

**400-404 CABRAMATTA ROAD WEST, 2 ORANGE GROVE  
ROAD & 6 LINKS AVENUE, CABRAMATTA**  
PROPOSED RESIDENTIAL FLAT BUILDING AND TOWNHOUSES

## **PEDESTRIAN ACCESS & MOBILITY PLAN**

MARCH 2024

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**GROVE ROAD, & 6 LINKS AVENUE, CABRAMATTA**  
**PROPOSED RESIDENTIAL FLAT BUILDING &**  
**TOWNHOUSES DEVELOPMENT**  
**DATE: 27 MARCH 2024**

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Pedestrian Access & Mobility Plan

400-404 Cabramatta Rd West, Cabramatta

Doc. Revision	Prepared by	Reviewed by	Issued by	Issued date
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## 1 INTRODUCTION

Hemanote Consultants has been commissioned by Tcon Constructions Pty Ltd to prepare a **Pedestrian Access & Mobility Plan (PAMP)** for the proposed Residential Flat Building (RFB) and Townhouses development at **400-404 Cabramatta Road West, Cabramatta, 2 Orange Grove Road, Cabramatta, and 6 Links Avenue, Cabramatta**, in response to the matters raised in Council's RFI letter dated 21 December 2023 for DA No. 260.1/2023.

### 1.1 Background

This PAMP has been prepared in order to provide a framework for developing infrastructure strategies and pedestrian routes to improve the accessibility, safety, convenience and connectivity of all pedestrians within the local area.

This process aims to identify pedestrian routes within the study area, creating a cohesive pedestrian network. Additionally, it will generate an action plan for these routes, pinpointing areas requiring improvement to ensure safety, convenience, and compliance with current standards.

A properly implemented Pedestrian Access and Mobility Plan offers a wide array of transportation, environmental, and social advantages to the community, including:

- Enhanced pedestrian facilities, particularly in high-traffic areas.
- Increased accessibility for mobility-impaired individuals, including the elderly.
- Convenient and safe crossing locations on major roads.
- Decreased pedestrian injuries.
- Consistent and suitable pedestrian facilities across New South Wales.

### 1.2 Study Objectives

The study objective of the PAMP must be clearly defined and attainable within a reasonable timeframe. When establishing these objectives, the PAMP must take into account the current footpaths network, any need for maintenance, and the expected funding availability to meet the objectives.

In particular, it assesses connectivity, safety, accessibility, directness, and mobility within the network, with a strong emphasis on ensuring consistent quality and continuity of pedestrian routes linking major pedestrian hubs.

The main objectives of the plan include the following:

- To guarantee safe and convenient autonomous mobility, the aim is to offer pedestrian access to numerous locations, especially community facilities.
- To ensure safe access for individuals who select walking as their primary means of transportation for short to moderate distances.
- To incorporate the requirements of all pedestrians by establishing and upholding top-notch facilities that foster social inclusivity.
- To allow for tidy, well-illuminated streets and sidewalks devoid of obstacles, offering ample opportunities for safe road crossings.
- To ensure the availability of clear signage and on-site information to enhance awareness of pedestrian movements.
- To aid in enhancing personal mobility and safety for pedestrians with disabilities and elderly individuals.
- To guarantee the safety of all pedestrians in pedestrian areas.

### **1.3 Methodology of PAMP**

When formulating the PAMP, the use of three main stages were incorporated within the process, including:

- Stage 1: Objectives
- Stage 2: Preparation
- Stage 3: Implementation

Several elements were engaged in formulating the PAMP, such as:

- Data review
- Traffic & Pedestrian Surveys
- Development of PAMP routes
- Pedestrian audit of the routes
- Development of actions and the forward works program

#### **1.4 Structure of Report**

The structure of this report was determined on the recommended outline provided in TfNSW guidelines on “How to Prepare a PAMP”, and is designed as follows:

- Introduction
- Study Area
- Research, Review & Data Collection
- Characteristics of Subject Development Site
- Public Consultation
- PAMP Routes & Audits
- Funding Sources & Implementation of PAMP
- Monitoring Program
- Recommendations for Future Studies
- Conclusions & Recommendations

## 2 STUDY AREA

The scoping study for the selection of the study area was based on the parameters surrounding the subject development site, which includes its three main fronting roads:

- Cabramatta Road West
- Cumberland Highway / Orange Grove Road
- Links Avenue

Refer to figure 1 below for the proposed location of the site.

