

Mod 3 – Public Access to the White Bay Cruise Passenger Terminal Site – Submission from White Bay Precinct – July 5th, 2012.

Provision of only one access point at White Bay does not foster public amenity.

- The limitation of only one access point (Robert St) prevents a continuous route which would be much more attractive to a wide range of pedestrians & cyclists promoting health & a tourist destination.
- Increased public transport infrastructure, including a ferry terminal & light rail extension, is dependent on multiple access points. Commuters from this dense residential area should be able to use public transport options which reduce traffic from Anzac Bridge & Victoria Road.
- Since the previous modification was to narrow Robert St & provide perpendicular parking, this area is now too congested to safely accommodate this proposed increase in pedestrian access. By redistributing opportunities to more than one point, safer walking & cycling paths would be created.
- A dead end resulting from only one access point is not safe & exacerbates congestion on the site.
- Robert St is the proposed entrance for all service vehicles, including fuel trucks. Pedestrians should not have to compete with commercial vehicles accessing the sites.
- Another safety issue is the adjoining Bailey's Marine refueling depot. Restricting movement with only one option for egress increases safety risks.
- The Barangaroo Review, set up by Premier O'Farrell, recommended that there be no Function Centre. Limiting all access to only one point is hazardous.

Consideration of public amenity & continuous pathways is essential for the 4th most densely populated residential area in NSW. Foreshore access is available around Glebe & Pyrmont with multiple entrance & exit points. This foresighted planning should be extended to include White Bay as an integral part of the Bays foreshore.