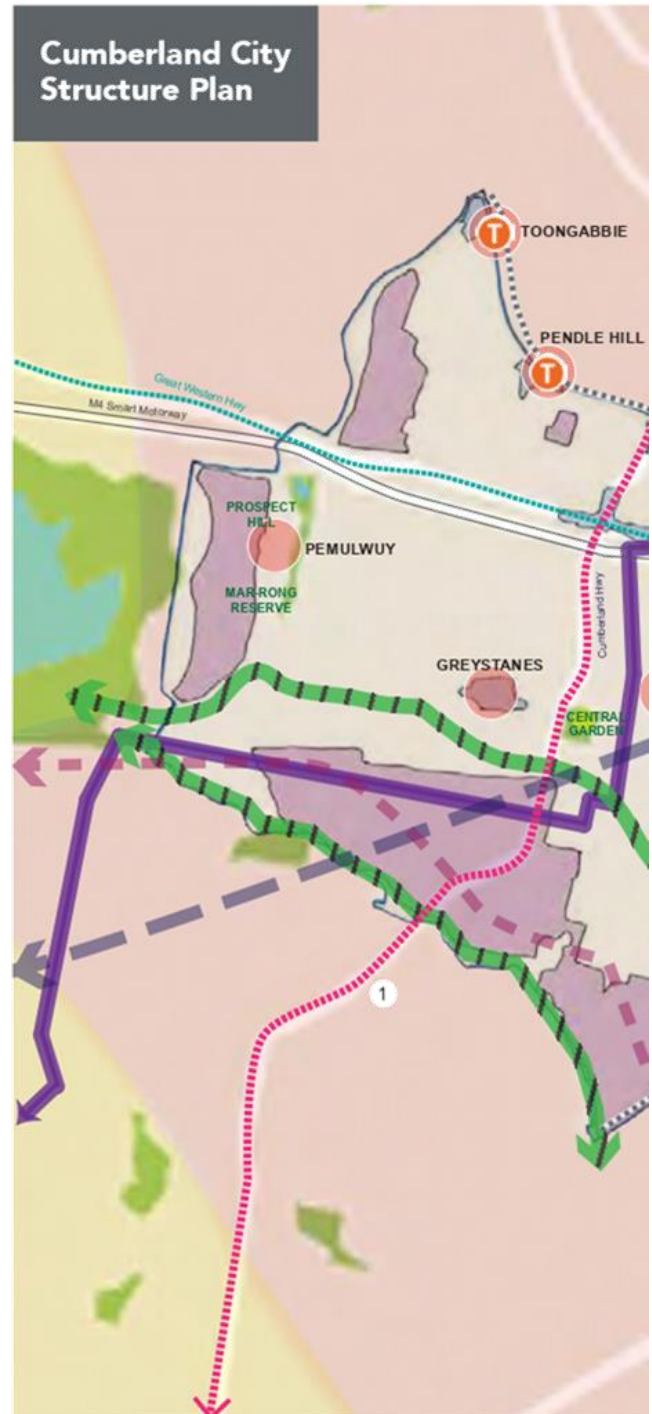
This report has been prepared to identify the strengths, opportunities and needs of our growing community, and to help inform planning and prioritisation of infrastructure, services and programs. It will be used to collaborate with our community and relevant stakeholders on issues of importance and to advocate for the appropriate and timely provision of infrastructure and services.

The Community Wellbeing Report is aligned to Council's strategic documents including *Cumberland 2030: Our Local Strategic Planning Statement* and the *Cumberland Community Strategic Plan*.

ABOUT CUMBERLAND

Cumberland City had an estimated population of 241,500 in 2019, and, prior to the COVID-19 pandemic, was growing at the rate of almost 4,000 people per year. Covering 72 km² of the western suburbs of the Greater Sydney Region and with 29 suburbs, it is one of the most populous and fastest-growing local government areas in greater metropolitan Sydney.

Located in the geographical heart of Sydney, just over half of all residents were born overseas with almost a quarter having arrived in Australia in the last five years. Cumberland City is culturally diverse and vibrant with 66% of residents speaking a language other than English at home, and over 60 different languages spoken.



Cumberland has a comparatively young population: one in five residents are aged under 15; one in ten at the age of leaving school and further education (18-24); and one in five are part of the "young workforce" (25-34). The relatively young age structure of Cumberland's population is driven by natural increases as well as young families moving in.



Cumberland is a city of families. 71.4% of resident households are family households. Couple households with children are the largest family group making up 41% of all households whereas 17.1% are lone person households and 4.7% are group households.

The land of the Cumberland plains where Cumberland City Council now exists forms part of the traditional home of the Darug Nation and People. The people of the Darug Nation are an integral part of the community of Cumberland City.



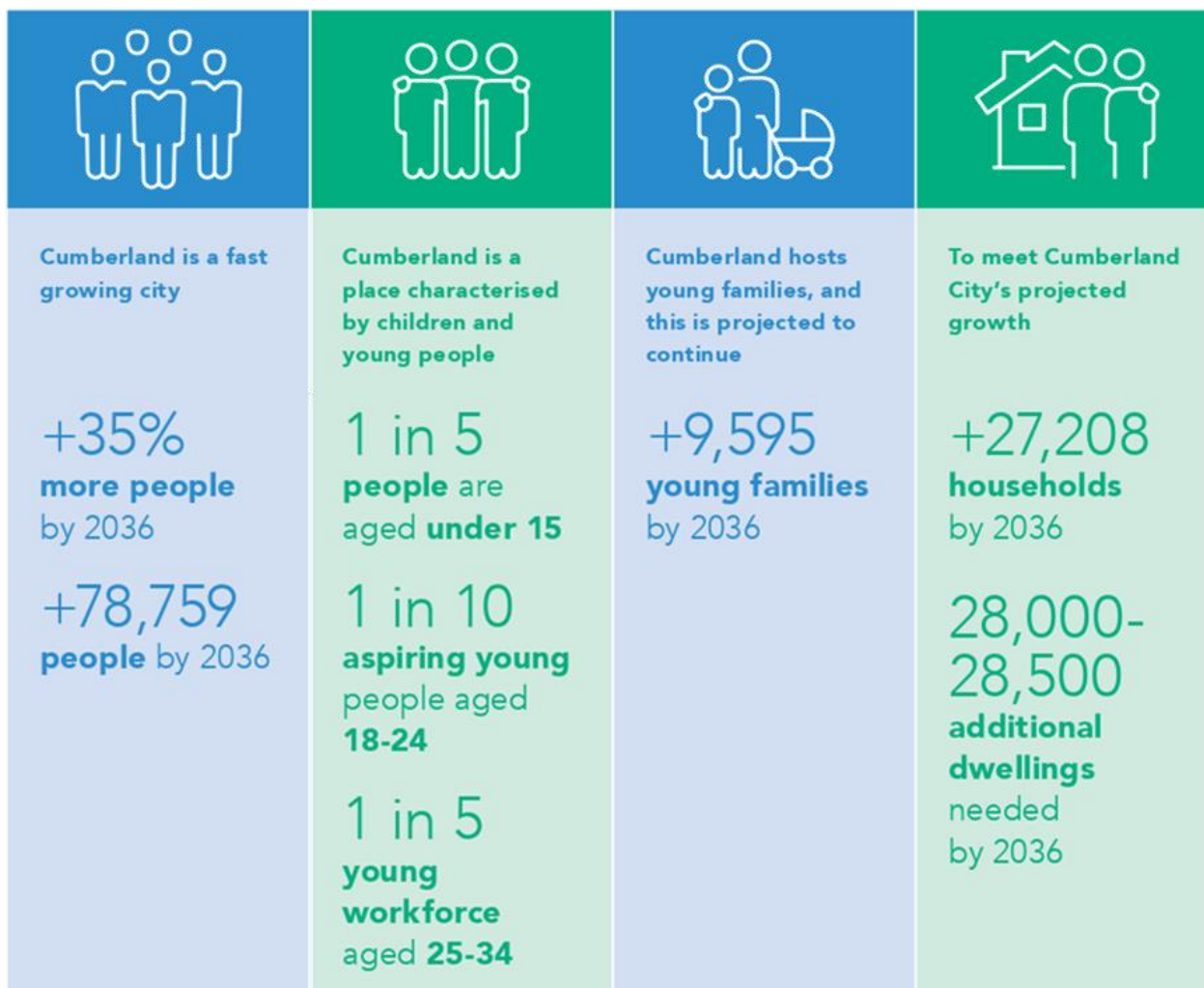


HOUSING

Cumberland City has a significant proportion of residential land use when compared to adjoining Councils. About 57% of the local government area is zoned for residential purposes and, according to ABS data from 2016, there are an estimated 67,815 households. Data from the 2016 Census indicates that detached houses (low-density housing) are the dominant dwelling structure, with over 55% coverage in Cumberland, followed by medium-density (24.7%) and high-density (18.7%) housing. The majority of the medium- and high-density dwellings are located in close proximity to centres that are based around train stations and transport services; and are composed of predominantly two-bedroom stock. There is a growing demand in Cumberland for one- and two-bedroom housing. It is expected that there will be an increase in number of lone person household over the next 20 years, especially around the areas convenient to travel along the train line corridors.

Housing affordability and mix are important considerations for the Cumberland community, particularly given the diverse household structures within the area. Housing affordability relates to the general affordability of both rental and purchase housing on the open market, and is not limited to those on low to moderate incomes. Private renters in Cumberland are experiencing the highest rental stress within the Central City District. In Cumberland, 23% of all households have a very low to moderate income, and are paying more than 30% of their income on rent. Homelessness is also an important issue in Cumberland, with over 3,000 people identified in this category, primarily through living in overcrowded dwellings.

Housing provision and housing affordability are important priorities for Cumberland City Council. As such, Council has undertaken and prepared several assessments and strategies related to housing across the Council area. The Cumberland Local Housing Strategy identifies the key priorities, objectives, and initiatives for future planning, delivery, and design of housing within Cumberland. It also outlines how Cumberland will meet the housing priorities in the Central City District Plan. A corresponding focus has been placed on affordable housing through the Cumberland Affordable Housing Strategy.



EMPLOYMENT

Cumberland has a large, young population with an interest in entrepreneurship, a diverse community of skilled migrants, and an increasing number of residents with tertiary qualifications. The size of Cumberland City's labour force in 2016 was 95,939, of which 29,357 were employed part-time and 54,615 were employed full time. Between 2011 and 2016, the number of people employed in the Cumberland area showed an increase of 11,514. 22.2% of people in the Cumberland area had a Bachelor or Higher degree qualification in 2016. This represents an increase of 11,120 people since 2011.

Cumberland is home to substantial industrial and employment lands accommodating a diverse range of jobs and services. The Cumberland economy provides over 86,000 local jobs in over 20,000 businesses. The main industries in Cumberland contributing to local employment are manufacturing, retail trade, transport, postal and warehousing, construction, healthcare and social assistance, and education and training. Cumberland is an attractive location for these sectors

due to accessibility to various distribution catchments across metropolitan Sydney.

Cumberland City is well placed to respond to emerging trends in job creation in the digital technologies, media and advanced knowledge services sectors. Creative industries, allied health and design are also areas with opportunities for employment growth. Emerging industries in the knowledge-based and creative sectors tend to use a more agile operating infrastructure and gravitate towards unconventional commercial accommodation, such as education and training delivered in retail premises, or lean start-ups co-working in light industrial warehouses. Connectivity to other collaborators and places is a key requirement in making these options possible. New growth industries, particularly in the knowledge-based areas such as advanced manufacturing and engineering, are largely made up of small to medium enterprises (SMEs). In order to build capacity and deliver value, collaboration in a supply chain is crucial for these companies.

Transport

CURRENT STATE

Cumberland is at the geographic centre of the Central River City and its local centres are well positioned to achieve the 30-minute city vision of the Central River City as part of a Metropolis of Three Cities. Cumberland City is serviced by rail, with a major interchange at Lidcombe. Whilst it is generally well-served by transport infrastructure, some parts of Cumberland City have limited access to rail (mainly in the western part of the area and a small portion in the south-eastern end), there are limited rail frequencies between Merrylands (and other T5 stations) and Parramatta CBD, and the existing infrastructure is insufficient to meet the needs of the current growing population. For example, some of the rail lines that service Cumberland are crowded during peak periods, with the T5 Cumberland line experiencing the highest level of crowding for all of Sydney during the AM peak (157%).

