

Submission Cover Sheet

Sub no: **350**

West Gate Tunnel Project IAC

Request to be heard?: Yes

Full Name: Leigh Davies

Organisation: Seddon Cricket Club

Address: 1 Harris Street

Footscray 3011

Affected property: As above

Attachment: Seddon_Cricket_C

Comments: Attached is our letter of submission. Also attached is previous correspondence relating to this Project. Established in the 1920's, Seddon Cricket Club is a local community sporting club that has a strong focus on our multicultural community and the development of our junior players. We are a growing club that prides itself on the supportive and inclusive environment we provide to all of our players and their families. We support the West Gate Tunnel Project and believe it will provide many benefits for Melbourne's west. We have concerns around safety and have proposed three solutions which will improve the project for cyclists, pedestrians, neighbouring sporting clubs and the broader community.



Seddon Cricket Club

Established 1924

Affiliated V.T.C.A. & W.R.J.C.A.

Email: seddoncc@autods.com.au

ABN 61 681 066 411

Association Incorporated in Victoria A0011326F

PO Box 497

WEST FOOTSCRAY 3012

www.seddoncricketclub.com

10 July 2017

West Gate Tunnel Project – EES Submission from Seddon Cricket Club

Dear Sir or Madam,

Established in the 1920's, Seddon Cricket Club is a local community sporting club that has a strong focus on our multicultural community and the development of our junior players. We are a growing club that prides itself on the supportive and inclusive environment we provide to all of our players and their families.

We support the West Gate Tunnel Project and believe it will provide many benefits for Melbourne's west.

We have concerns around safety and have proposed three solutions which will improve the project for cyclists, pedestrians, neighbouring sporting clubs and the broader community.

The Seddon Cricket Club's submission to the joint Inquiry and Advisory Committee (IAC) refers to the Environmental Effects Statement (EES) for the West Gate Tunnel project, specifically '*improvements, extensions and upgrades to the existing pedestrian and bicycle network*'.

As background, we have attached a letter from May 2015 which sets out the club's general interest in the project and its history at Yarraville Gardens and another letter from May 2017 which raised some matters of concern about the project proposals at the time.

On 26 June, Seddon Cricket Club, the City of Maribyrnong and Kindred Studios (our neighbours on Harris Street) met with representatives from the Western Distributor Authority and the preferred proponent, CPB/John Holland, and were really pleased with their open, responsive and receptive approach to the issues we raised. We were comforted with their advice that the construction of the shared path on Harris Street would not require the reconstruction of the training nets and the retaining wall adjacent to the nets, and that construction of the project would not impact upon the use of the playing fields at Yarraville Gardens (in particular the works associated with the tunnel under Gary Greelish Oval). We would like to see that reflected in the appropriate documentation.

We continue to support this important infrastructure project, and have identified some potential solutions to the issues that impact the operation and safety of our growing community sporting club.

Proposed shared path and bridge on Harris Street

Concerns:

- **Safety.** During training and during games players, officials and spectators frequently cross Harris Street which divides the clubroom and the playing field. Many are junior players at training or children of players and spectators attending games. At present, the situation is unsafe because of the number of vehicles that use Harris Street, particularly the rat-running large trucks that accelerate as they turn from Cowper Street into Harris Street to get up the hill towards Hyde Street (for example, in February the momentum of a truck accelerating out of Cowper Street pushed a parked car up Harris Street towards Hyde Street). This happens despite the speed humps. The safety risk to both children and adults will be increased by the use of the shared path by bicycles travelling quickly down the steep slope.
- **Traffic and parking.** Car parking along Harris Street, Hyde Street and Cowper Street is often heavily used when there is a coincidence of use of the cricket grounds, tennis courts, parkland and surrounding commercial facilities. The last includes Kindred Studios on the corner of Harris Street and Whitehall Street, a *place of assembly* that has been allowed to establish with little or no car parking. Heavy use of parking on Harris Street compounds the hazard for pedestrians crossing the street. If it is necessary to remove kerbside parking near Kindred Studios for the new pathway then the demand on parking near the clubrooms will be increased.

