

24 June 2020

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

Attention: Director, Transport Assessments

Dear Sir/Madam,

**STAGE 1 STATE SIGNIFICANT INFRASTRUCTURE APPLICATION SS1-10038  
SYDNEY METRO WEST – WESTMEAD TO THE BAYS AND SYDNEY CBD**

In response to the public exhibition of the EIS for the new Sydney Metro West (Application SS1-10038), we are making a formal submission on behalf of the parish of St Alban's Five Dock, a key stakeholder on the northern boundary of the proposed Five Dock Station.

We support the development of the Sydney Metro West and the proposed station at Five Dock. We have two qualifying requests.

Firstly, we wish to register our interest in engaging with Transport for NSW's placemaking team in the further development of the design and placemaking for Five Dock Station, given the potential opportunity for a successful urban design relationship between the heritage church and landscaped front setback at 171 Great North Road and the proposed station.

Secondly, with respect to the Stage 1 EIS, we wish to register a number of concerns relating to the proposed works. We have reviewed the exhibited reports and technical studies and believe there will be a number of impacts on church property and the activities which currently occur on that property. These are set out below.

**HERITAGE STRUCTURES**

There are 3 locally listed heritage items on the St Albans Anglican Church site adjacent the Five Dock Station, as identified in Canada Bay Local Environmental Plan (LEP) 2013 and Section 12.13 of the EIS, including the church building, the rectory and Ridley Hall. We are interested in understanding:

- Potential impact of vibration from construction works including tunnelling and excavation of shaft for station on all 3 heritage structures, particularly the church building (refer Figure 11.32 Worst-case Vibration Impacts in EIS); and
- Relationship of the new station design to heritage structures, including establishing heritage curtilage where appropriate, and potential interface with the church and open space facing Great North Road.

We support the preparation of a structural assessment and vibration impact monitoring as outlined in the EIS, to ensure heritage fabric is not damaged by vibration from construction activities.

**ST JOHN'S ASHFIELD**

81 Alt St

**ST ALBAN'S FIVE DOCK**

171 Great North Rd

**ST OSWALD'S HABERFIELD**

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## STAGE 1 IMPACTS ON CURRENT SITE ACTIVITIES

### Child Care Centre

- Caring 4 Kids Early Learning Centre with 29 places for 1-5 year olds, operating 7.30am-6pm Monday-Friday from 173 Great North Road and 1C Henry Street Five Dock.
- Potential impacts on preschool activity from Metro West activities during business hours:
  - Noise from excavation and rockbreaking associated with Stage 1 Tunnelling and Enabling works (air and ground-borne vibration)
  - Air pollution (especially air-borne particles) and noise pollution from truck loading and movements as spoil is removed from site along adjacent roads including Great North Road;
  - Contamination: contaminated spoil being removed from tunnels, including air borne particles and insitu retention having long term impacts on soil profile and groundwater;
  - Increased traffic during construction with potential safety risks to parents and children during drop off and pick up, as well as reduced on-street parking availability (as per Table 8-6 in EIS).

### Church Activities

- Currently scheduled church activities:
  - 10am Sunday weekly church service for 60 adults in heritage church building, with associated kids activities held in Ridley Hall for 35 children.
  - 6pm Sunday weekly church service for 40 adults in heritage church building
  - Hospitality events associated with church services (before and after both services)
  - 8am Wednesday monthly church communion service for 10 adults held in the church building
  - 10am Wednesday weekly playgroup held in The Parish Centre (East St, Five Dock) for adults and their children (approximate attendance 15)
  - Community events held in church grounds: outdoor cinema, carols by candlelight services, Ferragosto Festival, etc.
  - Local community groups renting church property for regular events: Little Kickers soccer, Tiny Toes ballet, Sydney Guitar School etc.
- Potential impacts on church property from Sydney Metro West construction:
  - Noise from excavation and rockbreaking associated with Stage 1 Tunnelling and Enabling works (air and ground-borne vibration) impacting church services, gatherings and events;
  - Air pollution (especially air-borne particles) and noise pollution from truck loading and movements as spoil is removed from western site along Great North Road, and turning from Second Avenue from the eastern construction site to Great North Road (between 8 and 16 heavy vehicle movements predicted per hour 24/7 for a duration of up to 2 years);
  - Contamination: contaminated spoil being removed from tunnels, including air borne particles and in-situ retention having long term impacts on soil profile and groundwater;
  - Vibration from excavation and rockbreaking impacting built fabric as outlined above; and
  - Traffic impacts including removal of on-street parking spaces (12 on Great North Road, and 10 spaces on Waterview Street), and conflicts between vehicles exiting the western construction site and those entering the St Albans Church carpark.