Cumberland's road network is extensive and includes cross-regional connections through Woodville Road and Cumberland Highway (north and south connection), as well as the M4 Motorway, Great Western Highway and Parramatta Road (east and west connection). However, there is a lack of continuous

strategic east-west road connections south of Parramatta Road and the Main Western Railway Line. Journey times on the Great Western Highway/ Parramatta Road, Cumberland Highway, Woodville Road and Prospect Highway are slow and unreliable during peak periods with high levels of congestion also felt east of Lidcombe and medium levels of congestion on Merrylands Road. A number of local roads within Cumberland are also dominated by heavy freight traffic volumes, for example between the Yennora intermodal terminal and the Cumberland Highway, which has an impact on local communities.





There is an extensive bus network serving the Cumberland area. However, bus services are infrequent outside of peak periods and outside of the Liverpool to Parramatta T-way. Some areas of growing density are also not well served by public transport such as Parramatta Road, Great Western Highway and Woodville Road.

Cumberland's active transport network has a number of incomplete routes, with major roads and the railway acting as barriers to walking and cycling. The cycling network consists of a combination of off-road and on-road routes, with significant variation in their quality.



COMMUNITY SATISFACTION

Access to transport features prominently in Council's Community Satisfaction Survey both as a wellbeing indicator and as a key concern and priority for the community.

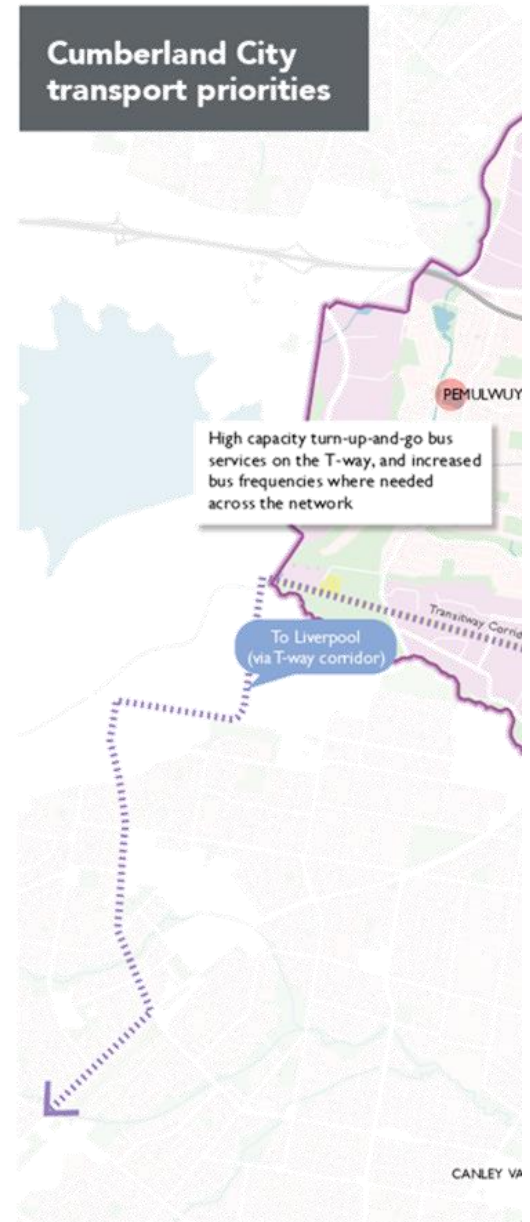
 <p>Current challenges and priorities</p>	 <p>Priorities for the next 4 years</p>	 <p>Importance/satisfaction ratings for Council services and facilities</p>	 <p>Wellbeing indicator: access to transport</p>
<p>Survey respondents identified the following:</p> <ul style="list-style-type: none"> access to parking facilities (high) traffic management/ congestion (high) maintenance of roads (high) access to public transport (lower) 	<p>Survey respondents identified the following:</p> <ul style="list-style-type: none"> access to parking facilities (high) enforcement of parking regulations (high) maintenance of roads (high) traffic management and congestion (high) access to public transport (lower) 	<p>Key themes identified included:</p> <ul style="list-style-type: none"> traffic management/road safety and maintenance of local roads were in the top five most important services that Council provides availability of public parking featured in the bottom five services for satisfaction ratings cycleways ranked positively, but in relative terms were deemed less important than other more obvious areas - however, other indicators with a low-importance but high satisfaction rating tend to be the services and facilities that make Cumberland a great place to live 	<p>Key themes from the survey included:</p> <ul style="list-style-type: none"> younger people rated transport as significantly more accessible than older people non-ratepayers rated transport as significantly more accessible than ratepayers the average ratings were higher in the Wentworthville and Granville Wards than in the other three wards, with Greystanes Ward significantly lower than the other wards people with a disability had a lower rating for accessibility of transport

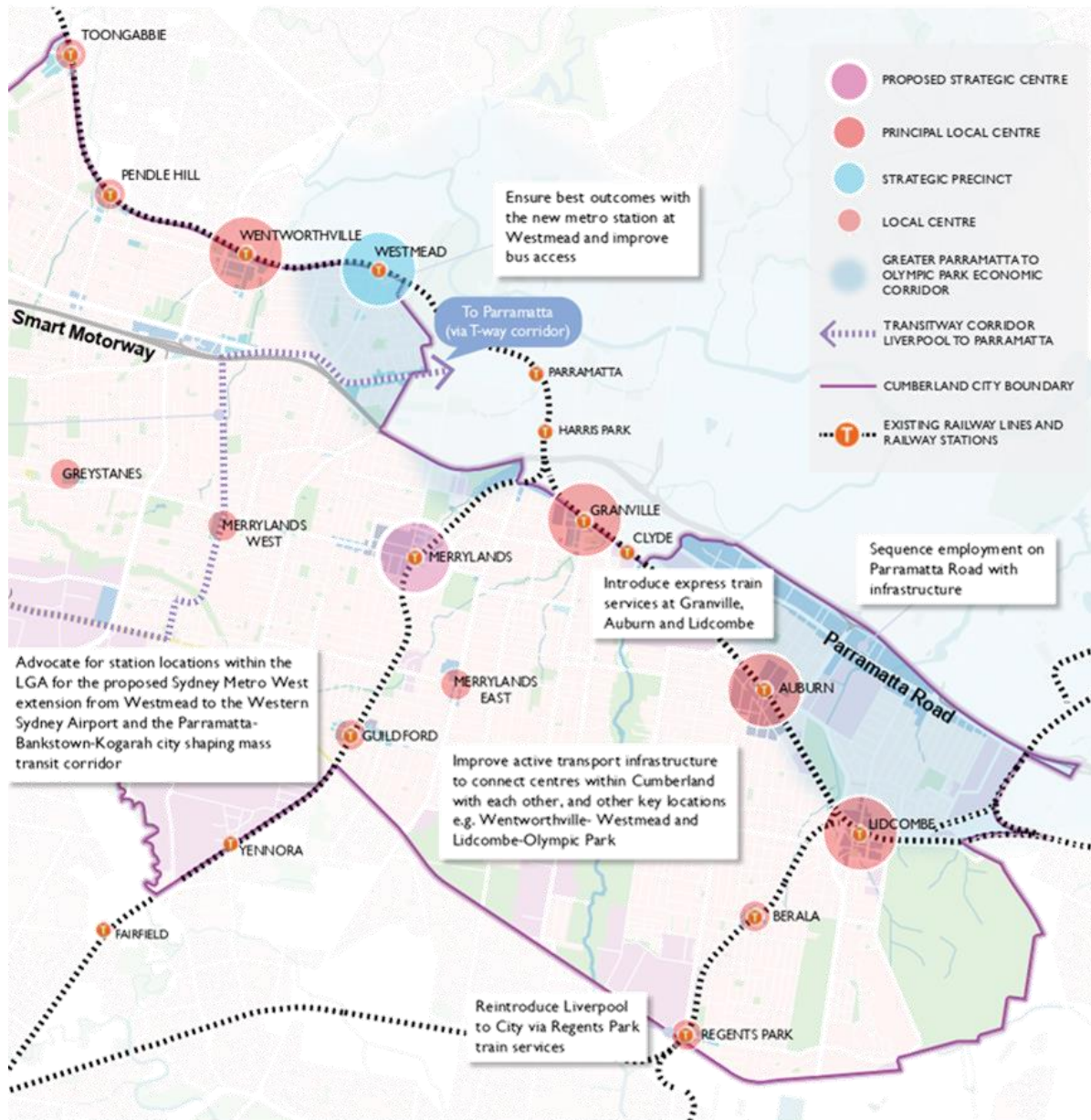


FUTURE CONSIDERATIONS

Key to encouraging a shift away from private vehicles towards public transport and multimodal trips and achieving the 30-minute city is improved and reliable connections to key markets such as the employment centres of Greater Parramatta, major ports and airports. Some considerations for Cumberland are listed as follows:

- Increased frequency of rail is required to significantly improve the movement of people in and out of Cumberland's neighbourhoods and centres, and to neighbouring centres including Homebush, Strathfield, Blacktown, Fairfield and Bankstown.
- There is an identified need for more bus services on routes that connect residents between local centres and neighbouring centres beyond the area.
- Metro stations in Cumberland City should be prioritised, particularly in the western and south-eastern portion of the area to better connect parts of the area that currently have no rail access and to release some pressure off the currently congested rail services.
- Enhancements are required to support Merrylands as a multimodal interchange, given the strong population growth expected in this area.
- Improving walking routes and cycling paths are crucial to support movement between and within local centres, particularly for last-mile travel/station access. Better cycling connectivity is also required for the movement of goods as cycling couriers will require links between centres. These local connections will be important for small-medium enterprises.
- Appropriate investment in active travel infrastructure will have a high impact on safety and amenity for cyclists and pedestrians alike. Improving the walkability/cyclability to institutions such as Granville TAFE can also deliver multifaceted outcomes for the Cumberland community – not only better connections, but healthier urban environments.
- Buses and active transport options should be activated as a way to connect to train and future metro services through the Cumberland City, facilitating better connections to Sydney CBD and major centres in the Western Parkland City (Liverpool, Campbelltown, Penrith).





WHAT WE ARE ADVOCATING FOR

- Introduction of express train services at Granville, Auburn and Lidcombe.
- Reintroduction of the Liverpool to City via Regents Park train services.
- High capacity turn-up-and-go bus services on the T-way, and increased bus frequencies, where needed, across the network.
- Best outcomes with the new metro station at Westmead and improved bus access.
- Station locations that can support Council's land use objectives for the proposed Sydney Metro

West extension from Westmead to the Western Sydney Airport and the Parramatta-Bankstown-Kogarah city shaping mass transit corridor.

- The sequencing of employment growth in the Parramatta Road Corridor with infrastructure.
- Improvements to multi-modal options, including commuter car parking facilities, transport interchanges, and 'last-mile' solutions.
- Improved experience of walking and cycling through focused improvements of physical infrastructure to ensure a connected network of centres and increase uptake.

Education

CURRENT STATE

Couples with children are the dominant household type in Cumberland City, making up more than 40% of all households. This will continue to be the case to 2036. Education for children and opportunities for young people will therefore continue to be top priorities for the community. Cumberland City currently includes:




- 23 government primary schools that service 61% of children aged 5 to 11
- 7 government secondary schools that service 29% of children aged 12 to 17
- 17 Catholic system schools and 6 independent schools

There are two TAFE campuses within Cumberland City. Granville TAFE offers engineering and manufacturing, and food and beverage manufacturing courses whereas Lidcombe TAFE offers specialist State Centres for Excellence for furniture and building trades, as well as specialised courses in fashion design. In 2016, over 4,800 Cumberland City residents attended a technical or further education institution (including TAFE colleges). Based on the forecasted growth for each age group, over 6,300 residents are likely to require access to further education, representing a 30% growth in total enrolments compared to 2016.



COMMUNITY SATISFACTION

The Community Satisfaction Survey measures satisfaction with Council-run community education programs only. The NSW Government undertakes its own customer satisfaction surveys on a range of public services, including public schools.

 <p>Current challenges and priorities</p>	 <p>Priorities for the next 4 years</p>	 <p>Importance/satisfaction ratings for Council-run community education programs</p>	 <p>Wellbeing indicator: education</p>
<ul style="list-style-type: none"> Quality of and access to education in the area 	<ul style="list-style-type: none"> Quality of and access to education in the area 	<ul style="list-style-type: none"> Negative performance gap for Council-run community education programs 69% rated as important versus 86% satisfaction level 	<ul style="list-style-type: none"> Not included as an indicator in the past survey; 'high quality education opportunities' noted for inclusion as a wellbeing indicator in future surveys

Council will also continue to work with the Department of Education to understand capacity within schools as Cumberland's population changes over time, and pursue opportunities for infrastructure to better meet the needs of the community.



