



Sydney Metro WSA - SSTOM - E57 Bradfield Metro Station Consultation report

SMWSASSM-PLD-AEC-SN450-CG-RPT-000001 (Rev 02)

Parklife Metro D&C

Version Control

Revision	Author	Date	Comments	Approved by
A		22/06/2024	Initial draft	
00		26/06/2024	Revised is response to comments	
01		20/09/2024	Updated Document	
02		18/12/2024	Updated Document	
Signature				

Details of Revision Amendments Document Control

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

The Parklife Metro Community & Stakeholders Place Manager is responsible for the consultation and updating of this report, as required.

Amendments

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

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Glossary

Standard terms and definitions.

TABLE 1. STANDARD TERMS

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

TABLE 2. ABBREVIATIONS

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

1 Overview

This E57 Community Consultation Report provides a summary of consultation undertaken by Parklife Metro in accordance with Condition of Approval E57, with respect to out-of-hours work (OOHW) associated with the Bradfield Metro Station. The OOHW for the site includes the following OOHW activities.

- concrete pouring and finishing works in the station box (~17m below ground level)
- formwork and steel fixing works in the station box
- delivery and installation of precast concrete beams, blocks and planks

1.1 Project background

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

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

Jointly funded by the Australian and NSW Governments, the 23-kilometre new railway will link residential areas with job hubs including the new Aerotropolis and connect travellers from the new airport to the rest of Sydney's public transport system.

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

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

1.2 SSTOM scope of works

In December 2022, the largest ever Public Private Partnership (PPP) contract in New South Wales, was awarded to Parklife Metro for the Stations, Systems, Trains, Operations and Maintenance (SSTOM) works for the Sydney Metro - Western Sydney Airport Project.

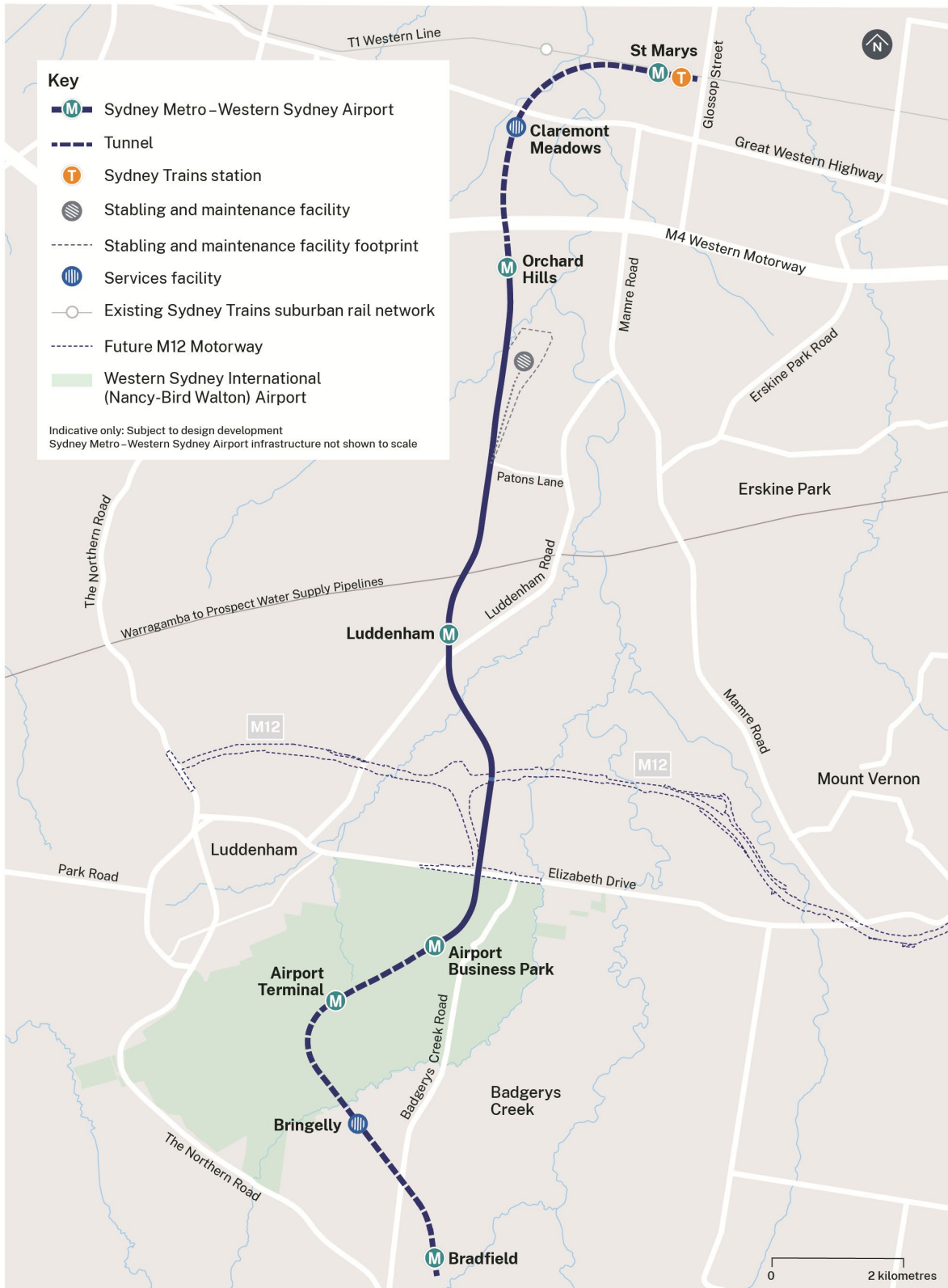
Parklife Metro will deliver:

- Around 4.3km of twin rail tunnels (generally located side by side) between St Marys (the Northern extent of the project) and Orchard Hills
- A cut-and-cover tunnel around 350 metres long (including tunnel portal), transitioning to an in-cutting rail alignment south of the M4 Western Motorway at Orchard Hills
- Around 10km of rail alignment between Orchard Hills and Western Sydney International, consisting of a combination of viaduct and surface rail alignment
- Around two kilometres of surface rail alignment within Western Sydney International Airport
- Around 3.3km of twin rail tunnels (including tunnel portal) within Western Sydney International Airport
- Around 3km of twin rail tunnels between Western Sydney International Airport and the Aerotropolis Core
- Six new Metro Stations:
 - St Marys (providing an interchange with the existing Sydney Trains suburban rail network)
 - Orchard Hills
 - Luddenham

- Airport Business Park
- Airport Terminal
- Bradfield Station
- Grade separation of the track alignment at key locations including:
 - Where the alignment interfaces with existing infrastructure such as the Great Western Highway, M4 Western Motorway, Lansdowne Road, Patons Lane, the Warragamba to Prospect Water Supply Pipelines, Luddenham Road, the future M12 Motorway, Elizabeth Drive, Derwent Road and Badgerys Creek Road
 - Crossings of Blaxland Creek, Cosgroves Creek, Badgerys Creek and other small waterways to provide flood immunity for the Project
- Modifications to the existing Sydney Trains station and rail infrastructure at St Marys (where required) to support interchange and customer transfer between the new metro station and the existing Sydney Trains suburban rail network
- A stabling and maintenance facility and operational control centre located to the south of Blaxland Creek and east of the proposed metro track
- New pedestrian, cycle, park-and-ride and kiss-and-ride facilities, public transport interchange infrastructure, road infrastructure and landscaping as part of the station precincts.

Parklife Metro will also operate and maintain the Sydney Metro – Western Sydney Airport (SM-WSA) line, and its assets for 15 years after it becomes operational in 2026.

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



1.3 Bradfield Metro Station

The Bradfield Metro Station will be built to service the commercial heart of the Western Sydney Aerotropolis. The Bradfield Metro Station has been designed to act as a major transport interchange, providing important connectivity to the future new central business district of the Western Parkland City.

This station will enable a city centre precinct, contribute to the high-amenity public space, and will support easy and safe interchange with a potential future Southwest Rail Link Extension, East West Rail Link, and rapid and local bus services.

Key features and benefits of Bradfield Metro Station will include:

- New central business district, known as Bradfield
- Secure bicycle parking
- Transport interchange facilities including bus bays and bus layover facilities accessed from a bus-only street
- Kiss-and-ride bays and point-to-point vehicle facilities
- Temporary surface park-and-ride facility with up to 300 spaces, located within the space allocated for potential future rail corridors
- New road carriageways to connect the wider precinct
- New pedestrian crossings
- New public plaza adjacent to the proposed station entrance
- Scope for future station retail.

FIGURE 3-1: BRADFIELD STATION SITE



1.4 Out-of-hours scope of works

1.4.1 Ongoing oversized plant and equipment deliveries

Oversized plant, structures and materials deliveries are required at the Bradfield worksite to facilitate ongoing construction of the new Bradfield metro station. These oversized and/or over mass (OSOM) deliveries have been determined by the police or other authorised authorities to require special arrangements to transport along public

roads (EPL L4.5 Exceptional circumstances) and the relevant road network operator has confirmed that carrying out the works and activities during standard construction hours would result in a high risk to road network performance. In this regard, to access the road network, operating conditions including route and travel time restrictions have been applied to OSOM deliveries. Time restrictions require these OSOM vehicle movements to be carried out at night, and outside peak travel times when the road authority has granted approval to occupy the roadway. Access to the road network for OSOM deliveries is generally permitted between 9pm and 5am. This is to minimise impacts to traffic and reduce the risk to worker and road user safety.

