

Sophie Fryc

9 Grand Ave

WESTMEAD 2145

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I strongly oppose the construction of Light Rail up Hawkesbury Rd Westmead.

The construction of light rail will have a significant negative impact on the safety, health and well-being of the community.

IT IS NOT ACCEPTABLE THAT THE FAMILIES IN THE RESIDENTIAL COMMUNITY ALONG HAWESBURY RD AND SICK PATIENTS VISITING THE MEDICAL FACILITIES BE SUBJECTED TO THE UNACCEPTABLE HIGH NOISE LEVELS, VIBRATION, DUST, FUMES AND POLLUTION, FOR A SIGNIFICANT AMOUNT OF TIME, DAY, NIGHT AND WEEK-ENDS

IT IS NOT TOLERABLE OR ACCEPTABLE TO HAVE SUCH A SIGNIFICANT IMPACT ON THEIR DAILY LIVING CONDITIONS AND HEALTH.

The impact of the light rail would be devastating on the whole community on many levels.

It makes no sense to turn Hawkesbury Rd into a construction zone.

People want to live a healthy lifestyle in homes, not a construction zone.

We do not need Light Rail up Hawkesbury Road.

The community of Westmead did not ask for the light rail and many I speak to are against it.

Westmead already has excellent public transport systems in place with the rail and buses that service Westmead.

This is supported as stated in the Environmental Impact Statement that reported from Transport NSW consultations,

” People were highly satisfied with the public transport system to and from Westmead and wanted more parking spaces”.

Also, I quote

“Parking was raised as a concern during consultation with Westmead Hospital, which stated that parking pressures were already extreme and there was severely limited parking available. Any further reduction would exacerbate this problem.

Westmead does not have a commuter parking station yet the demand is there for one

They ask for one thing that they need but they are going to get something else.

The state and local government are not meeting the needs of the people.

Patients of the medical community already find it difficult to find parking to meet their appointments

The major bus transit lanes and dedicated bus lanes on our roads are ***underutilised*** and there is the opportunity to increase public transport by putting ***more buses on the roads on infrastructure that is already there***

The project will take a number of years to complete.

The public will be exposed to construction dust, traffic pollution, vibration and noise pollution, especially from trucks and other diesel-powered vehicles.

AIR POLLUTION

Living and working in close proximity to a construction site will increase the level of exposure to particulate matter and fumes generated from the works and construction vehicles.

It is going to take 10 months just for the demolition of the road and commercial buildings before trackwork proceeds. That's a lot of toxic dust just from excavation of the road to say the least.

This alone will have a negative health impact on the young, the old and anyone in poor health with respiratory problems.

Exposure to elevated levels of fine dust matter has been linked with various adverse diseases health endpoints including exacerbation of asthma attacks, heart and lung disease and cancer.

Young children with developing lungs will be adversely affected.

Toxic chemicals and fumes can be harmful to pregnant women and their unborn child

Silicosis, a form of lung cancer is on the rise in Australia among home renovators and tradies. This is a fact.

Silica, found in cement and soil could be harmful to the residents if exposed to over extended times

Silicosis is not treatable. It's a terminal illness.

Recently during the construction of Sydney Light Rail, gentleman named Andrew woke to find his home full of diesel fumes from a small generator that was placed outside his home and it took him 2 hours for him to clear it IMAGINE IF THERE WAS A BABY, SMALL CHILD OR FRAIL PERSON LIVING THERE AT THE TIME. WHAT WOULD HAVE THE CONSEQUENCE BEEN?

I quote

"AIR POLLUTION Air Quality Working Paper

Final

42

8 conclusion

. The initial risk assessment for the project indicated that air quality would not be a key issue, provided that the recommended management and mitigation measures were implemented."

also

"Whilst the potential for impacts were considered at a project scale, it was identified that areas of the project nearest to more densely populated areas and locations with

highly sensitive land uses would require the highest level of attention during the works”.

It is a key issue even with mitigation measures implemented

SCHOOL CHILDREN AND PEDESTRIANS

The EIS states there is

” no school zone”.

