


## Response To Submissions

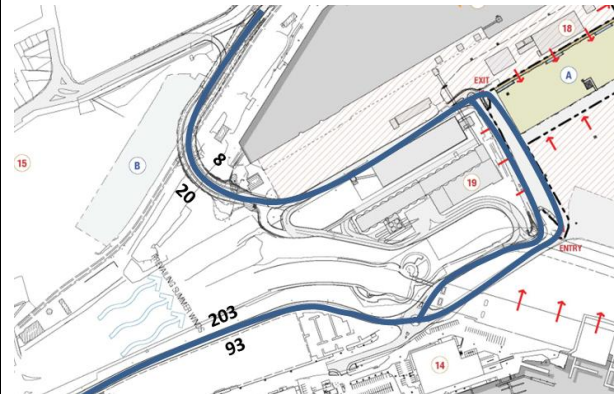
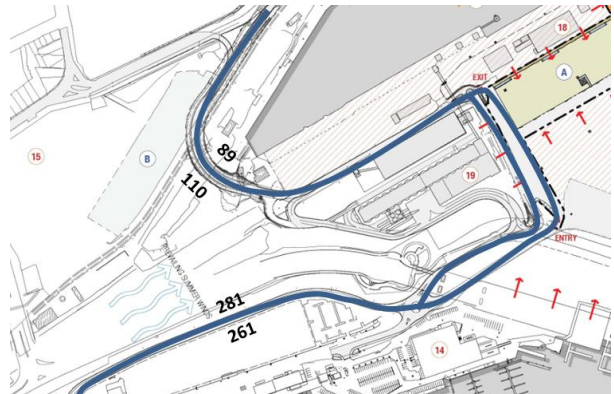
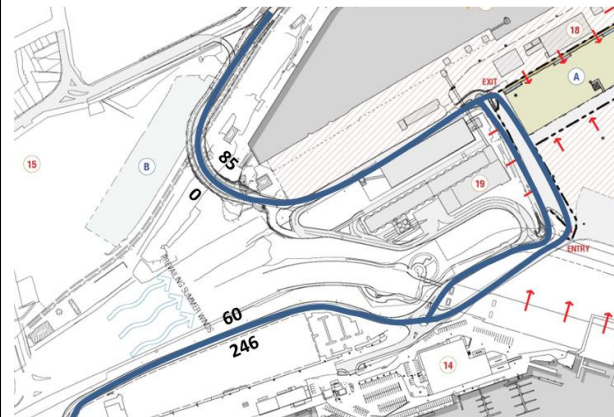
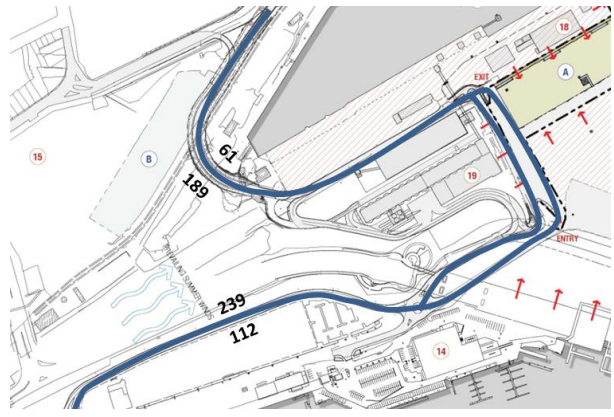
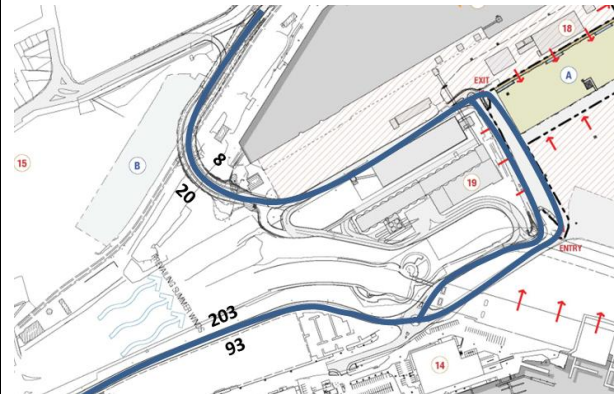
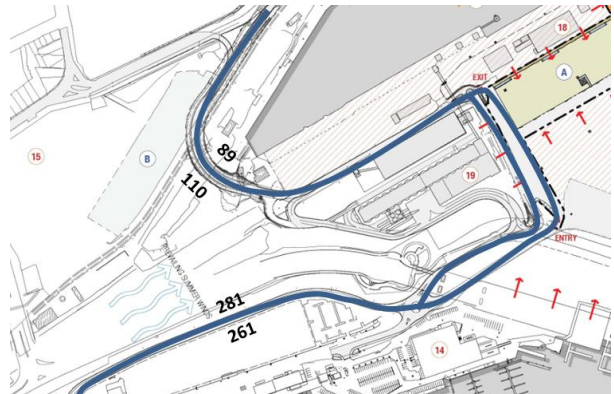
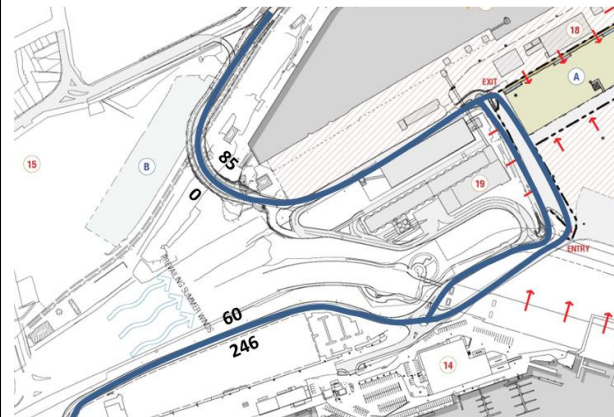
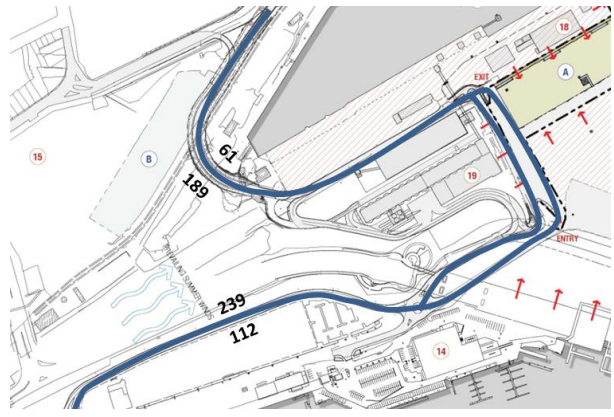
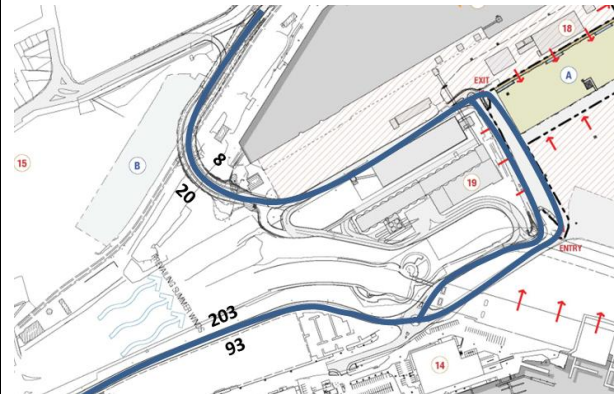
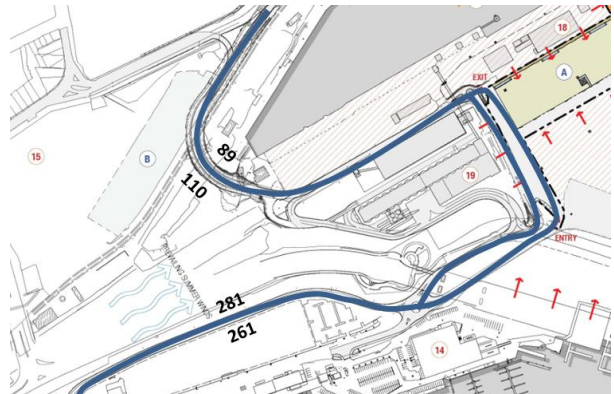
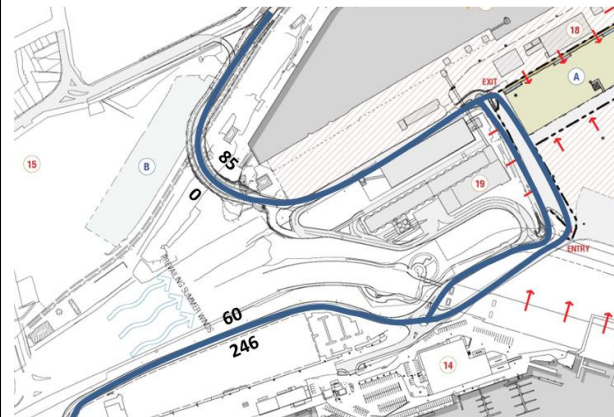
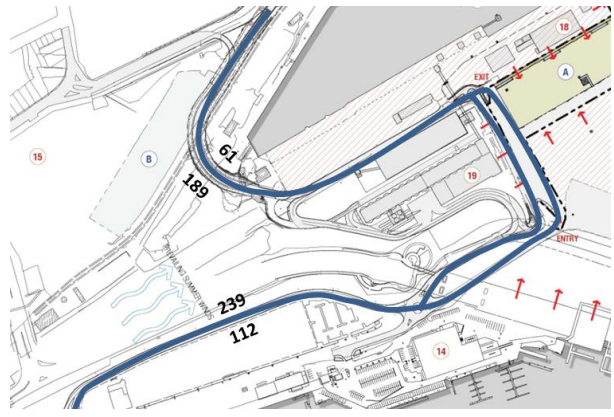
To	Sara Roach	Page	1
CC	Elise Crameri		
Subject	Glebe Island Expo Response to Submissions		
From	Russell Yell		
File/Ref No.		Date	14-Feb-2013

The following tables list the transport and access related submissions received during exhibition of the Glebe Island Expo Development Application and the response to those submissions.

Item	Reference	Comment	Response
<b>1.0 Planning &amp; Infrastructure</b>			
1.1		<p><b>3. Access, parking and traffic impacts:</b> The department understands that the final layout of the facility, including access and on-site parking arrangements are currently being resolved with Sydney Ports and is likely to result in changes to the proposed functional operation of the facility detailed in the EIS. According, the RTS is to be supported by an addendum to Traffic Management Strategy which specifically addresses any changes to site access, parking and queuing arrangements for car, service vehicles, shuttle buses and taxis (as relevant), management and movement of staff and visitors, and other relevant servicing/operational requirements. This is to include details on how the revised Strategy will minimise impacts on existing port operations and the surrounding road network, including respect to cumulative impacts.</p> <p>Further to the above, the addendum to the Traffic Management Strategy is to incorporate the following:</p> <ul style="list-style-type: none"> <li>i. An assessment of the potential traffic impacts of the proposal on the broader traffic network including with respect to Glebe, Pyrmont and Balmain.</li> <li>ii. Consideration of and a response to the traffic management strategies raised by RMS at the SRDAC meeting convened on 5 December 2012, including the preparation of an ITS Strategy and Travel Management Plans for special events and typical events, which will require approval of the Traffic Management Centre.</li> <li>iii. Consider the provision of an alternative access/egress to the site via a new roadway connecting to the City West Link (signalised intersection with The Crescent) via the existing portals under the Victoria Road cross-over.</li> </ul>	<p>i. Noted, however AECOM disagrees with the need to assess the broader traffic network, since a significant amount of traffic will be utilising the major arterial roads to access the interim facility. Traffic assessment of the wider network has not been considered since it is expected the Interim Facility may generate 300 - 350 vehicles during its peak arrival and departure periods, which when dissipated across the wider area will not have a significant impact on the road network of surrounding suburbs.</p> <p>ii. ITS Strategy and Travel Management Plans will be prepared by the venue operator for typical and peak events to be held at the Interim Facility and requires approval by the Traffic Management Centre and TfNSW/RMS.</p> <p>iii. An alternative access/egress point to the site has not been considered as it is not part of the project or stated in the DGRs. The current access has serviced Ports activities for many years and has been demonstrated to operate at an acceptable level of service (B or better), which shows the intersection is able to accommodate the anticipated traffic for Glebe Island Expo.</p>