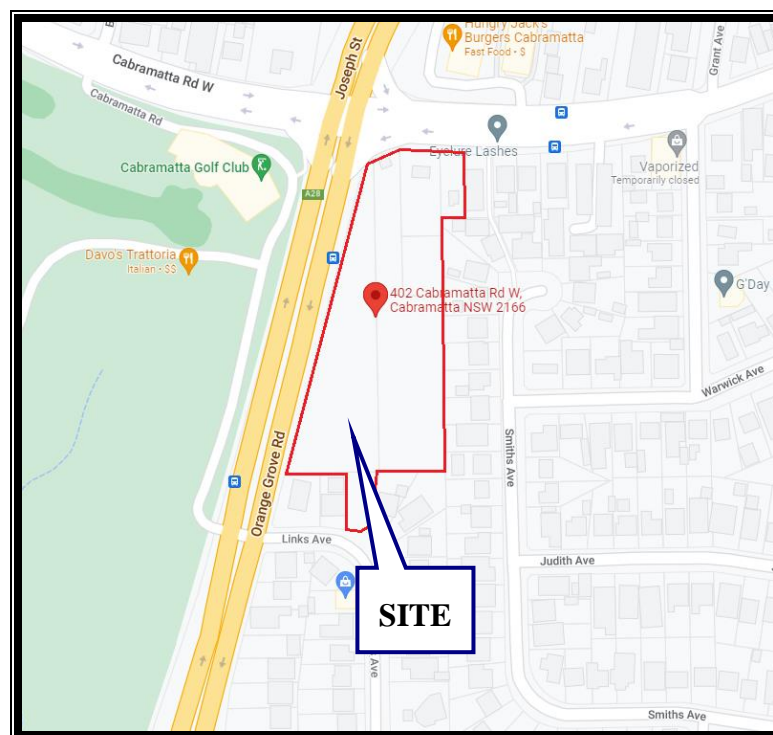


Figure 1: Site Locality Map & fronting road network

This PAMP is to be based on the proposed subject residential development, including a Residential Flat Building and Townhouses (to be further mentioned in section 4.1 of this report).

The study area takes into account the existing pedestrian facilities available along the fronting roads to the subject development including, signalised pelican crossings, line-marked pedestrian walkways and pedestrian footpaths and associated pedestrian kerb ramps.

### **3 RESEARCH, REVIEW & DATA COLLECTION**

#### **3.1 Literature Review**

The following PAMP was based on the research, findings and conclusions outlined in the latest Traffic Impact Assessment report prepared by Hemanote Consultants, dated 22 March 2024, and the proposed development architectural plans prepared by Aleksandar Projects for the RFB and Designiche Building Designers for the townhouses.

The Traffic Impact Assessment report discusses the extent of the proposed development and takes into account the potential impacts it may have on traffic and pedestrian safety and the surrounding road structure access routes required for pedestrians prior to the development completion and occupation.

#### **3.2 Traffic & Pedestrian Data**

As outlined within the abovementioned Traffic Impact Assessment report, traffic & pedestrian volume surveys at key intersections near the subject site were undertaken by *Geocounts Data Supply* on behalf of Hemanote Consultants at the following intersections of:

Cumberland Highway / Cabramatta Road West / Orange Grove Road  
Orange Grove Road / Links Avenue / Golf Club Access  
Orange Grove Road / Viscount Place

on Thursday 22 February 2024, during morning period (6.30am to 9.30am) and afternoon period (2.30pm to 6.30pm), considering traffic peak periods. The traffic survey results can be found within Appendix 'G' of the Traffic Impact Assessment report.



### **3.3 Design Standards**

The existing pedestrian facilities located along the fronting roads to the subject development site, including footpaths, kerb ramps and pedestrians crossings at signalised intersections are adequate and are to be retained, and no additional facilities are currently being proposed within this PAMP, however, further maintenance of these facilities may be required as time goes by.

Assessing the background information to the development is to particularly allow for the formulation and support for the direction of planning and thinking for the PAMP, as opposed to addressing key findings of certain pedestrian facilities.

