

**REPORTS TO COUNCIL - FOR COUNCIL DECISION**

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**ITEM NUMBER** 13.7  
**SUBJECT** Public Exhibition: Duck River Nature Trail Stage 2 - Eastern Streets  
**REFERENCE** F2024/00282 - D09519796  
**REPORT OF** Senior Project Officer Transport Planning  
**CSP THEME:** Accessible

**WORKSHOP/BRIEFING DATE:** Nil

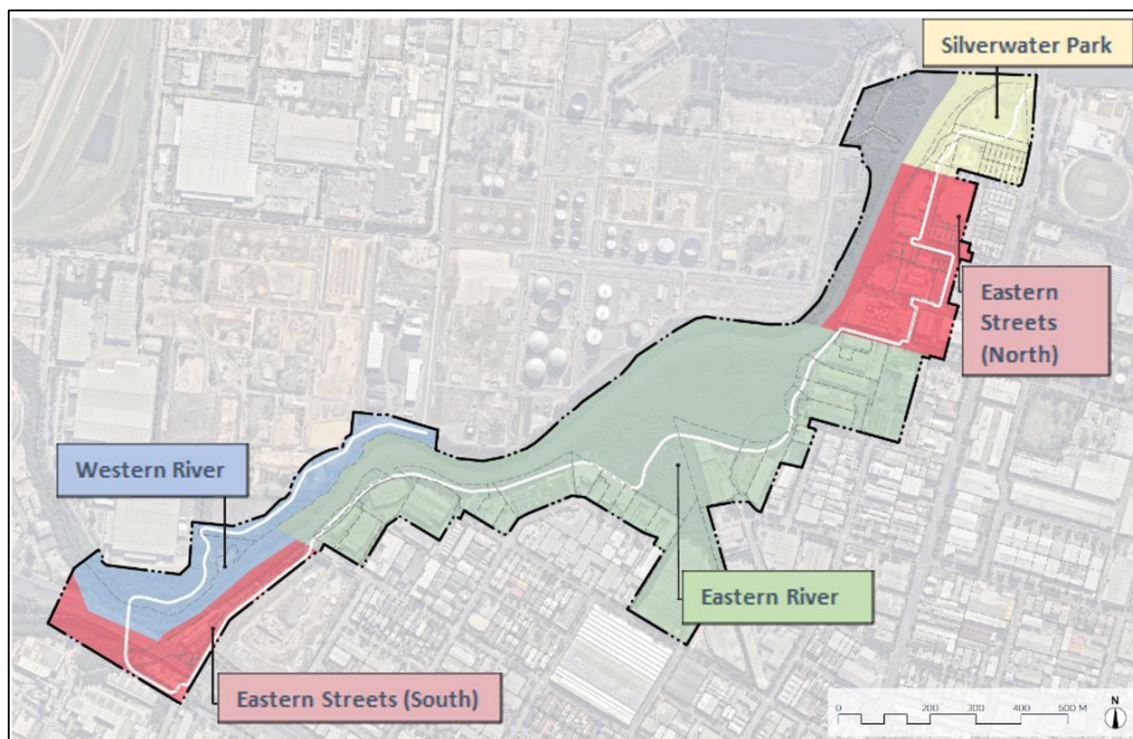
**PURPOSE:** To publicly exhibit the draft concept design for the Duck River Nature Trail: Stage 2 – Eastern Streets in Silverwater.

**RECOMMENDATION**

- (a) That Council approve the draft concept design for Duck River Nature Trail: Stage 2 at Attachments 1, 2 and 3 for public exhibition for a minimum period of 28 days commencing after 10 January 2025.
- (b) That the outcomes of the public exhibition and the final concept design be reported back to Council.

**BACKGROUND**

1. In 2022, Council applied to WestInvest (now known as Western Sydney Infrastructure Grants – WSIG) for a wide range of community projects.
2. One of the successful applications was the \$27.8 million *Duck River Nature Trail* in Silverwater and Camellia. Duck River is a transformational project that will provide the community with recreational opportunities within previously inaccessible saltmarsh, mangrove communities and river environments.
3. The proposed 4.5km pedestrian and cyclist paths along both sides of Duck River between the M4 and the Parramatta River will open the corridor to pedestrians and cyclists through a combination of concrete paths, boardwalks, priority crossings and separated cycleways. A high-level alignment and staging plan are shown at **Figure 1**.
4. Due to scale, complexity and land ownership, the Duck River Nature Trail is planned for delivery in three stages over four years, starting with the most straightforward sections.



