



Southwest Metro Corridor and Bankstown Early Works Construction Monitoring Report 4 September 2022- February 2023

SMCSWSSJ-JHL-WEC-EM-REP-000028

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Compliance Matrix

| Condition | Requirement | Reference |
|-----------|---|-------------|
| C14 | The results of the Construction Monitoring Programs must be submitted to the Planning Secretary, and relevant regulatory agencies, for information in the form of a Construction Monitoring Report at the frequency identified in the relevant Construction Monitoring Program. | Section 1.1 |

1. Introduction

The Construction Monitoring Program is being implemented to monitor impacts on surrounding surface water quality resources and impacts from noise and vibration on the surrounding areas during the construction phase. The surface water monitoring program and noise and vibration monitoring program are also both designed to assess the effectiveness of the mitigation measures applied as part of the Southwest Metro Corridor Works (SMC) and Bankstown Early Works (BEW). This is the 4th construction monitoring report, the reporting periods for each document are as follows:

1. Construction monitoring report 001 for the period of March 2021 – August 2021
2. Construction monitoring report 002 for the period of September 2021 – Feb 2022
3. Construction monitoring report 003 for the period of March 2022 – August 2022
4. Construction monitoring report 004 for the period of September 2022 – February 2023

These reports are to be prepared 6 monthly until the completion of the project or when JHLORJV are no longer undertaking works in established monitoring areas.

1.1. Submission Requirements

In accordance with condition C14, the CMR will be submitted to the following agencies for information:

- City of Canterbury Bankstown
- Inner West Council
- New South Wales (NSW) Environment Protection Authority (EPA)
- NSW Department of Planning and Environment (DPE) (Formerly DPIE)

The Independent Environmental Representative and Sydney Metro will review the report prior to submission.

1.2. Surface Water

The project site is located within the rail corridor on the T3 Bankstown line between Sydenham and Bankstown, NSW.

The Project site forms part of the overall Cooks River, Coxs Creek and Salt Pan Creek catchment areas. The water from the area discharges into these water catchments via local stormwater drainage or overland flow. The surrounding catchment areas are urbanised with a mix of residential, commercial, and industrial properties.

Water quality is measured on an ongoing basis for the wider Cooks River catchment by the *Environment, Energy and Science - NSW DPE* as part of the Beach watch programme. The monitoring point is at Kyeemagh Baths at the mouth of the Cooks River in Port Botany. Water quality within the Cooks River catchment is influenced by stormwater, fertilisers, industrial discharge and sewage contamination.

The EIS, referring to the Salt Pan Creek catchments, states “A number of beaches in the lower Georges River are monitored as part of Department of Planning Industry and Environment – Environment, Energy and Science’s (DPE-EES) Beachwatch program. The most recent State of the Beaches annual report noted that these locations were graded as ‘good’, meaning that the quality of the water was appropriate for swimming most of the time”. It is noted however that the catchment is impacted by development, including construction impacts and litter, as well as other influences such as wastewater overflows and a landfill operation.

Please refer to the Construction Soil and Water Management Plan for further information on surface water within the project area.

Objectives for water quality management during construction are:

- Minimise pollution of surface water through appropriate erosion and sediment control
- Maintain existing water quality of surrounding surface watercourses

1.3. Noise and Vibration

The area surrounding the SMC project contains a variety of land-use types and receivers, including residential receivers, commercial, industrial, sensitive non-residential receivers. These land-uses are mixed within the identified noise catchments, though in general there are clusters of industrial and commercial areas surrounding stations, and primarily residential areas between stations. The area surrounding the project is affected by rail noise and vibration.

Majority of the works will occur within the rail corridor between stations, works will mainly occur adjacent to residential properties.

There are a number of sensitive non-residential receivers identified within the vicinity of the project works. The full list of receivers can be found within the CNVIS (SMCSWSSJ-JHL-WEC-EM-REP-000011-Construction Noise and Vibration Impact Statement-Rev04) A summary of the sensitive receivers are;

- 17 Childcare and Early Learning Centres
- 25 Primary and High Schools
- 24 Hospitals, Medical Centres, clinics and Aged Care Facilities
- 23 Places of Worship

Objectives for noise and vibration management on the project are:

- Minimise unreasonable noise and vibration impacts on residents and businesses
- Avoid structural damage to buildings or heritages items as a result of construction vibration
- Maintain positive, co-operative relationships with schools, childcare centres, local residents and building owners, and undertake active community consultation

Construction noise levels for some SMC activities are expected to exceed the external noise management level at times, particularly during works outside of standard hours, resulting in noise impacts to outdoor spaces. Internal and external noise levels will be assessed as part of the Out of Hours Works (OOHW) protocol and monitored accordingly.

2. Methodology

2.1. Surface Water

Surface water quality monitoring is undertaken in accordance with the Water Quality Monitoring Programme within the Construction Soil and Water Management Plan (refer to Section 7).

The water quality monitoring methodology as stated within the CSWMP is as follows;

“Following rain events of greater than 20mm in a 24-hour period, JHLOR will undertake post rainfall inspections of monitoring locations to determine if there is any change in water quality post a significant first flush. An ‘event’ is defined as the first 20mm rainfall event within a 24-hour period. In the case of multiple consecutive events, only the first will be monitored. Monitoring will

resume after a seven-day period of no rain. Visual inspections will include the following monitoring parameters:

- *Water clarity and colour*
- *Odour*
- *Description of flow and quantity*
- *Oil and Grease determination*
- *Details of any foreign objects within the water, and*
- *Visible runoff (into the water body)*

JHLOR will maintain a record of the inspections (including photographs) within the SMC Project drive.

Where water quality issues are visibly observed JHLOR will investigate further to determine if the source of the issue is related to JHLOR construction activities (where possible, noting safe access limitations). The JHLOR Environmental Manager or delegate will discuss changes in water quality associated with Construction with the JHLOR Construction Team to determine if further controls may be implemented, noting that any controls must be feasible and reasonable.

Once works in a particular area have been completed and any disturbed ground (from the works) reinstated to a suitable condition the associated monitoring within the particular area will cease.

It is noted that post-rainfall inspections within 24 hours of some drainage crossings and outlets may not be possible in some circumstances, including:

- *Where there are safety concerns, or access is restricted due to rail safe working requirements*
- *Where erosion and sediment controls prevent access to an outlet and removing those controls would present a risk to water quality (e.g. removing drain guards).*

Weather monitoring will be conducted using data from the Canterbury Racecourse weather station, accessed via the bureau of Meteorology website (<http://www.bom.gov.au>).

Water quality monitoring locations are included within Appendix F of the CSWMP. Canterbury Racecourse BOM weather observations were used to determine the amount of rainfall in a 24hr period, forming the basis of when monitoring occurred.

Pre-construction (baseline) monitoring was undertaken prior to the start of Construction in late March 2021, noting that works did not commence across the entire project site in March. The baseline for water quality monitoring was updated with two extra sites (eastern-side canterbury compound and BEW) during May and September of 2021. Monitoring was undertaken during dry conditions (no rainfall within the last 24hrs). Pre-construction monitoring was undertaken with the same visual and qualitative approach as described above.

The results of the Construction Water Quality Monitoring Programme are included in Section 3.

There are currently no active sediment basins on the project, and none have been identified during the construction phase of the project to date.

2.2. Surface Water Baseline Data

One baseline monitoring inspection was conducted in March 2021 (02/03/2021) and updated with 2 additional locations including and Canterbury compound (14/04/2021 – see **Figure 1**) and BEW (10/09/2021 – see **Figure 2**). Refer to **Table 1** for a summary.



Figure 1 - Canterbury Compound (water quality location 8)

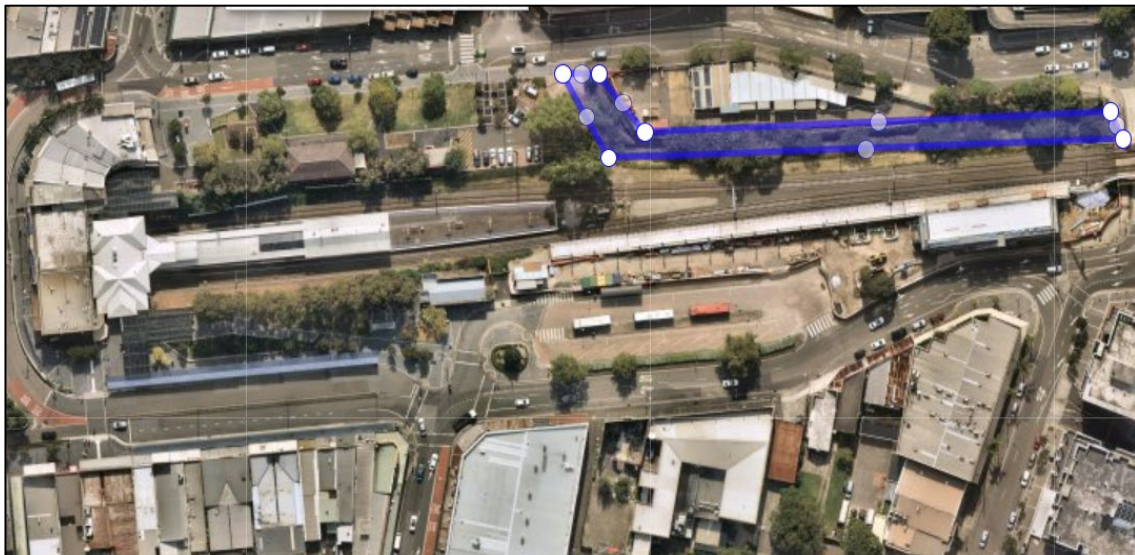


Figure 2 - Bankstown early works (water quality location 9)

Table 1 - Surface Water Monitoring Baseline

| Date | Total Rainfall (mm) | Rainfall Event (hours) | Adverse Impacts relating to JHLOR works recorded | Monitoring Location Checklist | Notable Observations | Observations relating to JHLOR impacts | Follow up actions with construction team |
|------------|---------------------|--------------------------|--|---|--|--|--|
| 03/2021 | 0 | 0 (dry weather baseline) | No | <ul style="list-style-type: none"> Location 1 Dulwich Hill Location 2 Hurlstone Park Location 3 West Bank of Cooks River Location 4 Belmore Triangle Location 5 Lakemba Location 6 Wiley Park Location 7 Punchbowl | <p>Ewart St, Dulwich Hill: Turbid water entering from side tributary into D/S side of rail culvert – no JHLOR works in area. Unknown source.</p> <p>General – low flows and litter.</p> | None | N/A |
| 05/05/2021 | 86.4 | 72 | No | <ul style="list-style-type: none"> Location 1 Dulwich Hill Location 2 Hurlstone Park Location 3 West Bank of Cooks River Location 4 Belmore Triangle Location 5 Lakemba Location 6 Wiley Park Location 7 Punchbowl Location 8 Canterbury Compound (First Inspection) | <p>Ewart St, Dulwich Hill: Turbid water entering from side tributary into D/S side of rail culvert – no JHLOR works in area. Unknown source.</p> <p>Close Street, Canterbury: turbid water observed coming from upstream. No inflow from compound area</p> | None | N/A |
| 14/10/2021 | 31.8 | 48 | No | <ul style="list-style-type: none"> Location 1 Dulwich Hill Location 2 Hurlstone Park Location 3 West Bank of Cooks River Location 4 Belmore Triangle Location 5 Lakemba Location 6 Wiley Park Location 7 Punchbowl Location 8 Canterbury Compound Location 9 Bankstown (First Inspection) | <p>Ewart St, Dulwich Hill: Small side tributary (LHS) – source of upstream brown cloudiness/dirty water unknown other than Council Contactor works under Ness St bridge. – no JHLOR works in area.</p> <p>Hurlstone Park: JHLOR installing engineered earth ramp upstream from culvert. Controls in place and ramp structure stabilised with “little” sign of scour flowing into heavily vegetated area (upstream of culvert).</p> <p>Wiley Park: Station Contractor works near culverts. Pre-construction baseline inspections and early Construction period inspections indicate turbid water within this drain at times. No indication SM works causing turbidity.</p> <p>Canterbury Compound: turbid/cloudy water observed in creek. No JHLOR works.</p> | None | N/A |

2.3. Noise and Vibration monitoring

As part of the Noise and Vibration Assessment within the Sydney Metro Sydenham to Bankstown Upgrade Environmental Impact Statement, the area surrounding the entire Project site was divided into 13 Noise Catchment Areas (NCAs). SMC works occur across all 13 NCA's depending on where works will reside, there are some locations where works are more consistent than others. Noise monitoring was undertaken in 2016 to determine the Rating Background Level for the 13 noise catchments. The Rating Background Levels for all NCAs are shown in **Table 2**.

