



Sydney Metro WSA - SSTOM - E57 Linewide Surface Works Consultation Report

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Parklife Metro D&C

Version Control

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Signature

[REDACTED]

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
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 Linewide site which extends the rail track alignment from approximately Lansdown Road, Orchard Hills to Elizabeth Drive, Badgerys Creek. The scheduled OOHW for November, December 2025 through to January 2026 includes the following activities:

- Extended concrete and support activities for track installation
- Service installation and survey
- 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 Linewide

2.1 Linewide construction scope of works

Linewide works largely consist of:

- **Trackwork:** The rail will be installed onto the track slab, which would be formed by mass concrete pours or ballast for the surface or at grade sections of track. Rail track would be delivered to existing access points, where possible, and welded together to form lengths of up to 120m, for transport along the alignment, or welded into final position where access allows.
- **Signalling and services:** Cable routes would be provided within the tunnel environment for signalling, communications and electricity, with signalling and communication rooms provided at every second cross passage, alternating with power equipment rooms within the other cross passages. Signal equipment rooms and communication rooms would be provided at the stabling and maintenance facility, at each station and alongside the surface alignment as required. Overhead power would be installed on overhead catenary systems, affixed to masts installed on concrete plinths. Other services to be installed include high voltage power, which will be installed within the rail corridor.
- **Corridor works:** Other ancillary works within the SSTOM Works boundary will include boundary and rail fencing and construction of the active transport corridor along with associated landscaping and bridging structures.

3 Out-of-Hours works scope

3.1 Concrete and Track support works

The Linewide alignment subject to this report consists of surface works via a combination of viaduct, at grade and bridge structures from Lansdowne Road, Orchard Hills to Elizabeth Drive, Badgerys Creek. Out of hours work within tunnel portions of the Linewide scope will be NML compliant and are not included in this E57 report.

Extended hours are required for Linewide concrete pours and support works to align disassembly of spindles with curing times and ensuring works can be completed efficiently to achieve curing design constraints.

The proposed Linewide works to be undertaken outside of standard construction hours will be:

- 7am Monday to 6pm Saturday

The OOH Linewide works commenced in February 2025 and is scheduled to extend until April 2026, pending continued community agreement approval.

These works will be completed under community agreement EPL condition E1.1 which states:

E1 Community Agreements

E1.1 Work outside standard construction hours - community consultation and agreement The licensee may work outside standard construction hours (as defined in L5.1) in circumstances other than those permitted under conditions L5.3, L5.5, or any other condition of this licence if the Licensee:

- a) undertakes community consultation and agreement as described in E1.2;
- b) submits to the EPA a written request to work outside the standard construction hours attaching information set out in E1.3; and
- c) obtains approval by the EPA to work outside standard construction hours. The EPA may, in exercising its discretion to approve the works outside standard construction hours, review whether the licensee has obtained community agreement. Specifically, whether a substantial majority of the individual Noise Sensitive Receivers who together comprise the Community Affected Catchments and were contacted has consented to the planned works out of standard hours.

3.1.1 Extended Post Concrete Support Works

Formwork and track support (spindles) construction as well as removal are required both before and after concreting works. The disassembly of the spindles is time dependent on curing process e.g. temperature, completion of pour. This activity will require an electric hand tool completed in short bursts.

There will be concurrent material distribution of sleepers and rails via a skid-steer or 5t excavator.

3.1.2 Extended Concrete Pours

Weather dependent, concrete is required to be poured at certain times to meet its curing design constraint. Early morning starts during the night period will be required to allow for concrete agitators, vibrators, and hand tools to be used to ensure works can be completed efficiently. There will be concurrent material distribution of sleepers and rails via a skid-steer or 5t excavator.

3.2 Oversized plant and equipment deliveries

Some activities, such as over-size over-mass equipment deliveries must be carried out at night when there is approval to occupy the roadway, to minimise traffic disruption and reduce safety risks to workers and road users.

Removal of the over-size over-mass materials and equipment will also be required to be removed from site out-of-hours to when there is approval to occupy the roadway, to minimise traffic disruption and reduce safety risks to workers and road users.

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

- Mobile cranes
- Excavators
- Other oversized materials and equipment.

3.3 Survey

Survey work is required to be undertaken outside of standard hours to reduce interface risks of these works occurring at the same time as other works. These Out of Hours activities have been approved under the project Environmental Protection Licence condition L5.3 “Exemption to standard construction hours for low noise impact works”.

