

Sydney Metro WSA - SSTOM - SMF- E57 The Stabling and Maintenance Facility Consultation Report

SMWSASSM-PLD-OHE-SF153-CG-RPT-000002 (Rev 3)

Parklife Metro D&C

Version Control

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1	████████	16/09/2024	Updated document	████████
2	████████	16/09/2024	Revised in response to comments	████████
3	████████	17/12/2024	Updated document	████████

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.

Contents

Glossary	3
1 Overview	4
1.1 Project background	4
1.2 SSTOM scope of works.....	4
2 The Stabling and Maintenance Facility	7
2.1 SMF operations scope	7
3 Out-of-hours scope of works	9
3.1 Extended concrete activities for SMF buildings	9
3.2 Bulk power installation works on Patons Lane	9
3.3 Combined services route.....	9
3.4 OSOM deliveries	10
4 Conditions of Approval requirements	10
4.1 Out-of-Hours works community consultation on respite	10
4.2 Respite eligibility.....	10
4.3 Mitigation measures and planned respite	11
5 Consultation tools and channels	12
5.1 Communications tools	12
5.2 Communication activities timeline	13
5.3 Stakeholder list.....	14
5.4 Distribution maps.....	16

6	Conclusion.....	19
Appendix A	Community Consultation Record and Outcome.....	20
Appendix B	Communication materials.....	23
Appendix C	Conditions of Approval (SSI 10051).....	30

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
SMF	Stabling and Maintenance Facility
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 consultations undertaken by Parklife Metro in accordance with Condition of Approval E57, with respect to out-of-hours work (OOHW) associated with the Stabling and Maintenance Facility (SMF) site for January, February and March, 2025 (Q1 2025). The Q1 program for 2025 includes the following OOHW activities:

- Extended concrete activities for SMF buildings
- Bulk power supply works on Patons Lane
- Combined services route
- Oversize and over mass (OSOM) deliveries

1.1 Project background

The Sydney Metro – Western Sydney Airport (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 the growing region.

The city-shaping project, from St Marys through to the new airport and the Western Sydney Aerotropolis (the new suburb of Bradfield), will provide a major economic stimulus for western Sydney, supporting more than 14,000 jobs during construction for the NSW and national economies.

Jointly funded by the Australian and NSW Governments, the 23-kilometre new railway will link residential areas with job hubs including the new Aerotropolis and connect travellers from the new airport to the rest of Sydney's public transport system.

The Australian and NSW governments have awarded all three major contracts for the Sydney Metro – Western Sydney Airport 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

In December 2022, the largest Public Private Partnership (PPP) contract in New South Wales, was awarded to Parklife Metro for the Stations, Systems, Trains, Operations and Maintenance (SSTOM) works for the Sydney Metro - Western Sydney Airport Project.

Parklife Metro will deliver:

- Around 4.3km of twin rail tunnels (generally located side by side) between St Marys (the Northern extent of the project) and Orchard Hills
- A cut-and-cover tunnel around 350 metres long (including tunnel portal), transitioning to an in-cutting rail alignment south of the M4 Western Motorway at Orchard Hills
- Around 10km of rail alignment between Orchard Hills and Western Sydney International, consisting of a combination of viaduct and surface rail alignment
- Around two kilometres of surface rail alignment within Western Sydney International Airport
- Around 3.3km of twin rail tunnels (including tunnel portal) within Western Sydney International Airport
- Around 3km of twin rail tunnels between Western Sydney International Airport and Bradfield Metro Station
- Six new Metro Stations:
 - St Marys (providing an interchange with the existing Sydney Trains suburban rail network)

- Orchard Hills
- Luddenham
- Airport Business Park
- Airport Terminal
- Bradfield (the new Western Parkland City)
- Grade separation of the track alignment at key locations including:
 - Where the alignment interfaces with existing infrastructure such as the Great Western Highway, M4 Western Motorway, Lansdowne Road, Patons Lane, the Warragamba to Prospect Water Supply Pipelines, Luddenham Road, the future M12 Motorway, Elizabeth Drive, Derwent Road and Badgerys Creek Road
 - Crossings of Blaxland Creek, Cosgroves Creek, Badgerys Creek and other small waterways to provide flood immunity for the Project
- Modifications to the existing Sydney Trains station and rail infrastructure at St Marys (where required) to support interchange and customer transfer between the new metro station and the existing Sydney Trains suburban rail network
- A stabling and maintenance facility and operational control centre located to the south of Blaxland Creek and east of the proposed metro track
- New pedestrian, cycle, park-and-ride and kiss-and-ride facilities, public transport interchange infrastructure, road infrastructure and landscaping as part of the station precincts.

Parklife Metro will also operate and maintain the Sydney Metro – Western Sydney Airport (SM-WSA) line, and its assets for 15 years after it becomes operational in 2026.



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

2 The Stabling and Maintenance Facility

2.1 SMF operations scope

The SMF will provide supporting infrastructure for the ongoing maintenance of rolling stock of Sydney Metro airport line. The main buildings at the site will include the Operations Control Centre (OCC), maintenance and administration buildings. The OCC is the control centre for centralised control and monitoring of operation activities. It is located adjacent to the Rolling Stock Maintenance Workshop and Administration Building. The OCC will include the Depot Control Centre (DCC), Maintenance Diagnostics Centre (MDC), staff support facilities and associated plant and equipment functions.

The maintenance and administration building is the largest building at the SMF. It contains the maintenance and administration functions which is critical to the operation of the Metro Line and will be subject to 120-year design life and security requirements.

The third building on site will be the substation building, which will provide the electrical supply for the SMF and traction power for the SMF and the network. Major works will include construction of the buildings, pavement and road furniture, mechanical, electrical, plumbing, fire services, track alignment and track form, fencing and landscaping.

Utilities works for the SMF will include a 132kV bulk power supply, potable water and waste water (sewer).