**Figure 1: Duck River Nature Trail Alignment Plan (Staging)**

5. Stage 1 of the project in Silverwater Park has completed consultation and the final concept plans were approved by Council at its meeting on 11 November 2024. The construction of this first stage of work is now being procured.
6. Stage 2 (Eastern Streets) encompasses the sections of the Trail where the foreshore is inaccessible and/or utilised by adjacent industries. The route therefore utilises the adjacent street network to the east to create a safe and enjoyable pedestrian and cyclist connection between the foreshore sections of the route. There are two sections where this approach is required, one in the North and one in the South, shown red in **Figure 1**.
7. This stage upgrades existing pedestrian infrastructure and retrofits new pedestrian and cycling facilities within the street network. The proposed works include raised priority pedestrian and cycling crossings, a separated bike path, short sections of shared paths, as well as new footpaths, tree planting and lighting upgrades. See **Attachments 1, 2 and 3** for draft concept plans. Two artist impressions of the draft concept design are provided at **Attachment 4**.
8. Subject to Council endorsement of this report, public exhibition is planned to commence after the Australia Day holiday in 2025.

## ISSUES/OPTIONS/CONSEQUENCES

### Eastern Streets – South

9. North of the M4, a local business still uses Duck River for deliveries, therefore the paths are proposed on the eastern edge of the Junction St road reserve extending north to Carnarvon Street.

10. Along the length of Junction Street, it is proposed to construct separate pedestrian and cyclist paths and lighting, see Figure 2 and 3 below, and **Attachment 3**. On the northern half where there is additional space, street trees are also proposed, see cross-sections in Figure 3 below.



**Figure 2 & 3:** Location and indicative cross-sections of Junction Street.

11. Junction Street is currently leased by Council to a local business until March 2025. However, Council officers have worked collaboratively with the lessee to identify a path alignment within Council's road reserve that will enable the business to continue to function safely and securely within a smaller lease area.
12. Junction Street south of the M4 centreline is Cumberland City Council (CCC) Local Government Area, and relevant CCC officers have been consulted to ensure the design meets their standards and requirements with separated pedestrian and cyclist paths, and a western kerb build out to reduce crossing distances on the existing M4 Shared Path alignment. CCC plan to exhibit the portion of the draft concept design proposed on their land concurrently with City of Parramatta's exhibition of the project.

### Eastern Streets North

13. The northern section of Stage 2 is located immediately south of Silverwater Park and situated in publicly accessible streets within the industrial precinct. Due to the width and clearances required for heavy vehicles associated with industry, it is not possible to insert a bike path on one side of the street and retain parking both sides. In line with Transport for NSW's *Road Space Allocation Policy*, removal of some parking is proposed to enable space to be reallocated for walking and cycling paths as well as three raised priority crossings.
14. To assess the impact of this proposal, comprehensive hourly video parking surveys were completed on a weekday and weekend to understand demand. Peak usage of the 287 available spaces is 220 on a weekday and 70 on a Saturday midway through the morning, as per Figure 4 and 5 below.

