

Using Trailway to get to wastewater facility is favoured

By Bill Rea

Upgrades are needed to the Wastewater Treatment Plant in Inglewood, as well as a better way to access the site.

That was the topic of a public information centre held last week in Inglewood.

Peel Region has determined the need for extensive upgrades to the plant. It reported there has been a thorough design review which concluded there is a need for more efficient equipment in the facility, additional standby equipment for back-up power and maintenance, and a new treatment tank and building.

Troy Briggs of CIMA Consulting said the plan includes retrofitting the building that's already there, as well as adding another.

"It's basically adding the redundancy that we need," he explained, adding that will mean fewer breakdowns and less need to truck water off site to be treated.

The question of how to get to the plant is proving to be a more key issue. It's located east of McLaughlin Road, and is accessed through a private driveway. Regional staff have identified some operational concerns, as well as the potential for disrupting a residential area. There are also concerns about possible spills on the private property.

Four possible alternatives were presented at the session.

Two of them, involving widening stretches of the Caledon Trailway to accommodate vehicles, are the ones most favoured by the Region at this time.

The first option involved gated access from the end of MacDonald Street (just east of Inglewood United Church). Regional staff indicated that wasn't a favoured option because it would involve crossing the railway tracks that goes through the hamlet, as well the fact it would increase traffic on MacDonald. It was also observed that the Orangeville Brampton Rail Access Group would not go along with a permanent access. On the positive side, it was thought it would have the least impact on the Trailway.

The second option involved accessing the site through the parking lot of Lloyd Wilson Centennial Arena. It wouldn't require the crossing of train tracks, although it would require grading a tree removal, as well as major easement. The real problem was it would come too close to a nearby creek and the Credit River. Staff said Credit Valley Conservation (CVC) would never go along with that. "Anything we do has to get their approval," Briggs observed.

The first trail access option involved widening a 320-metre stretch. It would require no crossing of train tracks, although grading and tree removal would be needed close to the trail. As well, increased traffic could impact trail users.

The other option was similar, although the trail widening would only be about 250 metres.

The two trail options also allow for public washroom facilities on the trail, near McLaughlin, and that pleased Councillor Barb Shaughnessy.

"I'm advocating for a washroom," she said.

"From what I'm being presented, I'm OK," remarked Caledon East resident Wayne Noble, a frequent user of the trail. "It's a win-win for everybody."