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To:

Planning & Infrastructure
Major Projects Assessment Department
GPO Box 39
Sydney NSW 2001

by email: plan_comment@planning.nsw.gov.au

cc: Member for Balmain jamie.parker@parliament.nsw.gov.au
Leichhardt Council Councilors dbyrne@lmc.nsw.gov.au, dkogoy@lmc.nsw.gov.au

Re: BIKESydney's submission to the Proposed Redevelopment of Balmain Leagues Club

This submission presents BIKESydney's objections to elements of the proposed redevelopment of the Balmain Leagues Club ("the Development").

Our objections relate to the:

- **Scale of car parking introduced by the Development** - 834 car parking spaces will induce unacceptable levels of traffic on the local road network. Further, the queuing and otherwise, speed of vehicles arriving into the development will materially impact on cycling access on the shared path on the southern side of Victoria Road - the side taken by cyclists seeking to connect with the Iron Cove Bridge shared path;
- **Scale of traffic that will be generated by the Development** - the high-density nature of the proposal will generate unacceptable traffic impacts on the surrounding road network, and in particular on the Victoria Rd/Darling St intersection. This increase will ratchet the most significant barrier to the uptake of cycling - the fear of having to ride in traffic. Further, this will materially erode the efficiency of bus services through the area. Section 6.3 of the proponent's Traffic and Accessibility Plan doesn't consider the impact on bus services outside of peak times when the Development's traffic impact on existing provision will be greatest. Victoria Road traffic volumes are already saturated at peak times, and so the assessment of incremental changes to bus service provision at these times is posited from the wrong base, and therefore misleading. The State Government has just completed a \$200 million spend on upgrading the Iron Cove Bridge centred on the the justification of improving bus service efficiencies along Victoria Road;

- **Development's lack of cycling provision** - Section 6.6 of the proponent's Traffic and Accessibility Plan indicates that the improvement of the cycling provision will be limited to "onsite bike parking facilities" (coincidentally, without committing to the number of bike parking spaces that will be provided, despite the quantitative nature of the parking provision for motor vehicles). It is necessarily incumbent on a development of this scale to provide through-site and perimeter cycling access that connects seamlessly and simply with the existing cycleway network. (The Traffic and Accessibility Plan implies that cycling will not be possible through the site.) Integrating transport and land use planning are very strong themes in both the State government's *Long Term Transport Masterplan* and its *NSW 2021* strategies. Instead, the proposed traffic management will diminish existing provision for cycling by introducing a heavily-trafficked motor vehicle ingress at Victoria Rd. This will significantly diminish the attractiveness of cycling given the need for cyclists to cross a driveway that at times will receive westbound vehicles at high speed as they attempt to "beat the lights" at the Darling St intersection.
- **The manner in which the Development works counter to the transport goals expressed in the State's NSW 2021 strategy** - Simply, it is difficult to reconcile how the Development will positively contribute to the transport goals stated in *NSW 2021* - *Goal 7*: reduce travel times; *Goal 8*: making public transport a more attractive choice; *Goal 9*: Improve customer experience with transport services; *Goal 10*: Improve road safety).

Please don't hesitate to contact us should you require further information.

Yours sincerely

David Borella
BIKESydney
President

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BIKESydney is an incorporated not-for-profit community organisation affiliated with Bicycle NSW that advocates on behalf of people who ride bicycles living and working in the central Sydney area. BIKESydney sits on several bicycle planning committees including the City of Sydney's Local Pedestrian, Cycling and Traffic Calming Committee and Leichhardt Municipal Council's Bicycle Advisory Committee.