



The Stabling and Maintenance Facility CSR Community Agreement E1.3 Report

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Amendments

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
CSR	Combined Services Route
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 Stabling and Maintenance Facility, Combined Services Route (CSR) 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 services installation works proposed at the Stabling and Maintenance Facility (SMF), Orchard Hills.

All requirements of EPL 21807 relating to the SMF CSR 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 5
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 4
	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 5.1
	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 needs of culturally and linguistically diverse Noise Sensitive	Section 5.1, Appendix A

Reference	Condition	Where addressed in this Report
	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:	Section 5.1, Appendix A
	i. the actual works proposed;	
	ii. any expected impacts in clear, plain English based on noise modelling;	Section 5.1, Appendix A
	iii. the expected duration of the works;	Section Error! Reference source not found. , Section 5.1, Appendix A
	iv. any expected benefits for receivers;	Section 2.3, Section 5.1, Appendix A
	v. any other known concurrent OOHW that will be occurring; and	Section 3, Section 5.1, Appendix A
	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 3, Section 5.1, Appendix A
	e) request consent from the Noise Sensitive Receiver for their responses to be provided to the EPA;	Appendix A
	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 5
	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 6
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:	This Report
	a) prepared in writing;	
	b) detail the steps taken to fulfil the requirements of condition E1.2;	Section 4.1

Reference	Condition	Where addressed in this Report
	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 5, Appendix A
	d) provide the script used during the community consultation with Noise Sensitive Receivers;	Appendix A
	e) 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 5
	f) include a noise validation monitoring plan as required by E1.4; and	Refer to condition E1.4
	g) 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 6
	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 6
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 6
	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 6
	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 6
	ii. provide the EPA with a report within 7 calendar days of the end of each re-engagement period summarising the community	This report

Reference	Condition	Where addressed in this Report
	response including ongoing consent rates of the Noise Sensitive Receiver; and	
	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

1 Project overview

Sydney Metro – Western Sydney Airport will become the transport spine for Greater Western Sydney, connecting communities and travellers with the new Western Sydney International (Nancy-Bird Walton) Airport and the growing region.

The city-shaping project, from St Marys through to the new airport and the new city Bradfield, will provide a major economic stimulus for western Sydney, supporting more than 14,000 jobs during construction for the NSW and national economies.

The 23-kilometre new railway will link residential areas with job hubs including Bradfield and connect travellers from the new airport to the rest of Sydney's public transport system.

The Australian and NSW governments have awarded all three major contracts for the Sydney Metro – Western Sydney Airport project:

- Station boxes and tunnelling (SBT) – Completed
- Surface and civil alignment works (SCAW) – Completed
- Stations, Systems, Trains, Operations and Maintenance (SSTOM) – refers to this project, which is currently in delivery.

1.1 Stations, systems, trains, operations and maintenance

In December 2022, the largest ever Public Private Partnership (PPP) contract in New South Wales, was awarded to Parklife Metro (PLM) for the Stations, Systems, Trains, Operations and Maintenance (SSTOM) works for the Sydney Metro -Western Sydney Airport Project (SM WSA**Error! Reference source not found.**). PLM will deliver:

- Six new stations – St Marys, Orchard Hills, Luddenham, Airport Business Park, Airport Terminal and Bradfield
- 12 new metro trains
- Core rail systems
- The Stabling and Maintenance Facility (SMF) to be built at Orchard Hills
- Service Facilities at Claremont Meadows and Bringelly.

