

# **Sydney Metro WSA - SSTOM - STM - E57 St Marys Station Consultation Report**

SMWSASSM-PLD-STM-SN100-CG-RPT-000001 (Rev 06)

Parklife Metro D&C

## Version Control

Revision	Author	Date	Comments	Approved by
A		04/10/2023	Initial draft	
B		13/10/2023	Revised in response to Sydney Metro comments	
00		29/11/2023	Updated document	
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04		12/09/2024	Updated document	
05		17/09/2024	Revised in response to comments	
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Signature

### Details of Revision Amendments Document Control

The Parklife Metro Environment Manager and the Parklife Metro Stakeholder & Community Engagement Director are responsible for ensuring this report is reviewed and approved and updated as required.

The Parklife Metro Community & Stakeholder Place Manager is responsible for consultation activities and updating this report, as required.

### Amendments

Any revisions or amendments must be approved by the Environment Manager and the Stakeholder & Community Engagement Director before being distributed and implemented.

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# Glossary

Standard terms and definitions.

TABLE 1. STANDARD TERMS

Term	Definition
Project	Sydney Metro – Western Sydney Airport
Parklife Metro	Consortium comprising entities of Plenary, Siemens Mobility, Siemens Financial Services, WeBuild and RATP Dev as successful contractors for the Sydney Metro Western Sydney Airport SSTOM Package.
Parklife Metro D&C	Parklife Metro Design and Construct. Consists of WeBuild S.P.A, Siemens Mobility Pty Ltd. Responsible for the construction of SSTOM Works

TABLE 2. ABBREVIATIONS

Term	Definition
CCMS	Construction Complaints Management System
CCS	Community Communications Strategy
CEMP	Construction Environmental Management Plan
CNVS	Sydney Metro Construction Noise and Vibration Standard
CNVIS	Construction Noise and Vibration Impact Statement
CNVMP	Construction Noise and Vibration Management Plan
CoA	Conditions of Approval
CSSI	Critical State Significant Infrastructure
DNVIS	Detailed Noise and Vibration Impact Statement
DPE	Department of Planning and Environment
EPA	NSW Environment Protection Authority
EPL	Environmental Protection Licence
NML	Noise management level
OOH	Out-of-hours
OOHW	Out-of-hours work
OSOM	Over-size over-mass
SBT	Station boxes and tunnelling works
SCAW	Surface and civil alignment works
SM-WSA	Sydney Metro – Western Sydney Airport
SSTOM	Stations, Systems, Trains, Operations and Maintenance

# 1 Overview

This E57 Community Consultation Report provides a summary of consultation undertaken by Parklife Metro in accordance with Condition of Approval E57, with respect to out-of-hours work (OOHW) associated with the St Marys Metro Station site for January, February and March, 2025 (Q1 2025). The Q1 program for 2025 includes the following OOH activities.

- Concrete works and supporting formworks within the station box
- Over-sized and over mass (OSOM) deliveries
- Installation of precast beams
- Tunnel fit out via material craneage

## 1.1 Project background

The Sydney Metro – Western Sydney Airport (SM-WSA) is a city-shaping project, providing a new 23-kilometre metro line to connect Western Sydney suburbs Bradfield in the south with St Marys in the north.

SM-WSA will become the transport spine for Greater Western Sydney connecting communities and travellers with the new Western Sydney International (Nancy-Bird Walton) Airport and linking residential areas with job hubs.

The Australian and NSW governments have awarded all three major contracts for the SM-WSA project:

- Station boxes and tunnelling (SBT) – currently in delivery
- Surface and civil alignment works (SCAW) – currently in delivery
- Stations, Systems, Trains, Operations and Maintenance (SSTOM) – currently in delivery

## 1.2 SSTOM scope of works

The SM-WSA Stations, Systems, Trains, Operations and Maintenance (SSTOM) works package was awarded to Parklife Metro in December 2022. It was the largest Public Private Partnership (PPP) contract awarded in New South Wales.

Parklife Metro will deliver:

- Six new stations - St Marys (providing an interchange with the existing Sydney Trains suburban rail network), Orchard Hills, Luddenham, Airport Business Park, Airport Terminal, and Bradfield
- 12 new metro trains
- Core rail systems
- The Stabling and Maintenance Facility to be built at Orchard Hills

Parklife Metro will also operate and maintain the WSA line and its assets for 15 years after it becomes operational.



FIGURE 1. MAP OF THE SM-WSA PROJECT ALIGNMENT, AND STATION LOCATIONS

## 2 St Marys Metro Station

### 2.1 Station overview

St Marys Metro Station is a cut-and-cover underground station, which will be constructed into a station box, with the platforms located below the existing surface level. The station will provide an island platform in an east-west orientation located to the south, and parallel to the T1 Western Line.

Customers will access the station via two new plazas on either side of the T1 Western Line: one from Harris Street in the north and one from Station Street in the south. Escalators, stairs and lifts will provide access from the platform to the surface and the new above-ground pedestrian connection.

The above-ground pedestrian connection (by others), to the existing St Marys Station will provide access between the metro and heavy rail stations (via escalators, stairs and lifts), as well as a connection to the area north of the existing T1 Western Line. Using this connection, customers will be able to transfer between metro, heavy rail and bus services.

Construction of the station will move progressively up, from the bottom of the excavation creating a "wall-floor-wall-floor" sequence, erected progressively from the foundation to the ground level and, where envisaged, above ground with the elevated buildings.

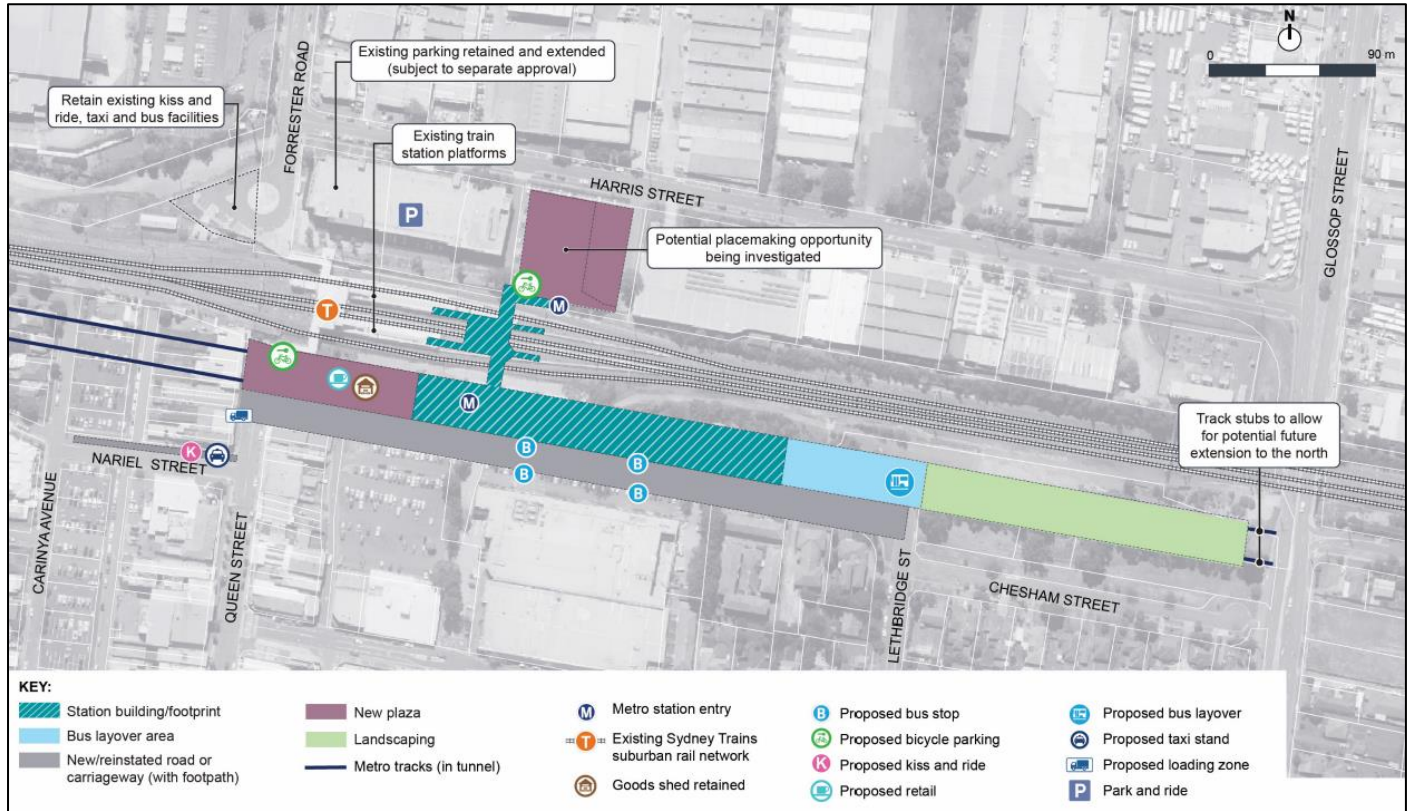
#### **Key features and benefits of St Marys Metro Station will include:**

- new secure bicycle parking
- reconfigured bus interchange and shelters located on both sides of Station Street and a bus layover area located to the east of St Marys Metro Station
- kiss-and-ride and point-to-point vehicle facilities on both the northern and southern sides of the T1 Western Line
- above-ground pedestrian connection to the existing St Marys Station
- existing pedestrian overpass at St Marys Station retained
- upgrades to the existing road reserves
- new pedestrian crossings
- new public plazas adjacent to the proposed station entrances
- space for potential future station retail for an integrated station and precinct development (subject to separate approval).