Table 2 - RBLs for SSJ Noise Catchment Areas

| NCA | Daytime RBL (7am to 6pm) | Evening RBL (6pm to 10pm) | Night RBL (10pm to 7am) |
|-----|--------------------------|---------------------------|-------------------------|
| 1 | 38 | 38 | 33 |
| 2 | 38 | 38 | 33 |
| 3 | 38 | 38 | 34 |
| 4 | 40 | 40 | 35 |
| 5 | 36 | 36 | 32 |
| 6 | 45 | 42 | 35 |
| 7 | 41 | 41 | 35 |
| 8 | 47 | 47 | 41 |
| 9 | 44 | 44 | 36 |
| 10 | 47 | 47 | 41 |
| 11 | 47 | 47 | 39 |
| 12 | 54 | 51 | 42 |
| 13 | 42 | 42 | 39 |

Based on planned work in the construction phase, impacts were largely spread across the noise catchments.

Figure 3 below shows the noise catchment boundaries across the project.

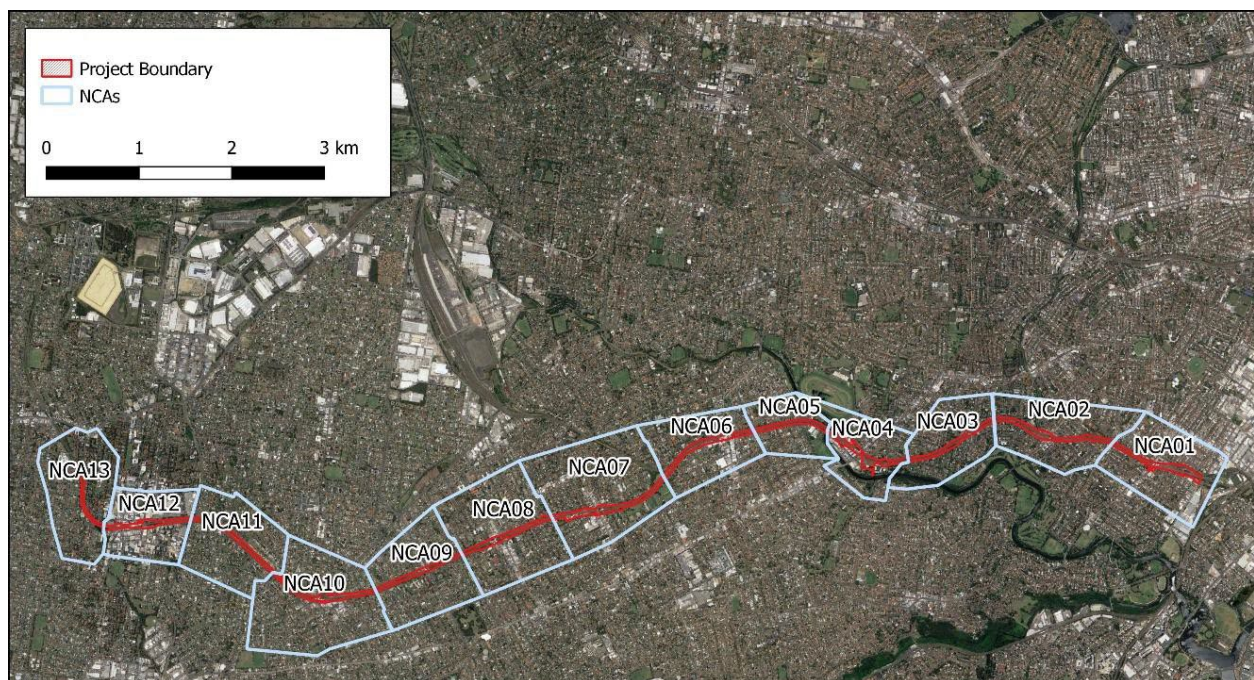


Figure 3 – Sydenham to Bankstown Noise Catchment Areas

Monitoring is undertaken during construction activities (including out of hours works) where required in accordance with Section 8 of the CNVS and for validation purposes. Attended noise monitoring is undertaken in the event of a noise complaint. Where a complaint occurs, monitoring will be undertaken at the complainant's property, nearest to any work.

Vibration monitoring will be undertaken before and during works where buildings or structures exist within the safe work distances of vibratory plant. Monitoring will also be undertaken where vibration generating activities that have the potential to impact on heritage items. Monitoring will be undertaken for vibration causing “activities” at a structure and applied as indicative across the project area in similar circumstances (e.g. the methods and plant used for the compaction of batters is consistent across the site, as such the monitoring at one structure is representative of the impacts at other structures). Representative monitoring should be undertaken at the most sensitive structure for which it is to be applied. In accordance with the requirements of the CNVS, the vibration limits have been set out in the British Standard BS 7385-2:1993.

3. Results

3.1. Surface Water

Water quality monitoring inspections were undertaken seven times during this reporting period. These occurred between on the 5th of October 2022 and 22nd of February 2023.

The following monitoring inspections were undertaken during the reporting period (Result surmised in **Table 3**):

- Rain Event on the 05/10/2022, 25.6mm rainfall during inspection, no adverse impacts identified during the period;
- Rain Event on the 24/10/2022, 24.0mm rainfall during inspection, no adverse impacts identified during the period;
- Rain Event on the 19/01/2023, 20.0mm rainfall during inspection, no adverse impacts identified during the period;
- Rain Event on the 31/01/2023, 39.8mm rainfall during inspection, no adverse impacts identified during the period;
- Rain Event on the 09/02/2023, 37.6mm rainfall during inspection, no adverse impacts identified during the period;
- Rain Event on the 14/02/2023, 34.2mm rainfall during inspection, no adverse impacts identified during the period;
- Rain Event on the 22/02/2023, 90.8mm rainfall during inspection, no adverse impacts identified during the period;

Full monitoring inspections, including commentary and photographs are maintained on the JHLOR Project Drive. These are available upon request. See **Appendix A** for a sample water monitoring report. Where monitoring indicates adverse impacts associated with JHLOR works this Section of the CMR will explore the details and corrective actions in detail.

Table 3 – Summary of result - Surface Water Monitoring undertaken during the CMR4 reporting period

| Date | Total Rainfall | Adverse Impacts | Monitoring Location Checklist | Notable Observations | Observations | Follow up actions |
|------------|----------------|---|--|--|--------------------------------|-------------------|
| 05/10/2022 | 25.6 mm | No adverse impacts relating to JHLOR works recorded | <ul style="list-style-type: none"> Location 1 Dulwich Hill Location 2 Hurlstone Park Location 3 West Bank of Cooks River Location 4 Belmore Triangle Location 5 Lakemba Location 6 Wiley Park Location 7 Punchbowl Location 8 Canterbury Compound Location 9 Bankstown | <ul style="list-style-type: none"> Location 1 - No JHLOR works, ERSED Controls in place, No sign of dirty water from corridor Location 2 - No JHLOR works, ERSED Controls in place No sign of dirty water from corridor Location 3 - No JHLOR works, ERSED Controls in place No sign of dirty water from corridor Location 4 – JHLOR Stockpiling area, ERSED Controls in place No sign of dirty water from corridor Location 5 - No JHLOR works. Not checked on Downstream due to the drainage network is below ground. Other contractor was working Upstream during inspection. Upstream observed to have high turbidity and Total Suspension Solid (TSS) Location 6 - No JHLOR works, ERSED Controls in place, No sign of dirty water from corridor. Small inlet from the RHS of the Western most culverts – turbid water flowing into culver. Unknown upstream source but seeping from concrete GLT/ toe of vegetated batter. No oil & grease. No odour Location 7 - This flow line is below ground and runs across the corridor from North to South and can be seen through pits located within corridor only. No PO available – not inspected – no JHLOR works in catchment Location 8 – JHLOR compound, ERSED Controls in place No sign of dirty water from corridor Location 9 – No construction work on culvert side. JHLORJV works occurring here. ERSED controls in place, effective and maintained. No sign of dirty water from corridor | None relating to JHLOR impacts | N/A |
| 24/10/2022 | 24.0 mm | No adverse impacts relating to JHLOR works recorded | <ul style="list-style-type: none"> Location 1 Dulwich Hill Location 2 Hurlstone Park Location 3 West Bank of Cooks River Location 4 Belmore Triangle Location 5 Lakemba Location 6 Wiley Park Location 7 Punchbowl Location 8 Canterbury Compound Location 9 Bankstown | <ul style="list-style-type: none"> Location 1 - No JHLOR works, ERSED Controls in place, No sign of dirty water from corridor Location 2 - Inspection point located within corridor. No PO available – not inspected – no JHLOR works in catchment Location 3 – No JHLOR works, ERSED Controls in place No sign of dirty water from corridor Location 4 – JHLOR Stockpiling area, ERSED Controls in place No sign of dirty water from corridor Location 5 - No JHLOR works. Not checked on Downstream due to the drainage network is below ground. Other contractor was working Upstream during inspection. Upstream observed to have high turbidity and TSS Location 6 - No JHLOR works, ERSED Controls in place, No sign of dirty water from corridor. Small inlet from the RHS of the Western most culverts – turbid water flowing into culver. Unknown upstream source but seeping from concrete GLT/ toe of vegetated batter. No oil & grease. No odour Location 7 - This flow line is below ground and runs across the corridor from North to South and can be seen through pits located within corridor only. No PO available – not inspected – no JHLOR works in catchment. An alternative location adjacent to the inspection point has been inspected, no sign of dirty water from corridor observed in the open culvert Location 8 – JHLOR compound, ERSED Controls in place No sign of dirty water from corridor, Turbid water flowing in from upstream. No odour and no oil & grease Location 9 – No construction work on culvert side. JHLORJV works occurring here. ERSED controls in place, effective and maintained. No sign of dirty water from corridor | None relating to JHLOR impacts | N/A |
| 19/01/2023 | 20.0 mm | No adverse impacts relating to JHLOR works recorded | <ul style="list-style-type: none"> Location 1 Dulwich Hill Location 2 Hurlstone Park Location 3 West Bank of Cooks River Location 4 Belmore Triangle Location 5 Lakemba Location 6 Wiley Park Location 7 Punchbowl Location 8 Canterbury Compound Location 9 Bankstown | <ul style="list-style-type: none"> Location 1 - No JHLOR works, ERSED Controls in place, No sign of dirty water from corridor. Turbid water from upstream to the site Location 2 - Inspection point located within corridor. No PO available – not inspected – no JHLOR works in catchment Location 3 - No JHLOR works, ERSED Controls in place No sign of dirty water from corridor Location 4 – Inspection point located within corridor. No PO available – not inspected – no JHLOR works in catchment Location 5 - No JHLOR works. Not checked on Downstream due to the drainage network is below ground. Other contractor was working Upstream during inspection. Upstream observed to have low turbidity and TSS Location 6 - No JHLOR works, ERSED Controls in place, No sign of dirty water from corridor. Small inlet from the RHS of the Western most culverts – turbid water flowing into culver. Unknown upstream source but seeping from concrete GLT/ toe of vegetated batter. No oil & grease. No odour Location 7 - This flow line is below ground and runs across the corridor from North to South and can be seen through pits located within corridor only. No PO available – not inspected – no JHLOR works in catchment. An alternative location adjacent to the inspection point has been inspected, no sign of dirty water from corridor observed in the open culvert Location 8 – JHLOR compound, ERSED Controls in place No sign of dirty water from corridor Location 9 – No construction work on culvert side. JHLORJV works occurring here. ERSED controls in place, effective and maintained. No sign of dirty water from corridor | None relating to JHLOR impacts | N/A |
| 31/01/2023 | 39.8 mm | No adverse impacts relating to JHLOR works recorded | <ul style="list-style-type: none"> Location 1 Dulwich Hill Location 2 Hurlstone Park Location 3 West Bank of Cooks River Location 4 Belmore Triangle Location 5 Lakemba Location 6 Wiley Park Location 7 Punchbowl | <ul style="list-style-type: none"> Location 1 - No JHLOR works, ERSED Controls in place, No sign of dirty water from corridor. Slightly turbid water from upstream to the site Location 2 - Inspection point located within corridor. No PO available – not inspected – no JHLOR works in catchment Location 3 - No JHLOR works, ERSED Controls in place No sign of dirty water from corridor Location 4 – Inspection point located within corridor. No PO available – not inspected – no JHLOR works in catchment Location 5 - No JHLOR works. Not checked on Downstream due to the drainage network is below ground. Other contractor was working Upstream during inspection. Upstream observed to have low turbidity and TSS Location 6 - No JHLOR works, ERSED Controls in place, No sign of dirty water from corridor. Small inlet from the RHS of the Western most culverts – clear water flowing into culver. Unknown upstream source but seeping from concrete GLT/ toe of vegetated batter. No oil & grease. No odour Location 7 - This flow line is below ground and runs across the corridor from North to South and can be seen through pits located within corridor | None relating to JHLOR impacts | N/A |

