

THE GLEBE SOCIETY INC.

ABN 99 023 656 297

*Conserving our heritage · Encouraging a sense of community · Working for Glebe's future*PO BOX 100
GLEBE NSW 2037
AUSTRALIAwww.glebesociety.org.au

Director
Metropolitan and Regional Projects North
Department of Planning and Infrastructure

Glebe Island Expo, Sommersville Road, Glebe Island and White Bay
Application No SSD 5589 2012

Dear Director

The Glebe Society wishes to object to the limited Traffic Management Strategy prepared by AECOM Australia Pty Ltd for Infrastructure New South Wales. This strategy was prepared on the assumption that motor vehicles will access the facility by proceeding along the major arterial routes of the Anzac Bridge, Victoria Road and City West Link. The focus of the strategy is on the traffic impact on these routes and on the intersections on these routes near the site, as well as on the streets in Rozelle adjacent to the site. To date, no assessment has been given to the potential impact on Glebe and Forest Lodge of traffic travelling to and from the Glebe Island temporary exhibition centre through these suburbs.

The exhibition centre will host Trade Fairs, conferences and the Boat Show and additional traffic in the area will occur from December 2013 to late 2016 pending the completion of the Darling Harbour redevelopment.

The Glebe Society is concerned that some traffic originating from the south will access the facility by proceeding along the following routes in Glebe and Forest Lodge: Ross Street, Minogue Crescent and The Crescent; Glebe Point Road, St Johns Road and Ross Street; Glebe Point Road, Wigram Road and Minogue Crescent. Some traffic leaving the site will travel southward along these routes.

The AECOM Traffic Management Strategy does not take these possible traffic movements into account and so in our view is deficient.

The Glebe Society is concerned that some 'construction related' traffic during the installation of the facility would also use these routes. It is noted that a Construction Traffic Management Plan is to be developed by the Interim facility operator once the construction method has been defined.

The impact of these traffic movements in Glebe and Forest Lodge will be exacerbated by the Mirvac Harold Park development that will come on stream in 2014 when the first stage of that development is due for completion. In addition, other developments including Overseas Port Terminal and Super Yacht Marina will cause increased traffic, particularly in morning and afternoon peak periods. The impact on local residents proceeding to and from work must also be taken into account. Traffic access to Harold Park site will be from Minogue Crescent and in the later stages of the development from Ross Street and Wigram Road.

In our view the Development Application should not be approved until a further assessment is undertaken of this potential traffic impact on Glebe and Forest Lodge, including the impact of construction traffic. Local community groups must have the opportunity to comment on that assessment.

Yours truly

John Gray

John Gray PhD
President
13th December 2012

cc: Clover Moore, Lord Mayor City of Sydney
cc: Monica Barone, CEO City of Sydney
cc: Sara Roach Planning and Infrastructure NSW