

Shalini Gonsalves

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26 June 2020

Planning and Assessment
Department of Planning, Industry and Environment
Locked Bay 5022
Parramatta NSW 2124

Application: **Sydney Metro West - Westmead to The Bays and Sydney CBD,
Environmental Impact Statement, Five Dock Station**
Application Number: **SSI-10038**

To the Department of Planning, Industry and Environment

I do not object to the proposal to construct Five Dock Metro station on Great North Road.

As a resident of Five Dock, my family and I recognise the significance of this major public transport infrastructure project for Five Dock and the surrounding suburbs, delivering rail services to the areas for the first time. I work in Parramatta, my husband works in the Central CBD and my child will attend high school at Town Hall. The delivery of this piece of transport infrastructure will greatly cut down commute times and benefit our community.

However, I am responding to the "Sydney Metro West - Environmental Impact Statement" (EIS) document, highlighting the omissions, and recommending inclusions, to ensure the safety of local residents and to minimise impacts to the local community, including those who travel out of Five Dock for work and education.

1. Public Transport – bus routes and bus stop locations

The EIS notes temporary impacts to the public transport network in Westmead, North Strathfield and Burwood North – but does not consider the impact of the construction of Five Dock Station on the bus stops immediately adjacent to the construction sites, or on the traffic movements impeding bus movements.

I catch a bus between 8am and 8.30am at Stop 2046105 from Great North Road (Bus No 415 or 530), which turns right onto Garfield Street, left onto Harris Street, and then right onto Parramatta Road to Burwood Station. Buses on this route run infrequently even during peak times and are currently the only bus connection to Burwood Station.

Any traffic delays due to construction vehicles blocking the intersections of Great North Road and Garfield Street, Garfield and Harris, and Harris and Parramatta at peak hours during the morning will cause significant impact to employees like myself, and to students attending the high schools along this route (Rosebank College, Burwood Girls High School, Concord High

School, among others). This was my experience during construction of WestConnex, when B-Double trucks exiting out of the site at Parramatta Road often blocked the traffic in both directions for almost 20 minutes each day, while navigating the turn and waiting for a green signal.

I also believe the location of the existing bus stops (Bus stop 2046105 and Bus Stop 2046100) close to construction sites would expose public transit users to noise and dust and increase safety risks.

Requested changes:

- Bus stop 2046105 and Bus Stop 2046100 to be temporarily relocated to Garfield Street (for bus numbers 415, 520) and further south along Great North Road (for bus numbers 438, L38, 439, L39 and 492) for the period of construction along with:
 - Adequate bus shelter and seating at the temporary bus stops
 - Installation of a pedestrian crossing at the site of the temporary bus stops at Garfield Street to assist public transit users safely cross the road
- No construction vehicles to enter or exit the construction sites between 7am and 9.30am, and between 2.30pm and 6pm on weekdays to minimise traffic delays for commuters and school and university students who live locally.
- Construction vehicle routes in and out of the site to be altered so that the trucks proceed straight down Great North Road to access Parramatta Road (South-bound) or Lyons Road (North-bound), preventing traffic management issues at the right hand turn from Great North Road into Garfield Street. This is already a busy intersection to navigate at morning and evening peak hours (7am – 9.30am; 2.30pm – 6pm), and the presence of large B-double trucks attempting to turn will block the intersection causing unreasonable delays to local residents.

2. Loss of parking

The EIS suggests that construction workers will be encouraged to use public or active transport or ride sharing to access the Five Dock Station site. Parking in surrounding streets including Minnesota Avenue where I live, is already limited, and an influx of trade vehicles will cause further impacts to local residents and significantly increase safety risks for young families.

Requested changes:

- Park and Shuttle services to be set as “mandatory”, for construction workers
- Sydney Metro West secures suitable parking for all construction crew in a non-residential area in the Canada Bay LGA, and hire private shuttle buses to ferry workers to and from the construction site.
- This parking area is to be kept free of rubbish and cigarette butts.
- Fines and breaches issues to Sydney Metro West if construction crew related to the project are found to park in local streets.

3. Pedestrian impacts

The EIS states that there are no pedestrian changes proposed during the construction of Five Dock Station. Considering the proposed volume of heavy truck movements of 272 per day during site establishment and demolition and 422 trucks per day during excavation, I strongly recommend the pedestrian changes bulleted below, to reduce the risk of any pedestrian accidents to residents.

There is increased pedestrian activity during peak hours (including school zone times) from 7am - 9:30am and 2:30pm to 6:00pm. Both heavy and light vehicles moving in and out of construction sites will lead to an increase in pedestrian danger for residents, including elderly residents and young primary-school aged children who frequently walk to school and the local library in Garfield street unsupervised.

Requested changes:

- Traffic controllers between 7am and 9:30am and 2:30pm to 6:00pm, at the following locations:
 - ingress and egress of both the Eastern and Western Construction Sites on Great North Road, Second Avenue and Waterview Street
 - raised zebra crossing across Great North Road near Henry Street
 - four-way intersection of Great North Road, First Avenue and Ramsay Road
 - intersection of Great North Road and Queens Road
- For the start of Cut-and-Cover shaft excavation in Q2 2022, conversion of the raised zebra crossing across Great North Road near Henry Street to a signalled crossing

4. Truck movements and safety

The residents of Five Dock are unaccustomed to significant truck movement as is forecast for Five Dock Metro, and would need to modify their pedestrian and driving behaviour to travel safely in response to this construction.

