

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

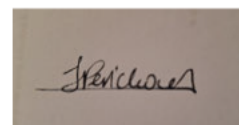
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Parklife Metro D&C

## Version Control

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Signature



### Details of Revision Amendments Document Control

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

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

## Amendments

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

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# Glossary

Standard terms and definitions.

TABLE 1. STANDARD TERMS

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

TABLE 2. ABBREVIATIONS

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

# 1 Overview

This E57 Community Consultation Report provides a summary of consultation undertaken by Parklife Metro in accordance with Condition of Approval E57, with respect to out-of-hours work (OOHW) associated with the St Marys Metro Station site for April, May, June 2026 (Q2 2026). The Q2 program for 2026 includes the following OOH activities.

- Concrete works and supporting formworks within the station box
- Over-sized and over mass (OSOM) deliveries
- Installation of precast beams
- Tunnel and underground station box fit-out
- Utility investigation
- Tower Crane 1 and 2 Disassemble

## 1.1 Project background

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

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

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

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

## 1.2 SSTOM scope of works

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

Parklife Metro will deliver:

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

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



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

## 2 St Marys Metro Station

### 2.1 Station overview

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

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

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

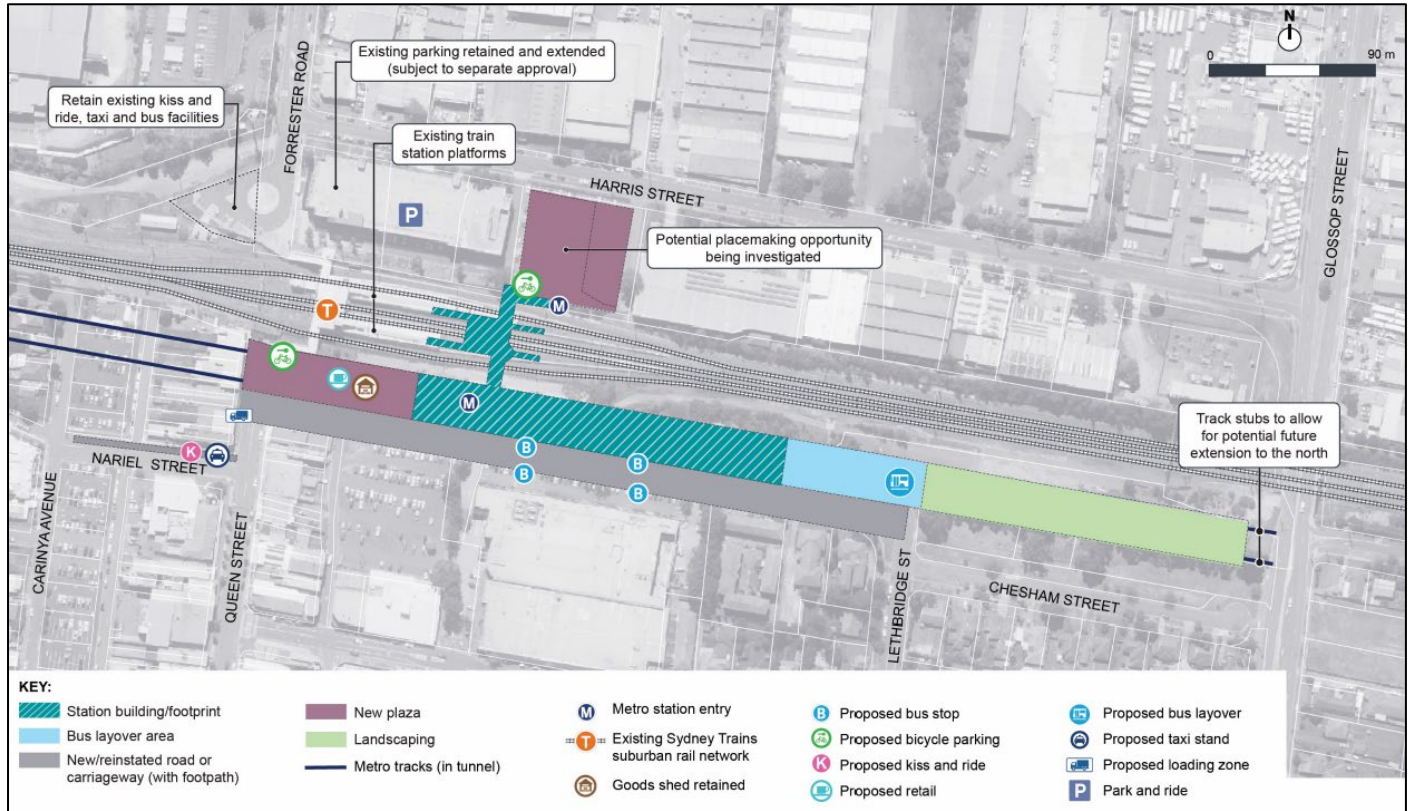
Construction of the station will move progressively up, from the bottom of the excavation creating a "wall-floor-wall-floor" sequence, erected progressively from the foundation to the ground level and, where envisaged, above ground with the elevated buildings.

