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## Parramatta North Rezoning Feedback

Thank you for the opportunity to provide feedback on the Parramatta North Rezoning (*The Plan*). <sup>[1]</sup> These comments have been prepared on behalf of CAMWEST, a Bicycle NSW affiliated Bicycle User Group (BUG) with a focus on advocating for and encouraging cycling in Western Sydney.

CAMWEST's primary focus is on the Active Transport components of *The Plan*. Although still at a very high level, it's encouraging to see the network of Active Transport routes mapped out. There appears to be some variance between the various diagrams, although the detail is hard to make out on some. Figure 28 <sup>[2]</sup> below seems to be the clearest:

Site boundary

Dedicated on-street bile path

Bile and production path

Existing bile route

Correcting to existing

Though side in ki (open to sky)

Through side in ki (open to sky)

Through side in ki (open to sky)

Through building (init (open to sky)

Through building (init (open to sky)

Through building (init (open to sky)

Through side in ki (open to sky)

Through side i

Figure 28: Precinct active transport network

Source: Draft Parramatta North Urban Design Framework, prepared by Stewart Architecture, Aspect Studios, Bangawarra & City People

Our main request is that where feasible, separate infrastructure is built for bike riders and pedestrians in preference to shared paths. This will help minimise conflict areas between the two different user groups. The proposed paths along the waterways appear to be defined in the diagram above as shared paths. As the population in the precinct grows, we believe these paths will entice a lot of users – both pedestrians and riders – to the foreshore areas, increasing the risk of conflict between users. Rather than retrofitting separated paths as is happening further along the Parramatta River, we'd like to see separated paths from the start.

On the above diagram the foreshore paths appear to cross under the existing transitway bridge on Bridge Road and the proposed road/dedicated bike-path bridge to the north. We assume there will be linkages to the foreshore paths from these bridges, and that the current plans are too high-level to show such detail. Is this correct?

The linkages with current and proposed council routes looks encouraging.

CAMWEST look forward to having the opportunity for further input as the plans are further developed and refined over coming years.

## **References:**

- 1. <a href="https://www.nsw.gov.au/departments-and-agencies/property-and-development-nsw/what-we-do/precinct-development/parramatta-north">https://www.nsw.gov.au/departments-and-agencies/property-and-development-nsw/what-we-do/precinct-development/parramatta-north</a>
- 2. <a href="https://shared-drupal-s3fs.s3.ap-southeast-2.amazonaws.com/master-test/s3fs-public/dpe-public/documents/NSW+Planning+Portal+exhibitions+/Parramatta+North/Appendix+K+-+Transport+Management+and+Accessibility+Plan.pdf">https://shared-drupal-s3fs.s3.ap-southeast-2.amazonaws.com/master-test/s3fs-public/dpe-public/documents/NSW+Planning+Portal+exhibitions+/Parramatta+North/Appendix+K+-+Transport+Management+and+Accessibility+Plan.pdf</a>