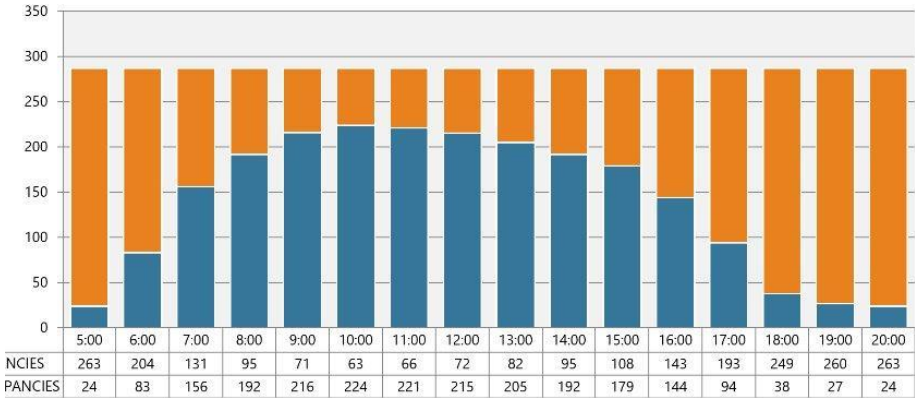


Figure 4: Street parking utilization Tuesday

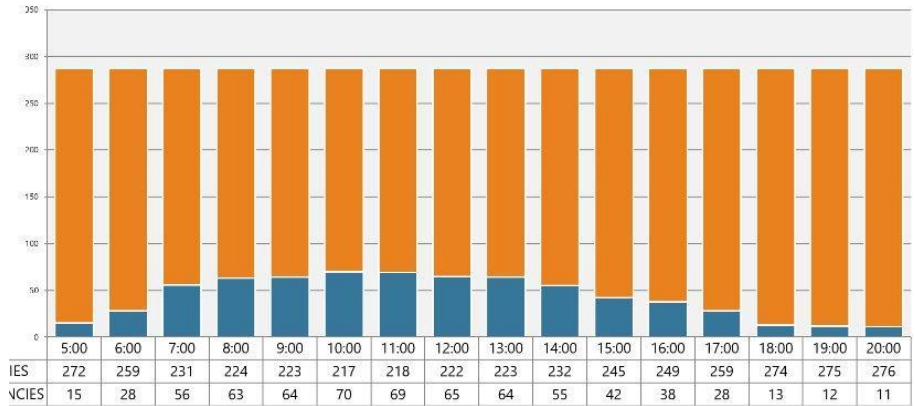


Figure 5: Street parking utilization Saturday

15. The baseline design proposes removing parking on one side of four streets: Picken St, Blaxland St, Silver St and Holker St (available at Figure 6 below and **Attachment 1**). This option displaces 61 spaces, about equal with the maximum spare capacity in this area. An alternative option has also been developed that retains parking both sides of Picken St and Blaxland St by making both streets one way southbound and eastbound respectively. This minimises the parking reduction to approximately 41 spaces (available at Figure 7 below and **Attachment 2**). The one-way option will result in a minor diversion for some businesses via Clyde St and/or Silver St, examples are provided at Figures 8-11.