See Figure 2 below for an indicative layout of St Marys Station.



FIGURE 2 INDICATIVE LAYOUT AND KEY DESIGN ELEMENTS (SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT)



### 3 Out-of-hours scope of works

#### 3.1 Ongoing extended hours for concrete works and supporting formwork

Extended concrete works outside of standard construction hours are required due to the size of concrete pours for the construction of base slabs and perimeter walls within the station box, and to meet overarching technical requirements of the project. This includes the delivery of concrete to site, concrete pouring and concrete finishing and supporting formwork activities within the station box.

The concrete activities associated with the construction of the station box have been approved under the project’s Environmental Protection Licence (EPL-21807) and are permitted to occur:

- Monday to Friday, 5am to 7am and 6pm to 10pm (12am on 12 occasions per month only) and
- Saturdays, 6am to 8am and 1pm to 6pm.

The EPL 21807 condition L5.10 states:

**“L5.10 St Marys Station, Orchard Hills Station and Bradfield Station - Out of Hours Concrete Works”**

Concrete works associated with station box construction at St Marys Station, Orchard Hills Station and Bradfield Station, including concrete pouring, finishing and cleaning, are permitted to be undertaken outside of standard construction hours specified in L5.1 provided that:

- a) Works are required to achieve compliance with overarching project technical requirements,
- b) Works had already begun within a reasonable time prior to end of standard construction hours,
- c) Out of Hours (OOH) works are undertaken from 5am to 7am and 6pm to 12am (midnight), Monday to Friday and 6am to 8am and 1pm to 6pm on Saturday,

- d) *Station box base slab and wall concreting activities and supporting formwork and reinforcement activities are permitted to occur up to 12am (midnight) Monday to Friday a total of 12 times per month until all base slabs and wall pours are completed,*
- e) *Station box base slab and wall concreting activities and supporting formwork and reinforcement activities (e.g. using concrete pump, vibrators, concrete trucks, etc) must be completed before 12am(midnight) on Monday to Friday,*
- f) *All other concreting activities (e.g. using concrete pump, vibrators, concrete trucks, etc) must be completed before 10pm on Monday to Friday,*
- g) *Concrete finishing works (e.g. power floats, hand tools) must be completed before 12am (midnight) on Monday to Friday,*
- h) *The licensee is required to undertake noise monitoring in accordance with condition L5.9(b),*
- i) *The licensee is required to undertake noise monitoring on a monthly basis at each Station and additionally monitor the first three instances of OOH concrete works at each Station:*
  - 1. *commencing prior to 7am, and*
  - 2. *extending past 10pm*
- j) *The licensee is required to provide the EPA with a Noise Monitoring Report within 30 days of the end of each month,*
- k) *Works are permitted to occur until 28 February 2025.*

### 3.2 Extended work hours for OSOM deliveries

Oversized plant, structures and materials deliveries are required at the St Marys worksite to facilitate ongoing construction of the new St Marys metro station. These oversized and/or overmass (OSOM) deliveries have been determined by the police or other authorised authorities to require special arrangements to transport along public roads (EPL L4.5 Exceptional circumstances) and the relevant road network operator has confirmed that carrying out the works and activities during standard construction hours would result in a high risk to road network performance. In this regard, to access the road network, operating conditions including route and travel time restrictions have been applied to OSOM deliveries. Time restrictions require these OSOM vehicle movements to be carried out at night, and outside peak travel times when the road authority has granted approval to occupy the roadway. Access to the road network for OSOM deliveries is generally permitted between 9pm and 5am. This is to minimise impacts to traffic and reduce the risk to worker and road user safety.

Deliveries and removal from site requiring out-of-hours work (OOHW) may include, but is not limited to:

- Piling rig
- Excavators
- Precast steel beams
- Other oversized plant, structures and materials.

### 3.3 Extended work hours for precast beam installation

While heavy vehicles are permitted to enter and exit the site via gate 1 (Glossop Street) and gate 4 (Local Access Road A), due to the length of the beams, OSOM deliveries are received via Gate 1. It is proposed that the precast beams will be unloaded and installed at the time of delivery. Upon arrival of the OSOM vehicle to site, the beams will be craned into position and then installed (horizontally) across the station box. This methodology (unloading during extended hours), has been selected due to the requirement for exclusion zones to be implemented at both the top (surface level) and bottom (base) of the station box during both unloading and installation (i.e. to ensure worker safety).

The installation of the precast beams and expected to commence in January 2025 and will be carried out Monday to Friday from 12am till 7am as approved under EPL 21807 below:

#### **“L5.11 St Marys and Bradfield Station sites - Out of Hours Precast Concrete Beam Installation”**

*Precast beam installation for station box construction at St Marys and Bradfield Station sites is permitted to be undertaken outside of standard construction hours specified in L5.1, provided that:*

- a) *Works are required to achieve compliance with project requirements for unloading oversize/overmass precast beam deliveries and site safety requirements,*
- b) *Works and activities are undertaken from 12am (midnight) to 7am, Monday to Friday nights,*
- c) *The licensee is required to undertake noise monitoring in accordance with condition L5.9(b),*
- d) *The licensee is required to undertake noise monitoring at each Station on a monthly basis, and additionally monitor:*
  1. *the first two instances of OOH concrete beam installation at each Station, and*
  2. *the first two instances of OOH concrete beam installation at each Station that occurs concurrently with activities permitted under Condition L5.10.*
- e) *The licensee is required to provide the EPA with a Noise Monitoring Report within 30 days of the end of each month,*
- f) *Works are permitted to occur until 14 April 2025.*

### **3.4 Tower Crane 2 Erection**

The erection of a second tower crane at the St Marys site (TC2) is likely to occur within January 2025. The activity is subject to OOH weekend day works, with the occasional use of a rattle gun expected to be the most noise impacting equipment used. The erection of the second tower crane will increase productivity on site due to its capacity to lift larger items.

### **3.5 Tunnel and Underground Station Box Fit Out**

Sydney Metro Western Sydney Airport is subject to infrastructure approval (application no. SSI 10051) and condition E41(d)(vi) of the planning approval states that:

*E41 Notwithstanding Conditions E38 and E39 work may be undertaken outside the hours specified in the following circumstances.*

*(d) **By Prescribed Activity**, including:*

*(vi) tunnel and underground station box fit out works are permitted 24 hours per day, seven days per week.*

To facilitate the tunnel and underground station fit out, material craneage works at St Marys Station will commence within Q1 of 2025. This will involve a singular crane delivering materials into the station box with approval to operate 24 hours a day, 7 times a week.

## **4 Conditions of Approval requirements**

This E57 Community Consultation Report provides a summary of consultation undertaken in accordance with Condition of Approval E57 with respect to out of hours work activities proposed at the St Marys Metro Station site.

## 4.1 Out-of-hours Works – Community Consultation on Respite

### Condition of Approval E57 states:

In order to undertake out-of-hours work outside the work hours specified under Condition E38, appropriate respite periods for the out-of-hours work must be identified in consultation with the community at each affected location on a regular basis. This consultation must include (but not be limited to) providing the community with:

- (a) a progressive schedule for periods no less than three (3) months, of likely out-of-hours work.
- (b) a description of the potential work, location and duration of the out-of-hours work.
- (c) the noise characteristics and likely noise levels of the work; and
- (d) likely mitigation and management measures which aim to achieve the relevant noise management levels (NMLs) under Condition E43 (including the circumstances where respite or relocation offers would be available and details about how the affected community can access these offers).