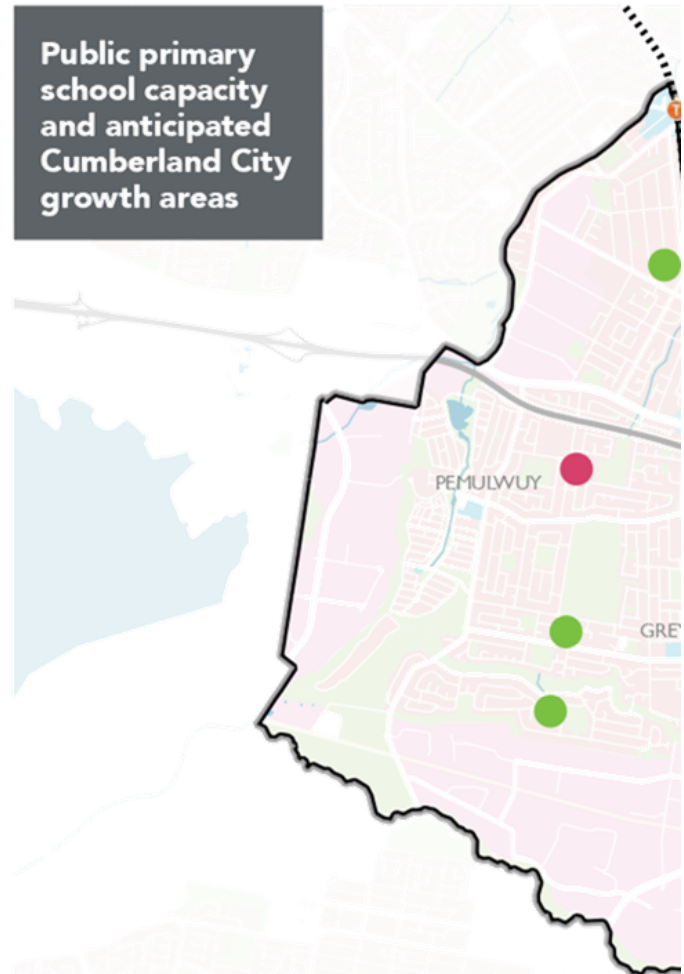
Westmead Public School

FUTURE CONSIDERATIONS

Given the expected population growth in Cumberland City, there are a range of future considerations:

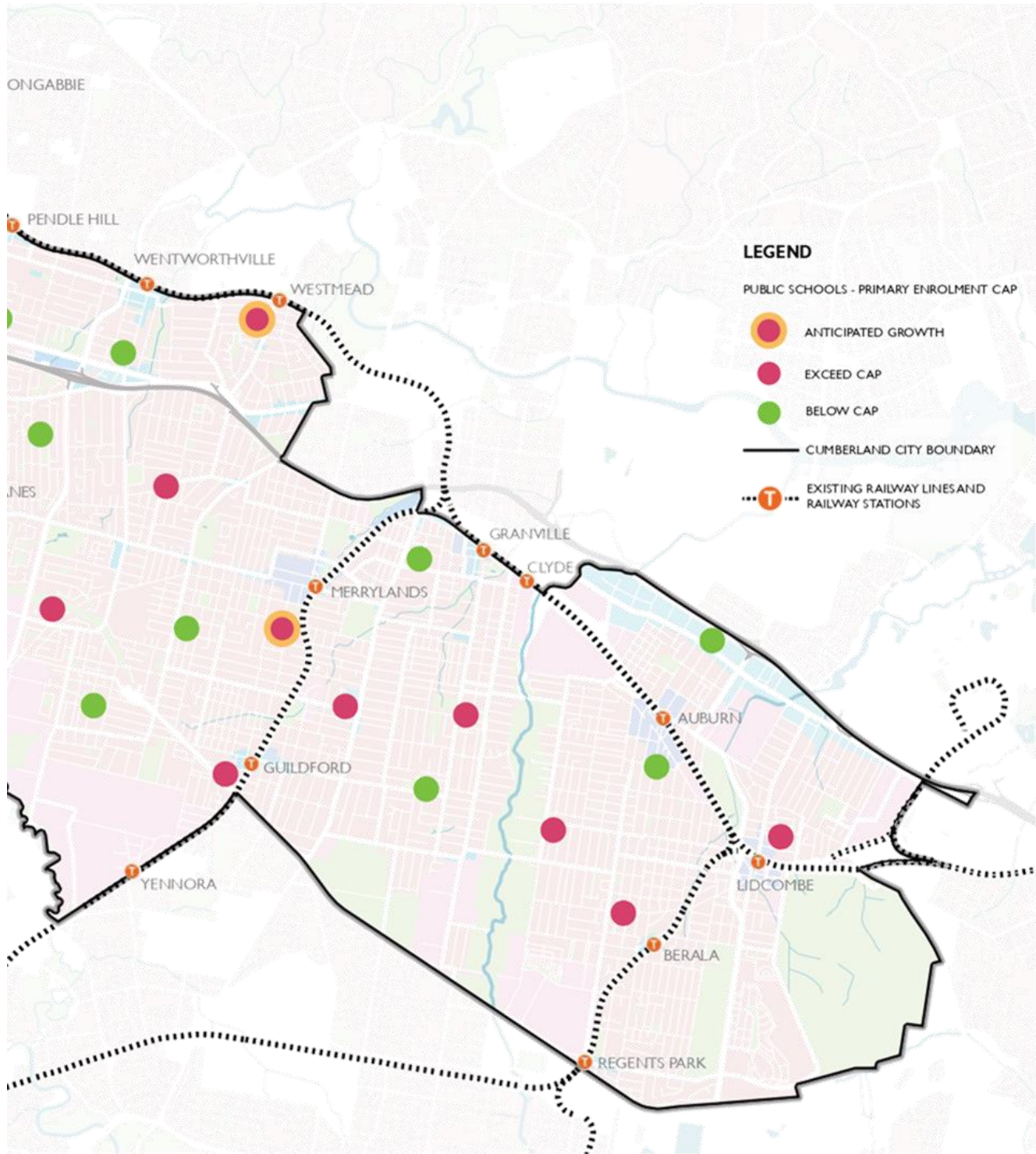
- Cumberland City will require an additional five government primary schools, an additional two to three government secondary schools, an additional four to five Catholic schools, and an additional one to two independent schools by 2036. With the Department of Education projections suggesting that independent school enrolments will surpass Catholic schools by 2022 and a likely increase in community expectations for wider choice in school preferences, the demand will likely be greater than the additional one to two independent schools.
- Out of the 23 government primary schools in Cumberland, 11 have exceeded their enrolment caps. Westmead Public School has an enrolment cap of 901 students, and in 2020 had a full-time equivalent enrolment of 1,638 students, exceeding the enrolment cap by over 730 students. With the expected population growth in Cumberland, this stress on school infrastructure will pose significant challenges for Council. Considering how schools are spread across Council, areas with high population growth that are therefore at greater risk include Auburn (with two schools already exceeding their cap), Wentworthville, Westmead, and Merrylands.
- Cumberland's TAFE Campuses should be positioned to provide specialised education options, such as manufacturing and artisan skills which would be in demand for businesses and employers developing in the growing Western Sydney region. Such intensification and specialisation of the current offerings – similar to Design Centre Enmore (Enmore TAFE) – would broaden the appeal and catchment of the two TAFE Campuses.
- A further consideration regarding TAFE's presence in Cumberland is alternative service delivery models for adult learning, which may require less physical space, such as courses delivered online or hosted in physically dispersed and unconventional accommodation, such as office spaces.

Public primary school capacity and anticipated Cumberland City growth areas



WHAT WE ARE ADVOCATING FOR

- Collaboration with the Department of Education and private education providers to plan for and deliver improved schools and school capacity, and investigate suitable potential sites for new schools to align with local population growth.
- Co-location of education facilities with health, social and community facilities to increase access.
- Collaboration with TAFE and current and emerging industries in the region to align the education sector with the required future skills and innovation capacity.
- Collaboration with relevant stakeholders to reinforce the regional role of these institutions in supporting Cumberland City's key centres and employment and innovation precincts.
- Collaboration between education facilities and NSW Health to include health and lifestyle programs in education environments.



Health

CURRENT STATE

To improve health outcomes in Cumberland, residents must have sufficient access to primary and acute healthcare infrastructure and services. When considering existing primary care infrastructure, coverage is provided through general practices and other allied health services. Community Health Centres are provided in parts of Cumberland City, such as Merrylands and Auburn. There is also a HealthOne NSW service being developed at Merrylands, which brings together primary and community health care services. As more residents move into the Council, there will be an increasing need to easily access primary healthcare to prevent illnesses and reduce unnecessary demand for acute/hospital care.




Adequate hospital capacity is also required to meet current and projected demand, including facilities that can deal with all matters – from simple to complex procedures. Cumberland's residents have access to acute care with Auburn Hospital located within Cumberland City, and many locally accessible hospitals including Westmead (and its Children's Hospital), Cumberland, Blacktown, and Fairfield. Recently expanded, Auburn Hospital is well positioned to play a key servicing role in supporting the growth of the Central River City. Auburn is also a teaching hospital, partnered with the University of Notre Dame, and is networked with Westmead – the heart of the future 'med tech and education precinct' within the Greater Parramatta to Olympic Peninsula (GPOP) precinct.



Auburn Hospital

COMMUNITY SATISFACTION

Council's Community Satisfaction Survey measures access to health services and hospitals. The NSW Government also undertakes its own Customer Satisfaction Surveys on a range of public services, including public hospitals.

 Current challenges and priorities	 Priorities for the next 4 years	 Importance/satisfaction ratings for health services	 Wellbeing indicator: health
<ul style="list-style-type: none"> • Access to health services/hospital 	<ul style="list-style-type: none"> • Access to health services/hospitals • Managing the health of the population 	<ul style="list-style-type: none"> • Not applicable 	<ul style="list-style-type: none"> • Not included as an indicator in the past survey; 'high quality health services' noted for inclusion as a wellbeing indicator in future surveys

Council will also continue to work with the Local Health District and relevant government agencies and departments to ensure that health infrastructure and services better meet the needs of the community.



FUTURE CONSIDERATIONS

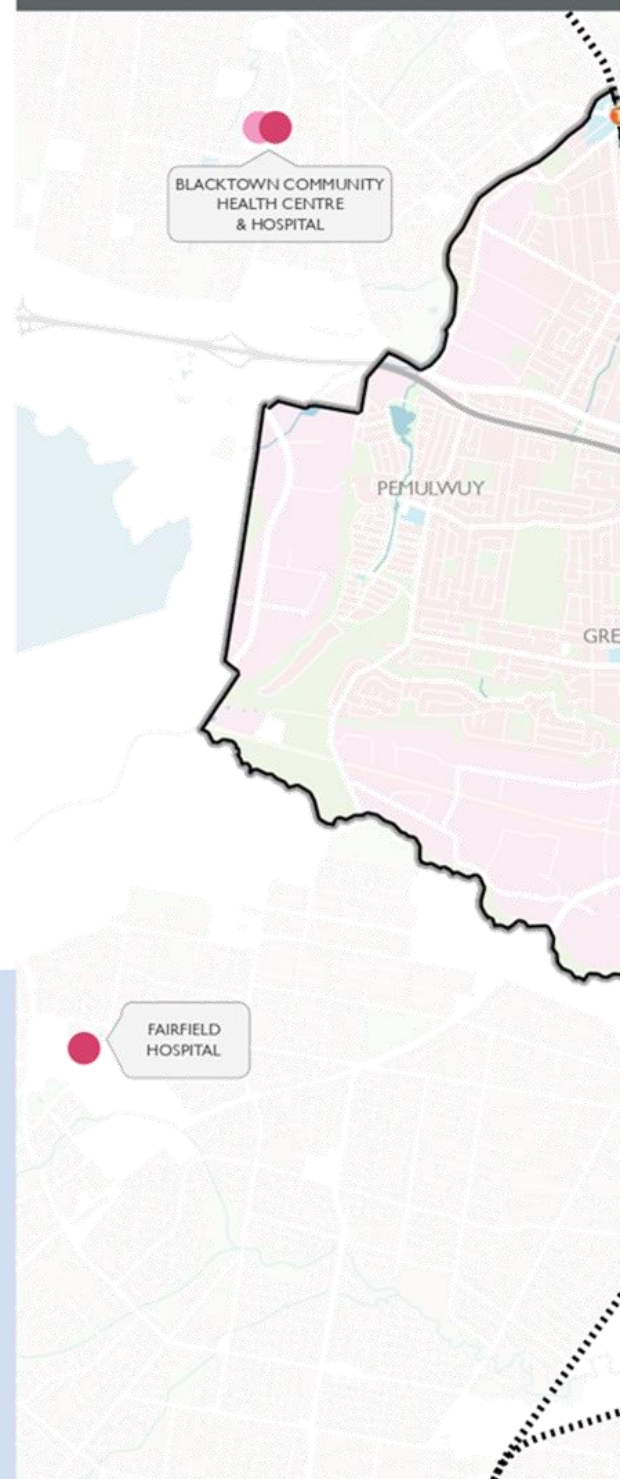
Given the expected population growth in Cumberland City, there are a range of future considerations:

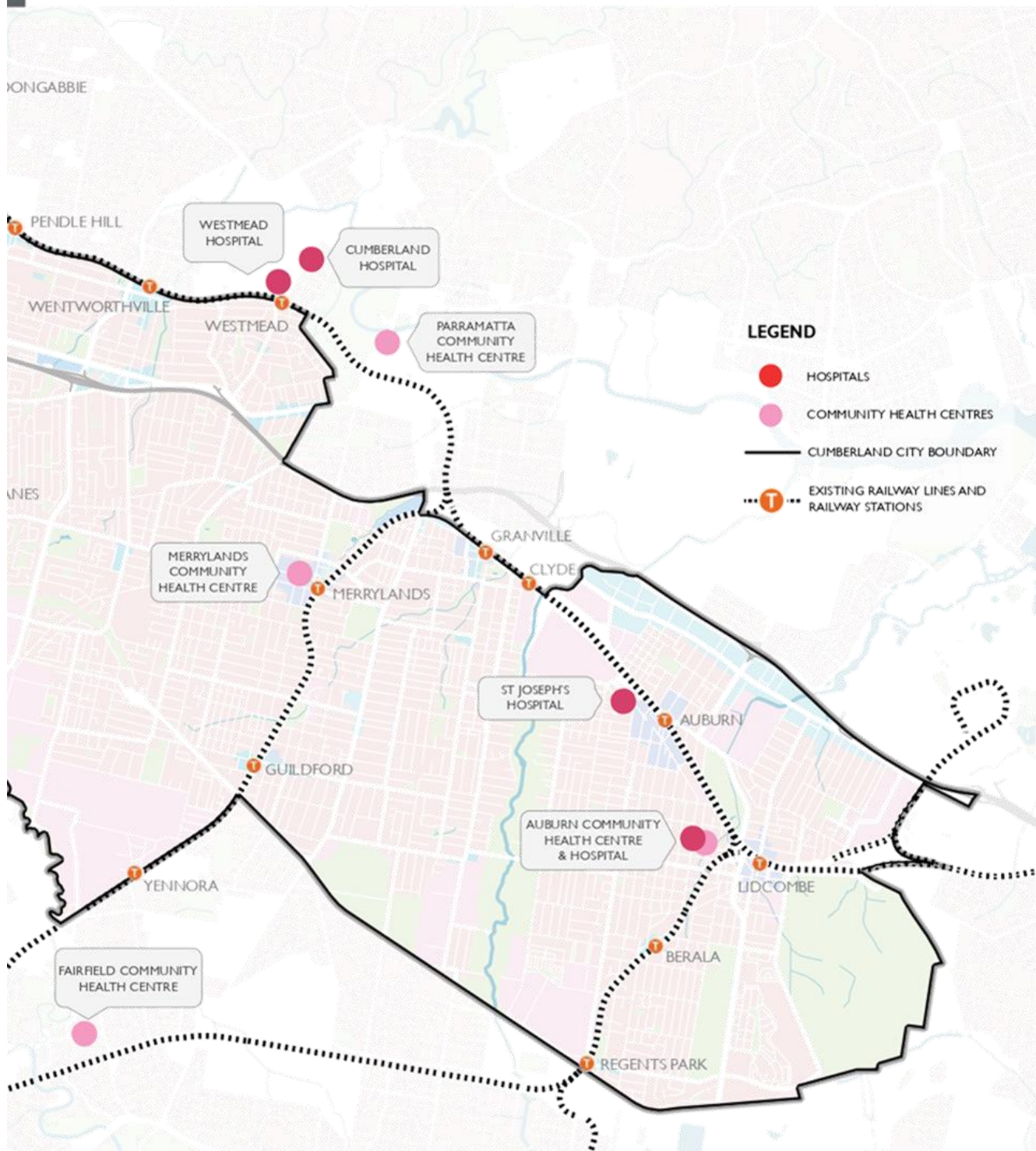
- Whilst the Western Sydney Local Health District has established that its network has a strong capacity to manage and deliver acute care to its residents, Cumberland is faced with a number of challenges on measures of population health. There is a higher rate of high body mass attributable hospitalisations among Cumberland residents (738.8 per 100,000 population) compared with NSW overall (722.0). These hospitalisation figures suggest that when compared with the overall State, Cumberland residents could benefit from improved access to centres, and more opportunities to choose activity over inactivity facilitated by urban infrastructure. Increased rates of walking in neighbourhoods can be facilitated by short distances between destinations, and a transport system where public and active transport options exist within an integrated, multimodal network.
- As with personal activity, the local food environment is a key influencing factor of health and wellbeing. Consumption of healthy food is known to help reduce the risk of obesity and chronic disease. In conjunction with increased personal activity, diet can contribute to addressing high body mass hospitalisations and preventable conditions associated with ill-health.
- The latest data for 2017-2019 indicates that for Cumberland residents, there are 21% more preventable hospitalisations than compared with NSW as a whole. These findings suggest that residents in Cumberland City stand to reap a large health benefit through improving access to, and awareness of, these existing services.

WHAT WE ARE ADVOCATING FOR

- Collaboration with NSW Health and private health providers to plan for and deliver adequate primary and acute care facilities to meet the needs of the Cumberland community.
- Continued co-location of health facilities with education, social and community facilities to improve access and to foster healthy and socially connected communities.
- Collaboration with stakeholders to increase active transport access between and within local centres, to design vibrant and attractive centres, and provide adequate and well-located open space and recreation facilities, to create opportunities for residents to increase physical activity and improve overall community health and wellbeing.
- Continued support for the retention of our employment (industrial) lands to provide locational opportunities for growth in new industries, such as allied health, research and development.

Public hospital and community health centres supporting Cumberland City





Recreation

CURRENT STATE

Parks and recreational facilities are important for Cumberland's residents to ensure their individual physical and mental wellbeing and to form and maintain social connections. These facilities will continue to be important as the population grows in Cumberland City.

Cumberland has over 100 sports clubs that play around 20 sports across the city. The most popular are cricket,

soccer, basketball, tennis, and netball, as well as athletics, golf and gymnastics.





The location of and access to parks and recreational facilities is not evenly spread across the Cumberland City, and the level of use of facilities also varies.

Council recognises that some of these facilities are not easily accessible due to social, cultural, mobility and transport, financial, lack of awareness or language factors that affect usage of recreational facilities.



COMMUNITY SATISFACTION

Council's Community Satisfaction Survey measures the satisfaction and importance of Council provision of recreational facilities and services, as well as recreation as a wellbeing and quality of life indicator.

 Current challenges and priorities	 Priorities for the next 4 years	 Importance/satisfaction ratings for recreation	 Wellbeing indicator: recreation
<ul style="list-style-type: none"> Upgrading recreational areas 	<ul style="list-style-type: none"> Provision of recreational areas/events 	<ul style="list-style-type: none"> Male respondents and respondents in the 24+ age bracket reported significantly more access to local sporting or recreational activities Residents of Greystanes and Granville were significantly more satisfied with access to sport/recreational activities The satisfaction of residents of South Granville was significantly below that of the other wards People who identify as having a disability and those who speak a language other than English reported significantly less satisfaction with access to sporting and recreational activities 	<ul style="list-style-type: none"> 51% agreed with the statement "I have enough opportunities to participate in sporting or recreational activities" (Cumberland currently rates 7% below the Sydney Metro benchmark for this wellbeing indicator) Opportunities to participate in sporting or recreational activities are a major contributor to overall quality of life in the Cumberland area

The Cumberland community is more likely to participate in unstructured informal recreational activities such as walking and cycling, relaxing, social gatherings, using playgrounds and swimming. The community value living close to parks and greenspaces, which are used for relaxation and mindfulness, and to spend time with family and friends. They also value places to pursue creative and cultural recreational activities individually and in groups.

The community is concerned that development and associated population increases will put further pressure on these recreational facilities and places, reducing enjoyment and access. Personal safety, ongoing maintenance, and ensuring the ability to access these with consideration of transport/mobility and cultural diversity needs, are overarching interests for Cumberland's recreational resources.









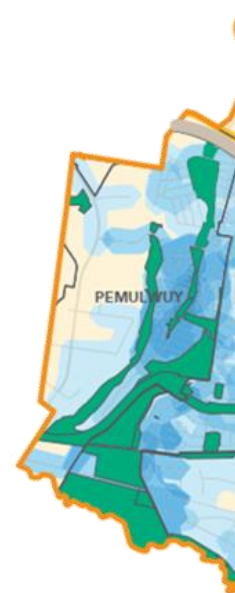
FUTURE CONSIDERATIONS

Given the expected population growth in Cumberland City, there are a range of future considerations:

- Some of the factors to be considered in the planning for Cumberland's future recreational needs include the expected increase in medium and higher density dwellings, and the current demographic trends in population profile, with increasing youth and older (70 years +) residents and single person households. The existing deficiencies of types of recreational facilities in some identified areas will also need to be considered.
- The Cumberland *Open Space and Recreation Strategy* identifies types of facilities and locations where these are needed to meet current and future demand, as well as four strategic directions to meet Cumberland's recreational needs:
 - Delivering new open space and new recreation facilities that meet the needs of our growing population.
 - Increasing the quality and capacity of existing open space and recreation facilities.
 - Supporting inclusion and increased participation by our diverse community.
 - Protecting our natural environment and increasing resilience.
- As land is a valuable resource, and the provision and ongoing maintenance of some facilities can be costly, Cumberland's recreational facilities will need to be flexible to support a range of activities (both day and night use).

KEY

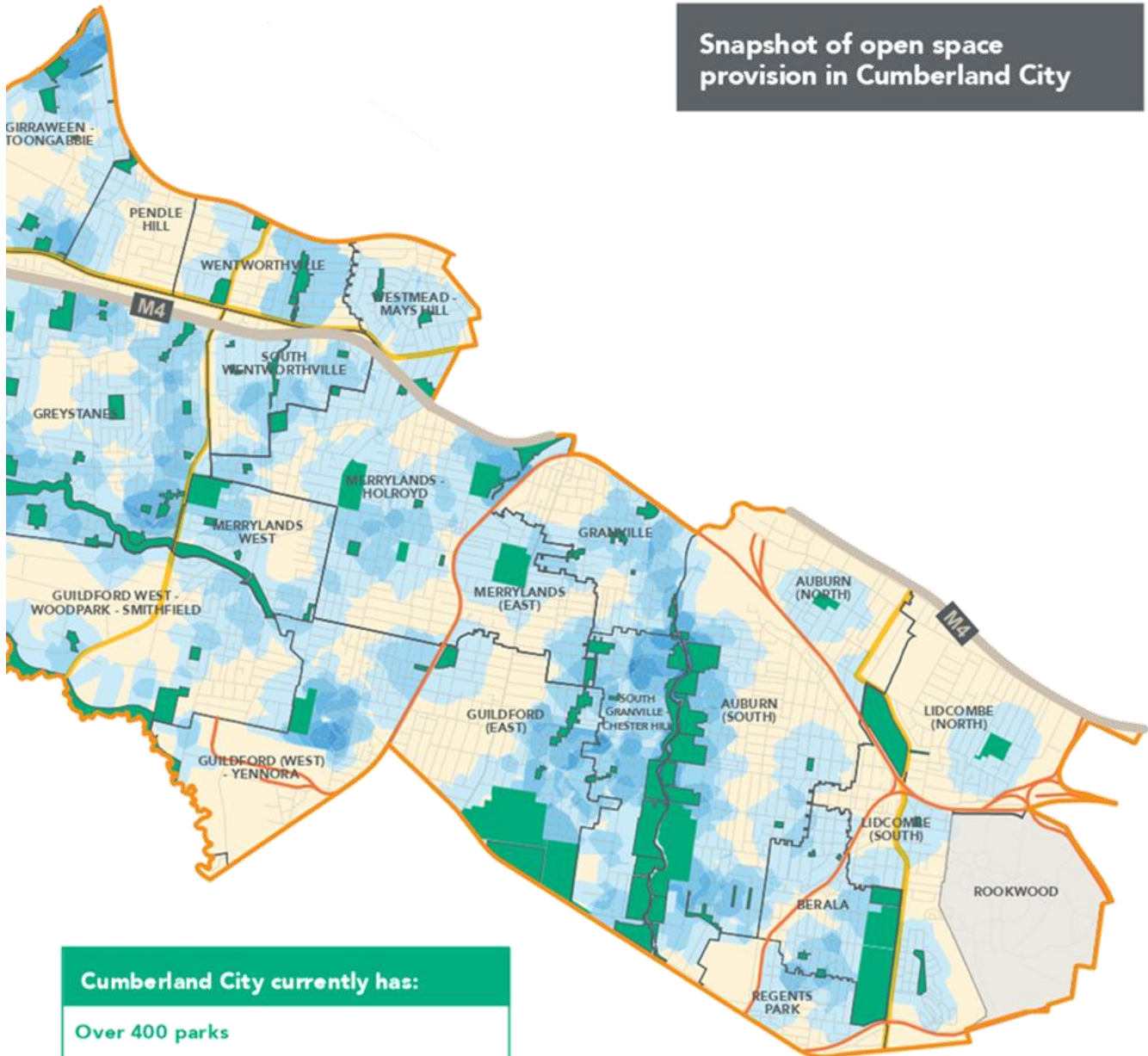
-  Rail line
-  M4
-  Major roads
-  Parks larger than 0.5ha
-  Areas within 400m easy walking distance of a park of at least 0.5ha
-  Areas not within 400m of a park of at least 0.5ha



