



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

4 May 2022

To the Department of Planning, Industry and Environment

Application: **Sydney Metro West - Rail infrastructure, stations, precincts and operations**
Application Number: **SSI-22765520**

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 - Rail infrastructure, stations, precincts and operations" (EIS) document to object to the tunnel heights and style proposed under the school and that there is no additional parking planned post construction of the station.

FDPS P&C also want to reiterate safety considerations around the school while construction of the station is taking place.

Amendment of Rail Infrastructure – Height of Train Tunnels and Type of Track

The rail tunnels to the west of the Five Dock Metro Western Site go directly under Five Dock Public School, including 2/3 of the buildings onsite including the Pre-School, Out of Schools Hours Care, 6 classrooms in heritage buildings, the library and an additional 5 classrooms. See diagram below from <https://caportal.com.au/tfnsw/sydmetrowest/map> to show the area impacted under Five Dock Public School and the depth of 23 metres from the current EIS on display.

Diagram – 1 - Depth of Tunnels as per the EIS currently on display

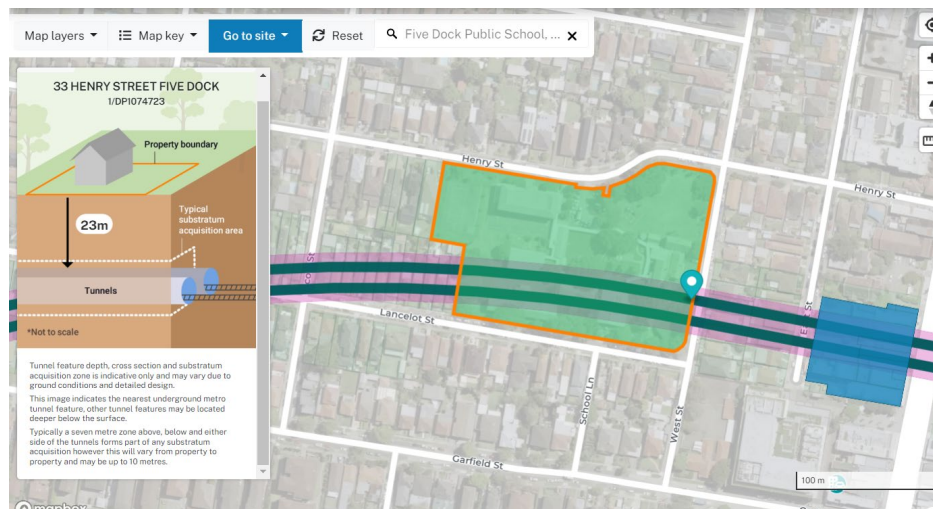
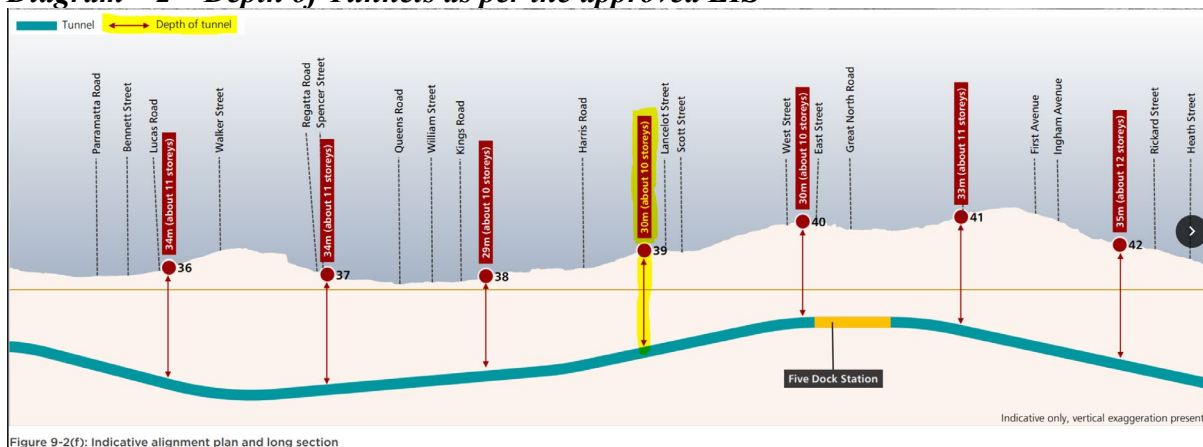


Diagram – 2 – Depth of Tunnels as per the approved EIS



FDPS P&C requests that the tunnel depths under the school are consistent with the original EIS at 30m as per Diagram 2 above, versus the updated 23 metres in Diagram 1.

FDPS P&C also requests an amendment to the design to show the track form under Five Dock Public School to be Type 3A (Isolated Slab Track) to reduce the noise and vibration experienced by students at Five Dock Public School resulting from trains during operation of the Metro.

FDPS P&C call for a minimum depth of 30 metres and the Type 3A track form as a minimum requirement to be used in the tunnels under Five Dock Public School to ensure vibration and sound levels remain at an acceptable level both when the Metro becomes operational, and also in future when the train wheels and tracks start to wear. This would result in acceptable sound levels of 25-30 dBA for students when learning.

Parking Capacity Around the School Post Construction

Within “12.5.2 Operational Impact Assessment of the EIS”, there is the statement “No dedicated parking capacity would be provided as part of this proposal and customers who choose to drive to the station would be dependent on the availability of existing parking spaces in the local area. Parking strategies would be developed in consultation with City of Canada Bay Council to manage the potential impacts associated with customer parking near the station.”

Five Dock Public School P&C requests an amendment to include dedicated parking to allow for increase in traffic to the area considering the estimated 2,000 people commuting in the AM and PM. Parking around Five Dock Public School during school hours is already congested and will become completely impossible and dangerous considering its close proximity to the Five Dock Metro station, if additional parking capacity is not accommodated for.

Road Safety Considerations During Construction of the Station

Similar to the comments in our response to EIS SSI-10038 in June 2020, 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
 - o Around the Eastern and Western Construction Sites on Great North Road, Second Avenue and Waterview Street
 - o raised zebra crossing across Great North Road near Henry Street
 - o four way intersection between Great North Road, First Avenue and Ramsay Road
 - o 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)
- 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”
- 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
- Conversion of the raised zebra crossing across Great North Road near Henry Street to a signalled crossing
- 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
- 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
- Greater detail provided regarding the interaction and management of pedestrians and construction vehicles during the construction phase



Communication and Project Updates

FDPS P&C would like to maintain an open and constructive communication line between the Sydney Metro West Project team 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 and changes to ensure the safety of our students and community during the construction and in the longer term, when Sydney Metro West (Five Dock Station) is operational.

Yours sincerely,

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