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 Linewide 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, and to the EPA and the Planning Secretary on request.

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

As outlined in Section 3, the work activities at Linewide have been approved by the EPA to occur continuous from 7am Monday to 6pm Saturday, as part of a community agreement under EPL condition E1.1. As such, the plant and equipment have been reduced for the OOH Linewide works due to the continuous nature of the works and the inability for PLM to provide extended respite. However, community feedback about no noise impacts on Sundays has been reviewed and then agreed to by PLM as a respite and mitigation measure. The monthly construction updates that are distributed to the local community (letterbox drop) includes the SSTOM project's contact details and how further and ongoing feedback can be provided. All community feedback is received and considered by the SSTOM project. These works are expected to generate intermittent periods of noise and the following mitigation measures and respite will be implemented:

- No Linewide works on Sundays
- Noise monitoring will be undertaken to confirm our noise modelling, and inform additional mitigation measures, as required
- Properties outlined by the DNVIS to be impacted by 11dB or greater have been offered individualised respite options
- 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
- Prestart meetings to brief worker on the noise mitigation measure before commencing OOHW

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	A monthly construction update distributed at the start of each month, providing details on: • 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	Specific notification distributed to those identified as impacted receivers during the OOHW. 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

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 2. COMMUNICATION ACTIVITIES TIMELINE

Date	Activity	
25 March 2025	April 2025 Monthly Notification distributed to 200m radius of project sites which includes notice for intent to undertake extended out-of-hours work if consented to by the community	Upload to Sydney Metro website Letterbox distribution Consultation Manager email blast Upload to Sydney Metro App
18 March to 15 April 2025	First doorknock attempt of impacted receivers, as per the DNVIS	Initial attempt to contact impacted properties via doorknocking. Specific notification and consent slip provided or left in letterbox.
10 to 17 April 2025	Second doorknock attempt of impacted receivers, as per the DNVIS	Follow up with impacted properties we have been unable to reach via doorknocking and emails. Specific notification and consent slip provided or left in letterbox.
14 to 24 April 2025	Third doorknock attempt of impacted receivers, as per the DNVIS	Follow up with impacted properties we have been unable to reach via doorknocking and emails. Specific notification and consent slip provided or left in letterbox.
25 July 2025	August 2025 Monthly Notification distributed to 200m radius of project sites which includes notice for intent to undertake extended out-of-hours work if consented to by the community	Upload to Sydney Metro website Letterbox distribution Consultation Manager email blast Upload to Sydney Metro App

4 to 9 August 2025	Three-month reengagement consultation via doorknock and email for impacted receivers, as per the DNVIS	Doorknocking and emails for the stakeholders consulted in Appendix E. Continuation Consent Form provided or left in letterbox.
24 October 2025	November 2025 Monthly Notification distributed to 200m radius of project sites which includes notice for intent to undertake extended out-of-hours work if consented to by the community	Upload to Sydney Metro website Letterbox distribution Consultation Manager email blast Upload to Sydney Metro App
10 to 17 November 2025	Three-month reengagement consultation via doorknock and email for impacted receivers, as per the DNVIS	Doorknocking and emails for the stakeholders consulted in Appendix E. Continuation Consent Form provided or left in letterbox.

5.3 Stakeholder list

TABLE 4. STAKEHOLDER LIST FOR DISTRIBUTION AREAS

Stakeholder	Location	Communication activities
Broader distribution area	1km of site – Linewide from Lansdown Road to Elizabeth Drive	Monthly notifications OOHW notifications Campaign emails
Impacted properties from OOH works	[Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted] [Redacted]	Specific notifications Campaign emails Doorknocks