## **4 CHARACTERISTICS OF SUBJECT DEVELOPMENT SITE**

### **4.1 Population & Land Use**

The subject PAMP is based on the population that would be generated from the proposed residential development on the subject site as the key land use. The proposed development consists of the following:

- Townhouses with fifty-three (53) residential apartments including:
  - 32 x 3-bed units, and
  - 21 x 4-bed units
- Residential Flat Building with eighty-five (85) residential units including:
  - 2 x studios,
  - 25 x 1-bedroom units,
  - 56 x 2-bedroom units, and
  - 2 x 3-bedroom units

The population expected to occupy the proposed development will be determined once the development is constructed and ready to be occupied.

### **4.2 Road Hierarchy**

Cabramatta Road West has a frontage of 50 metres to the subject site, and is a classified State Road that generally runs in an east to west direction, with a carriageway that generally provides two travel lanes per direction. At present, parking is not permitted along Cabramatta Road West in the vicinity of the subject site, as per the signposted 'Clearway' between 6.00am and 7.00pm Mondays to Fridays and between 9.00am and 6.00pm on weekends and public holidays, as well as the signposted 'No Stopping' in the vicinity of the subject site.

Cumberland Highway (also known as Orange Grove Road) has a frontage of approximately 185 metres to the subject site, and is a classified State Road that generally runs in a north to south direction, with a carriageway that generally provides three travel lanes per direction. At present, parking is not permitted on Orange Grove Road in the vicinity of the subject site, as per the signposted 'Clearway' between 6.00am and 7.00pm Mondays to Fridays and between 9.00am and 6.00pm on weekends and public holidays, as well as the signposted 'No Stopping' and 'No Parking' in front of the subject site.

Links Avenue has an access frontage of approximately 15 metres to the subject site, and is a local road that runs in both a north to south and an east to west directions, with carriageway width between kerbs of approximately 9 metres, which provides one travel lane per direction with kerbside parking available on both sides of the road. At present, unrestricted parking is permitted on Links Avenue, with the exception of the signposted 'No Stopping' at its near intersection with Orange Grove Road.

The above-mentioned three road frontages to the subject development site provide for existing concrete footpaths, kerb ramps and pedestrian crossing facilities at signalised intersections.

### 4.3 Public Transport

The subject site has good access to existing public transport services in the form of trains and buses. The site is located approximately 2 km from Cabramatta Railway Station and 3.2 km from Warwick Farm Railway Station.

Frequent bus services operate along Cabramatta Road West and Orange Grove Road, directly at the front of the subject site (i.e. bus routes 801, 815, 816 and 819).

