

Sydney Metro WSA - SSTOM - OHE - E57 Orchard Hills Station Consultation report

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Parklife Metro D&C

Version Control

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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 & Stakeholders Place Manager is responsible for the consultation and updating of 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
OOH	Out-of-hours
OOHW	Out-of-hours work
OSOM	Over-size over-mass
SBT	Station boxes and tunnelling works
SCAW	Surface and civil alignment works
SM-WSA	Sydney Metro – Western Sydney Airport
SSTOM	Stations, Systems, Trains, Operations and Maintenance

1 Overview

This E57 Community Consultation Report provides a summary of consultation undertaken by Parklife Metro in accordance with Condition of Approval E57, with respect to out-of-hours work (OOHW) between January and March 2026. Works include deliveries of plant and equipment, extended work hours for station box concrete works, concrete supporting formwork, operation of concrete batch plant, oversize deliveries, tunnel support and fit out, material cranning, utility investigations and installation, pre-cast concrete beam installation and block laying at the Orchard Hills Metro Station site.

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) – currently in delivery
- Stations, Systems, Trains, Operations and Maintenance (SSTOM) – currently in delivery.

1.2 SSTOM scope of works

In December 2022, the largest ever 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
- 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.

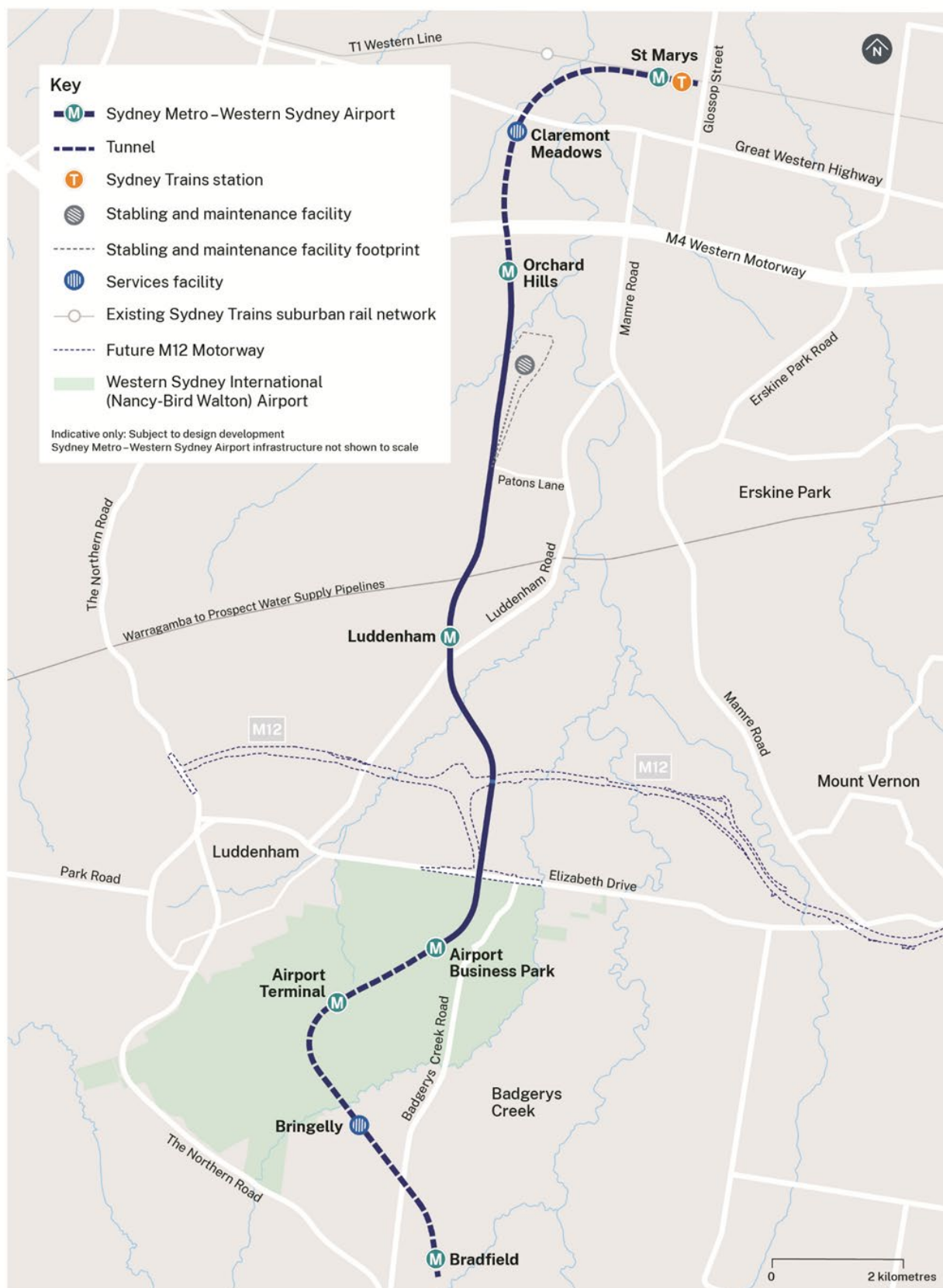


FIGURE 1. MAP OF THE SM-WSA PROJECT ALIGNMENT AND STATION LOCATIONS

1.2.1 Orchard Hills Metro Station

The Orchard Hills Metro Station will be an open cut station, located on the eastern side of Kent Road, at the intersection of Lansdowne Road. The station will have one entrance on Kent Road, with provision for a second entrance to be built east of the station in the future.

Key features and benefits of the Orchard Hills Metro Station will include:

- Secure bicycle parking
- Park-and-ride facilities, with a capacity of up to 500 spaces
- Transport interchange facilities, including bus bays and shelters, kiss-and-ride bays, and point-to-point vehicle facilities
- Upgrades to Kent Road and Lansdowne Road, which will involve the construction of new precinct roads, installation of new pedestrian crossings, and the creation of a new public plaza adjacent to the proposed station entrance
- Potential for future station retail amenities