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

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

1.4.2 Extended work hours for concrete works

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

Extended hours for Concrete works will continue through to June 2025:

- Concrete pours will continue from 6pm up to 10pm, Monday to Friday; and 1pm to 6pm Saturdays
- Night 10.00 pm to 12.00 am and 5.00 am to 7.00 am Monday to Friday, and 6.00 am to 8.00 am Saturdays.

The EPL 21807 condition L5.10 states:

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

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

- Works are required to achieve compliance with overarching project technical requirements,*
- Works had already begun within a reasonable time prior to end of standard construction hours,*
- Out of Hours (OOH) works are undertaken from 5am to 7am and 6pm to 12am (midnight), Monday to Friday and 6am to 8am and 1pm to 6pm on Saturday,*
- Station box base slab and wall concreting activities and supporting formwork and reinforcement activities are permitted to occur up to 12am (midnight) Monday to Friday a total of 12 times per month until all base slabs and wall pours are completed,*
- Station box base slab and wall concreting activities and supporting formwork and reinforcement activities (e.g. using concrete pump, vibrators, concrete trucks, etc) must be completed before 12am (midnight) on Monday to Friday,*
- All other concreting activities (e.g. using concrete pump, vibrators, concrete trucks, etc) must be completed before 10pm on Monday to Friday,*
- Concrete finishing works (e.g. power floats, hand tools) must be completed before 12am (midnight) on Monday to Friday,*
- The licensee is required to undertake noise monitoring in accordance with condition L5.9(b),*
- The licensee is required to undertake noise monitoring on a monthly basis at each Station and additionally monitor the first three instances of OOH concrete works at each Station:*
 - commencing prior to 7am, and*
 - extending past 10pm*

- j) *The licensee is required to provide the EPA with a Noise Monitoring Report within 30 days of the end of each month,*
- k) *Works are permitted to occur until 28 February 2025.*

1.4.3 Extended work hours for formwork and steel fixing

Steel fixing to fabricate steel reinforcements, fit supports, and secure steel reinforcing bars (rebar) to the concrete base, and formwork to shape and support concrete until it hardens, may also be carried out in the station box during extended hours to support productivity (facilitate efficiencies and limit the duration of ongoing concrete pours).

1.4.4 Precast Concrete beams delivery

To facilitate installation of precast concrete beams within the station box (to form the roof of the mezzanine level), OSOM deliveries will be required to transport the beams to site.

1.4.5 Extended work hours for concrete beam installation

It is proposed that the precast beams will be unloaded and installed at the time of delivery. Upon arrival of the OSOM vehicle to site, the beams will be craned into position (one crawler crane, up to 350 tonne), and then installed (horizontally) across the station box. This methodology (unloading during extended hours), has been selected due to the requirement for exclusion zones to be implemented at both the top (surface level) and bottom (base) of the station box during both unloading and installation i.e. to ensure worker safety, works unrelated to beam unloading and installation, will not be permitted at/in the station box during this activity. This includes activities during standard construction hours.

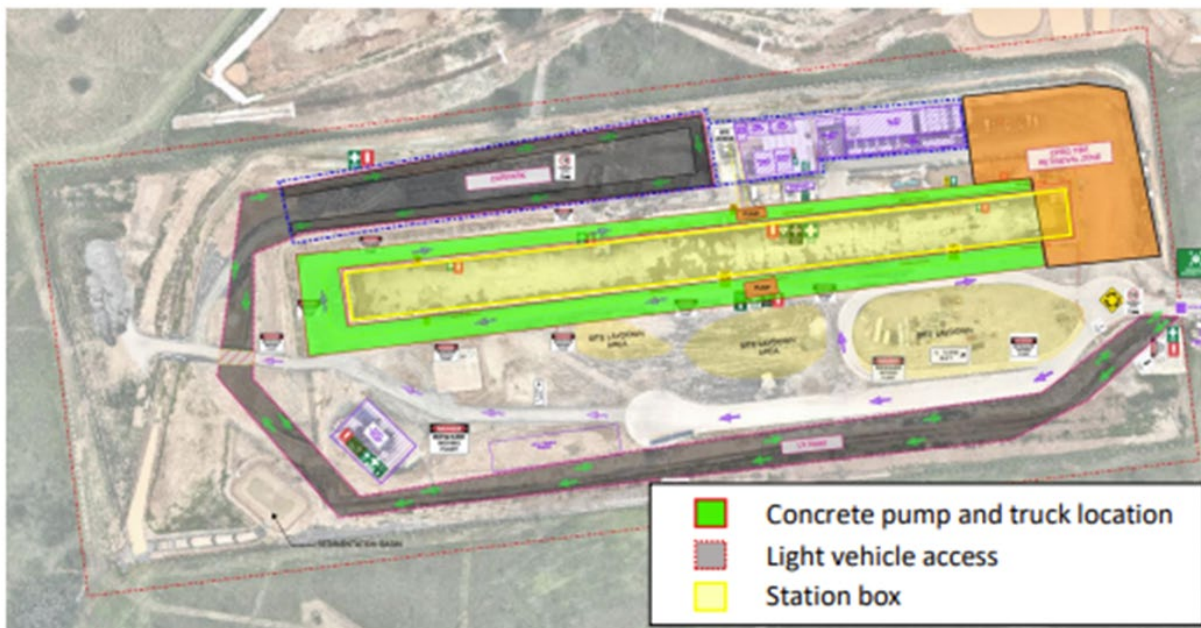
The installation of the precast beams and will be carried out Monday to Friday from 12am till 7am as approved under EPL 21807 below:

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

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

- a) *Works are required to achieve compliance with project requirements for unloading oversize/overmass precast beam deliveries and site safety requirements,*
- b) *Works and activities are undertaken from 12am (midnight) to 7am, Monday to Friday nights,*
- c) *The licensee is required to undertake noise monitoring in accordance with condition L5.9(b),*
- d) *The licensee is required to undertake noise monitoring at each Station on a monthly basis, and additionally monitor:*
 - 1. *the first two instances of OOH concrete beam installation at each Station, and*
 - 2. *the first two instances of OOH concrete beam installation at each Station that occurs concurrently with activities permitted under Condition L5.10.*
- e) *The licensee is required to provide the EPA with a Noise Monitoring Report within 30 days of the end of each month,*
- f) *Works are permitted to occur until 14 April 2025*

FIGURE 3: BRADFIELD INDICATIVE LAYOUT



Source: Parklife Metro JV (marked up by VMS).

2 Conditions of Approval requirements

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

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

Condition of Approval E57 states:

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

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

The outcomes of the community consultation, the identified respite periods and the scheduling of the likely out-of-hour work must be provided to the ER, EPA and the Planning Secretary prior to the out-of-hours work commencing.

Note: Respite periods can be any combination of days or hours where out-of-hours work would not be more than 5 dB(A) above the RBL at any residence.

2.2 Respite eligibility

In accordance with the Sydney Metro Construction Noise and Vibration Standard (CNVS), the Construction Noise and Vibration Management Plan (CNVMP), and the Detailed Noise and Vibration Impact Statements (DNVIS); receivers are eligible for respite during out-of-hours activities when works are predicted to exceed NML's.

Additional mitigation measures as per the CNVS, CNVMP and DNVIS are included in Table 1 below.

TABLE 1. OUT-OF-HOURS MITIGATION MEASURES AS PER THE PROJECTS ENVIRONMENTAL PLANNING DOCUMENTS

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

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

2.3 Mitigation measures and planned respite

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

- A prestart meeting to brief construction workers on mitigation measures before commencement of OOH activities
- Works affecting the same sensitive receivers will not be undertaken more than three nights in a week, more than two consecutive nights, or more than 10 nights in a month unless specified by an EPL condition / Planning Consent condition
- Noise monitoring will be undertaken to confirm noise modelling and inform any additional mitigation measures as required.
- Quieter plant and processes will be utilised where feasible and practical
- All vehicles will be turned off when not in use, non-tonal reversing alarms or equivalent will be used on all plant regularly operated on site, and trucks will avoid reversing, where feasible
- Temporary lighting to ensure a safe worksite will be directed downwards and away from properties where possible
- When moving and unloading equipment, communication will be limited to radios only, and horns or loud radios will not be used
- Ongoing consultation with affected sensitive receivers, to seek further feedback, and be able to address any reasonable concerns
- Noise blankets have been installed at the fence of nearest sensitive receiver to reduce the noise

- Precast delivery and installation are NML complaint however noisier tasks will be carried out earlier in the evening
- No High Noise Impact Works will be undertaken out of hours.

3 Consultation tools and channels

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

3.1 Communications tools

Consultation includes a range of tools including:

Type	Purpose and use
Monthly construction updates	<p>A monthly construction update distributed at the start of each month, providing details on:</p> <ul style="list-style-type: none"> • Upcoming construction activities for the month, including any OOHW • Hours of work, and durations • Equipment used on site • Traffic, pedestrian and cyclist routes on any changes, closures, and/detours • Likely impacts of construction activities, including noise, vibration, traffic, access, and dust • Mitigation measures to reduce the impacts of activities • Work location maps • Contact details, including how feedback can be provided
Doorknocks	Doorknocks to impacted properties
Community Information Line: 1800 717 703	Provides community access to the project communications team during construction hours. OOH complaints will be referred to the on-call Place Manager.
Sydney Metro email: sydneymetrowsa@transport.nsw.gov.au	Provides access during business hours to the Sydney Metro project communications team. Website enquiries are directed through this email address.
Postal address for written feedback: Sydney Metro, PO BOX K659 Haymarket, NSW 1240	Provides access to the broader Sydney Metro project. Address is included in all notifications and newsletters.
Consultation Manager	All interactions with stakeholders will be recorded in this database which is established by Sydney Metro.