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

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

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

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



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

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

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

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

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

The EPL 21807 condition L5.10 states:

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

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

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

- d) *Station box base slab and wall concreting activities and supporting formwork and reinforcement activities are permitted to occur up to 12am (midnight) Monday to Friday a total of 12 times per month until all base slabs and wall pours are completed,*
- e) *Station box base slab and wall concreting activities and supporting formwork and reinforcement activities (e.g. using concrete pump, vibrators, concrete trucks, etc) must be completed before 12am (midnight) on Monday to Friday,*
- f) *All other concreting activities (e.g. using concrete pump, vibrators, concrete trucks, etc) must be completed before 10pm on Monday to Friday,*
- g) *Concrete finishing works (e.g. power floats, hand tools) must be completed before 12am (midnight) on Monday to Friday,*
- h) *The licensee is required to undertake noise monitoring in accordance with condition L5.9(b),*
- i) *The licensee is required to undertake noise monitoring on a monthly basis at each Station and additionally monitor the first three instances of OOH concrete works at each Station:*
  - 1. *commencing prior to 7am, and*
  - 2. *extending past 10pm*
- j) *The licensee is required to provide the EPA with a Noise Monitoring Report within 30 days of the end of each month,*
- k) *Works are permitted to occur until 31 May 2026.*

*Note: The existing EPL condition is set to expire on 31ST May 2026. In the event that out-of-hours works are required beyond this timeframe, an application will be made to the EPA to extend the relevant condition, subject to construction staging and program requirements.*

## 3.2 Extended work hours for OSOM deliveries

Oversized plant, structures and materials deliveries are required at the St Marys worksite to facilitate ongoing construction of the new St Marys metro station. These oversized and/or overmass (OSOM) deliveries have been determined by the police or other authorised authorities to require special arrangements to transport along public roads (EPL L5.5ii) 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 (L5.8). 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:

- Excavators
- Cranes
- Precast beams
- Escalators
- Other oversized plant, structures and materials.

## 3.3 Extended work hours for precast beam installation

While heavy vehicles are permitted to enter and exit the site via gate 1 (Glossop Street) and gate 4 (Local Access Road A), due to the length of the beams, OSOM deliveries are received via Gate 1. It is proposed that the precast beams will be unloaded and installed at the time of delivery. Upon arrival of the OSOM vehicle to site, the beams will

be craned into position and then installed (horizontally) across the station box. This methodology (unloading during extended hours) has been selected due to the requirement for exclusion zones to be implemented at both the top (surface level) and bottom (base) of the station box during both unloading and installation (i.e. to ensure worker safety).

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

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

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

- a) *Works are required to achieve compliance with project requirements for unloading oversize/overmass precast beam deliveries and site safety requirements,*
- b) *Works and activities are undertaken from 12am (midnight) to 7am, Monday to Friday nights,*
- c) *The licensee is required to undertake noise monitoring in accordance with condition L5.9(b),*
- d) *The licensee is required to undertake noise monitoring at each Station on a monthly basis, and additionally monitor:*
  1. *the first two instances of OOH concrete beam installation at each Station, and*
  2. *the first two instances of OOH concrete beam installation at each Station that occurs concurrently with activities permitted under Condition L5.10.*
- e) *The licensee is required to provide the EPA with a Noise Monitoring Report within 30 days of the end of each month,*
- f) *Works are permitted to occur until 31 May 2026.*

*Note: The existing EPL condition is set to expire on 31ST May 2026. In the event that out-of-hours works are required beyond this timeframe, an application will be made to the EPA to extend the relevant condition, subject to construction staging and program requirements.*

### **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 fit out, material craneage works at St Marys Station will continue throughout Q1 of 2026. This will involve a singular crane delivering materials into the station box with approval to operate 24 hours a day, 7 times a week.

## 3.5 Tower Crane 1 and 2 Disassemble

The disassembly of tower crane 1 and 2 located at the St Marys Station site is scheduled within Q2 of 2026 during Sydney Trains possession weekends. It is expected the use of rattle guns will be the most impactful equipment during the weekend day shift activity.

# 4 Conditions of Approval requirements

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

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

### **Condition of Approval E57 states:**

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

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

The outcomes of the community consultation, the identified respite periods and the scheduling of the likely out-of-hour work must be provided to the ER 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.