WHAT WE ARE ADVOCATING FOR

- Collaboration with the community and relevant stakeholders to ensure the recreational needs of the full range of age groups and their related considerations of activity type, access and requirements are met.
- Provision of a range of safe, accessible, and well-managed and maintained spaces and places that meet all needs from passive uses to active physical activities.
- The support of physical activities by individuals, and both formal and informal groups.
- Provision of new or enhanced existing recreation places and facilities to meet the needs of the current and future diverse communities.
- Increased intensity of usage of facilities/places and the co-location of facilities and shared use through various times of the day.
- Collaboration with State government agencies and other local stakeholders to provide and promote places and programs that service neighbourhood, local, and regional needs.
- Promotion of interaction with nature, while also protecting, connecting to and enhancing the natural environment, including but not limited to the blue and green grid.

**Snapshot of open space
provision in Cumberland City**



Cumberland City currently has:

- Over 400 parks
- Over 550 ha of open space
- Over 220ha of bushland and golf courses
- 10 outdoor fitness stations
- 8 outdoor venues
- 8 off leash dog areas
- 225 play spaces
- 46 sports grounds
- 97 fields
- 10 hardcourts (basketball, tennis, netball)

Environment

CURRENT STATE

Cumberland City is an urbanised landscape and its natural environment, including the network of parks and open spaces, are highly valued. Council is working to connect and improve the green and blue grids by improving the quality of our water ways and urban bush land, as identified in *Cumberland 2030: Our Local Strategic Planning Statement*. This is being progressed through, for example, the development of a master plan for the Duck River Corridor.

Council has initiated a collaborative project with Western Sydney University to map Cumberland's outdoor thermal environment and develop measures to mitigate the urban heat island effect. Council is also continuing to support well-planned and designed urban spaces and built forms that are responsive to changing climate conditions.

Cumberland City, through the *Cumberland Urban Tree Strategy* and relevant clauses in the *Cumberland*


Development Control Plan, is working to ensure the existing tree canopy cover is maintained and increased, where possible. A provision is also to be introduced in the new *Cumberland Local Environmental Plan* and the *Cumberland Development Control Plan* to ensure new development and alterations to existing development of specified types incorporate effective design and ongoing operation measures to reduce urban heating.

Cumberland City is committed to the protection and enhancement of Cumberland's biodiversity. Actions to protect and enhance Cumberland City's natural areas and green infrastructure are identified in the *Cumberland Biodiversity Strategy*. In October 2019, Council won Keep Australia Beautiful NSW's Sustainable Cities Award for its 'Native Stingless Bee Hive Program', which encouraged residents to host a native beehive in their backyard and plant native flowering plants for bees to forage on. Cumberland also has an active tree planting program involving staff and the community.



COMMUNITY SATISFACTION

Council's Community Satisfaction Survey measures the satisfaction and importance of Council's provision of environment education programs.

 <p>Current challenges and priorities</p>	 <p>Priorities for the next 4 years</p>	 <p>Importance/satisfaction ratings for environment</p>	 <p>Wellbeing indicator: environment</p>
<ul style="list-style-type: none"> Increased education of environmental issues 	<ul style="list-style-type: none"> Environmental sustainability 	<ul style="list-style-type: none"> Protection of the natural environment rated in the top 6 most important services of Council Environmental education programs rated as somewhat important Both of the above services of Council were within 4% of the Metro average for satisfaction. As a broad theme, 'Environment' is the key contributor to overall satisfaction with Council's performance 	<ul style="list-style-type: none"> There were low levels of agreement with the wellbeing statement that "Cumberland is clean and green", despite this indicator being identified as a key contributor to the overall quality of life in Cumberland

Key issues for the Cumberland community relating to Cumberland's natural environment and planning for a resilient environment include the need for sufficient quantity and quality of parks that cater to the different needs of the community, the need for increased tree canopy, and reduction of pollution and the urban heat island effect to mitigate the effects of climate change.



FUTURE CONSIDERATIONS

Given the expected population growth in Cumberland City, there are a range of future considerations:

- Enhancing the connectivity and accessibility of the Duck River Open Space Corridor and Prospect Reservoir Water Pipeline Corridor is a priority for Cumberland. Both these corridors would also make a significant contribution to the Central City's Green Grid.
- The Duck River is the largest tributary of the Parramatta River and is the 'green heart' of Cumberland, providing excellent opportunities for both passive and active recreation and biodiversity. A continuous walking and cycling north-south link between Parramatta, Camelia, Granville, Auburn, Regents Park and Bankstown is envisioned, which will establish the corridor as a regional open space with improved recreational space, habitat for ecological communities and better treatment of stormwater.
- The Prospect Reservoir Water Pipeline Corridor is also an important east-west connected open space corridor linking Prospect Reservoir and Western Sydney Parklands through Pemulwuy, Greystanes, Merrylands West, Smithfield, Guildford, Chester Hill and Regents Park. This will also connect with other initiatives such as future improvements along the Duck River Corridor.

WHAT WE ARE ADVOCATING FOR

- Collaboration with the community and key stakeholders to protect, enhance and increase, and improve access to Cumberland City's existing natural and green spaces and waterways.
- Collaboration with university partners such as Western Sydney University and other research institutions to better understand the extent of the urban heat island effect in Cumberland City and to develop appropriate measures beyond those existing to promote and support urban cooling.
- Opportunities for increased urban tree canopy throughout the Cumberland City, particularly in high priority areas of medium-to-high population density.
- Continued planning for a resilient city that can adapt to natural hazards and climate change, including initiatives to reduce the carbon footprint of Cumberland through interlinked aspects of energy, water, waste, transport and buildings, and elements of green infrastructure such as roof gardens, residential gardens, local parks, streetscapes, service corridors, waterways, water-sensitive urban design features and regional recreation areas.

Green Grid corridors and opportunities in Cumberland City





Emergency Services and Justice

CURRENT STATE

Cumberland City is serviced by a range of emergency services and justice facilities including police, ambulance, fire and courts.

There are three police stations located within Cumberland City at Auburn, Granville, and Merrylands and one located just outside the Cumberland City area in Wentworthville.

The NSW Government has recently developed the Sydney Ambulance Metropolitan Infrastructure Strategy (SAMIS) program. This program will reshape the operations of NSW Ambulance in metropolitan Sydney, transforming the majority of the 43 ambulance superstations, supported by smaller, standby stations called Paramedic Response Points. Based on this restructuring, Cumberland has one Ambulance Station (SAMIS point) at Auburn. A Paramedic Response Point is also proposed for Merrylands.

There are six fire stations located within the Cumberland City at Auburn, Lidcombe, Guildford, Merrylands, Wentworthville, Yennora and one located just outside of Cumberland City in Smithfield.

Whilst there are no courts within Cumberland City, the community is serviced by nearby courts at Parramatta, Fairfield, Blacktown and Burwood.

FUTURE CONSIDERATIONS

As Cumberland City plans for population growth and increased density across its strategic and principal local centres, the safety of its residents and the fire safety of its residential, commercial and community buildings continues to be increasingly important.

Council is committed to fire safety and several programs have been put in place to prevent the likelihood of fire and the reduction of its severity and impact, including the provision of educational materials to residents in high-rise apartment living to encourage an awareness of fire safety plans and the importance of fire alarms.

In early 2020, people in NSW experienced the unprecedented intensity of bushfires which affected 5.4 million hectares of NSW. Whilst Cumberland City is largely urbanised and a relatively low bushfire risk area, there are pockets of substantial bushland. Council will continue to monitor its bushland and consider relevant guidelines provided by the NSW Rural Fire Service.

The community also require that facilities and services for police, ambulance, fire and justice in the area continue to meet current and future needs.



WHAT WE ARE ADVOCATING FOR

- Additional funding for CCTV cameras and lighting upgrades to further enhance community safety.
- Collaboration with relevant State agencies and key stakeholders towards a safer accessible community.
- Continued development and implementation of initiatives for a resilient city that can adapt to natural hazards and climate change.

COMMUNITY SATISFACTION

Council's Community Satisfaction Survey measures the satisfaction and importance of emergency services and safety. The NSW Government also undertakes its own Customer Satisfaction Surveys on a range of public services, including police, ambulance services, fire brigades and courts.

 Current challenges and priorities	 Priorities for the next 4 years	 Importance/satisfaction ratings for safety	 Wellbeing indicator: safety
<ul style="list-style-type: none"> As with most Councils, community safety/crime prevention is an immediate priority 	<ul style="list-style-type: none"> Community safety initiatives have been a top priority for multiple surveys 	<ul style="list-style-type: none"> Road safety had one of the highest importance ratings Community safety programs were also high Cumberland ranked above the Metro average for both above indicators Road safety is a key contributor to the overall satisfaction of Council residents 	<ul style="list-style-type: none"> 93% of residents feel safe during the day in their local area Residents aged 65+ were significantly less likely to feel safe in their local area Only 52% feel safe alone after dark Multilingual residents were more likely to feel safe in all situations, and those with a disability were less likely