The outcomes of the community consultation, the identified respite periods and the scheduling of the likely out-of-hour work must be provided to the ER, EPA and the Planning Secretary prior to the out-of-hours work commencing.

Note: Respite periods can be any combination of days or hours where out-of-hours work would not be more than 5 dB(A) above the RBL at any residence.

## 4.2 Respite eligibility

In accordance with the Sydney Metro Construction Noise and Vibration Standard (CNVS), the Construction Noise and Vibration Management Plan (CNVMP), and the Detailed Noise and Vibration Impact Statements (DNVIS); all noise affected receivers are eligible for respite periods, applicable during out-of-hours activities when works are predicted to exceed the NML's.

Additional mitigation measures as per the CNVS, CNVMP and DNVIS are included in Table 1 below.

TABLE 1. OUT-OF-HOURS MITIGATION MEASURES AS PER THE PROJECTS ENVIRONMENTAL PLANNING DOCUMENTS

Time period		Mitigation measures for predicted LAeq (15 minute) airborne noise level above NML			
		0-10dB	10-20dB	20-30dB	>30dB
Approved construction hours	Mon-Fri (7:00am - 6:00pm)	-	LB	LB, M, SN	LB, M, SN
	Sat (8:00am – 1:00pm)				
	Sun/Pub Hol (Nil)				
OOHW (Evening)	Mon-Fri (6:00pm – 10:00pm)	LB	LB, M	LB, M, SN, RO	LB, M, SN, IB, PC, RO
	Sat (1:00pm – 10:00pm)				
	Sun/Pub Hol (8:00am – 6:00pm)				
OOHW (Night)	Mon-Fri (10:00pm – 7:00am)	LB	LB, M, SN, RO	LB, M, SN, IB, PC, RO, AA	LB, M, SN, IB, PC, RO, AA
	Sat (10:00pm – 8:00am)				
	Sun/Pub Hol (6:00pm – 7:00am)				

NOTE: Phone calls (PC), Monitoring (M), Individual briefings (IB), Alternative Accommodation (AA), Specific Notification (SN), letterbox drop (LB), Duration Reduction (DR), Project Specific Respite Offer (RO).

## 4.3 Mitigation measures and planned respite

This work is expected to generate intermittent periods of noise, during concrete pours and finishing works, and any OSOM deliveries when the delivery vehicle reaches site and equipment is unloaded. For the proposed out-of-hours work, the following mitigation measures and respite will be implemented and have been communicated as part of the notification/consultation process:

- A prestart meeting to brief construction workers on mitigation measures before commencement of OOH activities
- Works affecting the same sensitive receivers will not be undertaken more than three nights in a week, more than two consecutive nights, or more than 10 nights in a month (unless specified by an EPL condition / Planning Consent condition i.e concrete works are permitted to occur OOH up to 12 times per month and 24/7 tunnel fit out works, as reported in Section 3)
- Noise monitoring will be undertaken to confirm noise modelling and inform any additional mitigation measures as required.
- Acoustic barriers will be installed when carrying out concrete works to minimise noise impacts as per the DNVIS
- Quieter plant and processes will be utilised where feasible and practical
- All vehicles will be turned off when not in use, non-tonal reversing alarms or equivalent will be used on all plant regularly operated on site, and trucks will avoid reversing, where feasible
- Temporary lighting to ensure a safe worksite will be directed downwards and away from properties where possible
- When moving and unloading equipment, communication will be limited to radios only, and horns or loud radios will not be used
- Ongoing consultation with affected sensitive receivers, to seek further feedback, and be able to address any reasonable concerns
- No High Noise Impact Works will be undertaken out of hours.

## 5 Consultation tools and channels

Community consultation has been undertaken prior to commencement of the out-of-hours work in accordance with the PLM Community Communications Strategy (CCS) and the Project's Environmental Protection Licence (EPL) 21807.

### 5.1 Communications tools

Consultation includes a range of tools including:

Type	Purpose and use
<b>Monthly construction updates</b>	<p>A monthly construction update distributed at the start of each month to a 250m radius around the worksite – or further as required to notify all noise affected receivers, providing details on:</p> <ul style="list-style-type: none"><li>• Upcoming construction activities for the month, including a three monthly lookahead of OOHW</li><li>• Hours of work, and durations</li><li>• Equipment used on site</li></ul>

- Any changed traffic conditions for road users (motorists, pedestrians and cyclists), including any changes to access, lane or road closures, and/or detours
- Likely impacts of construction activities, including noise, vibration, traffic, access, and dust
- Mitigation measures to reduce the impact of activities
- Work location maps
- Contact details, including how feedback can be provided

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**Specific notifications**

Specific notification distributed to all identified sensitive receivers, no less than seven calendar days and no more than 14 calendar days, prior to any new OOHW commencing.

Specific notifications are used to support the monthly construction updates for any planned OOHW and provide additional details regarding impacts, hours of work and duration, any changed conditions for road users, mitigation measures, location maps, and contact details, including how feedback can be provided

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**Email campaigns**

Email updates sent to registered stakeholders to describe the OOHW activities including a link to the full notification listed on the Sydney Metro website.

Email updates also include contact details, including how feedback can be provided.

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**Doorknocks**

Doorknocks to impacted properties to consult on the proposed OOHW and invite feedback.

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**Phone calls**

Phone calls to impacted properties (where contact details are on record) to consult on the proposed OOHW, and any feedback.

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**Targeted emails**

Targeted emails to impacted properties (where contact details are on record) to consult on the proposed OOHW, and any feedback.

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**Community Information Line:  
1800 717 703**

Provides community access to the project communications team during construction hours. OOH complaints will be referred to the on-call Place Manager.

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**Sydney Metro email:  
sydneymetrowsa@transport.nsw.gov.au**

Provides access during business hours to the Sydney Metro project communications team. Website enquiries are directed through this email address.

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**Postal address for written feedback:  
Sydney Metro, PO BOX K659  
Haymarket, NSW 1240**

Provides access to the broader Sydney Metro project. Address is included in all notifications and newsletters.

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**Consultation Manager**

All interactions with stakeholders will be recorded in this database which is established by Sydney Metro.

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## 5.2 Communication activities timeline

TABLE 3. COMMUNICATION ACTIVITIES TIMELINE

Date	Activity	
<b>23 May 2024</b>	Monthly construction update distributed to 250m radius of site, 7 calendar days prior to commencement of June activities. (Note: OOHW for June comprises ongoing concrete works during extended hours).	Also includes: Campaign Email Notification uploaded to SM website
<b>19 June 2024</b>	Specific notification distributed to confirm ongoing (continuing) concrete works during extended hours - distributed to all identified sensitive receivers	
<b>23 June 2024</b>	Monthly construction update distributed to 250m radius of site, 7 calendar days prior to commencement of July activities. (Note: OOHW for July comprises ongoing concrete works during extended hours).	Also includes: Campaign Email Notification uploaded to SM website
<b>25 July 2024</b>	Monthly construction update distributed to 250m radius of site, 7 calendar days prior to commencement of August activities. (Note: OOHW for August comprises ongoing concrete works, formwork and steel fixing during approved extended hours, including provision of advanced notice of potential OOH for OSOM deliveries and TC2 installation – subject to approvals)	Also includes: Campaign Email Notification uploaded to SM website Notification uploaded to SM APP
<b>12 August 2024</b>	Doorknock (all identified sensitive receivers), to confirm extended hours for concrete works, formwork and steel fixing are continuing, with details regarding installation of TC2 as well as OSOM deliveries (piling rig, tower crane, and precast steel beams), still TBC	
<b>23 August 2024</b>	Monthly construction update distributed to 250m radius of site, 7 calendar days prior to commencement of September activities. (Note: OOHW for September comprises ongoing concrete works, formwork and steel fixing during approved extended hours, including provision of advanced notice of potential OOH for OSOM deliveries and TC2 installation – subject to approvals)	Also includes: Campaign Email Notification uploaded to SM website Notification uploaded to SM APP
<b>Ongoing</b>	Specific notifications/doorknocks will be carried out for any out-of-hours deliveries, 7-14 calendar days prior to OOHW commencing (OSOM deliveries of plant, structures or materials e.g. piling rig, tower crane components, pre-cast steel beams)	

**Ongoing** Specific notifications/doorknocks will be carried out for impactful out-of-hours activities, 7-14 calendar days prior to OOHW commencing

**Ongoing** Re-engagement with the community on any proposed impactful OOHW. All feedback received will be considered and implemented, where feasible.