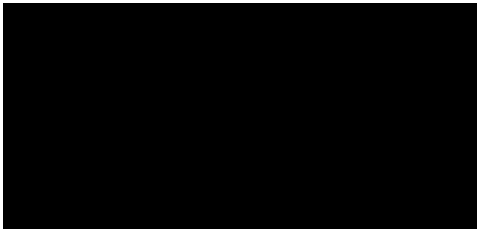
3.2 Communication activities timeline

TABLE 3. COMMUNICATION ACTIVITIES TIMELINE

Date	Activity
24 November 2024	<p>December 2024 and January 2025 construction update to 200m radius of site, which included proposed out-of-hours activities</p> <p>Also includes:</p> <p>Notification uploaded to SM website</p>
25 February 2025 (next distribution scheduled)	<p>Monthly construction update to 200m radius of site, which included proposed out-of-hours activities</p> <p>Also includes:</p> <p>Notification uploaded to SM website</p>

3.3 Stakeholder list

TABLE 4.

Stakeholder	Location	Communication activities
Broader distribution area (Refer to Appendix A for full list of properties)		<p>Monthly notifications</p> <p>Campaign emails</p>

3.4 Distribution maps

FIGURE 1. DISTRIBUTION MAP - 200M RADIUS OF SITE

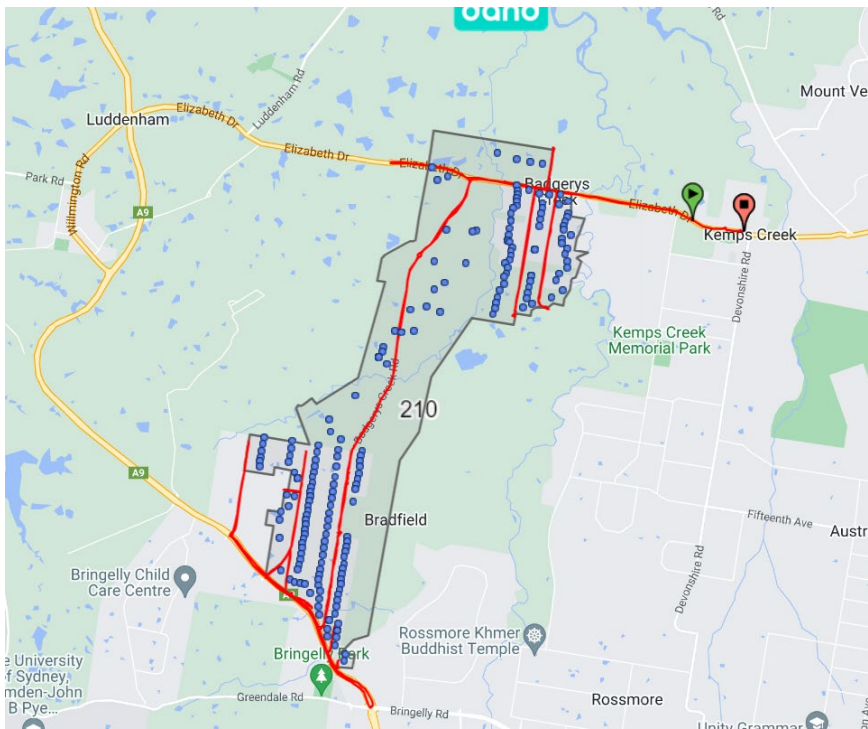
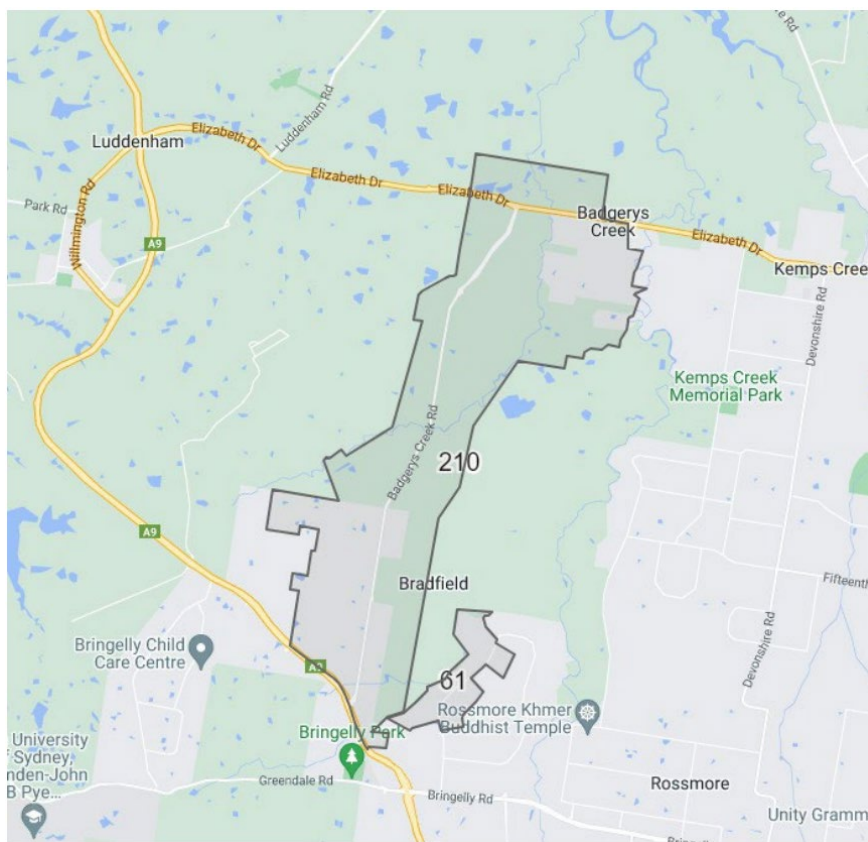
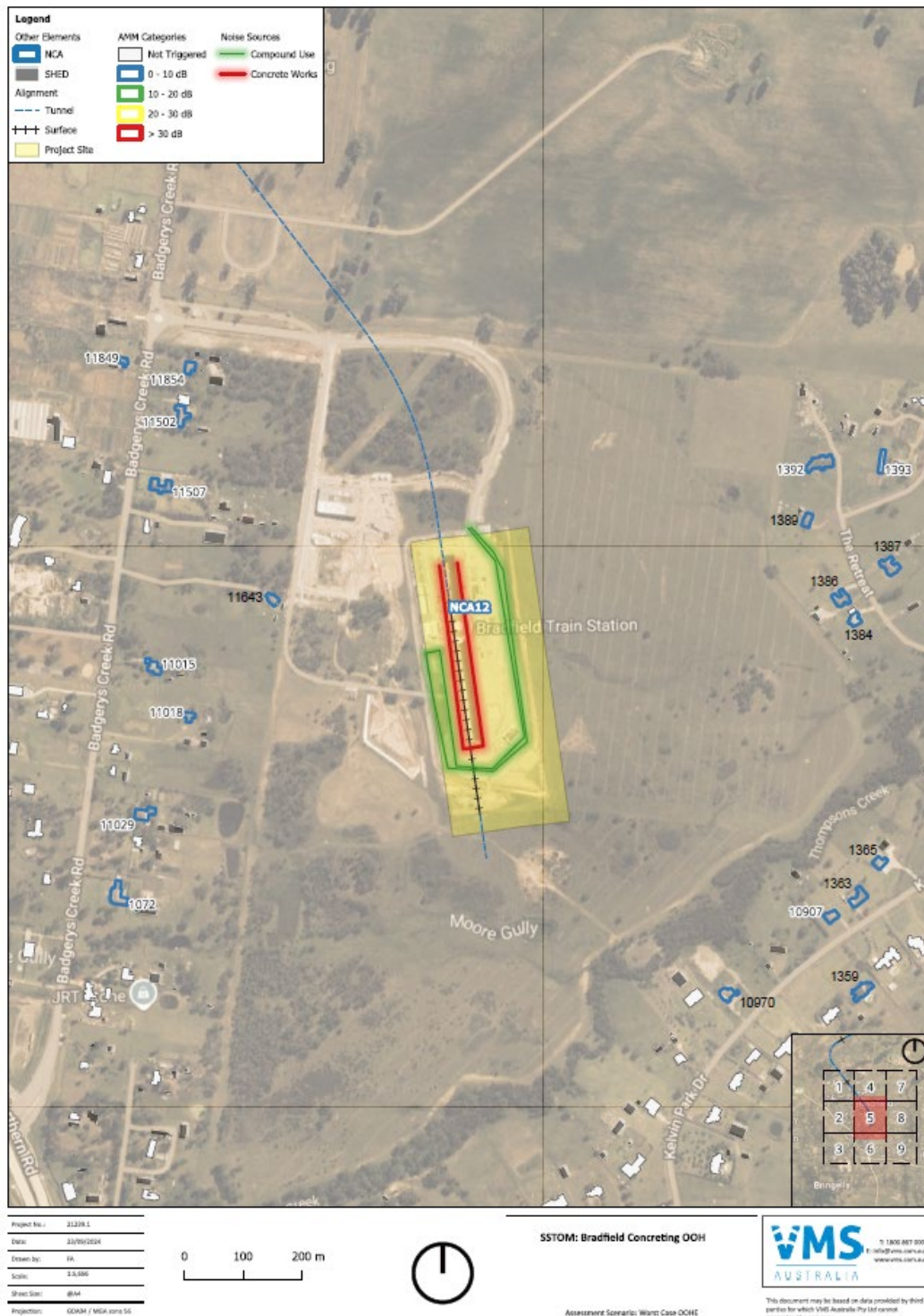


FIGURE 1. DISTRIBUTION MAP – ALL SENSITIVE RECIEVERS



3.5 DNVIS impact maps

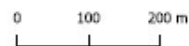
FIGURE 2. EVENING AND NIGHT NOISE MODELLING MAPs SHOWING PROPERTIES CONSULTED WITH IN THE 0-10DB AMM CATEGORY.







