

Construction Traffic Impacts

The local community and we the below retailers at the Intersection Paddington, fully support the objection by Harriet Price, and are concerned about the impacts of the Proposal on neighbourhood amenity over the estimated 26 month construction period.

In particular, there is significant concern about congestion and safety risks from heavy truck movements.

The traffic impacts generated during construction requires more rigorous assessment. The Proponent's Construction Traffic Management Plan (CTMP) does not adequately account for the unique local road and traffic conditions surrounding the Site.

The local road network surrounding the Site comprises narrow streets and footpaths with on-street parking. There is a long-standing history of delivery trucks and vehicles causing damage to parked cars, kerb blisters and gutters. In response, Council has designated the area as "Unsuitable for Large Vehicles" and installed warning signage at the intersection of Shadforth Street, Gipps Street and Liverpool Street.

In addition, Glenmore Road is subject to a load limit for heavy vehicles of 3 tonnes and above. It is also a 'high pedestrian activity' zone and signposted accordingly.

Despite the constraints, the CTMP fails to identify these specific road network limitations whilst acknowledging that 'light traffic roads and those subject to load or height limits will be avoided'.

The Proponent's Heavy Vehicle Route Map then directs heavy vehicles along Glenmore Road, via Liverpool Street and onto the intersection of Shadforth and Gipps Street. This is unacceptable.

The CTMP also provides indicative truck types and movements for different construction stages, including:

- Mini-tippers and small trucks up to 6.4m in length for the demolition stage (approx. 3 months) (p.iv);
- Medium bogey trucks up to 8.8m in length for the initial excavation stage (ibid); and
- Small/medium and 'occasional' large rigid trucks up to 12.5m in length for the final stages of excavation, construction, material deliveries and concrete pumping (approx. 18 months) (p.v).

The excavation period alone is anticipated to generate approximately 30 truck movements per day. Despite these significant movements, the Proponent concludes that construction traffic and parking impacts can be managed and mitigated. This conclusion is not supported by the current plan or by reference to local conditions.

One option may involved utilising the proposed works zone along the Oxford Street site frontage for the entire duration of the Project.

Under the current CTMP, a 37m works zone on Oxford Street will operate from 7:00am to 4:00pm for at least 18 months. As currently proposed, the work zone will be highly disruptive to existing traffic conditions and parking availability – as approximately six on-street metered parking spaces would be unavailable. These parking spaces along Oxford Street support high customer turnover for the Intersection Fashion Precinct and provides valuable Council revenue.

The 37m construction zone is unnecessarily long and harmful to business. Similar developments are being built with much narrower widths.

A revised CTMP is necessary to ensure that construction traffic and parking impacts are genuinely mitigated and are not unfairly imposed on local residents or the business community.

If the Proposal is to proceed, the Proponent must investigate and adopt an alternative access route that avoids the local road network.

The Proponent should bear the burden of its own development and genuinely mitigate construction impacts on surrounding residents and businesses, rather than transferring those impacts to the public domain.

Aesop	Aje	Bassike	Daily Greens
Deiji Studios	Flannel	Flow Athletic	Jac+Jack
Jackies	Libertine Parfumerie	Lee Mathews	Maggie Marily
Manning Cartell	Mecca	Mecca Coffee	Natasha Schweitzer
One Point Four Seven		Oroton	Papinelle
Poco Designs	Rachel Gilbert	Santa Maria Novella	Scanlan Theodore
Senso	SIR.	St. Agni	Temple of the Sun
Tony Bianco	Trudon	Venroy	Viktoria & Woods
Zimmerman			