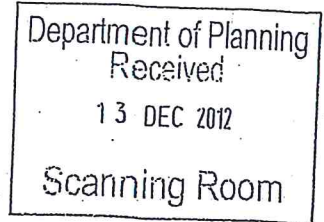




32

[REDACTED]
[REDACTED]
Rozelle NSW 2039

Major Projects Assessment,
Department of Planning and Infrastructure
GPO Box 39
Sydney 2001



Dear Sir/Madam

Re: **Glebe Island Expo. State Significant Development (SSD 55 5589 2012)**

I write in reference to the November 2012 flyer: Project Update: Glebe Island Expo, distributed by Infrastructure New South Wales.

I support the upgrade of the exhibition and entertainment facilities at Darling Harbour and commend the initiative to spread the interim facilities to the various locations during the construction period at Darling Harbour.

However, being a resident of Rozelle, I am seriously concerned with the impact that this project will have on the traffic entering and leaving the Balmain Peninsula.

Traffic:

There are five major entry/exit points for the peninsular. These are Wellington Street, Terry Street, Darling Street, Evans Street and Robert Street. All of these intersect with Victoria Road. The current week day peak hour traffic is already at a standstill from the Iron Cove Bridge to the city. On Saturdays, it's worse!

As you are aware, there are also several major projects planned for the peninsular. These are dominated by Rozelle Village Pty Ltd's Tigers Club Redevelopment, and the Cruise Passenger Terminal, but also include the Carrier and Nutrametics sites. All of these will generate additional traffic and car parking spaces.

Even when isolating each project, it is unlikely that the existing road systems will tolerate the increase in cars, but when all the projects are added together, it is almost impossible for the roads to cope. By adding a thousand more cars, in this case, the local roads will *definitely* be inadequate. No doubt, the traffic modelling has been done for the Expo project alone, and has not taken any of the above-mentioned projects into consideration.

There would be a substantial amount of delivery vehicles resulting from the food and beverage outlets and in the course of "bumping in" and "bumping out" of exhibitions and trade shows. Obviously, for the Expo to function, these vehicular movements are unavoidable.

The suggestion in the flyer of focusing on public transport is very worthwhile. Perhaps this could be taken a step further, by permitting public access to the site ONLY by shuttle bus and ferry services, and restricting *all* private vehicles onto the site.

This way, vehicles permitted to access the site would be restricted to delivery or emergency services.

It has already been raised in the Balmain Peninsula Precinct News, (December 2012) that "activities could coincide with arrivals by two cruise ships with 2,000 passengers each to morning and evening peak hour. Service vehicles will be required for provisioning the ships."

On 28 November, I attended an Information presentation evening at the Balmain Town Hall to view and discuss this project .

From the discussions I had there, it is clear that there has been little attention paid to *realistic* solutions for traffic. Whilst there are models and proposed road changes, there doesn't seem to be recognition of the existing situations and in particular, the addressing of other proposed projects.

The uses of James Craig Road and Robert Street are totally absurd! One only needs to observe the existing traffic patterns (even out of peak hours) to realise that these are not roads that can absorb an extra thousand cars!

I therefore urge all the decision-makers for the Glebe Island Expo to carefully consider the traffic consequences, otherwise they will find themselves in a seriously compromised position over the next four (plus) years.

Yours sincerely

A large, solid black rectangular redaction mark covering the signature area.

07 December 2012