6 DNVIS Map

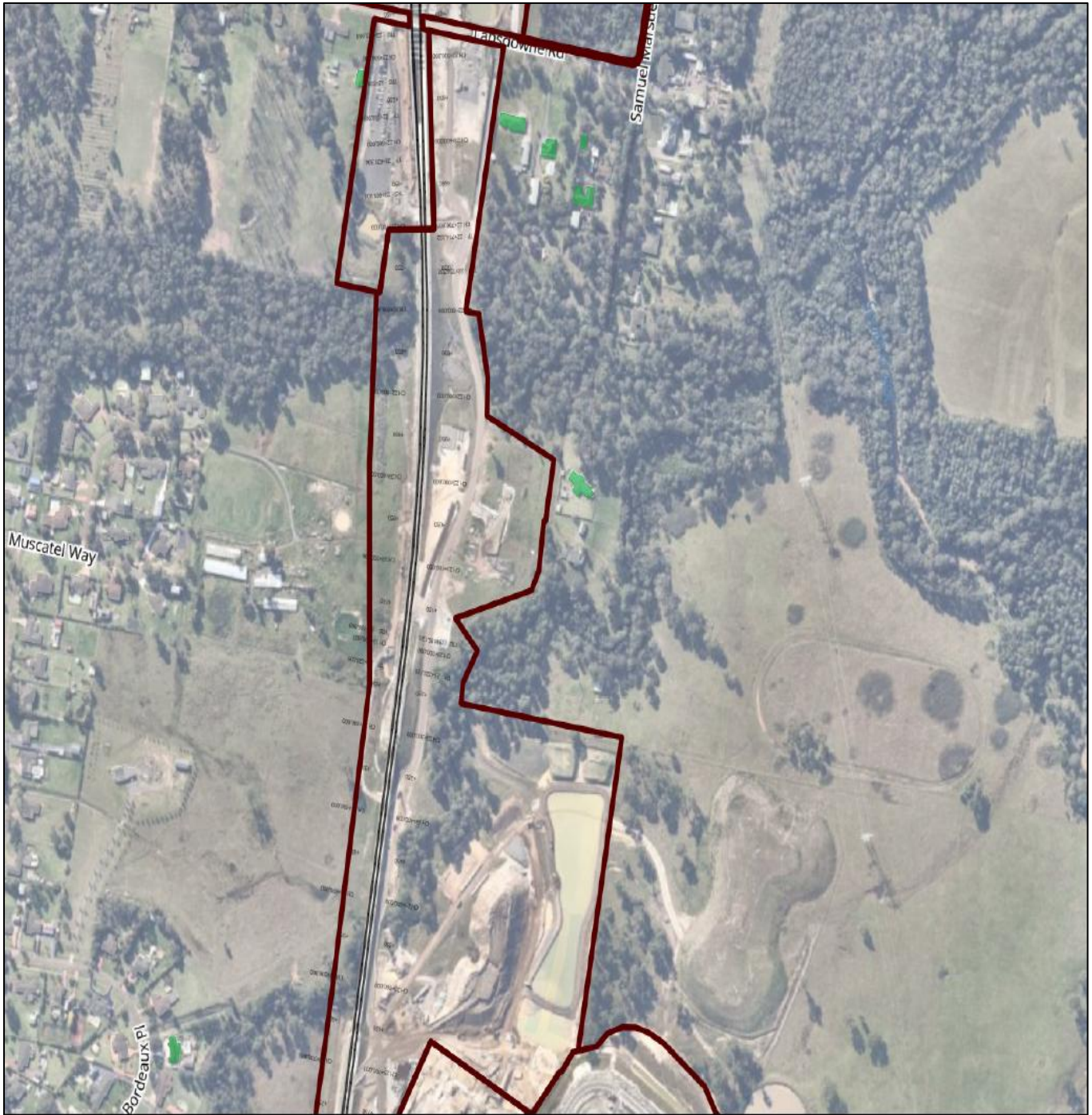


Figure 2 Properties consulted for Linewide North extended out-of-hours work



FIGURE 4 PROPERTIES CONSULTED FOR LINEWIDE NORTH EXTENDED OUT-OF-HOURS WORK

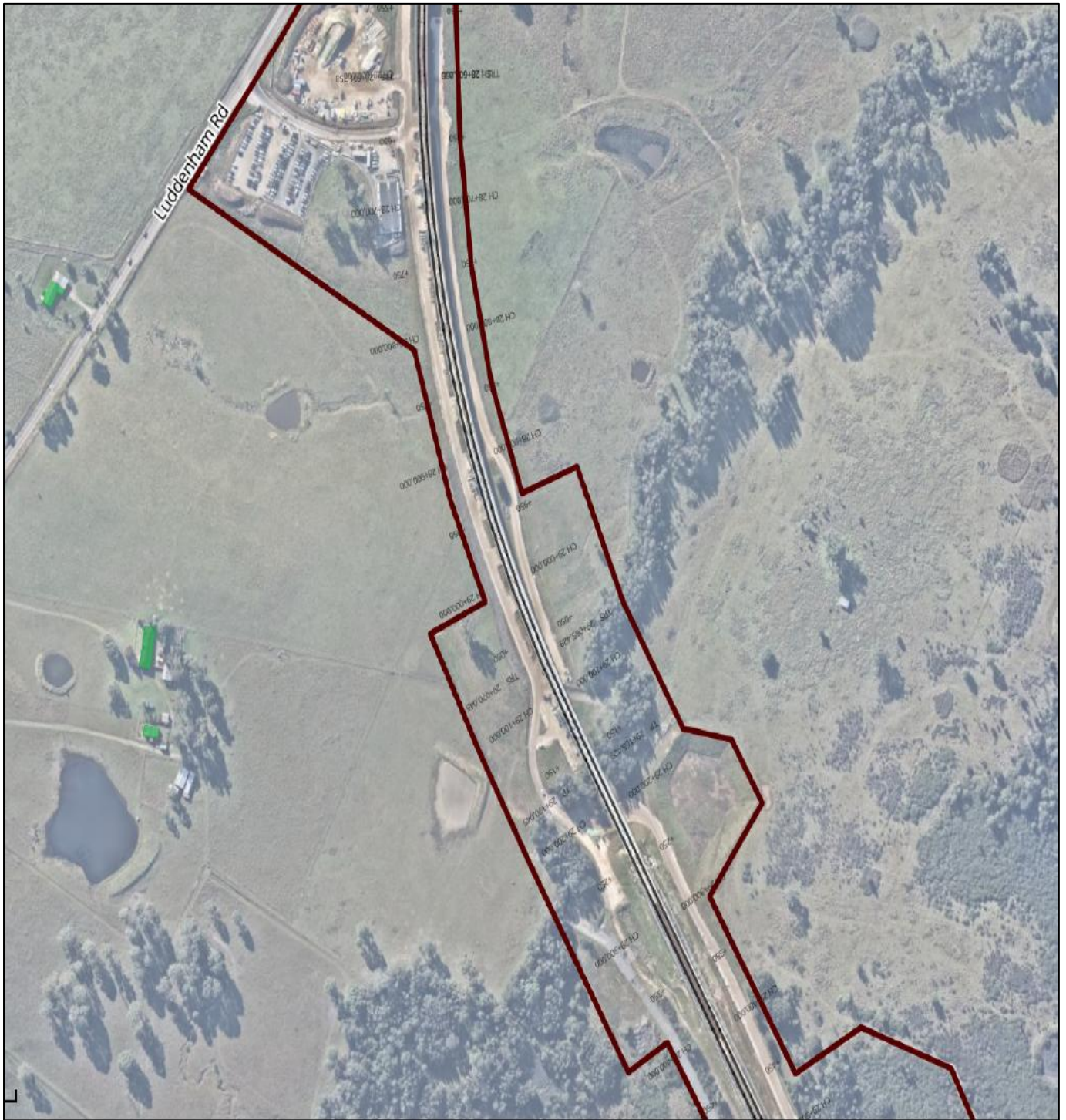


FIGURE 5 PROPERTIES CONSULTED FOR LINEWISE SOUTH EXTENDED OUT-OF-HOURS WORK

7 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 for all upcoming OOHWS.

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

NCA	Residential address	>NML Night Period)	Specific notification	Consultation Summary
NCA 09	[REDACTED]	10-20dB	X	No answer following doorknock. Written communication letterboxed including contact details and the latest information on the scheduled OOH works.
NCA 08	[REDACTED]	10-20dB	X	No answer following doorknock. Written communication letterboxed including contact details and the latest information on the scheduled OOH works.
NCA 08	[REDACTED]	10-20dB	X	No answer following doorknock. Written communication letterboxed including contact details and the latest information on the scheduled OOH works.
NCA 08	[REDACTED]	10-20dB	X	No answer following doorknock. Written communication letterboxed including contact details and the latest information on the scheduled OOH works.
NCA 08	[REDACTED]	10-20dB	X	No answer following doorknock. Written communication letterboxed including contact details and the latest information on the scheduled OOH works.