The monthly construction updates and specific notifications 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 1. OUT-OF-HOURS MITIGATION MEASURES AS PER THE PROJECTS ENVIRONMENTAL PLANNING DOCUMENTS

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

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

### 4.3 Mitigation measures and planned respite

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

- A prestart meeting to brief construction workers on mitigation measures before commencement of new OOH activities
- Works affecting the same sensitive receivers will not be undertaken more than three nights in a week, more than two consecutive nights, or more than 10 nights in a month (unless specified by an EPL condition / Planning Consent condition i.e concrete works are permitted to occur OOH up to 12 times per month and tunnel fit out works are approved to occur continuously, as reported in Section 3)
- Noise monitoring will be undertaken to confirm noise modelling and inform any additional mitigation measures as required.
- Acoustic barriers will be installed when carrying out concrete works to minimise noise impacts as per the DNVIS
- Quieter plant and processes will be utilised where feasible and practical
- All vehicles will be turned off when not in use, non-tonal reversing alarms or equivalent will be used on all plant regularly operated on site, and trucks will avoid reversing, where feasible

- Temporary lighting to ensure a safe worksite will be directed downwards and away from properties where possible
- When moving and unloading equipment, communication will be limited to radios only, and horns or loud radios will not be used
- Ongoing consultation with affected sensitive receivers, to seek further feedback, and be able to address any reasonable concerns
- No high noise impact works will occur outside of standard construction hours.

## 5 Consultation tools and channels

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

### 5.1 Communications tools

Consultation includes a range of tools including:

Type	Purpose and use
<b>Monthly construction updates</b>	<p>A monthly construction update distributed at the start of each month to all noise impacted residences, providing details on:</p> <ul style="list-style-type: none"> <li>• Upcoming construction activities for the month, including a three monthly lookahead of OOHW</li> <li>• Hours of work, and durations</li> <li>• Equipment used on site</li> <li>• Any changed traffic conditions for road users (motorists, pedestrians and cyclists), including any changes to access, lane or road closures, and/or detours</li> <li>• Likely impacts of construction activities, including noise, vibration, traffic, access, and dust</li> <li>• Mitigation measures to reduce the impact of activities</li> <li>• Work location maps</li> <li>• Contact details, including how feedback can be provided</li> </ul>
<b>Specific notifications</b>	<p>Specific notification distributed to those identified as impacted receivers during OOHW</p> <p>Specific notifications are used to support the monthly construction updates for any planned OOHW and provide additional details regarding impacts, hours of work and duration, any changed conditions for road users, mitigation measures, location maps, and contact details, including how feedback can be provided</p>
<b>Email campaigns</b>	<p>Email updates sent to registered stakeholders to describe the OOHW activities including a link to the full notification listed on the Sydney Metro website.</p> <p>Email updates also include contact details, including how feedback can be provided.</p>

<b>Doorknocks</b>	Doorknocks to impacted properties to consult on the proposed OOHW and invite feedback.
<b>Phone calls</b>	Phone calls to impacted properties (where contact details are on record) to consult on the proposed OOHW, and any feedback.
<b>Targeted emails</b>	Targeted emails to impacted properties (where contact details are on record) to consult on the proposed OOHW, and any feedback.
<b>Community Information Line: 1800 717 703</b>	Provides community access to the project communications team during construction hours. OOH complaints will be referred to the on-call Place Manager.
<b>Sydney Metro email: sydneymetrowsa@transport.nsw.gov.au</b>	Provides access during business hours to the Sydney Metro project communications team. Website enquiries are directed through this email address.
<b>Postal address for written feedback: Sydney Metro, PO BOX K659 Haymarket, NSW 1240</b>	Provides access to the broader Sydney Metro project. Address is included in all notifications and newsletters.
<b>Consultation Manager</b>	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	
<b>23 May 2024</b>	Monthly construction update distributed to 250m radius of site, 7 calendar days prior to commencement of June activities. (Note: OOHW for June comprises ongoing concrete works during extended hours).	Also includes: Campaign Email Notification uploaded to SM website
<b>19 June 2024</b>	Specific notification distributed to confirm ongoing (continuing) concrete works during extended hours - distributed to all identified sensitive receivers	
<b>23 June 2024</b>	Monthly construction update distributed to 250m radius of site, 7 calendar days prior to commencement of July activities. (Note: OOHW for July comprises ongoing concrete works during extended hours).	Also includes: Campaign Email Notification uploaded to SM website
<b>25 July 2024</b>	Monthly construction update distributed to 250m radius of site, 7 calendar days prior to commencement of August activities. (Note: OOHW for August comprises ongoing concrete works, formwork and steel fixing during approved extended hours, including provision of advanced notice of potential OOH for OSOM deliveries and TC2 installation – subject to approvals)	Also includes: Campaign Email Notification uploaded to SM website Notification uploaded to SM APP