1.2		<p><b>4. Opportunities for shared access:</b> The department notes that a number of public submissions suggest that the proposal provides the opportunity for improved public access to the site. Whilst the department acknowledges that the continuation of port activities and the associated safety and security risks that this raises rules out the possibility of promoting and providing general public access to this site in the short term, it is however considered that opportunities may exist for a coordinated transport solution with Cruise Passenger Terminal (CPT). The department requests that thorough consideration be given to the feasibility of providing for the coordinated use of the temporary ferry wharf by CPT via shuttle bus service (ie. to provide a service to/from Circular Quay). This could result in considerable benefits in terms of reduced traffic impacts on the local and regional road network, particularly during the peak arrival and departure periods at the CPT which coincide with the operation of the proposal.</p>	<p>Noted, however the venue operator should not be required to provide services to the CPT. Using ferry services intended for the Interim Facility to transport additional CPT passengers may increase the number of ferry services required, especially when peak events are being held.</p> <p>In addition, since the interim facility is only temporary extending the services to the CPT has not been considered in the TMS since services will only be available during the interim period and event days only, therefore on non-event days and after the interim period there will be no provision of ferry/bus services to provide for CPT patrons.</p>
<b>2.0 Sydney Ports (20/12/12)</b>			
2.1		<p>Traffic and transport issued raised by Sydney Ports includes the following:</p> <ul style="list-style-type: none"> <li>i. Separation of the Glebe Island Expo facility from port access / operations via a fence line</li> <li>ii. Exclusion of all pedestrian / cyclist activity outside the Glebe Island Expo site boundary and removal of all associated proposed infrastructure including pram ramps and refuge islands;</li> <li>iii. Allowance for Glebe Island Expo traffic to enter only (no exit) via James Craig Road, with allowance for port traffic to enter and exit via James Craig Road;</li> </ul>	<p>i &amp; ii. These issues are addressed in the revised site layout plan.</p> <p>iii. Acknowledged, however providing the Interim Facility traffic only one exit point (via Robert Street) will add additional pressure at the signalised intersection of Victoria Road / Robert Street. This is currently not an issue and Ports have agreed to allow Expo traffic to exit from James Craig Road during the morning peak (7:15 – 8:15).</p>
2.2		<p>Traffic and access:</p> <ul style="list-style-type: none"> <li>i. Pedestrian and bicycle access to the Interim facility will not be permitted by Sydney Ports</li> <li>ii. Charter bus drop off zones outside the site boundary will not be permitted</li> <li>iii. All bus drop off/pick up locations must be within the site boundary.</li> <li>iv. TMS does not address internal traffic flow within the Glebe Island precinct.</li> <li>v. Traffic movement from existing Glebe Island port tenants need to be included in the traffic assessment.</li> </ul>	<p>i, ii &amp; iii. The site layout plan has been revised in light of these comments.</p> <p>iv. Refer to 3.3 in regards to internal traffic flow.</p> <p>v. Traffic movements from existing Glebe Island port tenants have been accounted for in the traffic survey located at the intersection of The Crescent / James Craig Roads, which were used in the traffic assessment.</p> <p>RMS traffic data along Sommerville Road (refer to image to the left) was provided to INSW by Sydney Ports. It was assumed majority of the two way volume counts provided by RMS are heavy vehicles associated with existing Glebe Island port tenants.</p> <p>The table below provides a comparison of heavy vehicles between the traffic counts used in the report and RMS traffic data.</p>

Item	Reference	Comment	Response																					
		<p><b>RMS traffic data along Sommersville Road</b></p> 	<p>As shown below, the traffic survey recorded a higher number of heavy vehicles during the weekday, which confirms that the traffic movements associated with the existing Glebe Island tenants have been included in the assessment.</p> <p>The traffic survey weekend peak recorded slightly lower heavy vehicles than RMS data; however this will have minimal impact on the traffic assessment reported.</p> <table><tr><th colspan="3">The Crescent / James Craig Road (heavy vehicles)</th></tr><tr><th>Peak period</th><th>Reported Traffic Survey</th><th>Avg RMS traffic data</th></tr><tr><td>AM Peak</td><td>47</td><td>24</td></tr><tr><td>Mid Peak</td><td>49</td><td>19</td></tr><tr><td>PM Peak</td><td>16</td><td>13</td></tr><tr><td>Weekend Peak</td><td>5</td><td>6</td></tr></table>	The Crescent / James Craig Road (heavy vehicles)			Peak period	Reported Traffic Survey	Avg RMS traffic data	AM Peak	47	24	Mid Peak	49	19	PM Peak	16	13	Weekend Peak	5	6			