## 5.3 Stakeholder list

TABLE 4. STAKEHOLDER LIST FOR DISTRIBUTION AREAS

Stakeholder	Location	Communication activities
<b>Broader distribution area (Properties listed in Appendix D)</b>	250m of site - St Marys	Monthly notifications OOHW notifications Campaign emails
<b>Impacted properties from OOH works</b>		Monthly notifications OOHW notifications Specific notifications Campaign emails Doorknocks



**Businesses**



- Monthly notifications
- OOHW notifications
- Campaign emails
- Phone calls
- Targeted emails
- Individual briefings

## 5.4 Distribution maps

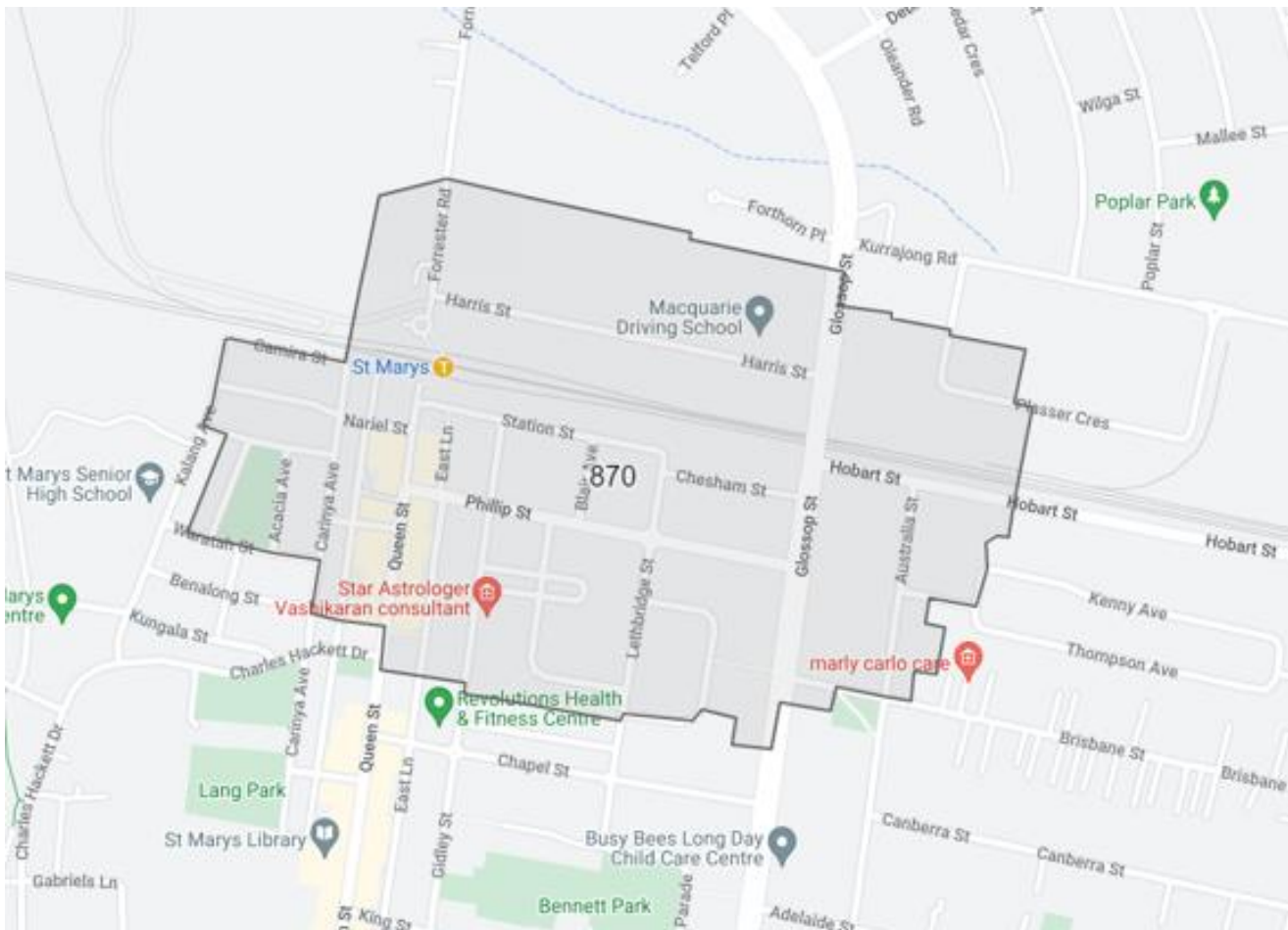


FIGURE 3. DISTRIBUTION MAP - 250M RADIUS OF SITE

FIGURE 4 EXTENDED CONCRETE POURS NOISE MODELLING MAP

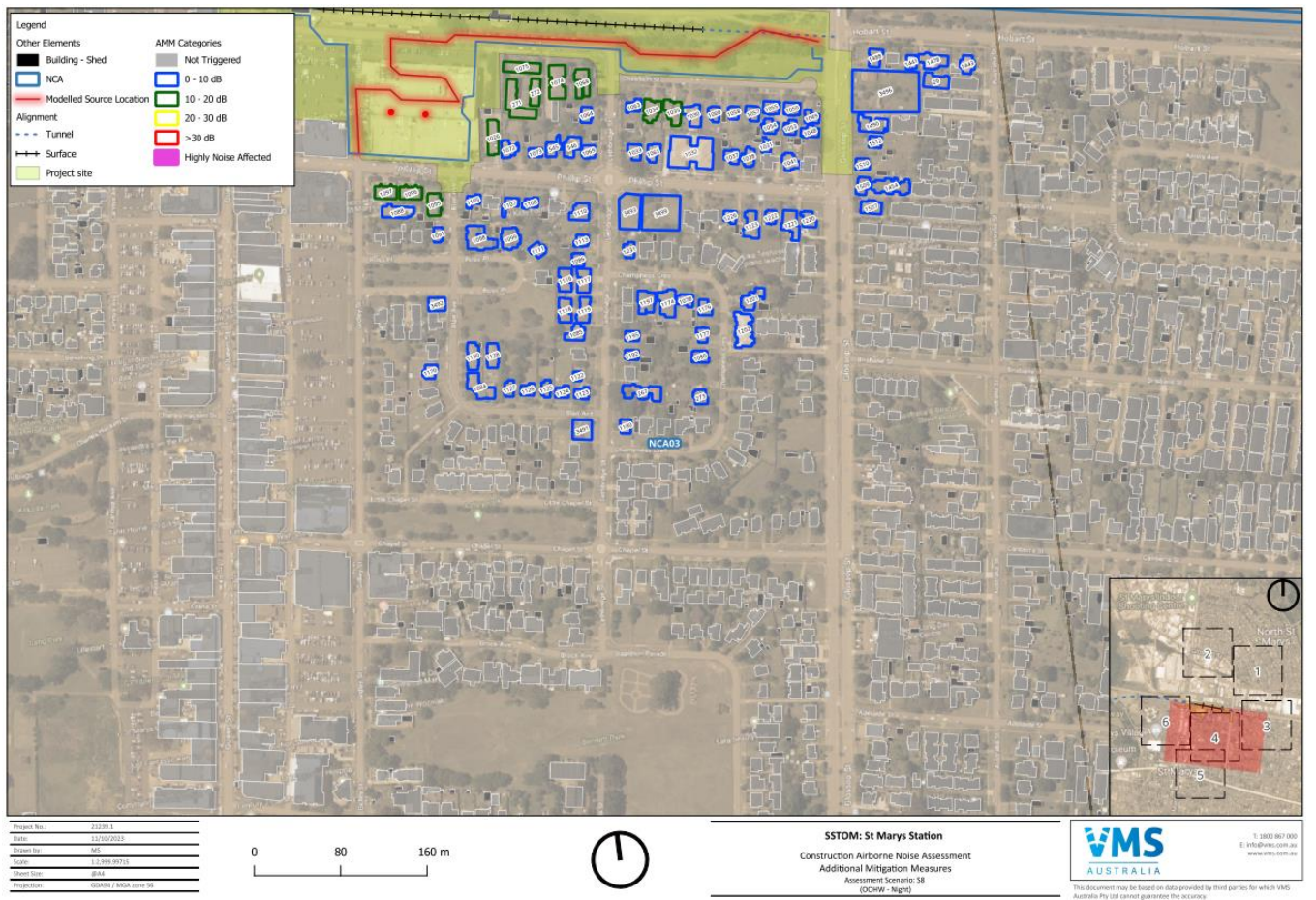
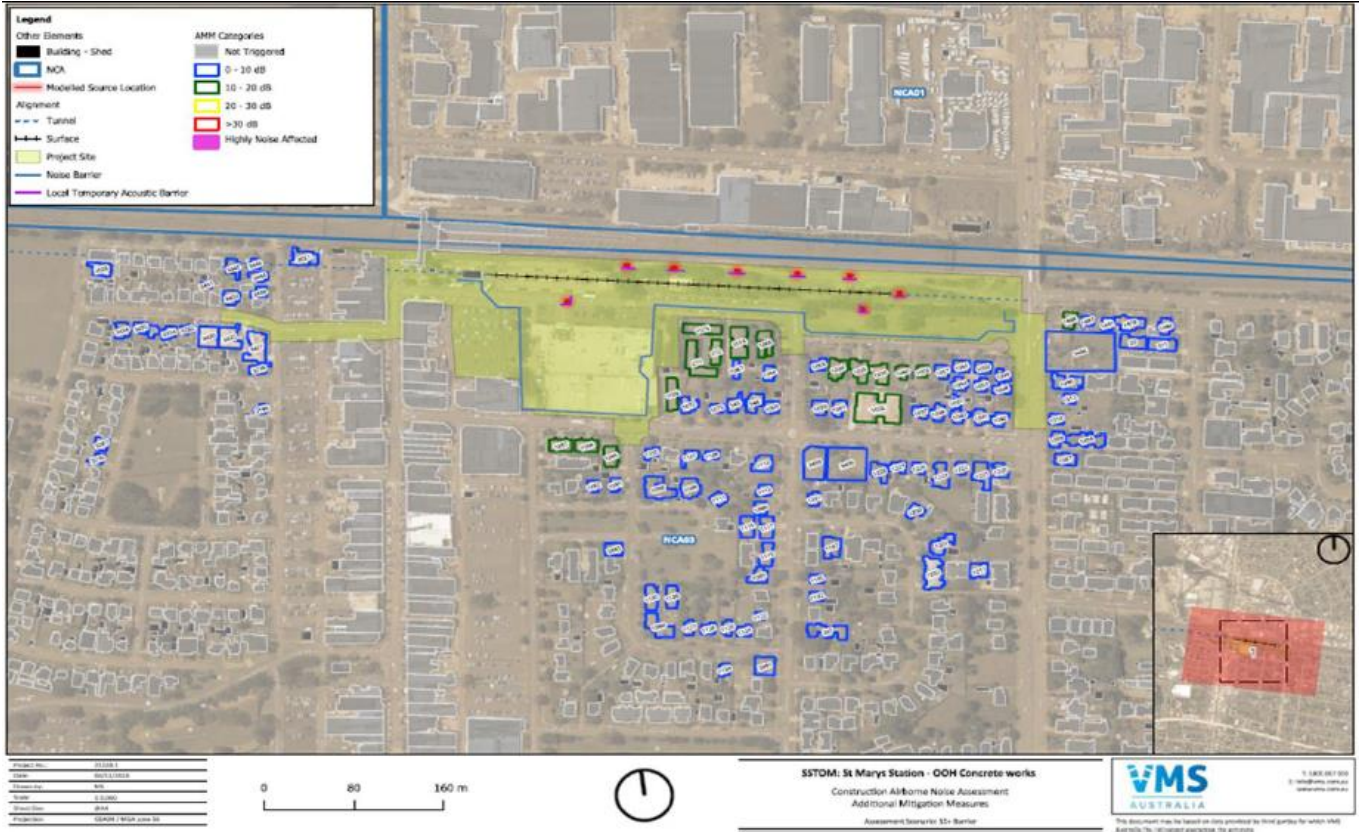