| | | | | | | |
|------------|---------|---|--|--|--------------------------------|-----|
| | | | <ul style="list-style-type: none"> Location 8 Canterbury Compound Location 9 Bankstown | <p>only. No PO available – not inspected – no JHLOR works in catchment. An alternative location adjacent to the inspection point has been inspected, no sign of dirty water from corridor observed in the open culvert</p> <ul style="list-style-type: none"> Location 8 – JHLOR compound, ERSED Controls in place No sign of dirty water from corridor Location 9 – No construction work on culvert side. JHLORJV works occurring here. ERSED controls in place, effective and maintained. No sign of dirty water from corridor | | |
| 09/02/2023 | 37.6 mm | No adverse impacts relating to JHLOR works recorded | <ul style="list-style-type: none"> Location 1 Dulwich Hill Location 2 Hurlstone Park Location 3 West Bank of Cooks River Location 4 Belmore Triangle Location 5 Lakemba Location 6 Wiley Park Location 7 Punchbowl Location 8 Canterbury Compound Location 9 Bankstown | <ul style="list-style-type: none"> Location 1 - No JHLOR works, ERSED Controls in place, No sign of dirty water from corridor. Slightly turbid water from upstream to the site Location 2 - Inspection point located within corridor. No PO available – not inspected – no JHLOR works in catchment Location 3 - No JHLOR works, ERSED Controls in place No sign of dirty water from corridor Location 4 – JHLOR Stockpiling area, ERSED Controls in place No sign of dirty water from corridor Location 5 - No JHLOR works. Not checked on Downstream due to the drainage network is below ground. Other contractor was working Upstream during inspection. Upstream observed to have low turbidity and TSS Location 6 - No JHLOR works, ERSED Controls in place, No sign of dirty water from corridor. Small inlet from the RHS of the Western most culverts – clear water flowing into culver. Unknown upstream source but seeping from concrete GLT/ toe of vegetated batter. No oil & grease. No odour Location 7 - This flow line is below ground and runs across the corridor from North to South and can be seen through pits located within corridor only. No PO available – not inspected – no JHLOR works in catchment. An alternative location adjacent to the inspection point has been inspected, no sign of dirty water from corridor observed in the open culvert Location 8 – JHLOR compound, ERSED Controls in place No sign of dirty water from corridor, Turbid water flowing in from upstream. No odour and no oil & grease Location 9 – No construction work on culvert side. JHLORJV works occurring here. ERSED controls in place, effective and maintained. No sign of dirty water from corridor | None relating to JHLOR impacts | N/A |
| 14/02/2023 | 34.2 mm | No adverse impacts relating to JHLOR works recorded | <ul style="list-style-type: none"> Location 1 Dulwich Hill Location 2 Hurlstone Park Location 3 West Bank of Cooks River Location 4 Belmore Triangle Location 5 Lakemba Location 6 Wiley Park Location 7 Punchbowl Location 8 Canterbury Compound Location 9 Bankstown | <ul style="list-style-type: none"> Location 1 - No JHLOR works, ERSED Controls in place, No sign of dirty water from corridor. Slightly turbid water from upstream to the site Location 2 - Inspection point located within corridor. No PO available – not inspected – no JHLOR works in catchment Location 3 - No JHLOR works, ERSED Controls in place No sign of dirty water from corridor Location 4 – Inspection point located within corridor. No PO available – not inspected – no JHLOR works in catchment Location 5 - No JHLOR works. Not checked on Downstream due to the drainage network is below ground. Other contractor was working Upstream during inspection. Upstream observed to have low turbidity and TSS Location 6 - No JHLOR works, ERSED Controls in place, No sign of dirty water from corridor. Small inlet from the RHS of the Western most culverts – turbid water flowing into culver. Unknown upstream source but seeping from concrete GLT/ toe of vegetated batter. No oil & grease. No odour Location 7 - This flow line is below ground and runs across the corridor from North to South and can be seen through pits located within corridor only. No PO available – not inspected – no JHLOR works in catchment. An alternative location adjacent to the inspection point has been inspected, no sign of dirty water from corridor observed in the open culvert Location 8 – JHLOR compound, ERSED Controls in place No sign of dirty water from corridor, clean water flowing in from upstream. No odour and no oil & grease Location 9 – No construction work on culvert side. JHLORJV works occurring here. ERSED controls in place, effective and maintained. No sign of dirty water from corridor | None relating to JHLOR impacts | N/A |
| 22/02/2023 | 90.8 mm | No adverse impacts relating to JHLOR works recorded | <ul style="list-style-type: none"> Location 1 Dulwich Hill Location 2 Hurlstone Park Location 3 West Bank of Cooks River Location 4 Belmore Triangle Location 5 Lakemba Location 6 Wiley Park Location 7 Punchbowl Location 8 Canterbury Compound Location 9 Bankstown | <ul style="list-style-type: none"> Location 1 - No JHLOR works, ERSED Controls in place, No sign of dirty water from corridor. Slightly turbid water from upstream to the site Location 2 - Inspection point located within corridor. No PO available – not inspected – no JHLOR works in catchment Location 3 - No JHLOR works, ERSED Controls in place No sign of dirty water from corridor Location 4 – JHLOR Stockpiling area, ERSED Controls in place No sign of dirty water from corridor Location 5 - No JHLOR works. Not checked on Downstream due to the drainage network is below ground. Other contractor was working Upstream during inspection. Location 6 - No JHLOR works, ERSED Controls in place, No sign of dirty water from corridor. Small inlet from the RHS of the Western most culverts – clean water flowing into culver. Unknown upstream source but seeping from concrete GLT/ toe of vegetated batter. No oil & grease. No odour Location 7 - This flow line is below ground and runs across the corridor from North to South and can be seen through pits located within corridor only. No PO available – not inspected – no JHLOR works in catchment. An alternative location adjacent to the inspection point has been inspected, no sign of dirty water from corridor observed in the open culvert Location 8 – JHLOR compound, ERSED Controls in place No sign of dirty water from corridor, clean water flowing in from upstream. No odour and no oil & grease Location 9 – No construction work on culvert side. JHLORJV works occurring here. ERSED controls in place, effective and maintained. No sign of dirty water from corridor | None relating to JHLOR impacts | N/A |

3.2. Noise and Vibration Monitoring

3.2.1. Noise Monitoring

Attended noise monitoring was undertaken as required for OOHW and possessions, where noise modelling predicted significant exceedance of Rating Background Levels (RBL) or otherwise required validation using this method.

Continuous noise monitoring was undertaken for OOHW and possessions. They were located at the locations with the highest risk of noise exceedance of RBL as established by the JHLOR noise models, detailed monitoring locations can be found in **Appendix B – Noise Monitoring Report**.

These noise monitoring methods have been conducted for activities with significant predicted exceedances of noise management levels, mostly occurring where works are conducted in the evening or night-time periods. SMC have committed to review impacts and mitigation of construction activity and document outcomes where an exceedance is recorded or a complaint is made related to project construction activities.

The following noise monitoring event was undertaken for the following Out-of-hour works (OOHW):

- OOHW carried out over 8th and the 9th of October 2022 in Weekend 15 Possession (WE15) over 2 nights and 1 day which included Segregation Fence, OHW structural removal and Bridge Works carried under condition L5.6- Local Possessions
- OOHW carried out on the 5th and the 6th of November 2022 during the Weekend 19 Possession (WE19) between 06:00 to 18:00 on both days. OOHW is defined as the first 2-hours of Saturday and throughout the duration of works on Sunday the 6th of November. Works included Segregation Fence drilling of bolts into existing piles carried under condition L5.6- Local Possessions
- OOHW carried out over 19th, 20th and 21st December 2022 in Week 25 over three nights of Utility Works under condition L5.7 – Local Area and Utility Works.
- OOHW carried out over 8th and the 9th of January 2023 in Weekend 32 Possession (WE32) over 2 days and 2 nights. Works carried under condition L5.6- Local Possessions.

Detailed noise monitoring results are attached in **Appendix B**. Noise monitoring results from the reporting period indicated that works occurred at noise levels at or below predicted levels, with the exception of three (3) exceedances throughout the September 2022 to February 2023 period.

The three (3) identified exceedances were not due to JHLORJV construction activities. The identified exceedances were investigated as follow:

1. Night shift on 08/10/2022 at 10 Broughton Street (Noise Catchment Area (NCA) 4)
 - The night-time rated background level (RBL) as defined in the Construction Noise and Vibration Impact Statement (CNVIS) is 35dB.
 - Noise modelling predicted an LAeq15min exceedance of 28dB however the noise level during this period was 37dB above the RBL.
 - Predicted noise was 63dB but the Highest LAeq15min value was 72dB.
 - Log average LAeq15min throughout the duration was 64dB which is 1dB above the predicted noise level.
 - Rainfall amount is 13.7mm, wind speed 9.26m/s.
 - AA offered based on previous noise validation.

2. Day shift on 09/10/2022 at 10 Broughton Street (NCA 4)
 - The day-time RBL as defined in the CNVIS is 40dB.
 - Noise modelling predicted an LAeq15min exceedance of 23dB however the noise level during this period was 32dB
 - Predicted noise was 63dB but the Highest LAeq15min value was 72dB.
 - Log average LAeq15min throughout the duration was 66dB which is 3dB above the predicted noise level.
 - Rainfall amount is 4.1mm, wind speed 13.38m/s.
3. Day shift on 09/10/2022 at 12 South Parade (NCA 5)
 - The day-time RBL as defined in the CNVIS is 36dB.
 - Noise modelling predicted an LAeq15min exceedance of 23dB however the noise level during this period was 26dB
 - Predicted noise was 59dB but the Highest LAeq15min value was 63dB.
 - Log average LAeq15min throughout the duration was 51dB which is 8dB below the predicted noise level.
 - Rainfall amount is 4.1mm, wind speed 13.38m/s.

It is noted that the wind speeds above (1,2 & 3) exceed the recommended maximum level for noise monitoring as described within *RTA Environmental Noise Management Manual*.

The *RTA Environmental Noise Management Manual* references: “Avoid monitoring during rain, when the road is wet or when the wind speed exceeds 5 m/sec. Any data collected under these conditions should be discarded.”

The rainy and windy weather during the monitoring event potentially contributing to the existing exceedances.

As part of the noise monitoring, significant extraneous noise has been recorded as impacting receivers and monitoring results, including throughout the night-time period, well above the given RBLs. Monitoring locations and timing has been adjusted where necessary to try to isolate construction impact, however this is often not feasible. Common extraneous noise sources include:

- Noise from passing freight trains on the ARTC line
- Road traffic, particularly rail replacement buses during rail possessions

3.2.2. Vibration

As per the Construction Noise and Vibration Impact Statement, real time vibration monitoring is conducted when the works are predicted to exceed the building damage vibration goals and/or human comfort vibration goals. No works throughout this reporting period indicated the need for vibration monitoring

To date, there has been no exceedances of vibration from construction activities, and recorded vibration (PPV in mm/s) has been well below cosmetic vibration limits for affected structures. As above, attended noise and vibration monitoring has identified that external non-construction noise and vibration sources are frequent in the areas, which is also expected to reflect in the results of any real-time continuous monitoring

Vibration monitoring was not required throughout this reporting period.

