



Linewide South Extended Hours Community Agreement E1.3 Report

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Any revisions or amendments must be approved by the Environment Manager and/or client before being distributed and implemented.

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Glossary

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
CoA	Conditions of Approval
CSSI	Critical State Significant Infrastructure
DNVIS	Detailed Noise and Vibration Impact Statement
DPHI	Department of Planning, Housing and Environment
EPA	NSW Environment Protection Authority
EPL	Environmental Protection Licence
OOHW	Out-of-hours work
SBT	Station Boxes and Tunnelling
SCAW	Surface and Civil Alignment Works
SMF	Stabling and Maintenance Facility
SM-WSA	Sydney Metro – Western Sydney Airport
SSTOM	Stations, Systems, Trains, Operations and Maintenance
WPCA	Western Sydney Parkland City Authority
WSI	Western Sydney International Airport

1 Purpose

The Linewide South Extended Hours Community Agreement E1.3 Report (this Report) provides a summary of consultation undertaken by Parklife Metro in accordance with Environmental Protection Licence (EPL) 21807 condition E1.3, with respect to extended work hours for concreting and support activities proposed for the Linewide South works located approximately between Luddenham Road, Luddenham and Elizabeth Drive, Badgerys Creek.

All requirements of EPL 21807 relating to the Linewide South Community Agreement and where they are addressed in this Report are detailed in Table 1-1.

TABLE 1-1: EPL 21807 COMMUNITY AGREEMENT COMPLIANCE REFERENCE

Reference	Condition	Where addressed in this Report
EPL E1.1	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;	This Report
	b) submits to the EPA a written request to work outside the standard construction hours attaching information set out in E1.3; and	Submission of this Report
	c) obtains approval by the EPA to work outside standard construction hours.	Not applicable to this Report
	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.	Section 6
EPL 1.2	Any community consultation and agreement undertaken with respect to the proposed out of hours works (OOHW) must: a) be prepared and implemented in accordance with the Interim Construction Noise Guidelines (DEC 2009), the Noise Policy for Industry (EPA, 2017) and AS2436-2010: Guide to noise and vibration control on construction, demolition and maintenance sites;	Section 5
	b) include consultation of all noise sensitive receivers within the Community Affected Catchments. This includes Noise Sensitive Receivers that have declined to participate in previous agreements unless a community member has explicitly requested not to be involved in any future consultation about future OOHW;	Section 6.1
	c) ensure that the noise sensitive receivers understand the nature of the works and any predicted impacts, including that consideration is made of additional requirements relevant to the	Section 6.1, Appendix B and Appendix C

Reference	Condition	Where addressed in this Report
	needs of culturally and linguistically diverse Noise Sensitive Receivers, and include details for interpreting services for languages other than English where required.	
	d) include in the community consultations with Noise Sensitive Receivers the following information: i. the actual works proposed;	Section 6.1, Appendix B and Appendix C
	ii. any expected impacts in clear, plain English based on noise modelling;	Section 6.1, Appendix B and Appendix C
	iii. the expected duration of the works;	Section 3.3, Section 6, Appendix B and Appendix C
	iv. any expected benefits for receivers;	Section 3.4, Section 6, Appendix B and Appendix C
	v. any other known concurrent OOHW that will be occurring; and	Section 4, Section 6, Appendix B and Appendix C
	vi. any other OOHW that will be occurring on the nights preceding and following the proposed works or, if the proposed work precedes or follows a weekend period, any other OOHW that will be occurring on the weekend.	Section 4, Section 6, Appendix B and Appendix C
	e) request consent from the Noise Sensitive Receiver for their responses to be provided to the EPA;	Appendix B
	f) ensure that a record is kept when a licensee is unable to contact a noise sensitive receiver after three attempts, including leaving "sorry I missed you" cards explaining the reason for the visit and requesting a return phone call; and	Section 6
	g) demonstrate, where the OOHW is predicted to go on longer than 28 calendar days, that the licensee has consulted the community in relation to re-engagement periods for the purpose of determining agreement from the community is maintained and continuing. Detailed records are to be maintained by the licensee of all community consultations, including attempts to contact Noise Sensitive Receivers, and must be maintained for the duration of the licence. Any Noise Sensitive Receiver who requests a copy of the record of conversations must be supplied with one.	Section 7
EPL E1.3	The licensee must report to the EPA the community consultation and agreement process that was undertaken with the Community Affected Catchments. This report to the EPA must be: a) prepared in writing;	This Report

Reference	Condition	Where addressed in this Report
	b) detail the steps taken to fulfil the requirements of condition E1.2;	Section 5.1
	c) demonstrate that the Noise Sensitive Receivers understood the nature of the works and any predicted impacts, including that consideration was made of additional requirements relevant to the needs of culturally and linguistically diverse Noise Sensitive Receivers;	Section 6, Appendix A and Appendix B and Appendix C
	d) report community response and consent rates (including where no contact could be made) against the total community affected catchments, and must be broken down into response and consent rates based on sub-catchments that are delineated by affectation levels;	Section 6
	e) include a noise validation monitoring plan as required by E1.4; and	Refer to condition E1.4
	f) be submitted to the EPA at least 15 business days prior to any works that are the subject of the agreement being undertaken unless prior arrangements have been made with the EPA.	This report forms part of submission to EPA.
	A copy of the report must be:	Section 7
	a) kept by the licensee for the duration of this licence including on the premises, and made available to an EPA authorised officer on request; and	
	b) be made available on the licensee's project website or another website approved in writing by the EPA for the duration of the OOHWs permitted under condition E1.1. (Personal details of Noise Sensitive Receivers must be omitted).	Section 7
EPL E1.4	A noise validation monitoring plan must be submitted to the EPA for approval as part of the community agreement documentation prior to any OOHW occurring.	Not applicable to this Report. Will be submitted to EPA separately
	Validation monitoring must be undertaken for any OOHW that are the approved under condition E1.1 and must:	Not applicable to this Report. Will be adhered to if Community Agreement is approved
	a) be undertaken in accordance with the monitoring plan prepared under condition E1.4;	
EPL E1.5	b) be performed by a Competent Person;	Not applicable to this Report. Will be adhered to if Community Agreement is approved
	c) be performed on at least the first 2 occasions (day, evening, nights) where OOHW will be undertaken and are likely to impact Noise Sensitive Receivers;	Not applicable to this Report. Will be adhered to

