

Technical Advisory Note

Quality Information	
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Document Name:	Burnett Street Neighbourhood Centre, Merrylands Proposed Planning Controls – Traffic Advice
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Purpose of this note

Cumberland City Council is undertaking early consultation on proposed planning controls for targeted sites in the Merrylands area. The changes in planning controls are proposed at Burnett Street Neighbourhood Centre, Merrylands.

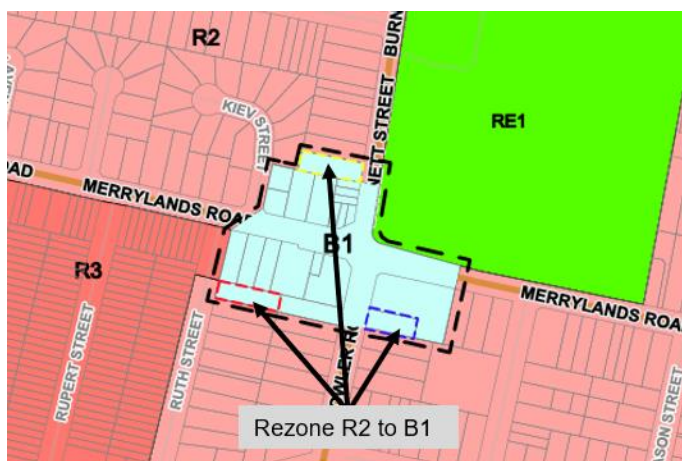
This technical note provides initial, high-level advice to Council on the potential traffic impacts of this proposed planning controls.

Burnett Street Neighbourhood Centre, Merrylands

Proposed planning controls and expected yields

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

Figure 1 Burnett Street Neighbourhood Centre planning controls



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

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

Trip generation

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

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

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

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

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

Likely traffic impacts

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

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