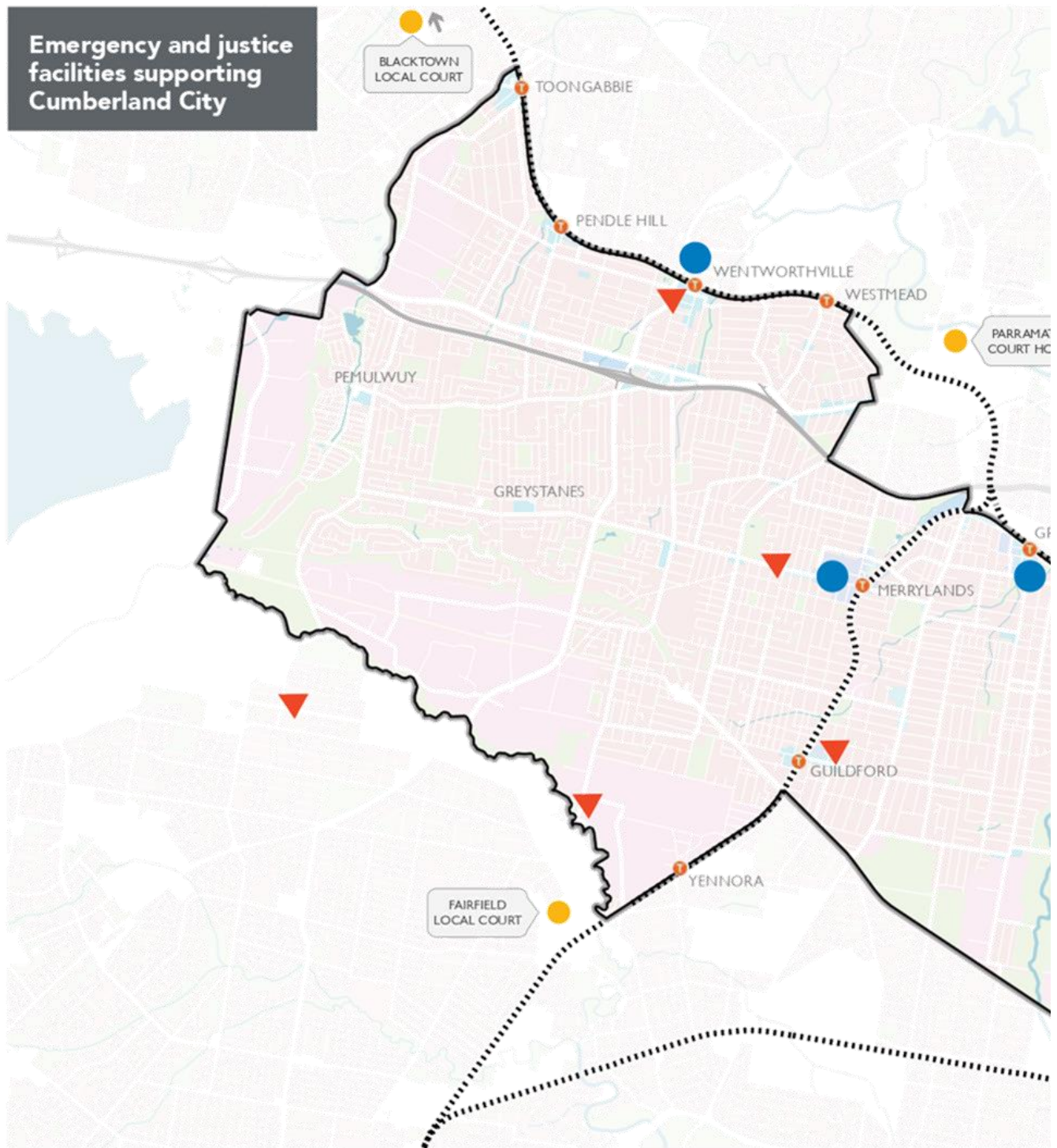
Council has developed the *Cumberland Community Safety and Crime Prevention Plan*. This Plan addresses five priority crime issues (based on crime statistics) and five community safety issues (informed by community and stakeholder feedback). The priority community safety issues include reporting crime and safety issues, road and pedestrian safety, safety at train stations, safety in town centres, and safety at facilities and open spaces.

It is not uncommon for there to be a gap between perceptions of crime in an area and the actual risk of experiencing crime. Crime statistics indicate that rates for many crimes in the Cumberland area have decreased or are much lower than in other areas across NSW.

To address concerns of the community about the level of safety at car parks, parks, public toilets or train stations and town centres at night, Council has, since 2018, been increasing the number of CCTV cameras and undertaking priority lighting upgrades in town centres across the Cumberland area, through funding from the Stronger Communities Fund Major Projects Program.



**Emergency and justice
facilities supporting
Cumberland City**

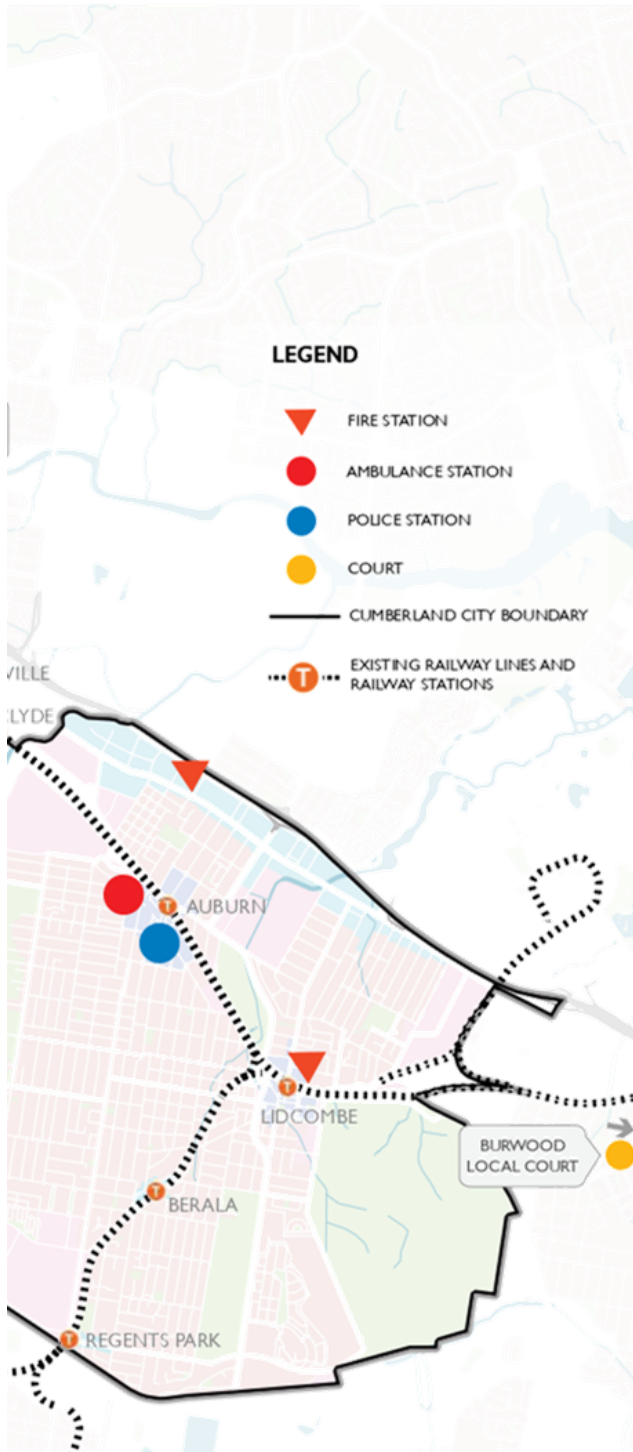


Monitoring Progress

Council currently measures and reports high level community wellbeing through its bi-annual community satisfaction survey. Currently there are 21 wellbeing indicators that align to Council's Community Strategic Plan goals and other priorities that emerged during engagement activities for the plan.

Council is exploring options to more thoroughly track community wellbeing indicators that align to international standards for wellbeing. The current proposal would use local and international liveability data in conjunction with online tools to allow Council to accurately measure local wellbeing in Cumberland against factors such as feeling safe, affordable housing, access to the natural environment (among many others). The proposed report would also explore how much the Cumberland community value each and how Cumberland measures up against local, regional, national and international benchmarks. It is proposed that this study could take place in 2021 depending on COVID-19 and available resources.

As with Council's current community satisfaction data, relevant updated results would be published in the Annual Report for the year. Potential refinements to the measures and priorities to support community wellbeing will also be reviewed as part of this annual process.



CUMBERLAND
CITY COUNCIL**Cumberland City Council**

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DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-775

Attachment 2

Key issues raised in submissions

Key issues	Submission summary	Recommendations
Pedestrian walkability; cycling/active transport; safety; urban heat island effect; greenery/vegetation; trees; liveability; negative consequences of car dependence; pollution	-Report places too low a level of emphasis on several issues of liveability: specifically "pedestrians and walking - creating a safe and walkable area", "trees, greenspace, and greening the area", and "cycling as a major priority for transport, health, fitness, then environment, and entertainment for children".	The Community Wellbeing Report addresses the matters raised in the submissions and includes a set of applicable matters and directions for which Council will be advocating with State Government and other relevant bodies. Minor changes are proposed to clarify the intent and direction of the advocacy relating to active transport, urban heat and cooling, and public amenity in the draft report.
Population growth; housing growth; climate change; urban heat island effect; health; education; infrastructure	-The 2036 population growth and housing need figures from the report are questioned. Also, the outlook expressed in terms of meeting the identified school needs and public transport infrastructure requirements is not optimistic. -Submission expresses desire for all levels of government and experts to re-consider the 2036 growth figures quoted in the report.	Noted and acknowledged. No changes recommended.
Health (public health, chronic health conditions, risk factors, social/environmental determinants, food); built environment; environment; transport; education; recreation; emergency services/justice; housing; early years; Aboriginal culture/history	-Council is commended and congratulated on the report. - The key areas of support in the submission include the need to improve the movement and transport modal shift; improvement of active travel and public transport infrastructure; increased physical activity rates; planning for educational needs; and environmental improvement/heat mitigation measures. - Submission includes recommendations about including more detail in the health section and the role of housing for health and wellbeing.	Minor changes are proposed to clarify and improve readability in relation to the Transport, Education, Recreation, and Environment sections of the report. Minor changes to acknowledge the importance of housing, the Aboriginal community, and the local food environment in delivering on health aspirations are also recommended to ensure universal coverage of matters relevant to community wellbeing in Cumberland City.

Attachment 2 – Key issues raised in submissions and recommendations

DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-775

Attachment 3

Table of minor changes to the
report

Attachment 3 – Changes made to the Cumberland Community Wellbeing Report

Report Section	Issue addressed by the report	Changes made to the Report
Transport	<ul style="list-style-type: none"> Promote improved walkability through focused improvements of physical infrastructure (i.e. connectivity, shade/weather protection, signage, lighting, water, accessibility, street furniture, etc.) Include options for bike and scooter hire facilities at transportation interchange hubs 	<p>The Report has been amended to clarify the text as follows:</p> <ul style="list-style-type: none"> <i>Improved experience of walking and cycling through focused improvements of physical infrastructure to ensure a connected network of centres and increase uptake.</i> <i>Improvements to multi-modal options, including commuter car parking facilities, transport interchanges and 'last-mile' solutions.</i>
Education	<ul style="list-style-type: none"> Advocacy for the inclusion of NSW Health programs (i.e. ICanQuit, GetHealthy, Munch&Move, etc.) in educational settings 	<p>The report has been revised to include an additional bullet point.</p> <ul style="list-style-type: none"> <i>Collaboration between education facilities and NSW Health to include health and lifestyle programs in education environments</i>
Recreation	<ul style="list-style-type: none"> Advocacy for programs like the Active Kids voucher and recreation programs (especially during school holidays when they are highly popular and thus spaces are limited) Advocacy for provision of free and accessible exercise stations/equipment, and 'playable spaces' in public and 	<p>The Report has been revised to read as follows:</p> <ul style="list-style-type: none"> <i>Collaboration with State government agencies and other local stakeholders to provide and promote places and programs that service neighbourhood, local and regional needs.</i>

	recreation areas to encourage/aid development and growth of children	
Environment	<ul style="list-style-type: none"> Advocacy for 40% tree canopy cover in suburban areas and 25% tree canopy cover in medium to high density areas (CCC LGA currently has 12% canopy cover) 	<p>The report has been amended to include the following</p> <ul style="list-style-type: none"> <i>Collaboration with university partners such as Western Sydney University and other research institutions to better understand the extent of the urban heat island effect in Cumberland City and to develop appropriate measures beyond those existing to promote and support urban cooling.</i> <i>Opportunities for increased urban tree canopy throughout Cumberland City, particularly in high priority areas of medium-to-high population density</i>
General Issues	<ul style="list-style-type: none"> Suggestion that a section on <i>Housing</i> be included as an area for consideration in the report Poorly designed and located housing contributes to negative health impacts. 	<p>The Report has been revised to include a section on housing as follows:</p> <p>HOUSING</p> <p><i>Cumberland City has a significant proportion of residential land use when compared to adjoining Councils. About 57% of the local government area is zoned for residential purposes and, according to ABS data from 2016, there are an estimated 67,815 households. Data from the 2016 Census indicates that detached houses (low-density housing) are the dominant dwelling structure, with over 55% coverage in Cumberland, followed by medium-density (24.7%) and high-density (18.7%) housing. The majority of the medium- and high-density dwellings are located in close proximity to centres that are based around train stations and transport services; and are composed of predominantly two-bedroom stock. There is a growing demand in Cumberland for one- and two-bedroom housing. It is expected that there will be an increase in number of lone person household over the next 20 years, especially around the areas convenient to travel along the train line corridors.</i></p> <p><i>Housing affordability and mix are important considerations for the Cumberland community, particularly given the diverse household structures within the area. Housing affordability relates to the general affordability of both rental and purchase housing on the open market and is not limited to those on low to</i></p>

		<p><i>moderate incomes. Private renters in Cumberland are experiencing the highest rental stress within the Central City District. In Cumberland, 23% of all households have a very low to moderate income and are paying more than 30% of their income on rent. Homelessness is also an important issue in Cumberland, with over 3,000 people identified in this category, primarily through living in overcrowded dwellings.</i></p> <p><i>Housing provision and housing affordability are important priorities for Cumberland City Council. As such, Council has undertaken and prepared several assessments and strategies related to housing across the Council area. The Cumberland Local Housing Strategy identifies the key priorities, objectives, and initiatives for future planning, delivery, and design of housing within Cumberland. It also outlines how Cumberland will meet the housing priorities in the Central City District Plan. A corresponding focus has been placed on affordable housing through the Cumberland Affordable Housing Strategy.</i></p>
General Issues	<ul style="list-style-type: none"> • Acknowledgement of the need for recognising the role of design and activation of spaces including co-design of place in partnership with the Aboriginal Community utilising available resources. • Consider the local food environment in the report as a key influencing factor of health and wellbeing. Healthy and affordable food should be offered and easily accessed. Eating healthier foods helps reduce the risk of obesity and chronic disease. 	<p>The report has been revised to include the following:</p> <ul style="list-style-type: none"> • <i>The land of the Cumberland plains where Cumberland City Council now exists forms part of the traditional home of the Dharug Nation and People. The people of the Dharug Nation are an integral part of the community of Cumberland City.</i> • <i>As with personal activity, the local food environment is a key influencing factor of health and wellbeing. Consumption of healthy food is known to help reduce the risk of obesity and chronic disease. In conjunction with increased personal activity, diet can contribute to addressing high body mass hospitalisations and preventable conditions associated with ill-health.</i>

Item No: C06/21-776

AUDIT, RISK AND IMPROVEMENT COMMITTEE - DRAFT MINUTES OF MEETING HELD ON 10 MAY 2021

Responsible Division: Finance & Governance
Officer: Director Finance & Governance
File Number: HC-06-03-28
Community Strategic Plan Goal: *Transparent and accountable leadership*

SUMMARY

This report presents the Minutes of the Audit, Risk and Improvement Committee meeting held on 10 May 2021 for Council's information.