Reference	Condition	Where addressed in this Report
		if Community Agreement is approved
	d) be performed on any other occasion (day, evening, night) where the nature of the works is likely to cause greater noise impacts than the first 2 occasions;	Not applicable to this Report. Will be adhered to if Community Agreement is approved
	e) be representative of the impacts in terms of monitoring locations, time and duration of measurements; and	Not applicable to this Report. Will be adhered to if Community Agreement is approved
	f) be recorded and provided to an EPA officer upon request.	Not applicable to this Report. Will be adhered to if Community Agreement is approved
	If validation monitoring undertaken under Condition E1.5 shows that noise levels are higher than those predicted by any noise modelling undertaken as part of the community agreement, work practices must be modified immediately so that measured noise levels do not exceed predicted levels. Where it has been determined that works cannot be modified to achieve the predicted noise levels:	Not applicable to this Report. Will be adhered to if Community Agreement is approved
EPL E1.6	a) the licensee must report immediately to the EPA; and	Not applicable to this Report. Will be adhered to if Community Agreement is approved
	b) after considering the circumstances EPA may withdraw its permission under E1.1.	Not applicable
	Ongoing community engagement and agreement	Section 7
	a) For any approval of OOHW under E1.1 predicted to take longer than 28 calendar days to remain valid, the licensee must be able to demonstrate agreement from the community is maintained and continuing.	
EPL E1.7	b) To demonstrate agreement from the community is maintained and continuing the licensee must:	Section 7
	i. engage the community to determine if a substantial majority of Noise Sensitive Receivers continue to consent to the OOHW pursuant to the re-engagement period determined under condition E1.2(d);	Section 7
	ii. provide the EPA with a report within 7 calendar days of the end of each re-engagement period summarising the community	Not applicable to this Report. Will be adhered to

Reference	Condition	Where addressed in this Report
	response including ongoing consent rates of the Noise Sensitive Receiver; and	if Community Agreement is approved
	c) Where the licensee is unable to demonstrate a substantial majority of agreement from Community Affected Catchment is maintained and continuing:	Not applicable to this Report. Will be adhered to if Community Agreement is approved
	i. the licensee must report immediately to the EPA; and	
	ii. after considering the circumstances EPA may withdraw its permission under E1.1.	Not applicable to this Report

2 Project overview

Sydney Metro is Australia's biggest public transport program comprising four main packages of work including Metro North West Line, Sydney Metro City and Southwest, Sydney Metro West and Sydney Metro Western Sydney Airport. The Sydney Metro Western Sydney Airport Project (the Project) will become the transport spine for Greater Western Sydney, connecting communities and travellers with the new Western Sydney International (Nancy-Bird Walton) Airport (referred to as Western Sydney International) and the growing region.

The Sydney Metro Western Sydney Airport Environmental Impact Statement (EIS) was prepared in October 2020, which assessed the impacts of the construction and operation of the Project. The Project EIS was placed on public exhibition for a period of six weeks from 21 October to 2 December 2020. The Project was declared a Critical State Significant Infrastructure (CSSI) Project and is listed in Schedule 5 of State Environmental Planning Policy (State and Regional Development).

The Sydney Metro Western Sydney Airport Project was approved by the Minister for Planning and Public Spaces on 23 July 2021 (SSI 10051) under section 5.19 of the Environmental Planning and Assessment Act 1997 (EP&A Act). Modification 1 of the Project Approval, to reduce the biodiversity offsets credit requirements, was approved on the 14 April 2022.

2.1 Stations, systems, trains, operations and maintenance

The Project involves the construction and operation of a new metro railway line around 23km in length that extends from the existing Sydney Trains suburban T1 Western Line at St Marys in the north to Bradfield in the south at Bringelly. The alignment includes a combination of tunnel, surface, bridges and viaduct sections, and comprises of six new metro stations between St Marys and the Bradfield precinct, as well as a stabling and maintenance facility and operational control centre to support the operation of the new metro railway line (Figure 2-1).



FIGURE 2-1: MAP OF THE SYDNEY METRO -WESTERN SYDNEY AIRPORT PROJECT ALIGNMENT AND STATION LOCATIONS

3 Linewide

3.1 Linewide operations scope

The Linewide alignment subject to this report consists of a combination of at grade, viaduct, and bridge structure from Orchard Hills Station to the future M12 at Elizabeth Drive.

3.2 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.

3.3 Proposed Hours Extension

PLM is requesting the community to consent to extend work hours for concrete pour and post concrete support works as outlined below to:

- 7am Monday to 6pm Saturday
- 7am to 6pm, Sundays

The Linewide south works are planned to occur from February 2025 to June 2025. Current approved standard construction hours under EPL 21807 are 7am to 6pm Monday to Fridays and 8am to 1pm Saturdays. In summary the proposed change equates to 78 additional working hours per week.

3.4 Extended Post Concrete Support Works

Once the concrete has reached its initial set, work crews will commence the removal of temporary track support (spindles). 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.

3.5 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.

4 Linewide Detailed Noise and Vibration Impact Statement

4.1 Modelled scenarios

A Detailed Noise and Vibration Impact Statement (DNVIS) for the Linewide works has been prepared by the acoustic consultants, VMS, detailing the predicted impacts to receivers of all Linewide works and the required mitigation measures. A noise assessment on a reduced scope for Linewide South Extended Hours works has been prepared using the SSTOM Linewide Construction Noise Prediction Tool supplied by acoustic consultants, VMS, detailing the predicted impacts to receivers of the proposed Community Agreement extension of hours. The affected receivers identified in the noise assessment make up the identified Community Affected Catchments and comprised the receivers that were contacted as part of this Community Agreement seeking consent as detailed in Section 5.