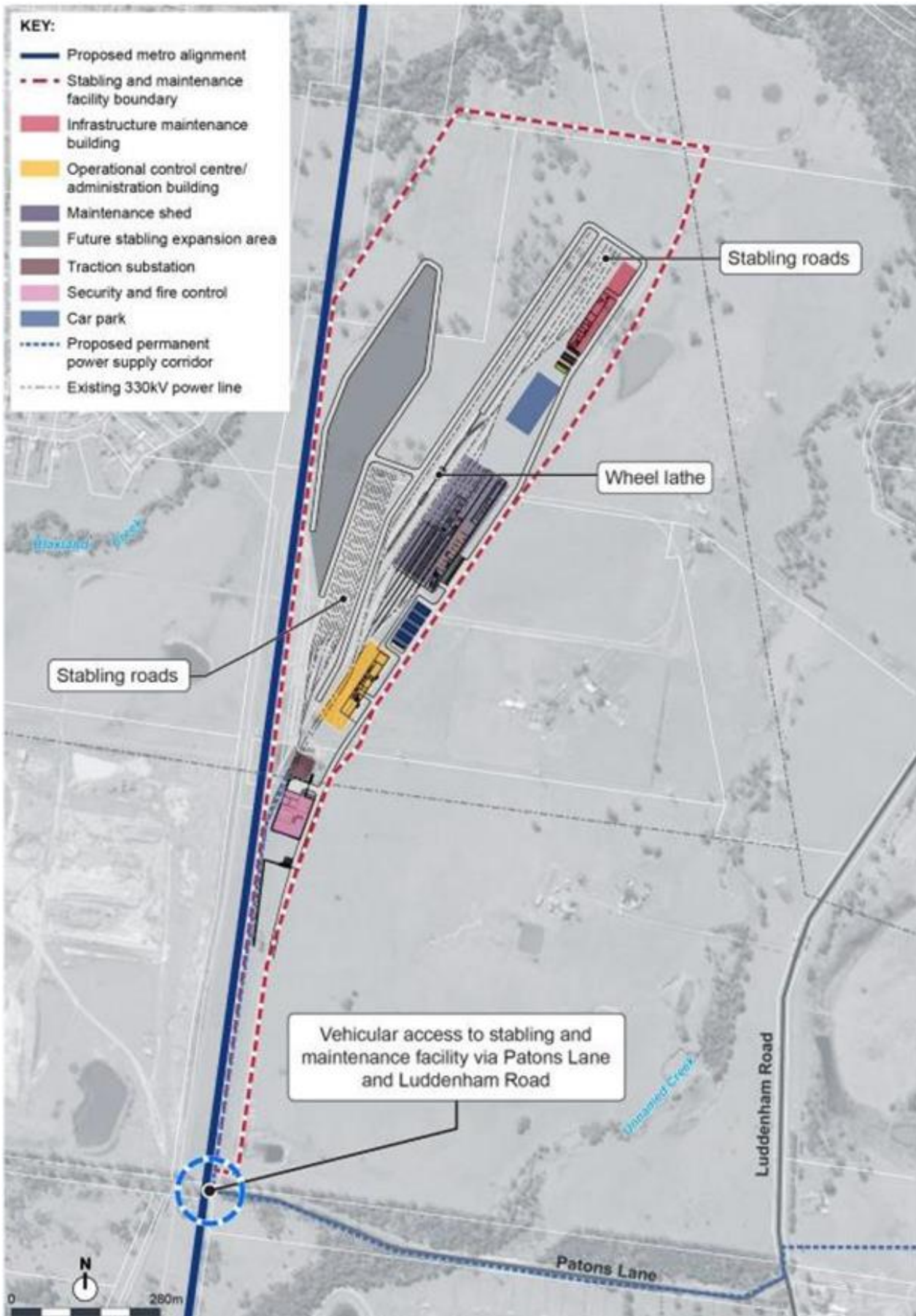


Figure 2 SMF Indicative layout (EIS CHAPTER 7)

3 Out-of-hours scope of works

3.1 Extended concrete activities for SMF buildings

Extended concrete works outside of standard construction hours are required due to the size of the concrete base slab pours of the Maintenance & Administration and Operation Control Centre buildings 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.

The concrete activities associated with the construction of the SMF buildings 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 midnight; and
- Saturdays, 6am to 8am and 1pm to 6pm.

The OOH concrete works are anticipated to continue into Q2 of 2025.

3.2 Bulk power installation works on Patons Lane

Out-of-hours work is required for the installation of the 132kV power line on Patons Lane to minimise disruption to the public and ensure the safety of both workers and the community. The scope of the work involves complex tasks such as excavation of two trenches, cable laying, and connecting the high-voltage infrastructure, which can interfere with peak traffic flow and access to local businesses and residences. Performing this work outside of standard hours allows for safer conditions by reducing the interaction between heavy machinery and road users, as well as ensuring the project adheres to its schedule without compromising daily activities in the surrounding area.

Note: The need for intermittent works on Patons Lane has been captured as part of consultation activities undertaken to date. Consultation will be carried out with identified sensitive receivers as required, once details of any scheduled activities are confirmed.

3.3 Combined services route

The proposed extended work hours are necessary to facilitate the efficient completion of a condensed construction program, approximately four months in duration and scheduled to commence within Q1 of 2025. The approval of the OOH combined services route (CSR) works is subject to community consultation and agreement in accordance with the projects EPL. If community agreement is reached, the extended hours of operations will significantly reduce the overall timeframe for this construction activity. The request for extended of CSR works activities outside of standard construction hours:

- Monday to Friday, 6pm to 2am; and
- Saturdays, 6am to 8am and 1pm to 6pm

The combined services route (CSR) works involve complex, interdependent tasks critical to the project's success, including:

- Supply and installation of precast pits and conduits for HV, LV, signals, and communications
- Excavation, benching, and backfilling of trenches with appropriate bedding materials
- Installation and testing of pits, pipes, bedding, and general fill materials, including compaction and mandrel testing

Note: All consultation activities have been undertaken in accordance with both the project EPL 21807 condition E3 and Condition of Approval E57. Details of the consultation process and compliance measures are detailed in Table 3 and Appendix A.