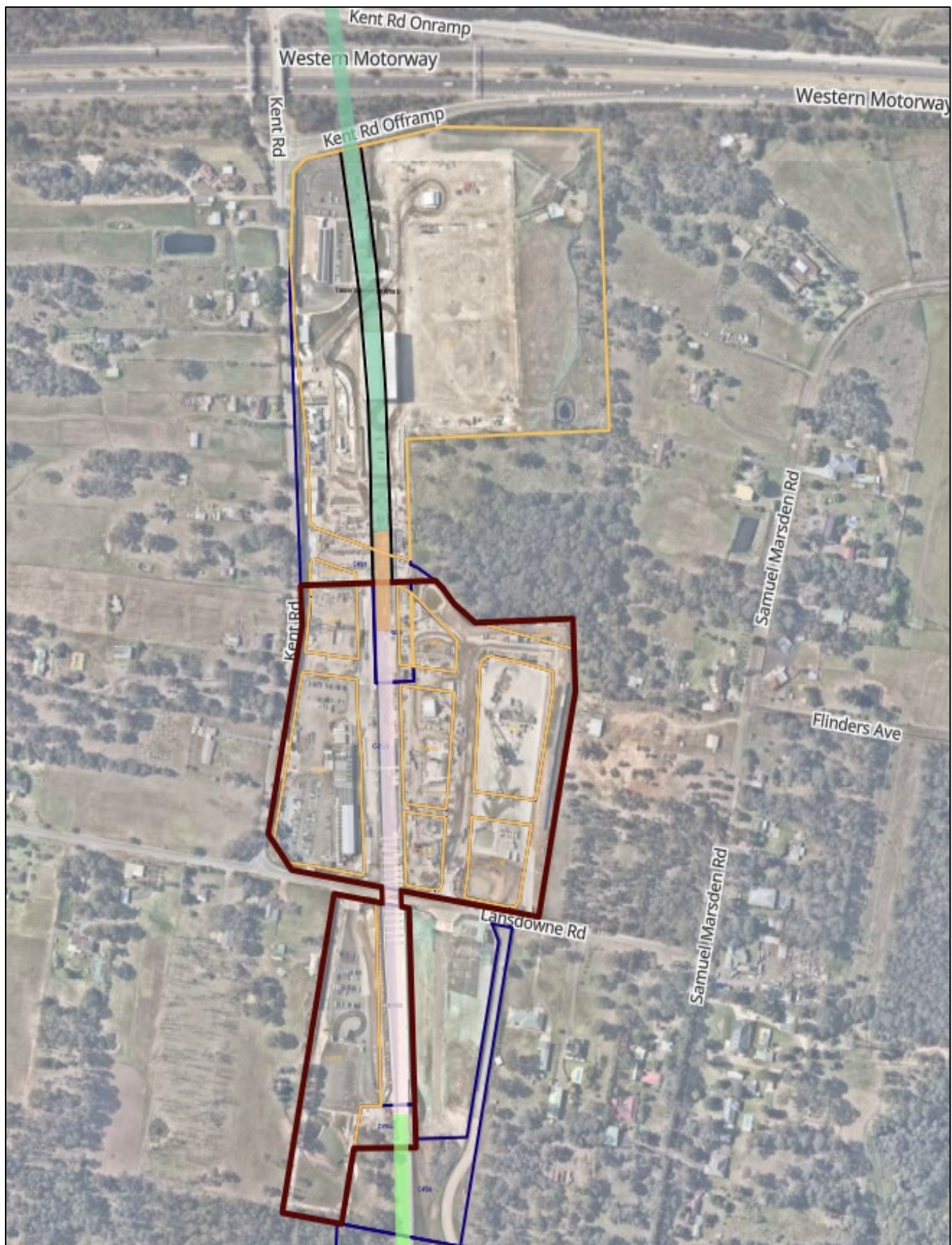


FIGURE 2. MAP OF THE ORCHARD HILLS METRO STATION

1.3 Out-of-hours scope of works

1.3.1 Ongoing oversized plant and equipment deliveries

Oversized plant, structures and materials deliveries are required at the Orchard Hills worksite to facilitate ongoing construction of the metro station. These oversized and/or overmass (OSOM) deliveries have been determined by the police or other authorised authorities to require special arrangements to transport along public roads (EPL 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 requiring out-of-hours work (OOHW) may include, but is not limited to:

- Pre-cast beams
- Other oversized materials and equipment.

1.3.2 Extended work hours for concreting and supporting formwork

Due to the size of the concrete pours for the station box base slabs and walls, we will require to work extended construction hours to complete the formworks, concrete pours and finishing works to mitigate any safety and quality risks.

Concrete activities extended hours are ongoing until approximately March 2026, as per EPL 21807 condition L5.10. Extended construction hours to complete the formworks, concrete pours and finishing works are permitted between the below timeframes:

- Monday to Friday: 5am to 7am and 6pm to midnight
- Saturday: 6am to 8am and 1pm to 6pm

The concrete and supporting formwork activities are permitted to occur outside of standard construction hours, a total of twelve times per month if going past 10pm.

1.3.3 Concrete batching plant operations

The Orchard Hills concrete batch plant will operate outside of standard construction hours to meet the required concrete supply demands for the SSTOM project. The construction of St Marys Station, Orchard Hills Station, Bradfield Station and the Stabling and Maintenance Facility will require a substantial volume of concrete as they all attract the same technical concrete requirements and are subject to the same concrete supply deficiencies. The concrete batch plant will operate outside of standard construction hours are ongoing until approximately May 2026 as per condition L5.13 of EPL 21807. The concrete batch plant is permitted to operate between the below timeframes:

- Monday to Friday: 5am to 7am and 6pm to 10pm
- Saturday: 6am to 8am and 1pm to 6pm

1.3.4 Tunnel and underground station box fit out

Tunnel and underground station box fit-out works are approved to occur 24 hours a day, 7 days per week as per EPL 21807 condition L5.14, which states:

L5.14 Works outside standard construction hours - 24-hour works

a. The following works are permitted to be undertaken 24 hours a day, 7 days per week for activities at the St Marys Station Site, Orchard Hills, Bringelly Services Shaft Site, Claremont Meadows Services Shaft Site and Bradfield Station Site:

i. Tunnel and underground station box fit out works and ancillary surface support works

To facilitate the tunnel and underground station box fit out, craneage operations and delivery of materials through the station dive portal via a telehandler will continue at the Orchard Hills Station site, with approval to operate 24 hours a day, 7 times a week.

Mechanical, electrical and piping (MEP) works, concrete pouring of the track slab, and track installation through the station box will continue through Quarter 1 of 2026, in compliance with EPL 21807 condition L5.14.

1.3.5 Utility investigation and installation works

Out-of-hours work may be required to locate and install utility services along Kent, Lansdowne and Samuel Marsden Roads. The utility works are critical infrastructure for the Orchard Hills Station.

Note: The need for utility works has been captured generally as part of the consultation activities undertake to date. Consultation will be carried out with identified sensitive receivers as required once details of the works are confirmed (details including dates, times, duration etc)

2 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, Between January and March 2026 and activities proposed at the Orchard Hills Metro Station site.

2.1 Out-of-hours Works – Community Consultation on Respite

Condition of Approval E57 states:

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

- (a) a progressive schedule for periods no less than three (3) months, of likely out-of-hours work;
- (b) a description of the potential work, location and duration of the out-of-hours work;
- (c) the noise characteristics and likely noise levels of the work; and
- (d) likely mitigation and management measures which aim to achieve the relevant noise management levels (NMLs) under Condition E43 (including the circumstances of when respite or relocation offers will 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.

2.2 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.

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).

2.3 Mitigation measures and planned respite

This work is expected to generate intermittent periods of noise, when the delivery trucks have reached site, and unloading the equipment. For the proposed out-of-hours work, the following mitigation measures and respite will be implemented:

- Noise barriers in the form of a spoil mound and shipping containers installed between the concrete batch plant and the closest receivers
- 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 1)
- Concrete activities (as per EPL L5.10 – formworks, pouring and finishing) that occur outside of standard construction hours are permitted on 12 occasions per month
- Noise monitoring will be undertaken to confirm our noise modelling, and inform additional mitigation measures, as required

- Noise blankets will be used when performing smaller tasks where sporadic high noise levels are expected
- 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 shouting, use of horns or loud radios, unless there is an emergency
- Use of rubber faced mullets instead of hammers to reduce metal to metal contact
- Ongoing doorknocks and consultation, to seek further feedback, and to be able to address any reasonable concerns
- Co-ordination of out-of-hours works with nearby construction projects to minimise cumulative noise impact to sensitive receivers and ensure that respite periods are met.

3 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.

3.1 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 impacts of activities • Work location maps • Contact details, including how feedback can be provided
Out-of-hours notifications	<p>An out-of-hours notification distributed to a 200m radius of site, or further as required to notify all noise affected receivers, no less than seven calendar days and no more than 14 calendar days, prior to OOHW commencing, providing details on:</p> <ul style="list-style-type: none"> • Upcoming OOH construction activities, including 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 during the OOHW
- Mitigation measures to reduce the impacts of activities during the OOHW
- OOHW 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 to consult on the proposed OOHW, and any feedback.
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.

3.2 Communication activities timeline

TABLE 3. COMMUNICATION ACTIVITIES TIMELINE

Date	Activity	
28 May 2024	Monthly construction update distributed to 200m of site.	Distribution to properties in Figure 2. Also includes: Campaign email Notification uploaded to SM website
17 June 2024	Specific notification distributed for extended work hours for concreting works.	Properties listed in Appendix C
18 June 2024	Doorknock properties as a courtesy directly adjacent to the worksite with specific notification for extended work hours for concreting works.	Targeted doorknock to properties in Section 3.3, Table 4 - Extended hours – concrete pours and concrete finishing works SWMY slips left if no contact was made.
Ongoing	Re-engagement with the community on any proposed OOHW. All feedback received will be considered and implemented, where feasible.	
Ongoing	Re-engagement with the community prior to the operations of the concrete batching plant commencing, to advise and receive any feedback that may be considered and implemented	
Ongoing	Re-engagement with the community on any proposed OOHW. All feedback received will be considered and implemented, where feasible.	
Ongoing	Re-engagement with the community on any proposed OOHW. All feedback received will be considered and implemented, where feasible.	
25 November 2024	Doorknock properties as a courtesy directly adjacent to the worksite with specific notification for extended work hours for concreting works and concrete batching plant.	Targeted doorknock to properties in Section 3.3, Table 4 - Extended hours – batching plant and concrete pours.
27 January 2025	Monthly construction update distributed to 200m of site.	Distribution to properties in Figure 2. Also includes: Campaign email Notification uploaded to SM website

19 March 2025	Re-engagement with the community on any proposed OOHW All feedback received will be considered and implemented, where feasible.	Distribution to properties in Figure 3. Also includes: Doorknocks Campaign email Notification uploaded to SM website
12 June 2025	Re-engagement with the community on any proposed OOHW All feedback received will be considered and implemented, where feasible.	Distribution to properties in Figure 3. Also includes: Doorknocks Campaign email Notification uploaded to SM website
17 September 2025	Re-engagement with the community on any proposed OOHW All feedback received will be considered and implemented, where feasible.	Distribution to properties in Figure 3. Also includes: Doorknocks Campaign email Notification uploaded to SM website
17 December 2025	Re-engagement with the community on any proposed OOHW All feedback received will be considered and implemented, where feasible.	Distribution to properties in Figure 3. Also includes: Doorknocks Campaign email Notification uploaded to SM website