3.2.3. Complaints

There were seven (7) complaints throughout this reporting period. Four (4) of the complaints were noise complaints which were found to be attributed to JHLORJV works.

1. 04/10/2022 Campsie – Construction noise – The works were notified and did not trigger respite. The works were occurring in standard construction hours. RO such as noise cancelling headphones maybe offered on a case by case basis. This will be communicated once the resident has been contacted.
2. 08/10/2022 Canterbury – Construction noise – OOHW construction activities were being conducted in the corridor between the Metro and ARTC Freight tracks during the WE15 rail possession.

Resident (in a block of units) was notified about the construction activities and offered alternative accommodation (AA) for both the Friday and Saturday nights. All our letters are addressed, and hand delivered the week prior.

Being sensitive to the fact this was a shift worker, communications was established via txt. When contacted the resident stated they did not receive the offer of accommodation but stated prompt response was sufficient. While acknowledging lateness of the hour we still made available the offer of AA. Resident decline offer stating discussion and prompt response are most appreciated.

Complaint closed out at 21:54. Complaint classified as an unavoidable as the works were notified with AA being offered.

3. 05/02/2023 Campsie – Construction noise – JHLOR Enviro representative attended location at 17:20. No construction activities in area, no audible construction noise. No noise monitoring conducted as zero construction activities in proximity to property.
4. 07/02/2023 Dulwich Hill – Construction noise – Noise data (real time continuous monitoring) for WE32 works was reviewed to validate the predictions for the SSJ works. The noise levels were within the predictions. Appropriate additional mitigation measures including RO was undertaken/offered. The complainant was previously eligible for AA but did not meet the criteria on this occasion.

4. Mitigation Measures

4.1. Noise and Vibration

Standard mitigation measures as applicable were implemented as per Section 7 of the Construction Noise and Vibration Management Plan, and Sections 6.2 and 6.4 of the Construction Noise and Vibration Impact Statement. These were effective during the reporting period.

4.2. Water

Standard mitigation measures were implemented as per Section 6 of the Construction Soil and Water Management Plan. A new area-checklist is completed for every new area JHLORJV works is planning to commence in. This considers existing ERSED issues and assists in the developing of ERSED control plans. Controls were, identified, installed and repaired as required throughout this reporting period.

5. Conclusion



Pre-construction surface water monitoring began in March 2021, with results showing several instances of poor water quality due to detritus and turbidity. Monitoring during the September 2022 – February 2023 period indicated no adverse impacts associated with JHLOR activities.



Erosion-sediment control plans are maintained and reviewed regularly, and JHLOR conducts weekly and post rain environmental inspections. The Environment Representative also conducts bi-weekly inspections, and any observations are closed out within agreed timeframes.



Monitoring records have validated modelled noise and are consistent with the predicted impact of construction activities on noise catchment areas, including sensitive receivers. 3 exceedances of noise were measured but were established to not be associated with JHLORJV construction works.



Appendix A – Sample of Water Monitoring Report





| Inspection type | Rain Event 22/02/2023(#27) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Rainfall (in previous 24hrs) | 90.8 mm overnight | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Inspection by | Andre Kruize | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Date(s) of inspection | 22/02/23 between 07:25 and 12:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Other general notes | <div>Cant Compound - Rain data, inspection and photos were taken through the corridor during the inspection</div> <div>Weather data from Canterbury Weather Station.</div> <div><div>22nd Feb 2023, 7:09:41 AM -33.91336, 151.12040</div><div><div><div>Latest Weather Observations for Canterbury</div><div>IDN50001</div><div>Issued at 7:02 am EDT Wednesday 22 February 2023 (issued every 10 minutes, with the page automatically refreshed every 10 minutes)</div><div><a>About weather observations <a>Map of Sydney area stations <a>Latest observations for Sydney area <a>Other Formats</div><div>Station Details ID: 066194 Name: CANTERBURY RACECOURSE AWS Lat: -33.91 Lon: 151.11 Height: 3.0 m</div><div>Data from the previous 72 hours. See also: <a>Recent months at Canterbury</div><table><tr><th rowspan="2">Date/Time EDT</th><th rowspan="2">Temp °C</th><th rowspan="2">App Temp °C</th><th rowspan="2">Dew Point °C</th><th rowspan="2">Rel Hum %</th><th rowspan="2">Delta-T °C</th><th colspan="5">Wind</th><th rowspan="2">Press QNH hPa</th><th rowspan="2">Press MSL hPa</th><th rowspan="2">Rain since 5am mm</th></tr><tr><th>Dir</th><th>Spd km/h</th><th>Gust km/h</th><th>Spd kts</th><th>Gust kts</th></tr><tr><td>22/07:00am</td><td>21.1</td><td>18.0</td><td>14.5</td><td>66</td><td>3.9</td><td>SE</td><td>24</td><td>39</td><td>13</td><td>21</td><td>-</td><td>-</td><td>90.8</td></tr><tr><td>22/06:30am</td><td>20.9</td><td>16.6</td><td>14.5</td><td>67</td><td>3.7</td><td>SE</td><td>30</td><td>43</td><td>16</td><td>23</td><td>-</td><td>-</td><td>90.8</td></tr><tr><td>22/06:00am</td><td>20.7</td><td>17.7</td><td>15.9</td><td>74</td><td>2.9</td><td>SE</td><td>26</td><td>43</td><td>14</td><td>23</td><td>-</td><td>-</td><td>90.8</td></tr><tr><td>22/05:48am</td><td>20.7</td><td>17.7</td><td>16.9</td><td>79</td><td>2.3</td><td>SE</td><td>28</td><td>46</td><td>15</td><td>25</td><td>-</td><td>-</td><td>90.8</td></tr><tr><td>22/05:30am</td><td>20.2</td><td>18.3</td><td>15.8</td><td>76</td><td>2.6</td><td>SE</td><td>20</td><td>33</td><td>11</td><td>18</td><td>-</td><td>-</td><td>90.8</td></tr><tr><td>22/05:07am</td><td>19.6</td><td>16.2</td><td>15.7</td><td>78</td><td>2.3</td><td>SE</td><td>28</td><td>46</td><td>15</td><td>25</td><td>-</td><td>-</td><td>90.8</td></tr><tr><td>22/05:00am</td><td>19.3</td><td>15.0</td><td>16.0</td><td>81</td><td>2.0</td><td>SE</td><td>33</td><td>46</td><td>18</td><td>25</td><td>-</td><td>-</td><td>90.8</td></tr><tr><td>22/04:37am</td><td>20.0</td><td>16.8</td><td>18.1</td><td>89</td><td>1.2</td><td>SSE</td><td>32</td><td>52</td><td>17</td><td>28</td><td>-</td><td>-</td><td>90.8</td></tr><tr><td>22/04:36am</td><td>19.9</td><td>17.5</td><td>18.2</td><td>90</td><td>1.1</td><td>SSE</td><td>28</td><td>48</td><td>15</td><td>26</td><td>-</td><td>-</td><td>90.8</td></tr><tr><td>22/04:30am</td><td>19.9</td><td>18.1</td><td>18.7</td><td>93</td><td>0.7</td><td>SSE</td><td>26</td><td>41</td><td>14</td><td>22</td><td>-</td><td>-</td><td>90.8</td></tr><tr><td>22/04:09am</td><td>19.4</td><td>17.2</td><td>18.7</td><td>96</td><td>0.4</td><td>SSE</td><td>28</td><td>50</td><td>15</td><td>27</td><td>-</td><td>-</td><td>90.2</td></tr><tr><td>22/04:00am</td><td>19.6</td><td>18.2</td><td>18.9</td><td>96</td><td>0.4</td><td>SSE</td><td>24</td><td>37</td><td>13</td><td>20</td><td>-</td><td>-</td><td>89.4</td></tr><tr><td>22/03:48am</td><td>19.9</td><td>18.7</td><td>18.4</td><td>91</td><td>0.9</td><td>SSE</td><td>22</td><td>41</td><td>12</td><td>22</td><td>-</td><td>-</td><td>88.2</td></tr><tr><td>22/03:45am</td><td>20.1</td><td>18.4</td><td>18.2</td><td>89</td><td>1.2</td><td>SSE</td><td>24</td><td>43</td><td>13</td><td>23</td><td>-</td><td>-</td><td>88.0</td></tr><tr><td>22/03:33am</td><td>20.1</td><td>18.7</td><td>18.8</td><td>92</td><td>0.8</td><td>SSE</td><td>24</td><td>48</td><td>13</td><td>26</td><td>-</td><td>-</td><td>87.8</td></tr><tr><td>22/03:30am</td><td>20.1</td><td>18.7</td><td>18.8</td><td>92</td><td>0.8</td><td>SSE</td><td>26</td><td>48</td><td>14</td><td>26</td><td>-</td><td>-</td><td>87.8</td></tr></table></div></div></div> | Date/Time EDT | Temp °C | App Temp °C | Dew Point °C | Rel Hum % | Delta-T °C | Wind | | | | | Press QNH hPa | Press MSL hPa | Rain since 5am mm | Dir | Spd km/h | Gust km/h | Spd kts | Gust kts | 22/07:00am | 21.1 | 18.0 | 14.5 | 66 | 3.9 | SE | 24 | 39 | 13 | 21 | - | - | 90.8 | 22/06:30am | 20.9 | 16.6 | 14.5 | 67 | 3.7 | SE | 30 | 43 | 16 | 23 | - | - | 90.8 | 22/06:00am | 20.7 | 17.7 | 15.9 | 74 | 2.9 | SE | 26 | 43 | 14 | 23 | - | - | 90.8 | 22/05:48am | 20.7 | 17.7 | 16.9 | 79 | 2.3 | SE | 28 | 46 | 15 | 25 | - | - | 90.8 | 22/05:30am | 20.2 | 18.3 | 15.8 | 76 | 2.6 | SE | 20 | 33 | 11 | 18 | - | - | 90.8 | 22/05:07am | 19.6 | 16.2 | 15.7 | 78 | 2.3 | SE | 28 | 46 | 15 | 25 | - | - | 90.8 | 22/05:00am | 19.3 | 15.0 | 16.0 | 81 | 2.0 | SE | 33 | 46 | 18 | 25 | - | - | 90.8 | 22/04:37am | 20.0 | 16.8 | 18.1 | 89 | 1.2 | SSE | 32 | 52 | 17 | 28 | - | - | 90.8 | 22/04:36am | 19.9 | 17.5 | 18.2 | 90 | 1.1 | SSE | 28 | 48 | 15 | 26 | - | - | 90.8 | 22/04:30am | 19.9 | 18.1 | 18.7 | 93 | 0.7 | SSE | 26 | 41 | 14 | 22 | - | - | 90.8 | 22/04:09am | 19.4 | 17.2 | 18.7 | 96 | 0.4 | SSE | 28 | 50 | 15 | 27 | - | - | 90.2 | 22/04:00am | 19.6 | 18.2 | 18.9 | 96 | 0.4 | SSE | 24 | 37 | 13 | 20 | - | - | 89.4 | 22/03:48am | 19.9 | 18.7 | 18.4 | 91 | 0.9 | SSE | 22 | 41 | 12 | 22 | - | - | 88.2 | 22/03:45am | 20.1 | 18.4 | 18.2 | 89 | 1.2 | SSE | 24 | 43 | 13 | 23 | - | - | 88.0 | 22/03:33am | 20.1 | 18.7 | 18.8 | 92 | 0.8 | SSE | 24 | 48 | 13 | 26 | - | - | 87.8 | 22/03:30am | 20.1 | 18.7 | 18.8 | 92 | 0.8 | SSE | 26 | 48 | 14 | 26 | - | - | 87.8 |
| Date/Time EDT | Temp °C | | | | | | | App Temp °C | Dew Point °C | Rel Hum % | Delta-T °C | Wind | | | | | Press QNH hPa | Press MSL hPa | Rain since 5am mm | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Dir | Spd km/h | Gust km/h | Spd kts | Gust kts | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22/07:00am | 21.1 | 18.0 | 14.5 | 66 | 3.9 | SE | 24 | 39 | 13 | 21 | - | - | 90.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22/06:30am | 20.9 | 16.6 | 14.5 | 67 | 3.7 | SE | 30 | 43 | 16 | 23 | - | - | 90.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22/06:00am | 20.7 | 17.7 | 15.9 | 74 | 2.9 | SE | 26 | 43 | 14 | 23 | - | - | 90.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22/05:48am | 20.7 | 17.7 | 16.9 | 79 | 2.3 | SE | 28 | 46 | 15 | 25 | - | - | 90.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22/05:30am | 20.2 | 18.3 | 15.8 | 76 | 2.6 | SE | 20 | 33 | 11 | 18 | - | - | 90.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22/05:07am | 19.6 | 16.2 | 15.7 | 78 | 2.3 | SE | 28 | 46 | 15 | 25 | - | - | 90.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22/05:00am | 19.3 | 15.0 | 16.0 | 81 | 2.0 | SE | 33 | 46 | 18 | 25 | - | - | 90.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22/04:37am | 20.0 | 16.8 | 18.1 | 89 | 1.2 | SSE | 32 | 52 | 17 | 28 | - | - | 90.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22/04:36am | 19.9 | 17.5 | 18.2 | 90 | 1.1 | SSE | 28 | 48 | 15 | 26 | - | - | 90.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22/04:30am | 19.9 | 18.1 | 18.7 | 93 | 0.7 | SSE | 26 | 41 | 14 | 22 | - | - | 90.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22/04:09am | 19.4 | 17.2 | 18.7 | 96 | 0.4 | SSE | 28 | 50 | 15 | 27 | - | - | 90.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22/04:00am | 19.6 | 18.2 | 18.9 | 96 | 0.4 | SSE | 24 | 37 | 13 | 20 | - | - | 89.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22/03:48am | 19.9 | 18.7 | 18.4 | 91 | 0.9 | SSE | 22 | 41 | 12 | 22 | - | - | 88.2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22/03:45am | 20.1 | 18.4 | 18.2 | 89 | 1.2 | SSE | 24 | 43 | 13 | 23 | - | - | 88.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22/03:33am | 20.1 | 18.7 | 18.8 | 92 | 0.8 | SSE | 24 | 48 | 13 | 26 | - | - | 87.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22/03:30am | 20.1 | 18.7 | 18.8 | 92 | 0.8 | SSE | 26 | 48 | 14 | 26 | - | - | 87.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