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2.3		<p>Car Parking:</p> <ul style="list-style-type: none"><li>i. Sydney Ports will not permit the use of Car Park A for reasons relating to safety concerns around conflict between pedestrians, light vehicle traffic and heavy vehicle port traffic.</li><li>ii. Sydney Ports cannot guarantee the availability of car parking areas at White Bay 4 &amp; 5.</li><li>iii. Confirmation that the currently undeveloped land approved for development of the White Bay CPT Long-Term car park can be made available for use as parking for the Interim Facility.</li></ul>	<p>AECOM acknowledges that the proposed Car Parks A and C are no longer available. Alternative locations have been agreed upon and can be seen in the final site plan issued by Woods Bagot.</p>																					
2.4		<p>Harbour Master Approval:</p> <ul style="list-style-type: none"><li>i. Needs to be obtained in accordance with Clause 67 of the Management of Waters and Waterside Lands Regulations, prior to commencement of construction of the proposed Ferry Terminal.</li></ul>	<p>Noted</p> <p>.</p>																					
3.0 Sydney Harbour Foreshore Authority																								
3.1		<p>Car Park B extends onto land that forms part of the White Bay Power Station, owned by the Authority. Further consultation is required on :</p> <ul style="list-style-type: none"><li>i. Extent of land required</li><li>ii. Terms of a lease/licence agreement for use of this land; and</li><li>iii. Details of proposed access arrangements for temporary public events at the White Bay Power Station</li></ul>	<p>Information on the space required for car park B (which is now referred to as Car Park A) can be seen in drawing A2700 issued by Woods Bagot.</p> <p>The lease/licence agreement for this land is not considered in this response.</p> <p>Detailed design of the car park access and access requirements for the White Bay Power Station have not yet been finalised.</p>																					
3.2		<p>The following concerns were raised:</p> <ul style="list-style-type: none"><li>i. Minimal improvements are proposed to key local intersections</li><li>ii. The additional traffic impact on queue lengths at local intersections has not been reported</li><li>iii. Traffic impacts (queuing) may affect the local community</li></ul>	<p>Traffic modelling results shows the intersections assessed operate at an acceptable level of service (LoS D or better). The level of service is a measure of the overall performance of the intersection, refer to table below.</p> <table><tr><th>Level of Service</th><th>Ave. Delay (secs/veh)</th><th>Traffic Signals and Roundabouts</th></tr><tr><td>A</td><td>Less than 14</td><td>Good operation</td></tr><tr><td>B</td><td>15 to 28</td><td>Good with acceptable delays and spare capacity</td></tr><tr><td>C</td><td>29 to 42</td><td>Satisfactory</td></tr><tr><td>D</td><td>43 to 56</td><td>Operating near capacity</td></tr><tr><td>E</td><td>57 to 70</td><td>At capacity; at signals incidents will cause excessive delays</td></tr><tr><td>F</td><td>&gt;70</td><td>Roundabouts require other control mode</td></tr></table> <p>Source: Guide to Trip Generating Development, RTA 2002</p> <p>The modelling approach adopted assessed the overall relative impact of the proposed development along with the cumulative impact of surrounding developments. The traffic assessment showed that as a result of additional traffic, the</p>	Level of Service	Ave. Delay (secs/veh)	Traffic Signals and Roundabouts	A	Less than 14	Good operation	B	15 to 28	Good with acceptable delays and spare capacity	C	29 to 42	Satisfactory	D	43 to 56	Operating near capacity	E	57 to 70	At capacity; at signals incidents will cause excessive delays	F	>70	Roundabouts require other control mode
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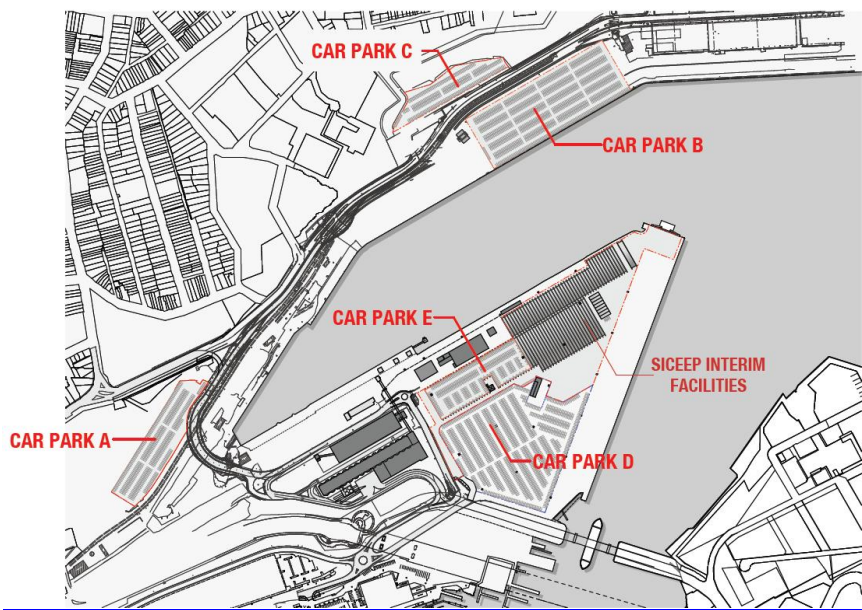


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			key intersections assessed experienced a minimal increase in average delays.																												