<b>12 August 2024</b>	Doorknock (all identified sensitive receivers), to confirm extended hours for concrete works, formwork and steel fixing are continuing, with details regarding installation of TC2 as well as OSOM deliveries (piling rig, tower crane, and precast steel beams), still TBC	
<b>23 August 2024</b>	Monthly construction update distributed to 250m radius of site, 7 calendar days prior to commencement of September activities. (Note: OOHW for September comprises ongoing concrete works, formwork and steel fixing during approved extended hours, including provision of advanced notice of potential OOH for OSOM deliveries and TC2 installation – subject to approvals)	Also includes: Campaign Email Notification uploaded to SM website Notification uploaded to SM APP
<b>13 January 2025</b>	Door knock to residents impacted by the piling rig removal. No concerns were raised.	Monthly notification
<b>28 February 2025</b>	Door knock to residents impacted by the delivery, erection and operation of the Tower 2 Crane, precast beam installation, OSOM deliveries and station box concreting. There has been no negative feedback raised regarding out-of-hours for St Marys Metro Station to date.	Monthly notifications OOHW notifications Specific notifications Campaign emails Doorknock
<b>18 June 2025</b>	Specific notification distributed to stakeholders highlighting the ongoing and upcoming out-of-hours work for the next three months.	OOHW notification Specific notification
<b>Ongoing</b>	Specific notifications/doorknocks will be carried out for any out-of-hours deliveries, 7-14 calendar days prior to OOHW commencing (OSOM deliveries and pre-cast beams)	
<b>18 March 2026</b>	Specific notification distributed to stakeholders highlighting the ongoing and upcoming out-of-hours work for the next three months.	OOHW notification Specific notification