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

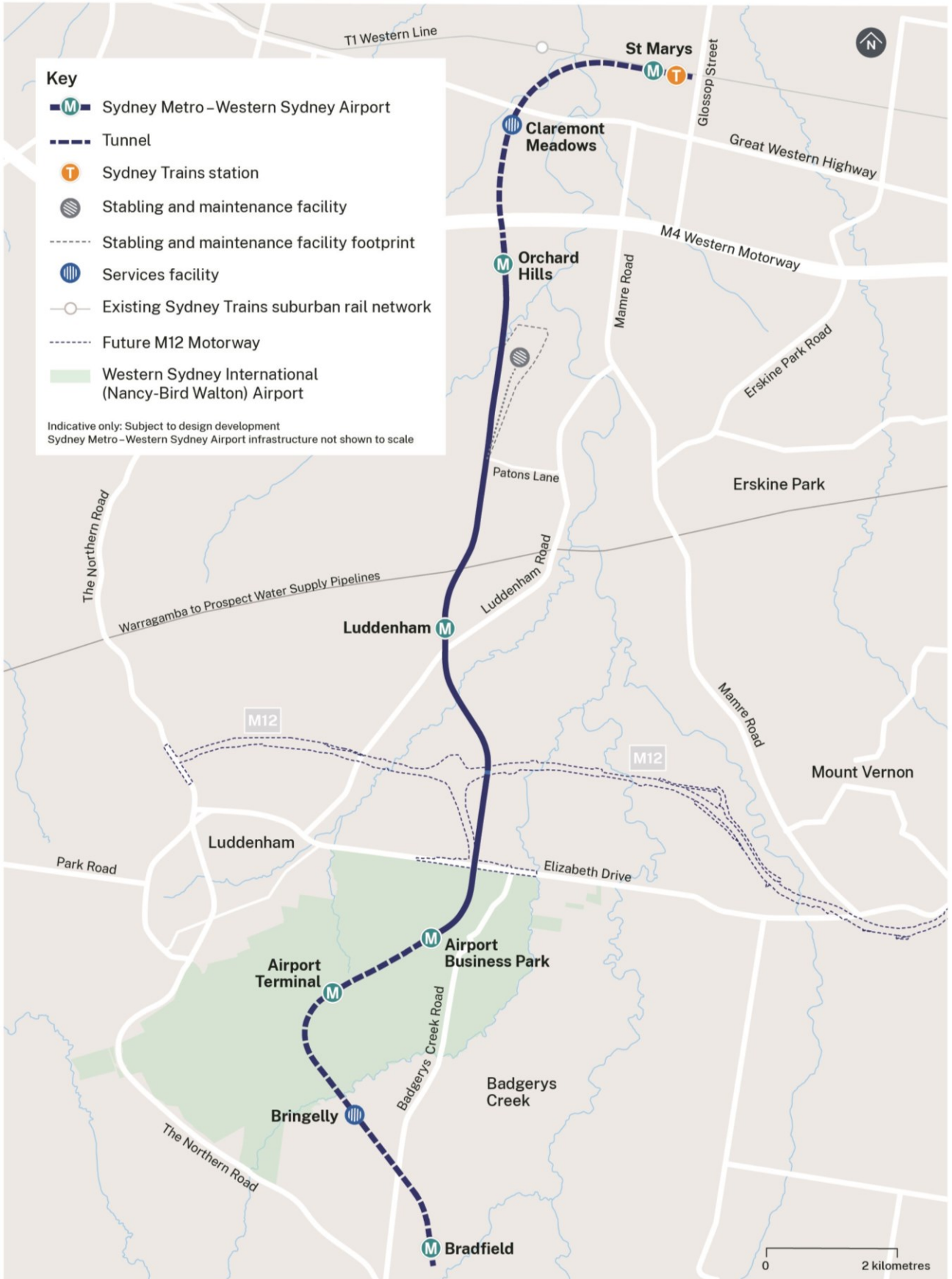


FIGURE 1-1: MAP OF THE SYDNEY METRO -WESTERN SYDNEY AIRPORT PROJECT ALIGNMENT AND STATION LOCATIONS

2 The Stabling and Maintenance Facility

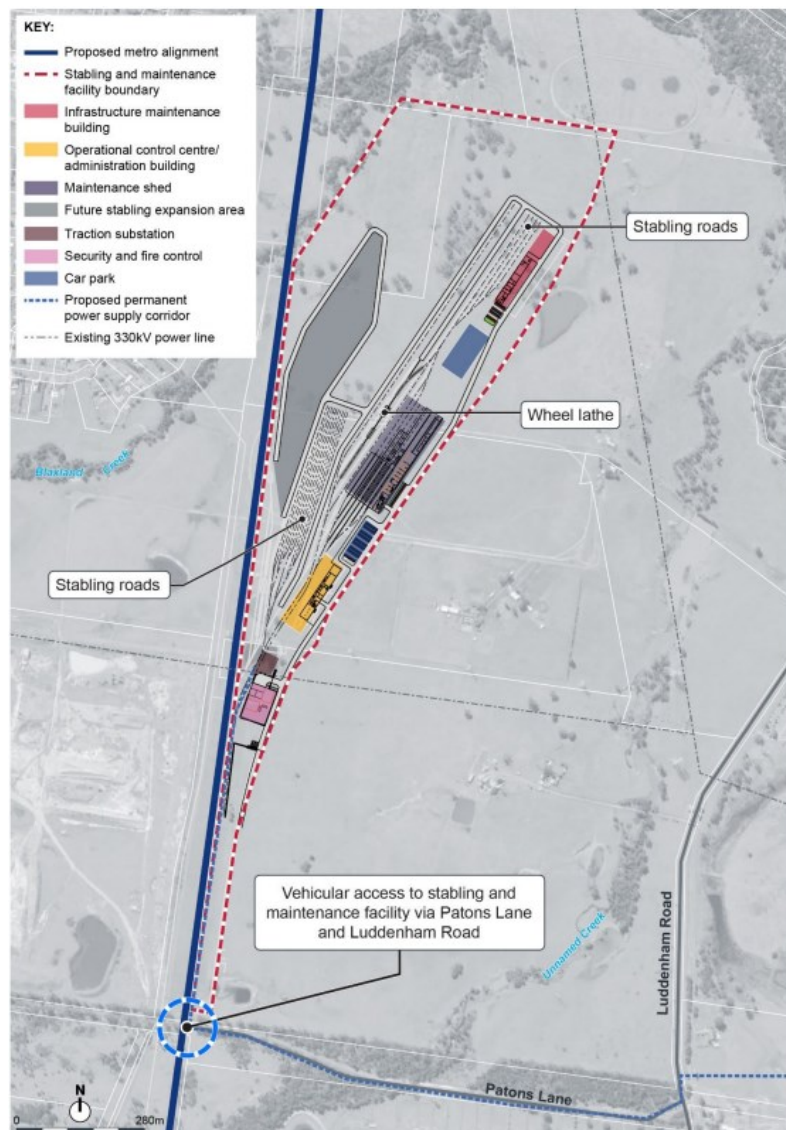
2.1 SMF operations scope

The SMF will provide supporting infrastructure for the ongoing maintenance of rolling stock of Sydney Metro Western Sydney Airport line. The main buildings at the site will include the Operations Control Centre (OCC), maintenance and administration buildings. The OCC is the control centre for the centralised control and monitoring of operation activities. It is located adjacent to the Rolling Stock Maintenance Workshop and Administration Building. The OCC will include the Depot Control Centre (DCC), Maintenance Diagnostics Centre (MDC), staff support facilities and associated plant and equipment functions.