FIGURE 5 OVERSIZED PLANT AND EQUIPMENT DELIVERIES NOISE MODELLING MAP

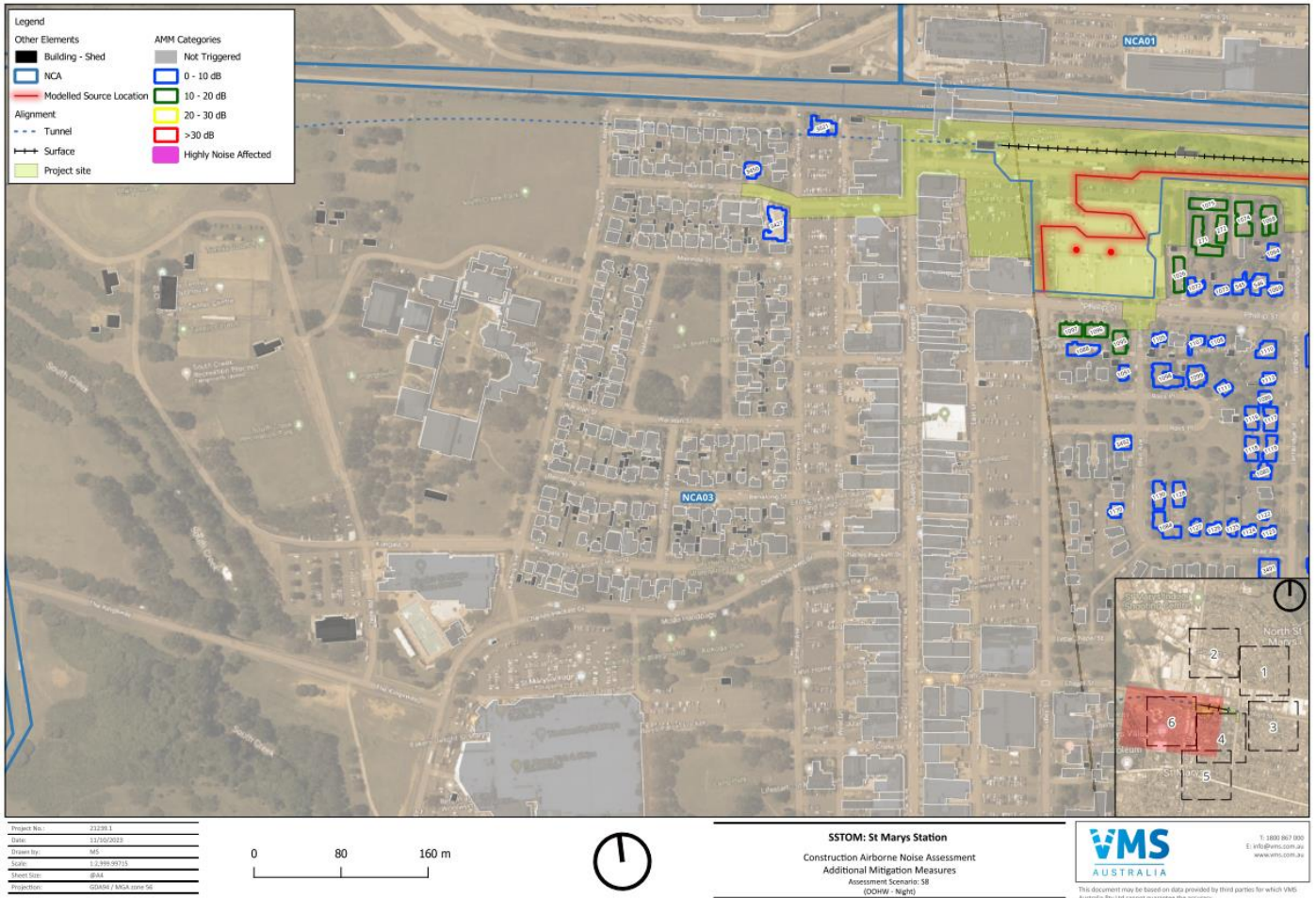


FIGURE 6 OVERSIZED PLANT AND EQUIPMENT DELIVERIES NOISE MODELLING MAP

## 6 Conclusion

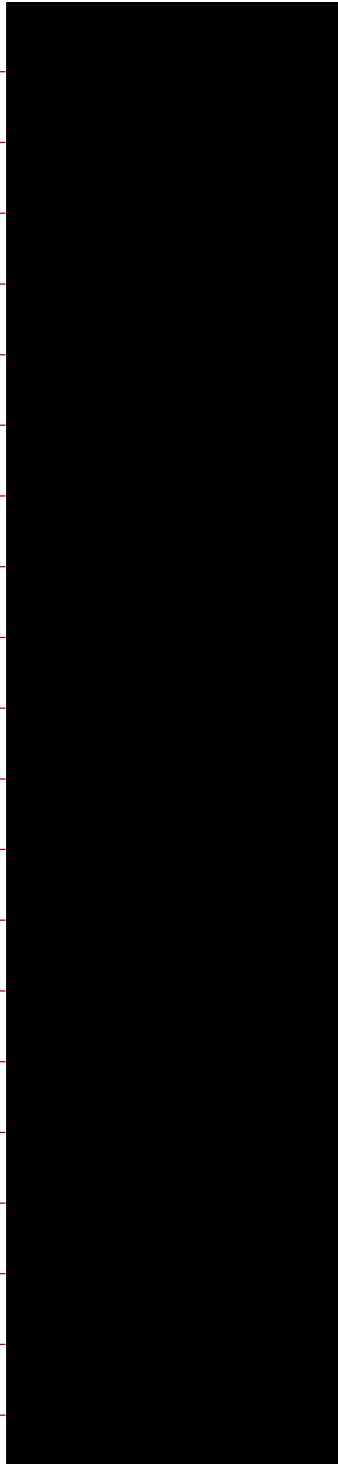
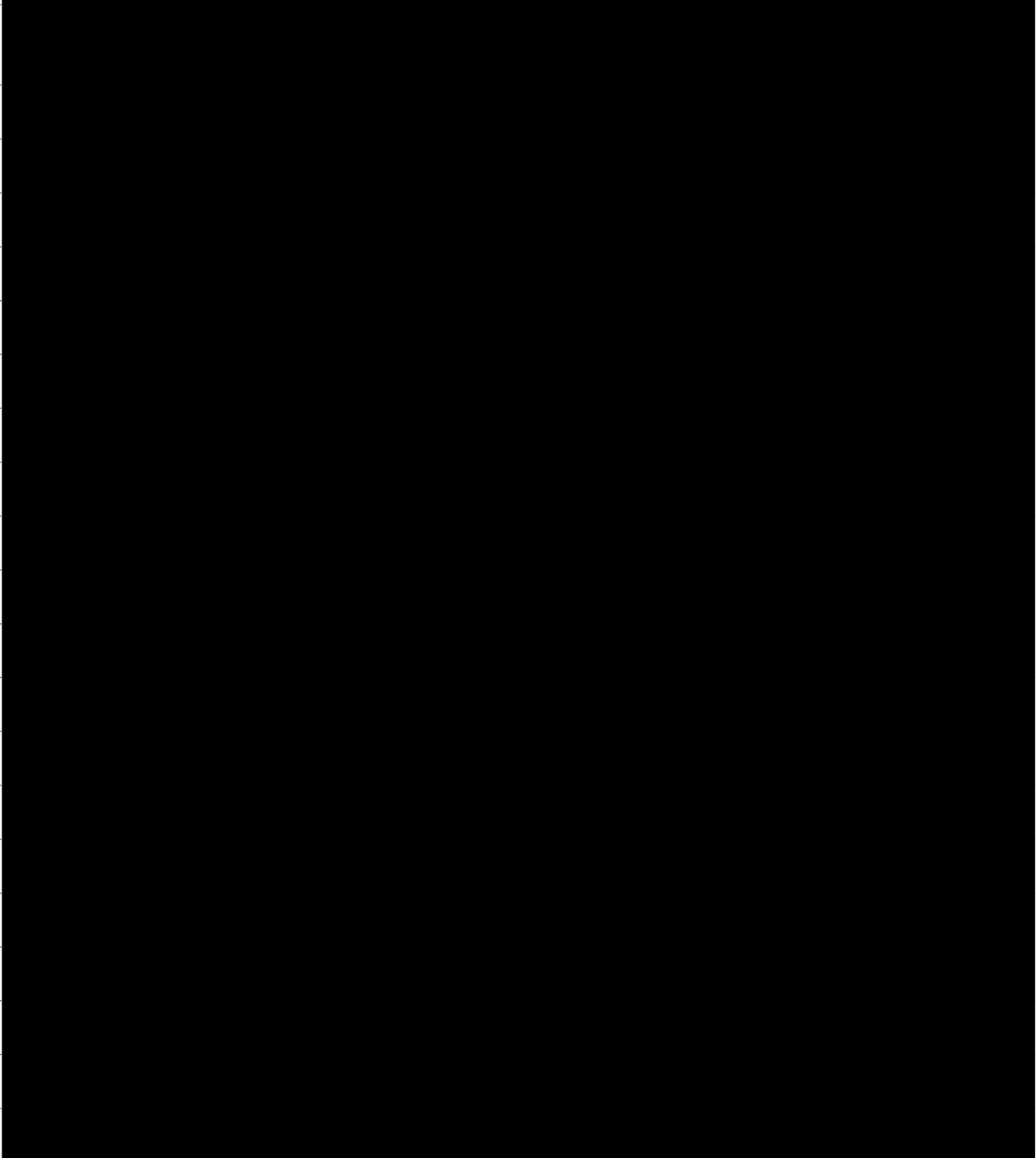
Consultation has been carried out with identified noise affected receivers in accordance with the mitigation measures required to address predicted airborne noise levels. This includes monthly construction updates, specific notifications and doorknocks to ensure identified noise affected receivers are provided with a progressive three month lookahead of likely out-of-hours work, details of potential activities including location, work hours, likely noise levels, and equipment to be used, as well as the mitigation and management measures being implemented to minimise impacts.

Consultation to date has resulted in no feedback of preferences on specific mitigation measures or respite periods and identified noise affected (sensitive) receivers have agreed to the respite periods proposed for all upcoming OOHW.

The standard mitigation measures and respite requirements established in the Sydney Metro Construction Noise and Vibration Standard and Project EPL 21807, will be implemented during the works and follow-up consultation will be undertaken by the Parklife Metro Community Place Manager to ascertain the effectiveness of the implemented controls and seek additional feedback.

As per E57, if any feedback is received it will be considered and implemented where feasible, and any specific feedback or preferences on mitigation measures will require a revision of the DNVIS.