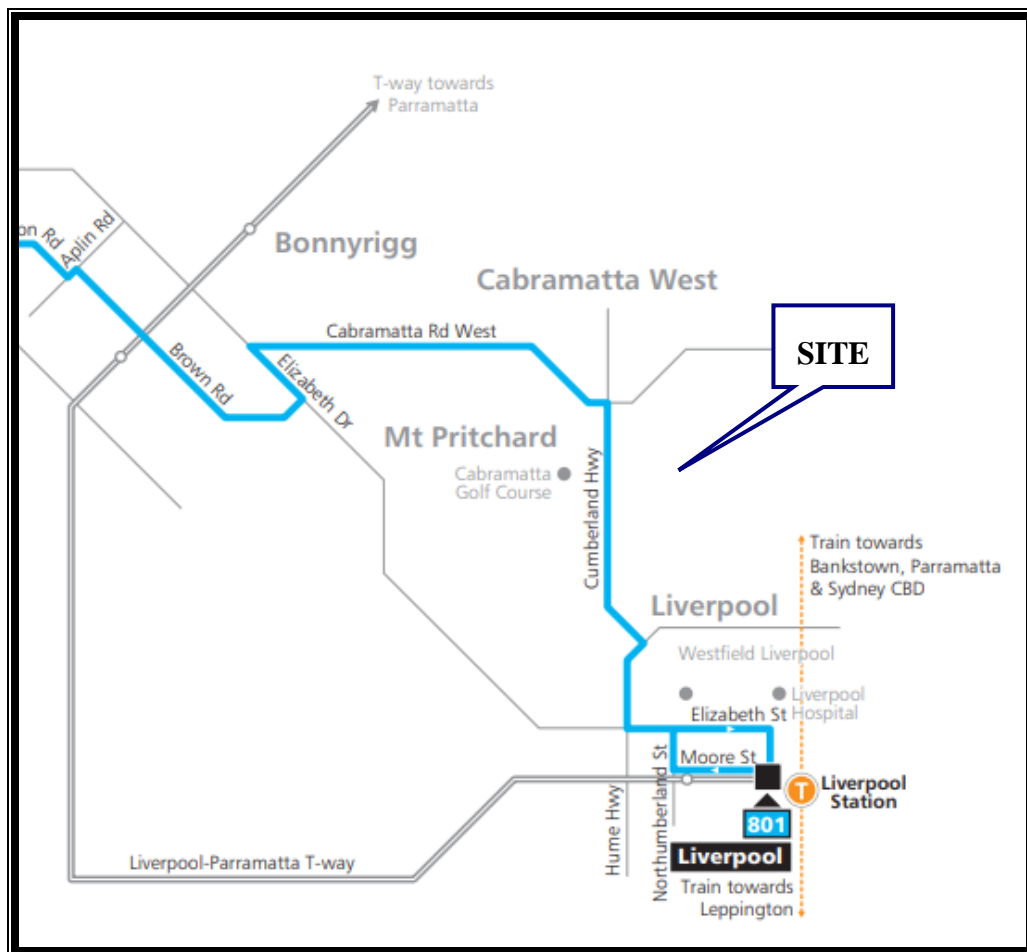


Figure 2: Bus services near the subject site (Bus no. 801)