The Noise Catchment Areas (NCAs) and Noise Management Levels (NMLs) relevant to the works are detailed in Table 4-1. Descriptors of each NCA is detailed in Table 4-2. For reference the nearest residences are to the east along Luddenham Road, Luddenham.

TABLE 4-1 RELEVANT DNVIS NCAS AND NMLS

Receiver	Noise management level (dBA)			
	L _{Aeq} (15min)			
Residential Receivers	Standard Hours ¹	OOH – Day ²	OOH – Evening ²	OOH – Night ²
Residences within NCA10	45	40	35	35
Residences within NCA11	49	44	42	35
Other sensitive receivers	Based on ICNG L _{eq} (15minutes) – dBA			
Educational	55			
Commercial	70			
Industrial	75			

¹ Standard construction hours are 7am to 6pm (Mon to Fri) and 8am to 1pm (Sat)

² OUT-OF-HOURS (OOH): OOH DAY FROM 1PM TO 6PM SATURDAY; 8 AM TO 6 PM SUNDAY AND PUBLIC HOLIDAYS; OOH EVENING FROM 6 PM TO 10 PM MONDAY TO SATURDAY AND 6PM TO 10PM SUNDAY; OOH NIGHT FROM 10PM TO 7AM MONDAY TO FRIDAY, AND FROM 10PM TO 8AM SATURDAY, SUNDAY AND PUBLIC HOLIDAYS

TABLE 4-2: NOISE CATCHMENT AREA DESCRIPTIONS

NCA	Description
NCA10	Open farmland with low density single storey and multi-storey residential dwellings within the Twin Creeks area east of the project, and scattered residential dwellings along Luddenham Road
NCA11	Predominantly Western Sydney International (on-airport) land. Low density residential dwellings along Lawson Road and Martin Road to the east of the project. Medium density residential dwellings at Luddenham to the west of the Project.

4.2

4.2 Modelled plant and equipment

Table 4-3 outlines the activities, including worst case plant and equipment, proposed to be undertaken during extended hours. To account for cumulative impacts from concurrent activities, the noise assessments undertaken include the two scenarios outlined in Table 4-4. These scenarios have been assessed during the worst case OOH period.

TABLE 4-3 PROPOSED ACTIVITIES TO BE UNDERTAKEN

Activity ID	Work Activity	Plant and Equipment	Number
1	Removal of temporary track supports	Rattle gun	1
		Bobcat/ Skid-steer/5t excavator (at grade locations)	1
		Rubber tyred excavator (20T)/ front loader (18T) (viaduct locations)	
		Hand tools	1
2	Formwork installation/removal	Hand tools	1
3	Survey	Hand tools	1
4	Rail weld	Welding equipment	1
5	Concrete pours	Agis	5 (2) ¹
		Concrete pump	1
		Concrete vibrator	1
		Hand tools	2
		Hiab crane truck	1

TABLE 4-4 ASSESSED NOISE SCENARIOS

Scenario ID	Assessment Period	Relevant Work Activities	Location
1	Weekend Day	1	CH 28 250 -31 500
	Evening	2	
	Night	3	
		4	
2	Weekend Day	5	CH 28 350 -31 500
	Evening		
	Night		

4.3 Predicted impacts summary and mitigation measures

Appendix E shows the modelled impact maps for the impacts of scenario 2 with the worst case impacts for the proposed out of hours (OOH) night period as the period with the lowest NML.

Table 4-5 and Table 4-6 outline the modelled predicted airborne construction noise for OOH night and OOH weekend day in comparison to the predictions for those time periods within the DNVIS.

¹ Number in brackets () represents reduced plant modelled for the early morning (night) period.

TABLE 4-5 DNVIS COMPARED TO MODELED PREDICTED AIRBORNE CONSTRUCTION NOISE FOR NIGHT PERIOD

Receiver Type	NML L _{eq(15minute)} dBA	Predicted Airborne Noise for each Concurrent Scenario L _{eq(15min)} dBA			
		S1	S2	DNVIS S4	Difference
Noise Catchment Area 10					
Residential	35	51	52	59	-7 to -8
Commercial	70	44	45	53	-8 to -9
Industrial	75	42	41	46	-4 to -5
Noise Catchment Area 11					
Residential	35	35	36	44	-8 to -9

TABLE 4-6 DNVIS COMPARED TO MODELED PREDICTED AIRBORNE CONSTRUCTION NOISE FOR WEEKEND DAY PERIOD

Receiver Type	NML L _{eq(15minute)} dBA	Predicted Airborne Noise for each Concurrent Scenario L _{eq(15min)} dBA		
		S2	DNVIS S2	Difference
Noise Catchment Area 10				
Residential	40	55	59	-4
Commercial	70	48	53	-5
Industrial	75	46	46	0
Noise Catchment Area 11				
Residential	44	38	44	-6

In summary the worst case predictions are:

- Scenario 2 (concrete works) are predicted to have the highest impact for both NCA10 and NCA11 at night
- All scenarios have a reduced impact to those predicted within the DNVIS developed for the Linewide South works with a reduction of up to 9dBA during the night period and up to 6dBA during the weekend day period for residential receivers.

The number of receivers where NMLs are exceeded are as follows:

TABLE 4-7 SUMMARY OF NUMBER OF IMPACTED RESIDENTIAL RECEIVERS IN EACH AFFECTION LEVEL (DB RANGE >NML)

Number of Receivers where NMLs are Exceeded					
Noise Period	0 – 10dB >NML	10 – 20dB >NML	20 – 30dB >NML	>30dB >NML	Totals
OOH Night (Weekday 6-7am)	52(NCA 10) 2 (NCA 11)	5 (NCA10)	Nil	Nil	59
	54	5			
OOH Weekend day (Sat 1 – 4pm)	6 (NCA10)	2 (NCA10)	Nil	Nil	8

On the basis of the predicted levels for the proposed works, all reasonable and feasible mitigation measures that could reduce noise impacts will be implemented for residential receivers within NCA10 and NCA11.