The maintenance and administration building is the largest building at the SMF. It contains the maintenance and administration functions which is critical to the operation of the Metro Line and will be subject to 120-year design life and security requirements.

The third building on site will be the substation building, which will provide the electrical supply for the SMF and traction power for the SMF and the network. Major works will include construction of the buildings, pavement and road furniture, mechanical, electrical, plumbing, fire services, track alignment and track form, fencing and landscaping. Utilities works for the SMF will include a 132kV bulk power supply, potable water and wastewater (sewer).

FIGURE 2-1: SMF INDICATIVE LAYOUT (EIS CHAPTER 7)



2.2 SMF CSR scope of works

The scope of the Combined Services Route (CSR) involves the construction of a network comprising conduits, pits, and concrete works. The CSR works include the installation of high voltage (HV), low voltage (LV), and other services at SMF. The activities associated with these works are as follows:

- Supply of precast pits (HV, LV, signals, and communications) and conduits
- Excavation of trenches via benching
- Supply and installation of bedding materials
- Backfilling of trenches as per trench detail
- Installation of pits and pipes
- Compaction testing on bedding and general fill materials
- Mandrel testing and rope conduit installation.

The scope of works will be split into the following staging areas as shown in Figure 2-2:

- Access track: consisting of comms, LV and lighting conduits
- Hardstand area: consisting of comms, LV and lighting conduits
- Rail Corridor: consisting of comms, signal, LV and lighting conduits.
- Precinct A consisting of comms and signal conduits
- Precinct B to A consisting of HV conduits.
- Precinct E consisting of signal, LV and comms.
- Precinct B substation consisting of HV and LV
- Precinct B to D consisting of HV conduits
- Precinct G consisting of LV, signal,

The works proposed to be conducted outside of standard hours includes:

- Excavation and backfilling of trenches
- Installation of pits and pipes
- Compaction testing on bedding and general fill materials