3.3		<p>Further clarification is requested based on:</p> <ul style="list-style-type: none"><li>i. The interaction of bus and car traffic accessing/egressing the interim facility on James Craig Drive.</li><li>ii. The performance of the internal roads and intersections with cars and buses (charter and shuttle)</li><li>iii. The design and operation of bus drop off/pick up facilities.</li><li>iv. The interaction of shuttle bus movements and car movements at car parks</li><li>v. The interaction of shuttle buses and charter buses at the pickup and drop off areas.</li></ul>	<p>Private vehicle traffic and buses will access the site as per the final site travel plan issued by Woods Bagot.</p> <p>The number and frequency of shuttle buses and its impact on the internal road network will need to be managed and determined by the venue operator based on the type of event to be held at the Interim Facility and forecasted number of patrons.</p> <p>The mid-block flows are provided in the figure below for all peak periods assessed at locations on James Craig Road and Sommerville Road. Flows represented in the diagram include background traffic and trips generated by the CPT and Interim Facility (cars and charter buses), however does not include shuttle bus services since the type of vehicle to be used in unknown and will be determined by the venue operator. It should be noted that due to Car Park A and C no longer available, AECOM has assumed these car parks will be relocated north of Car Park B.</p> <table><tr><th>AM Peak</th><th>Mid Peak</th></tr><tr><td></td><td></td></tr><tr><th>PM Peak</th><th>Weekend Peak</th></tr><tr><td></td><td></td></tr></table> <p>Assessment of the mid-block flows indicates that the two internal roads do not have any capacity issues and operate at acceptable mid-block level of service. The level of service along the two internal roads was based on RMS's Guide to Traffic Generating Developments (Table 4.4).</p> <table><tr><th>Peak Period</th><th>Time</th><th>Inbound</th><th>Outbound</th></tr><tr><td colspan="4">James Craig Road</td></tr><tr><td>AM</td><td>(7:15am – 8:15am)</td><td>203 (B)</td><td>93 (A)</td></tr><tr><td>Interim Peak</td><td>(11:00am – 12:00pm)</td><td>460 (C)*</td><td>142 (A)*</td></tr><tr><td>Mid</td><td>(1:00pm – 2:00pm)</td><td>281 (B)</td><td>261 (B)</td></tr></table>	AM Peak	Mid Peak			PM Peak	Weekend Peak			Peak Period	Time	Inbound	Outbound	James Craig Road				AM	(7:15am – 8:15am)	203 (B)	93 (A)	Interim Peak	(11:00am – 12:00pm)	460 (C)*	142 (A)*	Mid	(1:00pm – 2:00pm)	281 (B)	261 (B)
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3.4		Feasibility of multiple ferry movements docking and unloading/loading during peak scenarios.	Noted, as stated in Section 4.4.3: “Ferry services will be co-ordinated with existing movements in the harbour under the authority of the harbourmaster.”																																
3.5		Further information on the public transport strategy and proposed infrastructure required to support typical and peak events.	The venue operator of the Interim Facility will be required to prepare more detailed management plans based on the type of events to be held at the Interim Facility. As suggested in Section 7.4 a two-tier approach should be adopted based on the expected number of patrons.																																
3.6		Further details on strategies to minimise impacts on the local road network and restrict any overflow parking from surround residential areas.	<p>Events to be held at the Interim Facility will need to promote and encourage the use of public transport to the venue, particularly for peak events.</p> <p>Consideration could be given to parking restrictions in surrounding areas during event days.</p> <p>it is suggested that variable message signs (VMS) should be used to inform drivers of parking capacity and provide directions to additional car parking areas when full.</p> <p>To ensure there is minimal impact on the road network when a large number of vehicles are departing the Interim facility there may be a need to hold these vehicles within the compound and control their release rate.</p>																																
3.7		Requests for further consideration are given to the potential for pedestrians/cyclists access to the site. Utilisation of existing ramps from the Anzac Bridge to James Craig Road should be considered.	As agreed with Sydney Ports, pedestrian and bicycle access to the Interim Facility will not be permitted due to safety risks imposed and the working port environment of Glebe Island.																																
3.8		Request sensitivity assessment is undertaken to determine likely traffic impacts of a peak event.	Traffic modelling reported in Section 6.6 has already assessed the traffic impacts for a peak event scenario during the peak periods (AM, Mid Peak, PM and Weekend Mid Peak).																																
<b>4.0 Transport for NSW</b>																																			
4.1		Car Park A is located in an area which may be suitable for short to medium term recreational boating uses in support of the Government's policy commitment to increase access to waterways.	Car Park A and C will no longer be used as a parking area.																																
4.2		In terms of navigation, there appears to be no issue with the proposed temporary wharf at the end of Glebe Island.	Noted.																																
4.3		A CCTV should be installed at the signalised intersection of The Crescent / James Craig Road (to monitor traffic conditions when events are held)	Noted, TfNSW to advise venue operator in regards to this matter.																																
4.4		All events will require the preparation and implementation of a detailed Transport Management Plan and associated Traffic Control Plan which requires consultation with all relevant government agencies.	The venue operator will be required to prepare a detailed Transport Management Plan for all events, in line with the recommendations made in the Transport Strategy.																																
4.5		The Department should give consideration to requesting a Special Event Management Plan for any major event held at the proposed Exhibition Centre (in accordance with the Guide to Traffic and Transport Management for Special Events)	Noted.																																
4.6		Consideration should be given to the provision of a dynamic parking guidance information system to maximise the efficiency of the proposed car parks (provides information to drivers of current occupancy of each car park).	Noted, this may be taken into consideration by the venue operator.																																