Additional Mitigation Measures will be implemented as per the Sydney Metro Construction Noise and Vibration Standard (CNVS). Mitigation Measures will mostly include letterbox drops and monitoring (noise) with specific notification and project specific respite offers to be offered to 5 residences during the OOH night period. Project specific respite will be offered to these residences should the extended hours be approved.

PLM will implement all mitigation measures outlined if the proposed extended hours are approved.

4.4 Cumulative Impacts

As information is not currently available on other required OOH works, the scenarios have been modelled in isolation from other concurrent OOH works that may be required by SSTOM or other projects operating in the vicinity of the work. These cumulative impacts will be managed in accordance with the Sydney Metro Construction Cumulative Impacts Management Plan as outline in the SSTOM NVMP.

5 Community Agreement Consultation

5.1 Timeline and process

Table 5-1 details the timeline of consultation activities undertaken for the Linewide South Community Agreement. The strategy for the Community Agreement consultation was developed in accordance with:

- EPL 21807 condition E1.2
- PLM Construction Environmental Management Plan
- PLM Noise and Vibration Management Sub-Plan
- PLM Community Communications Strategy
- The Interim Construction Noise Guidelines (DEC 2009)
- Noise Policy for Industry (EPA, 2017), and
- AS2436-2010: Guide to noise and vibration control on construction, demolition and maintenance sites

The process undertaken for consultation for this Community Agreement is detailed in Table 5-1. Affected receivers identified in the noise assessment outlined above were included as the receivers required to be consulted for this Community Agreement (Community Affected Catchment). One property was added for consultation which was not identified in the noise model. This property was added as all properties surrounding this receiver were identified in the noise assessment.

Three properties were removed from the consultation as residents have advised they do not wish to be contacted or the property no longer exists, this is reflected in Table 6-1 , 6.2 and in Appendix F.

TABLE 5-1: COMMUNICATION ACTIVITIES PROCESS TIMELINE

Date	Activity	Details
25 November 2024	December 2024 and January 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 and 5 December 2024	First attempt of doorknock properties of identified affected receivers in the DNVIS	Initial attempt to contact impacted properties via doorknocking. Specific notification and consent slip provided or left in letterbox.
12 and 18 December 2024	Second attempt of doorknock and email of properties of identified affected receivers in 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.
8 and 9 January 2025	Third attempt of doorknock and email of properties of identified affected receivers in 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.

5.2 Additional community communication activities

In addition to the Community Agreement consultation activities detailed in this Report, PLM undertake community consultation for all works, within or outside of standard hours, in accordance with the Project Community Communications Strategy (CCS) and the Project’s Environmental Protection Licence (EPL) 21807. The communication activities are detailed in Section 5 and Section 6.

TABLE 5-2: ADDITIONAL COMMUNITY COMMUNICATION ACTIVITIES

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

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: sydneymetroswa@transport.nsw.gov.au	Provides access during business hours to the Sydney Metro project communications team. Website enquiries are directed through this email address.
Postal address for written feedback: Sydney Metro, PO BOX K659 Haymarket, NSW 1240	Provides access to the broader Sydney Metro project. Address is included in all notifications and newsletters.
Consultation Manager	All interactions with stakeholders will be recorded in this database which is established by Sydney Metro.

6 Consultation Results

6.1 Impacted properties and consultation records

Community consultation to seek community consent for the proposed extended hours has been undertaken in accordance with EPL 21807 condition E1.2. Appendix F details all consulted receivers that are identified in the noise assessment, the NCA of the receiver, the affectation level of the receiver for all scenarios, the consultation undertaken per receiver, and the receiver's response on whether they do or do not consent to the extended hours or alternatively whether contact could not be made.

As more properties were consulted than necessary (Section 5.1) some addresses in Appendix F do not have a DNVIS property ID or an affectation level.

6.2 Response statistics

The summary of response statistics are shown in Table 6-1. In total, consultation covered 60 receivers who had predictions above the NML for the night period predicted and therefore were required as a minimum to be consulted as part of this Community Agreement.

Of the required receivers (60), 91.7% (55) of receivers have predictions within 0 to 10 dB above the NML and 8.3% (5) of receivers have predictions within 10 to 20 dB above the NML. No receivers had predictions within 20 to 30 above the NML.

Table 6-2 shows that overall, across all NCAs of required receivers (60), 21 consented, 2 did not consent (Appendix F) and 34 could not be reached after three communication attempts. Evident in Table 6-1, of the consenting receivers, 21 were in the 0 – 10 dB above NML impacted range and zero were in the 10 to 20 dB above NML impacted range. If this Community Agreement is approved, PLM will make additional attempts to contact and inform all receivers who were not contactable for the extended hours time periods and will follow up all stakeholders for feedback every 3 months and at the completion of the planned out-of-hours work.

Overall, of the 23 responses obtained, 21 consented and 2 did not consent equalling a consent majority of 91.30%.

TABLE 6-1 SUMMARY OF CONSULTATION RESPONSES FOR EACH NCA AND AFFECTION LEVEL (DB RANGE >NML NIGHT PERIOD)

Consent Outcome Affection levels (dB range >NML Night Period)	Count of Predicted Receiver Consent Outcome		
	NCA 10	NCA 11	Total
0 to 10	53	2	55
Consented	21	0	21
Not consented	2	0	2
Nil – could not be reached	28	1	29
Removed	2	1	3
10 to 20	5	0	5
Consented	0	0	0
Not consented	0	0	0
Nil – could not be reached	5	0	5
Removed	0	0	0
Total	58	2	60

TABLE 6-2: COUNT OF CONSULTATION RESPONSE

Consultation Response	Count
Consented	21
Not consented	2
Nil – could not be reached	34
Removed	3
Total	60

6.3 Consultation outcomes

All consultation conducted so far, including monthly construction updates, doorknocks, and specific notification visits to receivers identified as the most highly noise-impacted or closest to the works, has resulted in consent, non-consent or no feedback or preferences on specific mitigation measures or respite periods. All consent was provided in writing with examples provided in Appendix D.