Proposed solutions:

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1. **Run the shared path through (or near) the existing paths in Yarraville Gardens** entering/exiting on the corner of Hyde Street and Somerville Road and exiting/entering from the corner of Whitehall Street and Harris Street. An alternative solution would be to keep the new shared path on the existing shared use path down Somerville Road and Whitehall Street.
2. **Close Harris Street** to through traffic at Hyde Street with a physical barrier (we suggest extending the grassed area across the road for a couple of metres and landscaping it). This would still enable Harris Street to be used for parking (entered via Whitehall Street or Cowper Street) but would prevent rat-running by trucks and other vehicles. Closing Harris Street would alleviate the worries we have had for years and significantly increase the safety of children and pedestrians. It would be extremely well received by all of our club members and their families. We would be keen to celebrate this by arranging a community event and inviting our co-tenants, neighbours and the local community.
3. **Seal the Cowper Street dirt road and create formal car-parking spaces.** Cowper Street and the adjoining area behind our clubrooms are already used informally for parking. Upgrading these areas into a paved, low-speed car park environment (asphalted and parking lines painted) would help ensure our members and visitors (both to our club and our neighbours' premises) able to find parking safely.

Northern portal and ventilation structures

Concerns:

Community amenity. The new northern portal and ventilation structure will be seen from Yarraville Gardens and Hanmer Reserve, affecting the visual impact, amenity and attractiveness of our club's beautiful parkland setting.

Proposed solution:

4. **Ensure the urban design concept and planned extensive landscaping/planting minimises visual impacts** and ultimately add to the community's enjoyment and appreciation of our local area. We are keen to be engaged in the planning of the structure and landscaping and are willing to co-organise community events to celebrate their delivery.

Seddon Cricket Club would like to be fully consulted about the details of the new shared use path and the northern portal/vent structures as the design is further elaborated. We have made contact with the WRFL Umpires Association (our co-tenant), who use the ground in the winter, and they are as eager as we are to get these matters resolved with limited impact to our operations.

We will also provide a copy of this submission to the Hon. Wade Noonan MP, Member for Williamstown, who has been very supportive of the continued development of our club.

Thank you for your time.

Yours sincerely

Leigh Davies
President
Seddon Cricket Club

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0477 050 473

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Western Distributor Project Team
Locked Bag 28
SOUTH MELBOURNE VIC 3205

29 May 2015

Dear Sir or Madam

I am writing on behalf of Seddon Cricket Club to express the Club's interest in and concern with the Western Distributor project.

Cricket has been played at Yarraville Gardens on the ground now known as Greelish Oval at the corner of Whitehall Street and Somerville Road since the early years of the 20th century and probably earlier. Seddon Cricket Club began at Yarraville Gardens in the early 1920s has been based there and at Hanmer Reserve ever since.

The Club now fields four senior turf cricket teams, two based at Hanmer Reserve and two at Greelish Oval. We also field three junior teams and manage a large children's Milo Cricket program. This means that we have some 200 players plus their families regularly training, playing or supporting activities at Yarraville Gardens / Hanmer Reserve.

Greelish Oval is a very important part of this activity. It is the home base for two of our senior teams through which our junior members graduate to senior cricket. If we were to lose Greelish Oval, our junior development program would be seriously affected. Even if the teams were relocated to another venue, management difficulties and the support of volunteers away from our home base would be likely to dwindle, threatening the existence of the club.

The steady growth of traffic on Whitehall Street has caused concern in the past by increasing the risk to players and drivers should cricket balls reach the street. This led to the erection by the Council of a higher fence on the eastern boundary of the park some years ago to reduce the risk. For this reason we are strong supporters of measures to divert traffic and particularly heavy vehicles, away from Whitehall Street and Somerville Road. If the Transurban western distributor proposal achieves this, then the Club supports it.

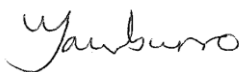
However, we are concerned that Transurban's proposal may nevertheless detrimentally affect the cricket club. We note that the schematic diagrams so far released indicate that elevated structure and tunnel works will pass very close by the eastern edge of the park and we are concerned that these works or any associated works at Whitehall Street and Somerville Road may impact on the park and more particularly restrict our ability to play cricket matches at Greelish Oval.

Whilst we accept that Transurban has "design principles" that include avoiding acquisition of parkland and minimising impacts to parkland, we are afraid that these may be flexibly applied and weighed against other considerations, in particular financial cost, as detailed design progresses.

We submit that Transurban should give consideration to protecting or even improving the traditional use of the park for cricket by providing appropriate buffers and / or barriers to reduce potential conflict with traffic and improve safety for all.

We ask to be kept informed of planning and design for the proposed road.