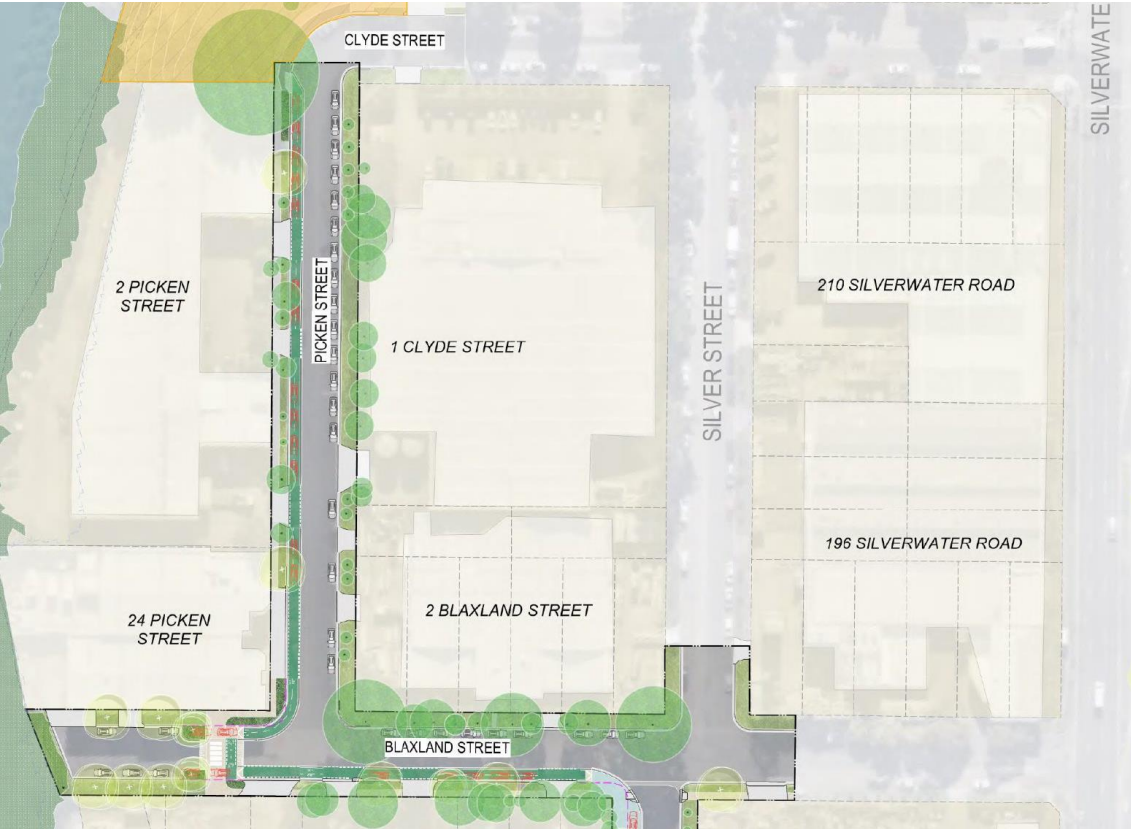


Figure 6: Northern Streets at Blaxland Street - two-way option

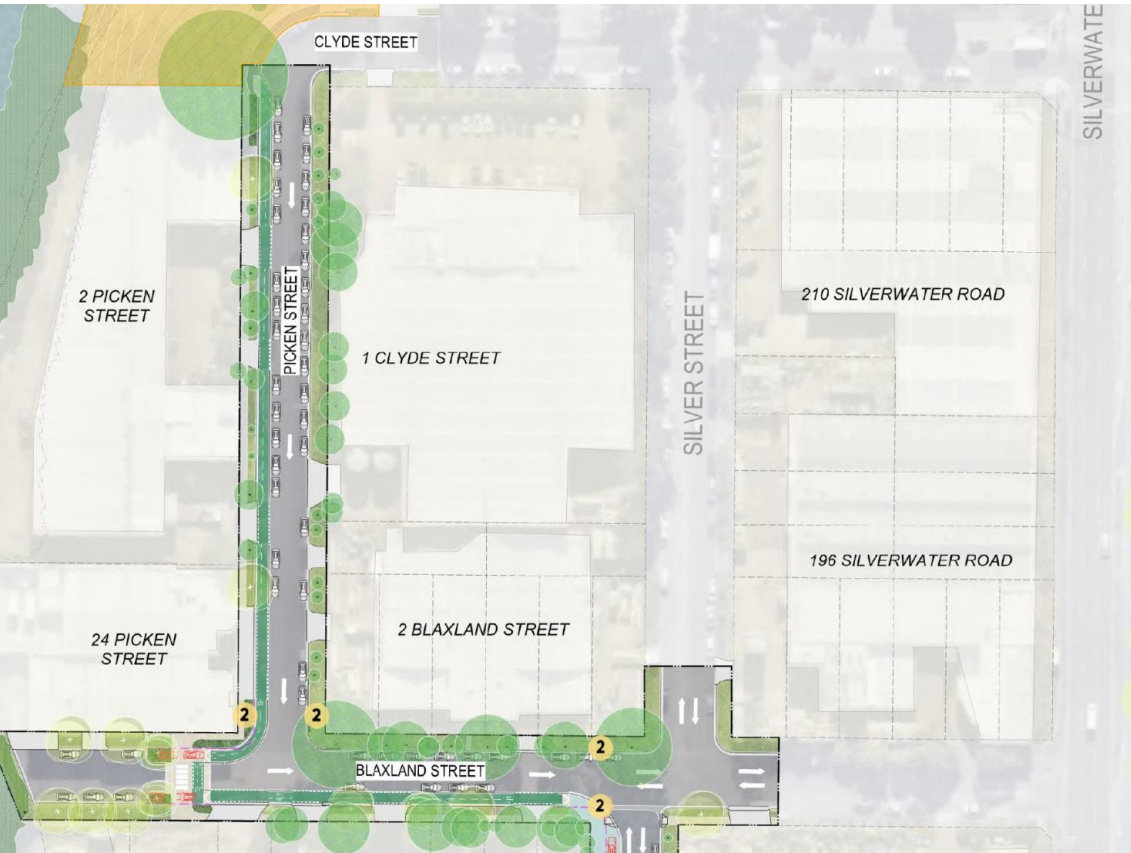
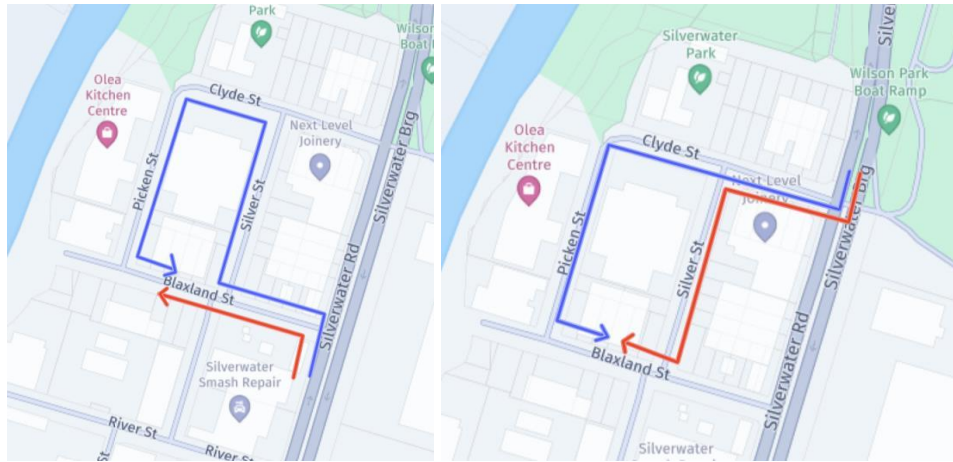


