



INNER WEST COUNCIL

Notes from meeting between Inner West Council (IWC) & Roads & Maritime Services (RMS) re King Street Gateway project (WestConnex New M5)

27 April 2017 11am-12noon
at Leichhardt Service Centre

In attendance

Richard Pearson	Administrator, IWC
Rik Hart	General Manager, IWC
John Warburton	Deputy General Manager Community & Engagement, IWC
Wal Petschler	Group Manager Roads & Stormwater
Simon Manoski	Group Manager Strategic Planning
Kendall Banfield	Manager WestConnex Unit
Simon Lowe	Strategic Transport Planner, IWC
Ken Welsh	Strategic Transport Planner, IWC
Grant Sutton	Project Engineer, WestConnex Interface, RMS
Tom Rivard	Urban Designer & Associate, McGregor Coxall (project consultant for RMS)
Ann Deng	Urban Designer & Associate, Mc Gregor Coxall

Notes

The purpose of this meeting was for Council, RMS and consultant staff who have been involved in the King Street Gateway project to brief Council's Administrator and relevant senior staff on progress.

Council's Strategic Transport Planner and RMS's consultants for this project gave presentations on the project, explaining progress as follows:

- In late 2015 / early 2016 when former Marrickville Council was drafting its submission on the New M5 Environmental Impact Statement (EIS), Council staff identified a set of local initiatives that could reduce the negative impacts of WestConnex in the St Peters area should it be approved.
- This approach focused on supporting local residential and employment growth areas, improving social cohesion and inclusion, enhancing local environments, increasing pedestrian priority, connecting neighbourhoods and safeguarding economic productivity. Suggested initiatives for this project have been grouped largely into the four topics of place-making, infrastructure, open space and active transport/movement.
- A major concern the New M5 had raised for Council was the potential for excessive traffic to spill on to local streets upon opening - in particular, King Street Newtown. This could lead to pressures for RMS to extend clearway periods to the detriment of local residents and King Street businesses. Another concern was the potential increase in traffic surrounding Sydney Park on all sides, leading to decreased connectivity between the park and adjacent densely developed residential neighbourhoods.
- The King Street Gateway project was devised with a view to: protecting the vitality of King Street; improving local environments; extending the 'King Street feel' southwards;

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supporting new development along the Princes Highway; connecting Sydney Park to surrounding neighbourhoods; and improving pedestrian and bicycle connectivity.

- The project is not part of WestConnex, but is a requirement of New M5 Condition of Approval B44, which states: *“The SSI [State Significant Infrastructure] must be designed to not preclude delivery of the King Street Gateway Project. Consultation with the relevant council(s) must be undertaken during detailed design of the SSI to facilitate integration of the two projects. Current traffic modelling and assessment, and the results of the Road network Performance Review Plan as required in Condition E40 wherever applicable, must be provided to the relevant authority and used in the development of the King Street Gateway Project.”*
- The project is being developed jointly by RMS, City of Sydney and Inner West Council. Initial concept designs for the project are currently being developed, and RMS and both councils will commence community engagement shortly.