Over **4,200** school students attend schools in the immediate area and the number is increasing.

Many of those students live along Hawkesbury Rd or walk down Hawkesbury Rd from the train station

I call that a “school zone”

Road safety for pedestrians will be challenged by the sheer number of students and pedestrians

who use the Hawkesbury Road corridor to walk to and from school during peak travel times to and from school

FOOTPATH CLOSURES

Hawkesbury Road is a corridor that hundreds of school children, parents and grandparents use to walk Primary students to school. Many parents and grandparents push a pram, some also with a toddler in tow as they take their children to school

Westmead Public school alone has over 1,500 primary students with a great number living in the units along Hawkesbury Rd and side streets.

IT IS NOT SAFE OR HEALTHY FOR THESE YOUNG CHILDREN AND THEIR FAMILIES, TO NAVIGATE THEIR WALK ONLY METERS PAST THE CONSTRUCTION ENVIRONMENT DAILY. AN INFANT WOULD BE EXPOSED FOUR TIMES A DAY TO THE NOISE AND AIR POLLUTION. GOING TO SCHOOL, THE RETURN WALK HOME AND THEN THE REPEATED JOURNEY IN THE AFTERNOON

THEY WILL BE EXPOSED TO HIGH LEVELS OF NOISE POLLUTION AND AIR POLLUTION WHILE NAVIGATING THEIR WALK ON WHAT WILL BE A CONGESTED FOOTPATH SURROUNDED BY BIG HEAVY MACHINERY FOR A NUMBER OF YEARS.

They will be great risk of injury for pedestrians, especially young children, the elderly and frail, with the interaction of construction traffic causing accidents. Injury is probable given that statistics.

MANY YOUNG CHILDREN WILL BE LIVING ALONGSIDE THIS CONSTRUCTION ZONE JUST 5 METERS AWAY IN SOME PARTS.

These increased health and safety risks, also apply to residents and the high number of visitors and sick patients visiting the facilities of the two Westmead Hospitals, The Specialist Medical Centre, 1A Medical Centre and the Skin Cancer Clinic

Closure of the footpath at any time during construction will only congest the other footpath and significantly increase risk.

Technical paper 2 Construction traffic states,

5.2 “Maintaining pedestrian safety and managing high volumes of pedestrians is critical in this precinct”

5.25 “Pedestrian Access to be diverted during widening of Hawkesbury Rd”

5.25” prior to demolition of Westmead Terminus Site pedestrians from Westmead railway station will be redirected to the western side of Hawkesbury Rd. This will reduce conflict between pedestrians and construction traffic”

THIS DOES NOT ADDRESS THE HIGH VOLUME OF STUDENTS AND OTHER PEDESTRIANS THAT WILL BE WALKING IN OPPOSITE DIRECTIONS TOWARDS EACH OTHER DURING PEAK SCHOOL WALKING TIME

THERE WILL BE CONFLICT BETWEEN THE YOUNG CHILDREN, THEIR PARENTS AND SIBLINGS (AND MANY STROLLERS) WALKING SOUTH ALONG HAWKESBURY RD. TO WESTMEAD PUBLIC SCHOOL AND WESTMEAD CATHOLIC PUBLIC SCHOOL WITH THE HIGH SCHOOL STUDENTS WALKING IN THE OTHER DIRECTION NORTH ALONG HAWKESBURY RD

ALSO, ANOTHER VERY CRITICAL SAFETY HAZARD (THAT ALREADY EXCISTS) IS THAT THESE

HIGH NUMBERS OF STUDENTS WHO NEED TO WALK OVER THE RAILWAY BRIDGE, HAVE TO WALK ON A VERY NARROW FOOTPATH ON THE WESTERN SIDE OF THE BRIDGE.

THERE ARE YOUNG PRIMARY SCHOOL STUDENTS WHO WALK WITHOUT SUPERVISION TO SCHOOL OVER THE BRIDGE ON THE NARROW SIDE AND THEY ARE JUST CENTIMETERS FROM THE TURNING BUSES AND TRAFFIC AT THE INTERSECTION.