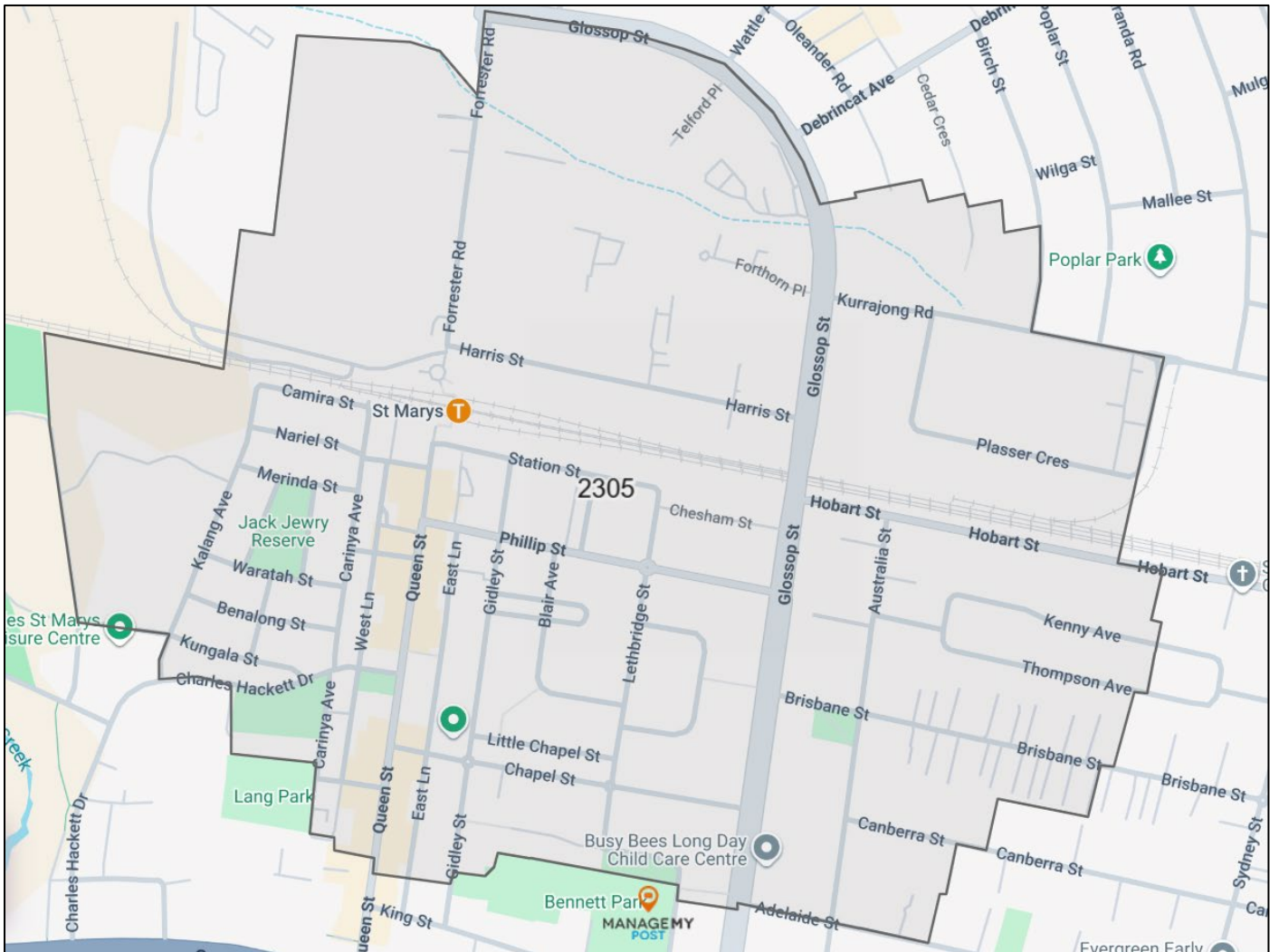
## 5.3 Stakeholder list

TABLE 4. STAKEHOLDER LIST FOR DISTRIBUTION AREAS

Stakeholder	Location	Communication activities
<b>Broader distribution area</b>	St Marys Station (Refer to Figure 3 Distribution Maps)	Monthly notifications OOHW notifications Campaign emails
<b>Impacted properties from OOH works triggering specific notifications</b>	Refer to <i>Appendix A Community Consultation Record and Outcome</i> table for full list of properties	Monthly notifications OOHW notifications Specific notifications Campaign emails
<b>Businesses</b>	Local businesses and retailers along Queen Street, Station Street and Phillip Street  Commercial and industrial receivers along Glossop Street and Kurrajong Road, and the industrial area located to the north of the existing St Marys Station and the Project.	Monthly notifications OOHW notifications Campaign emails Phone calls Targeted emails Individual briefings