| Inspection Type: | JHLOR Construction Activities in area | Comments from Inspection of waterways | Photos | Additional Observations Are there any impacts related to JHLOR construction works | Follow up action required | Outcome of follow up action |
|--|---------------------------------------|---|--|--|---------------------------|-----------------------------|
| Location 1 Dulwich Hill, country side, near commuter car park | No work up at Ewart St | <p>Water clarity and colour: Water in main culvert is slightly turbid</p> <p>Turbid water from side inlet on LHS. No JHLOR works in the area or up at Ewart St. Unknown source.</p> <p>Station Contractor's - clean water flowing in from black pipe on RHS</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): Low flow of water. Visual signs of high flow – riparian vegetation is bent over.</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: Nil</p> <p>Other comments/description: N/A</p> |   | <p>Vegetation cleared from open channel by others.</p> <p>No JHLOR works up at Ewart St since WE32 works (2 weeks ago)</p> <p>No sign of dirty water flow from corridor, up at Ewart St. Access points stabilised with any diversions to lower ERSED controls (soil, ballast & geofab berms intact) inside corridor.</p> <p>No visible sign of surface flow from site/corridor</p> <p>Clear water flowing through drain on roundabout up at the cnr of Ewart/Terrace</p> | NA | NA |



| Inspection Type: | JHLOR Construction Activities in area | Comments from Inspection of waterways | Photos | Additional Observations Are there any impacts related to JHLOR construction works | Follow up action required | Outcome of follow up action |
|---|--|---|--|--|---------------------------|-----------------------------|
| | | |  | | | |
| Location 2 Hurlstone Park, countryside | No work | Water clarity and colour: Odour: N/A Description of flow and quantity/ Visible runoff (into the water body): N/A Oil and Grease: N/A Details of any foreign objects within the water: N/A Other comments/description: N/A | NO PROTECTION OFFICER (PO) AVAILABLE – AREA NOT INSPECTED | No JHLOR work in area. | NA | NA |
| Location 3 West bank of Cook's River | No construction activity on Wairoa St. | Water clarity and colour: Clear Odour: Nil Description of flow and quantity/ Visible runoff (into the water body): Low flow Oil and Grease: Nil Details of any foreign objects within the water: N/A Other comments/description: N/A |  | Wairoa St area is stabilised. No work up in this area. | NA | NA |



| Inspection Type: | JHLOR Construction Activities in area | Comments from Inspection of waterways | Photos | Additional Observations Are there any impacts related to JHLOR construction works | Follow up action required | Outcome of follow up action |
|--|---|---|--|--|---------------------------|-----------------------------|
| | | |  | | | |
| Location 4 Belmore Triangle Access Road | No work in area. Gate locked on arrival | <p>Water clarity and colour: Clear</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): Medium flow</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: N/A</p> <p>Other comments/description: N/A</p> |  | <p>Surface mostly covered by ballast.</p> <p>Mid batter berm intact to divide catchment.</p> <p>Down stream sed fence intact with no sign of dirty water flow off site. Thick vegetated area around sed fence.</p> | NA | NA |

| Inspection Type: | JHLOR Construction Activities in area | Comments from Inspection of waterways | Photos | Additional Observations Are there any impacts related to JHLOR construction works | Follow up action required | Outcome of follow up action |
|---|---------------------------------------|---|--|--|---------------------------|-----------------------------|
| | | | <div></div> | | | |
| Location 5 Lakemba, country side | No JHLOR works in area | <p>Water clarity and colour: : N/A</p> <p>Downstream (North Side): Drainage network below ground – NOT INSPECTED</p> <p>Upstream (South side):</p> <p>Odour: N/A</p> <p>Description of flow and quantity/ Visible runoff (into the water body): N/A</p> <p>Oil and Grease: N/A</p> <p>Details of any foreign objects within the water: N/A</p> <p>Other comments/description: N/A</p> | <p>Downstream (North Side)</p> <p>AREA NOT INSPECTED</p> <p>Upstream (South side)</p> <p>AREA NOT INSPECTED</p> | No JHLORJV works occurring in area | NA | NA |

| Inspection Type: | JHLOR Construction Activities in area | Comments from Inspection of waterways | Photos | Additional Observations Are there any impacts related to JHLOR construction works | Follow up action required | Outcome of follow up action |
|--|---|--|---|--|---------------------------|-----------------------------|
| Location 6 Wiley Park, countryside. | No JHLOR works in area for a few months | <p>Water clarity and colour:</p> <p>Downstream (Nth side): See notes in photo section</p> <p>Upstream (Sth side): See notes in photo section</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): Low flow</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: Leaf litter and sediment accumulation in middle culvert</p> <p>Other comments/description:NA</p> | <p>Downstream (North Side of corridor) Upstream of Culvert. Gate WP3 and roadway below – No dirty water flowing off site. Collection of sediment at bottom of road is from the hardstand</p>   <p>Western most culvert Low flow, clean water through main culvert. Small inlet from the RHS – clean water flowing into culvert. No oil & grease. No odour</p>   | No JHLOR work in area for a months WP3 access gate checked - no dirty water flowing from stabilised access down to culverts in roadway. | NA | NA |

| Inspection Type: | JHLOR Construction Activities in area | Comments from Inspection of waterways | Photos | Additional Observations Are there any impacts related to JHLOR construction works | Follow up action required | Outcome of follow up action |
|------------------|---------------------------------------|---------------------------------------|---|--|---------------------------|-----------------------------|
| | | | <p>Middle culvert: Leaf litter and sediment accumulation in drainage area</p>  <p>Eastern most culvert Low flow, clear water from main culvert. Inlet from the LHS – clean water flow. No oil & grease. No odour.</p>  <p>Upstream (Sth side of corridor)</p> <p>AREA NOT INSPECTED</p> <p>Western most culvert</p> <p>Middle culvert</p> <p>Eastern most Culvert</p> | | | |

| Inspection Type: | JHLOR Construction Activities in area | Comments from Inspection of waterways | Photos | Additional Observations Are there any impacts related to JHLOR construction works | Follow up action required | Outcome of follow up action |
|---|---------------------------------------|---|--|---|---------------------------|-----------------------------|
| Location 7 Bankstown | Nil | Water clarity and colour: Odour: N/A Description of flow and quantity/ Visible runoff (into the water body): N/A Oil and Grease: N/A Details of any foreign objects within the water: N/A Other comments/description: N/A | <p align="center">No PO available – not inspected – no JHLOR works in catchment</p> <p align="center">NOTE: This flow line is below ground and runs across the corridor from Nth to Sth and can be seen through pits only. They are all inside corridor</p> | No JHLORJV works occurring in area | NA | NA |
| Location 7ALT City side of Bankstown DOWN track (near Stacey St) | Nil | Sth Side Water clarity and colour: Low flow, clear water. Odour: Nil Description of flow and quantity/ Visible runoff (into the water body): see above Oil and Grease: Nil Details of any foreign objects within the water: No debris in water Other comments/description Nil |  | No JHLOR works within the catchment | NA | NA |
| Location 8 'NEW' Cant Compound | No JHLOR works within the catchment | Water clarity and colour from Culvert Under Corridor. Low flow, turbid water from across the track. No water flow water from compound hard stand/asphalt into ballast drain. Odour: Nil Description of flow and quantity/ Visible runoff (into the water body): Slightly cloudy, medium flow of water in eastern channel Oil and Grease: Nil Details of any foreign objects within the water: Nil Other comments/description: Nil | Inside Canterbury Compound No noticable flow in ballast channel. Clean water flowing from Cant Compound carpark. No odour and no oil & grease  | No JHLOR works within the catchment NOTE 1: No flow of water off asphalt parking surface at time of inspection. | NA | NA |

| Inspection Type: | JHLOR Construction Activities in area | Comments from Inspection of waterways | Photos | Additional Observations Are there any impacts related to JHLOR construction works | Follow up action required | Outcome of follow up action |
|--|---------------------------------------|---|---|--|---------------------------|-----------------------------|
| | | | <p>Eastern Channel. Outside Canterbury Compound boundary alongside pedestrian footpath:</p> <p>Slightly cloudy, medium flow of water in eastern channel. No odour and no oil & grease. Visible damage to vegetation (from earlier high flow). No noticeable difference between upstream & downstream water colour</p> <p>Upstream from JHLOR discharge point. Downstream from JHLOR discharge point.</p>  | | | |
| Location 9 Bankstown Early Works | Nil | <p>Water clarity and colour: Medium flow, clear water.</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): see above</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: No debris in water</p> <p>Other comments/description Nil</p> |  | No construction work on culvert side. | NA | NA |

Appendix B – Noise Monitoring Report

EPL 21147

R4.4 Validation Report

WE15 Segregation Fence, OHW Structures and Footings Removal and Bridge Works.