RECOMMENDATION

That Council receive the Draft Minutes of the Audit, Risk and Improvement Committee meeting held on 10 May 2021.

REPORT

Council's Audit, Risk and Improvement Committee recently held a meeting on 10 May 2021.

The minutes of this meeting will be formally adopted at the next Ordinary Committee meeting being held in August 2021.

Minutes of this meeting are attached for Council's information.

COMMUNITY ENGAGEMENT

There are no consultation processes for Council associated with this report.

POLICY IMPLICATIONS

There are no policy implications for Council associated with this report.

RISK IMPLICATIONS

There are no direct risks associated with this report. However, the presentation of the meeting minutes to Council provides transparent oversight of Council activities.

FINANCIAL IMPLICATIONS

The operations of the Audit, Risk and Improvement Committee are coordinated by the Corporate Services division of Council utilising existing allocated resources. There are no additional financial implications for Council associated with this report.

CONCLUSION

The minutes of the Audit, Risk and Improvement Committee meeting are provided to Council for information purposes and to ensure that the review mechanisms of Council operate in an open and transparent manner. It is recommended that Council receive this information.

ATTACHMENTS

1. Draft ARIC Minutes - 10 May 2021 [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-776

Attachment 1
Draft ARIC Minutes - 10 May
2021

Minutes of the Audit, Risk and Improvement Committee (ARIC) meeting held at Merrylands Administration Building, 16 Memorial Avenue, Merrylands on Monday 10 May 2021 and via Zoom.

PRESENT

Mr. Stephen Horne (Chairperson), Mr. John Barbeler, Dr. Jim Taggart and Cr. Eddy Sarkis (arrived 3:30pm).

ADVISORY MEMBERS IN ATTENDANCE

Peter Fitzgerald – Acting General Manager (departed at 2:26pm), Richard Sheridan – Director Finance and Governance, Charlie Ayoub – Executive Manager Corporate Services, Belinda Doig – Senior Coordinator Audit, Risk and Safety, Mark Griffiths – BDO Australia, Kenneth Leung – NSW Audit Office, James Winter – Grant Thornton and Shirley Huang – Grant Thornton.

INVITEES IN ATTENDANCE

Elizabeth Renneberg – Acting Internal Ombudsman, Corey Jones – Manager Strategy & Improvement, Olivia Shields – Senior Governance & Civic Events Officer (Minute Taker) Mohamed Gourani – Internal Audit Liaison Officer and Darcie Huisman – Governance Officer.

IN CAMERA ITEMS

The Independent External Committee Members, General Manager, Internal Auditors and Internal Ombudsman met to discuss any in-camera matters prior to the commencement of the meeting.

The formal ARIC meeting here opened at 1:35pm.

ACKNOWLEDGEMENT OF COUNTRY

The Chairperson opened the meeting with an Acknowledgement of Country.

SAFETY BRIEFING

The Chairperson outlined the emergency evacuation arrangements for the meeting location noting the meeting was being held by Teleconferencing and in person.

APOLOGIES

Nil.

DECLARATIONS OF INTEREST

Nil.

Min. 155 ITEM ARIC018/21 - CONFIRMATION OF AUDIT, RISK AND IMPROVEMENT COMMITTEE - MINUTES OF MEETING HELD ON 15 FEBRUARY 2021

RESOLVED

That the minutes of the Audit, Risk and Improvement Committee meeting held on 15 February 2021 be received and the recommendations contained therein, be adopted.

Discussion:

Nil.

Action:

The minutes of the Audit, Risk and Improvement Committee meeting held on 15 February 2021 be adopted.

Min. 156 ITEM ARIC019/21 - OUTSTANDING ARIC ACTIONS, EXTERNAL AUDIT AND INTERNAL AUDIT RECOMMENDATIONS

RESOLVED

That the Audit, Risk and Improvement Committee receive and consider the information contained in the report.

Discussion:

The ARIC enquired how the I.T Disaster Recovery Plan action is progressing. The Executive Manager Corporate Services confirmed that work is progressing well and an update will be reported to the next meeting.

The ARIC enquired regarding extension sought for the Security Services matter and the Executive Manager Corporate Services advised that the extension is on the basis of a Council report, which is being reported to Council on 19 May 2021. The ARIC advised that they approved the extension sought on the basis of the explanation provided.

The ARIC enquired whether there were any matters that are tracking as such that they may require an extension. The Executive Manager Corporate Services noted that the new TechOne System working well by ensuring Council management are proactive in managing their audit actions, and further noted that updates are being received regularly.

Action:

Nil.

Min. 157 ITEM ARIC020/21 - ANNUAL AUDIT ENGAGEMENT PLAN FY21

RESOLVED

That the Audit, Risk and Improvement Committee note and receive this report.

Discussion:

James Winter provided an overview of the report and noted that the impacts of COVID were taken into consideration for the new financial year plan.

James Winter provided an overview on each item on the audit plan for FY21 as outlined within the report including COVID, fair value assessments, revaluation of IPPE, information technology controls, capital expenditure including classifications and accounting, grant income and restricted cash balances.

James Winter noted that Council are closely reviewing the presentation of the financial statements with the adoption of the new code.

The Director Finance and Governance noted that previously Council had issues with the alignment of assets, however this is now working well.

The ARIC noted that key dates as listed on Page 27 of the business paper present as quite tight timeframes and noted that Council should be wary of the volume of work that needs to be undertaken in that period.

The ARIC enquired regarding the credit losses with COVID and the Director Finance and Governance noted that rates are tracking at 5-6% with demand letters now able to be sent chasing payment and booking and retailer fees are either being chased or being written off.

The ARIC enquired if a date has been sent for the ARIC to review the financial statements. The Executive Manager Corporate Services noted that an email with this information will be sent after the conclusion of the meeting.

Action:

The Executive Manager to liaise with the ARIC members to determine a date for review of the financial statements.

Min. 158 ITEM ARIC021/21 - INTERNAL AUDIT FINAL REPORTS - CIVIL
ASSET MANAGEMENT PROCESSES & STRATEGY AND RECORDS
MANAGEMENT SYSTEM & PROCESSES

RESOLVED

That the Audit, Risk and Improvement Committee:

- 1. Receive the final internal audit reports for Civil Asset Management Processes & Strategy and Records Management System & Processes, including the risk levels identified;**
- 2. Note that adequate responses by management have been provided.**

Discussion:

Mark Griffiths provided an overview of the report with respect to Civil Asset Management and noted that positive findings include a uniform approach to asset management, comprehensive business process manuals for asset management plan and the community strategic plan. Mark Griffiths noted that the areas for improvement were outlined extensively within the attachment to the report.

The ARIC enquired regarding the timesheets item that is listed as Council not agreeing with the recommendation and suggested that disagreements should generally be resolved as part of the audit completion process, with a focus on risk, and that any remaining disagreements should be the exception and only in relation to major issues.

Mark Griffiths advised he would take this feedback on board and noted that they are comfortable with the responses provided by Council.

The ARIC enquired regarding Civil Assets Maintenance Inspections and being listed as the risk being "known" and enquired whether Mark had further comment on this. Mark Griffiths noted that it is not of great concern noting it is a potential risk. The Executive Manager Corporate Services noted that this is a definition of the risk and Council are happy with the way in which it is defined.

The ARIC noted that the progress that has been made since amalgamation is to be commended.

Mark Griffiths provided an overview of the Records Management audit and noted there were many positives as outlined within the report. Mark Griffiths noted that areas of improvement are all rated low but included the documentation of procedures, policies being approved by the relevant forum (noting that this will be reported to the Executive Team and then the ARIC prior to publishing), further training to ensure compliance on an ongoing basis and security of the physical records. Mark Griffiths noted that they are comfortable that all of these items have been addressed.

The ARIC noted the importance of records management functions and further noted that this report is a good outcome. The ARIC noted that this is a good sign of maturity of governance within this section as well as the internal audit process. The Executive Manager Corporate Services noted that since going live with TechOne, the Records Management team are now starting to observe data in relation to records management practices across the organisation, and are looking to develop training packages for each particular area which will be beneficial going forward.

The ARIC enquired which audits are upcoming and the Executive Manager Corporate Services noted there are a number of financial audits coming up including accounts receivable, treasury and financial management internally. The Executive Manager Corporate Services noted that a report will be provided outlining the upcoming audits for 2021/22.

Action:

Nil.

Min. 159 ITEM ARIC022/21 - GENERAL MANAGER'S UPDATE

RESOLVED

That the Audit, Risk and Improvement Committee receive the General Manager's update.

Discussion:

The ARIC wished to thank Hamish McNulty for his contributions on the Audit, Risk and Improvement Committee and wished him well for the future. The Acting General Manager reiterated the ARIC's sentiment in relation to Hamish's departure from the organisation.

The Acting General Manager advised that the Local Government Election is the main priority upcoming within Council.

The Acting General Manager noted that COVID is an ongoing risk within Council with new restrictions and further noted that some events are going ahead with the relevant COVID Safe Plans being written and implemented accordingly to the satisfaction of our community.

The Acting General Manager noted that the budget repair process is still underway to ensure Council is in a sustainable position moving forward.

Action:

Nil.

Min. 160 ITEM ARIC023/21 - LEGAL REPORT

RESOLVED

That the Audit, Risk and Improvement Committee receive and note this report.

Discussion:

The ARIC noted that it is a good outcome that majority of matters are being undertaken by Council's in house General Counsel.

Action:

Nil.

Min. 161 ITEM ARIC024/21 - ICAC INVESTIGATION INTO THE CONDUCT OF COUNCILLORS OF THE FORMER CANTERBURY CITY COUNCIL AND OTHERS

RESOLVED

That the Audit, Risk and Improvement Committee receive the report and provide any feedback on the information provided.

Discussion:

The Executive Manager noted that this report was provided as best practice to determine if Cumberland have any opportunities for improvement in process, and allow for feedback to be provided.

The ARIC thanked Council for providing this report and agreed with the approach of the Executive Manager Corporate Services.

Action:

Nil.

Min. 162 ITEM ARIC025/21 - FINANCE AND IT UPDATES

RESOLVED

That the Audit, Risk and Improvement Committee note and receive this report.

Discussion:

The Director Finance and Governance noted that the domain consolidation process has been finalised with a slight delay due to attendance at all Council Childcare Centres.

The Director Finance and Governance advised that the Disaster Recovery process is on track for completion by the end of the financial year.

The Director Finance and Governance noted that the OLG advised that there will be a re-release of the performance metrics to ensure better understanding.

The ARIC enquired how the new code has caused issues within Cumberland and the Director Finance and Governance advised that the financial statements have caused confusion regarding the interpretation of unrestricted funds. The Director Finance and Governance noted that the Central Coast Council example has also had an impact given their statements had been signed off on.

The ARIC enquired whether the engagement process is still being undertaken with the Councillors to ensure better understanding and the Director Finance and Governance advised that a workshop was undertaken with the Councillors to determine a way forward.

