

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

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Parklife Metro D&C

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Contents

Glossary	2
1 Overview	3
1.1 Project background	3
1.2 SSTOM scope of works	3
2 The Stabling and Maintenance Facility	6
2.1 SMF operations scope	6
3 Out-of-hours scope of works	8
3.1 Extended concrete activities for SMF buildings	8
3.2 Combined services route	8
3.3 OSOM deliveries	8
4 Conditions of Approval requirements	9
4.1 Out-of-Hours works community consultation on respite	9
4.2 Respite eligibility	9
4.3 Mitigation measures and planned respite	10
5 Consultation tools and channels	11
5.1 Communications tools	11
5.2 Communication activities timeline	12
5.3 Stakeholder list	13
5.4 Distribution maps	14
6 Conclusion	16
Appendix A Community Consultation Record and Outcome	17
Appendix B Communication materials	18

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 September, October and November 2025. The program for the three month period includes the following OOHW activities:

- Extended concrete activities for SMF buildings
- 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)
- Surface and civil alignment works (SCAW)
- 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.



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, electrical, potable water and waste water (sewer) installation.

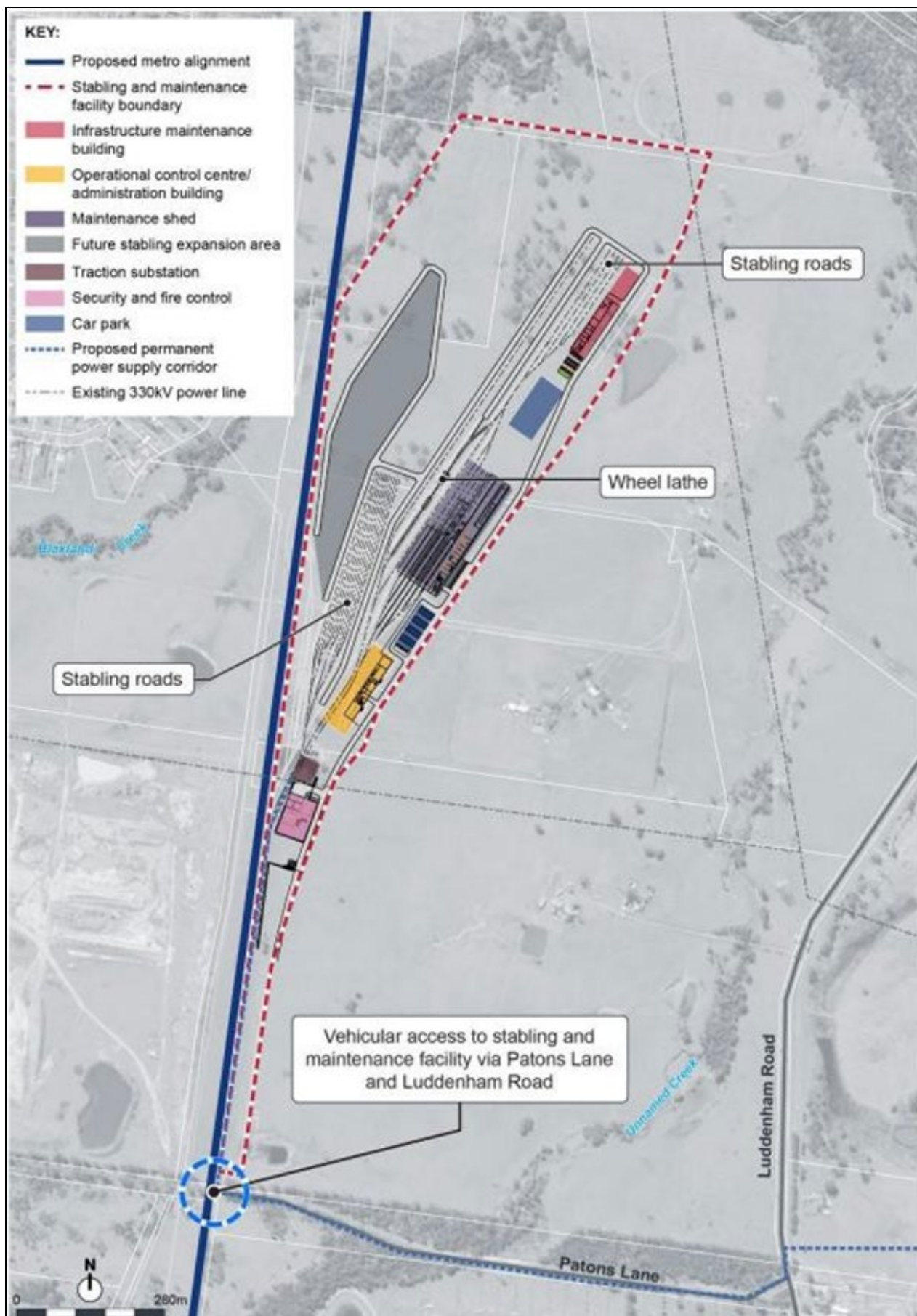


Figure 2 SMF Indicative Layout (EIS CHAPTER 7)

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 occasional OOH concrete works are anticipated to continue throughout quarter four of 2025.