3.3 Stakeholder list

TABLE 4. STAKEHOLDER LIST FOR DISTRIBUTION AREAS

Stakeholder	Location	Communication activities
Broader distribution area (Properties listed in Appendix C)	Orchard Hills Metro Station Extended notification distribution area to all noise affected receivers.	Monthly notifications OOHW notifications Campaign emails
Impacted properties from OOH works		Monthly notifications Campaign emails Doorknock

3.4 Distribution maps

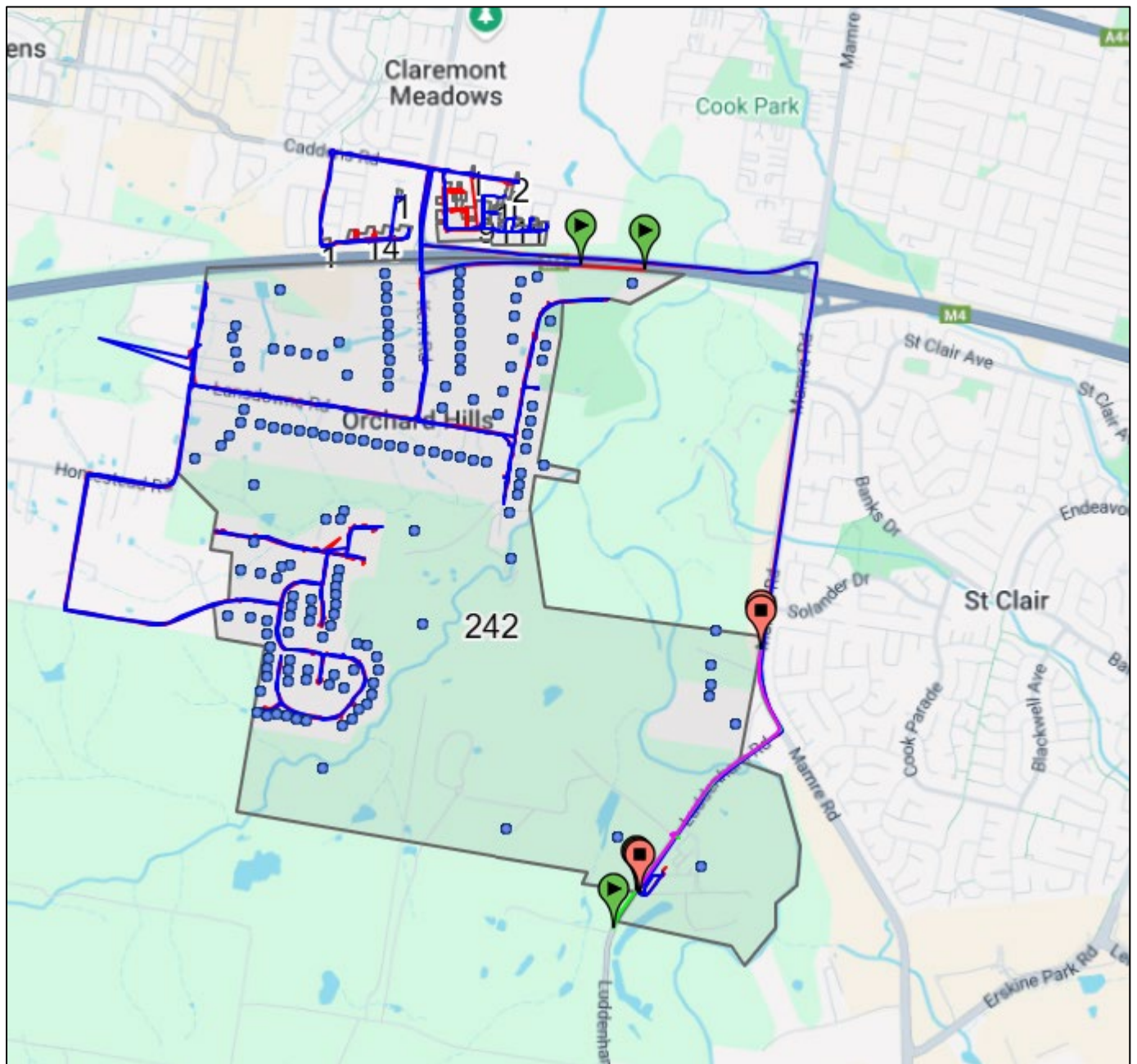


Figure 3. DISTRIBUTION MAP TO NOISE IMPACTED RECIEVERS (ORCHARD HILLS AND SMF)

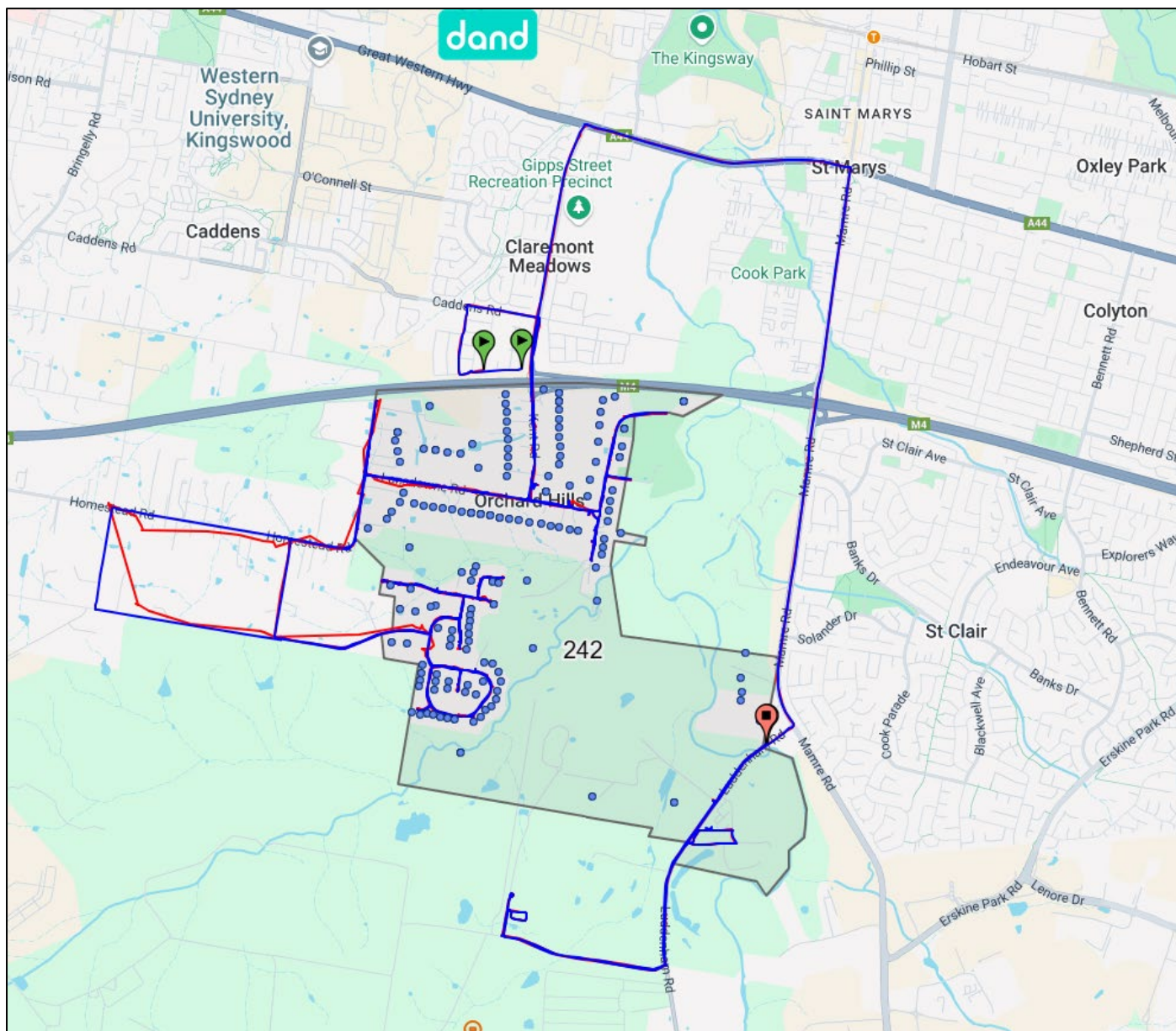


FIGURE 4. DISTRIBUTION MAP - DISTRIBUTION MAP TO NOISE IMPACTED RECEIVERS (ORCHARD HILLS AND SMF)