Requested changes:

- A detailed plan before commencement of construction of the extended route of heavy vehicles beyond Great North Road to the North and South, along Lyons Road, Lyons Road West and Parramatta Road – this information is incomplete in the EIS currently
- No departure of heavy construction vehicles from the acoustic sheds during peak times, between 7am and 9:30am and 2:30pm to 6:00pm.
- An agreed location with the community for a “truck yard” in a non-residential area, where heavy construction vehicles will wait before entering the Western and Eastern sites for spoil removal. This is not detailed in the EIS, and is important to know in order to prevent construction vehicles banking up and idling engines, or parking on local roads.
- Identification required for all light and heavy vehicles e.g. A3 Sydney Metro West stickers on windscreens, to ensure the routes are only used by those vehicles associated with the project.

- Inclusion of all private and public companies and sub-contracting firms associated with the construction of the Five Dock Station to be included in the project regulations around the movement and timings of vehicles to limit impact on the community.
- Enforcement of significant fines to both companies and individual drivers of trucks who breach agreed truck routes, particularly in school zones.
- At the completion of construction, a road repair and resurfacing project of all roads in Five Dock and surrounding suburbs which were used by any heavy vehicle associated with the project.
- A focused community education program, in print and through social media, in English, Italian and Mandarin to educate the community on moving safely during construction periods.

5. Traffic Impacts

The EIS states that there are no traffic changes proposed during the construction of Five Dock Station. Considering the proposed heavy truck movements of 272 per day during site establishment and demolition and 422 trucks per day during excavation directly along Great North Road and the surrounding streets, I believe greater consideration of the traffic impacts and proposed mitigation measures be undertaken.

Great North Road is a major road network connecting Parramatta Road to Lyons Road, with traffic then flowing east to Victoria Road or west to Sydney Olympic Park. Therefore, as a local resident, I am concerned that in an attempt to avoid congestion caused by the significant volume of trucks on Great North Road, traffic will detour and “rat run” around the residential streets, particularly Ingham Avenue, Minnesota Avenue, Fairlight Street and Ramsay Street.

Requested changes:

- Traffic calming measures implemented on Ingham Avenue, Fairlight Avenue, Ramsay Street, Minnesota Avenue, to prevent “rat running” on local roads.
- Change of location of pedestrian lights at eastern corner of Ramsay Street and Fairlight Street, allowing pedestrians to cross more safely directly across Fairlight Street, rather than via the pedestrian crossing to the small island exposed to traffic, particularly if truck movements increase on this road, as visibility when turning left into Ramsay from Fairlight is poor. Additionally two lanes of traffic turning right into Ramsay from Fairlight already cause frequent accidents, including pedestrian injuries.
- Significant fines for any traffic or construction trucks that use the local access roads as a thoroughfare against road rules and development consent conditions, including no heavy construction vehicles on Garfield Street, Ingham Avenue, Fairlight Street and Minnesota Avenue.

6. Night-time noise impacts

Five Dock is a quiet suburb after hours, so any additional noise generated by heavy vehicles will have a much wider impact than the immediate vicinity of the construction site. During the construction of WestConnex brakes and beeping from trucks travelling in Ramsay Road could be heard across the neighbouring streets.

Recommendation:

- Air brake silencers to be used on all heavy vehicles.
- No honking, beeping, music or loud talking by construction crew after 9pm and before 7am everyday.

7. Visual amenity

It is commendable that the EIS proposes public art on temporary hoarding to improve visual impact of the construction site. Five Dock has a small community of local artists, including indigenous artists, and our local school – Five Dock Public School – as well as the local private high schools have talented children whose creativity could be showcased on hoarding at the construction site.

Recommendation:

- Commission local artists and schools to supply artwork in keeping with place and local character.

8. Business visibility and accessibility

Great North Road is the main street of Five Dock, and the majority of businesses are small business owners much loved by local residents, sometimes run by locals and they employ locals too. Many of them have survived despite the recent COVID-19 lockdown. It would be unacceptable if any local business in Five Dock was financially or otherwise impacted by construction of the Five Dock Station.

Recommendation:

- Screening of all cafes with outdoor seating on Great North Road between Lyons Road and Ramsay Street to mitigate noise impacts and ensure patrons can continue to visit the café.
- Clear, safe, accessible pathways to each shopfront.
- Sydney Metro West to fund new visible hoardings for each business, and to fund a marketing and promotion program for these businesses.
- Sydney Metro West to fund relocation of business within 100 metres of construction site to an alternative location within Great North Road high street precinct.

9. Dust impacts

I note that one of the mitigation actions to minimise dust impacts is regular wet-down of exposed and disturbed areas including stockpiles, especially during dry weather. Canada Bay Council and its residents are very conscious of sustainable practises and use of potable water for such activities would be disappointing.

Additionally, I understand that the erection of acoustic sheds over the Eastern and Western sites will reduce the impact of dust matter and particles resulting from the excavation work. I would still propose additional measures to monitor and limit the amount of dust exposure to the local residents.

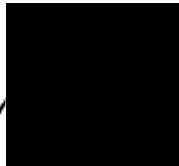
Requested changes:

- Sydney Metro West works with Sydney Water to secure recycled water (for example via a temporary sewer mining facility) to ensure potable water is not used for non-potable purposes during all phases of construction.
- All trucks leaving the construction sites have their tyres washed down using non-potable water to ensure dirt is not trailed through local streets.
- Sydney Metro West publishes metrics of water consumption at the Five Dock Station site.
- 100% compliance that construction vehicles leaving the Western or Eastern sites with loose spoil cannot leave the acoustic shed without a fixed cover over the load and all top rails and tail gates cleaned of any loose spoil.

Please feel free to contact me should you wish to discuss this submission.

I look forward to open and transparent communication and stakeholder engagement from Sydney Metro West over the next few years.

Best regards

A black rectangular box redacting the signature of Shalini Gonsalves.

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