



## Accreditation anyone?

In recent weeks residents living inside the race circuit received information about registering for accreditation. We are told accreditation is necessary to come and go from our homes during the race weekend. We are told this is to allow residents ease of access during the race event. But do you have to apply?

Supercars' complete failure to take residents' needs into account means many residents have no trust in Supercars. You might be wondering whether to give Supercars the information they are asking in order to provide accreditation. You may also wonder why access to and from the race zone can't be as simple as showing your driver's licence.

At the recent Budgets Estimates Hearing, Sandra Chipchase, CEO of DNSW said, "... there will be a form of identification that residents will have. Those who do not have that, or forget a particular authorisation or do not want to use that, will have other means at their disposal. But all residents will have access to and from the event site."

Questions have been put to Supercars asking for alternatives to applying for accreditation. If you are at all concerned you might want to wait until further information is available. Wrist-bands will not be available to pick up until November so there is no rush. It is concerning that Supercars will "scan" residents "out" and "in". This does not equate to free access to and from OUR homes.

### What can I do to help relocate this street race?

Like us: Follow the campaign on social media

[www.facebook.com/RightRaceWrongPlace/](http://www.facebook.com/RightRaceWrongPlace/)

Join the campaign: Participate in the Newcastle East Residents Group events

Sign: [www.communitynqn.org/petitions/return-the-rights-of-newcastle-city-residents](http://www.communitynqn.org/petitions/return-the-rights-of-newcastle-city-residents)

Tag: #RightRaceWrongPlace

Write: The pen is mightier than the sword, express your opinion in writing!

Donate: Assist with our Newsletter print costs

Visit: [www.rightracewrongplace.org](http://www.rightracewrongplace.org)



Double, double toil and trouble; Fire burn and cauldron bubble.

## Was the Lord Mayor "hung out to dry"?

It would seem Lord Mayor Nelmes can't make up her mind whether she is for or against Supercars. In the lead up to the Council elections Nelmes was adamant she was not responsible for the decision to bring Supercars to our historic East End. When representing Nelmes, her mate Carol Duncan, went so far as to say the event had "been foisted" on Nelmes and that the NSW state government had "hung her out to dry". Perhaps she even garnered some genuine concern from misinformed voters.

Now that the Council elections are over and there are questions over her transparency, Nelmes is happy to say she brought the race to residential streets. But she expects us to believe she just 'kinda forgot' about a phone call to Destination NSW where she offered parks and heritage streets as Supercars' fodder. Such a minor decision, easy to forget in a busy day of bestowing keys to the city on friends and attending photo shoots with James, Jimmy and anyone else 'important'.

How many times have we heard disgraced politicians use the "I don't recall" excuse. Surely this is the last bastion of scoundrels and fools who are happy to make secretive decisions but are not

brave enough to fully own those decisions when they are open to public scrutiny.

We will never know if the election result would have been different if the truth had been known earlier. It is not hard to believe that some voters would have given Nelmes the benefit of the doubt. Especially when many can't believe that a Labor government could be responsible for such an uncaring and unfair decision. As Duncan rightly stated "Newcastle East residents have been treated appallingly".

Nelmes actually believes her resounding win in the Mayoral race vindicates her decision to abandon an entire suburb to the whims of a private company - a company that has comprehensively failed to respond to residents' needs. Some would disagree with Nelmes. Her abject failure to be open and transparent prior to the election means there is no vindication at all. Most would agree that tweeting 'Vroom, Vroom' three weeks before the announcement is hardly proof of an open and transparent approval process! Rather it raises some serious questions about Nelmes character and whether she can conduct herself in the manner we should expect from our public officials.

And to think Nelmes was outed by Supercars! Clearly they are no longer prepared to carry the can for her. The people of this city should expect more from their Councillors and Lord Mayor.

## Our Very Own "Game of Mates"

After the Homebush fiasco the Baird/Berejiklian Government hastily found another venue ... Newcastle, with the same and additional issues: disruption to local neighbourhoods, loss of trees, loss of access to public spaces, unsafe noise levels, poor access into and out of the peninsula, damage to heritage buildings and historical sites.

Council's vote last week for an "independent expert third party to undertake an evaluation and event impact assess-

ment to assess the social, economic and environmental benefits and costs associated with NCC's support for the Newcastle 500 event" is a step in the right direction.

The people of NSW may in fact be financially better off if we "lost" this event to another state.

Let the real facts and not media 'spin' speak for themselves when assessing the costs and benefits to the community.

# THE EAST ENDER

Community News from Newcastle East Residents Group inc.

NOVEMBER 2017



A picture is worth a thousand words, despite the public relations 'spin' from Supercars many East End small businesses are hanging by a thread.

## Business as usual? No Way!

Local businesses are suffering due to months of construction for the Supercars race. Many have reported economic losses of up to 86%. Access for workers, suppliers and customers has been an issue and so too, has the noise and contamination associated with the civil works.

As for the Supercars 'spin' that businesses will make "a killing" over the race weekend, this may not necessarily be the case. Under the Work Health and Safety Act 2011 (NSW), all employers have a responsibility to protect employees and visitors at their workplace from hearing loss related to noise exposure. So for businesses on the circuit, they simply may not be able to operate during race times.

Supercars has reneged on promises made to a number of businesses at information sessions earlier this year. These businesses have been informed that their planned events now do not have Supercars or NCC approval. They cite insurance as a problem. This after many months of promising the disruption of the road works will be worth it. Of course, like many things involving Supercars - the 'spin' and reality are worlds apart.

Promoters continue to spunk the benefits that Supercars will bring to the city. Without a business plan or cost/benefit analysis there is little to justify these claims. Supercars has warned hoteliers and accommodation providers not to price gouge. So should things not be as successful as promised it will be everybody's fault but Supercars!

## Just who will 'make a killing' during Supercars?

The chosen few businesses who have teamed up with Supercars to provide a 'Supercars' endorsed function or event and those far enough away from the circuit to be safe from hearing damage, perhaps?

But those guaranteed to make a profit are all the companies, mostly from interstate, contracted by or affiliated with Supercars. The camping provider for the NJC Campsite is Tent City Hire, a Queensland-based company. Supercars has contracted Gema, a large national company based in Sydney, as catering suppliers for the field area, bars,

grandstands and corporate boxes. According to one local restaurant owner the Gema Group will not use local suppliers but will use its enormous buying power to truck supplies in. The fencing is provided by another Queensland-based company.



Queensland profits while New South Wales loses.

There is much reliable independent research into how the Melbourne Grand Prix affected local businesses during 1996 - 2006. It shows during the Grand Prix period that more local businesses either experienced no increase or in fact an actual decrease in trade over those that enjoyed an increase. After the first Grand Prix The Herald Sun headline read: "Grand Prix Shop Horror".