3.4 OSOM deliveries

Oversized plant, structures and materials deliveries are required at the SMF worksite to facilitate ongoing construction of the new stabling yard. The 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 oversized plant, structures and materials.

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 Stabling and Maintenance Facility project site.

4.1 Out-of-Hours works community consultation on respite

CSSI 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)				
	Sat (8:00am – 1:00pm)	-	LB	LB, M, SN	LB, M, SN
	Sun/Pub Hol (Nil)				
OOHW (Evening)	Mon-Fri (6:00pm – 10:00pm)				
	Sat (1:00pm – 10:00pm)	LB	LB, M	LB, M, SN, RO	LB, M, SN, IB, PC, RO
	Sun/Pub Hol (8:00am – 6:00pm)				
OOHW (Night)	Mon-Fri (10:00pm – 7:00am)				
	Sat (10:00pm – 8:00am)	LB	LB, M, SN, RO	LB, M, SN, IB, PC, RO, AA	LB, M, SN, IB, PC, RO, AA
	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

These works are expected to generate intermittent periods of noise and the following mitigation measures and respite will be implemented:

- Noise monitoring will be undertaken to confirm our noise modelling, and inform additional mitigation measures, as required
- 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, as reported in Section 3)
- 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, where feasible
- Temporary lighting will be directed away from properties, to avoid light spill.
- Communication will be limited to radios only when moving and unloading equipment, with no use of horns or loud radios
- Use of rubber faced mullets instead of hammers to reduce metal to metal contact
- Ongoing door knocks and consultation, to seek further feedback, and to be able to address any reasonable concerns
- Co-ordination of out-of-hours work with neighboring contractors (SBT and SCAW) to minimise cumulative noise impact to sensitive receivers
- No High Noise Impact Works will be undertaken out of hours.

- Prestart meetings to brief worker on the noise mitigation measure before carrying Out-of-Hours works

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
Monthly construction updates	<p>A monthly construction update distributed at the start of each month, providing details on:</p> <ul style="list-style-type: none"> • Upcoming construction activities for the month, including any OOHW • Hours of work, and durations • Equipment used on site • Traffic, pedestrian and cyclist routes on any changes, closures, and/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
Specific notifications	<p>Specific notification distributed to those identified as impacted receivers during the OOHW.</p> <p>Specific notification is used to support the monthly construction updates and OOHW notifications, to provide additional details on the impacts, and any changes that may occur</p>
Doorknocks	Doorknocks to impacted properties
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.
Sydney Metro email: sydneymetroswa@transport.nsw.gov.au	Provides access during business hours to the Sydney Metro project communications team. Website enquiries are directed through this email address.
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.
Consultation Manager	All interactions with stakeholders will be recorded in this database which is established by Sydney Metro.