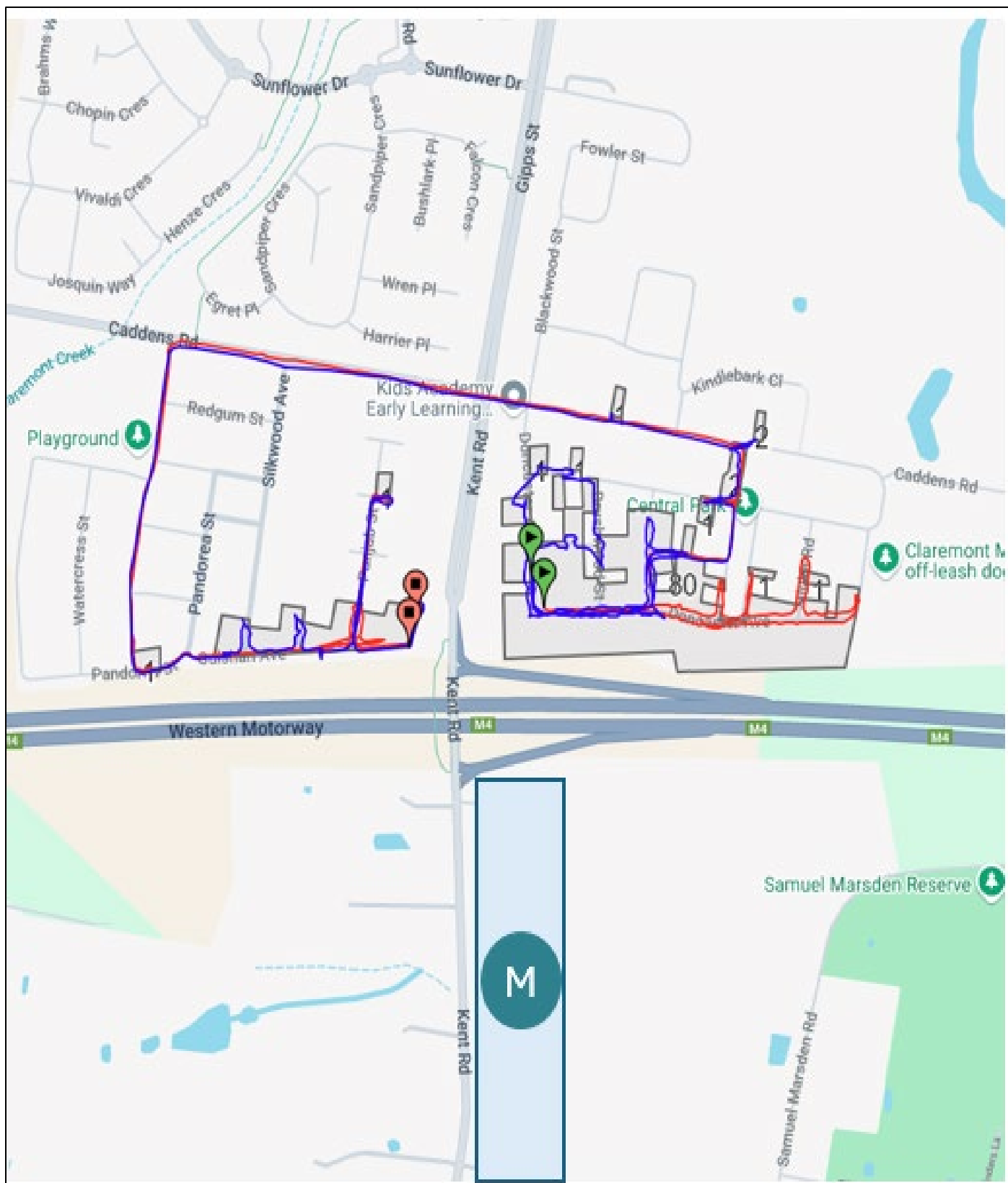


FIGURE 5. DISTRIBUTION MAP TO NOISE IMPACTED RECEIVERS

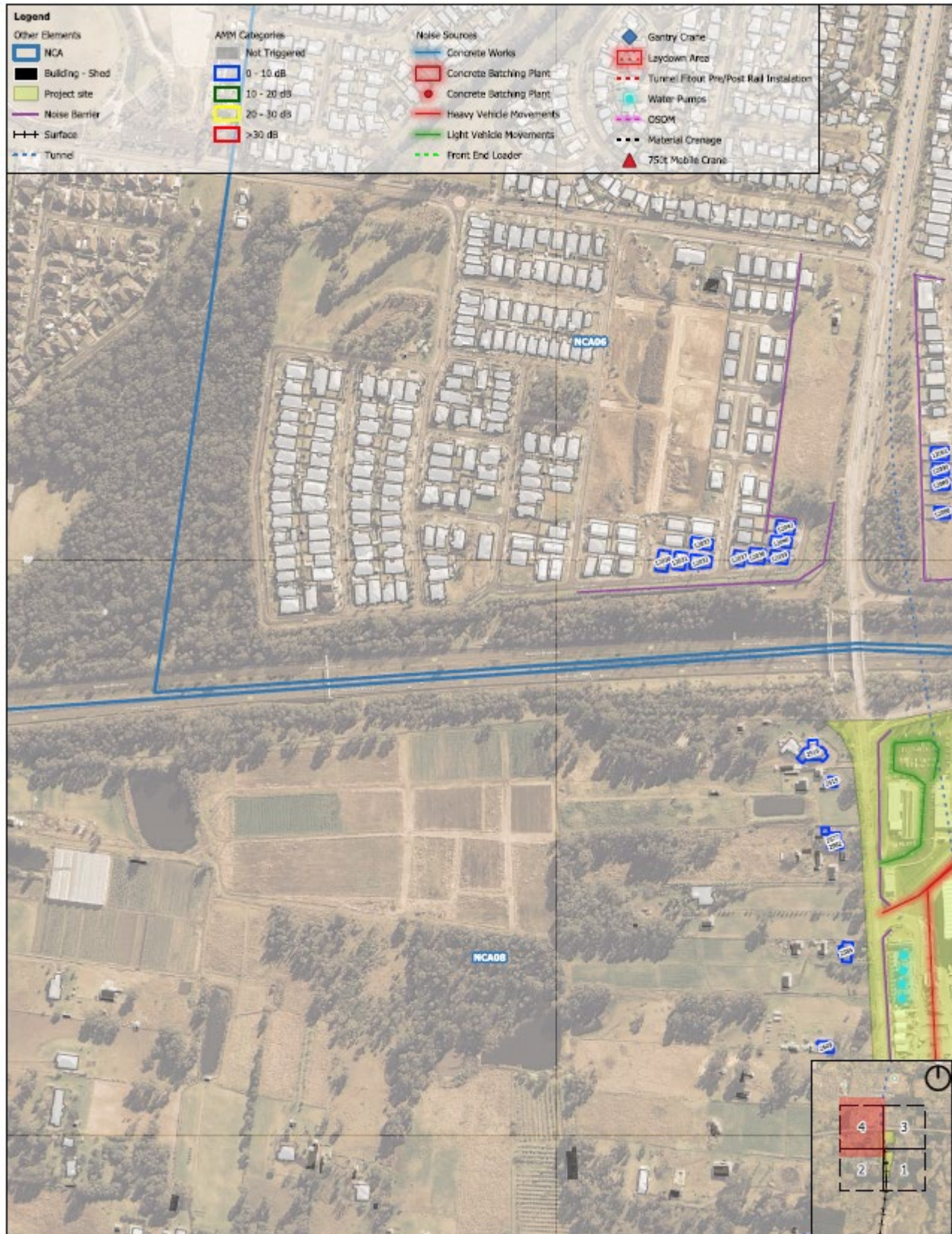
4 Conclusion

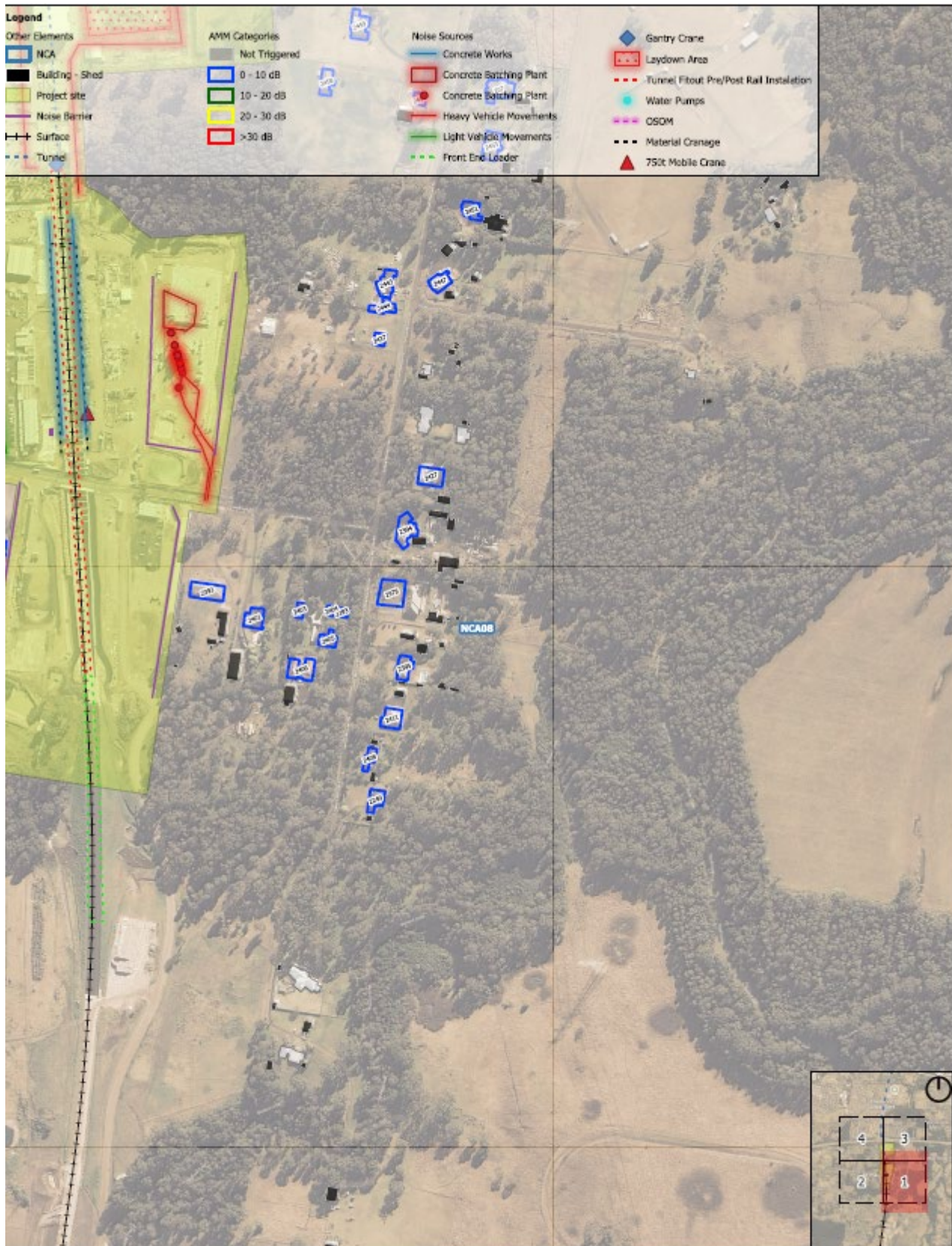
All consultation undertaken to date, including monthly construction updates; OOHW notifications, specific notifications and door knocks to all noise affected receivers identified in our noise modelling has resulted in no feedback or preferences on specific mitigation measures or respite