Document and Revision History

| Document Details | |
|------------------------------|-------------------------------|
| Title | R4.4 Validation Report |
| Client | Sydney Metro City & Southwest |
| JHLOR JV contract no. | K44 |

Revisions

| Revision | Date | Description | Prepared by | Reviewed by |
|----------|------------|-------------------|---------------|----------------|
| 01 | 19/10/2022 | Prepared for R4.4 | Motasem Tayeh | Lucas Dobrolot |
| | | | | |
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Management reviews

| Review date | Details | Reviewed by |
|-------------|---------|-------------|
| | | |
| | | |
| | | |

Controlled: NO Copy no.: Uncontrolled: YES

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| 1. Confirmation that the equipment used to undertake the works was as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite | 3 |
| 2. A copy of the community notification required under Condition L5.12 | 3 |
| 3. Noise monitoring as required by L5.8(d) | 3 |
| 4. Details of any exceedances of predicted noise levels; | 4 |
| 5. Details of the noise and vibration mitigation measures that were implemented as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite..... | 5 |
| 6. The justification required under L5.6 for the carrying out of works outside of standard construction hours in L5.1. | 5 |
| R4.4 (b) The validation report must be submitted to the EPA fortnightly from the commencement of the works permitted by L5.6 & L5.7 by no later than 2 business days from the end of each fortnight. | 5 |
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Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out over 8th and the 9th of October in Weekend 15 Possession (WE15) over 2 nights and 1 day which included Segregation Fence, OHW structural removal and Bridge Works carried under condition L5.6- Local Possessions at the following locations;

- Dulwich Hill opposite 10 The Parade.
- Dulwich Hill opposite 73 Ewart Street
- Hurlstone Park opposite Melford Street
- Canterbury opposite 10 Broughton Street
- Canterbury opposite 90 Church Street
- Marrickville opposite Carrington Road
- Marrickville Livingstone Road Bridge

Refer to attachment 1 for monitoring results.

R4.4(a) For activities permitted under Condition L5.6 & L5.7, a validation report must be submitted to the EPA that includes the following detail:

- 1. Confirmation that the equipment used to undertake the works was as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite**

The assessment prepared for the works included modelling for the following plant and equipment:

- Excavators 3T, 6T, 13T and 24T (inc auger/piling & jack hammer attachments)
- Balloon tyre dump trucks (Hydrema)
- Lighting towers
- Light vehicles
- Heavy Trucks
- Hand held powered and non-powered tools
- Vac Trucks
- EWP/telehandler
- Front-end loader
- Multicranes
- 60T Crane
- Concrete truck and line pump
- Portable Generators
- Compressors
- Compactor
- Bogie
- Water Pumps
- 4T Dumpy

- 2. A copy of the community notification required under Condition L5.12**

A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

- 3. Noise monitoring as required by L5.8(d)**

WE15 works noise monitoring was carried out at the following locations throughout the project;

- Opposite 92 Church Street, Hurlstone Park
 - Opposite 73 Ewart Street, Dulwich Hill
 - 63 Melford Street, Hurlstone Park
 - 10 Broughton Street, Canterbury
 - 12 South Parade, Canterbury
 - 12 Marrickville Avenue, Marrickville
-

Refer to attachment 2.

4. Details of any exceedances of predicted noise levels;

Throughout the works carried out over WE15, there were no exceedances of the predictions due to construction activity. Generally, some noise levels were higher than expected, however this was determined to be attributed to heavy rain and wind interfering with the readings. Of note two (2) at Broughton Street and one (1) at South Parade. Refer to specifics below. It is noted in 'AS 1055:2018 Acoustics - Description and measurement of environmental noise' that if the wind scale is above 5m/s, it may affect the validity of the noise monitoring. Windspeeds and rainfall levels will be added at the end of each exceedance for reference.

- 10 Broughton Street 08/10/2022 during the night, Noise Catchment Area (NCA) 4- The night-time rated background level (RBL) as defined in the Construction Noise and Vibration Impact Statement (CNVIS) is 35dB. Noise modelling predicted an LAeq15min exceedance of 28dB however the noise level during this period was 37dB above the RBL. Predicted noise was 63dB but the Highest LAeq15min value was 72dB. Log average LAeq15min throughout the duration was 64dB which is 1dB above the predicted noise level. Rainfall amount 13.7mm, wind speed 9.26m/s. AA offered based on previous noise validation.

10 Broughton Street 09/10/2022 during the day, NCA 4 - The day-time RBL as defined in the CNVIS is 40dB. Noise modelling predicted an LAeq15min exceedance of 23dB however the noise level during this period was 32dB. Predicted noise was 63dB but the Highest LAeq15min value was 72dB. Log average LAeq15min throughout the duration was 66dB which is 3dB above the predicted noise level. Rainfall amount 4.1mm, wind speed 13.38m/s.

- 12 South Parade 09/10/2022 during the day. NCA 5 – The day-time RBL as defined in the CNVIS is 36dB. Noise modelling predicted an LAeq15min exceedance of 23 however the noise level during this period was 26dB. Predicted noise was 59dB but the highest LAeq15min value was 63dB. Log average LAeq15min throughout the duration was 51dB which is 8dB below the predicted noise level depicting that the higher LAeq15min is due to external factors. Rainfall amount 4.1mm, windspeed 13.38m/s. Respite offered.

In summary due to the environmental factors such as windspeeds, rainfall amount and wet roads leading to noisier street traffic the recorded noise level was generally higher. As such it is difficult to unequivocally state that the predictions have been validated. There were no complaints related to the above locations, however one complaints was received from a resident at 20 Close St Canterbury. Unfortunately the noise logger in that location failed, likely due to the inclement weather. AA was offered, however not taken up by the complainant. Refer to R4.1 report submitted 10 October 2022.

5. Details of the noise and vibration mitigation measures that were implemented as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite

The mitigation measures that were implemented included:

- All workers briefed at prestart of OOHW taking place.
- Works occur within the hours agreed in the OOHW only.
- All plant positioned so that the exhaust (or noisiest side of the plant) is pointing away from sensitive receivers, where possible.
- The engine of any plant is to be turned off when not in use
- Workers are not to shout, slam doors, drop objects or make any other unnecessary noise
- Workers are to be mindful of residents when mobilizing and demobilizing

Additional mitigation measures in accordance with the Sydney Metro Construction Noise and Vibration Strategy were implemented which included:

- Letter box drops
- Continuous monitoring
- Respite for receivers with potential noise exceedance of over 20dB and alternative accommodation offered for receivers with potential noise exceedance of over 30dB.

6. The justification required under L5.6 for the carrying out of works outside of standard construction hours in L5.1.

The works carried out on WE15 were completed under L5.6 as carrying out these works and activities during standard construction hours as specified in L5.1 would cause unacceptable risks to construction personnel safety; rail passenger and railways personnel safety and railway network operational reliability. The works could only be safely conducted during a rail possession due to works occurring within the rail corridor. All feasible and reasonable at-source noise controls were implemented in accordance with Condition L4.1, and noise mitigation measures were implemented in accordance with JHLORJV's CNVIS and Interim Construction Noise Guideline (DECC 2009).

R4.4 (b) The validation report must be submitted to the EPA fortnightly from the commencement of the works permitted by L5.6 & L5.7 by no later than 2 business days from the end of each fortnight.

This R4.4 Validation report has been submitted to EPA by no later than two business days after the end of the fortnight.

Attachment 1 – Noise Monitoring Results

| Reference Number | Noise Catchment Area* | Monitoring Location (Address) | Attended or Continuous | Weather | Date | Time (hrs) | Duration of Works | Construction Activities | Audible noise from construction activities | Main source of noise | Highest LAeq 15min in work period | Highest LA _{Max} in work period | Period | Predicted noise level LAeq,15min | Compliant | Comments |
|------------------|-----------------------|---|------------------------|---------|----------|---------------|-------------------|--|--|---|-----------------------------------|--|--------|----------------------------------|-----------|--|
| 1 | 4 | Opposite 92 Church Street, Hurlstone Park | Continuous | Rain | 08/10/22 | 18:00 to 6:00 | 12 hours | 19:00 to 05:00 – Drill HD bolts 05:00 to 06:00 – Clean up and demobilisation | Yes | Telehandler, crane and Hand Tools | 56 | 85 | Night | 61 (26dB above RBL) | Yes | RBL: 35dB -5dB relative to prediction Highest LAeq15min value of 56 dB. dB due to general construction noise between the hours of 18:00 and 06:00. Respite and alternate accommodation provided to residents. LAeq15min below predictions. Log average measured LAeq15min between 18:00 to 6:00 of 54 dB. |
| 2 | 4 | Opposite 92 Church Street, Hurlstone Park | Continuous | Rain | 09/10/22 | 7:00 to 12:00 | 6 hours | 07:00 to 11:00 – Drill HD bolts 11:00 to 12:00 – Clean up and demobilisation | Yes | Telehandler, crane and Hand Tools | 54 | 74 | Day | 61 (21dB above RBL) | Yes | RBL: 40 Highest LAeq15min value of 54 dB due to a period of general construction noise. Predicted 61 dB sound pressure level. Respite provided to residents. LAeq15min below predictions. Log average measured LAeq15min between 7:00 to 12:00 of 52 dB. |
| 3 | 4 | Opposite 92 Church Street, Hurlstone Park | Continuous | Rain | 09/10/22 | 2:00 to 13:00 | 11 hours | 2:00 to 08:00 – Concrete pour, preparation of Reinforcement cages. 8:00 to 11:00 – Backfilling open piles. 11:00 to 13:00 – Clean up and demobilisation. | Yes | Vacuum Truck, Crane and Hi-rail traffic | 55 | 78 | Day | 61 (21dB above RBL) | Yes | RBL: 40 Highest LAeq15min value of 55 dB due to a period of general construction noise. Predicted 61 dB sound pressure level. Respite provided to residents. LAeq15min below predictions. Log average measured LAeq15min between 2:00 to 13:00 of 51 dB. |
| 4 | 2 | Opposite 73 Ewart Street, Dulwich Hill | Continuous | Rain | 08/10/22 | 2:00 to 14:00 | 12 hours | 02:00 to 04:00 – Rail ramp installation 04:00 to 14:00 – Auger piles, spoil removal and preparation of reinforcement cage for concrete pour. | Yes | Vacuum Truck, Crane and Hi-rail traffic | 66 | 79 | Night | 67 (24dB above RBL) | Yes | RBL: 33 Highest LAeq15min value of 66 dB due to general construction below predicted value of 67 dB sound pressure level. LAeq15min below predictions. Log average LAeq15min between 2:00 to 14:00 of 62 dB. |
| 5 | 2 | Opposite 73 Ewart Street, Dulwich Hill | Continuous | Rain | 08/10/22 | 14:00 to 2:00 | 12 hours | 14:00 to 18:00 – Auger piles and spoil removal 18:00 to 02:00 – Concrete pour in-between preparation of Reinforcement cages | Yes | Vacuum Truck, Crane and Hi-rail traffic | 64 | 77 | Night | 65 (22dB above RBL) | Yes | RBL: 33 Highest LAeq15min value of 64 dB due to general construction below predicted value of 67 dB sound pressure level. LAeq15min below predictions. Log average LAeq15min between 14:00 to 2:00 of 60 dB. |
| 6 | 2 | Opposite 73 Ewart Street, Dulwich Hill | Continuous | Rain | 09/10/22 | 2:00 to 13:00 | 11 hours | 2:00 to 08:00 – Concrete pour, preparation of Reinforcement cages. 8:00 to 11:00 – Backfilling open piles. 11:00 to 13 – Clean up and demobilisation. | Yes | Vacuum Truck, Crane and Hi-rail traffic | 65 | 83 | Day | 65 (27dB above RBL) | Yes | RBL: 38 0dB relative to prediction Highest LAeq15min value of 65 dB due to general construction equal to the predicted value of 65 dB sound pressure level. LAeq15min below predictions. Log average LAeq15min between 2:00 to 13:00 of 58 dB. |
| 7 | 4 | 63 Melford Street, Hurlstone Park | Continuous | Rain | 08/10/22 | 2:00 to 14:00 | 12 hours | 02:00 to 04:00 – Rail ramp installation 04:00 to 14:00 – Auger piles, spoil removal and preparation of reinforcement cage for concrete pour. | Yes | Vacuum Truck, Crane and Hi-rail traffic | 61 | 86 | Night | 67 (32dB above RBL) | Yes | RBL: 35 Highest LAeq15min value of 61 dB due to general construction below predicted value of 67 dB sound pressure level. Respite and alternate accommodation provided to residents. LAeq15min below predictions. Logaverage LAeq15min between 2:00 to 14:00 of 55 dB. |
| 8 | 4 | 63 Melford Street, Hurlstone Park | Continuous | Rain | 08/10/22 | 14:00 to 2:00 | 12 hours | 14:00 to 18:00 – Auger piles and spoil removal 18:00 to 02:00 – Concrete pour in-between preparation of Reinforcement cages | Yes | Vacuum Truck, Crane and Hi-rail traffic | 64 | 85 | Night | 67 (32dB above RBL) | Yes | RBL: 35 Highest LAeq15min value of 64 dB due to general construction below predicted value of 67 dB sound pressure level. Respite and alternate accommodation provided to residents. LAeq15min below predictions. Log average LAeq15min between 14:00 to 2:00 of 56 dB. |