Yours sincerely



Rolf Tamburro

SECRETARY

Copies to:

The Hon. Luke Donnellan MP, Minister for Roads and Road Safety
The Hon. Marsha Thomson MP, Member for Footscray
Cr Nam Quach, Mayor, City of Maribyrnong



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The Mayor and Councillors
Maribyrnong City Council
PO Box 58
FOOTSCRAY VIC 3011

Western Distributor Authority
GPO Box 4509
Melbourne VIC 3001

23 May 2017

West Gate Tunnel Project

Dear Sir or Madam

I refer to the latest proposals for this project and wish to raise some matters of concern to this Club. By way of background I attach my letter of May 2015 which sets out the Club's general interest in the project and its history at Yarraville Gardens.

While the Club continues to support the road projects we have two major concerns with the latest proposals.

Firstly, the Club is very concerned that construction of the route as proposed might impact upon the use of the playing fields at Yarraville Gardens. In particular we are concerned works associated with the tunnel under Greelish Oval might have some impact on the use of the oval during the cricket season. This ground is a vital part of our operations and is the venue for home games for two senior turf cricket sides, our third and fourth elevens. These elevens are essential to development of players at our Club and provides a pathway for local junior players into more senior levels of turf cricket.

Similarly, the works associated with construction of a new shared path along Harris Street - or, alternatively, if it were to be re-routed through the gardens near Greelish Oval - must not be allowed to disrupt the use of grounds for cricket games during the season.

Secondly the Club has significant concerns about the impact of the proposed shared path and bridge on Harris Street, as follows:

- while we would not expect it to be the case, if the bridge is carried along Harris Street to the vicinity of the clubrooms it could create a visual barrier between the clubrooms on the northern side of the street and the playing field. As well as being aesthetically undesirable this would disrupt the use of the clubrooms as a venue to watch games on the oval (e.g. scorers and spectators use the clubrooms during adverse weather).
- the latest plans indicate the path is to be sited on the southern side of Harris Street. Harris Street is currently a steep, narrow two-way street with a pavement of around 7.5 metres with parking prohibited on large sections of the southern side. Near the clubrooms the nature strip on the southern side is only 2.7 metres wide while the footpath and nature strip on the northern side is 2.6 metres wide. This is inadequate to accommodate a shared path which we would understand to be at least three metres wide, excluding any nature strip needed to separate it from the road pavement.

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- if sited as shown on the plans, construction of the path would require the reconstruction of the training nets and the retaining wall adjacent to the nets. These nets are vital to the Club's operation and need to be sited near the clubrooms and the adjoining brick storage shed where training equipment is held.
- careful consideration needs to be given to safe passage between the clubrooms and the playing field. During training and during games players, officials and spectators frequently cross between the rooms and the playing field. Many are children who are junior players at training or children of players and spectators attending games. At present, the situation is relatively unsafe because of the number of cars that use Harris Street and especially those that turn into Harris Street from Cowper Street at speed. This hazardous situation will be compounded by the use of the shared path by bicycles travelling quickly down the steep slope.
- car parking along Harris Street, Hyde Street and Cowper Street is often heavily used when there is a coincidence of use of the cricket grounds, tennis courts, parkland and surrounding commercial facilities. The last includes Kindred Studios on the corner of Harris Street and Whitehall Street, a *place of assembly* that has been allowed to establish with little or no car parking. Heavy use of parking on Harris Street compounds the hazard for pedestrians crossing the street. If it is necessary to remove kerbside parking near Kindred Studios for the new pathway then the demand on parking near the clubrooms will be increased.

The Club submits that there is a clear need for a comprehensive review of local vehicle, pedestrian and cycle traffic and parking facilities in the vicinity of the clubrooms as a result of this new proposal. This should examine how the competing needs can be safely and attractively integrated with the parkland. Consideration should be given to:

- constructing Cowper St adjacent to the clubrooms as a low-speed car park environment;
- discouraging the use of Harris Street by through traffic;
- ensuring adequate parking; and
- discouraging the use of the pathway by speeding bikes.

We would envisage that the road developer and the Council would work together on this plan to properly cater for the major changes to the area contemplated by this new proposal.

Seddon Cricket Club has made contact with the WRFL Umpires Association (our co-tenant), who use the ground in the winter, and they are as eager as we are to get this matter resolved with limited impact to our operations.

The Seddon Cricket Club and the WRFL Umpires Association would also like to be fully consulted about the details of the new path proposed for Harris Street as the design is further elaborated.

Yours sincerely

Rolf Tamburro
Secretary
Seddon Cricket Club

Copies to:
The Hon. Luke Donnellan MP, Minister for Roads and Road Safety
The Hon. Wade Noonan MP, Member for Williamstown

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 **Bendigo Bank**
Seddon Branch