The Director Finance and Governance advised that Council were exceeding budget by 5% noting that Council have been able to keep a cap on operational costs. The Director Finance and Governance noted that Council need to establish a buffer in order to function and readjust funds for particular projects.

The Director Finance and Governance noted that a balanced budget is another matter that was discussed with Councillors at the workshop, including reaching a budget surplus, reinvesting in renewals as well as the buffer in unrestricted cash.

The Director Finance and Governance noted that Council's major project works are progressing well with two set for completion this financial year.

The ARIC noted that good work has been undertaken with the budget repair as well the plans for further improvement.

Action:

Nil.

Min. 163 ITEM ARIC026/21 - EXTERNAL PENETRATION TESTING REPORT

RESOLVED

That the Audit, Risk and Improvement Committee:

- 1) Receive and note this report and;
- 2) All action items will be registered a Business Improvement Initiatives in the Council internal audit actions system (GRA).

Discussion:

The Director Finance and Governance provided an overview of the report and noted that this report does provide Council with a list of potential issues and further noted that Council have completed work on the high risk items.

The Director Finance and Governance noted that the balance of items will be tracked within TechOne to allow for them to be reported going forward.

The ARIC noted that the compliments received within the report are a positive and it is good for the independent assessment to have been undertaken.

Action:

Nil.

Min. 164 ITEM ARIC027/21 - STRATEGY AND IMPROVEMENT UPDATE

RESOLVED

That the Audit, Risk and Improvement Committee receive and note the information contained in this report.

Discussion:

The Manager Strategy and Improvement provided an overview of the report noting that the Climate Survey has been undertaken and a working group has been created to work through the results.

The Manager Strategy and Improvement noted that the main outcomes were around communication issues. The Manager Strategy and Improvement noted that the working group were able to establish how Council could better respond to internal issues within

the organisation, including identification of gaps between the Managers and Team Member levels.

The ARIC noted it is pleasing that an Internal Communication Strategy has been drafted as outlined in the attachment. The ARIC also noted that the participation needs to improve. The ARIC enquired whether Council would hold anymore surveys of this nature in the future and The Manager Strategy and Improvement confirmed that Council do plan to continue to hold these, however the frequency is yet to be determined.

The Manager Strategy and Improvement gave an overview of the process reviews as outlined within the report. The Manager Strategy and Improvement noted that the planned reviews have been placed within the business plan for the Business Improvement Team for 21-22 which is yet to be formalised by the Executive Team. The ARIC requested an update on this once the finalisation as occurred.

Action:

An update on future services review to be provided to ARIC once approved by the Executive Team.

Min. 165 ITEM ARIC028/21 - REPORT ON PARKING OFFICER ASSAULTS

RESOLVED

That the Audit, Risk and Improvement Committee receive the information in this report, and provide any feedback as appropriate.

Discussion:

The Senior Coordinator Audit, Risk & Safety provided an overview of the report noting that recommendations have been implemented included Parking Officers staying within 5 metres of each other, turning on their body cameras, inclusions of safety within their toolbox talks, communications strategies to diffuse a heated situation and self-defence classes.

The Senior Coordinator Audit, Risk & Safety noted that staff members are working closely with other Council's in regard to the in-car cameras, this is currently in the testing phase.

The ARIC enquired regarding the staff pairing and whether were male/female duos. The Senior Coordinator Audit, Risk & Safety confirmed that it depends on the shifts however the staff are usually of similar builds and females are generally partnered with a male counterpart. The ARIC noted that sometimes the response to females can be better than the initial aggressive response to males.

The ARIC enquired whether this is a Cumberland issue or whether this is a general Parking Officer issue. The Acting General Manager confirmed that this is not just a Cumberland issue however, the Cumberland community at times requires further education as to legislation being enforced.

Action:

Nil.

Min. 166 ITEM ARIC029/21 - WHS & WORKERS COMPENSATION UPDATE

RESOLVED

That the Audit, Risk and Improvement Committee receive the information in this report, and provide any feedback as appropriate.

Discussion:

The Senior Coordinator Audit, Risk and Safety provided an overview of the report and noted that a review of the structure has been undertaken and a Business Partner model has been determined for better accountability within the team. The position descriptions have been finalised. The Senior Coordinator Audit, Risk and Safety advised that the finalised structure will be provided to the ARIC at the next meeting. The Senior Coordinator Audit, Risk and Safety noted that the team structure is vital to the outcome of the WHS team.

The Senior Coordinator Audit, Risk and Safety noted that the SWMS have been reduced from 400 to 6.

The Senior Coordinator Audit, Risk and Safety noted that a lot of policy work has been undertaken with regards to returning to work along with the appointment of a Return to Work Coordinator.

The Senior Coordinator Audit, Risk and Safety noted that Safework NSW has run education programs with respect to Musculoskeletal Disorders, as these injuries result in 17 total time lost injuries and these are one of the main type of claims in which insurers receive from Local Government employees.

The Senior Coordinator Audit, Risk and Safety noted that the defibrillators have been purchased and rolled out within Council's facilities and noted that one was used to assist a boy at Holroyd Sportsground with his life being saved.

The Senior Coordinator Audit, Risk and Safety noted that another 2 assaults have occurred within the Parking Patrol Officer team, with the balance of injuries considered low risk and these employees are all back at work.

The ARIC enquired if they could be sent the Safe Work Register and The Senior Coordinator Audit, Risk and Safety confirmed this could be sent following the meeting.

The ARIC requested that a further sub heading be added called Trends, Patterns and Root Causes in order to take the higher level review of any potential systematic issues.

The ARIC enquired whether information could be provided regarding any mental health or bullying or harassment claims. The Senior Coordinator Audit Risk and Safety noted there is one bullying claim ongoing at the moment.

Action:

- The Senior Coordinator Audit, Risk and Safety to send the Safe Work Register to the ARIC Members.
- The inclusion of the new heading "Trends, Patterns and Root Causes" within the report.

Min. 167 ITEM ARIC030/21 - BUSINESS CONTINUITY MANAGEMENT
UPDATE - COVID-19

RESOLVED

That the Audit, Risk and Improvement Committee receive the management update report on Council's response to COVID-19, and provide any feedback on Council's Business Continuity Management approach undertaken.

Discussion:

The Executive Manager Corporate Services provided an overview of the report and noted that Council's HR Manager is developing a Working from Home Procedure to be adopted by the Executive Team, noting that it is not a one size fits all approach.

The Executive Manager Corporate Services noted that the Council Incident Management Team updates are now continuing due to changing Public Health Orders.

The ARIC noted that the Executive Manager Corporate Services has been providing regular updates which are very useful.

The ARIC noted that the Probity Risks on Procurement Tenders and Proposals for Direct Negotiation are items in which the ARIC wish to be kept updated on.

Action:

Item to stay on the agenda for the ARIC to keep receiving updates in regard to Council's response to COVID.

Min. 168 ITEM ARIC031/21 - GOVERNANCE, RISK & PROCUREMENT
INITIATIVES UPDATE

RESOLVED

That the Audit, Risk and Improvement Committee receive the information in this report, and provide any feedback as appropriate.

Discussion:

The ARIC commended the report and particularly the initiative on Bank Guarantees.

The Executive Manager Corporate Services provided an overview of the report and noted that the Delegations project has gone live today which included the rewriting of the entire delegations data base which was an extensive project by the Governance Team and General Counsel.

Action:

Nil.

Min. 169 ITEM ARIC032/21 - QUARTERLY PROCUREMENT AUDIT REPORT

RESOLVED

That the Audit, Risk and Improvement Committee note the Quarterly Procurement Audit Report, and provide any feedback to management for continuous improvement and compliance outcomes.

Discussion:

The Executive Manager Corporate Services provided an overview of the report and noted that the organisation is almost reaching the revised target of 95% purchase order compliance. The Executive Manager Corporate Services noted that there has been a reduction of Exemptions and Contract Reference Fields completion has risen which allows staff to link each requisition to a particular contract to allow monitoring of total contract spend.

The Executive Manager Corporate Services noted that another positive is contracts are now being evaluated, our to market and executed, prior to the expiration of a particular contract.

The ARIC noted that real maturity has been gained throughout the organisation.

The ARIC enquired regarding the Tree Services Tender and the Executive Manager Corporate Services noted that a report will be provided to Council on 19 May 2021.

Action:

Nil.

Min. 170 ITEM ARIC033/21 - INTERNAL OMBUDSMAN SHARED SERVICE REPORT FOR CUMBERLAND CITY COUNCIL

RESOLVED

That the Audit, Risk and Improvement Committee receive the information.

Discussion:

The Acting Internal Ombudsman noted that the utilisation of the Shared Service for Cumberland has been consistent noting that complaints received are the majority of the work undertaken.

The Acting Internal Ombudsman noted that Cumberland and Innerwest are using the service the most at 33% each.

The Acting Internal Ombudsman noted that Cumberland has now overtaken Innerwest with the highest number of complaints, with majority of complaints received from community members. The Acting Internal Ombudsman noted that at the time of the meeting, 7 of 28 matters are still on hand.

The Acting Internal Ombudsman advised that Parking Patrol Officers are also receiving complaints regarding the conduct of staff, as well as discrimination allegations around parking infringements issued.

The Acting Internal Ombudsman noted that there are continuing complaints around child protection matters however none were found to be of substance. The Office of the Children's Guardian noted that positive outcomes have been implemented in light of some issues raised to the Shared Service.

The Acting Internal Ombudsman noted that Council's progress items are outlined within the attachment to the report. The ARIC noted that the value this service offers by enabling 3 Councils to be proactive is significant, although complaints can be problematic, they can be utilised to ensure business improvement.

Action:

Nil.

GENERAL BUSINESS

The following general business was raised:

The ARIC noted that an in camera session occurred prior to the formal meeting which included the Acting General Manager, Internal Auditors and Acting Internal Ombudsman.

NEXT MEETING

Next Meeting 9 August 2021 at 1:30pm. The Chairperson noted that a date is to be determined for the consideration of the financial statements.

MEETING CLOSE

The meeting terminated at 3:57pm.

Signed:

Mr. Stephen Horne
Chairperson

Item No: C06/21-777

NOTICE OF MOTION - TRAFFIC COMMITTEE MEETINGS

Councillor: Suman Saha
File Number: SC483

SUMMARY

Pursuant to Notice, Councillor Saha and Councillor Campbell have submitted the following Motion.

NOTICE OF MOTION

That the Cumberland Traffic Committee resume regular meetings (face-to-face meeting) in the Council Chamber and that electronic attendance be available for those members of the Committee who require it.

RESOURCING IMPLICATIONS

Council's Traffic Committee has been conducted on a full time electronic basis since the impacts of the COVID-19 pandemic which meant that face to face meetings were not appropriate. Historically, Council's Traffic Committee conducted face to face meetings and electronic meetings on an alternative basis.

Through the operation of electronic meetings on a full time basis, it has become apparent to the administration that the burden of staff resourcing face to face meetings could be better utilised. The current electronic meeting method has provided staff with more available time to investigate and research traffic requests.

GENERAL MANAGER ADVICE

This is a matter for Council, although I note the resourcing implications.

ATTACHMENTS

Nil

Item No: C06/21-778

NOTICE OF MOTION - PRODUCTIVITY IMPROVEMENTS

Councillor: Paul Garrard, Ned Attie and Steve Christou
File Number: SC483

SUMMARY

Pursuant to Notice, Councillors Garrard, Attie and Christou have submitted the following Motion.

NOTICE OF MOTION

That Council:

- 1. Note the existence of extenuating circumstances which mean a satisfactory result would not be achieved by inviting tenders, thereby exempting Council from usual tendering requirements pursuant to s.55(3)(i) of the *Local Government Act 1993*. The reasons for the extenuating circumstances arising are due to the proposal being a contingency based proposal.**
- 2. Authorises and delegates the Mayor and Acting General Manager to prepare and execute a Contract for the maximum value of \$450,000 with LSI Consulting Pty Ltd (LSI) that gives effect to the LSI proposal previously reported to Council at the 5 May 2021 Ordinary Council Meeting.**

RESOURCING IMPLICATIONS

The costs of the project will be funded from Council existing consultants budget 2020/21 and the proposed budget 21/22. The savings made from the project will be returned to the general funds so we can provide funding to essential services on a needs basis.

GENERAL MANAGER ADVICE

Council remains committed to continual improvement in both our finances and our overall performance, and the proposal from LSI Consultants would allow such improvement to be realised in expedited fashion.

ATTACHMENTS

Nil