NCA 08	[REDACTED]	10-20dB	X	No answer following doorknock. Written communication letterboxed including contact details and the latest information on the scheduled OOH works.
NCA 08	[REDACTED]	10-20dB	X	Resident has no issues with construction works
NCA 08	[REDACTED]ew	10-20dB		Resident has no issues with construction works but has requested no ongoing consultation
NCA 08	[REDACTED]N [REDACTED]	10-20dB	X	Sensitive receiver and has made complaints regarding construction works. There are ongoing conversations with resident.
NCA 08	[REDACTED]	10-20dB	X	R Resident has no issues with construction works and has requested no ongoing consultation
NCA 08	[REDACTED]	10-20dB	X	No answer following doorknock. Written communication letterboxed including contact details and the latest information on the scheduled OOH works.
NCA 10	[REDACTED]	10-20dB	X	No answer following doorknock. Written communication letterboxed including contact details and the latest information on the scheduled OOH works.
NCA 10	[REDACTED]	10-20dB	X	Resident has no issues with construction works but has requested no ongoing consultation.
NCA 10	[REDACTED]	10-20dB	X	Resident has no issues with construction works.
NCA 10	[REDACTED]	10-20dB	X	No answer following doorknock. Written communication letterboxed including contact details and the latest information on the scheduled OOH works.
NCA 10	[REDACTED]	10-20dB		Resident has requested no further consultation.