5.2 Communication activities timeline

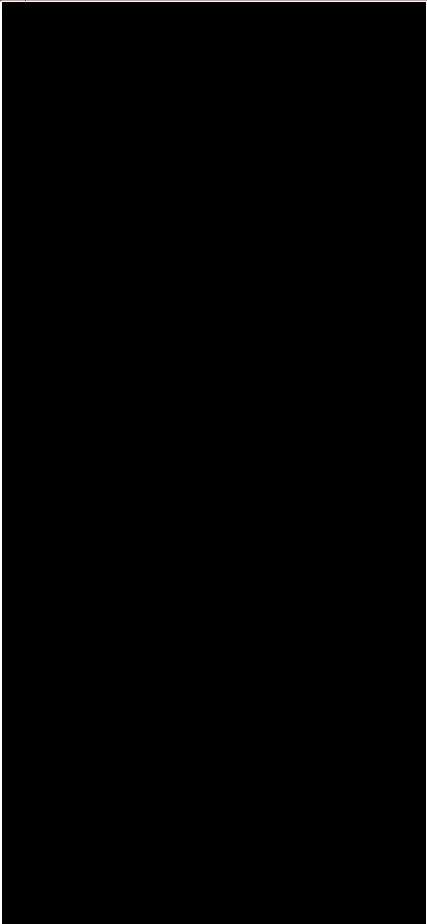
TABLE 3. COMMUNICATION ACTIVITIES TIMELINE

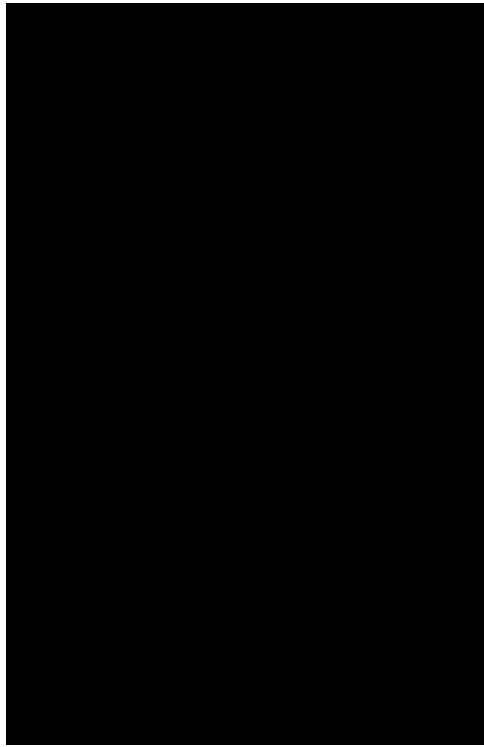
Date	Activity	
28 April 2024	Out-of-hours notification distributed to 200m radius of site, 7 calendar days prior to OOHW commencing	Follow up with impacted properties we have been unable to reach via doorknocking and SWMY slips left if no contact was made.
25 March 2024	First attempt of doorknock properties	Follow up with impacted properties we have been unable to reach via doorknocking and SWMY slips left if no contact was made.
1 May 2024	Second attempt of doorknock properties	Follow up with impacted properties we have been unable to reach via doorknocking and SWMY slips left if no contact was made.
3 May 2024	Third attempt of doorknock properties	Follow up with impacted properties we have been unable to reach via doorknocking and SWMY slips left if
13 May 2024	First attempt of doorknock to additional properties	Follow up with impacted properties we have been unable to reach via doorknocking and SWMY slips left if no contact was made
14 May 2024	Second attempt of doorknock to additional properties	Follow up with impacted properties we have been unable to reach via doorknocking and SWMY slips left if no contact was made.
15 May 2024	Third attempt of doorknock to additional properties	Re-engagement with impacted properties
27 August 2024	First attempt of doorknock for re-engagement	Follow up with impacted properties we have been unable to reach via doorknocking
28 August 2024	Second attempt of doorknock for re-engagement.	Follow up with impacted properties we have been unable to reach via doorknocking
29 August 2024	Third attempt of doorknock for re-engagement	Final follow up with impacted properties we have been unable to reach via doorknocking and

		SWMY slips left if no contact was made.
12 December 2024	First attempt of doorknock for re-engagement	Follow up with impacted properties via doorknocking
13 December 2024	Second attempt of doorknock for re-engagement	Follow up with impacted properties we have been unable to reach via doorknocking
17 December 2024	Third attempt of doorknock for re-engagement	Final follow up with impacted properties we have been unable to reach via doorknocking and SWMY slips left if no contact was made.

5.3 Stakeholder list

TABLE 4. STAKEHOLDER LIST FOR DISTRIBUTION AREAS

Stakeholder	Location	Communication activities
Broader distribution area (Properties listed in Appendix D)	200m of site – The Stabling and Maintenance Facility	Monthly notifications OOHW notifications Campaign emails
Impacted properties from OOH works and nearby residents		Specific notifications Campaign emails Doorknocks