3.2 Combined services route

The extended work hours for the combined services route (CSR) works are necessary to facilitate the efficient completion of a condensed construction program, having commenced in February 2025. The approval of the CSR extended work hours was subject to community consultation and agreement in accordance with the project's Environment Protection Licence (EPL). The extended hours of operations will significantly reduce the overall timeframe for this construction activity, providing up to an additional 47 hours of construction activity a week. The extended CSR works activities outside of standard construction hours are permitted to occur:

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

The CSR works involve complex, interdependent tasks critical to the project's success, including:

- Supply and installation of precast pits and conduits for high and low voltage electrical, signals, and communications services
- 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 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.

3.3 OSOM deliveries

Oversized plant, structures and materials deliveries are required at the SMF worksite to facilitate ongoing construction of the new stabling yard. These oversized and/or overmass (OSOM) deliveries have been determined by the police or other authorities to require special arrangements to transport along public roads (EPL L5.5 ii) 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 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, unless the out-of-hours works are subject to an EPL or a CSSI Planning Approval condition.

The monthly construction updates that are distributed to the local community (letterbox drop) includes the SSTOM project's contact details and how feedback can be provided. All community feedback is received and considered by the SSTOM project.

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

TABLE 3. 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

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
- 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: 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.
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 properties	Follow up with impacted properties we have been unable to reach via doorknocking
28 August 2024	Second attempt of doorknock properties	Follow up with impacted properties we have been unable to reach via doorknocking
29 August 2024	Third attempt of doorknock properties	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 impacted properties	Follow up with impacted properties via doorknocking
13 December 2024	Second attempt of doorknock for impacted properties	Follow up with impacted properties we have been unable to reach via doorknocking
17 December 2024	Third attempt of doorknock for impacted properties	Final follow up with impacted properties we have been unable to reach via doorknocking and SWMY slips left if no contact was made.
18 March 2025	Doorknock to impacted residents	Follow up with impacted resident for OOHW
12 June 2025	Doorknock to impacted residents	Follow up with impacted resident for OOHW
17 September 2025	Doorknock to impacted residents	Follow up with impacted resident for OOHW

5.3 Stakeholder list

TABLE 4. STAKEHOLDER LIST FOR DISTRIBUTION AREAS

Stakeholder	Location	Communication activities
Broader distribution area (Properties listed in Appendix D)	The Stabling and Maintenance Facility	Monthly notifications OOHW notifications Campaign emails
Impacted properties from OOH works	43A Luddenham Road,	Monthly notifications OOHW notifications Specific notifications Campaign emails Doorknock