periods. Receivers have agreed to the respite periods proposed for all upcoming OOHW.

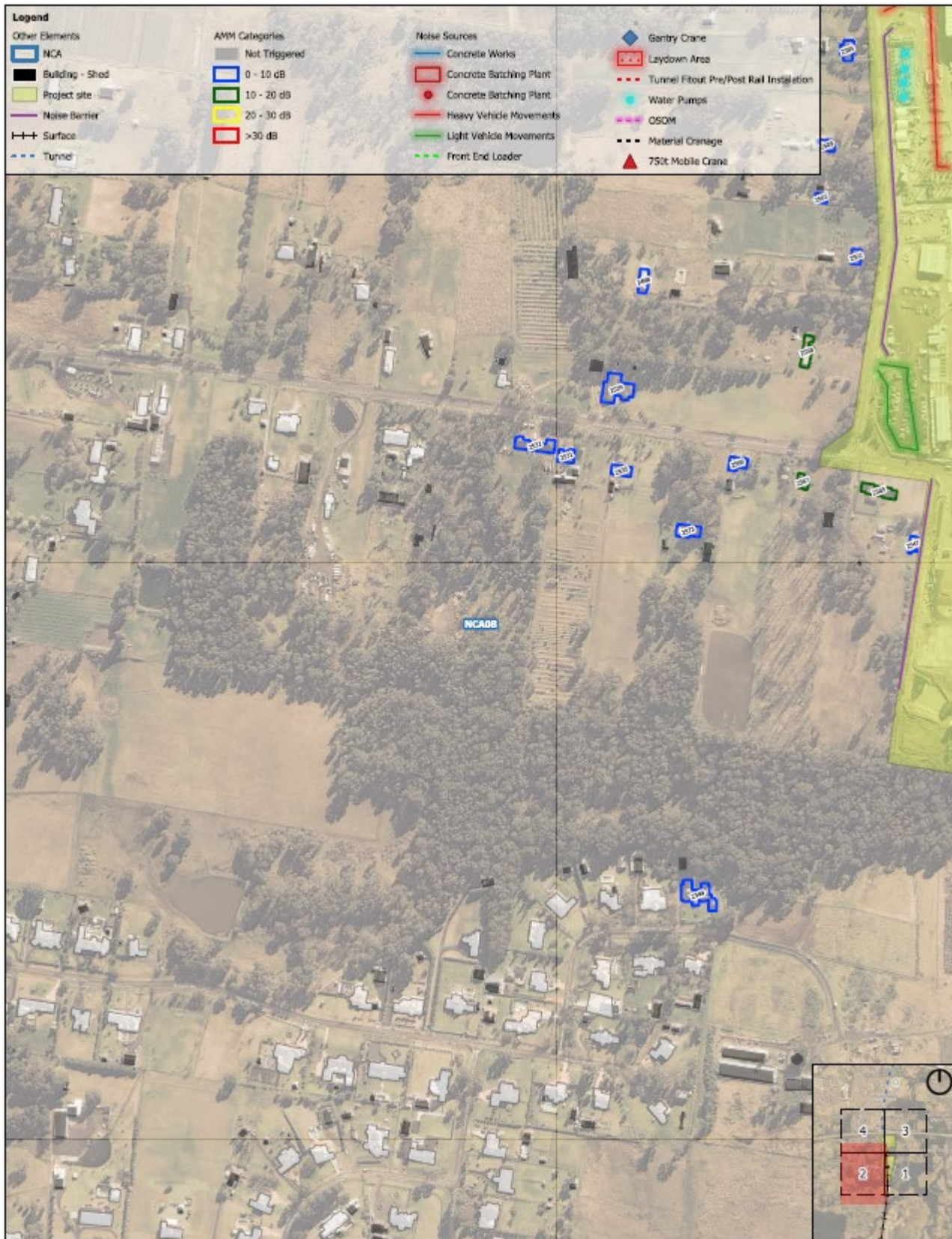
The standard mitigation measures and respite requirements established in the Sydney Metro Construction Noise and Vibration Standard and Project EPL 21807, will be implemented during the works and follow-up consultation will be undertaken by the Parklife Metro Community Place Manager to ascertain the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

