

Item 2.

Project Scope - MacDonald Street Widening and Trunk Drainage Project

File No: X011393.003

Summary

This report outlines the proposed scope for the public domain upgrade and road widening of both MacDonald and Goddard Streets, including a stormwater trunk drain and associated works. As part of the Ashmore Precinct Improvement Program, both MacDonald and Goddard Streets, Erskineville, have been identified for upgrade. In 2016, a concept design was prepared and approved by Council for the Ashmore Precinct which includes the MacDonald and Goddard Streets public domain works.

The proposal's key features includes the design and construction of a new public domain, utility services infrastructure and a new stormwater trunk drain running from Bridge Street interface along and under the northern footway of MacDonald Street to Hadfields Street extents. The proposal seeks to mitigate, in part, the current street flooding situation and in the future shall be connected to the greater Ashmore precinct trunk drain infrastructure.

The proposal also includes a bi-directional cyclepath, pedestrian footways, shared areas, continuous footway treatments, raised pedestrian crossings, street trees, rain garden swales, garden beds, on-street vehicular parking, street and pedestrian lighting and design provision for the future development of both MacDonald and Goddard Street extensions and connections. As part of the proposal, all aboveground power wires shall be placed underground, with a full infrastructure design for all service lines and utilities.

A consultation and community engagement process has been undertaken for this proposal. This has included approximately 1500 letter drops to properties in Erskineville along with exhibit of Review of Environmental Factors on the City's website.

The community engagement period ran from 3 June to 1 July 2019 as part of the City's comprehensive program of engagement for the Ashmore urban renewal program. Feedback from this consultation with residents, adjacent developers and authorities has been considered and where practical, informed the design development.

City of Sydney staff attended a community information session hosted by the Friends of Erskineville, where information about the project was shared and questions were answered. The feedback from the community at these sessions is consistent with the feedback received from written submissions.

Recommendation

It is resolved that Council:

- (A) approve the scope of work for the MacDonald Street Widening and Trunk Drain Project, as described in the subject report and shown in the concept plan design Attachment B to the subject report, for progression to design development and preparation of construction documentation; and
- (B) note the estimated project forecast phasing as outlined in Confidential Attachment F to the subject report.

Attachments

- Attachment A.** Location Plan
- Attachment B.** Proposed Concept Plan
- Attachment C.** Proposed Street Perspective
- Attachment D.** Community Consultation Letter
- Attachment E.** Community Responses Table
- Attachment F.** Financial Implications (Confidential)

Background

1. The City has an approved concept design for the Ashmore Precinct public domain that is in support of the redevelopment of the area and provides appropriate level of upgrade and amenity for local residents.
2. MacDonald and Goddard Streets, Erskineville were identified for an upgrade in line with the Ashmore Precinct public domain concept design.
3. The MacDonald Street upgrade and widening will facilitate the design and construction of a trunk drain which is required to mitigate, in part, local area flooding. The trunk drain is proposed to run eastwards from the Bridge Street interface along and under the northern footway of MacDonald Street extents. This trunk drain typically consists of two parallel 2.7m wide x 0.9m high culverts and associated infrastructure. The trunk drain will in the future tie into the greater Ashmore Precinct trunk drain system.
4. The MacDonald and Goddard Street works include:
 - (a) remediation of contaminated ground, and upgrade of traditional utilities including potable water, stormwater (Including trunk drain), sewer, electricity, gas and telecommunications; and
 - (b) civil and public domain works including roads, cycleways, footpaths, kerbs, water sensitive urban design features, trees, landscaping, lighting, traffic control devices (e.g. shared zones, pedestrian crossings and thresholds), street furniture and signage.
5. The design proposal consists of two residential street typologies. Firstly, Goddard Street will extend from MacDonald Street interface to Coulson Street and is proposed to be a future one-way vehicular arrangement. Secondly, MacDonald Street will extend from Bridge Street and connect through and into Hadfields Street as a two-way vehicular arrangement.
6. In total three raised pedestrian crossing facilities are proposed to the eastern, mid-way and western ends of MacDonald Street project extents to facilitate a responsive and safe pedestrian circulation. Further, a continuous footpath treatment is stipulated to the entire southern footway of MacDonald Street.
7. The MacDonald Street northern footway area includes a bi-directional cycleway its full length along with a pedestrian footway.
8. The proposed street layouts are to reinforce the desire for a traffic-calmed, low-speed environment, which promotes a green amenity, generous walkable footpaths and high quality bi-directional cyclepath provision and opportunities for an extensive street tree and understorey planting regime.
9. There is a total of 47 new street trees proposed, to which the species are in accordance with the City's approved street tree masterplan. The City will be removing 36 trees for the works but will plant 47 new trees, therefore an additional 11 trees will be planted. These new plantings shall be of advanced stock size at the time of planting, to provide a high level amenity and landscape character.
10. Species that evoke the wetlands and low lying lands, which once covered this site, have been incorporated through the understorey planting and rain gardens.