Appendix B Communication materials

MONTHLY CONSTRUCTION UPDATE

Sydney Metro – Western Sydney Airport

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

Sydney Metro is Australia's biggest public transport project.

November 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 work activities at Orchard Hills during November.

What's new in November?

- tree removal on Kent Road and corner of Lansdowne Road
- concrete crushing at Orchard Hills North
- Installation of lifts & escalators

Stations, Systems, Trains, Operations and Maintenance work includes:

Orchard Hills Metro Station:

- formwork, steel fixing and concrete pours inside the station box
- installation of precast concrete elements and permanent services
- tunnel fit-out works
- construction of internal blockwork walls inside the station box
- delivery and installation of mechanical, electrical and piping equipment in the station building
- ongoing survey works to confirm the design, and verify construction works
- capping beam demolition works
- surveying and geotechnical investigations, including potholing, non-destructive digging and testing along local surrounding roads to inform utility designs
- delivery of over-sized equipment, machinery and materials

Stabling and Maintenance Facility:

- major earthworks including importing materials, excavations, constructing permanent basin, and compacting of the rail areas
- construction of a new 132kV powerline, connecting the substation to the Endeavor Energy Switching Station at Patons Lane
- on-going major drainage works including excavations, installing pits and pipes and backfilling
- site-wide concrete works, including formwork and steel fixing for various building structures



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- combined services route and trunk services installation
- continuation of works on the permanent access road
- installation of steel structures and blockwork to major buildings
- mechanical, electrical, plumbing and architectural finishes activities in the major buildings
- commencement of track formation scope
- ongoing deliveries of rail track, materials, machinery and equipment
- flash butt welding of railway track on site
- installation of light pole footings

Linewide work – Orchard Hills to Warragamba Pipeline

- ongoing deliveries of rail track, materials, machinery and equipment to the project alignment at Lansdowne Road and Patons Lane. Rail dragging from the surface to the tunnel between Orchard Hills and St Marys and along the mainline between Orchard Hills to Warragamba Pipeline
- installation of cable containment and hydrant pipes inside the tunnels and on the surface of the alignment
- service utility installations and surveying
- concreting and formwork between the tracks and the track alignment
- combined service route installations
- rail track and drainage installations along the main alignment and on viaducts
- installation of light pole footings and light pole structure
- installation of overhead wire structure and cable pulling
- cable pulling along the alignment
- ongoing deliveries of materials, machinery and equipment to the site compounds at Kent Road.

Other works in the area

Bush Regeneration works

- inspection and assessment of sites for planned future works
- removal of weeds by hand and using hand tools
- spot spraying of herbicides
- use of chainsaws to cut woody weeds and applying herbicide to the cut surface ("cut and paint" method)
- use of brushcutters for targeted slashing.

Work hours:

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

Some work will 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.