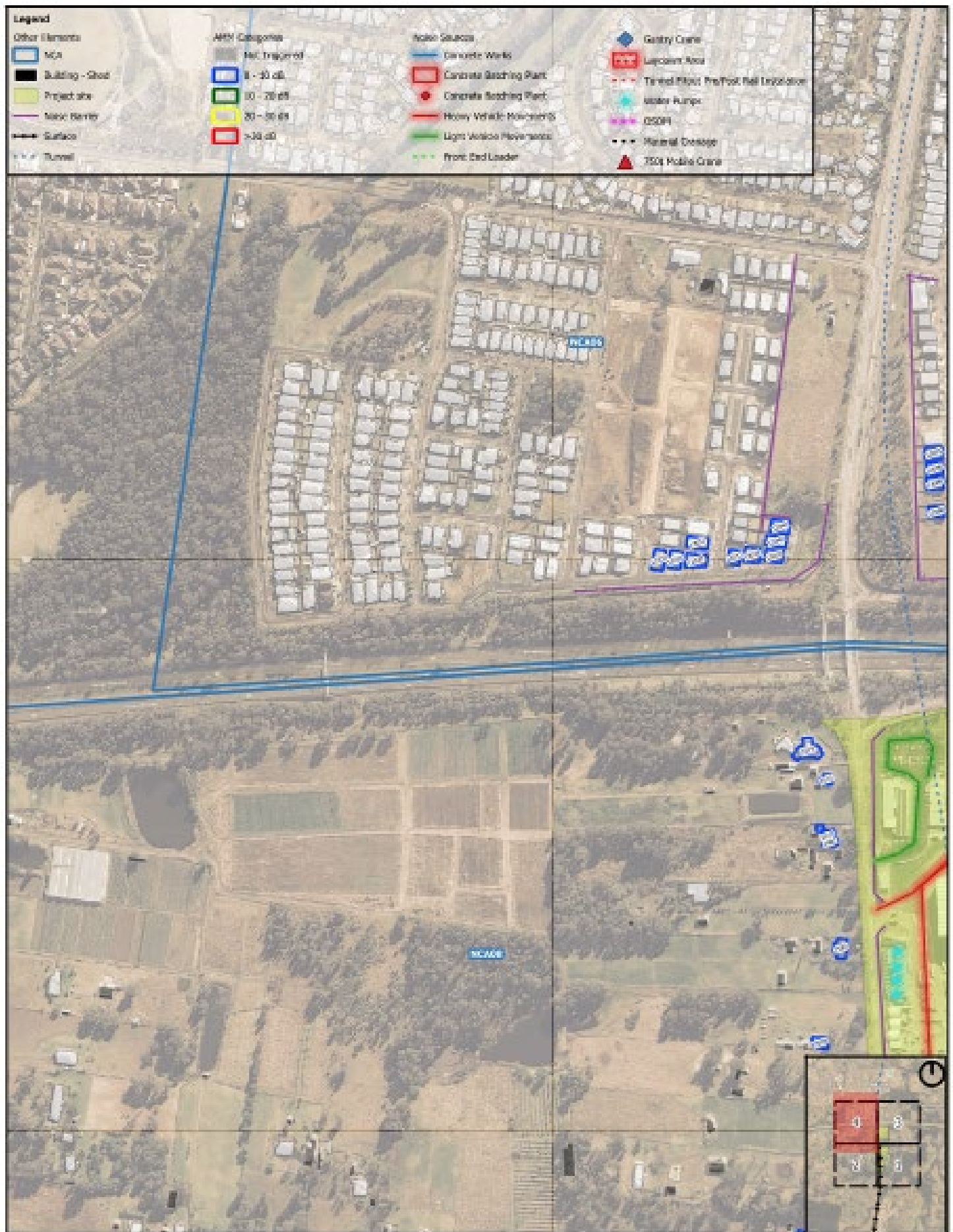
Appendix A Noise modelling maps

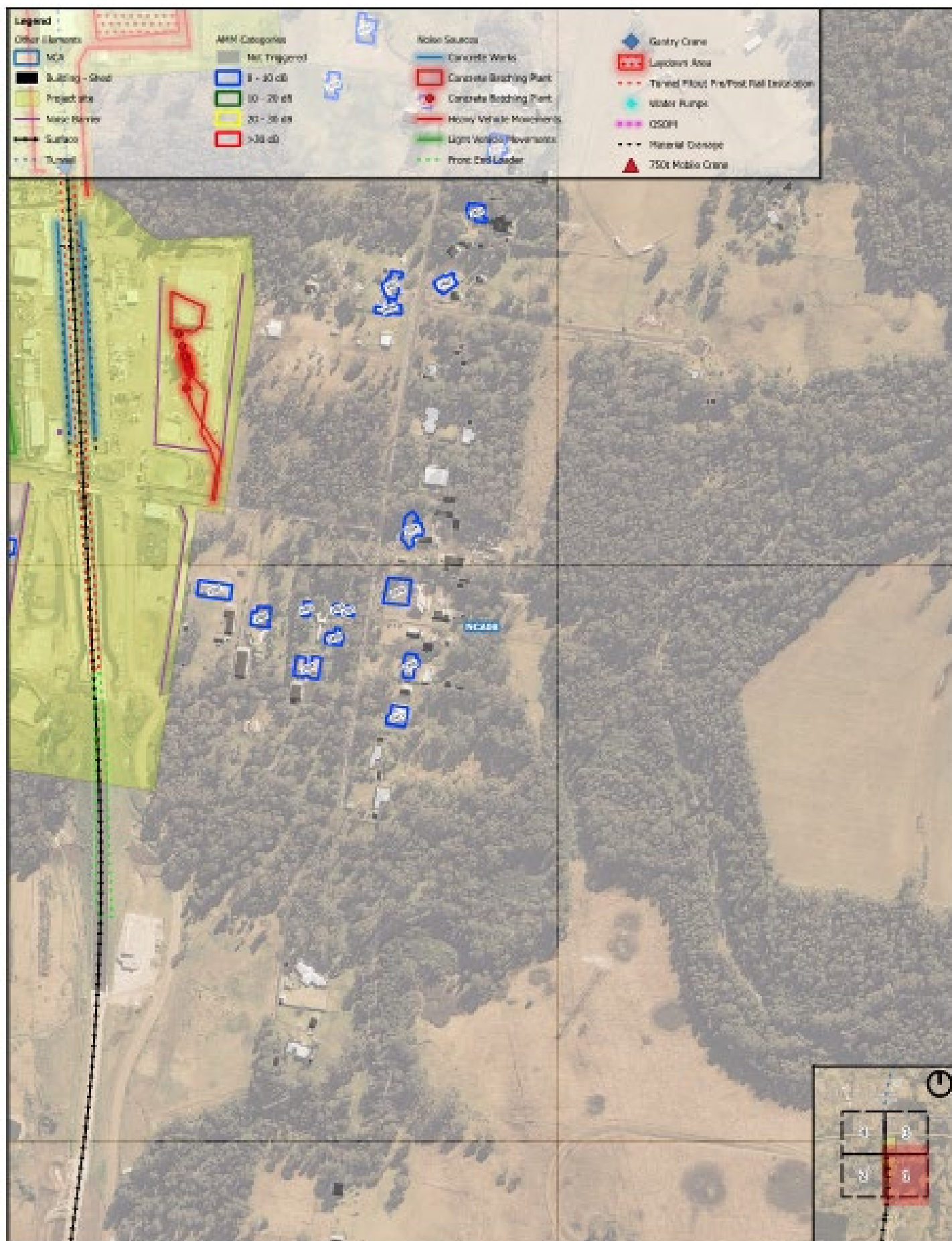


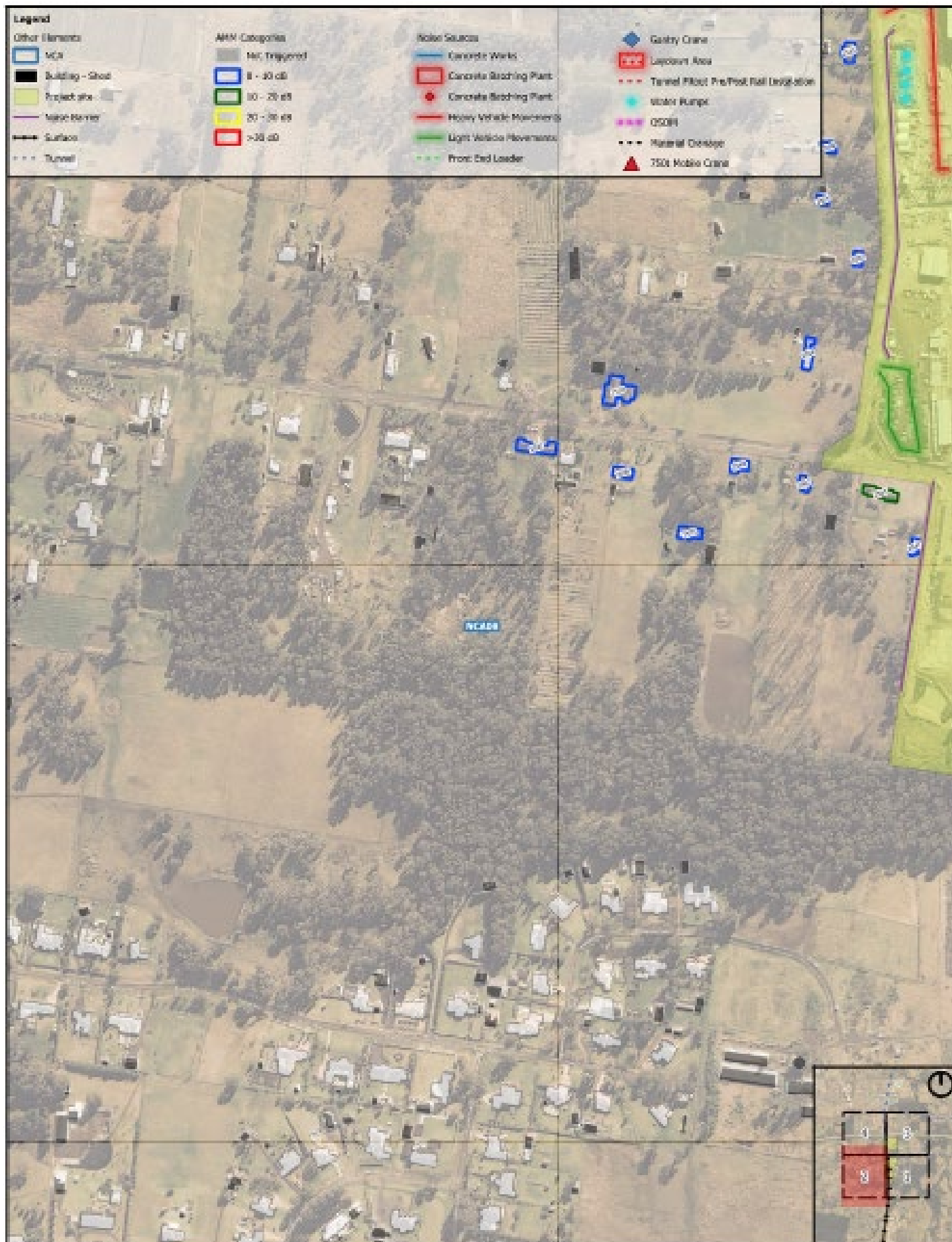




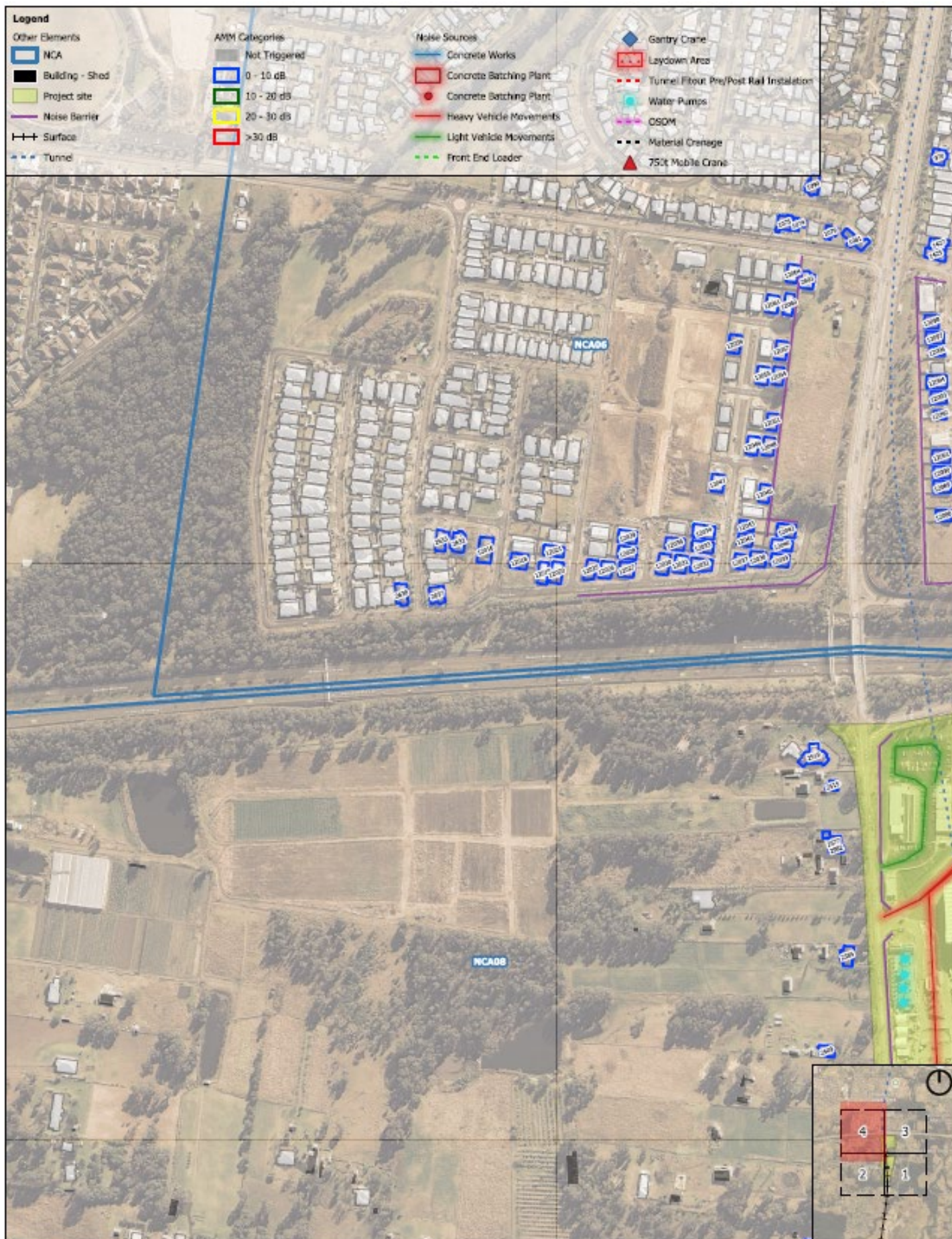


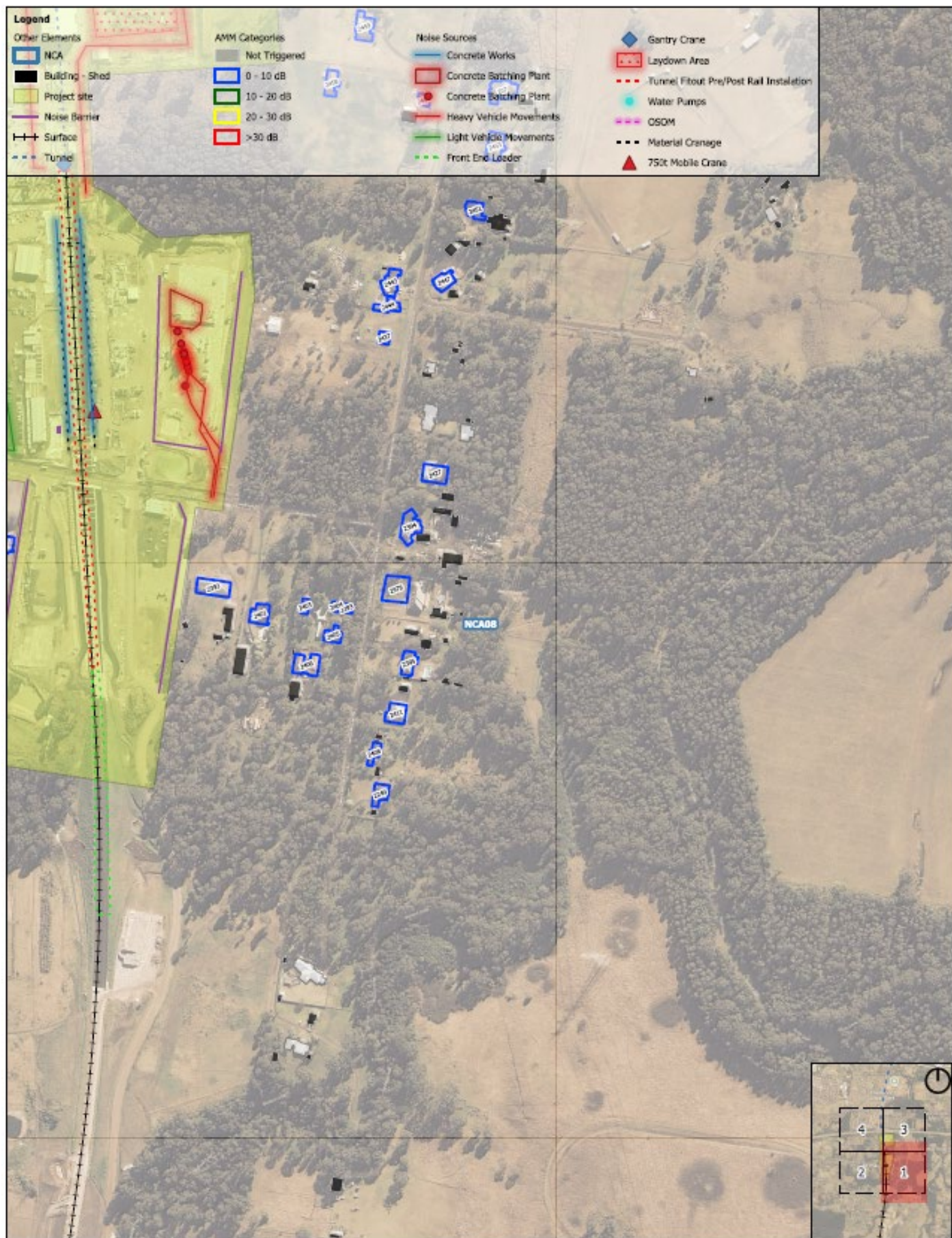


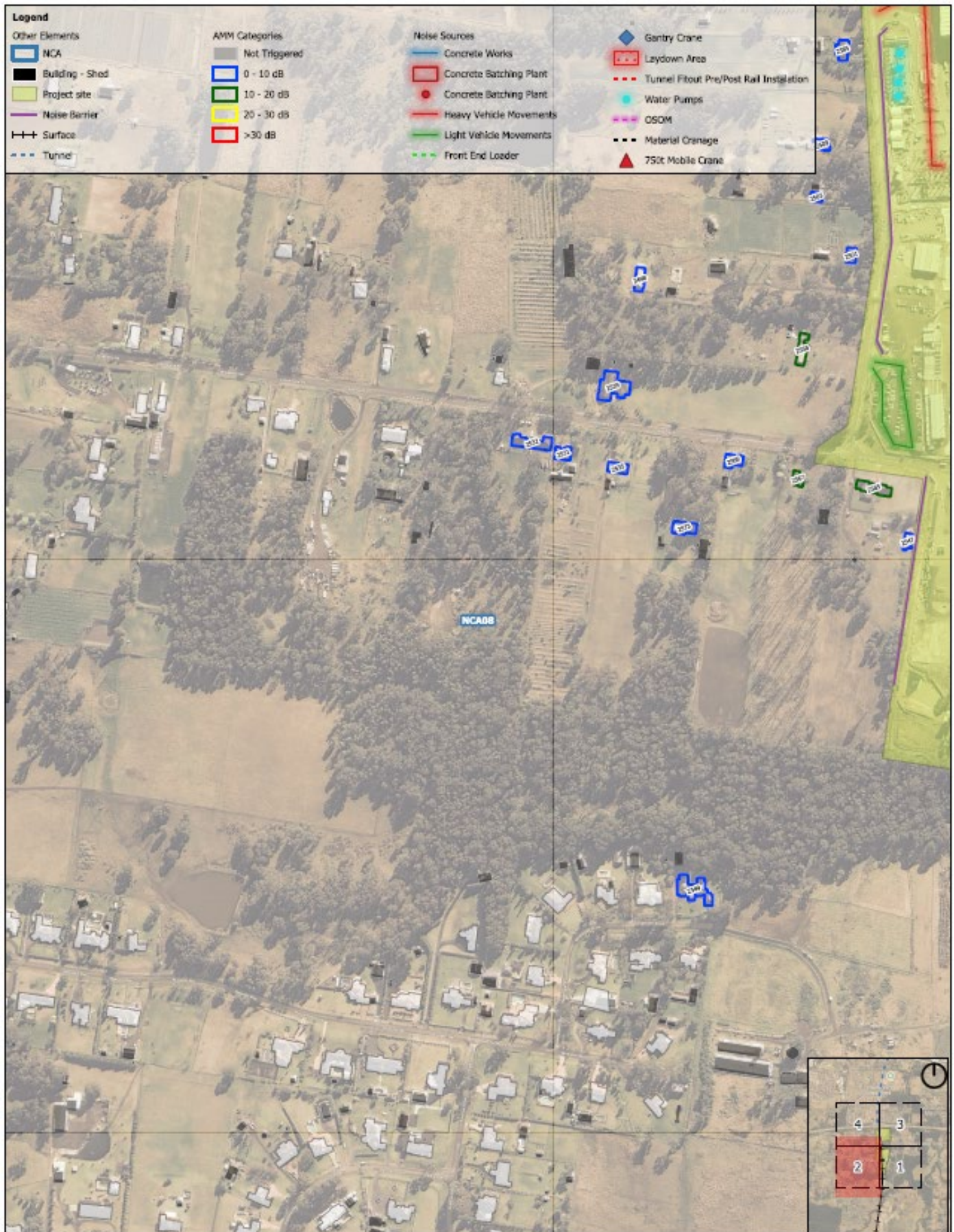












MONTHLY CONSTRUCTION UPDATE

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.

December 2025 and January 2026

Sydney Metro – Western Sydney Airport metro railway 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. 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 December 2025 and January 2026.

What's new in December 2025 and January 2026?

- concrete crushing at Orchard Hills North
- installation of lifts and escalators
- sewer main construction on Samuel Marsden Road

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
- surveying and geotechnical investigations, including potholing, non-destructive digging and test piling
- rounding 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
- 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
- combined services route and trunk services installation
- continuation of works on the permanent access road
- installation of steel structures and blockwork to major buildings



Submit the for validation at validation@openstreetmap.org every day.



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- 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 poles and Overhead Catenary Structures.

Linewise work – Orchard Hills to Warragamba Pipeline

- Ongoing deliveries of materials, machinery and equipment to the project alignment at Lansdowne Road and Paton's Lane
- Installation of cable containment and hydrant pipes (including hydro testing) 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:

brush 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 of 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 (MBA)

- 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
- rail pulling
- internal fit-out of buildings