Figure 7: Northern Streets at Blaxland Street - one-way option



Figures 8 and 9: Greatest inbound access diversion (Northbound on Silverwater Road - additional 350m, Southbound additional 80m)

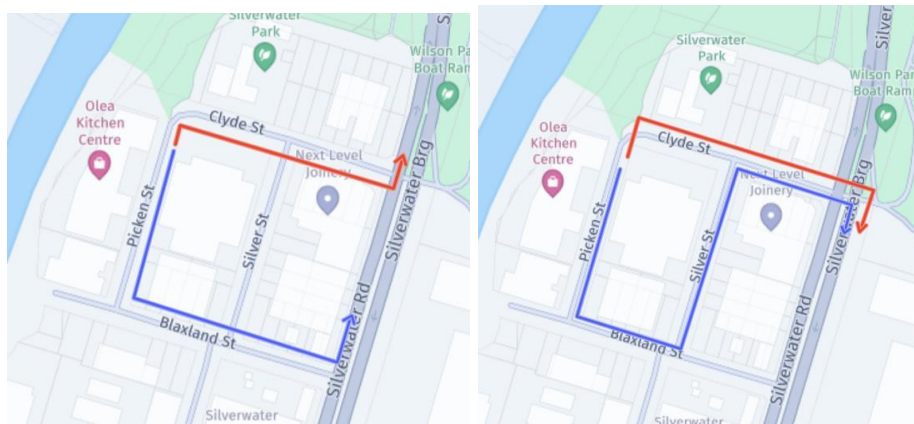


Figure 10 and 11: Greatest outbound access diversion (Northbound on Silverwater Road - additional 200m, Southbound additional 230m)

16. It is proposed to exhibit both these options as part of the draft concept design for community feedback. Council staff will contact owners and occupiers during the exhibition to discuss the proposal to obtain feedback. This feedback will be included in the report back to Council and will inform the preparation of the recommended concept design for approval.





Figure 12: Northern Streets at Shaft Street

17. Another challenge in this precinct is the narrowness of Shaft St (Figure 12). This poses challenges for turning movements for long vehicles at either end given the limited space to manoeuvre. While 23m long vehicles are currently permitted, the changes proposed (and applying current road design standards) means that any vehicle longer than a standard 19m semi-trailer will not be able to make the following turns:
  - Eastbound on Holker, left into Shaft (1 heavy vehicle per day counted)
  - Eastbound on River, right into Shaft (5 heavy vehicles per day counted)
  - Northbound on Shaft, left into River (11 heavy vehicles per day counted)
18. The key impact for these turn restrictions is access for vehicles to the right turns at the Holker Street / Silverwater Road intersection. Three properties are directly affected. Of these, the business between Holker Street and River Street has access to both streets through its site (see red arrow in Figure 13 below). Service NSW is unlikely to require access for vehicles longer than 19m (the proposed turn restriction) and the driveway at 17 River Road does not easily allow vehicles over 19m to turn in or out. As per the one-way proposals immediately north,

owners and occupiers will be actively consulted on the proposed turn bans to understand any impacts to their business / site, if any.

