

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

26 June 2020

To the Department of Planning, Industry and Environment

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

This submission is made on behalf of the Five Dock Public School Parents & Citizens (P&C) Association, which represents the parents and carers of the 400 plus students at Five Dock Public School and other members of the school community, including local residents.

Five Dock Public School P&C (FDPS P&C) recognises the significance of this major public transport infrastructure project on both Five Dock and the surrounding suburbs, delivering rail services to the areas for the first time. We also recognise that once built, it will decrease travel times to both the CBD and Greater Parramatta Area, taking a significant number of cars off the roads.

FDPS P&C however would like to respond formally on the currently displayed "Sydney Metro West - Environmental Impact Statement" (EIS) document, highlighting the omissions, and recommending inclusions, to ensure the safety of our students and community during the proposed 24 month construction period from Quarter 4 2021 to Quarter 3 2023.

### **About Five Dock Public School and Connection to Metro Station Construction Area**

Five Dock Public School (FDPS) is located 100 metres to the west of the Western Construction Site of the planned Sydney Metro West Five Dock Station and is mentioned multiple times in the EIS as a "sensitive receiver", with Heritage and Conservation Listing.

The school catchment boundary extends across a significant area, bounded by Parramatta Road & Henley Marine Drive to the south, to St Lukes Oval and Cintra Netball courts to the east, through Rodd Point along Five Dock Park into Russell Lea in the west, up to the edge of Wareemba and around Hen and Chicken Bay in the north. It also has other students and families from out of area attending an inclusive support unit, that caters to the learning needs of students with mild to moderate intellectual/disability and/or autism.

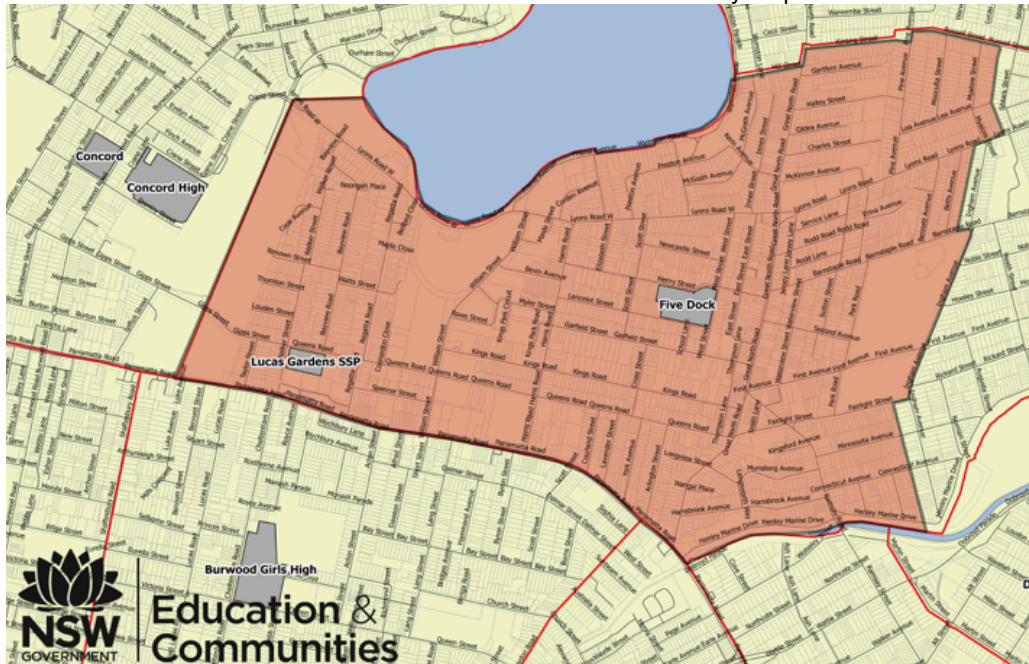
There is also an Out of School Hours (OOSH) Care service located on site, which operates at premises within the school grounds and is accessed from Henry Street via the school staff car park. Its operating hours are 7am to 9am and 3pm to 6pm, during school term and also has a vacation care program during the holidays. It is licenced for up to 150 students to attend.

To get to school and OOSH, students will: -

- walk or ride their bikes independently or with carers
- drive with their carers via the local streets and park as close to the school as possible in the surrounding streets
- use public transport, utilising the bus stops on Great North Road running in a north and south direction

Please see the map below which shows the School's catchment boundary. The proposed Five Dock Station Western and Eastern Construction sites lie directly to the east of the school, close to the middle of the school catchment area.