5.4 Distribution maps

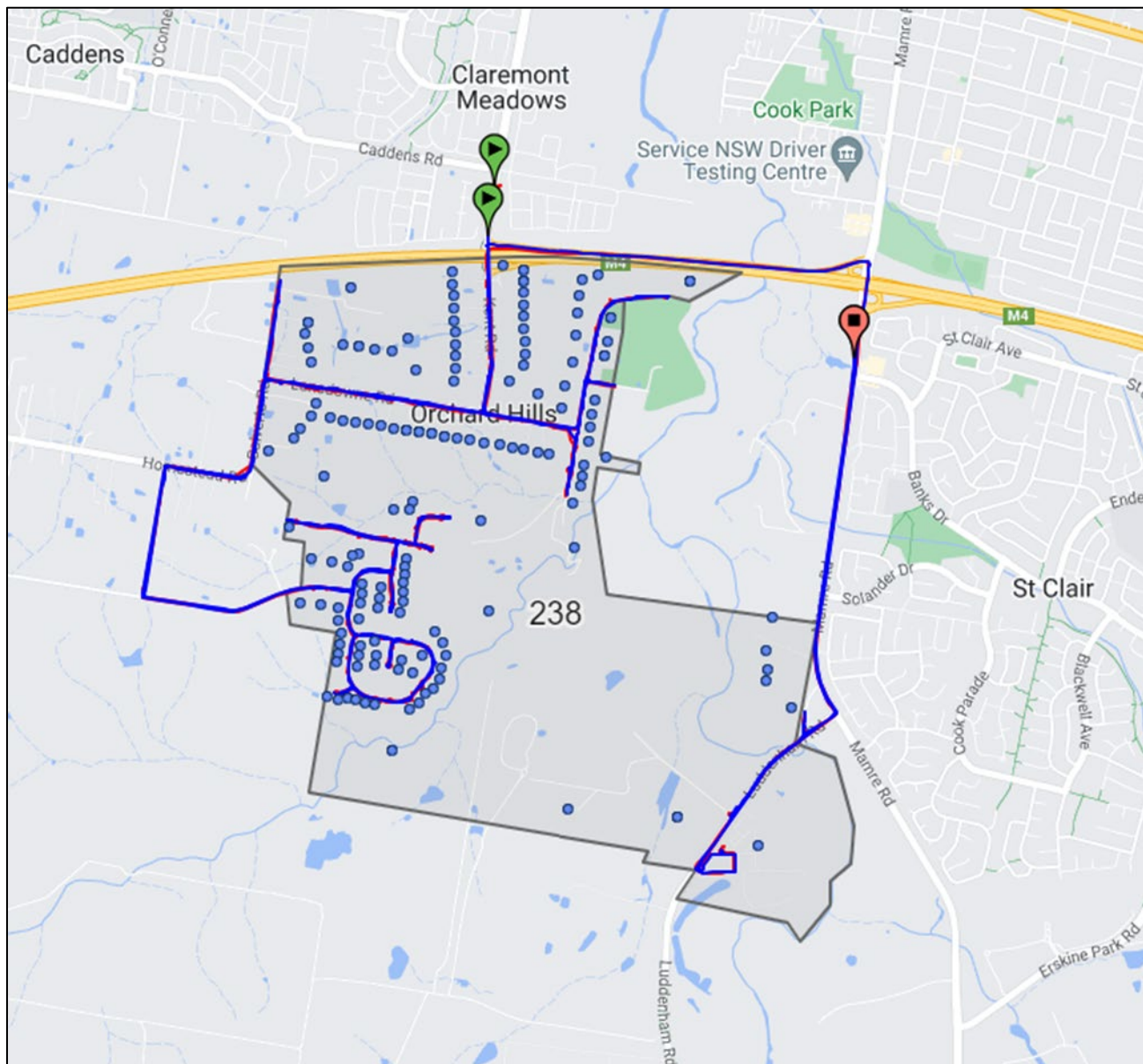


FIGURE 2 RADIUS OF SITE FOR LETTERBOX DROPS

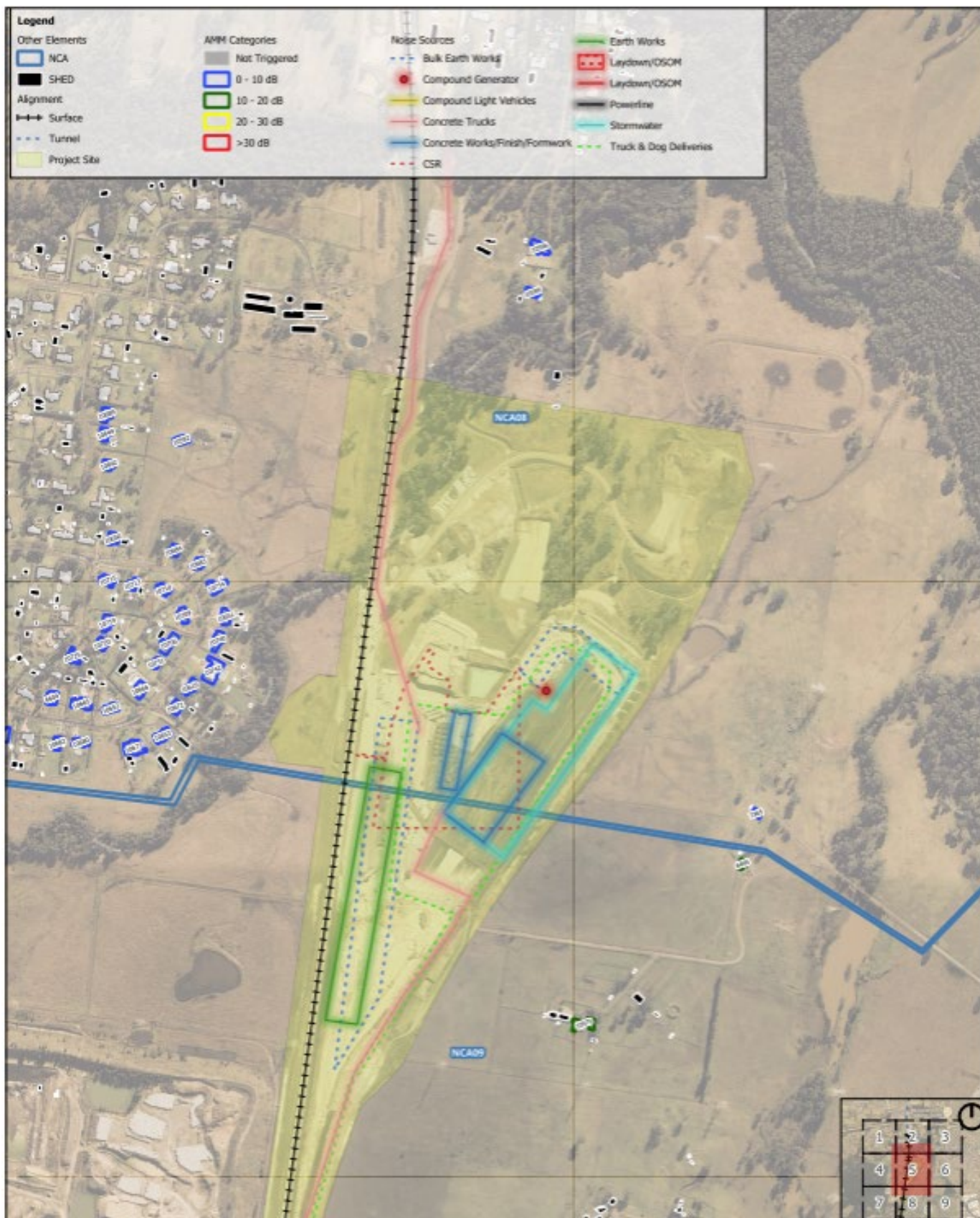


FIGURE 3 EXTENDED CONCRETING WORKS

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	Affection levels (dB range >NML Night Period)	Consultation Method (x = undertaken)		Consultation Summary
		Specific notification	Monthly construction update Doorknock or Specific Doorknock	
	10 to 20	X	X	No objection to the works. Does not hear any noise

Appendix B Communication materials

MONTHLY CONSTRUCTION UPDATE – SEPTEMBER 2025

Sydney Metro – Western Sydney Airport

Out-of-hours work Reminder – Orchard Hills Metro Station and the Stabling and Maintenance Facility

Sydney Metro is Australia's biggest public transport project.


September 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 is delivering the Stations, Systems, Trains, Operations and Maintenance (SSTOM) works. See the list below for the out-of-hours work activities at Orchard Hills between October and December 2025.

Three-month out-of-hours lookahead activities:

Activity	Equipment	Work hours	Timing
SSTOM works – Orchard Hills Metro Station site			
Concrete pours and finishing work in station box	Concrete pump, concrete agitator, concrete vibrator, helicopter, screed, hand drill, non-powered hand tools (including hammers), franna, GenSet, light vehicles	6pm to 12am, and 5am – 10pm - Monday to Friday 6am to 6pm, Saturdays	Ongoing - 2025
Works within the station box to support the tunnel and underground station box fit out	Gantry Crane (Electric), telehandler, excavator, front end loader, hand drills	24 hours a day, seven days a week	Ongoing - 2025
Concrete batching plant operations	Drives and conveyors, front end loader, concrete loading, concrete slumping, concrete truck, light vehicles	5am to 10pm, Monday - Friday. 6am to 6pm Saturday	Ongoing - 2025