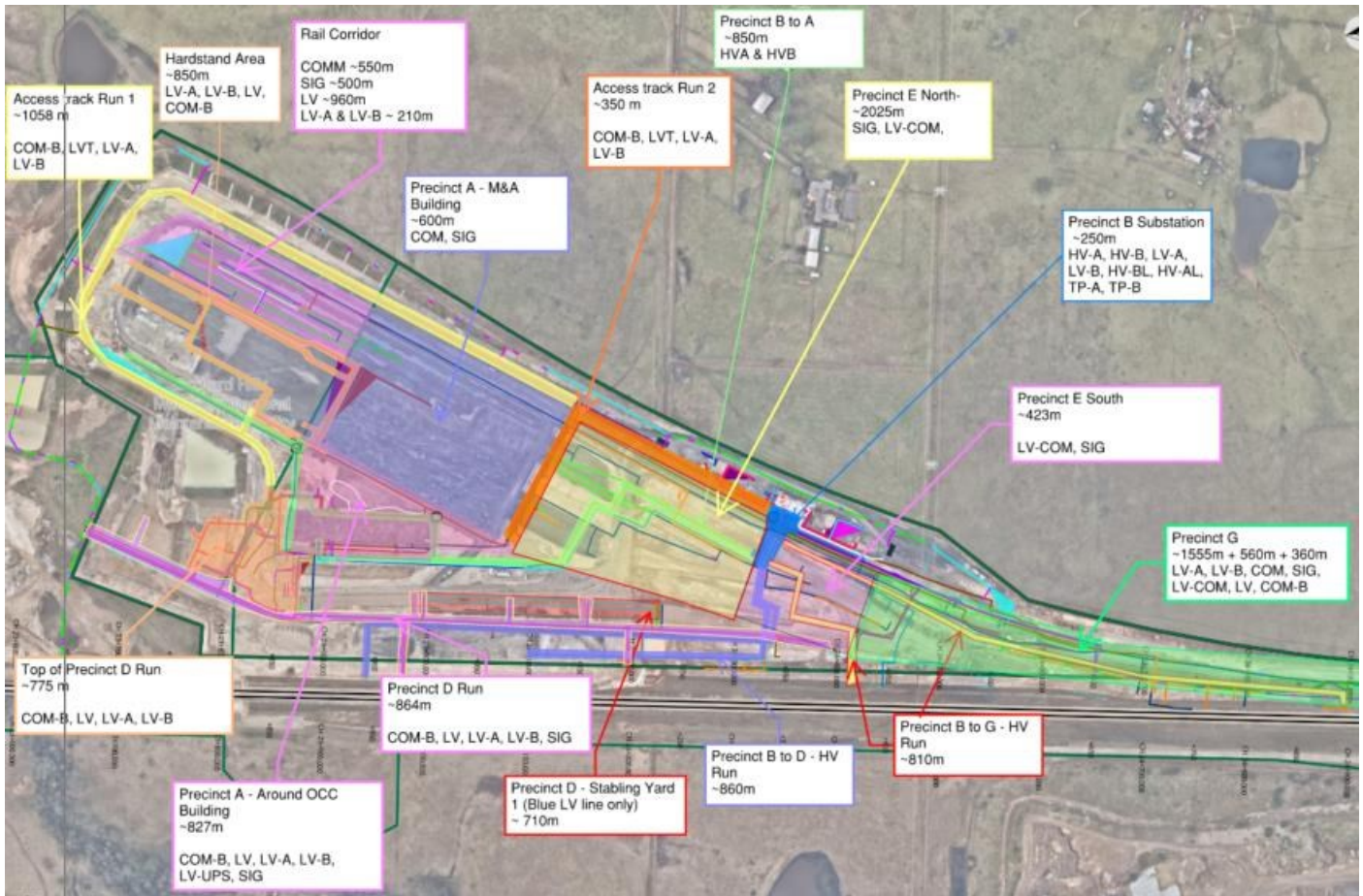


FIGURE 2-2 CSR WORKS STAGING

2.3 Extended CSR work hours rationale

Due to the tight site constraints at SMF and the interface with other works required in the same area, conducting CSR works during standard hours is expected to delay the completion of works at SMF. This would extend the overall noise impacts on nearby residential receivers.

Extending the working hours for CSR works will significantly reduce the overall duration of these impacts, shortening the timeline from by approximately 3 months. Additionally, extended working hours will help eliminate interface safety risks and allow other works within standard hours to be completed more safely and efficiently.

Given the CSR works have a lower noise impact compared to other activities, this adjustment will result in an overall reduction in noise impact for nearby residential receivers.

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

- 6pm to 2am Monday to Friday (inclusive)
- 1pm to 6pm Saturday.

3 SMF Detailed Noise and Vibration Impact Statement

3.1 Modelled scenarios

A Detailed Noise and Vibration Impact Statement (DNVIS) for the SMF CSR works has been prepared by acoustic consultants, VMS, detailing the predicted impacts to receivers of the proposed Community Agreement extension of hours and the required mitigation measures. The affected receivers identified in the DNVIS 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 4.

The Noise Catchment Areas (NCAs) and Noise Management Levels (NMLs) relevant to SMF works are detailed in Figure 3-1. Descriptors of each NCA is detailed in Table 3-1. The activity scenarios modelled in the DNVIS relevant to this Community Agreement are shown in Table 3-2 **Error! Reference source not found..**

FIGURE 3-1: SMF DNVIS NCAS AND NMLS

Receiver	Noise Management Level ¹ (dBA)			
	Out of Hours - Day ² L _{eq} (15minute)	Evening ² L _{eq} (15minute)	Night ² L _{eq} (15minute) L _{max}	
NCA07	52	47	35	52 ³ (65) ⁴
NCA08	49	49	45	55 ³ (65) ⁴
NCA09	45	44	39	52 ³ (65) ⁴
Other Sensitive Receivers				
Industrial	75			
Commercial	70			

Note 1: Applied externally for residential receivers and when in use for other sensitive receivers.

Note 2: Day period is defined as 7.00 am to 6.00 pm Monday to Saturday or 8.00 am to 6.00 pm on Sundays and public holidays.

Evening period is defined as 6.00 pm to 10.00 pm.

Night is the remaining periods.

Note 3: Sleep disturbance L_{max} screening level based on 52 dBA or RBL + 15 dB, whichever is the greater.

Note 4: Sleep awakening L_{max} level as per EIS.

TABLE 3-1: NOISE CATCHMENT AREA DESCRIPTIONS

NCA	Description
NCA07	Predominantly medium density single-storey residential dwellings, located to the east of the project. Ambient noise conditions are dominated by traffic along Mamre Road.
NCA08	Predominantly low-density single storey residential dwellings. East of the project is mostly open land with scattered receivers along Samuel Marsden Road and Lansdowne Road. Ambient noise conditions are dominated by traffic along the M4 Western Motorway.
NCA09	Open farmland and a grouping of low-density single storey residential dwellings within 1200 metres east of the project along Luddenham Road.

TABLE 3-2 SMF DNVIS MODELLED SCENARIOS

Scenario	Work Activities (WA)		
	Compound use (WA2 ¹ /3 ²)	Concreting works (WA 6 ¹ /7 ² , 9 ¹ /10 ² and 12 ¹ /13 ²)	CSR (WA22 ¹ /23 ²)
S19¹/S35²	X	X	
S20¹/S36²	X	X	X
S22¹/S40²	X		X
Works as scheduled	October 2024 to October 2025	October 2024 to October 2025	Continuing to September 2026

1. Activities or scenarios modelled for evening period.
2. Activities or scenarios modelled for night period

The CSR works have the potential to occur concurrently with other works at SMF (concreting), although this is only likely to occur on rare occasions. To determine if additional residents would be impacted by the cumulative impacts of these works occurring concurrently, a comparison between the Scenarios 35 (compound use and concreting works modelled during the night period as the worst case time period) and Scenario 36 (compound use, concreting and CSR works modelled during the night period as the worst case time period) was conducted. An additional 20 residents were identified to be consulted (Table 3-3).

A total of 31 residents forms the consulted receivers for this Community Agreement which are those identified for S40 and those identified to be impacted from cumulative impacts from concurrent works (Table 3-3).

For reference the nearest residences are to the west along Bordeaux Place, Orchard Hills.