# Appendix A Community Consultation Record and Outcome

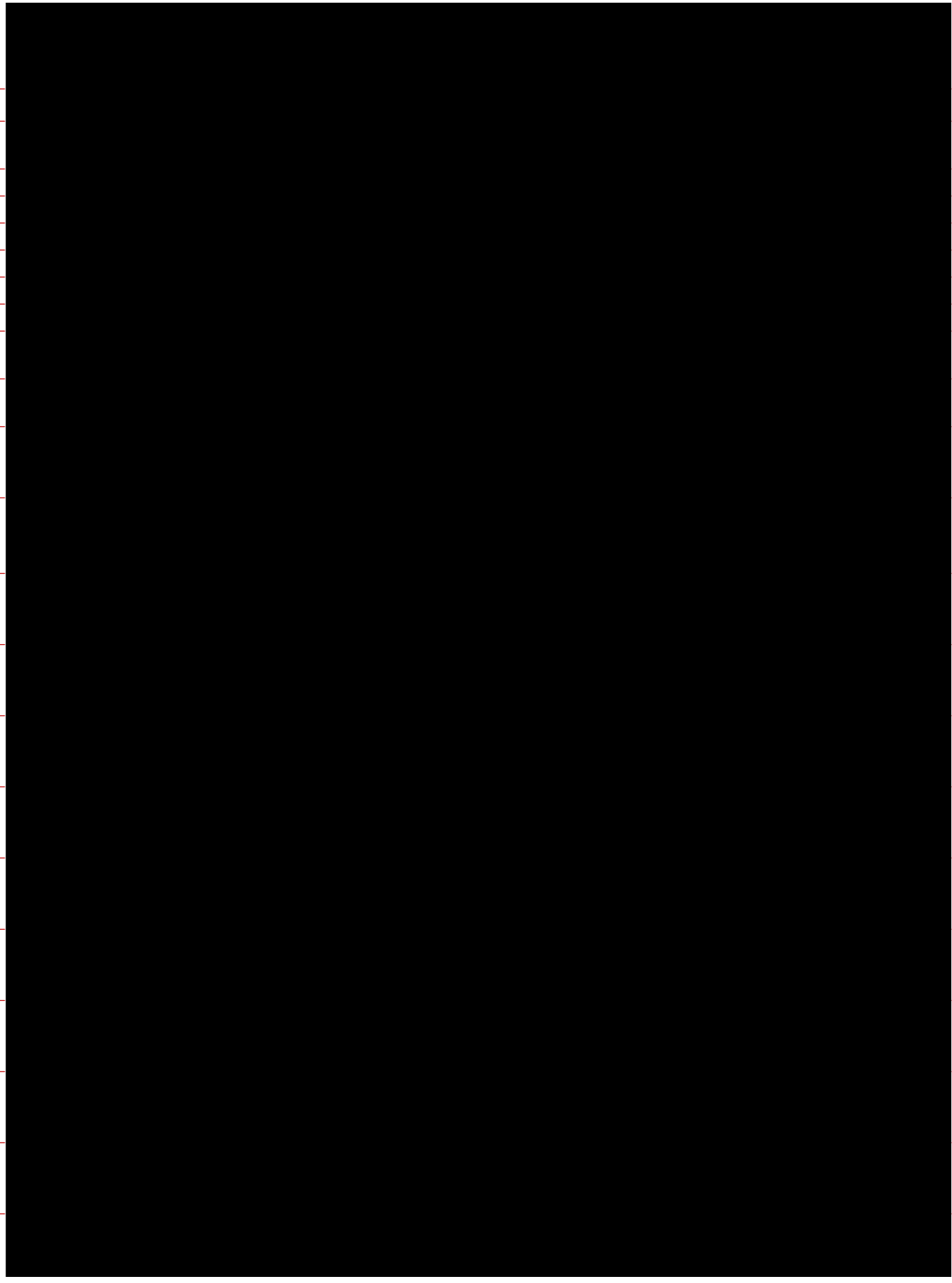
Noise Catchment Area	Residential address	Consultation Method (x = undertaken)				Consultation Summary
		Allworks	Letterbox drop - Monthly construction update	Specific notification	Individual briefing or doorknock	
NCA03		10 - 20dB	x	x	x	
NCA03		0 - 10dB	x	x		
NCA03		0 - 10dB	x	x		
NCA03		0 - 10dB	x	x		
NCA03		0 - 10dB	x	x		
NCA03		0 - 10dB	x	x		
NCA03		0 - 10dB	x	x		
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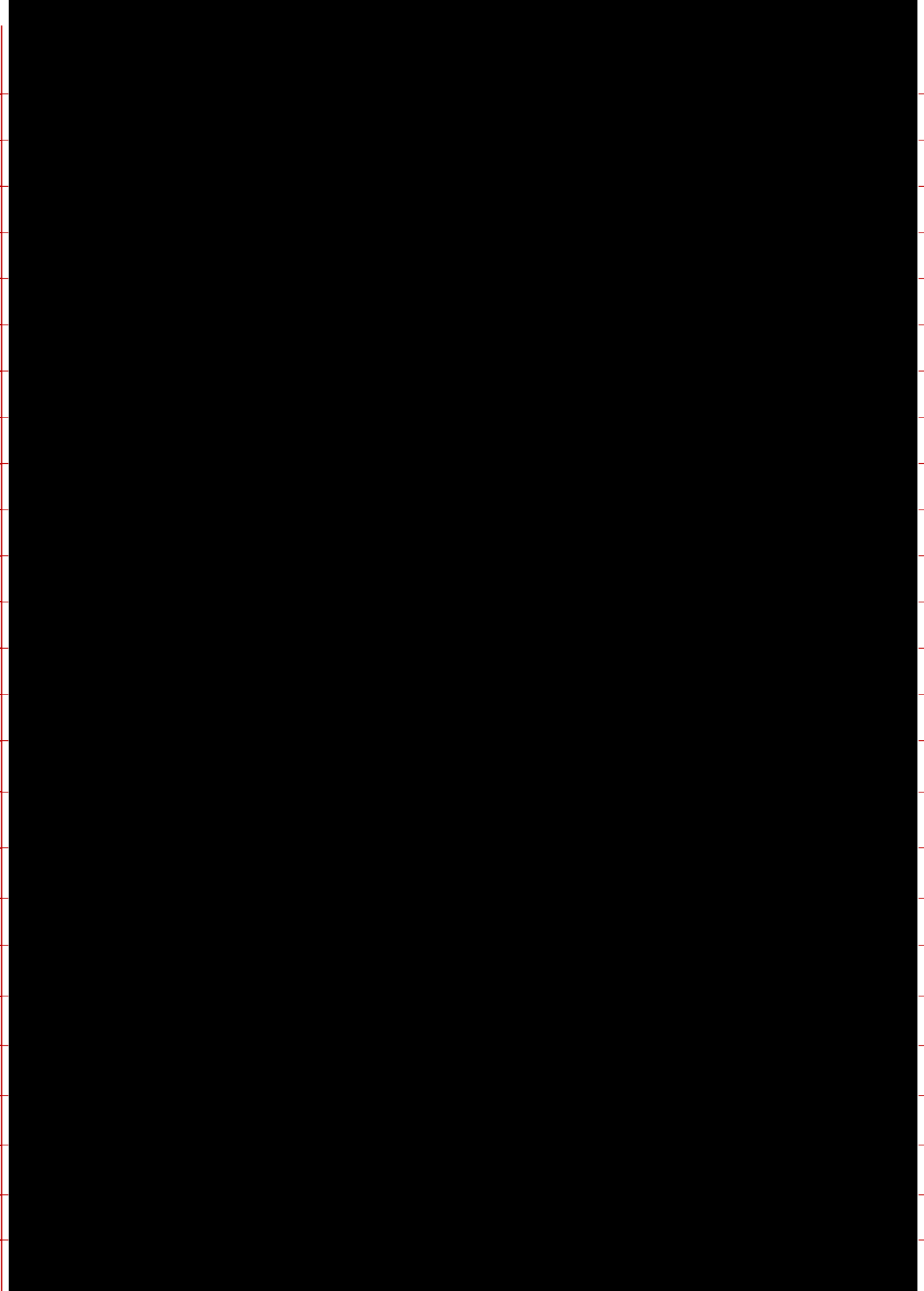




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NCA03	[REDACTED]	0 - 10dB	x	x	[REDACTED]
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NCA03	[REDACTED]	0 - 10dB	x			[REDACTED]
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# Appendix B Communication materials

MONTHLY CONSTRUCTION UPDATE – DECEMBER 2024 / JANUARY 2025

Sydney Metro – Western Sydney Airport

## Notification – St Marys Metro Station

Sydney Metro is Australia's biggest transport project.

December 2024 and January 2025

Sydney Metro – Western Sydney Airport is the new metro railway line which will service Greater Western Sydney and the new Western Sydney International (Nancy-Bird Walton) Airport. A city-shaping project, the new 23-kilometre metro railway will connect Bradfield city centre with St Marys in the north – where customers can connect to the existing Sydney Trains suburban T1 Western Line. The NSW and Australian governments have a shared objective of having Sydney Metro – Western Sydney Airport operational when the airport opens for passenger services.

Parklife Metro consortium are delivering the Stations, Systems, Trains, Operations and Maintenance (SSTOM) works. See the list below for the work activities at St Marys during December and January. See map for the work locations.

**Stations, Systems, Trains, Operations and Maintenance works include:**

- tower crane operations, including ongoing lifting and placement of machinery, equipment, and materials
- formwork, steel fixing, concrete pours, concrete finishing, and waterproofing works inside the station box for the station's base slab and perimeter walls
- pit excavation works in the station box to construct the final large sump
- delivery and removal of materials to and from site, and dewatering as required
- delivery, erection and operation of a second tower crane
- site establishment works, including installation of two-storey office building
- ongoing survey works to confirm the design, and verify construction works
- site photography, including using drone camera above the construction site.

**Work hours:**

Standard construction hours are **Monday to Friday from 7am to 6pm** and **Saturdays from 8am to 1pm**.

Some work will also be required to take place outside standard construction hours to minimise traffic impacts or ensure the safety of pedestrians, motorists, and our workers. Out-of-hours work activities will be carried out in line with the project Environmental Protection Licence, Road Occupancy Licences, and Transport for NSW requirements.

**Out-of-hours works include:**

- crane operations, large concrete pours, concrete finishing works, steel fixing, formwork installation, and testing works inside the station box
- oversized plant, structures and equipment deliveries to site
- impacted surrounding residents and businesses will be notified in advance of any out-of-hours work.

**What to expect:**

- Mitigation measures will be in place to minimise impacts including installing noise blankets around work areas where feasible, providing respite periods during high noise activities, carrying out noise and vibration monitoring, and using water carts for dust suppression.
- Increased light and heavy vehicle movements on surrounding roads. All vehicles will be turned off when not in use, non-tonal reversing alarms will be fitted to plant and machinery and trucks will avoid reversing into and on site where feasible.