- external roofing and cladding
- 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, Elevated Working Platforms (EWP) and light vehicles.

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 (managed directional changes to the flow of traffic) and stop-slow traffic controls. The time of these changes will vary and are dependent on road authority approvals.

Three-month out-of-hours lookahead activities:

track, concreting and buildings	cranes, front end loader, telehandlers/forklifts, water carts, heavy and light vehicles, tamper, hand tools, rattle guns, concrete agitators, pumps, vibrators and generators.		
SSM works – <u>Lipewide</u>			
Concreting and formwork Oversized deliveries of plant and materials Overhead structure Installation, Hydrant pipe install and hydro testing, 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)	Ongoing – April 2026

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 can be viewed online.

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

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

[illegible]

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

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

Appendix C Impacted properties and consultation records

Noise catchment area	Residential address	Affectation levels (dB range >NML Night Period)	Specific notification (X = undertaken)	Consultation Summary
NCA06		10-20dB	X	Resident is very happy and has no complaints about the works. He is very excited for the metro.
NCA08		10-20dB	X	Written communications letterboxed including contact details and latest information for planned and potential OOHV. No feedback this round of doorknock.
NCA08		10-20dB	X	Property is vacant with a lock on the gate.
NCA08		10-20dB	X	Written communications letterboxed including contact details and latest information for planned and potential OOHV. No feedback this round of doorknock.
NCA06		10-20dB	X	Written communications letterboxed including contact details and latest information for planned and potential OOHV. No feedback this round of doorknock.