In accordance with Condition E1.1c of the EPL, the outcome of the consultation is required to determine if a substantial majority of noise sensitive receivers consent to the proposed works being undertaken, which is determined to be 80% of the community affected catchment. The consultation undertaken for the proposed activity has determined that 91.30% of receivers who provided a response have consented to the works being undertaken. Therefore, the substantial majority of affected receivers have consented to this extended out-of-hours work proposal.

6.4 Considerations

Most receivers that were reached during this consultation have been entirely unaffected by PLM works and reported to not have experienced any noise or vibration from site, which was demonstrated by their confusion as to why they were being consulted for this Community Agreement.

In consideration of the consultation outcomes, it is important to note that due to the low density housing in the area around the project alignment, there were properties that were difficult to contact due to access restrictions. This consideration may be a contributing factor to the number of noise sensitive receivers in the community affected catchment that were not reached.

7 Conclusion

This Report has demonstrated that all noise sensitive receivers in the community affected catchment identified in the noise assessment have been contacted to obtain a response (or three attempts have been made) on whether they do or do not consent to the proposed PLM Linewide South extended hours. Of the receivers who could be reached, the substantial majority of receivers consented to the extended works.

The standard mitigation measures and respite requirements established in the PLM Noise and Vibration Management Sub-Plan and the Sydney Metro Construction Noise and Vibration Standard (CNVS) will be implemented during the works if approved along with the EPL 21807 conditions E1 – E7.

If the Linewide South extended hours are approved, PLM will undertake follow-up consultation in the form of doorknocking every 3 months from the commencement of works and at completion, in accordance with EPL 21807 condition E1.7 to demonstrate agreement from the community is maintained and continuing.

Furthermore, in accordance with EPL 21807 condition E1.7 and the Project's requirements on complaints handling and reporting, any feedback received will be considered and implemented where feasible. Specific feedback or preferences on mitigation measures may necessitate a revision of the DNVIS.

PLM will keep a copy of this Report for the duration of the extended hours activities on the premises and published on the Project website. This Report made available to an EPA authorised officer on request.

Appendix A Community Consultation Consent Form



**Sydney Metro –
Western Sydney Airport**

Community Consultation Consent Form

January 2025

Extended work hours proposal

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

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

Address: _____

Name: _____


Sign: _____

Date: _____


Feedback: _____


Questions about the project work? _____

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

 1800 717 703 Community information line open 24 hours

 sydneymetrowsa@transport.nsw.gov.au

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

 If you need an interpreter, contact TIS National on 131 450 and ask them to call 1800 717 703

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Appendix B Specific Notification

FIRST ATTEMPT NOTIFICATION

Sydney Metro – Western Sydney Airport

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

December 2024

Sydney Metro is Australia's biggest public transport project.

Sydney Metro – Western Sydney Airport is the new metro railway line which will service Greater Western Sydney and the new Western Sydney International (Nancy-Bird Walton) Airport. A city-shaping project, the 23-kilometre new railway will connect the new Bradfield City Centre in the south with St Marys in the north – where customers can connect to the existing Sydney Trains suburban T1 Western Line. The NSW and Australian governments have a shared objective of having Sydney Metro – Western Sydney Airport operational when the airport opens for passenger services.

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

Out-of-hours work proposal: community consultation

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

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

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

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

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

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

What to expect:

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

Equipment used:

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



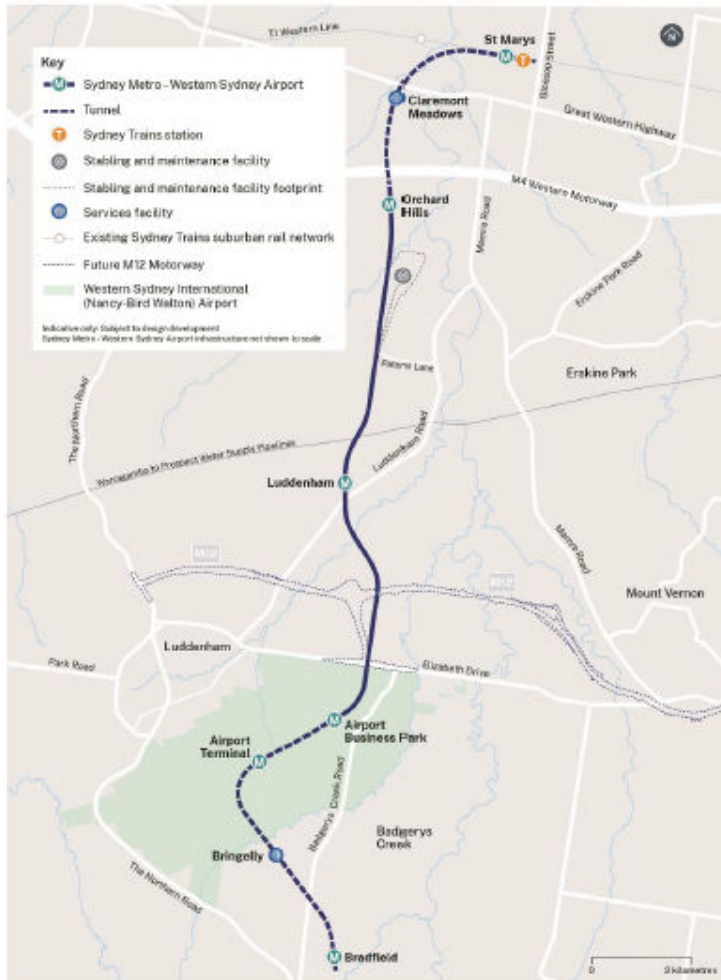
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Sydney Metro – Western Sydney Airport Map:



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. 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



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



sydneymetrowsa@transport.nsw.gov.au



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PO Box K659, Haymarket NSW 1240



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Sydney Metro – Western Sydney Airport

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

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

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

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

Please note this is the **second** attempt of communication from the Project Team regarding this out-of-hours work proposal. We will make a third and final attempt of communication next week.