As is evident from the number of activities, the site adjacent the proposed Five Dock Station is intensively utilised, and we have a keen interest in understanding the potential impacts of construction on the ongoing feasibility of those activities. In particular, and because of the enhanced sensitivity of childcare centres, it is imperative that we and the Sydney Metro West Project team comprehend any possible threats to the viability of the Early Learning Centre currently providing a key service to the community.

## FUTURE SITE ACTIVITIES

In addition to the current site activities noted above, St Albans Five Dock is currently examining redevelopment potential for the site, which may include:

- Restoration of heritage church building;
- Restoration and adaptive reuse of heritage structures: Ridley Hall and the Rectory;
- Demolition of all non-heritage structures;
- Construction of a new mixed use building which may deliver new residential dwellings, new parish facilities, commercial spaces and associated basement carparking, all outside the footprint of heritage structures; and
- 'Village Green' in the setback from Great North Road in front of the heritage church building, intended as a space for the community.

Redevelopment options are currently being considered and this provides a timely opportunity to shape the master plan to respond to the design of the proposed Five Dock Metro Station to deliver improved public benefit. St Alban's Five Dock is open to exploring opportunities to enhance the integration between its site and the proposed Five Dock Metro Station site at ground level, above ground level and below ground level if appropriate.

## FUTURE METRO OPERATION IMPACTS

- Ground-borne noise and vibration: we understand the use of resilient track form may be considered in the detailed design of Sydney Metro West where required, to ensure the ongoing impacts of Metro operation are mitigated (Section 8.5.4 EIS). We support the assessment of ground-borne noise and vibration impacts, particularly on the church building and the future residential apartment building, and the incorporation of measures to ensure appropriate human comfort levels are maintained and there is no possibility of future impact on heritage building fabric.
- Air-borne noise: we expect to be informed of detailed assessment of and mitigation proposed for potential impact of aboveground elements (ventilation systems, mechanical services) associated with the Five Dock Station on existing and proposed uses at the St Albans property.

## PLACEMAKING

Inadequate details are provided within the current EIS to understand intention for station design and we understand these will be the subject of the next stage exhibition. We wish to engage with Transport for NSW as these plans are developed.

The heritage church building at 171 Great North Road has a considerable setback from Great North Road, and it is our intention that this space might become a 'Village Green' – a landscaped space for the community to gather and for occasional community events such as Carols by Candlelight and the Ferragosto Festival. The proposed Village Green will be located immediately adjacent the proposed station precinct. We would welcome a discussion on how this important community space might be integrated in the ground plane design for the integrated Five Dock Metro station, as designs are prepared for the next stage of SSI submissions.

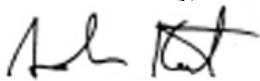
We also note the aspiration for broader transport interchange opportunities for the Five Dock station suggested in the EIS, and would be interested to understand how these interchange possibilities (assuming bus) would be integrated with the station development.

## **REPORTABLE POLITICAL DONATIONS**

We declare that St Alban's Anglican Church Five Dock and Church Christ Inner West Anglican Community have not made any reportable political donations.

In closing, we look forward to the opportunity to engage further with Transport for NSW on detailed design and place-making to contribute to an outcome which enhances the immediate locale and the community, and to ensure protection of valuable heritage assets and the ongoing sustainability of current and future activities within church properties. We would also appreciate any further information available beyond the current EIS on the points we have raised above, including further understanding on feasibility of continuation of our site's activities throughout construction.

Yours sincerely,



**(Rev Dr) Andrew Katay**

Senior Minister

Christ Church Inner West Anglican Community