4.7		The proponent is required to demonstrate that there is sufficient physical capacity for buses and customers at Central Station and Glebe Island for chartered bus pick up, set down and layover.	This will be assessed by the venue operator, once an exact bus route has been determined by the bus operator in agreement with the Transport Management Centre and TfNSW/RMS.																																

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4.8		The proponent is required to demonstrate that there is sufficient capacity for ferries and customers at Circular Quay, Darling Harbour and Glebe Island for pick up, set down and berthing areas.	Ferry services will be co-ordinated with existing movements in the harbour under the authority of the harbourmaster.
4.9		Off street parking shall be designed and constructed in accordance with AS2890.1-2004 and AS2890.2-2002.	Car park designs will need to be reviewed to ensure drawings/plans comply with AS2890.1-2004 and AS2890.2-2002.
<b>5.0 City of Sydney</b>			
5.1		Recommendations of restoring Glebe Island Bridge to provide access from the venue to Pymont and the Fish Market light rail station	Providing pedestrian and bicycle access via the Glebe Island Bridge has been considered however, RMS has advised that Glebe Island Bridge will not be restored for general access.
<b>6.0 Leichardt Council (David Wilson – Manager Environment and Planning)</b>			
6.1		Concerns about flaws in the planning for the Glebe Island Temporary Exhibition Centre that could jeopardise its functioning result in a loss of events and have adverse impacts on traffic and parking in local streets. These include: <ul style="list-style-type: none"> <li>i. Lack of pedestrian access to the site including the absence of direct pedestrian access from the City.</li> <li>ii. Further loss of parking on Robert Street</li> <li>iii. Cumulative impact of traffic from the CPT and other nearby developments on the existing access roads to the Balmain Peninsula and on Victoria Road and The Crescent.</li> </ul>	<p>i. Due to the industrial nature surrounding the Interim Facility, pedestrian access to the venue has been restricted due to safety risks imposed. Pedestrians originating from the CBD are able to use existing pedestrian facilities along Anzac Bridge and required to catch a shuttle bus service at the perimeter of Glebe Island. It is recommended that a shuttle bus pickup/drop off point should be provided along James Craig Road or a similar location that can be agreed with RMS.</p> <p>ii. The DA proposes a new temporary road link from Sommerville Road which results in the loss of approximately four parking spaces on Robert Street. The loss of four parking spaces is temporary and during the interim period only.</p> <p>iii. The traffic modelling undertaken includes traffic generated by the Cruise Passenger Terminal as part of the DGRs, however the DGR did not consider the impacts of approved developments such as the Super Yacht Marina and Harold Park. The Super Yacht Marina peak traffic generation is considered to be relatively minor and some of this traffic generation has been considered in the future ports land uses. The Harold Park assessment did not consider the impacts of traffic generation on the same intersections that were considered in this assessment so it was impossible to undertake an analysis of these impacts without sufficient previous analysis.</p> <p>It is assumed that the additional traffic generated by the Super Yacht Marina and Harold Park development will have a minimal impact on the surrounding network, refer to 9.7.</p>
6.2		Calls for the Government to reopen the Glebe Island Bridge to pedestrians and cyclists to ensure major events are not lost to NSW.	Refer to 5.1
<b>7.0 Glebe Island Expo – Submission by Leichardt Council (Section 6.3 Transport, Traffic and Car Parking Impacts)</b>			
7.1		The reliance on 400 car parking spaces at the White Bay Passenger Terminal and the subsequent vehicle generation. In their opinion it would appear unlikely that all of these spaces would be available for use by the facility, due to a number of reasons but particularly the indeterminate nature of their use would prevent event organisers at the facility from pre-selling tickets for those parking spaces. Cardno note that parking demand associated with the facility has not been assessed.	<p>Noted.</p> <p>The use of additional parking areas as noted in the plan below will be required when the expansion area is used for larger exhibitions. Based on current booking provided by INSW, the use of the expansion area occurs 4-8 times per year.</p>



Item	Reference	Comment	Response												
			<div></div> <p>Other parking station options have also been identified and it is expected that the minimum 1000 space provision will always be met.</p>												
7.2		<p>The traffic analysis with the DA shows that all the key intersections will operate within capacity with satisfactory levels of service. Cardno note this is contrary to the findings of the traffic analysis undertaken for the Cruise Passenger Terminal and the Rozelle Village development.</p> <p>As a result Cardno identify that further consideration and analysis should be undertaken to the operation of the key intersections along The Crescent and Victoria Road to account for the discrepancies in the results of the various traffic assessments. The information provided with the application cannot be relied upon due to questions regarding the credibility of the modelling.</p>	<p>The modelling approach used in the traffic assessment was agreed to by RMS.</p> <p>The difference in results in the traffic assessment can be due to a number of factors:</p> <ul style="list-style-type: none"><li>- Software package used</li><li>- Traffic survey counts/traffic volumes</li><li>- Peak hours assessed</li></ul> <table><tr><th></th><th>Glebe Expo</th><th>CPT</th><th>Rozelle Village</th></tr><tr><td>Software</td><td>TRANSYT</td><td>SIDRA</td><td>Paramics</td></tr><tr><td>Traffic surveys</td><td>Sept 2012</td><td>Feb 2010 / May 2010</td><td>Oct 2010</td></tr></table>		Glebe Expo	CPT	Rozelle Village	Software	TRANSYT	SIDRA	Paramics	Traffic surveys	Sept 2012	Feb 2010 / May 2010	Oct 2010
	Glebe Expo	CPT	Rozelle Village												
Software	TRANSYT	SIDRA	Paramics												
Traffic surveys	Sept 2012	Feb 2010 / May 2010	Oct 2010												
7.3		<p>The Robert Street link is not subject to an assessment regarding the increased traffic, including the intersection of Robert and Mullens Streets. There is also a serious question regarding the practicality of enforcing a left out only turn at the Robert Street egress.</p>	<p>The temporary Robert Street link will be utilised when vehicles are exiting the Interim facility, the majority of which will occur during the PM, which is against the peak direction flow along Robert Street.</p> <p>As shown in Appendix B, the swept path analysis of the proposed Robert Street link shows vehicles are capable of using the left out only link. Traffic controls and measures will be required to ensure proper use of the link.</p>												