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Date	23/08/2024
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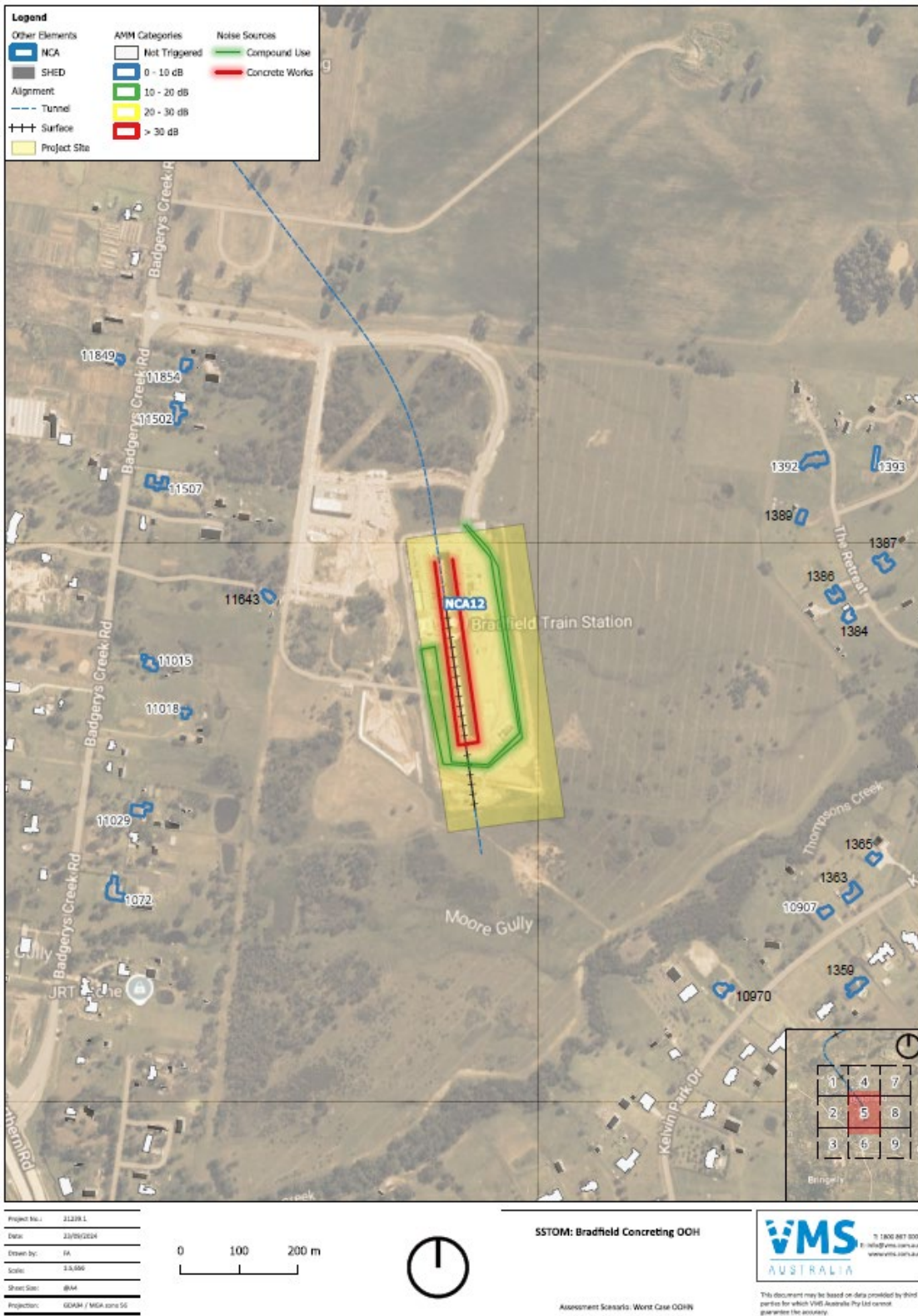


SSTOM: Bradfield Concreting OOH



Assessment Scenario: Worst Case OOH

This document may be based on data provided by third parties for which VMS Australia Pty Ltd cannot guarantee the accuracy.