TABLE 3-3 ASSESSMENT ON RESIDENTS TO BE CONSULTED

Scenario ID	Work activities	Number of impacted residents
35	Compound use Concreting	102
36	Compound use Concreting CSR works	122
	<i>Difference</i>	20
40	Compound use CSR works	11
	<i>Total residents to be consulted</i>	31

3.2 Modelled plant and equipment

Scenario 40 (S40) of the DNVIS models the compound use and CSR works being undertaken as per the proposed extension to work hours utilising the following worst-case scenario plant and equipment:

- 1 x Generator
 - 6 x Light Vehicles
 - 2 x 20t Excavator
 - 2 x 14t Excavator
 - 15 x Solar Day Makers
- OR
- 1 x Generator
 - 6 x Light Vehicles
 - 2 x Trench Roller
 - 2 x Light Vehicles
 - 15 x Solar Day Makers

3.3 Predicted impacts summary and mitigation measures

Appendix B shows the impact maps for the impacts of S36 (cumulative impacted residents only) and S40 for the proposed out of hours (OOH) night period as the period with the lowest NML.

The DNVIS predicted airborne construction noise for the works is shown in Table 3-4

TABLE 3-4 SMF DNVIS OOH NIGHT PREDICTED AIRBORNE CONSTRUCTION NOISE

Receiver Type	NML $L_{eq}(15 \text{ Minute})$ dBA	S19 ¹ /35 ²	S20 ¹ /36 ²	S22 ¹ /40 ²
Noise Catchment Area 07				
Residential	35	NA	36	NA
Noise Catchment Area 08				
Residential	45	53	53	48
Noise Catchment Area 09				
Residential	39	53	53	46

1. Scenarios modelled for evening period.

2. Scenarios modelled for night period

In summary for the CSR works, the worst-case predictions are:

- 31 receivers have been identified as being noise affected during night periods (>NML)
 - 11 receivers have been identified when CSR works are occurring in isolation
 - 20 additional receivers have been identified from cumulative impacts of CSR and other potential works at SMF
- CSR works impacts during 10pm to 2am Monday to Fridays are predicted to be:

- 3 dB(A) above the NML at residential receivers in NCA 08 and
- 7 dB(A) above the NML at residential receivers in NCA 09
- CSR works only have minimal additional impact when occurring concurrently with concreting works, with dominant noise impacts coming from concreting.

As presented in the DNVIS, the number of receivers where NMLs are exceeded from CSR works for evening and night OOH periods are as follows:

TABLE 3-5 NUMBER OF RECEIVERS WHERE NMLS ARE EXCEEDED DURING THE OOH EVENING PERIOD

OOH Evening (Weekday 6pm-10pm)	Number of Receivers where NMLs are Exceeded			
	0 – 10dB >NML	10 – 20dB >NML	20 – 30dB >NML	>30dB >NML
S20¹	8 (NCA08) 4 (NCA09)	Nil	Nil	Nil
S22	1 (NCA09)	Nil	Nil	Nil

1. Only those additional impacts from CSR works are presented as discussed in section 3.1

TABLE 3-6 NUMBER OF RECEIVERS WHERE NMLS ARE EXCEEDED DURING THE OOH NIGHT PERIOD

OOH Night (Weekday 10pm-2am)	Number of Receivers where NMLs are Exceeded			
	0 – 10dB >NML	10 – 20dB >NML	20 – 30dB >NML	>30dB >NML
S36¹	13 (NCA07) 9 (NCA08) 7 (NCA09)	2 (NCA09)	Nil	Nil
S40	9 (NCA08) 2 (NCA09)	Nil	Nil	Nil

1. Only those additional impacts from CSR works are presented as discussed in section 3.1

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 affected residential receivers within NCA07, NCA 08 and 09.

The DNVIS details that there is a risk that the sleep disturbance criteria will be exceeded, however the predictions above Lmax 65dBA are unlikely and so there is a low risk of awakenings from these works. The DNVIS concludes that the additional mitigation measures (AMM) triggered for the night period would sufficiently address the risk of sleep disturbance.

The DNVIS summarises that the predicted exceedances following the implementation of Standard Mitigation Measures may be effectively managed through Additional Mitigation Measures as per the Sydney Metro Construction Noise and Vibration Standard (CNVS). Mitigation Measures will mostly include letterbox drops and monitoring (noise) with specific notification. PLM will implement all mitigation measures outlined in the DNVIS if the proposed CSR works extension is approved.

4 Community Agreement Consultation

4.1 Timeline and process

Table 4-1 details the timeline of consultation activities undertaken for the SMF CSR works 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 4-1. Affected receivers for S40 and those identified to be impacted from cumulative impacts from concurrent works (Table 3-3) were included as the receivers required to be consulted for this Community Agreement (Community Affected Catchment).

TABLE 4-1: COMMUNICATION ACTIVITIES PROCESS TIMELINE

Date	Activity	Details
11 December 2024	First attempt of doorknock of properties of identified receivers	Follow up with impacted properties via doorknocking
13 December 2024	Second attempt of doorknock of properties of identified receivers	Follow up with impacted properties we have been unable to reach via doorknocking
17 December 2024	Third attempt of doorknock of properties of identified receivers	Final follow up with impacted properties we have been unable to reach via doorknocking and the third notification slips were left if no contact was made.

4.2 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 4 and Section 0.

