

26th June 2020

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

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**

We would like to make a personal submission in response to the currently displayed "Sydney Metro West - Environmental Impact Statement" (EIS) document, as a local property owner and resident living one block from the Eastern Construction site on Barnstaple Road. We also have children who attend Five Dock Public School, which is only 100 metres from the Western construction site.

Whilst we are not in opposition to this significant piece of public transport infrastructure to our local area, we would like to comment on the EIS and make additional requests to Sydney Metro West to ensure the safety of our family and minimise impacts to our community whilst construction takes place.

Our main concerns as a resident are that there are no proposed traffic or pedestrian changes recommended in the area during construction, as well as the noise that will impact ourselves and other residents for the period of construction.

Our requests are based on information in the EIS including:-

- the volume of the proposed volume of heavy truck movements of 272 per day during site establishment and demolition and 422 trucks per day during excavation
- that the trucks will be removing spoil over a 2 year period, 24 hours a day, including through the night
- That Sydney Metro West states in the EIS "There is limited spare parking capacity available on the local road network in Five Dock." yet under Proposed Staff Parking on page 73 states "Contractors may consider 'park and shuttle' services to transfer workers to this site"

We would like to submit the below requests to mitigate the key areas in the EIS:-

Issue / Area of EIS	Requests to Address Impact
Parking in local streets by construction staff as not enough parking allowed for	<ul style="list-style-type: none">• In collaboration with Canada Bay Council review of the parking signage around all Five Dock streets within 500 metres of the construction site, amending to at least 2 hours timed parking, in conjunction with Resident Parking Schemes and Visitor Parking Schemes for Five Dock residents• 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• 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

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	workers for 2 years of construction, which in future can be used by the growing Five Dock community population
Pedestrian changes implementation to prioritise safety during construction to avoid pedestrian accidents	<ul style="list-style-type: none"> • Conversion of the raised zebra crossing across Great North Road near Henry Street to a signalled crossing, for at least the start of the Cut-and-Cover shaft excavation phase in Q2 2022 • Crossing guards (commonly known as lollipop ladies) during school hours between 8am and 9:30am and 2:30pm to 4:00pm, at the below sites <ul style="list-style-type: none"> ○ 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, 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 Five Dock Public School 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
Noise and Vibration to local residents due to increased people to the area as well as construction noise from the trucks and construction sites	<ul style="list-style-type: none"> • A formal policy included for the building contractor to mitigate project related staff from swearing and smoking in or around construction sites or in the local streets • Consider a break from construction between 12am and 5am to allow local residents some respite time from the noise to sleep during the night • The essential addition of a two stage airlock door on both the Western and Eastern Site to reduce the noise from the construction site especially at night • Additional 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 • Transport for NSW review with the NSW Department of Education, full sound proofing of all Five Dock Public School and preschool buildings, particularly those adjacent to West Street and Lancelot Street including insulation, double glazed windows and new air-conditioning • Considerate and attempted planning for the two TBM’s tunnelling directly under Five Dock Public School, to occur within school holidays or over a weekend to limit the impact of noise and vibrations to the students learning
Dust from the site and movement of spoilage going into the air and lungs of local	<ul style="list-style-type: none"> • 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

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residents – one person in our family has asthma	<ul style="list-style-type: none"> • Truck tyres to be washed down before exiting site, so construction spoil and dust is not trailed through local streets • 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 • An air quality monitor to be installed on site at Five Dock Public School between the preschool and kindergarten block, with real time data being made available to the community • Local residents to have a direct contact line to the construction Project Manager should dust levels reach a level that is critical to their respiratory health, and for the acoustic shed doors to be closed for the safety of the students at FDPS
Truck movements during construction both on Great North Road and beyond after they leave the construction sites	<ul style="list-style-type: none"> • 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
Traffic impact around local streets from cars “rat running” to avoid Great North Road and Waterview Street congestion from construction vehicles	<ul style="list-style-type: none"> • 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 • Traffic calming measures implemented on Barnstaple Road, West Street and Scott Street, to prevent “rat running” on local access roads.

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	<ul style="list-style-type: none"> <li data-bbox="596 237 1394 389">• 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”

We look forward to feedback, consideration and inclusion of our requests at the next stage so that they can be implemented to ensure the safety of our family, students at Five Dock Public School and the wider community during construction.

Warm regards,

Kate and Daniel Brandon