7.4		<p>Construction Traffic Impacts have not been considered and may be concurrent with other site construction periods.</p>	<p>This has been mentioned, but the exact construction method is not yet known, so cannot be assessed. This will be the responsibility of the proponent once the construction method has been defined.</p>												
7.5		<p>On-street parking in the surrounding road network and the potential for intrusion of event parking on adjacent roads and car parks has not been considered.</p>	<p>Noted, it is proposed temporary residential parking schemes could be adopted when events are held. Refer to 3.6.</p>												
7.6		<p>Increased demand for event public transport when a cruise ship is docked (as a result of reduced car parking supply at the cruise terminal car parks with event trips required to be by public transport) has not been considered.</p>	<p>Noted, however CPT operates at different times to events.</p>												
7.7		<p>The DA includes a narrow coverage of public transport resulting in a missed opportunity for commercial patronage in Leichhardt LGA.</p>	<p>Noted, however public transport provision for the Interim Facility will only cater for patrons as part of the DGR. Consideration of extending services to cater for the Leichardt LGA will only increase pressure on parking, the number of services provided and pedestrian accessibility. The proposed public transport (charter and shuttle services) is for event days only.</p> <p>With the restriction of pedestrian and bicycle access to the Interim Facility, it is not practical to allow local residents to use ferry services at the temporary wharf since bus/ferry services will only be provided when events are held at the</p>												

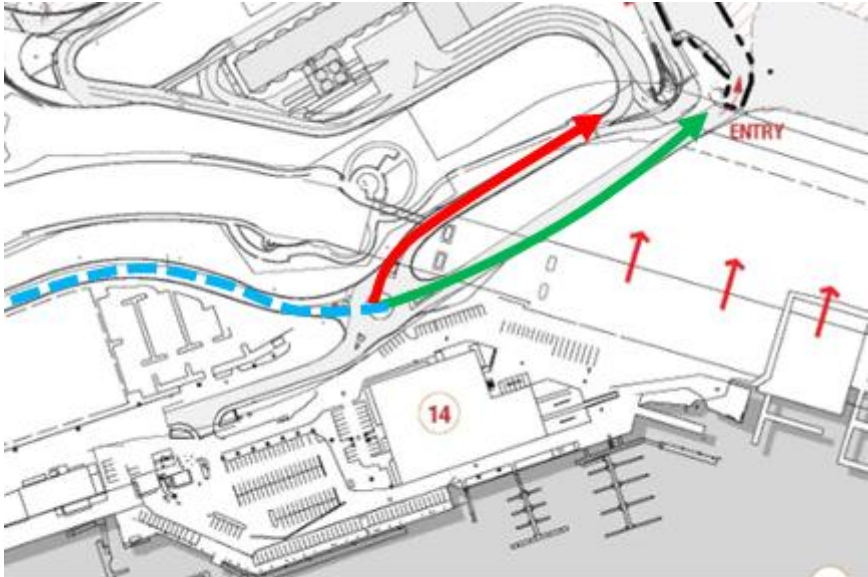
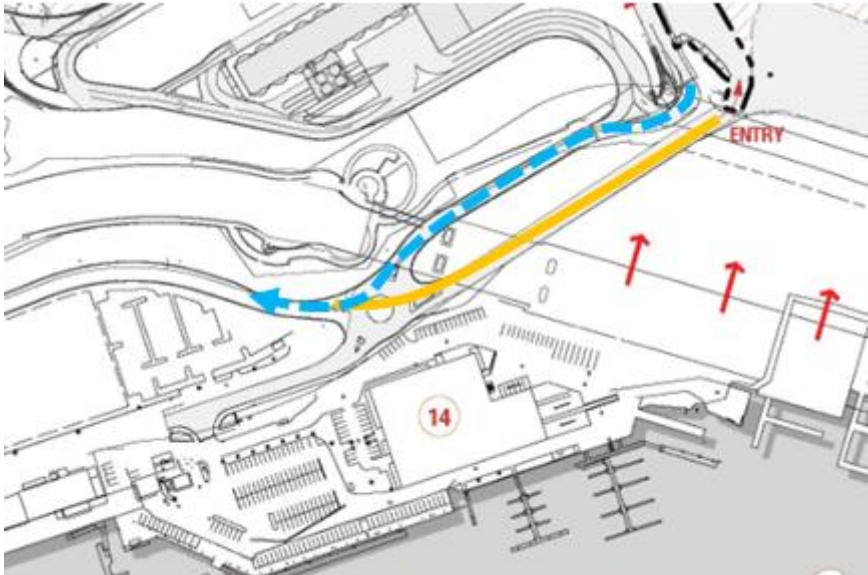
Item	Reference	Comment	Response
			Interim Facility.
7.8	62	There is a lack of detail regarding methods of control of pedestrian access to the facility.	Due to the existing Port operations continuing and with a focus on safety of the public the current vehicle only access to the Interim Facility will be maintained, with the Operator controlling and managing the vehicle access points during event days.
7.9		Similarly there is a lack of detail regarding methods of control for bicycle access to the facility,	As above – the existing access will be maintained.
7.10		Other detail lacking in the DA includes methods of control for vehicle and taxi access.	The revised site layout plan provides a pickup/drop off point for cars and taxis and incorporates them into the internal plan.
7.11		The DA does not address event management issues such as exhibitors at some events taking up a considerable amount of the available car parking and also how visitors/patrons without tickets will be managed as they approach the facility by vehicle, taxi, bicycle and on foot. For example, will “walk-up” tickets be made available? How will vehicles be turned around or diverted? How will pedestrians be marshalled? Pedestrian safety, in particular, both surrounding the site and within the site, is not addressed adequately in the DA documentation.	As stated in Section 5.9 :  <i>“All permanent and temporary staff at the venue will be encouraged to use public transport or arranged transport to reach the site. There will be some staff members that will be required to drive to site because of their trade and their need to transport equipment to the site. It is proposed that limited parking for essential activities will be provided in the loading dock area. All other staff will need to access the site by existing public transport modes, or the operator will need to arrange a shuttle bus to collect staff from a central hub. It is recommended that additional charter bus services, with a frequency of one per hour, are to be provided two hours prior and after an event to bring staff to and from the venue.”</i>
7.12		The Council is also concerned about the inability of patrons to use existing public transport to access the site, such as Victoria Road buses. While the DA rely heavily on charter buses and charter ferries, there is likely to be significant demand for patrons to arrive via existing public transport. The management of these patrons, and in particular the safe movement of patrons across busy roads, is not addressed in the DA documentation	The report does not discourage patrons to use existing public transport services such as buses and light rail to access the Interim Facility. Patrons wishing to do so will be required to walk to the perimeter of Glebe Island to catch a shuttle bus service.  Existing pedestrian facilities are provided in the form of: <ul style="list-style-type: none"> <li>- Signalised crossings at the intersection of Victoria Road / The Crescent, The Crescent / James Craig Road and The Crescent / City West Link.</li> <li>- Two off road share paths crossing Victoria Road.</li> <li>- A ramp which provides pedestrians a connection to James Craig Road from the Western Distributor.</li> </ul> <p>The location of shuttle bus pick up points will be determined by the venue operator, with indicative locations shown on the final site travel plan (issued by Woods Bagot). It is recommended shuttle bus pickup/drop off points should be provided along James Craig Road (to be agreed with RMS) as well as car parking locations. Management of pedestrians accessing the site will be part of the Communications Plan for events held at the Interim Facility.</p>
<b>8.0 Glebe Island Expo – Submission by Leichardt Council (Section 8.0 Recommendations)</b>			
8.1		The proposed link road from Somerville Road to Robert Street to be deleted from the application	AECOM disagrees with the statement provided by Leichardt Council. The proposed Robert Street link is temporary and will be removed after the interim period, since the link is to serve departing trips from the Interim Facility.  Refer to 2.1
8.2		All vehicular ingress and egress is to be via James Craig Road.	As above.
8.3		The bus shuttle service from the Sydney CBD to the site is to include services to major CBD hotels and is to include the option for patrons of Glebe Island Expo to also travel to Leichardt key business centres including Rozelle, Balmain and Leichardt for the reasons contained in Section 6.1 of this submission. The service will need to be managed so as to prevent commuter parking at the local centres.	The chosen charter bus route by the venue operator will be on an event by event basis as part of the Traffic Management Plan.  The reasoning for providing ferry services at Circular Quay and Darling Harbour is to attract patrons within the CBD. The venue operator may consider providing shuttle bus services between major CBD hotels and Circular Quay/Darling Harbour to minimise the number of additional bus services added onto the surrounding road network of the Interim Facility.