Five Dock Public School Catchment Boundary Map



### **Pedestrian Impact and Requested Changes**

FDPS P&C notes that 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, we strongly recommend the pedestrian changes bulleted below, to reduce the risk of any pedestrian accidents to our students and community.

There is increased pedestrian activity in school zone times between 8am and 9:30am and 2:30pm to 4:00pm, as students, either independently or together with their carers and siblings, make their way to school or home. Considering the School's boundary areas, this pedestrian traffic is from around all the local neighbouring streets, including having to cross high traffic roads like Harris Road, Lyons Road West, Lyons Road, Great North Road, Queens Road and Ramsay Road.

Both heavy and light vehicles moving in and out of construction sites will lead to an increase in pedestrian danger for students and their families walking to and from school.

### **To reduce pedestrian danger FDPS P&C requests:**

- Crossing guards (commonly known as lollipop ladies) between 8am and 9:30am and 2:30pm to 4:00pm, at the below sites
  - on 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 between Great North Road, First Avenue and Ramsay Road
  - intersection between Great North Road and Queens Road
- Installation of pedestrian crossing on West Street on the corner of Lancelot Street in advance of new public access walkway link between East Street and West Street (which also connects to requested traffic calming of West Street under Traffic Impact Requests below)

- 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
- For the start of Cut-and-Cover shaft excavation in Q2 2022, the addition of a signalled crossing on Harris Road at the end of Garfield Street, to allow the safe crossing of students to the Kings Park housing precinct and the future Kings Bay precinct development
- The approval, construction and funding of a “Kiss and Drop” area for FDPS on crown land on Henry Street on the northern side of the all-weather purpose court
- Greater detail provided regarding the interaction and management of pedestrians and construction vehicles entering the Western Site on Great North Road

#### **Truck Movements and requested information:**

The proposed volume of heavy truck movements of 272 per day during site establishment and demolition and 422 trucks per day during excavation, 24 hours a day, is a huge safety risk to students and community members across Five Dock. We strongly request the traffic changes bulleted below, to further reduce the risk of any pedestrian accidents.

#### **FDPS P&C requests:**

- 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 school zone times, between 8am and 9:30am and 2:30pm to 4:00pm
- An agreed location with the community for a “truck marshalling area” 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 parking on any roads in the precinct and to address pedestrian and traffic movement recommendations
- Identification required for all light and heavy vehicles e.g. A3 Metro West stickers on windscreens, to ensure the routes are only used by those vehicles associated with the project
- Sydney Metro West to adopt a similar minimum 4 star rating standard to clocs.org.uk, for all vehicles on the project, limiting left hand turns
- Inclusion of all private and public companies 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 e.g. Sydney Water, Ausgrid
- Establishment of a “**communication hotline**” for the community to send images and licence plate numbers of trucks in breach of roads rules, routes and load security
- Enforcement of significant fines to both companies and individual drivers of trucks who breach development consent specified heavy truck routes, particularly during school zone times
- 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

#### **Dust from Site and Movement of Spoilage**

FDPS P&C understands 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. We would still propose additional measures to monitor and limit the amount of dust exposure to the students whilst at school, getting to school and whilst actively living in the community.

#### **FDPS P&C requests:**

- An air quality monitor to be installed on site at the School between the preschool and kindergarten block, with real time data being made available to the community
- A direct contact line to the Project Manager of the Western Site, to advise that air quality readings are at a concerning level, and for the acoustic shed doors to be closed for the safety of the students at FDPS

- 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
- No departure of heavy construction vehicles from the acoustic sheds during peak school pedestrian travel hours, between 8:30am to 9:30am and 2:30pm to 4.00pm
- Truck tyres to be washed down before exiting site, so construction spoil and dust is not trailed through local streets

### **Traffic Impact and Requested Changes**

FDPS P&C notes that 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, we believe greater consideration of the traffic impacts and proposed mitigation measures is undertaken and directly communicated with the FDPS P&C.

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, FDPS P&C's major concern is 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 school streets, particularly West Street and Scott Street.

There is also concern around congestion on Great North Road and the impact it has on students getting to school on time, either on the bus or via car, with the increased volume of vehicles causing significant traffic delays.

We strongly recommended the traffic changes bulleted below.