5.4 Distribution maps

FIGURE 2 200M RADIUS OF SITE

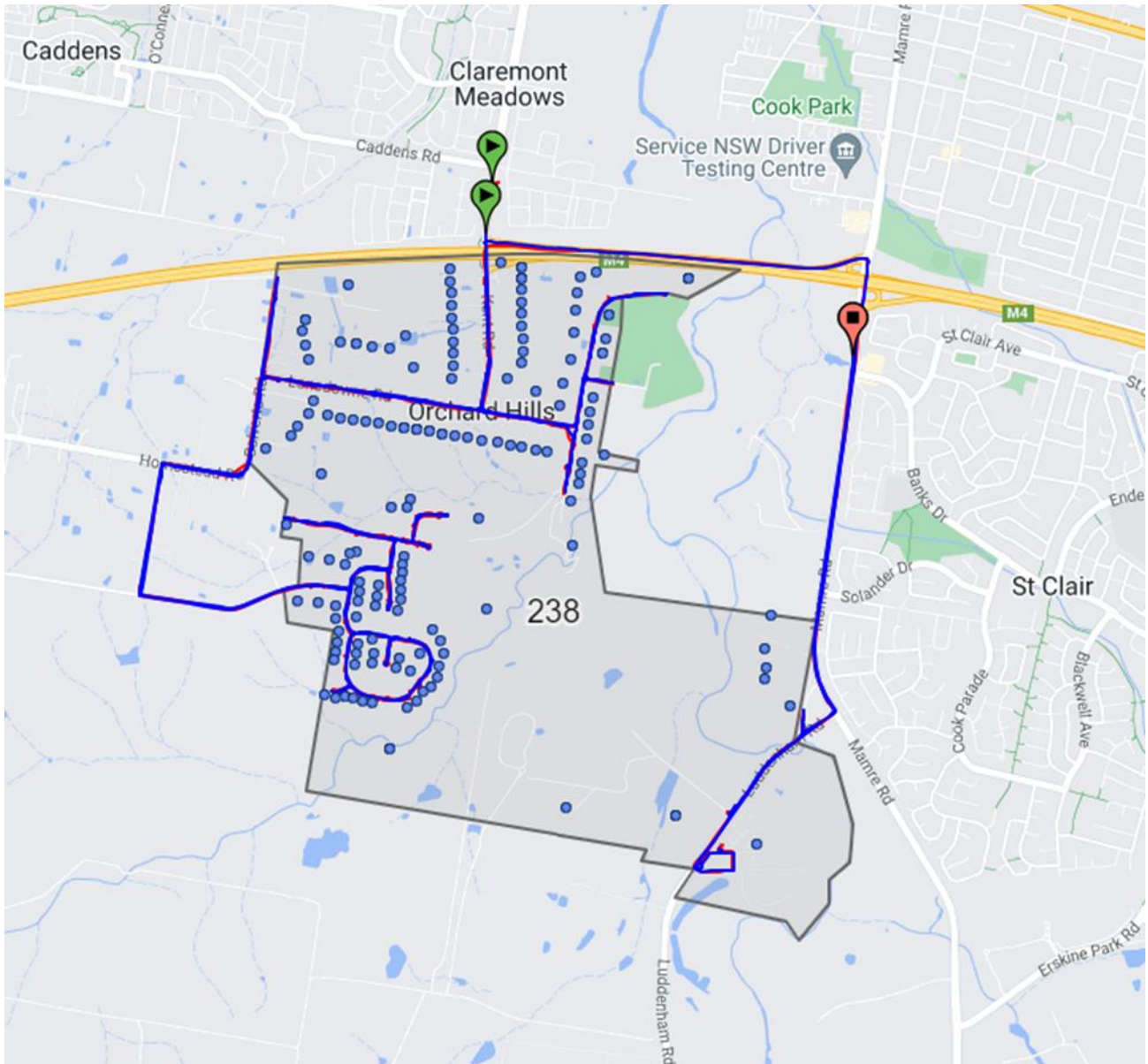
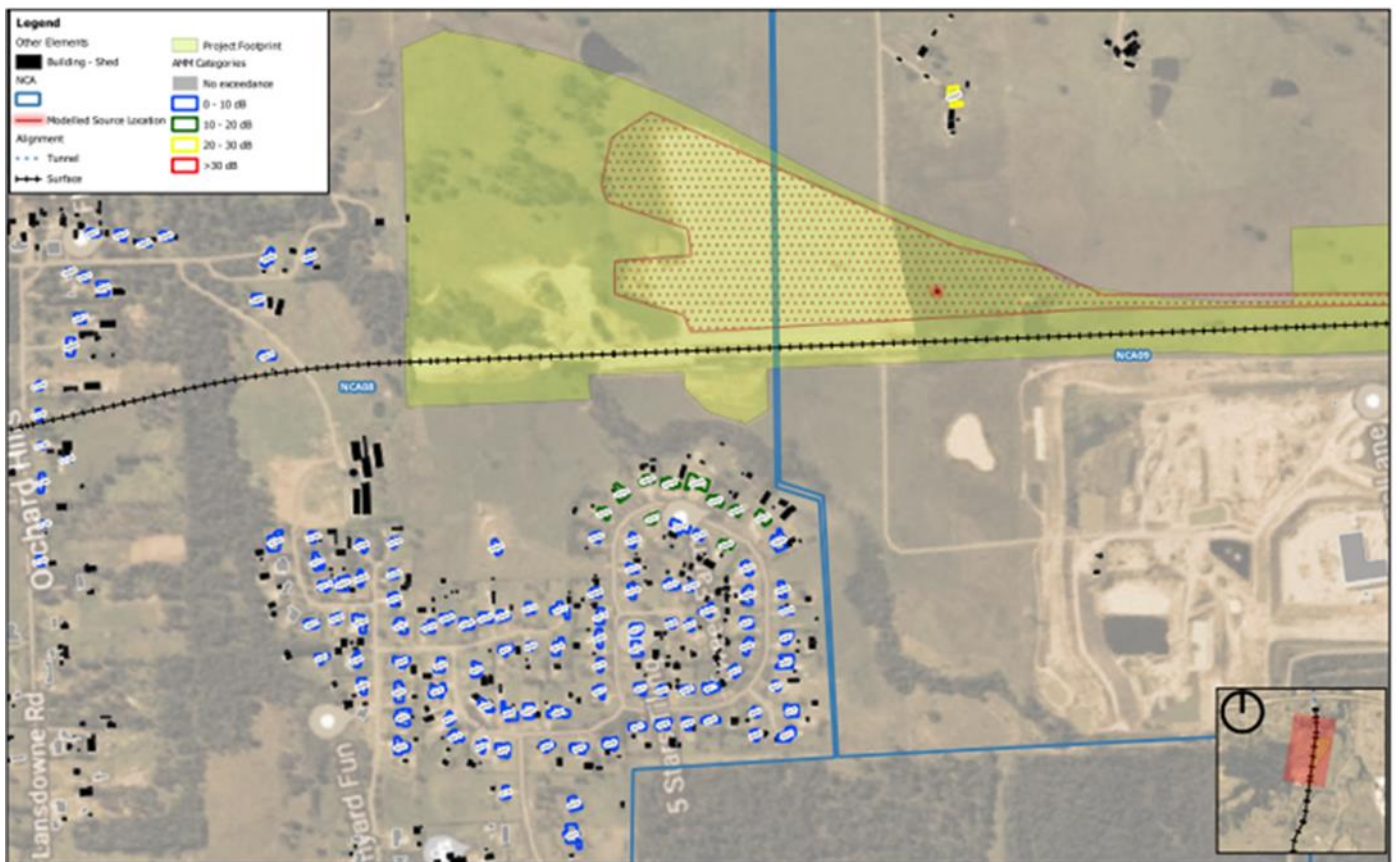
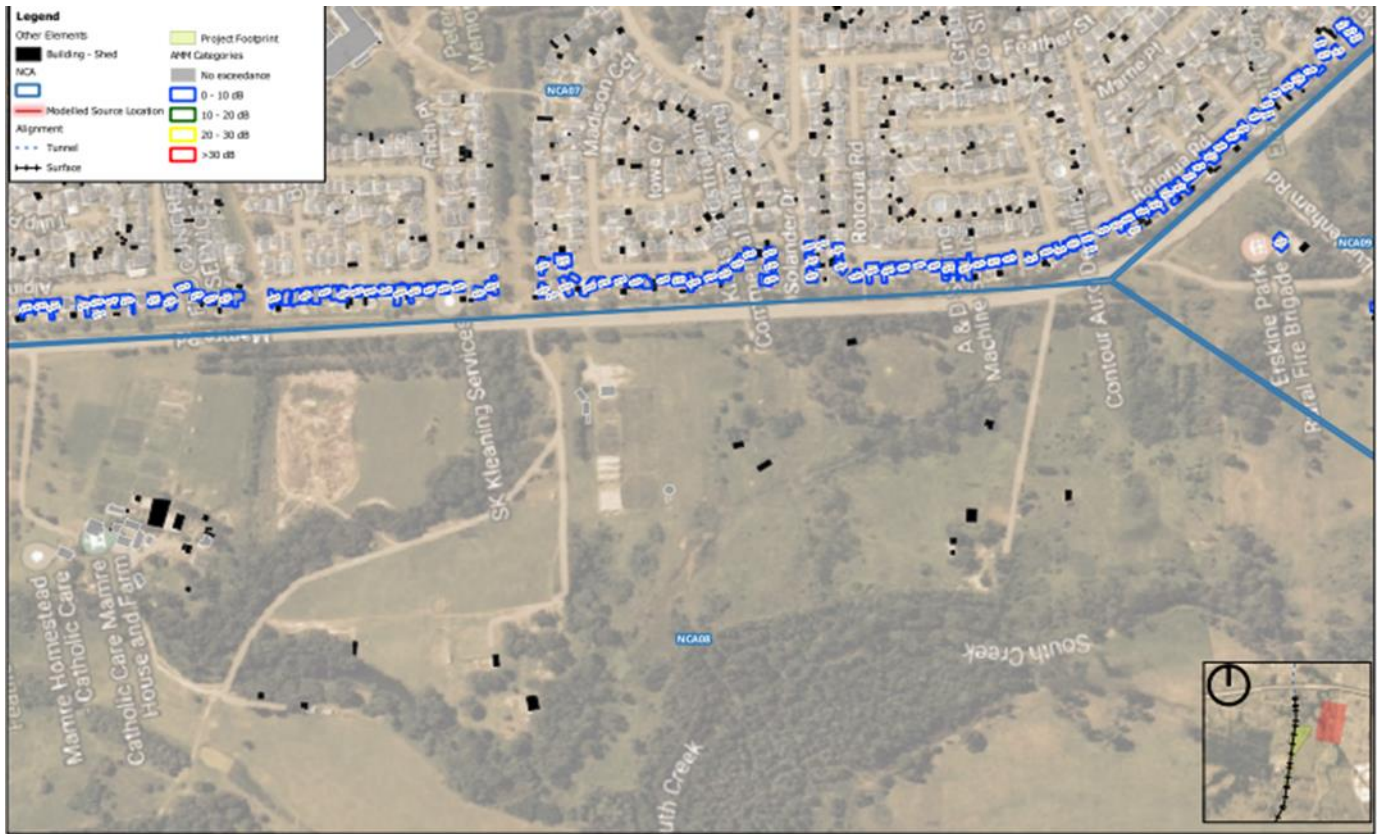
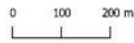


