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Sara Roach - Glebe Island Exp, Sommersville Road, Glebe Island and White Bay SSD 5589--2012

From: [REDACTED]
To: <plan_comment@planning.nsw.gov.au>
Date: 12/14/2012 4:50 PM
Subject: Glebe Island Exp, Sommersville Road, Glebe Island and White Bay SSD 5589--2012

Dear Sirs,

I am the owner of the Martin Bright Steel Complex, Robert Street, White Bay, some 2.2 hectares of industrially zoned land and buildings containing upwards of 30 businesses (some quite substantial with multi-million dollar turnovers).

While I am in favour of the temporary exhibition facilities to be placed on Glebe Island and think it a highly appropriate location I have concerns relating to the potential traffic impacts on the Balmain Peninsula.

Until now Sydney Ports "White Bay and Glebe Master Plan 2000" has had as a "principle" the complete separation of Port and residential traffic but they have recently resiled from this and intend putting Port industrial/commercial traffic into Robert Street. This has been done without any consultation with Council, residents or myself and my tenants. I understand that the Department of Planning is the consent authority but we have heard nothing from them in the matter of the development of the Cruise Passenger Terminal (I am also in favour of this development).

Access to the Balmain Peninsula is already limited and the Victoria Road and Robert Street intersection is already at capacity, mornings and evenings. Further pressure on this intersection from traffic accessing and/or egressing the temporary exhibition facility cannot be countenanced.

The proposed access to the Cruise Passenger Terminal at Berths 4 & 5 White Bay from James Craig and Somerville Road can be complemented by access to Glebe Island through the portals of the Victoria Road Bridge. The entrance to this road could be on the Western Link Road opposite James Craig Drive and is a relatively short distance (therefore relatively inexpensive) to Ports' internal road. The great merit of this proposal is that it will give access to Glebe Island and White Bay from two directions – traffic coming away from the city and traffic coming towards the city. It will obviate the need for traffic lights at the end of James Craig Drive at the Western Link and any associated interruption to traffic flow. A further benefit of this proposal would be for the people of the Balmain Peninsula to access these roads, reducing pressure on the at capacity Victoria Road/Robert Street intersection.

What is needed is a traffic plan for the entire area of the government lands in the Bays Precinct before the ad hocery that has occurred until now continues. The Council, the residents and numerous community organisations have been calling for a strategic plan for the area and nothing could speak for this more powerfully than the ad hoc Ports' internal road now to be followed by new traffic requirements for the temporary Expo facilities. A further advantage of a strategic approach is that it could give access to the effectively land locked White Bay Power Station which is the responsibility of yet another government agency, The Sydney Harbour Foreshore Authority. Until now it has been almost impossible to get these various arms of government to consult and act jointly with an attendant waste of public monies.

I was a member of the Bays Precinct Community Liaison Group and have had a long term interest in the area having owned the Martin Bright Steels Site for nearly 30 years.

I had hoped to provide a fuller and more polished response to the exhibition process but time requires that I get this away in the next few minutes.

I would like to be involved in the on-going dialogue and believe that involvement of Council and residents will contribute to a more harmonious outcome. There is considerable local anger at being excluded from Ports' recent decision to mix Port and local traffic, the manner of it, and reduction of car parking spaces in Robert Street.

Yours sincerely,

John Paul