A LARGE STEELE LIGHT POST THAY HAS BEEN IMPACTED IS EVIDENCE OF THIS ON THE BRIDGE.

THE BEND IN THE STEEL POST AND STEELE PLATE IS VERY VISIBLE.

LUCKILY THIS INCEDENT DIDN’T INVOLVE A PEDESTRIAN AT THE TIME

Included in the high volume of pedestrian traffic, we have many sick, frail and elderly that will be adversely affected and at risk, by construction down Hawkesbury Rd.

Closure of footpaths will affect their ability to reach medical services

NOISE POLLUTION AND VIBRATION

HEARING LOSS

It's unacceptable to put the public at risk from hearing loss caused by the elevated unacceptable levels of noise from daily operations and machinery.

Jackhammers, just to name one of the many noise producing tools produce 130 decibels

Anything above 85 Decibels causes hearing loss.

The children who live along Hawkesbury Rd and those who walk along it will be at risk of developing some degree of hearing loss. This is not acceptable

Constant noise levels throughout the night will cause insomnia affecting the residents' ability to cope at work and learning at school.

Work and study performance will suffer.

Parents have expressed concern about the impact on their child's academic performance.

at school

Interruption of sleep due to night works will also cause irritability and anger and have a profound impact on life style

Anger and irritability due to lack of sleep and constant sleep interruption has the potential to increase domestic violence and child abuse

The EIS states noise levels "***will be exceeded***"

EIS Noise 5.11.3

Public address systems will operate as well as warning bells on approach and departure

Westmead residents already tolerate the surrounding noise, the noise of Ambulance sirens and the Rescue helicopters that operate at any time of day and night.

What would not be acceptable would be to add to this ***the public address system operating every 7 ½ minutes as well as warning bells on approach and departure*** that would be produced by the light rail once built.

TRAFFIC

The connecting roads around Westmead already suffer from delays and congestion.

The construction of LR will increase congestion, extend delays, anger and frustrate drivers

The EIS states that long term there will be a reduction in congestion on the surrounding roads after the LR is built.

Given the extensive development of high rise along Westmead Vernon St and the new yet to be constructed high rise APARTMENTS along Hawkesbury Rd, about 1000? Developments, The Da for a 15 story high apartments and shops along Railway parade and the building on 3,000 apartments in the connecting suburb of North Parramatta,

the congestion will only get worse. NOT better.

BUS STOPS

The removal of 5 bus stops along Hawkesbury Road will reduce access to health services, especially to the Children's Hospital

Sick, frail and elderly will have extended distance to walk for medical treatment because of this and because of the closure of footpaths, no stopping zones and decreased parking.

EMERGENCY VEHICLE IMPACT

I quote from the Light Rail BUSINESS paper

“Traffic leaving the hospital would be required to circle around Park Av. This coupled with construction vehicles would likely increase traffic congestion”

“Although access to hospitals will be maintained, constraints to the frequency and ease of emergency vehicles maybe experienced”

The critical response time for our emergency vehicles will increase because of one way roads and congestion

On Thursday 19/10/17 at Hawkesbury Rd and Alexander Av 3 Ambulances were held up in traffic One had its sirens on but had nowhere to go as it was surrounded by traffic

ARTERIAL ROADS

The EIS does not address the effect on SOME **arterial roads**.

Already there are significant delays getting onto Hawkesbury Rd from **Alexander Avenue** and **Grand Avenue Westmead** (Just to name a few).

Plans to divert traffic to side roads off Hawkesbury Rd does not make sense.

All roads lead to Parramatta park

All traffic will end up on Park Avenue where Parramatta Park is an obstruction to traffic flow.

Parramatta Park will have an increase in vehicle traffic through the park in between gate opening hours

Has this impact been assessed?

It is already a dangerous for young families, walkers etc using the park and interacting with the traffic flow.

ASHLEY LANE

EIS 6-14-3

The impact on road changes to **Ashley Lane and Railway Parade** have not been mention or assessed

Ashley Lane is a very significant, highly utilised and busy Road.