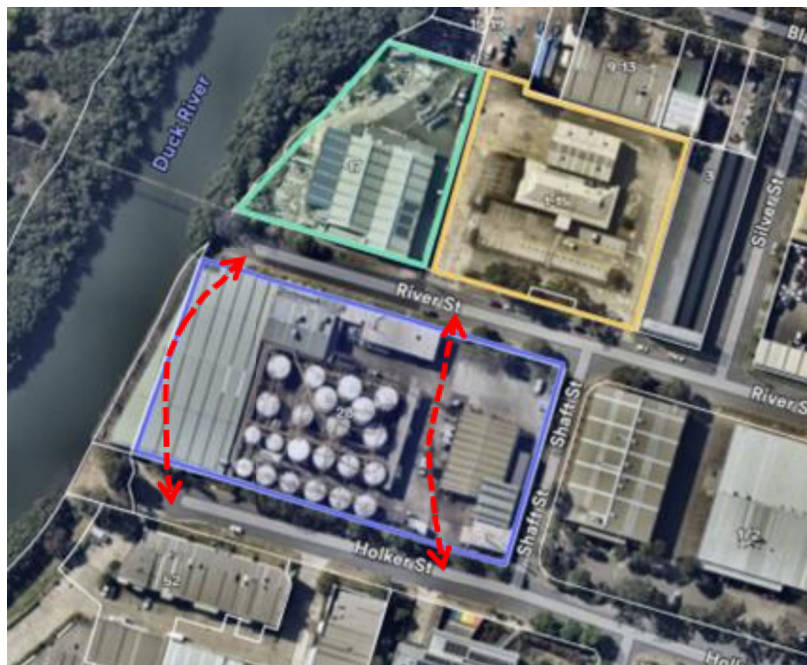


Figure 13: Properties access from River Street west of Shaft Street.

## CONSULTATION & TIMING

### Stakeholder Consultation

19. The following stakeholder consultation has been undertaken in relation to this matter:

Date	Stakeholder	Stakeholder Comment	Council Officer Response	Responsibility
Ongoing correspondence	Cumberland City Council officers	Kerb build outs are the preferred option to cross Junction St.  Replacing parking on eastern side of Junction Street with bike path can proceed to consultation.	Concept plan has been prepared to reflect this feedback.	Group Manager Infrastructure Planning and Design
Ongoing correspondence	Lessee of Junction St	The anticipated maximum size of load (oversize) should be allowed for at any pinch point.	This maximum size has been allowed.	Group Manager Infrastructure Planning and Design

### Councillor Consultation

20. The following Councillor consultation has been undertaken in relation to this matter:



Date	Councillors	Councillor Comment	Council Officer Response	Responsibility
11 Nov 24 (All Rosehill Ward Councillors invited)	Clr Prociv and Clr Ng attended	When were traffic / parking counts undertaken? Is there any additional parking that can be provided? How well are the truck needs of business understood in the area? Are there B doubles in use?	Mid 2022  Cul de sac ends were investigated for angle parking however driveways and large vehicles precluded it.  This will vary from site to site, Council officers will actively engage with business to understand.  Yes	Group Manager Infrastructure Planning and Design

## LEGAL IMPLICATIONS FOR COUNCIL

21. There are no legal implications for Council associated with this report.

## FINANCIAL IMPLICATIONS FOR COUNCIL

22. The capital components of the project are currently funded as follows:

Source	Funding
Western Sydney Infrastructure Grants Program	\$26,941,047
Transport for NSW Get NSW Active	\$556,750
Council Contribution (\$7.11 Outside CBD)	\$300,000
<b>Total available funding</b>	<b>\$27,797,797</b>

23. There are no financial impacts arising from the report's recommendation to publicly exhibit the design, as the cost for the exhibition is accommodated within the project budget. The current forecast total capital cost for the delivery of this project stage is within the approved budget.

24. Construction for Stage 2 is anticipated to commence before the end of 2025, with all three stages planned to be open to the public in the middle of 2027.

Mark Crispin  
**Senior Project Officer Transport Planning**









Adam Fowler  
**Team Leader Infrastructure Design**

Jennifer Concato  
**Executive Director City Planning and Design**

Amit Sharma  
**Chief Financial Officer**

Gail Connolly  
**Chief Executive Officer**

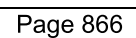
**ATTACHMENTS:**

- |          |   |   |  |         |
|----------|---|---|--|---------|
| <b>1</b> |  |  | DRNT Eastern Streets NORTH - Two Way                       | 1 Page  |
| <b>2</b> |  |  | DRNT Eastern Streets NORTH - One Way                       | 1 Page  |
| <b>3</b> |  |  | DRNT Eastern Streets SOUTH.pdf                             | 1 Page  |
| <b>4</b> |  |  | DRNT - Eastern Streets North - Artist Impression 01 and 02 | 2 Pages |

**REFERENCE MATERIAL**















**Artist Impression 01 | view to west over Holker Street, looking towards Duck River**  
Duck River Stage 2 – Eastern Streets (North) Draft Concept Design for Public Exhibition





**Artist Impression 02 - view to east on Blaxland Street, looking towards Silverwater Road**  
Duck River Stage 2 – Eastern Streets (North) Draft Concept Design for Public Exhibition