4 Conclusion

All consultation undertaken to date, including monthly construction updates to all residents in appendix A, has resulted in no feedback or preferences on specific mitigation measures or respite periods. However, positive feedback was received from the closest sensitive receiver for additional mitigation measures installed by Parklife Metro.

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

As per E57, if any feedback is received it will be considered and implemented where feasible, and any specific feedback or preferences on mitigation measures will require a revision of the DNVIS.

Appendix A Impacted properties and consultation records

Residential address	Notification undertaken	Date	Outcome
	Monthly construction update	24 November 2025	
	Monthly construction update	24 November 2025	
	Monthly construction update	24 November 2025	
	Monthly construction update	24 November 2025	
	Monthly construction update	24 November 2025	
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	Monthly construction update	24 November 2025	
	Monthly construction update	24 November 2025	

Appendix B Communication materials

MONTHLY CONSTRUCTION UPDATE

Sydney Metro – Western Sydney Airport

Notification – Bradfield 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.

Parklife Metro consortium are delivering the Stations, Systems, Trains, Operations and Maintenance (SSTOM) works. See the list below for the work activities at Bradfield during December and January. See map for the work locations.

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

- ongoing deliveries of machinery, materials, and equipment
- excavations, waterproofing, formwork, steel fixing, and concrete pours inside the station box to construct the base of the station and supporting structures, and drainage pits
- installing environmental controls across the work site, surveying, and geotechnical investigations, including potholing and testing
- ongoing excavations and surface work for site establishment
- site photography, including using drone camera about the construction site.

Out-of-hours works include:

- ongoing deliveries of over-sized equipment and machinery
- steel fixing inside the station box
- delivery and installation of precast concrete beams
- large concrete pours and concrete finishing works inside the station box.

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

Work hours:

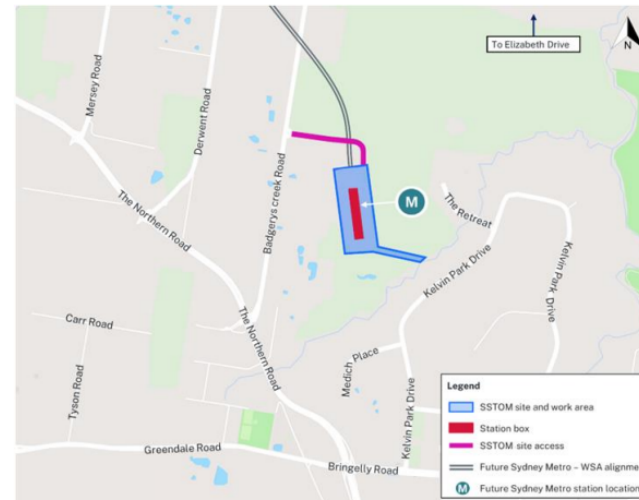
Standard construction hours are **Monday to Friday from 7am to 6pm** and **Saturdays from 8am to 1pm**.

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.

What to expect:

- work and equipment used in these work activities may generate some noise, vibration, and dust
- 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. 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

Bradfield Metro Station work location



Sydney Metro has launched Sydney Metro Connect – a new way to stay informed.



Access information in over 100 languages. Download **Sydney Metro Connect** from the App store™ or get it on Google Play™.

For more information contact



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



sydneymetrowsa@transport.nsw.gov.au



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



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



Subscribe for updates at sydneymetrowsa@transport.nsw.gov.au



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

Bradfield Metro Station work location



Appendix C Conditions of Approval (SSI 10051)

Conditions of Approval relevant to this Consultation Report.

Reference	Description	How is this addressed
E57	<p>Out-of-hours work – Community consultation on respite</p> <p>In order to undertake out-of-hours work outside the work hours specified under Condition E38, appropriate respite periods for the out-of-hours work must be identified in consultation with the community at each affected location on a regular basis. This consultation must include (but not be limited to) providing the community with:</p>	This document.
	(a) a progressive schedule for periods no less than three (3) months, of likely out-of-hours work;	Section 3. Appendix B
	(b) a description of the potential work, location and duration of the out-of-hours work;	Section 3.1 Appendix B
	(c) the noise characteristics and likely noise levels of the work; and	Section 2.3 Section 3.4 (Figure 3) Appendix B
	(d) likely mitigation and management measures which aim to achieve the relevant NMLs under Condition E43 (including the circumstances of when respite or relocation offers will be available	Section 2.2 Section 2.3 Appendix B

and details about how the affected community can access these offers).

The outcomes of the community consultation, the identified respite periods and the scheduling of the likely out-of-hour work must be provided to the ER, EPA and the Planning Secretary prior to the out-of-hours work commencing.

Note: Respite periods can be any combination of days or hours where out-of-hours work would not be more than 5 dB(A) above the RBL at any residence.

This report.