Out-of-hours work includes:

- delivery of oversized equipment, machinery and materials
- 24/7 tunnel-related activities

- extended work hours for excavation, formwork, reinforcement and concrete pour, steel fixing, concrete pours and concrete finishing works inside the station box at the Orchard Hills site and at the Stabling Maintenance Facility across various structures including the Operations Control Centre (OCC) and Maintenance and Administration Building (M&A)
- dewatering activities at the Orchard Hills and Stabling Maintenance Facility sites
- concrete batching plant operations at the Orchard Hills Station site
- construction of the new 132kV powerline
- on-going combined services route (CSR) works and trunk service installation
- concreting and formwork for the viaducts
- rail track installations
- service utility installations and surveying
- installation of light pole structure and cable pulling
- overhead wire structure installation and cable pulling

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

Noise Characteristics:

The characteristics of the noise generated across the project will consist of:

- non-tonal reverse alarms on machinery
- vehicle movement at low speed
- low tonal alarm from crane works
- intermittent noise (small bangs) from hand tools

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, telehandlers, non-powered and powered hand tools (including hammers and drills), franna crane, GenSet, Elevated Working Platforms (EWP) and light vehicles.

Concreting and formwork Oversized deliveries of plant and materials Rail track installations, cable pulling, Service utility installations and surveying	Excavators, cranes, dump trucks, water carts, heavy and light site vehicles, generators, traffic management devices, concrete agitators, pneumatic drills, concrete tools and hand tools.	7am Mondays through to 6pm Saturdays (24 hours) Note: To continue if consented to by the community.	Ongoing – April 2026
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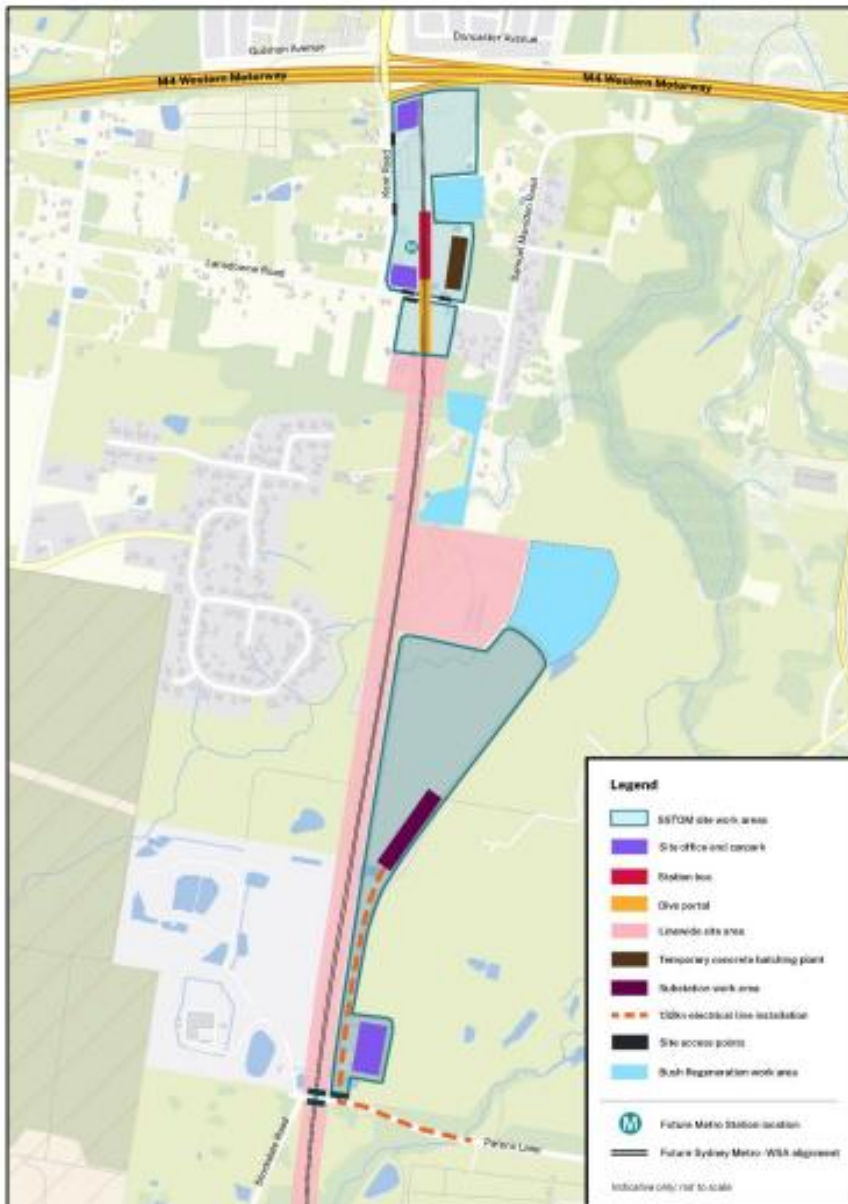
Feedback:

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 sydneymetrowsa@transport.nsw.gov.au and we will add you to the distribution list.