### **FDPS P&C requests:**

- Traffic calming measures implemented on West Street and Scott Street, to prevent "rat running" on local access roads around the school. This is especially important as the pedestrian entry to FDPS Preschool and Out of School Hours Care is on West Street
- A review of the traffic signage at the intersections of West Street and Henry Street, and Scott Street and Henry Street, which are already dangerous intersections with frequent accidents due to limited visibility around corners. This could be achieved with improved visibility such as extended "No Stopping Zones"
- Visible police presence and active issuing of fines to vehicles that are travelling on local access streets in violation of road rules
- 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
- A review of bus routes and consideration of detours for services running on Great North Road, to avoid the main construction sites and congestion between the Western and Eastern construction sites

### **Proposed Construction Staff Parking**

The EIS states in Chapter 10, page 32 – "There is limited spare parking capacity available on the local road network in Five Dock." FDPS P&C fully supports that statement. The EIS summary then under Proposed Staff Parking on page 73 also states "Contractors may consider 'park and shuttle' services to transfer workers to this site". This is not an acceptable proposal considering an increase in vehicles from staff across two construction sites that will lead to the streets around both the school and Five Dock being parked out by construction staff cars as they commute in the most convenient way to work.





#### **FDPS P&C requests:**

- At a minimum, Park and Shuttle services to be set as “mandatory”, not “may consider”, for construction workers, with an appropriate site in a non-residential area identified now, on the basis you have already acknowledged there is limited parking
- In collaboration with Canada Bay Council review of the parking signage around all Five Dock streets within 500 metres of the construction site
- Transport for NSW to construct a multi storey carpark in Five Dock at the very start of the “Enabling Works”, to be used by the construction workers for 2 years of construction, which in future can be used by the growing Five Dock community population

#### **Noise and Vibration**

FDPS has been identified in the EIS as a “Sensitive Receiver” in “Technical Paper 2 – Noise and Vibration” with sound levels from minor to moderate up to 20 dBA. There are also dozens of families in houses and apartment developments within the High category over 20 dBA on East Street, Garfield Street, Great North Road and Waterview Street where students will be impacted 24 hours a day by constant construction noise over a two year period. There is also the impact of incidental noise with the increase of construction worker staff and vehicles in the local streets.

#### **FDPS P&C understands that the construction of the acoustic sheds over both sites will reduce the noise, however in such a high-density living area further requests:**

- The essential addition of a two stage airlock door on both the Western and Eastern Site to reduce the noise from the construction site and impact on students learning at FDPS and students who live directly next to the site
- Transport for NSW reviews with the NSW Department of Education, full sound proofing of all the school and preschool buildings, particularly those adjacent to West Street and Lancelot Street including insulation, double glazed windows and new air-conditioning
- A formal policy included for the building contractor to mitigate project related staff from swearing and smoking in or around construction sites within the vicinity of the school and children
- Measures put in place to mitigate noise impacts during school times and after hours at night from truck movements including reversing signals, honking and braking
- Considerate and attempted planning for the two TBM’s tunnelling directly under FDPS for at least a week, to occur within school holidays or over a weekend to limit the impact of noise and vibrations to the students learning

#### **Communication and Project Updates**

FDPS P&C would like to build an open and constructive communication line between the Sydney Metro West Project team from now until the completion of the project. We feel having an open dialogue and central communication point will help reduce the impact on our students and community that this major infrastructure project will have. In addition, this open dialogue will improve the understanding of students, teachers, carers and residents of the project benefits, challenges and management.

#### **FDPS P&C requests:**

- A single dedicated point of contact with mobile number and email for both the FDPS principal and FDPS P&C president
- An agreed plan for regular updates to the school throughout the construction period, not only for the staff and P&C, but also communication to the students at the appropriate level (Kindergarten to Year 6)
- To plan with the point of contact visits to the construction site for school students (in compliance with all OH&S requirements) as an insight into the multiple people, plant and equipment it takes to build a metro network
- Consider FDPS to be a focal communication point for Sydney Metro West – Five Dock Station, to the wider Five Dock community, with community updates to be held in our school hall or on our open spaces



### **Closing**

Five Dock Public School P&C looks forward to discussing with the Department of Planning, Industry and Environment, the requested inclusions, to ensure the safety of our students and community during the construction of the Sydney Metro West – Five Dock Station.

Yours sincerely,

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