FIGURE 4 EXTENDED EARTHWORKS NOISE MODELLING MAP





Project No.	21278.1
Date	20/04/2024
Drawn by	MS
Scale	1:7,000
Sheet Size	A3
Project Path	CGR047/MCA/area 3B



SSTOM: Stabling and Maintenance Facility
 Construction Airborne Noise Assessment
 Additional Mitigation Measures
 Assessment Scenario: S6-09 (Night-time) (Page 3 of 3)

WMS AUSTRALIA
 T: 1800 957 900
 E: info@wms.com.au
 www.wms.com.au

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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

Residential address	Affectionation levels (dB range >NML Night Period)	Consultation Method (x = undertaken)			Consultation Summary
		Specific notification	Monthly construction update Doorknock or Specific Doorknock	Sorry We Missed You Doorsteps	
	10 to 20	X	X		
	0 to 10	X	X	X	
	0 to 10	X	X		
	0 to 10	X	X	X	
	0 to 10	X	X		
	0 to 10	X	X		
	0 to 10	X	X		
	0 to 10	X	X		
	0 to 10	X	X	X	
	0 to 10	X	X	X	
	0 to 10	X	X		
	0 to 10	X	X	X	
	0 to 10	X	X		
	0 to 10	X	X		
	0 to 10	X	X	X	
	0 to 10	X	X		

	0 to 10	X	X	X
	0 to 10	X	X	X
	0 to 10	X	X	X
	0 to 10	X	X	
	0 to 10	X	X	
	0 to 10	X	X	
	0 to 10	X	X	
	0 to 10	X	X	
	0 to 10	X	X	
	0 to 10	X	X	
	0 to 10	X	X	X
	0 to 10	X	X	
	0 to 10	X	X	
	0 to 10	X	X	

Appendix B Communication materials

MONTHLY CONSTRUCTION UPDATE – DECEMBER AND JANUARY 2025

Sydney Metro – Western Sydney Airport

Notification – Orchard Hills Metro Station and the Stabling and Maintenance Facility

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.

CPB Contractors and United Infrastructure are delivering the Surface and Civil Alignment (SCAW) works. CPB Contractors Ghella are delivering Station Boxes and Tunnelling (SBT) and Parklife Metro consortium are delivering the Stations, Systems, Trains, Operations and Maintenance (SSTOM) works. See the list below for the work activities at Orchard Hills during December and January. See maps for the work locations.

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

Orchard Hills Metro Station:

- waterproofing, formwork, steel fixing and concrete pours inside the station box and drainage system
- completion of the concrete batching plant on the eastern end of the site, which will provide concrete services to multiple SSTOM sites and locations
- surveying and geotechnical investigations, including potholing, non-destructive digging and testing along local surrounding roads to inform utility designs.
- road surface and restoration works, including filling in potholes on Kent and Lansdowne Road.

Stabling and Maintenance Facility:

- major earthworks including importing materials, excavations and compacting for the rail areas, and substation, operations control centre buildings and the maintenance and administration building
- construction of a new 132kV powerline, commencing from the future substation area, working towards and on Patons Lane
- major drainage works including excavations, installing pits and pipes, and backfilling
- site-wide concrete works, including formwork, steel fixing for various structures such as the substation, Maintenance Administration Building, Operations Control Centre, and across the site
- expansion of office facilities
- commencement of Combined Services Route (CSR) and trunk service installation.

Surface and Civil Alignment works include:

- finishing works including maintenance and landscaping
- fortnightly aerial land surveys and site photography of the surface alignment.