TABLE 4-2: ADDITIONAL COMMUNITY COMMUNICATION ACTIVITIES

Type	Purpose and use
<p>Monthly construction updates</p>	<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
<p>Specific notifications</p>	<p>Specific notification distributed to those identified as impacted receivers during the OOHW.</p> <p>Specific notification is used to support the monthly construction updates and OOHW notifications, to provide additional details on the impacts, and any changes that may occur.</p>
<p>Doorknocks</p>	<p>Doorknocks to impacted properties</p>
<p>Community Information Line: 1800 717 703</p>	<p>Provides community access to the project communications team during construction hours. OOH complaints will be referred to the on- call Place Manager.</p>
<p>Sydney Metro email: sydneymetroswa@transport.nsw.gov.au</p>	<p>Provides access during business hours to the Sydney Metro project communications team. Website enquiries are directed through this email address.</p>
<p>Postal address for written feedback: Sydney Metro, PO BOX K659 Haymarket, NSW 1240</p>	<p>Provides access to the broader Sydney Metro project. Address is included in all notifications and newsletters.</p>
<p>Consultation Manager</p>	<p>All interactions with stakeholders will be recorded in this database which is established by Sydney Metro.</p>

5 Consultation Results

5.1 Impacted properties and consultation records

Community consultation to seek consent for the CSR works extended hours, has been undertaken in accordance with EPL 21807 condition E1.2. Appendix C details all consulted receivers that are identified in the SMF DNVIS, the consultation undertaken per receiver, and the receiver’s response on whether they do or do not consent to the CSR extended hours or alternatively whether contact could not be made.

Thirteen receivers were willing to provide their response in writing, five consented verbally; which is recorded in Appendix C.

5.2 Response statistics

- The summary of response statistics is shown in Table 5-1. In total, consultation covered 31 receivers. As some receivers are impacted by multiple scenarios, the total number of residents is not equal to the sum of residents outlined for each scenario

Table 5-2 shows that overall, across all NCAs of required receivers (31), 18 consented, one did not consent (Appendix C), one was impartial and nine could not be reached after three doorknock attempts. Evident in Table 5-1, of the consenting receivers, 16 were in the 0 – 10 dB>NML affectation range and two were in the 10 to 20 dB>NML affectation 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 CSR time periods.

Overall, of the 20-response obtained, 18 consented, one was impartial and one did not consent equalling a consent majority of 90%.

TABLE 5-1: COUNT OF WORST-CASE AFFECTATION LEVELS (DB RANGE >NML NIGHT PERIOD) BY NCA AND CONSULTATION RESPONSE

Consent Outcome Affectation levels (dB range >NML Night Period)	Count of Predicted Receiver Consent Outcome				
	S20	S22	S36	S40	Total ¹
0 to 10	12	1	22	11	29
Consented	7	1	16	8	16
Not consented	1	0	1	1	1
Impartial	1	0	1	1	1
Nil – could not be reached	3	0	9	1	11
10 to 20	0	0	2	0	2
Consented	0	0	2	0	2
Not consented	0	0	0	0	0
Nil – could not be reached	0	0	0	0	0
20 to 30	0	0	0	0	0
Consented	0	0	0	0	0
Not consented	0	0	0	0	0
Nil – could not be reached	0	0	0	0	0
Total	12	1	24	11	31

- As some receivers are impacted by multiple scenarios, the total number of residents is not equal to the sum of residents outlined for each scenario

TABLE 5-2: COUNT OF CONSULTATION RESPONSE

Consultation Response	Count
Consented	18
Not consented	1
Impartial	1

5.3 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 agreement or no feedback or preferences on specific mitigation measures or respite periods.

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 90% of receivers who provided a response have consented to the works being undertaken. Therefore, the substantial majority of affected receivers have consented to the SMF CSR extended hours.

5.4 Considerations

During the consultation for this Community Agreement, most receivers contacted were generally comfortable providing verbal consent but hesitant to provide written consent. The majority of receivers reported being entirely unaffected by PLM works, stating they had not experienced any noise or vibration from the site. Exceptions were a few residents in the Vines Estate, some of whom expressed concerns about re-zoning rather than the works at the SMF. Residents along Mamre Road in St Clair reported feeling fatigued by repeated doorknocks from different representatives in relation to PLM works as well as Mamre Road Upgrade works.

6 Conclusion

This report demonstrates that engagement has been undertaken with all noise-sensitive receivers in the affected community catchment identified in the DNVIS for extended working hours. Each receiver was contacted to obtain a response (with three attempts made where necessary) regarding their consent for the PLM SMF Extended CSR works. Of those reached, the substantial majority consented to the extended works.

The standard mitigation measures and respite requirements established in the PLM Noise and Vibration Management Sub-Plan and the SMF DNVIS will be implemented during the works, if approved, along with the EPL 21807 conditions E1 – E7.

If the SMF Extended CSR works are approved, PLM will undertake follow-up consultation in the form of doorknocking at least once over the approximate 3-month period of works to the receivers in accordance with EPL 21807 condition E1.7 to demonstrate agreement from the community is maintained and continuing.

Furthermore, in compliance 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 CSR works activity on the premises and publish it on the Project website. This report will also be made available to an EPA authorised officer upon request.

Appendix A Communication materials

MONTHLY CONSTRUCTION UPDATE –DECEMBER AND JANUARY 2025

Sydney Metro – Western Sydney Airport

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

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. CPB Contractors Ghella are delivering Station Boxes and Tunnelling (SBT) and Parklife Metro consortium are delivering the Stations, Systems, Trains, Operations and Maintenance (SSTOM) works. See the list below for the work activities at Orchard Hills during December and January. See maps for the work locations.