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<https://www.sydneymetro.info/privacy-policy>

- Access to buildings and driveways will be maintained at all times. Where temporary changes to footpaths or temporary lane closures, detours, diversions, or removal of parking is required, traffic control and signage will be in place to assist road users and the community.
- Temporary lighting to ensure a safe worksite will be directed downwards and away from properties where possible.
- When moving and unloading equipment, communication will be limited to radios only, and horns or loud radios will not be used.
- Traffic control and signage will be in place to safely assist motorists, pedestrians, and cyclists.

#### Equipment used:

Equipment used will include, but is not limited to, tower cranes, excavators, elevated work platforms, mobile cranes, pick and carry cranes, forklifts, telehandlers, loaders, concrete trucks, pumps, vibrators, water carts, jackhammers, compaction equipment, piling rigs, power generators, vacuum trucks, dewatering pumps, handheld tools, lighting towers, light and heavy vehicles, and traffic management equipment.

#### Changes to traffic, pedestrian and cyclist routes:

During these works, traffic control will be in place to assist motorists, pedestrians, and cyclists with any changed traffic conditions. Access to driveways and buildings will be maintained at all times. Residents will be separately notified if access to driveways will be affected or access to private property is needed.

#### Three monthly out-of-hours lookahead activities:

Activity	Equipment	Work hours	Timing
<b>SSTOM works</b>			
<b>Works within the station box for the base slab and perimeter walls:</b> <ul style="list-style-type: none"> <li>- concrete pours and finishing works</li> <li>- supporting formwork and reinforcement activities</li> </ul>	Concrete pump, concrete vibrators/helicopters, concrete trucks, hand tools and lighting towers	<b>Monday to Friday, 5am to 7am and 6pm to 12am*</b> <b>Saturdays, 6am to 8am and 1pm to 6pm</b> <i>*Activities permitted until 12am Monday to Friday 12 times per month until all base slabs and wall pours are completed.</i>	Ongoing
<b>Oversized plant, structures, and materials deliveries</b>	Oversized trucks, traffic management, light and heavy vehicles, generators, lighting towers, and mobile cranes	<b>Monday to Sunday, 6pm to 5am</b>	Ongoing
<b>Tower Crane 2 delivery, installation and operation</b> (adjacent to the existing railway line on the northern side of the worksite)	Light and heavy vehicles, cranes, hand and powered tools, generators, and lighting towers	<b>Monday to Friday, 5am to 7am and 6pm to 12am*</b> <b>Saturdays, 6am to 8am and 1pm to 6pm</b>	December 2024 - Ongoing

## St Marys metro station work location:



## Feedback:

Detailed Noise and Vibration Impact Statements (DNVIS) have been prepared, including proposed mitigation measures based on noise modelling. Your feedback on appropriate respite periods or mitigation measures is encouraged. The SSTOM Community Engagement strategies are now online.

Please visit [www.parklifemetro.com.au/SSTOMCCS](http://www.parklifemetro.com.au/SSTOMCCS) to view the respective strategy and contact us to provide feedback.

If you would prefer to receive updates by email, please let us know via [sydneymetrowasa@transport.nsw.gov.au](mailto:sydneymetrowasa@transport.nsw.gov.au) and we will add you to the distribution list.

Thank you for your cooperation while we complete this essential work.



Sydney Metro has launched Sydney Metro Connect – a new way to stay informed.

**Access information in over 100 languages** Download **Sydney Metro Connect** from the App store™ or get it on Google Play™.

## For more information contact



24-hour Community Information Line **1800 717 703**



**sydneymetrowasa@transport.nsw.gov.au**



Sydney Metro – Western Sydney Airport  
PO Box K659, Haymarket NSW 1240



If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 717 703**.

# Extended work hours for concrete works – St Marys Metro Station

December 2024

Extended work hours will continue to be in place to enable us to complete large concrete pours and finishing works within the station box for the new St Marys Metro Station. Extended work hours will be **6pm to 10pm, Monday to Friday**, and **1pm to 4pm Saturdays**. Where possible, we will continue carrying out concreting activities during standard construction hours - **Monday to Friday from 7am to 6pm**, and **Saturdays from 8am to 1pm**. Intermittent extended work hours will be needed to complete larger concrete pours.

Equipment used will include but is not limited to, concrete pumps and concrete trucks, vibrators, generators, power floats, concrete screeds, hand tools, light vehicles and lighting towers.

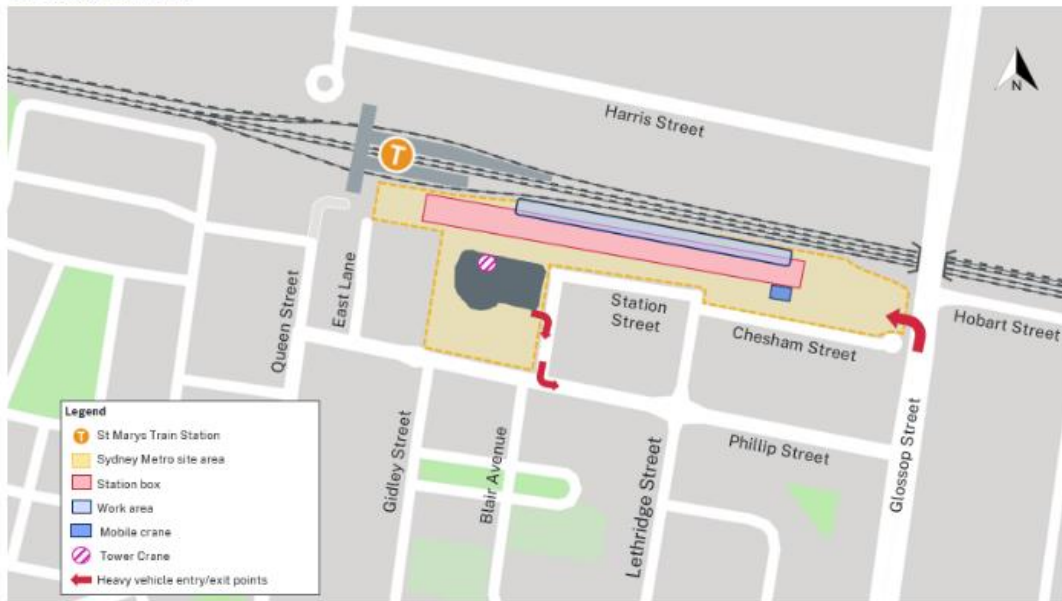
We will make every effort to minimise the impacts of this work however there may be times when the work will be noisy. Mitigation measures will be in place to minimise the impacts, including noise blankets around our work area and noise monitoring during extended work hours.

Please contact [redacted] from the Parklife Metro community team on **1800 717 703** or email **[sydneymetro.wsa@transport.nsw.gov.au](mailto:sydneymetro.wsa@transport.nsw.gov.au)** if you have any questions or would like to provide feedback about this work.

Thank you for your patience during this essential work.



Work location:



Access information in over 100 languages

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# Appendix C Conditions of Approval (SSI 10051)

Conditions of Approval relevant to this Consultation Report.

Reference	Description	How is this addressed
E57	<b>Out-of-hours work – Community consultation on respite</b>	This document.
	In order to undertake out-of-hours work outside the work hours specified under Condition E38, appropriate respite periods for the out-of-hours work must be identified in consultation with the community at each affected location on a regular basis. This consultation must include (but not be limited to) providing the community with:	
	(a) a progressive schedule for periods no less than three (3) months, of likely out-of-hours work;	Section 3. Appendix B
	(b) a description of the potential work, location and duration of the out-of-hours work;	Section 3.1 Appendix B
	(c) the noise characteristics and likely noise levels of the work; and	Section 2.3 Section 3.4 (Figure 3) Appendix B
	(d) likely mitigation and management measures which aim to achieve the relevant NMLs under Condition E43 (including the circumstances of when respite or relocation offers will be available and details about how the affected community can access these offers).	Section 2.2 Section 2.3 Appendix B
	The outcomes of the community consultation, the identified respite periods and the scheduling of the likely out-of-hour work must be provided to the ER, EPA and the Planning Secretary prior to the out-of-hours work commencing.	This report.
	<i>Note: Respite periods can be any combination of days or hours where out-of-hours work would not be more than 5 dB(A) above the RBL at any residence.</i>	