

COMMENTS UPON THE WESTCONNEX EIS FOR A SECTION OF HOMEBUSH

The environmental impact that concerns me most is the area surrounding my home at 42 Wentworth Rd Homebush NSW 2140. Examining the EIS I find it difficult to establish specific information about issues that will impact on the local environment. There may be reasons why these details have not been enshrined in the EIS and have not been explicitly discussed but these matters should be raised to ensure that a complete environmental description is established and that the impending development can be quantitatively assessed.

The impacts I would like to address are: usage of Bill Boyce Park; Road works at the corner of Pomeroy St and Wentworth Rd Homebush; and the exhaust ventilation stack at Short St.

1. BILL BOYCE PARK

I am advised at a meeting with the contactor's representative: The Homebush Surface Manager Jason Pearson and WestConnex's Kate Thompson, that the usage of Bill Boyce Park is for parking and communication facilities 24/7. There are no toilet blocks, ablution blocks or heavy machinery storage and that the entry to the park will be from Pomeroy St.

There are two impacts that must be addressed. The impact on the surrounding community of the use of the park and the removal of vegetation.

1.1 Using the Park

The focus of my comment here is upon the entrance to Bill Boyce Park. Access to the Pomeroy St entrance may include traffic from Pomeroy St or from Wentworth Rd. Cars exiting or entering will have to be mindful of pedestrians including children particular those from Homebush Boys High who use the pedestrian bridge to access sporting facilities. Cyclist regularly use the bridge to gain access to Olympic Park. The bridge is on a cycling and pedestrian walking route. There are often organised groups as well as official cycling days. In addition, there has been no identification of the increased in vehicular traffic, caused by workers wishing to park, in both Wentworth Rd and Pomeroy St particularly at night time. How are these impacts to be controlled to ensure safety and minimise noise disturbance?

1.2 Removal of Vegetation

In the park are trees that have been established for years and it seems that the contactors will have the right to remove any and all of the vegetation. The surface area has to be maximised by the contactors for parking. In discussions it was said that it would be necessary to remove the trees but that he (Jason Pearson) might consider leaving some of the older trees at the front of the park at the Pomeroy St entrance. This essentially would mean that the front part of the park would remain except for a drive way on the eastern side. An excellent compromise but this would need to be enshrined.

1.3 Possible Alternative Solutions

To lessen the impact on the community it might be possible to access Bill Boyce park from Short St. At present the boundaries of Short St end but since WestConnex has acquired the land it may be easy to run a driveway from Short St alongside the boundary line of the back fences. It appears from the aerial map that there will be room.

Alternative parking may be available by securing all the parking along the northern part of Park St from the pedestrian Bridge both ways (200 metres either side) and if perpendicular or angle parking were to be used there would be a significant increase in parking for the project. There is also the space taken up by the unused bowling greens that were part of the Homebush Bowling Club. By using these two areas there may be no need for use of Bill Boyce Park

2. ROAD WORKS AND CHANGE AT WENTWORTH ROAD AND POMEROY STREET

To provide for widening the M4 east at the corner of Wentworth Road and Pomeroy Street a new retaining wall is being built which by my estimates (Boundary line pointed out by Jason Pearson) will cut back the corner by 2 meters. This will have a significant impact on the corner both during its construction and when the area is rehabilitated. There are no drawings at the moment that I could view.

2.1 During Construction

Talking to Jason Pearson he assured me that all works will be carried out during daylight hours with the exception of emergency work such as water pipes or cabling that will require access to the M4. This would

be a one off on several occasions and would be a one night only job. The major issue is traffic which the EIS says 6 months' road closure Jason tells me that he expects traffic to move with road safety managers signalling and directing traffic movement.

I drew to Jason's attention if traffic is redirected to exit and ingress via Coleman Ave and Cartwright St there may be logistic problems because of a single stream of traffic on these streets; they are narrow and parking is on one side only they both become single lane streets and can't cater for incoming and outgoing traffic at the same time.