Station Boxes and Tunnelling works include:

- CPBG handed over the final portion of the Orchard Hills site to the SSTOM contractor in November 2024
- construction work is continuing within the tunnels between Orchard Hills Metro Station and St Marys Station, with access from the Claremont Meadows Services Facility site.

Out-of-hours work activity includes:

- delivery of over-sized equipment and machinery and materials to the Orchard Hills Metro Station and the Stabling Maintenance Facility sites
- extended work hours for excavation, steel fixing, concrete pours and concrete finishing works inside the station box at the Orchard Hills site and across various structures including the substation area at the Stabling Maintenance Facility
- dewatering activities at the Orchard Hills and Stabling Maintenance Facility sites
- concrete batching plant operations at the Orchard Hills Metro Station site
- construction of a new 132kV powerline on Patons Lane including excavations, trenching and backfilling, cable laying, and installation of utility services
- Road surface and restoration works, including filling in potholes on Kent and Lansdowne Road

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 our standard construction hours to minimise traffic impacts or to 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.

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, where feasible, respite periods during high noise activities, noise and vibration monitoring, and water carts for dust suppression
- increased light and heavy vehicle movements on surrounding roads, and local road closures. 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
- temporary lighting to ensure a safe worksite will be directed away from properties
- communication will be limited to radios only when moving and unloading equipment, with no use of horns or loud radios
- traffic control and signage to safely assist motorists, pedestrians, and cyclists.

Equipment used:

Equipment used will include, but is not limited to, excavators, cranes, dozers, graders, rollers, vacuum truck, water carts, heavy and light site vehicles, generators, survey equipment, traffic management devices, concrete agitators, pneumatic drills, concrete saws, bobcats, chainsaws, telehandler and powered hand tools.

Changes to traffic, pedestrian, and cyclist routes:

During these works, traffic control will be in place to assist motorists, pedestrians, and cyclists with any changes to traffic conditions. This may include contraflow and stop-slow traffic controls. The time of these changes will vary and are dependent on road authority approvals.

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 required.

Station Boxes and Tunnelling works include:

- CPBG handed over the final portion of the Orchard Hills site to the SSTOM contractor in November 2024
- construction work is continuing within the tunnels between Orchard Hills Metro Station and St Marys Station, with access from the Claremont Meadows Services Facility site.

Out-of-hours work activity includes:

- delivery of over-sized equipment and machinery and materials to the Orchard Hills Metro Station and the Stabling Maintenance Facility sites
- extended work hours for excavation, steel fixing, concrete pours and concrete finishing works inside the station box at the Orchard Hills site and across various structures including the substation area at the Stabling Maintenance Facility
- dewatering activities at the Orchard Hills and Stabling Maintenance Facility sites
- concrete batching plant operations at the Orchard Hills Metro Station site
- construction of a new 132kV powerline on Patons Lane including excavations, trenching and backfilling, cable laying, and installation of utility services
- Road surface and restoration works, including filling in potholes on Kent and Lansdowne Road

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 our standard construction hours to minimise traffic impacts or to 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.

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, where feasible, respite periods during high noise activities, noise and vibration monitoring, and water carts for dust suppression
- increased light and heavy vehicle movements on surrounding roads, and local road closures. 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
- temporary lighting to ensure a safe worksite will be directed away from properties
- communication will be limited to radios only when moving and unloading equipment, with no use of horns or loud radios
- traffic control and signage to safely assist motorists, pedestrians, and cyclists.

Equipment used:

Equipment used will include, but is not limited to, excavators, cranes, dozers, graders, rollers, vacuum truck, water carts, heavy and light site vehicles, generators, survey equipment, traffic management devices, concrete agitators, pneumatic drills, concrete saws, bobcats, chainsaws, telehandler and powered hand tools.

Changes to traffic, pedestrian, and cyclist routes:

During these works, traffic control will be in place to assist motorists, pedestrians, and cyclists with any changes to traffic conditions. This may include contraflow and stop-slow traffic controls. The time of these changes will vary and are dependent on road authority approvals.

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 required.

SPECIFIC NOTIFICATION

1 ATTEMPT NOTIFICATION

Sydney Metro – Western Sydney Airport

Have your say: Community consultation for extended out-of-hours work

December 2024

Sydney Metro is Australia's biggest public transport project.

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 23-kilometre new railway will connect the new Bradfield City Centre in the south 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 contract for Sydney Metro – Western Sydney Airport.

Out-of-hours work proposal: community consultation

We are seeking feedback and consent for our proposal to extend the work hours along a section of the project alignment between Lansdowne Road, Orchard Hills and Western Sydney Airport land.

A Detailed Noise and Vibration Impact Statement (DNVIS) has been prepared for this work and determined the need to contact you for feedback and consent. We will attempt three attempts of communication across three weeks to carry out our due diligence for this consultation process.

The purpose of these extended work hours is to minimise the long-term work impact of the following work activities:

- rail track welding and installations
- concreting and formwork
- earthworks
- service utility installations and surveying
- oversized deliveries of plant and materials.

Our standard work hours remain **Monday to Friday** from **7am to 6pm**, and **Saturday** from **8am to 1pm**. The proposed extended work hours will enable the project to work 24 hours when required, between **7am Mondays** through to **6pm Saturdays**, and **7am to 6pm on Sundays**.

The extended work hours are proposed to commence on **Monday 13 January 2025** until **Friday 28 February 2026**.

What to expect:

- Work activities during the extended hours will generate increased noise levels beyond the usual background due to ongoing construction activities. Mitigation measures will be in place to minimise these impacts including noise monitoring to ensure they don't exceed predicted levels, directing lights away from residential properties and dust suppression.
- The Project Team will not work every night shift throughout the project alignment. An approval of this proposal enables the Project Teams to work during these hours whenever necessary.
- During this consultation process and the out-of-hours work timeline (if approved), you are welcome to change the status of your feedback by contacting our Parklife Metro community team.