11. The proposed concept plan Attachment B was informed by the following key objectives for the street network:
 - (a) provide accessible links within and to neighbouring areas for all transport modes;
 - (b) maximise pedestrian priority, accessibility and connectivity;
 - (c) integrate links to public transport;
 - (d) provide a separated cycleway network and linking to wider masterplan routes;
 - (e) ensure a coherent network of streets of different scale, character and function;
 - (f) establish a strong and cohesive green landscape character; and
 - (g) integrate water sensitive urban design for improved ecology, stormwater quality.
12. The proposed concept plan, Attachment B is underpinned by key precinct-wide strategies described below:

Key Implication

Strategic Alignment - Sustainable Sydney 2030 Vision

13. Sustainable Sydney 2030 is a vision for the sustainable development of the City to 2030 and beyond. It includes 10 strategic directions to guide the future of the City, as well as 10 targets against which to measure progress. This report is aligned with the following strategic directions and objectives:
 - (a) Direction 1 - A Globally Competitive and Innovative City - the upgraded streets form the vital public domain framework to ensure the development and growth in the Ashmore Precinct and to complement the high quality community facilities, parks and public spaces..
 - (b) Direction 2 provides a road map for the City to become A Leading Environmental Performer - the street design integrates a series of rain gardens throughout to reduce stormwater pollutant loads within the local catchment. The project streets will be illuminated by energy efficient LED light fittings.
 - (c) Direction 4 - A City for Walking and Cycling - the new streets have been designed as safe, green and vibrant spaces that will invite the community to walk and cycle to the new parks, community facilities, shopping and transport. The high quality cycle network links to the developing regional cycle network.

Organisational Impact

14. These two upgraded streets will become quality and robust asset for the City of Sydney and, as such, will require ongoing maintenance and management. One of the proposal's key features includes the design and construction of a new stormwater trunk drain and associated infrastructure which shall require maintenance.

Risks

15. The key risks to be managed include:
- (a) coordination with other City projects and adjacent developers to minimise potential interface issues and maximise cooperative opportunities;
 - (b) coordination with utility companies and authorities, including achieving their timely approvals;
 - (c) contamination is highly likely on the site and will be managed in accordance with the requirements of Environmental Protection Authority (NSW) and approved through site Remedial Action Plans; and
 - (d) coordination of vehicular traffic will be required during the construction stage works.

Social / Cultural / Community

16. The upgraded streets will provide a safe, accessible and high amenity environment for all residents, workers and visitors.
17. MacDonald Street provides improved safety for pedestrians, cyclists and vehicular movements with three pedestrian and cycle crossings introduced at key points.

Environmental

18. Planting - Street tree and understorey planting has been maximised throughout the two streets with generous footway provision to facilitate for green approach and infrastructure.
19. Materials - materials adopted for this project are in line with standard City of Sydney approved products, which are selected from responsible manufacturers and sourced within Australia.

Budget Implications

20. There are sufficient funds allocated for proceeding with the recommended scope. Current forecast costs and financial implications are outlined in Confidential Attachment F.

Relevant Legislation

21. All work phases pertaining to this project will be undertaken in accordance with all applicable legislation, including but not limited to the following:
 - (a) Work, Health and Safety Act 2011
 - (b) Contaminated Land Management Act 1997
 - (c) Protection of the Environment Operations Act 1997
22. Tenders for this project will be conducted in accordance with the Local Government Act 1993, the Local Government (General) Regulation 2005 and the City's Contracts Policy.
23. Attachment F contains confidential commercial information and details of Council's contingencies which, if disclosed, would confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.
24. Discussion of the matter in an open meeting would, on balance, be contrary to the public interest because it would compromise Council's ability to negotiate fairly and commercially to achieve the best outcome for its ratepayers.

Critical Dates / Time Frames

- | | |
|------------------|-----------------------------|
| 25. Tender | February 2020 to April 2020 |
| 26. Construction | July 2020 to August 2021 |

Options

27. Not proceeding with this project would potentially delay the completion of the Ashmore trunk drain works. Further, it would delay in providing a street upgrade of high landscape character and visual amenity for the residents and greater community.

Public Consultation

28. The City ran a community engagement process to inform the community about this proposal and to provide feedback on the proposal. The community engagement period ran from 3 June 2019 to 1 July 2019.
29. People who participated in this process indicated support for the project, however many raised concerns about loss of parking, existing trees and the eventual opening of MacDonald Street through to Mitchell Street. Feedback from this consultation with residents, adjacent developers and authorities has been considered and where practical, informed the design development. The particulars of which are stated in Attachment E and the City of Sydney responses and will be further reflected in the next stage design documentation.

30. The communications and engagement activities included:
 - (a) letterbox drops;
 - (b) targeted emails to strata managers and community groups; and
 - (c) attending a community information session hosted by Friends of Erskineville
31. Ongoing consultation with the community will continue during the construction phase of the project.

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