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

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

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

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

What to expect:

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

Equipment used:

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



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Sydney Metro – Western Sydney Airport Map:



Contact us:

Please contact Joel, the dedicated Place Manager from 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. 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



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



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Sydney Metro – Western Sydney Airport

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

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

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

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

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

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

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

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

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

What to expect:

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

Equipment used:

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



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Sydney Metro – Western Sydney Airport Map:



Contact us:

Please contact Joel, the dedicated Place Manager from 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. 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



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



sydneymetrowsa@transport.nsw.gov.au



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Appendix C Monthly Notification

Sydney Metro – Western Sydney Airport

Notification – Luddenham Metro Station

Sydney Metro is Australia's biggest transport project.

December 2024 and January 2025

Sydney Metro – Western Sydney Airport is the new metro railway line which will service Greater Western Sydney and the new Western Sydney International (Nancy-Bird Walton) Airport. A city-shaping project, the new 23-kilometre metro railway will connect Bradfield city centre with St Marys in the north – where customers can connect to the existing Sydney Trains suburban T1 Western Line. The NSW and Australian governments have a shared objective of having Sydney Metro – Western Sydney Airport operational when the airport opens for passenger services.

CPB Contractors and United Infrastructure are delivering the Surface and Civil Alignment (SCAW) works and Parklife Metro consortium are delivering the Stations, Systems, Trains, Operations and Maintenance (SSTOM) works. See the list below for the work activities at Luddenham during December and January. See map for the work locations.

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

Luddenham Metro Station:

- ongoing deliveries of machinery and equipment, including heavy vehicle movements to deliver and remove material from site
- major earthworks including excavating and compacting the main station area and services building, to prepare for the base slab works
- excavations, waterproofing, formwork, steel fixing, and concrete pours to construct the lifts, escalators and electrical pits and base slabs for the main station area and services building
- trenching and backfilling, and installation of utility services
- site photography, including using drone camera above the construction site.

Linewise works:

Parklife Metro will continue site establishment activities in preparation for Linewise rail track installation works between Luddenham Road and the Portal Dive Site (PDS) at Airport Business Park. Activities will include:

- ongoing deliveries of rail track, materials, machinery and equipment to the Portal Dive Site compound and Luddenham Road site compound areas
- site establishment activities at the Luddenham Road site compound area, including installation of site sheds and worker facilities, stockpile areas, crane pads and stairs from the ground to the viaduct
- rail welding and installations
- installation of overhead catenary system structure (OCSS) and installation of the combined service route (CSR) and all electrical, communication and signalling conduits
- formwork, reinforcement and concrete pour work on Warragamba Viaduct, M12 Motorway bridge, and in tunnels.

Surface and Civil Alignment works include:

- ongoing surface formation and earthworks for the track alignment at Luddenham North and Elizabeth Drive compound
- deliveries, placement, and installation of oversized infrastructure adjacent to the Luddenham Metro Station site
- import and export of excess spoil for the track alignment at Luddenham North



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- finishing works including basin trimming, topsoiling, landscaping and installation of open drains
- compound demobilisation works at Luddenham North and Elizabeth Drive
- fortnightly aerial land surveys and site photography of the surface alignment.

Work hours:

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

Some work will also be required to take place outside our standard construction hours to minimise traffic impacts or to ensure the safety of pedestrians, motorists, and our workers. Out-of-hours work activities will be carried out in line with the project Environmental Protection Licence, Road Occupancy Licences, and Transport for NSW requirements.

Out-of-hours works include:

- delivery of over-sized equipment and machinery and materials
- final layer of asphalt work at Luddenham Road Roundabout
- large concrete pours and concrete finishing works for the lifts, escalators and electrical pits and base slabs for the main station area and services building.

Impacted surrounding residents and businesses will be notified in advance of any out-of-hours work.

What to expect:

- mitigation measures will be in place to minimise impacts including installing noise blankets where feasible, respite periods during high noise activities, noise and vibration monitoring, and water carts for dust suppression
- increased light and heavy vehicle movements on surrounding roads, and local road closures. All vehicles will be turned off when not in use, non-tonal reversing alarms will be fitted to plant and machinery and trucks will avoid reversing into and on site, where feasible
- temporary lighting to ensure a safe worksite will be directed away from properties
- communication will be limited to radios only when moving and unloading equipment, with no use of horns or loud radios
- traffic control and signage to safely assist motorists, pedestrians, and cyclists.

Equipment used:

Equipment used will include, but is not limited to tower cranes, excavators, elevated work platforms, pick and carry cranes, mobile cranes, forklifts, manitoux, concrete pumps, concrete trucks, concrete vibrators water carts, jackhammers, compaction equipment, power generators, vacuum trucks, dewatering pump, handheld tools, lighting towers, light and heavy vehicles, and traffic management.

Changes to traffic, pedestrian and cyclist routes:

During these works, traffic control will be in place to assist motorists, pedestrians and cyclists with any changes to traffic conditions. This may include contraflow and stop-slow traffic controls.

The times of these changes will vary and are dependent on road authority approvals.

Access to driveways and buildings will be always maintained. Residents will be separately notified if access to driveways will be affected or access to private property is requested.