The traffic lights at Pomeroy and Underwood help with right turn traffic from Pomeroy into Underwood. Similar right turns at Cartwright and Colman would need reviewing

Please refer to a solution under 2.3

I also let Jason know of what I have observed of the pedestrian and cycling use of the corner bridge (mentioned earlier under Bill Boyce Park)

All these points were raised by me at information sessions but I was told it was an operation issue that will be handled by the contactors. This is a significant issue of impact and surely needs resolution under the EIS

2.2 Rehabilitation

This is where the reduction of road width is crucial. At present traffic can't manage the turn; they speed; they are not paying attention; there is difficulty in passing. These circumstances exist without any safety measures for pedestrians and cyclists. For example parents with prams have to walk on the roadway to reach the pedestrian bridge. There is no provision of a footpath. There are many examples of near misses. The reduction of the width of the roadway at its curvature point can only exacerbate the situation. This is a severe impact and should not be left to the construction team alone.

There is a need to know the finished design and its impact upon the community particularly pedestrians, bike riders and motorists and landscaping.

2.3 Possible solution

The roadworks will at times have possible closure or at least traffic controlled access. A good solution at the end of the works might be

to permanently close the road. An examination will show that domestic garage drive ways could easily exist. 57 Pomeroy St has access to its driveway off Pomeroy St while 59 Pomeroy St has access to its driveway off Wentworth Rd. Bill Boyce Park could be extended to allow parkland landscape from the Eastern end of Bill Boyce Park with road access the 3 drive ways on Pomeroy St and similarly 4 driveways on the North of Wentworth Rd. This would entail a cul-de-sac at either end of the access points. In the case of Pomeroy St the nature strips outside Nos 51 and 46 would form part of the Cul-de-sac with a access drive ending at drive way of 57 Pomeroy St whereas Wentworth Road the Cul-de-sac incorporate No 39, 38 and 40 Wentworth Rd,

The Park area would cover all other land bounded by the sound barrier and incorporate the current wooded area between footbridge and both cul-de-sacs. The footpaths and access road ways would also be a shared cycleway from the bridge through either St. (See sketch attached)

The road closure would require Coleman Ave to be one way, say east and Cartwright St also one way say west. Roundabout would be needed at the east one way St to allow right hand turn into Underwood Road (since only left hand turn from west one-way street no roundabout would be needed.)

I have spoken to some residents who think this is a good idea

This concept could also be used during the construction of the retaining wall

3. Exhaust ventilation stack at Short St.

The major issue here for me is the destination of the untreated and forced exit of exhaust air. There are no specific details to examine the dispersion of the air pollutants or of how far they are expected to impact on the surrounding area from this explosion of gaseous and particulate pollutants into the atmosphere. I had hoped for a seasonal or climatic approach in which the anticipated dispersion of pollutants could be predicted. Also data produced to examine the different plumes from the exhaust stack under different conditions of stability and change lapse rates. Worst case conditions might also be displayed based upon severe weather conditions and wind flows. Until the experts can provide a forecast and an environmental impact of these air pollutants including the secondary pollutants of oxidants produced by photo chemical reactions with comments from the experts as to impact in a radius of various lengths it is impossible

for a person to make a sensible evaluation the air quality surrounding the exhaust stack.

Mr Jason Pearson explained to me that the Short Street stack will be working in conjunction with the Walker Ave Stack at Haberfield. He suggested it will take the overflow of what the Haberfield stack can't handle and also ensure a zero emissions from the exit tunnel near Short St

4. General

Progress such as the WestConnex has produced an EIS which is a complex document and difficult to reduce to a local community area; it's a pity that the document couldn't be subdivided in local community environmental impact statements. There are some examples such as noise pollution, and vibrations have set standards to keep these impacts on the community limited. By implementing the set of control measures that will meet the standards set or rehabilitation for damage caused by, say vibrations attest to the management. But there are other issues which when examined on a local community bases that are difficult to visualise and to me lack specificity. For example, the broad statement "removal of vegetation" which is left to the contactor to implement. For the contractor to ensure that best environmental practice is in place when they have a vested interest in completing the task: quickly; at minimum cost; and the management of human resources might result in lower standards than those set by an independent authority. There are also a number of issues which has been alluded to in this document that needed to enshrined in a formal document representative of WestConnex authority.

I hope I have made a positive contribution that will result in minimizing the impact of the WestConnex on this local community in which I live

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2 November 2015