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



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



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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**.

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Luddenham Metro Station and Linewide works location:



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Have your say:

Continuation of extended out-of-hours work

November 2025

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

Proposed continuation of out-of-hours work:

Activity	Equipment	Work hours	Timing
Linewide works			
Concreting and formwork Oversized deliveries of plant and materials Rail track installations Service utility installations and surveying	Excavators, cranes, dump trucks, water carts, heavy and light site vehicles, generators, traffic management devices, concrete agitators, pneumatic drills, concrete tools and hand tools.	7am Mondays through to 6pm Saturdays (24 hours)	April 2025 – April 2026

Out-of-hours work proposal: continuation of extended work hours

We are seeking feedback and consent to continue the extended work hours of the following project sites:

- Linewide – Lansdowne Road to Luddenham Station

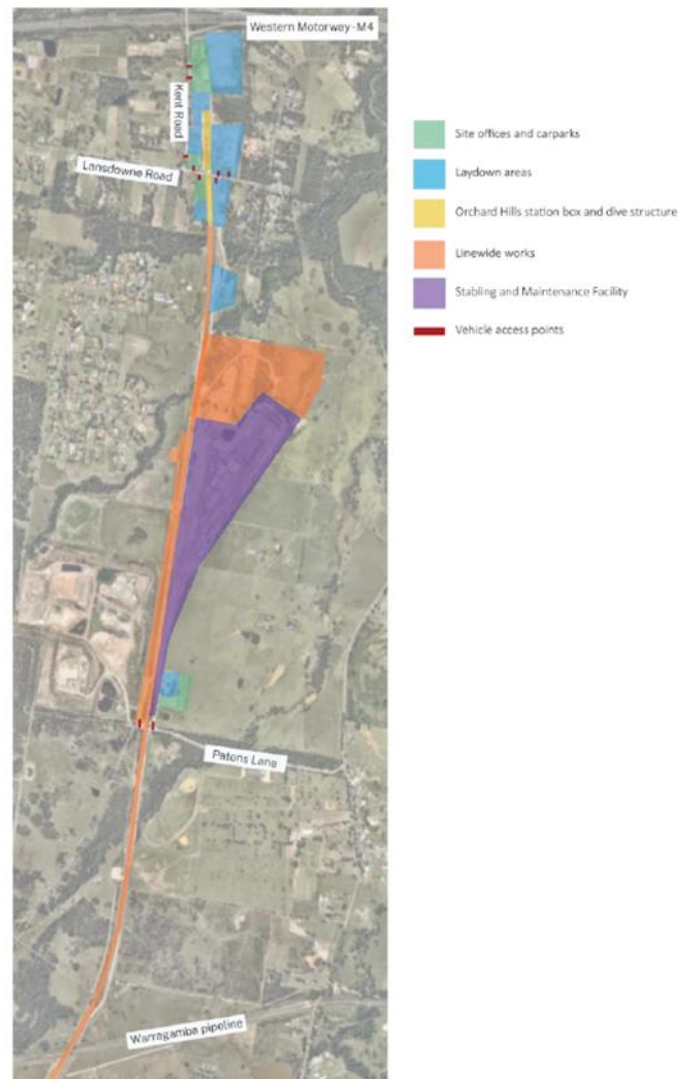
A Detailed Noise and Vibration Impact Statement (DNVIS) has been prepared for this work and determined the need to contact you for feedback and consent. We will conduct three attempts of communication to carry out our due diligence for this consultation process.

Our standard work hours remain **Monday to Friday** from 7am to 6pm, and **Saturday** from 8am to 1pm. The extended Linewide work hours are proposed to continue until **Thursday 30 April 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.
- Project teams have not worked every night shift throughout the project alignment. Approval of this proposal enables the project teams to work during these hours whenever necessary.
- This work continuation proposal enables the project team to shorten the construction timeline of the project and even out the construction and vehicle impact by working during the day and night.
- During this consultation process and the out-of-hours work timeline (if approved), you are welcome to change the status of your feedback and consent by contacting the Parklife Metro community team.
- Unless you advise otherwise, we will contact you every three months for feedback and ongoing consent to this proposal.