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

Orchard Hills Metro Station:

- waterproofing, formwork, steel fixing and concrete pours inside the station box and drainage system
- completion of the concrete batching plant on the eastern end of the site, which will provide concrete services to multiple SSTOM sites and locations
- surveying and geotechnical investigations, including potholing, non-destructive digging and testing along local surrounding roads to inform utility designs.
- road surface and restoration works, including filling in potholes on Kent and Lansdowne Road.

Stabling and Maintenance Facility:

- major earthworks including importing materials, excavations and compacting for the rail areas, and substation, operations control centre buildings and the maintenance and administration building
- construction of a new 132kV powerline, commencing from the future substation area, working towards and on Patons Lane
- major drainage works including excavations, installing pits and pipes, and backfilling
- site-wide concrete works, including formwork, steel fixing for various structures such as the substation, Maintenance Administration Building, Operations Control Centre, and across the site
- expansion of office facilities
- commencement of Combined Services Route (CSR) and trunk service installation.

Surface and Civil Alignment works include:

- finishing works including maintenance and landscaping
- fortnightly aerial land surveys and site photography of the surface alignment.

Station Boxes and Tunnelling works include:

- CPBG handed over the final portion of the Orchard Hills site to the SSTOM contractor in November 2024
- construction work is continuing within the tunnels between Orchard Hills Metro Station and St Marys Station, with access from the Claremont Meadows Services Facility site.

Out-of-hours work activity includes:

- delivery of over-sized equipment and machinery and materials to the Orchard Hills Metro Station and the Stabling Maintenance Facility sites
- extended work hours for excavation, steel fixing, concrete pours and concrete finishing works inside the station box at the Orchard Hills site and across various structures including the substation area at the Stabling Maintenance Facility
- dewatering activities at the Orchard Hills and Stabling Maintenance Facility sites
- concrete batching plant operations at the Orchard Hills Metro Station site
- construction of a new 132kV powerline on Patons Lane including excavations, trenching and backfilling, cable laying, and installation of utility services
- Road surface and restoration works, including filling in potholes on Kent and Lansdowne Road

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.

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, excavators, cranes, dozers, graders, rollers, vacuum truck, water carts, heavy and light site vehicles, generators, survey equipment, traffic management devices, concrete agitators, pneumatic drills, concrete saws, bobcats, chainsaws, telehandler and powered hand tools.

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

Access to driveways and buildings will be maintained at all times. Residents will be separately notified if access to driveways will be affected, or access to private property is required.

Station Boxes and Tunnelling works include:

- CPBG handed over the final portion of the Orchard Hills site to the SSTOM contractor in November 2024
- construction work is continuing within the tunnels between Orchard Hills Metro Station and St Marys Station, with access from the Claremont Meadows Services Facility site.

Out-of-hours work activity includes:

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- temporary lighting to ensure a safe worksite will be directed away from properties
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Access to driveways and buildings will be maintained at all times. Residents will be separately notified if access to driveways will be affected, or access to private property is required.

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 **Monday 13 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 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

 Sydney Metro – Western Sydney Airport,
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

December 2024

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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 **Monday 13 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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<https://www.sydneymetro.info/privacy-policy>



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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Sydney Metro – Western Sydney Airport

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

December 2024

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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 **Monday 13 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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<https://www.sydneymetro.info/privacy-policy>



Sydney Metro – Western Sydney Airport Map:



Contact us:

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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

Community Consultation Consent Form

December 2024

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 **Monday 13 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? _____

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.