Three monthly out-of-hours lookahead activities:

Activity	Equipment	Work hours	Timing
SSTOM works			
Oversized plant and equipment deliveries	Traffic management, light and heavy vehicles, generators, lighting towers, and mobile cranes.	10pm to 7am	December 2024 - Ongoing
Concrete pours and finishing works at the Luddenham Station site	Concrete pumps, concrete vibrators, concrete trucks, generators, and lighting towers.	6pm to 12am, Monday to Friday 1pm to 6pm, Saturdays	December 2024 - Ongoing
Linewide: Concreting and formwork Oversized deliveries of plant and materials Rail track welding and 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) 7am to 6pm Sundays **To occur if consented to by the community.	January 2025 – February 2026
SCAW works			
Deliveries, placement, and installation of oversized infrastructure adjacent to the Luddenham Station site	Light and heavy vehicles, heavy machinery, generators, and lighting towers.	6pm to 7am Monday to Friday	Ongoing - December 2024
Final layer of asphalt work at Luddenham Road Roundabout	Traffic management, light and heavy vehicles, lighting towers, and generators.	6pm to 7am Monday to Friday	Ongoing - December 2024

Feedback:

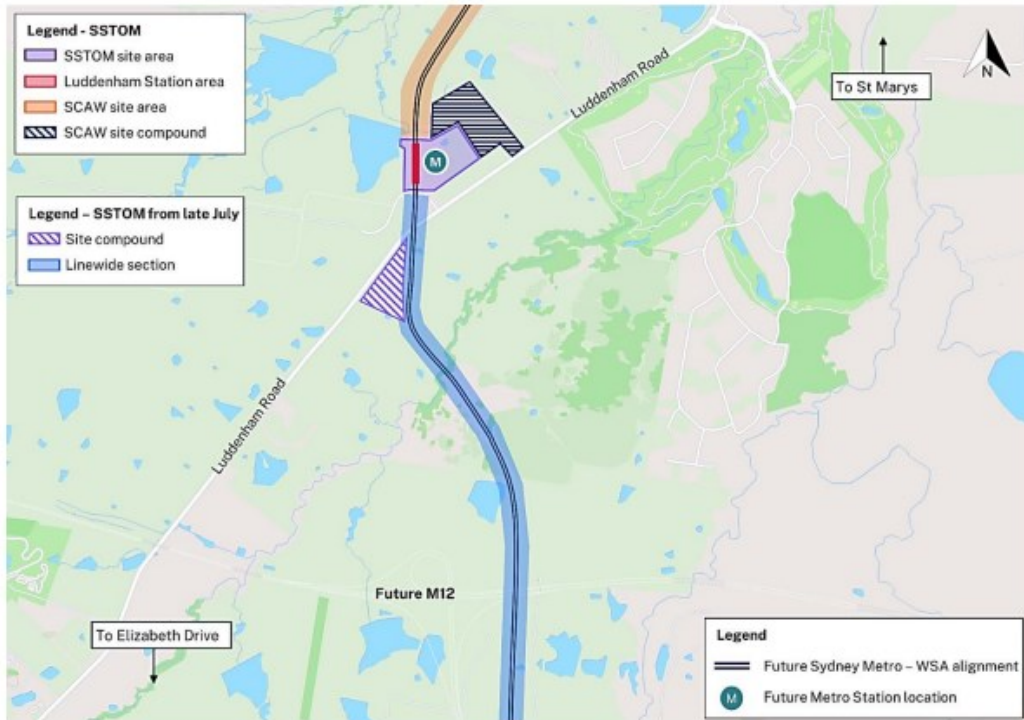
Detailed Noise and Vibration Impact Statements (DNVIS) have been prepared, including proposed mitigation measures based on noise modelling. Your feedback on appropriate respite periods or mitigation measures is encouraged. The SCAW and SSTOM Community Engagement strategies are now online.

Please visit www.cpbcontractors.cc/SCAWstrategy or www.parklifemetro.com.au/SSTOMCCS to view the respective strategy and contact us to provide 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.

Luddenham Metro Station and Linewide works location:



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For more information contact



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Appendix D Written response examples



Sydney Metro -
Western Sydney Airport

Community Consultation Consent Form

January 2025

Extended work hours proposal

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

Address: _____
Name: _____
Sign: _____
Date: _____

Feedback: _____

Questions about the project work? n/a

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

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



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Community Consultation Consent Form

January 2025

Extended work hours proposal

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

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

Address: _____

Name: _____

Sign: _____

Date: 09/01/25

Feedback: _____

Questions about the project work? _____

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

 **1800 717 703** Community information line open 24 hours

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Appendix E Modelled Noise Impact Maps



Legend

- Project Boundary
- AMM Categories**
- Not Triggered
- 0 - 10 dB
- 10 - 20 dB
- 20 - 30 dB
- >30 dB

300 m



SSTOM
 Scenario 2 (Concrete works) - Night
 Datum / Projection: GDA2020 / MGA zone 56



Printed 5th Dec 2024 04:00:05 PM (GMT+11)