## 5.4 Distribution maps

FIGURE 3. DISTRIBUTION MAP RADIUS



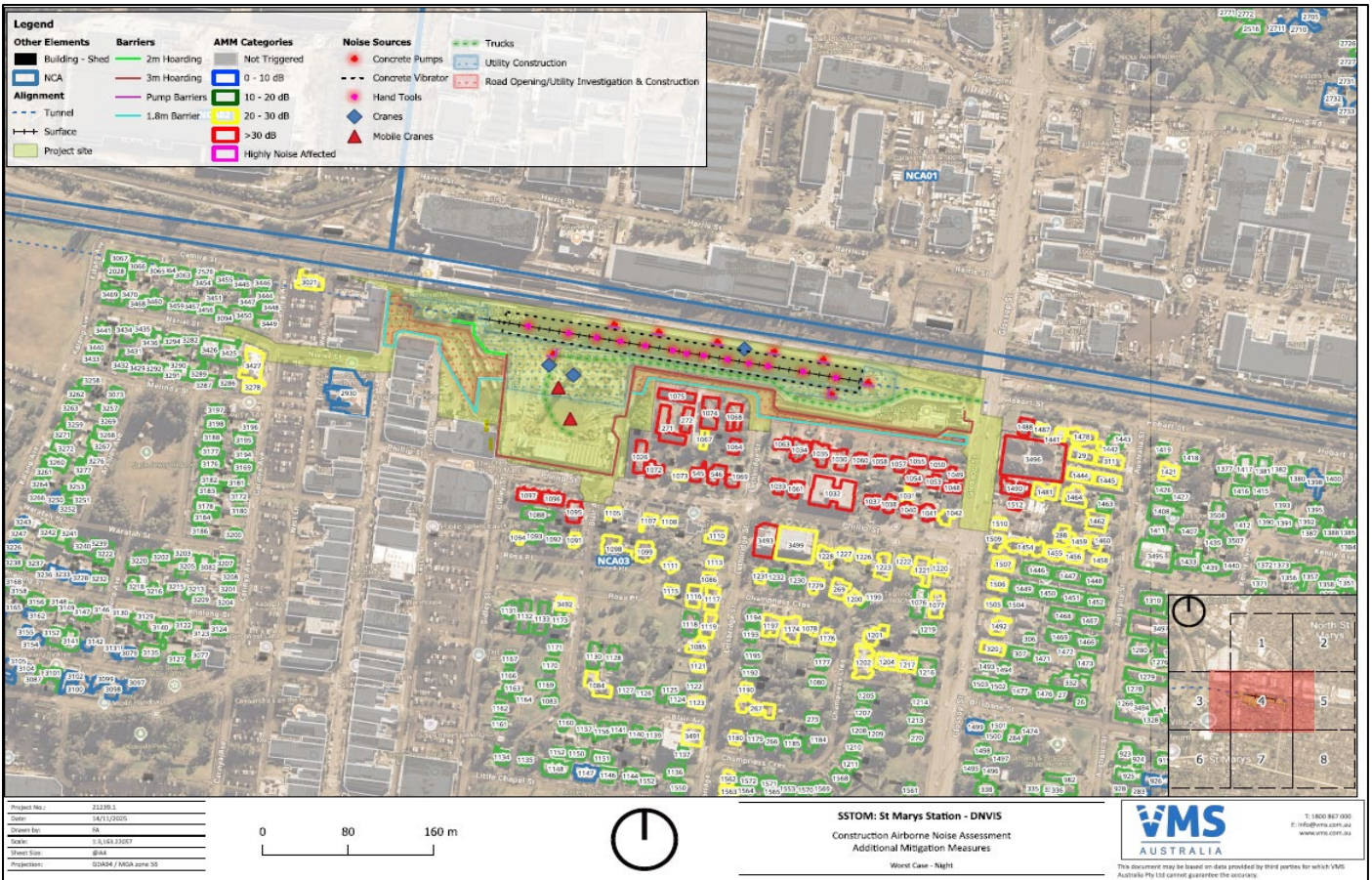


FIGURE 4 NOISE MODELLING MAP – WORST CASE NIGHT

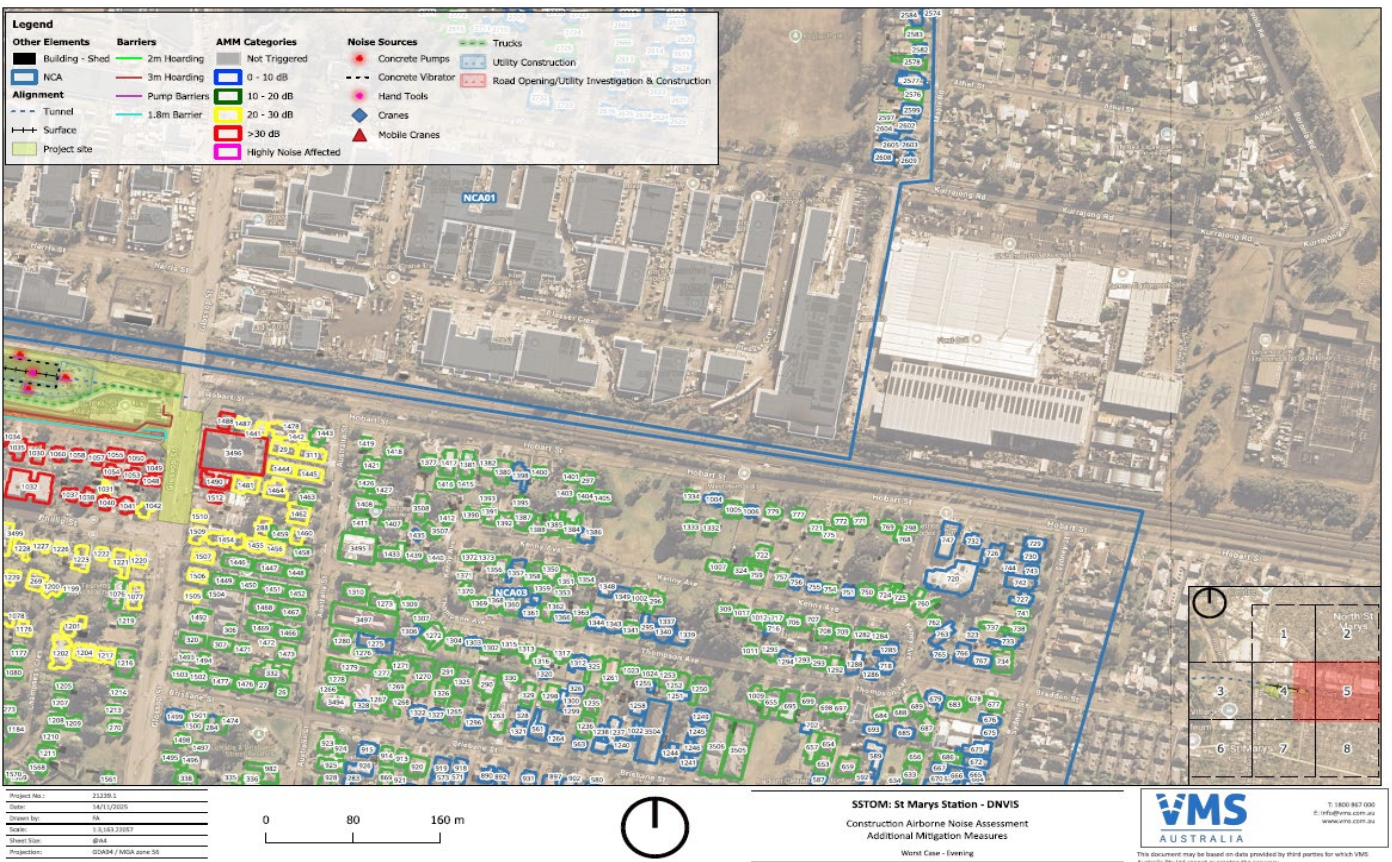


FIGURE 5 NOISE MODELLING MAP – WORST CASE NIGHT

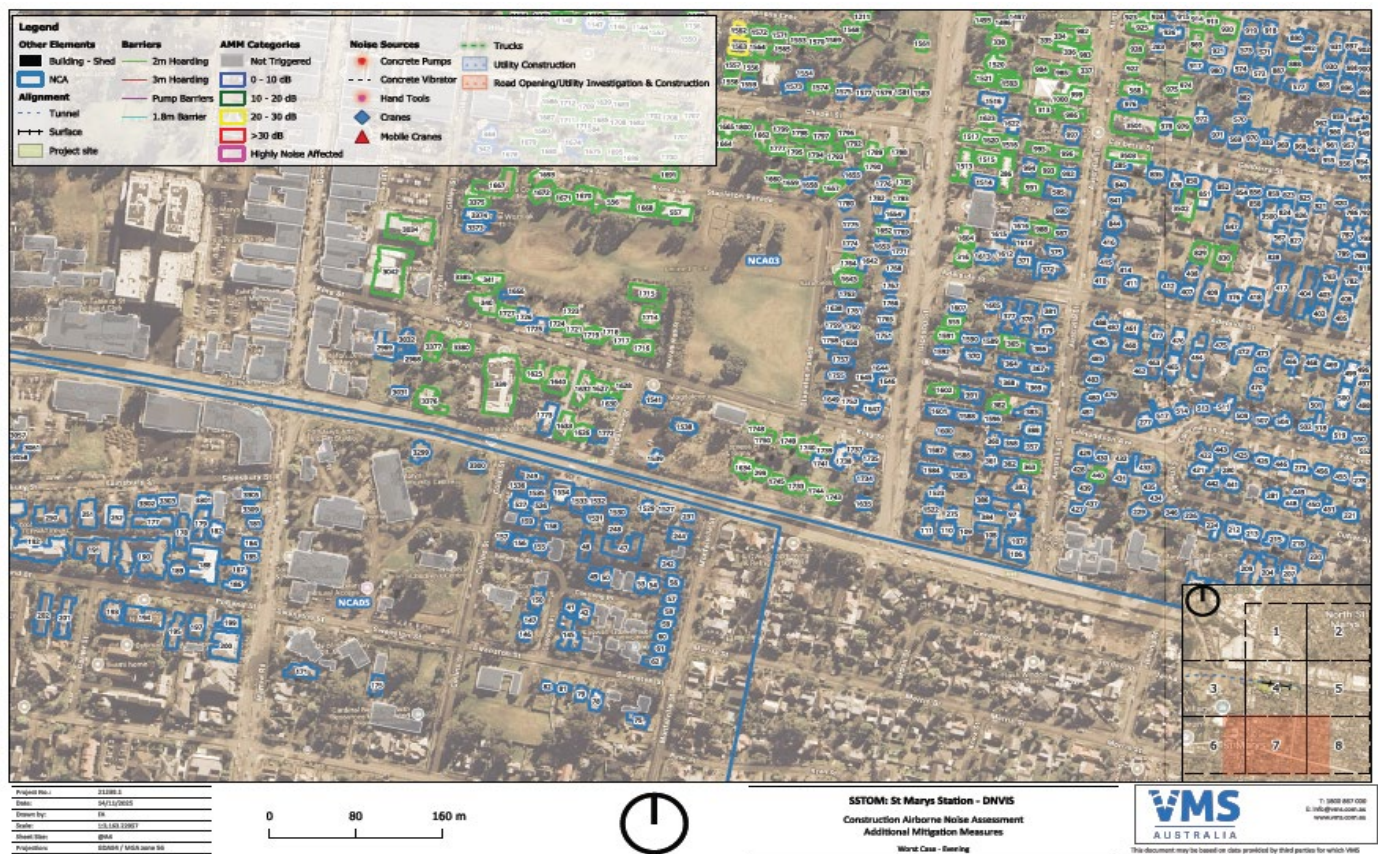


FIGURE 6 NOISE MODELLING MAP – WORST CASE NIGHT

## 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 and specific notifications 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.















































NCA03		10 - 20dB	*	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date.
NCA03		10 - 20dB	*	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date.
NCA03		10 - 20dB	*	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date.
NCA03		10 - 20dB	*	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date.
NCA03		10 - 20dB	*	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date.

# Appendix B    Communication materials

SPECIFIC CONSTRUCTION UPDATE – MARCH 2026

# Out-of-hours work Reminder – St Marys Metro Station

Sydney Metro is Australia’s biggest transport project.