Traffic flow is continuous and it too has peak hours.

Turning off Hawkesbury onto Railway Parade can be delayed by backed up traffic turning into **Ashley Lane** from Railway Parade.

This is due to the patients of The Specialist Medical Centre the Cancer centre and 1A Medical centre. The Specialist Medical Centre car park has been manned by a man for many years indicating just how busy this car park is and the heavy demand for it

*The effects on traffic flow and accessibility for patients and staff of these three major health buildings with at least a hundred **Specialist** health service providers has not been addressed nor the impact of the construction on their services.*

How will Ashley Lane cope during the demolition of Westmead Arcade?

Will it be blocked off during demolition of Westmead Arcade and also during construction of the sub-station etc?

How will patients' access be affected to the medical buildings?

Doctors and diagnostic services can't **close their doors and work from home** as it was suggested in the EIS as a coping means for businesses.

PEDESTRIAN CROSSING AT WESTMEAD STATION ON RAILWAY PARADE

The plan to relocate the pedestrian crossing from Westmead railway station to Ashley Road to encourage a detour for pedestrians down Ashley Lane is dangerous and unbelievable. It is a poor decision.

There is no proper foot path in parts, just a narrow piece of concrete to accommodate one person in some sections

EIS Page 53 Landscape and character shows an excellent picture of the lane and narrow Footpath

I have attached a video of the congestion and frustration of motorists travelling down Ashley Lane. Note this is not peak hour, It's 9.20am and this happens everyday because of the demand for car parking spaces by patients visiting The Specialist Medical Centre, The Skin Cancer Clinic and the Specialists at 1Ashley Lane.

CAR PARKING

It is not realistic to expect seriously sick people to catch public transport.

They need car parking spaces.

A significant number of on street parking will be lost to the light rail. The Environmental Impact Statements states lost car spaces will be relocated into nearby streets. The nearby streets are **already full** and in demand. They don't stay vacant long when vacated.

The EIS states there will be 76 car parking spaces lost, but 36 will be relocated to side streets? The side streets are already full. We are still 76 car spaces short not 36.

BUSINESS IMPACT

The Business Impact paper is a slap in the face to business.

It angers me when I read some of the ridiculous statements

The impact will hit hard at the restaurants and other businesses and medical service providers in the area.

The impact of excessive constant noise pollution, vibration and air pollution will affect the owners and staffs' health, work performance, cause stress, headaches, anger and irritability.

Sick leave will increase.

They will suffer hardship they will suffer emotionally and they will suffer financially.

They will struggle to pay the rent, some facing enormous losses if unable to pay their rent or mortgages.

There is the possibility of business loss and business closure just as experienced along the Sydney CBD light rail

Relationships will suffer sadly.

The businesses along the city CBD light rail should be telling us the impact of the construction of LR on business, not bureaucracy.

It will have major negative impacts with serious, long- term and possible irreversible effects leading to serious damage.

The EIS has rated the and downplayed the effects poorly

When and how long

- will the power be off affecting all forms of electronics and machines, no airconditioning no internet, no phone, no computers, no Eftpos facilities
- will the water be turned off-no cleaning facilities, no toilet facilities.

These utility disruptions will be unplanned.

Residents will suffer from these disruptions also.

Customers will not dine in an area full of dust, noise, vibration and poor amenity

Staff will lose their jobs.

The EIS doesn't state "***the learnings***" from other light or the solutions.

WHAT HAS BEEN LEARNED?

How will businesses be compensated if they can't pay rent or make enough money to live on?

How will restaurants control the enormous amount of dust from entering their shops and contaminating their food?

Does the NSW Health Department accept this unhealthy contaminating situation?

Quote from EIS report

“Disruption of services may require businesses to temporarily close”

Else were it states better to “stay and work from home”

How will the many dozens of medical providers in the Medical Specialist Centre, The Ashley Lane medical Centre and Skin Cancer clinic cope with the loss of utilities etc.

Are they to encouraged to stay at home and work or temporarily close? How silly.