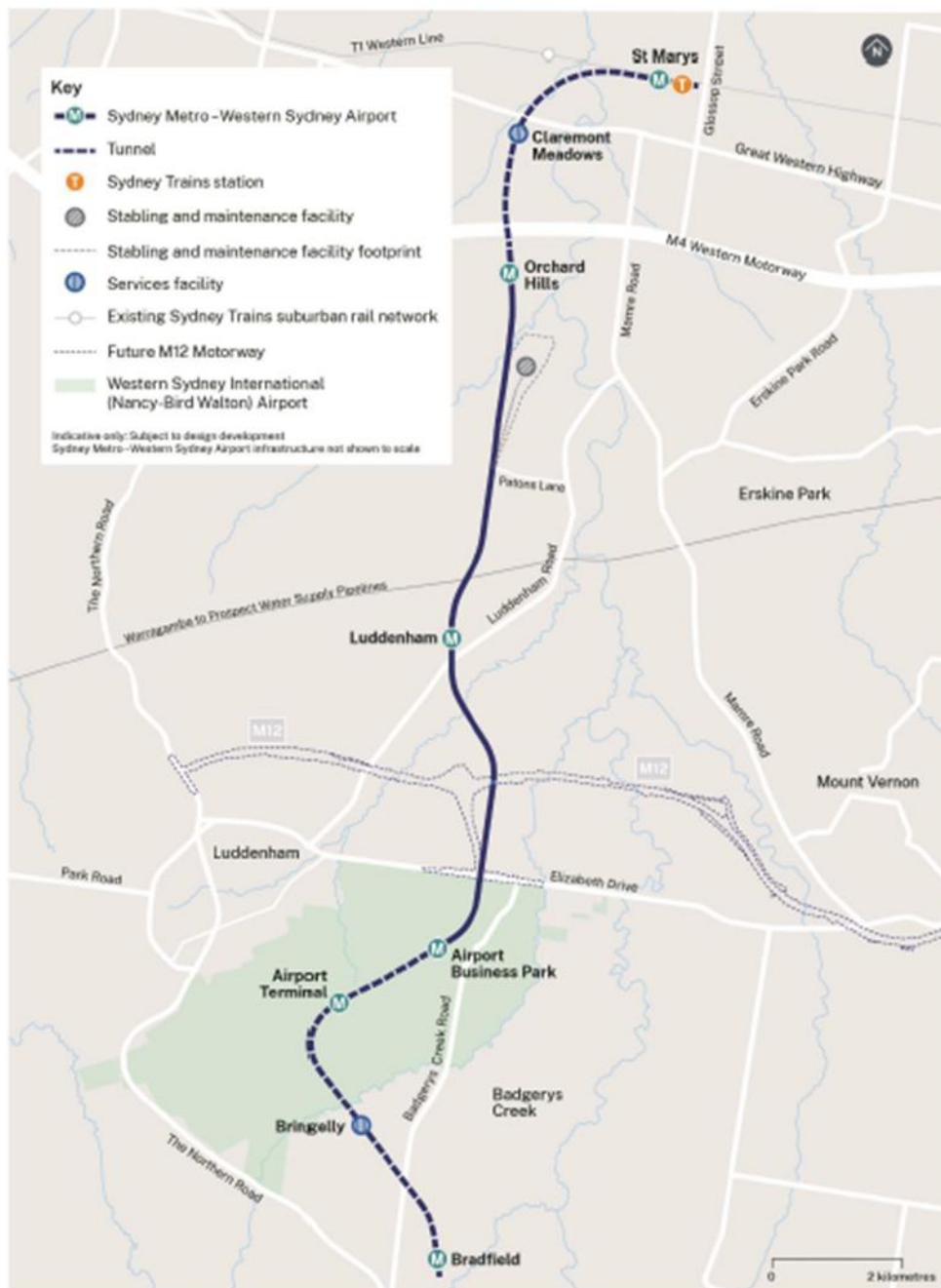
Work areas:



Contact us:

Please contact the Parklife Metro community team on **1800 717 703** or email sydneymetrowsa@transport.nsw.gov.au if you have any questions or would like to provide feedback and consent about the work, including appropriate respite periods.

A Detailed Noise and Vibration Impact Statement (DNVIS) has been prepared, including proposed mitigation measures as a result of noise modelling (www.parklifemetro.com.au). We invite your feedback if alternative measures may be required for your specific circumstances. To provide feedback, please contact the Parklife Metro Community Team. Thank you for your cooperation while we complete this essential work.



Contact us



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sydneymetrowsa@transport.nsw.gov.au



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