| | | | | | | | | | | | | | | | | |
|----|---|--------------------------------------|------------|------|----------|---------------|----------|--|-----|---|----|----|-------|------------------------|-----|---|
| 9 | 4 | 63 Melford Street, Hurlstone Park | Continuous | Rain | 09/10/22 | 2:00 to 13:00 | 11 hours | 2:00 to 08:00 – Concrete pour, preparation of Reinforcement cages. 8:00 to 11:00 – Backfilling open piles. 11:00 to 13 – Clean up and demobilisation. | Yes | Vacuum Truck, Crane and Hi-rail traffic | 59 | 89 | Day | 67 (27dB above RBL) | Yes | RBL: 40 Highest LAeq15min value of 59 dB due to general construction below predicted value of 67 dB sound pressure level. LAeq15min below predictions. Log average LAeq15min between 2:00 to 13:00 of 50 dB. |
| 10 | 4 | 10 Broughton Street, Canterbury | Continuous | Rain | 08/10/22 | 2:00 to 14:00 | 12 hours | 02:00 to 04:00 – Rail ramp installation 04:00 to 14:00 – Auger piles, spoil removal and preparation of reinforcement cage for concrete pour. | Yes | Vacuum Truck, Crane and Hi-rail traffic | 68 | 77 | Night | 68 (33dB above RBL) | Yes | RBL: 35 Highest LAeq15min value of 68 dB due to general construction equal to the predicted value of 68 dB sound pressure level. Respite and alternate accommodation provided to residents. LAeq15min below predictions. Log average LAeq15min between 2:00 to 14:00 of 59 dB. |
| 11 | 4 | 10 Broughton Street, Canterbury | Continuous | Rain | 08/10/22 | 14:00 to 2:00 | 12 hours | 14:00 to 18:00 – Auger piles and spoil removal 18:00 to 02:00 – Concrete pour in-between preparation of Reinforcement cages | Yes | Vacuum Truck, Crane and Hi-rail traffic | 72 | 91 | Night | 63 (28dB above RBL) | Yes | RBL: 35 Highest LAeq15min value of 72 dB due to general construction above predicted value of 63 dB sound pressure level due to construction activity noise which is amplified by the weather conditions as discussed in section 4. Respite and alternate accommodation provided to residents at this. Log average LAeq15min between 14:00 to 2:00 of 64 dB. |
| 12 | 4 | 10 Broughton Street, Canterbury | Continuous | Rain | 09/10/22 | 2:00 to 13:00 | 11 hours | 2:00 to 08:00 – Concrete pour, preparation of Reinforcement cages. 8:00 to 11:00 – Backfilling open piles. 11:00 to 13 – Clean up and demobilisation. | Yes | Vacuum Truck, Crane and Hi-rail traffic | 72 | 86 | Day | 63 (23dB above RBL) | Yes | RBL: 40 Highest LAeq15min value of 72 dB above predicted value of 63 dB sound pressure level. due to construction activity noise which is amplified by the wet weather conditions as discussed in section 4. Wind speeds were higher than the recommended wind speeds as per AS 1055:2018. Log average LAeq15min between 2:00 to 13:00 of 66 dB. |
| 13 | 5 | 12 South Parade, Canterbury | Continuous | Rain | 08/10/22 | 2:00 to 14:00 | 12 hours | 02:00 to 04:00 – Rail ramp installation 04:00 to 14:00 – Auger piles, spoil removal and preparation of reinforcement cage for concrete pour. | Yes | Vacuum Truck, Crane and Hi-rail traffic | 52 | 89 | Night | 60 (28dB above RBL) | Yes | RBL: 32 Highest LAeq15min value of 52 dB due to general construction below predicted value of 60 dB sound pressure level. Respite and alternate accommodation provided to residents. LAeq15min below predictions. Log average LAeq15min between 2:00 to 14:00 of 50 dB. |
| 14 | 5 | 12 South Parade, Canterbury | Continuous | Rain | 08/10/22 | 14:00 to 2:00 | 12 hours | 14:00 to 18:00 – Auger piles and spoil removal 18:00 to 02:00 – Concrete pour in-between preparation of Reinforcement cages | Yes | Vacuum Truck, Crane and Hi-rail traffic | 58 | 74 | Night | 60 (28dB above RBL) | Yes | RBL: 32 Highest LAeq15min value of 58 dB due to general construction below predicted value of 60 dB sound pressure level. Respite and alternate accommodation provided to residents. LAeq15min below predictions. Log average LAeq15min between 14:00 to 2:00 of 53 dB. |
| 15 | 5 | 12 South Parade, Canterbury | Continuous | Rain | 09/10/22 | 2:00 to 13:00 | 10 hours | 2:00 to 08:00 – Concrete pour, preparation of Reinforcement cages. 8:00 to 11:00 – Backfilling open piles. 11:00 to 13:00 – Clean up and demobilisation. | Yes | Vacuum Truck, Crane and Hi-rail traffic | 63 | 73 | Day | 59 (23dB above RBL) | Yes | RBL: 36 Highest LAeq15min value of 63 dB due to general construction activities which is higher than the predicted value of 63 dB sound pressure level. Wind speeds were higher than the recommended wind speeds as per AS 1055:2018. Respite provided to residents. LAeq15min below predictions. Log average LAeq15min between 2:00 to 13:00 of 51 dB. |
| 16 | 2 | 12 Marrickville Avenue, Marrickville | Continuous | Rain | 08/10/22 | 2:00 to 14:00 | 12 hours | 02:00 to 04:00 – Rail ramp installation 04:00 to 14:00 – Auger piles, spoil removal and preparation of reinforcement cage for concrete pour. | Yes | Vacuum Truck, Crane and Hi-rail traffic | 52 | 80 | Night | 59 (26dB above RBL) | Yes | RBL: 33 Highest LAeq15min value of 52 dB due to general construction below predicted value of 59 dB sound pressure level. LAeq15min below predictions. Log average LAeq15min between 2:00 to 14:00 of 46 dB. |
| 17 | 2 | 12 Marrickville Avenue, Marrickville | Continuous | Rain | 08/10/22 | 14:00 to 2:00 | 12 hours | 14:00 to 18:00 – Auger piles and spoil removal 18:00 to 02:00 – Concrete pour in-between preparation of Reinforcement cages | Yes | Vacuum Truck, Crane and Hi-rail traffic | 64 | 85 | Night | 66 (33dB above RBL) | Yes | RBL: 33 Highest LAeq15min value of 64 dB due to general construction below predicted value of 66 dB sound pressure level. LAeq15min below predictions. Log average LAeq15min between 14:00 to 2:00 of 53 dB. |

| | | | | | | | | | | | | | | | | |
|----|---|--------------------------------------|------------|------|----------|---------------|----------|---|-----|---|----|----|-----|------------------------|-----|--|
| 18 | 2 | 12 Marrickville Avenue, Marrickville | Continuous | Rain | 09/10/22 | 2:00 to 13:00 | 11 hours | 2:00 to 08:00 – Concrete pour, preparation of Reinforcement cages. 8:00 to 11:00 – Backfilling open piles. 11:00 to 13 – Clean up and demobilisation. | Yes | Vacuum Truck, Crane and Hi-rail traffic | 59 | 88 | Day | 65 (27dB above RBL) | Yes | RBL: 38 Highest LAeq15min value of 59 dB due to general construction below predicted value of 65 dB sound pressure level. LAeq15min below predictions. Log average LAeq15min between 2:00 to 13:00 of 50 dB. |
|----|---|--------------------------------------|------------|------|----------|---------------|----------|---|-----|---|----|----|-----|------------------------|-----|--|



Attachment 2 – Community Notification

Community Notifications were provided to residents of Canterbury, Marrickville, Hurlstone Park, Dulwich Hill and Campsie.

Please refer to the following community notifications for works undertaken at the previously stated locations.

Notification – Canterbury

Upcoming rail shutdown: 24 September – 9 October 2022

The T3 Bankstown Line will be closed between Sydenham and Birrong from 24 September to 9 October 2022 for metro upgrade work.

Opal enabled rail replacement bus services will be provided during this time.

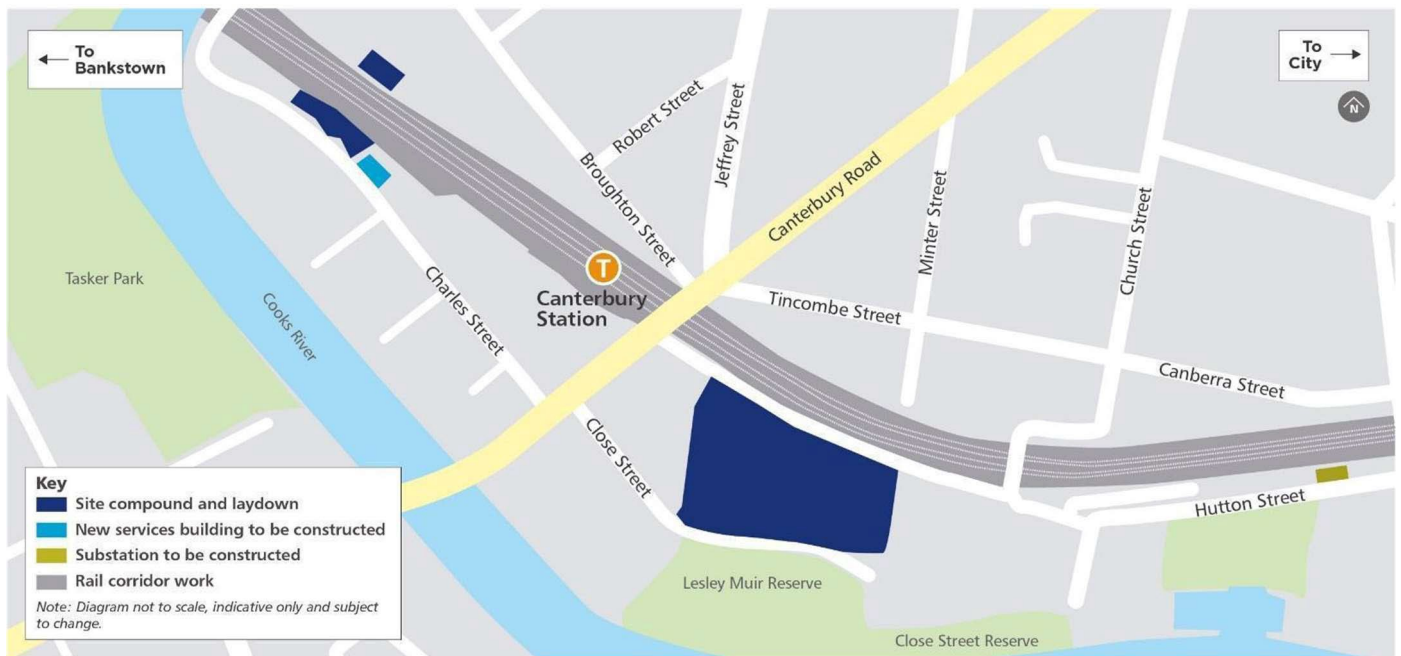
You can plan your trip at transportnsw.info and on real time apps. Kerbside changes will also be in place around the affected train stations for temporary bus zones. Please check signage before parking your car.

As you may be aware, ongoing protected industrial action at Sydney Trains since late 2021 has resulted in a range of planned activities along the Bankstown Line being postponed. Some of these previously postponed activities have been scheduled to take place during the upcoming rail shutdown in the school holidays, **between 8pm Friday 23 September and 5am Monday 10 October 2022.**

Please note that the proposed scope of work during the shutdown may still be impacted by potential industrial action. This is because most of Sydney Metro's work requires power isolation to provide safe access to the rail corridor - which must be issued by Sydney Trains.