March 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 out-of-hours work activities at St Marys between January and March 2026:

Three-monthly out-of-hours lookahead activities:

Activity	Equipment	Work hours	Timing
<b>SSTOM works</b>			
<b>Works within the station box for the perimeter walls:</b> <ul style="list-style-type: none"> <li>concrete pours and finishing works</li> <li>supporting formwork and reinforcement activities</li> </ul>	Concrete pump, concrete vibrators, concrete trucks, hand tools and lighting towers	<b>Monday to Friday, 5am to 7am and 6pm to 12am*</b> <b>Saturdays, 6am to 8am and 1pm to 6pm</b>	Ongoing
<b>Works within the station box to support the tunnel and underground station box fit out:</b> <ul style="list-style-type: none"> <li>support for the tunnelling team and station fit out</li> <li>installation of pre-cast beams and planks</li> </ul>	Crane, fans, lighting towers, light vehicles, heavy vehicles, water pump, telehandler	<b>24 hours a day, seven days a week</b>	Ongoing
<b>Oversized plant, structures, and materials deliveries</b>	Oversized trucks, traffic management, light and heavy vehicles, generators, lighting towers, and mobile cranes	<b>Monday to Sunday, 6pm to 5am</b>	Ongoing
<b>Tower Crane Disassembly</b>	Tower crane, rattle gun, hand tools	<b>24 hours a day over the two-weekend possessions</b>	TC1 on 23 and 24 May  TC2 on 30 and 31 May then, 6 and 7 June 2026



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## What to expect:

- mitigation measures will be in place to minimise impacts including installing noise blankets around work areas where feasible, providing respite periods during high noise activities, carrying out noise and vibration monitoring, and using water carts for dust suppression
- increased light and heavy vehicle movements on surrounding roads. All vehicles will be turned off when not in use, non-tonal reversing alarms will be fitted to plant and machinery and trucks will avoid reversing into and on site where feasible
- access to buildings and driveways will be maintained at all times
- temporary lighting to ensure a safe worksite will be directed downwards and away from properties where possible
- when moving and unloading equipment, communication will be limited to radios only
- traffic control and signage will be in place to safely assist motorists, pedestrians, and cyclists.

## 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 Communications Strategy is online.

Please visit [www.parklifemetro.com.au](http://www.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](mailto:sydneymetro@transport.nsw.gov.au) and we will add you to the distribution list.

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

## St Marys Metro Station work location:



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## For more information contact



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



[sydneymetro@transport.nsw.gov.au](mailto:sydneymetro@transport.nsw.gov.au)

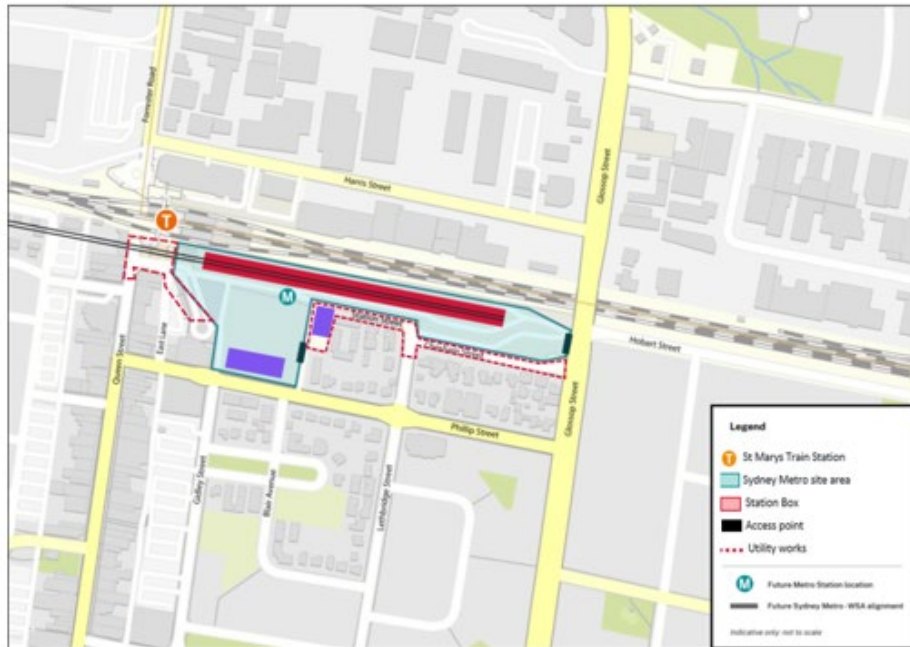


Sydney Metro – Western Sydney Airport  
PO Box K659, Haymarket NSW 1240



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

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During the preparation of the March monthly construction notification, additional details regarding the specific noise characteristics associated with project activities were identified. As the September notification had already been finalised and distributed, this information could not be included at that time. These details have subsequently been incorporated into the October notification to ensure accurate and consistent communication with the community.

### **Noise Characteristics**

The noise generated across the project is characterised by the following:

- Non-tonal reverse alarms on machinery (squawkers used)
- Vehicle movement at low speed
- Low, constant noise from ventilation fans (Bringelly and Claremont Meadows Shaft facilities only)
- Low tonal alarm from crane works
- Intermittent noise (small bangs) from hand tools