Installation, incoming and outgoing deliveries of oversized construction material	Oversize, over mass (OSOM) franna, mobile crane, gantry crane (Electric), telehandler, excavator, front end loader, hand drills	10pm to 7am	Ongoing - 2025
Oversized plant and equipment activities	OSOM, franna, mobile crane	10pm to 7am	Ongoing - 2025
SSTOM works – Stabling Maintenance Facility site			
Extended work hours for CSR works	Excavators, day makers, trench roller, light vehicles	6pm to 2am Monday to Friday (inclusive) 1pm to 6pm Saturday. Note: To continue if consented to by the community.	Ongoing - 2025



Sydney METRO

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Concrete pours and finishing works, steel fixing	Operations Control Centre (OCC) and Maintenance and Administration Building (MAA) Generator, light vehicles, concrete pump, concrete agitator, daymaker	6pm to 12am and 5am to 7am Monday to Friday 6am to 6pm, Saturday	Ongoing - 2025
Extended work hours for use of oversized plant and equipment activities	Traffic management, light and heavy vehicles, generators, lighting towers and mobile cranes.	10pm to 7am	Ongoing - 2025

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
- livestock should be monitored, as nearby activity may generate noise that could unsettle animals.


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 strategy is online.

Please visit parklifemetro.com.au to view these documents and contact us to provide any feedback.

If you would prefer to receive updates by email, please let us know via sydneymetro@transport.nsw.gov.au and we will add you to the distribution list.

Work areas:







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24-hour Community Information Line 1800 717 703



sydneymetro@transport.nsw.gov.au



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