<b>9.0 Other Submissions</b>			
9.1	49802, Community Rep on the Bays Precinct Taskforce	Integrate the Glebe Island ferry services into a regular service for the whole area providing services for the residents and businesses of Leichardt and the CPT.	Since the interim facility is temporary extending bus/ferry services has not been considered, efer to 1.2
9.2	49810, resident of	<ul style="list-style-type: none"> <li>i. Permitting public access to the site only by shuttle bus and ferry services and restricting all private vehicles onto the site.</li> <li>ii. Consideration of surrounding developments such as Rozelle Village</li> </ul>	AECOM disagrees, refer to 2.2 & 6.1.i



Item	Reference	Comment	Response
	Rozelle	iii. Validity of access/egress points	
9.3	49366, resident of Glebe	Traffic impacts on Glebe residents	Refer to 9.7.
9.4	45502, resident of Balmain	Concerns of additional 1,000 vehicles onto the road network	Noted, however the additional 1,000 vehicles on the road network will be distributed throughout the day and does not impact the AM peak (7:15 – 8:15) since events are expected to operate between 10am and 6pm.  Based on the assumed arrival and departure profile, the interim facility is expected to generate a peak of 300 – 350 vehicles onto the surround road network, which occurs outside the identified peak periods
9.5	45978, resident of Rozelle	Impacts on surrounding on-street parking in the Rozelle area from patrons not wanting to park in the provided parking facilities.	Refer to 3.6
9.6	46413, resident of Rozelle	Impacts on surrounding on-street parking in the Balmain area from patrons not wanting to park in the provided parking facilities.	Refer to 3.6
9.7	49787/49791), Glebe Point Resident Group (GPRG)	Concerns about traffic impacts in the Glebe area and the omission of including Harold Park and the Super Yacht Marina in the traffic assessment. – requests additional modelling to include the impact of Glebe.  Feasibility of reopening Glebe Island Bridge for pedestrian traffic.	The full development of Harold Park which consists of 1,250 apartments and terraces is expected to generate approximately 189 AM, 325 PM and 286 Saturday inbound and outbound trips at the intersection of City West Link / The Crescent when fully developed (Arup 2010).  Stage 1 of the development is expected to be completed by mid-2014, which is assumed to have minimal impacts at the intersection of City West Link/The Crescent, provided residents have occupied the development by 2015/2016.  Based on the Halcrow 2010 transport assessment, the Super Yacht Marina is expected to generate 39 AM Peak, 40 PM Peak and 54 Weekend Mid Peak trips. No information in regards to the completion date of the development has been provided, however the additional trip generated will have minimal impacts to Glebe.  The intersections assessed operate at a LoS D (average delays less than 56 seconds) or better during the four peak periods assessed, which demonstrate the intersections have capacity to accommodate additional traffic.  Refer to 5.1 for Glebe Island Bridge.
9.8	49806, Leichardt Bicycle User Group	Leichardt Bicycle User Group: i. Confirm if bicycle riders will be able to access the Expo entry from James Craig Road. ii. Bicycle parking in car park A for everyone or staff? iii. Clarify if cyclists will be able to use Sommerville Road? iv. Is there any impediment to allowing cyclists to use Sommerville Road and the new CPT road to get to and from Robert Street?	No cyclists will be able to directly access the Interim Facility, as existing.
9.9	49158, Sugar Australia	Sugar Australia expressed concerns for the following: i. Additional pedestrian safety risks ii. Security and safety of employees and public especially at night, particularly concerned by patrons affected by alcohol iii. Traffic congestion at Glebe Island and traffic impacts at the intersection of The Crescent/James Craig Road.	AECOM agrees with the submission provided by Sugar Australia in regards to: - Providing additional controls in managing pedestrian access and preventing access to industrial sites and wharf areas - Restricting Sugar Australia parking bays for Sugar Australia employees only.  These issues will need to be addressed by the venue operator.  Traffic modelling undertaken has shown that the intersection of The Crescent /James Craig Road experiences minimal additional delays with the additional traffic generated onto the road network.
9.10	47128, resident of Balmain	i. Traffic impact at the intersection of Victoria Road / Roberts Street ii. No detailed assessment of traffic impacts iii. Impacts on local parking iv. No benefits of temporary wharf to local residents	Traffic modelling of the signalised intersection of Victoria Road / Roberts Street shows the intersection has a comparable performance to that of existing conditions. The intersections experiences minimal additional average delays (2 seconds or less) during the AM, Mid and PM Peak, however the Saturday Peak experiences additional delays in the order of 12seconds but still falls under an acceptable level of service.  To prevent patrons using surrounding on street parking it is proposed a temporary residential parking scheme should be adopted when events are held.

Item	Reference	Comment	Response															
			Refer to 7.7 in regards to iv.															
9.11	49797, Martin Bright Steel Complex	Martin Bright Steel Complex expressed concerns relating to the potential traffic impacts on the Balmain Peninsula, particularly at the intersection of Victoria Road / Robert Street.	Refer to above.															
9.12	49795, The Glebe Society Inc.	<p>The Glebe Society Inc expressed the following concerns:</p> <p>i. The 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, where “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”</p> <p>ii. Traffic impacts in Glebe and Forest Lodge by surrounding developments such as the CPT and Super Yacht Marina.</p>	<p>The traffic assessment has considered traffic travelling to and from the Interim Facility will go through Glebe via The Crescent. The traffic assessment has considered the following traffic movements to and from the Interim Facility:</p> <table><tr><th>Road</th><th>Light Vehicle</th><th>Heavy Vehicle</th></tr><tr><td>Victoria Road</td><td>Y</td><td>Y</td></tr><tr><td>Western Distributor</td><td>Y</td><td>Y</td></tr><tr><td>City West Link</td><td>Y</td><td>Y</td></tr><tr><td>The Crescent</td><td>Y</td><td>N</td></tr></table> <p>The use of The Crescent by heavy vehicles has been excluded due to the road not being an approved B-double route.</p> <p>The traffic assessment has included traffic generated by the CPT, however does not include the Super Yacht Marina. .</p> <p>The Super Yacht Marina will not generate a significant amount of traffic based on the Halcrow Report and it will be unlikely to have adverse impacts on the Glebe road network. Refer to 9.7</p>	Road	Light Vehicle	Heavy Vehicle	Victoria Road	Y	Y	Western Distributor	Y	Y	City West Link	Y	Y	The Crescent	Y	N
Road	Light Vehicle	Heavy Vehicle																
Victoria Road	Y	Y																
Western Distributor	Y	Y																
City West Link	Y	Y																
The Crescent	Y	N																
9.13	49777, Pymont Community Group	The Pymont Community Group provided a rationale for the retention of the Glebe Island Bridge, particularly in improving pedestrian and cycle accessibility between the Inner West and the CBD.	Refer to 5.1															
9.14	49783, Coalition of Glebe Groups (COGG)	<p>The COGG expressed the following concerns:</p> <p>- The traffic management study was based on the assumption that motor vehicles will access the facility along the major arterial routes of Anzac Bridge, Victoria Road and City West Link.</p>	Refer to 9.12															
9.15	46653, Ian Breden Architects, Balmain	The propose development would generate major traffic congestion which would impact the road network of the Balmain Peninsula	Traffic modelling has shown average delays at the intersection of Victoria Road / Robert Street does not significantly increase and operates within an acceptable level of service (LoS D or better).															