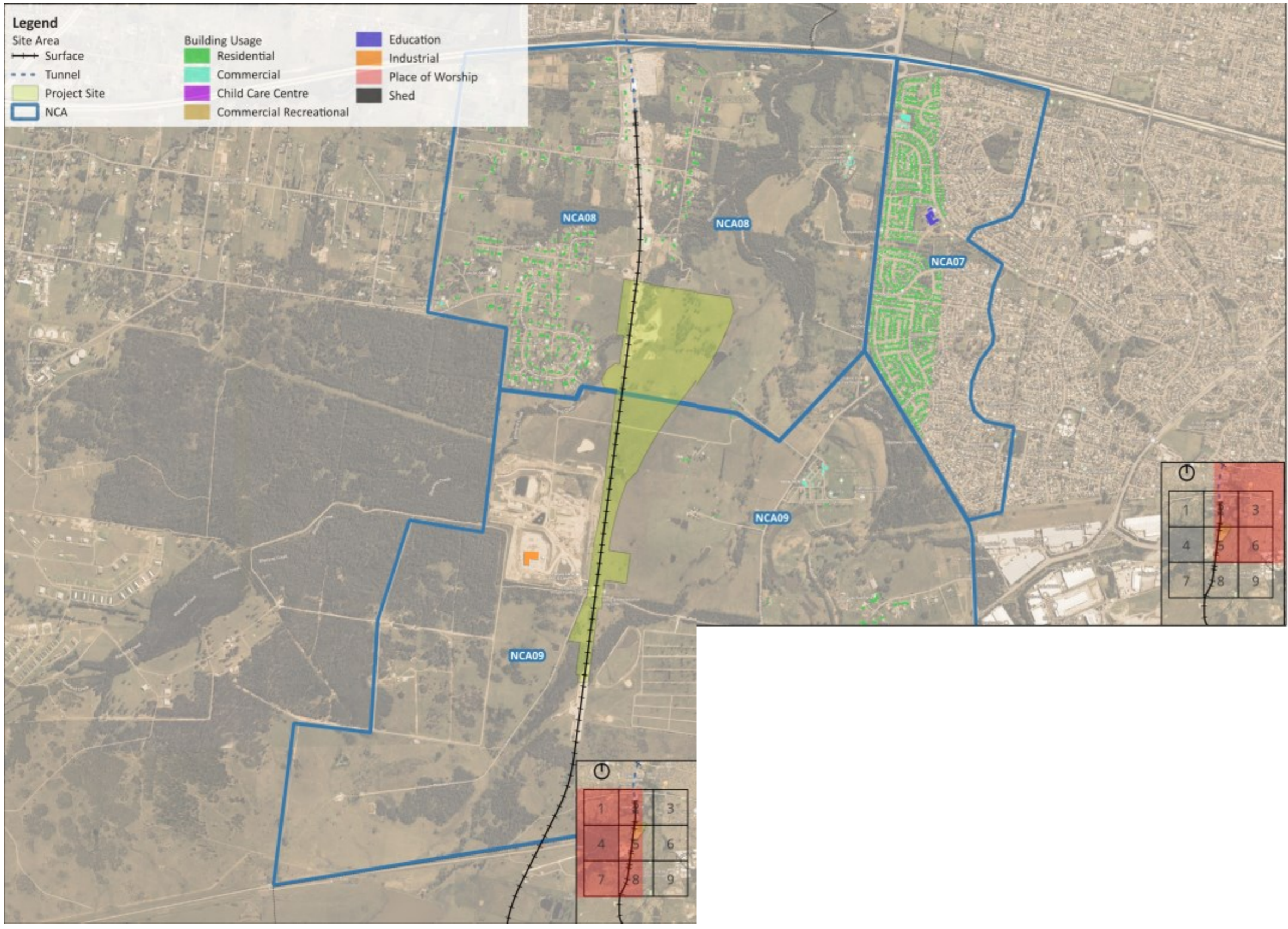
- 1800 717 703** Community information line open 24 hours
- sydneymetrowsa@transport.nsw.gov.au
- Sydney Metro - Western Sydney Airport, PO Box K659, Haymarket NSW 1240
- If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 717 703**



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Appendix B DNVIS NCA Map and S36 and S40 Predicted Impact Maps





Legend

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



Appendix C Community Consultation Record and Outcome

Noise Catchment Area	Residential Address	DNVIS ID	Affection level (dB > NML)				Worst Case predicted level (dB(A))	Consultation method (x = undertaken)		Attempts made (x = undertaken)			Consultation summary
			Evening		Night			Specific notification	Monthly construction update Doorknock or Specific Doorknock x 3	1 st attempt	2 nd attempt	3 rd attempt	
			S20	S22	S36	S40							
NCA07			0	0	1	0	35.5	x	x	x			Written Consent on 1st attempt
NCA07			0	0	1	0	35.6	x	x	x			Written Consent on 1st attempt
NCA07			0	0	1	0	35.8	x	x	x			Written Consent on 1st attempt
NCA07			0	0	1	0	35.8	x	x	x			Written Consent on 1st attempt
NCA07			0	0	1	0	35.6	x	x	x	x	x	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA07			0	0	1	0	35.6	x	x	x	x	x	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA07			0	0	1	0	35.7	x	x	x			Verbal consent on 1st attempt
NCA07			0	0	1	0	35.7	x	x	x	x	x	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA07			0	0	1	0	36.1	x	x	x			Written consent on 1st attempt
NCA07			0	0	1	0	35.6	x	x	x			Written consent on 1st attempt
NCA07			0	0	1	0	35.5	x	x	x			Written consent on 1st attempt
NCA07			0	0	1	0	36.2	x	x	x			Written consent on 1st Attempt
NCA07			0	0	1	0	35.7	x	x	x			Written consent on 1st Attempt
NCA08			1	0	5	1	50.0	x	x	x			Written consent on 1st attempt. Resident notes that reversing noise and day maker issue.
NCA08			1	0	5	1	50.5	x	x	x			Written consent on 1st attempt
NCA08			0	0	4	1	49.3	x	x	x			Consent to the works, except on Sundays.
NCA08			2	0	6	1	50.5	x	x	x			Written consent on 1st attempt
NCA08			3	0	7	3	51.9	x	x				Feedback given on dust but did not provide consent nor decline it.
NCA08			2	0	6	1	50.9	x	x	x	x	x	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA08			3	0	7	2	51.6	x	x	x			Written consent on 1st attempt
NCA08			4	0	8	3	53.0	x	x	x			Written consent on 1st attempt
NCA08			2	0	6	2	51.0	x	x	x			Do not consent – can hear noise
NCA09			8	0	13	5	51.7	x	x	x			Written consent on 1st attempt
NCA09			0	0	1	0	39.7	x	x	x	x	x	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA09			0	0	5	0	44.1	x	x	x	x	x	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA09			0	0	2	0	40.8	x	x	x	x	x	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA09			0	0	2	0	40.8	x	x	x	x	x	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date

NCA09		0	0	5	0	44.4	x	x	x	x	x	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA09		2	0	0	0	46.1	x	x	x	x	x	Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA09		1	0	0	0	44.6	x	x	x	x		Written communications letterboxed including contact details and latest information for planned and potential OOHW. No feedback to date
NCA09		9	2	14	7	53.3	x	x	x			Written consent on 1st attempt

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