Will the government compensate for generators for businesses thus increasing noise and pollution?

Parramatta Eat Street

Whilst my objection is concentrated on Westmead, I must object to light rail being constructed between Restaurants along Eat Street

Parramatta businesses in Church will suffer enormously, just like that experienced by the city CBD light rail.

As a regular diner in Eat street my family and I will not tolerate a construction zone to celebrate important occasions.

When Westfield was built many years ago, the shopping precinct of Church Street suffered enormously.

Over time businesses have invested and supported the area and it became alive again especially with the increasing numbers of restaurants that make Parramatta what it is today.

To put light rail down Eat street is a crime.

ACQUISITION AND DEMOLITION OF WESTMEAD ARCADE

The proposed Light Rail has already had *personal devastating effects* on the business owners in Westmead Arcade that is going to be acquired and demolished.

A whole arcade of *primarily medical services*, solicitors and the Commonwealth Bank. This came as a shock to the business *owners who were never consulted prior to the decision of their doomed fate.*

THEY ARE DIRECTLY IMPACTED BY THE LIGHT RAIL PLAN BUT NOT ONE OF THE OWNERS OR OCCUPYERS OF THE WESTMEAD ARCADE WERE EVER CONSULTED DURING THE DECISION MAKING PROCESS

THEY ARE STAKEHOLDERS

SHAME ON TRANSPORT NSW, THE STATE GOVERNMENT AND PARRAMATTA COUNCIL

Parramatta Council had a say on the relocation of the Westmead Terminus, but the businesses didn't

So much for the departments "*open and transparent planning system*".

There is a large area of land opposite this arcade on the other side of Hawkesbury Rd which could have accommodated the sub-station, *but we don't want to upset the developers or council*

The community know nothing about which services they are losing. People are shocked and surprised when we inform them about the acquisition and demolishment of Westmead Arcade and the loss of the services.

NOT ONE OF THE BUSINESSES WANT TO RELOCATE.

THEY HAVE NO CHOICE IN THE MATTER

THEY ARE BEING FORCED OUT

I OBJECT PROFOUNDLY TO THE SACRIFICE OF THIS ARCADE, THAT SERVES THE COMMUNITY WITH ESSENTIAL MEDICAL SERVICES, LEGAL AND BANKING SERVICES, TO BE REPLACED BY A SUB-STATION AND AMENITIES FOR THE RAIL DRIVERS.

SUB-STATION, TRACTION SUB-STATION AND ELECTRO-MAGNETIC INTERFERENCE

Westmead Arcade, consisting of The Commonwealth Bank, Physiotherapist, Podiatrists, Dentists, Sonographers, Doctors and solicitors will be demolished to make way for an electrical substation and traction substation to power the light rail

This will be built **OPPOSITE a residential area just meters away** in Ashley Lane next to The Skin Cancer Clinic and **Westmead Specialist Centre**.

No consideration has been given on the effects on the medical diagnostic and treating instruments and technology of the 60 plus medical Specialists that operate in this **SPECIALIST MEDICAL BUILDING** building

Electro- magnetic field impacts on medical equipment and other forms of sensitive technology as well as affecting the health of children.

The debate on the effects of electro- magnetic fields on the health of children giving rise to Leukaemia and brain cancer is still open.

I would not like my family to live just meters from the rather large offensive sub-station

SUMMARY

We need to protect our community, the young children, the elderly, the sick and our health professional who address and deliver our health needs.

We need to protect our bank and solicitors who have serviced the Westmead community for many, many years.

This light rail along Hawkesbury Road is so wrong on many levels and should not go ahead.

The community needs more carparking for commuters and complimentary shuttle buses for the sick and visitors from Westmead Station to the hospitals.

The community needs more open fields and parks. The land targeted for development in North Parramatta should be retained for community use and not developed for 3000 to 4000 apartments

The corridors of the railway and highway are aligned with thousands of high rise apartments that are being constructed with many more yet to be constructed. This significant population growth will put a demand on more open recreational space.

We need to preserve, maintain and create a healthy life style for our community.

Sophie Fryc