Appendix F Community Consultation Record and Outcome

Noise Catchment Area	Residential address	DNVIS ID	S1 Affection levels (dB >NML, night period)	S2 Affection levels (dB >NML, weekend day period)	S2 Affection levels (dB >NML, night period)	Worst case predicted level (dB(A))	Consent Outcome	Consultation Method (Yes (Y), No(N))			Attempts Made (date)			Consultation Summary
								Specific notification	Monthly construction update or Doorknock	Subsequent specific notification and consent form	1	2	3	
NCA10			3	2	5	42.3	Declined	Y	N	N	11/12/2024			Did not consent, raised concerns about previous projects.
NCA10			0	0	1	38.1	Nil	Y	Y	Y	04/12/2024	18/12/2024	08/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			0	0	1	38.1	Nil	Y	Y	Y	04/12/2024	18/12/2024	08/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			3	2	4	41.5	Approved	Y	Y	N	04/12/2024			Consent on 1 st attempt
NCA10			4	3	5	42.6	Nil	Y	Y	Y	04/12/2024	18/12/2024	08/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			1	0	0	37.8	Approved	Y	Y	N	05/12/2024			Consent on 1 st attempt
NCA10			1	0	1	38.2	Nil	Y	Y	Y	04/12/2024	18/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			1	0	1	38.4	Approved	Y	Y	N	04/12/2024			Consent on 1 st attempt
NCA10			0	0	1	38.1	Nil	Y	Y	Y	05/12/2024	18/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			1	0	1	38.1	Removed	Y	Y	Y	05/12/2024	18/12/2024	09/01/2025	Owner does not want to be contacted.
NCA10			1	0	0	37.9	Approved	Y	Y	Y	05/12/2024	18/12/2024	09/01/2025	Consent on 3 rd attempt
NCA10			2	0	2	39.1	Nil	Y	Y	Y	05/12/2024	18/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			1	0	1	38.5	Removed	Y	Y	N	05/12/2024			Owner does not want to be contacted.
NCA10			1	0	1	38.1	Nil	Y	Y	Y	05/12/2024	18/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			2	0	2	39	Approved	Y	Y	N	04/12/2024			Consent on 1 st attempt
NCA10			2	0	2	39.4	Nil	Y	Y	Y	04/12/2024	18/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			2	0	3	40	Nil	Y	Y	Y	04/12/2024	18/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			1	0	1	38.7	Declined	Y	Y	Y	04/12/2024	18/12/2024	09/01/2025	Did not consent, owner has concerns about the planning of all projects in the area.
NCA10			2	0	2	39.6	Nil	Y	Y	Y	04/12/2024	18/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			2	0	2	39.5	Approved	Y	Y	N	05/12/2024			Consent on 1 st attempt
NCA10			2	0	3	40.1	Nil	Y	Y	Y	04/12/2024	18/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			1	0	2	39.6	Nil	Y	Y	Y	04/12/2024	18/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			2	0	3	40.3	Approved	Y	Y	N	04/12/2024			Consent on 1 st attempt
NCA10			2	0	2	39.8	Approved	Y	Y	Y	04/12/2024	18/12/2024	09/01/2025	Consent on 3 rd attempt
NCA10			2	0	3	40	Nil	Y	Y	Y	04/12/2024	18/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			1	0	1	38.8	Approved	Y	Y	Y	04/12/2024	18/12/2024	09/01/2025	Consent on 3 rd attempt
NCA10			1	0	2	38.9	Nil	Y	Y	Y	04/12/2024	18/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			2	0	2	39.8	Approved	Y	Y	Y	04/12/2024	18/12/2024	09/01/2025	Consent on 1 st attempt
NCA10			5	3	6	43.1	Nil	Y	Y	Y	04/12/2024	18/12/2024	08/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			2	0	3	40.4	Approved	Y	Y	N	04/12/2024			Consent on 1 st attempt
NCA10							Approved	Y	Y	N	04/12/2024			Property added. Consent on 1 st attempt
NCA10			1	0	1	38.6	Approved	Y	Y	N	04/12/2024			Consent on 1 st attempt
NCA10			1	0	1	38.6	Nil	Y	Y	Y	04/12/2024	18/12/2024	08/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			2	0	3	40	Approved	Y	Y	N	04/12/2024			Consent on 1 st attempt

Noise Catchment Area	Residential address	DNVIS ID	S1 Affection levels (dB >NML, night period)	S2 Affection levels (dB >NML, weekend day period)	S2 Affection levels (dB >NML, night period)	Worst case predicted level (dB(A))	Consent Outcome	Consultation Method (Yes (Y), No(N))			Attempts Made (date)			Consultation Summary
								Specific notification	Monthly construction update or Doorknock	Subsequent specific notification and consent form	1	2	3	
NCA10			3	1	3	40.9	Approved	Y	Y	N	04/12/2024			Consent on 1 st attempt
NCA10			4	2	4	41.6	Approved	Y	Y	N	04/12/2024			Consent on 1 st attempt
NCA10			4	2	4	41.5	Approved	Y	Y	N	04/12/2024			Consent on 1 st attempt
NCA10			4	2	4	41.9	Approved	Y	Y	Y	04/12/2024	18/12/2024	09/01/2025	Consent on 3 rd attempt
NCA10			2	0	2	39.5	Approved	Y	Y	N	04/12/2024			Consent on 1 st attempt
NCA10			0	0	1	38.4	Nil	Y	Y	Y	04/12/2024	18/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			2	1	3	40.6	Nil	Y	Y	Y	04/12/2024	18/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			4	2	4	41.5	Nil	Y	Y	Y	04/12/2024	18/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			4	2	4	41.7	Nil	Y	Y	Y	04/12/2024	18/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			1	0	1	38.5	Nil	Y	Y	Y	04/12/2024	18/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			1	0	1	38.8	Nil	Y	Y	Y	04/12/2024	18/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			4	2	5	42	Nil	Y	Y	Y	04/12/2024	18/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			2	0	3	40.4	Approved	Y	Y	N	04/12/2024			Consent on 1 st attempt
NCA10			3	1	4	41.1	Nil	Y	Y	Y	05/12/2024	12/12/2024	08/12/2024	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			9	8	11	48.1	Nil	Y	Y	Y	05/12/2024	12/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			7	5	8	45.4	Approved	Y	Y	Y	05/12/2024	12/12/2024		Consent on 2 nd attempt
NCA10			6	5	7	44.8	Nil	Y	Y	Y	05/12/2024	12/12/2024	08/12/2024	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			13	12	14	51.8	Nil	Y	Y	Y	05/12/2024	12/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			16	15	17	54.5	Nil	Y	Y	Y	05/12/2024	12/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			13	12	14	51.6	Nil	Y	Y	Y	05/12/2024	12/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date – appears abandoned
NCA10			15	14	16	54	Nil	Y	Y	Y	05/12/2024	12/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			1	0	1	49.9	Nil	Y	Y	Y	05/12/2024	12/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			4	2	4	41.5	Nil	Y	Y	Y	05/12/2024	12/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA10			1	0	2	39.2	Nil	Y	Y	Y	05/12/2024	12/12/2024	09/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA11			0	0	1	38.4	Nil	Y	Y	Y	04/12/2024	18/12/2024	08/01/2025	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA11			0	0	1	38.4	Removed	N	N	N				Property is no longer there.

0 – 10 dB above NML
10- 20 dB above NML