Equipment used:

Includes (but is not limited to) excavators, cranes, dump trucks, water carts, heavy and light site vehicles, generators, traffic management devices, concrete agitators, pneumatic drills, concrete tools and hand tools.



Subscribe for updates at

sydneymetro.wsa@transport.nsw.gov.au <https://www.sydneymetro.info/privacy-policy>



Sydney Metro – Western Sydney Airport

Have your say: Community consultation for extended out-of-hours work

December 2024

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Parklife Metro consortium are delivering the Stations, Systems, Trains, Operations and Maintenance (SSTOM) works contract for Sydney Metro – Western Sydney Airport.

Out-of-hours work proposal: Second notification for community consultation

We are seeking feedback and consent for our proposal to extend the work hours along a section of the project alignment between Lansdowne Road, Orchard Hills and Western Sydney Airport land. Please note this is the **second** attempt of communication from the Project Team regarding this out-of-hours work proposal. We will make a third and final attempt of communication next week.

The purpose of these extended work hours is to minimise the long-term work impact of the following work activities:

- rail track welding and installations
- concreting and formwork
- earthworks
- service utility installations and surveying
- oversized deliveries of plant and materials.

Our standard work hours remain **Monday to Friday from 7am to 6pm**, and **Saturday from 8am to 1pm**. The proposed extended work hours will enable the project to work 24 hours when required, between **7am Mondays** through to **6pm Saturdays**, and **7am to 6pm on Sundays**.

The extended work hours are proposed to commence on **Monday 13 January 2025** until **Friday 28 February 2026**.

What to expect:

- Work activities in extended hours will generate increased noise levels beyond the usual background due to ongoing construction activities. Mitigation measures will be in place to minimise these impacts including noise monitoring to ensure they don't exceed predicted levels, directing lights away from residential properties and dust suppression.
- The Project Team will not work every night shift throughout the project alignment. An approval of this proposal enables the Project Teams to work during these hours whenever necessary.
- During this consultation process and the out-of-hours work timeline (if approved), you are welcome to change the status of your feedback by contacting our Parklife Metro community team.

Equipment used:

Includes (but is not limited to) excavators, cranes, dump trucks, water carts, heavy and light site vehicles, generators, traffic management devices, concrete agitators, pneumatic drills, concrete tools and hand tools.



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Sydney Metro – Western Sydney Airport

Have your say: Community consultation for extended out-of-hours work

December 2024

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Parklife Metro consortium are delivering the Stations, Systems, Trains, Operations and Maintenance (SSTOM) works contract for Sydney Metro – Western Sydney Airport.

Out-of-hours work proposal: Third notification for community consultation

We are seeking feedback and consent for our proposal to extend the work hours along a section of the project alignment between Lansdowne Road, Orchard Hills and Western Sydney Airport land.

Please note this is the **third** and **final** attempt of communication to from the Project Team. If this work is consented to by the wider community, we will be contacting you throughout the timeline of this work for feedback and consent to continue the work.

The purpose of these extended work hours is to minimise the long-term work impact of the following work activities:

- rail track welding and installations
- concreting and formwork
- earthworks
- service utility installations and surveying
- oversized deliveries of plant and materials.

Our standard work hours remain **Monday to Friday from 7am to 6pm**, and **Saturday from 8am to 1pm**. The proposed extended work hours will enable the project to work 24 hours when required, between **7am Mondays** through to **6pm Saturdays**, and **7am to 6pm on Sundays**.

The extended work hours are proposed to commence on **Monday 13 January 2025** until **Friday 28 February 2026**.

What to expect:

- Work activities in extended hours will generate increased noise levels beyond the usual background due to ongoing construction activities. Mitigation measures will be in place to minimise these impacts including noise monitoring to ensure they don't exceed predicted levels, directing lights away from residential properties and dust suppression.
- The Project Team will not work every night shift throughout the project alignment. An approval of this proposal enables the Project Teams to work during these hours whenever necessary.
- During this consultation process and the out-of-hours work timeline (if approved), you are welcome to change the status of your feedback by contacting our Parklife Metro community team.

Equipment used:

Includes (but is not limited to) excavators, cranes, dump trucks, water carts, heavy and light site vehicles, generators, traffic management devices, concrete agitators, pneumatic drills, concrete tools and hand tools.



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CONSENT FORM



Sydney Metro - Western Sydney Airport

Community Consultation Consent Form

December 2024

Extended work hours proposal

The Parklife Metro project team is proposing to carry out work outside of our current standard construction hours.

We are seeking your feedback and consent to extend construction working hours from Monday to Friday 7am to 6pm and Saturday 8am to 1pm to 7am Mondays through to 6pm Saturdays, and 7am to 6pm Sundays. These working hours are to commence from Monday 13 January 2025 to Friday 28 February 2026, above ground between Lansdowne Road, Orchard Hills and Western Sydney Airport Land.

Address: _____

Name: _____

Sign: _____

Date: _____

Feedback: _____

Questions about the project work? _____

To discuss any concerns you may have, please call 1800 717 703 (24/7) and request to speak to the Sydney Metro - Western Sydney Airport SSTOM project or email sce-community@parklifejv.au to submit your Consent Form.

- 1800 717 703 Community information line open 24 hours
sydneymetro@transport.nsw.gov.au
Sydney Metro - Western Sydney Airport, PO Box K659, Haymarket NSW 1240
If you need an interpreter, contact TIS National on 131 450 and ask them to call 1800 717 703



OFFICIAL

Appendix C Conditions of Approval (SSI 10051)

Conditions of Approval relevant to this Consultation Report.

Reference	Description	How is this addressed
E57	Out-of-hours work – Community consultation on respite	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 Appendix B
	(c) the noise characteristics and likely noise levels of the work; and	Section 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 4 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>	