NCA06		10-20dB	X	Written communications letterboxed including contact details and latest information for planned and potential OOHV. No feedback this round of doorknock.
NCA06		10-20dB	X	Resident had no major concerns about the works
NCA06		10-20dB	X	Written communications letterboxed including contact details and latest information for planned and potential OOHV. No feedback this round of doorknock.
NCA06		10-20dB	X	Written communications letterboxed including contact details and latest information for planned and potential OOHV. No feedback this round of doorknock.
NCA06		10-20dB	X	Written communications letterboxed including contact details and latest information for planned and potential OOHV. No feedback this round of doorknock.
NCA06		10-20dB	X	Written communications letterboxed including contact details and latest information for planned and potential OOHV. No feedback this round of doorknock.
NCA06		10-20dB	X	Written communications letterboxed including contact details and latest information for planned and potential OOHV. No feedback this round of doorknock.
NCA06		10-20dB	X	Written communications letterboxed including contact details and latest information for planned and potential OOHV. No feedback this round of doorknock.
NCA08		10-20dB	X	Written communications letterboxed including contact details and latest information for planned and potential OOHV. No feedback this round of doorknock.
NCA08		10-20dB	X	Resident stated that she could hear some noise and there was light spill previously.
NCA08		10-20dB	X	Resident stated that he could hear cars reversing and beeping sounds but overall, the noise has been much better.
NCA06		10-20dB	X	Written communications letterboxed including contact details and latest information for planned and potential OOHV. No feedback this round of doorknock.
NCA06		10-20dB	X	Written communications letterboxed including contact details and latest information for planned and potential OOHV. No feedback this round of doorknock.