9.16	49161, resident of Balmain	<p>Peak traffic data described is not representative of the daily traffic congestion (reliable traffic data, captured during school holidays) and does not represent an accurate position on the traffic impact of the proposed development.</p> <p>The egress to Roberts Street causing local residents long delays in accessing Victoria Road via Mullen St and Robert St.</p> <p>Consideration of ferry services to allow for local residents and general public and allowing pedestrian access to the site.</p>	<p>The traffic data collected on 20/09/12 is a representation of a usual traffic movement during the weekday since school holidays occurred after this date.</p> <p>Refer to 7.3 for Robert Link response.</p> <p>Pedestrian access and extending the temporary ferry services to local resident/general public will not be consider, refer to 1.2 and 7.7.</p>															
9.17	48431, Annandale Precincts Committee	<p>Traffic congestion at the signalised intersections of City West Link / James Craig Road, Victoria Road / Robert St and priority intersections along Robert St, particularly during the AM Peak.</p> <p>Recommendations of using Glebe Island Bridge as a connection.</p>	<p>Forecasted events are expected to operate outside the AM Peak, which does not generate a significant amount of traffic at the intersection of The Cresacent / James Craig Road (a total of 50 bumpin/bumpout vehicles) during the AM Peak.</p> <p>Glebe Island Bridge will not be used to provide connections to the Interim Facility, refer to 5.1.</p>															

Item	Reference	Comment	Response
9.18	45352, resident	Traffic impacts of additional 1,000 vehicles at the intersection of The Crescent / James Craig Road, in particular traffic exiting from James Craig Road which causes major problems for vehicles attempting to enter City West Link from The Crescent.  No pedestrian access.	The additional 1,000 vehicles associated with the Interim Facility will be distributed throughout the day. Traffic modelling has shown delays experienced at the intersection of The Crescent / James Craig Road does not significantly increase.  For comments in regards to pedestrian access, refer to 2.2 & 3.7.
9.20	45362, resident of Balmain	The following traffic concerns were expressed: i. Flaws in the traffic assessment due to results differing from similar analysis ii. Impacts of providing a new link at Robert Street and the use of the new link by CPT traffic. iii. Flaws in using the modal split on previous exhibitions at Darling Harbour iv. Patrons choosing to park on surrounding residential street due to few parking restrictions.	i. Refer to 7.2,  ii. Refer to 7.3  iii. The basis of using the modal split from previous exhibition was to gain an understanding of existing travel behaviour to reflect a peak event, which was used to assess potential traffic impacts of the development presenting a worst case scenario.  iv. Refer to 2.3
9.21	49775, Pymont Action Inc	Recommends the operator of the Glebe Island ferry service to extend to the CPT.	Glebe Island ferry services will not be extended to the CPT, refer to 1.2
9.22	49055 & 49078, Cement Australia	Cement Australia provided the following comments in regards to the TMS: i. Inaccurate traffic calculation which omits existing traffic related to Cement Australia; ii. Safety concerns for pedestrians, cyclists and the interaction of cars, trucks and buses along James Craig Road and Sommerville Road:  a. Patrons ignoring recommendations to take shuttle buses and attempt to walk/cycle to the Interim Facility. b. Impact of shuttle buses c. vehicle circulation along Sommerville Road d. vehicle conflicts as there is potential for vehicles to shortcut through the sugar and cement areas of Sommerville Road. e. holding periods to be discussed and coordinated with scheduling requirements of commercial operations (ie Cement Australia and Sugar Australia) f. New merge point on Sommerville Road may cause serious incidents	As earlier mentioned in Section 2.2, traffic movements generated by existing uses of the Glebe Island bulk facility have already been captured in the traffic counts survey in Section 3.3. (Refer to 2.2)  a. As stated in the report, pedestrian access to the proposed Interim Facility is restricted due to the surrounding industrial nature of Glebe Island and the safety risk imposed. Cyclists from Robert Street will be unable to use Sommerville Road to access the site and required to use bicycle storage facilities and board a shuttle bus to enter the Interim Facility. The venue operator of the Interim Facility will be required to provide controls and measure to ensure this is adhered to.  b. Frequency of shuttle buses and its impact will need to be managed by the venue operator and will be dependent on the type of events held at the Interim Facility.  c. It should be noted that heavy vehicles such as cement tankers will be unable to use the proposed Robert Link and required to enter and exit via James Craig Road.  d. It is recommended the venue operator provide way finding signs to ensure such vehicles associated with the Interim Facility do not enter the Cement and Sugar areas.  e. Noted, the venue operator is advised to have discussions with existing Glebe Island tenants in regards to this matter.  f. Roads will be required to be designed to Austroads and RMS guidelines.
9.23	Gypsum Resources Australia	GRA provided the following comments: i. Concerns for the security and safety of its employees/contractors and consideration of limiting general public access to the industrial area. ii. the safe interaction of the existing “bulk goods truck traffic” and the significant increase in general public traffic iii. future traffic congestion on Glebe Island, specifically bottlenecking occurring at the intersection of James Craig Road and The Crescent.	i. Sydney Ports have restricted direct pedestrian and bicycle access to the Interim Facility, minimising the interaction of pedestrians and cyclists with existing industrial traffic. Refer to 2.2.  ii. Incoming traffic along James Craig Road will be separated at the eastern roundabout, where existing bulk traffic will turn left and interim traffic are required to go straight. Traffic departing from the site will use either Sommerville Road, which will also be used by existing bulk traffic, or James Craig Road during the morning peak. However the majority of traffic departing the interim facility will occur during the afternoon where existing bulk traffic is minimal. In addition refer to 3.3

Item	Reference	Comment	Response
			<div><p>— Incoming traffic — Existing bulk — Interim Facility</p><p>— Outgoing traffic — Ports &amp; Bump-in/Bump-out</p></div> <p>iii. Refer to 9.9</p>