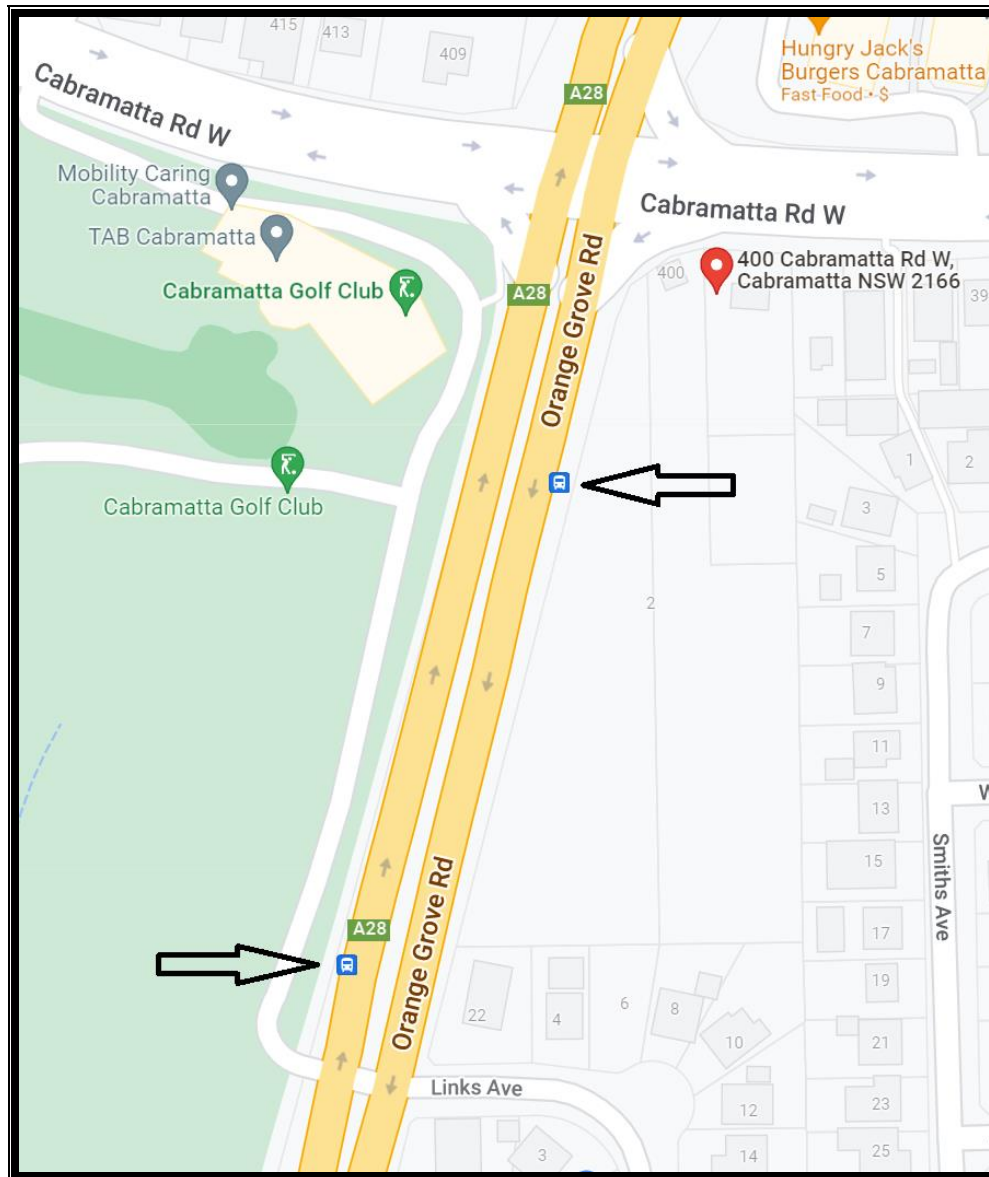


Figure 3: Existing Bus stop at the front of the subject site

#### **4.4 Future Pedestrian Needs**

With the expected proposed residential development to increase the population within the surrounding area to the site, it is inevitable that pedestrian traffic will increase as a result, and therefore pedestrian facilities will need to cater to this increase in population. The completion of this PAMP and the assessment of the proposed development, will require there to be a review of the existing pedestrian facilities in order to determine any future improvements required to accommodate pedestrian connectivity and overall safety and convenience for pedestrians.

## **5 PUBLIC CONSULTATION**

Public consultation as a part of this PAMP is not required, however, the subject Development Application has been notified to adjoining properties and residents by Fairfield City Council, through the standard neighbour notification process

## **6 RAMP ROUTES & AUDITS**

### **6.1 Route Selection**

The pedestrian routes identified in this PAMP are based on the location of the proposed development site and its three fronting roads being Cabramatta Road West, Cumberland Highway and Links Avenue.

The existing pedestrian facilities along these routes included the existing pedestrian concrete footpaths on each road, signalised crossings, line-marked pedestrian walkways and pedestrian footpaths and associated pedestrian ramps.

### **6.2 Route Audit Process**

The pedestrian routes selected for this PAMP and the existing pedestrian facilities as mentioned above, have been inspected and are considered to be adequate for the time being given the location of the subject site. However, further inspection of these pedestrian facilities will need to be undertaken in future, prior to the occupation of the subject development site, to determine the status and conditions of these facilities at that time.

Some of the existing pedestrian facilities will need to be upgraded to the current standards for pedestrians and the mobility impaired.

## **7 FUNDING SOURCES & IMPLEMENTATION OF PAMP**

The proposal for the residential flat building and townhouses is a private development, however, the need to maintain or update any of the existing pedestrian facilities on Council and TfNSW assets could be funded accordingly by either of Fairfield City Council, TfNSW and the developer or shared between them.

The PAMP is to be implemented prior to the occupation of the subject residential development.

## **8 MONITORING PROGRAM**

Based on this PAMP and any future improvements to existing pedestrian facilities that need to be updated as a result of the increased pedestrian population from the development, are to be monitored through Fairfield City Council and the developer. Following this, any works to be undertaken will be noted and recorded as a way to assess overall and long-term effectiveness.

It is recommended that the PAMP be reviewed regularly, on a five-year basis, or as suggest by Fairfield City Council. This will allow for the PAMP to be constantly assessed against community expectations as well as any works that have been completed. The review will take into account the proposed objects in order to determine whether they remain relevant or need to be updated.

## **9 RECOMMENDATION FOR FUTURE STUDIES**

No further studies would be required at this stage, apart from the recommendation to inspect the condition of the pedestrian facilities prior to the occupation of the subject development site.

## 10 CONCLUSIONS & RECOMMENDATIONS

As outlined in this PAMP, the existing pedestrian facilities surrounding the subject development site are considered to be adequate for the time being given the location of the subject site. However, further inspection of these pedestrian facilities will need to be undertaken in future, **prior to the occupation of the subject development site**, to determine and assess the status and conditions of these facilities at that time.

No further studies would be required at this stage, apart from the above recommendation to inspect the condition of the pedestrian facilities prior to the occupation of the subject development site.

Some of the existing pedestrian facilities will need to be upgraded to the current standards for pedestrians and the mobility impaired.