Work will be undertaken continuously throughout the shutdown along the rail corridor, around Canterbury station and the former bowling club site and at the substation (off Hutton Street). Planned work activities during the shutdown include:

| Date / time | Details of planned activities |
|---|---|
| Between 8pm Friday 23 September and 5am Monday 10 October 2022 | <ul style="list-style-type: none"> • Cable pulling within the rail corridor • Installing structural steel and precast facade panels at the Canterbury substation • Delivering, storing and removing materials and plant • Earthwork for installation of drainage and combined services route, steel and concreting work, and upgrade to drainage and installation of drainage pits inside the rail corridor • Installation of new signalling equipment • Concreting works on platforms and existing platform buildings including footings for stairs and building services, constructing lift wells and landings, and regrading platforms and the pedestrian ramp • Glazing of footbridge, safety fencing and stair canopy, and structural steel infill for footbridge glazing and for motorised sliding door • Concourse civil works and retail cladding, and platform fencing • Relocating, upgrading, and installing above ground and underground services and electrical conduits, and installing protection for live electrical services • Renovating existing station buildings and electrical work at station office, and associated concrete work • Boundary and segregation fence on MSB area and Canterbury Road Bridge • Broughton Street footpaths and bus shelters work • Canterbury Road roofing and guttering works. A lane will be closed on Canterbury Road for the safety of workers. • Installation of fencing including temporary lane closures along Melford Street bridge and removal of parking along Canberra Street • Refurbishment activities to over-wiring structures including removal of redundant footings and structures. • Modification works to bridges along the alignment at Church Street footbridge and Wairoa Street, including temporary traffic and pedestrian detours |



The types of equipment we will use for this work will include heavy machinery (including but not limited to excavators, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, elevated work platforms, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaws, and water carts), and hand and power tools.

Sydney Metro use a range of mitigation measures to minimise the impacts of construction noise and vibration, such as noise monitoring, using noise blankets and acoustic enclosures, selecting quieter tools where possible and using non-tonal reversing alarms on trucks. In some situations, respite options and alternative accommodation may be offered to local residents.

If you are eligible for respite or alternative accommodation, we will communicate this directly with you.

Keeping you informed

Properties close to scheduled work will receive notifications when construction work is scheduled to occur. You can contact us on **1800 171 386** (24-hour community information line).

If you have questions about the **substations** please ask for **Chris** or email LinewidthMetro@transport.nsw.gov.au. For all other works please ask for **Julian** or email SouthwestMetro@transport.nsw.gov.au.

Thank you for your patience while we complete this important work.



1800 171 386 Community information line open 24 hours



southwestmetro@transport.nsw.gov.au



Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240



If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 171 386**

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City & Southwest

Notification – Marrickville

Upcoming rail shutdown: 24 September – 9 October 2022

The T3 Bankstown Line will be closed between Sydenham and Birrong from 24 September to 9 October 2022 for metro upgrade work.

Opal enabled rail replacement bus services will be provided during this time.

You can plan your trip at transportnsw.info and on real time apps. Kerbside changes will also be in place around the affected train stations for temporary bus zones. Please check signage before parking your car.

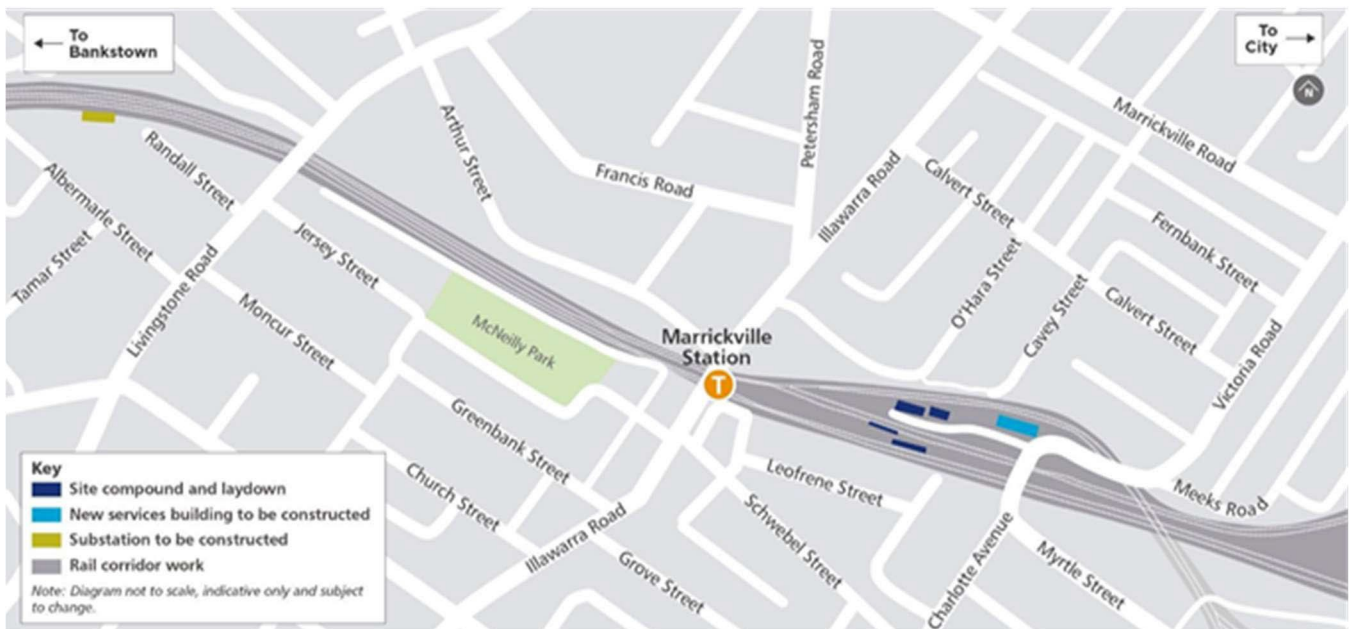
As you may be aware, ongoing protected industrial action at Sydney Trains since late 2021 has resulted in a range of planned activities along the Bankstown Line being postponed. Some of these previously postponed activities have been scheduled to take place during the upcoming rail shutdown in the school holidays, **between 8pm Friday 23 September and 5am Monday 10 October 2022.**

Please note that the proposed scope of work during the shutdown may still be impacted by potential industrial action. This is because most of Sydney Metro's work requires power isolation to provide safe access to the rail corridor - which must be issued by Sydney Trains.

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

Work will be undertaken continuously throughout the shutdown along the rail corridor, around Marrickville station and services building site and at the substation (off Randall Street). Planned work activities during the shutdown include:

| Date / time | Details of planned activities |
|---|---|
| Between 8pm Friday 23 September and 5am Monday 10 October 2022 | <ul style="list-style-type: none">• Installing facade structural steel, facade panels, building columns, perimeter columns, drainage pipes and pits at the Dulwich Hill substation site• Installation of new cable service routes and cable pulling within the rail corridor• Deliveries, storage of material and access throughout the corridor and station precinct including from Riverdale Avenue, Wooley Lane and Station Street• Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations, de-vegetation and surveys for drainage, utilities, and fencing including temporary removal of 6 parking spaces along Arthur Street• Refurbishment activities to over-wiring structures including removal of redundant footings and structures• Installation of various footings, retaining structures and ballast ramps• Footpath works• Modification to bridges along the alignment along Livingstone Road bridge including periodic lane closures on the following streets:<ul style="list-style-type: none">○ Livingstone Road between Marrickville Avenue and Jersey Street○ Temporary removal of parking lane along Livingstone Road bridge and Marrickville Avenue adjacent to the rail corridor• Installation of anti-throw screen on Illawarra Road bridge• Excavation across the ARTC track to the north east of the station including the installation of conduits to the service pits• Installation of new signalling equipment• Installation of lighting and fencing throughout the station• Excavation works and pouring of concrete on the platforms and west of the station• Excavation and installation of services to the platform from Station Street |



The types of equipment we will use for this work will include heavy machinery (including but not limited to excavators, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, elevated work platforms, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaws, and water carts), and hand and power tools.

Sydney Metro use a range of mitigation measures to minimise the impacts of construction noise and vibration, such as noise monitoring, using noise blankets and acoustic enclosures, selecting quieter tools where possible and using non-tonal reversing alarms on trucks. In some situations, respite options and alternative accommodation may be offered to local residents.

If you are eligible for respite or alternative accommodation, we will communicate this directly with you.

Keeping you informed

Properties close to scheduled work will receive notifications when construction work is scheduled to occur. You can contact us on **1800 171 386** (24-hour community information line).

If you have questions about the **substations** please ask for **Chris** or email LinewideMetro@transport.nsw.gov.au. For all other works please ask for **Julian** or email SouthwestMetro@transport.nsw.gov.au.



1800 171 386 Community information line open 24 hours



southwestmetro@transport.nsw.gov.au



Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240



If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 171 386**

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City & Southwest

Notification – Hurlstone Park

Upcoming rail shutdown: 24 September – 9 October 2022

The T3 Bankstown Line will be closed between Sydenham and Birrong from 24 September to 9 October 2022 for metro upgrade work.

Opal enabled rail replacement bus services will be provided during this time.

You can plan your trip at [transportnsw.info](https://transport.nsw.gov.au/transportnsw) and on real time apps. Kerbside changes will also be in place around the affected train stations for temporary bus zones. Please check signage before parking your car.

As you may be aware, ongoing protected industrial action at Sydney Trains since late 2021 has resulted in a range of planned activities along the Bankstown Line being postponed. Some of these previously postponed activities have been scheduled to take place during the upcoming rail shutdown in the school holidays, **between 8pm Friday 23 September and 5am Monday 10 October 2022.**

Please note that the proposed scope of work during the shutdown may still be impacted by potential industrial action. This is because most of Sydney Metro's work requires power isolation to provide safe access to the rail corridor - which must be issued by Sydney Trains.

Work will be undertaken continuously throughout the shutdown along the rail corridor, around Hurlstone Park station and services building site and at the and at the substation (off Hutton Street). Planned work activities during the shutdown include:

| Date / time | Details of out-of-hours (including night) work |
|---|---|
| Between 8pm Friday 23 September and 5am Monday 10 October 2022 | <ul style="list-style-type: none">• Cable pulling within the rail corridor• Installing structural steel and precast facade panels at the substation• Installation of structural steel and glazing• Excavation and services installation works on platforms• Placement of asphalt finishes• Delivery of lift equipment• Underlying crossing works for the installation of track side equipment• Brickworks and services installation to stair areas• Work in ARTC corridor including fencing, throw screens and defects• Installation of cable containment, ceiling, lighting, framing and cladding• Mobilisation/demobilisation of cranes on Duntroon Street and Floss Street• Install of handrails, artwork and other miscellaneous structures• Booking office cladding• GST installation and platform fencing installation• Installation of platform stairs at country end of platform 1• Installation of fencing including temporary lane closures along Melford Street bridge and removal of parking along Canberra Street• Upgrade to drainage and installation of drainage pits inside the rail corridor• Modification works to bridges along the alignment at Melford Street Bridge and Church Street footbridge, including temporary closure of Church Street footbridge, temporary lane closures and removal of parking along Melford Street bridge between Canberra Street and Hutton Street, and temporary removal of parking along Canberra St between Melford Street bridge and Church Street |



The types of equipment we will use for this work will include heavy machinery (including but not limited to excavators, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, elevated work platforms, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaws, and water carts), and hand and power tools.

Sydney Metro use a range of mitigation measures to minimise the impacts of construction noise and vibration, such as noise monitoring, using noise blankets and acoustic enclosures, selecting quieter tools where possible and using non- tonal reversing alarms on trucks. In some situations, respite options and alternative accommodation may be offered to local residents.

If you are eligible for respite or alternative accommodation, we will communicate this directly with you.

Keeping you informed

Properties close to the rail corridor will receive notifications when construction work is scheduled to occur. You can contact us on **1800 171 386** (24 hour community information line). If you have questions about the **substations** please ask for **Chris** or email linewideMetro@transport.nsw.gov.au. For all other works please ask for **Elizabeth** or email SouthwestMetro@transport.nsw.gov.au.

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



1800 171 386 Community information line open 24 hours



southwestmetro@transport.nsw.gov.au



Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240



If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 171 386**

sydneymetro.info

Notification – Dulwich Hill

Upcoming rail shutdown: 24 September – 9 October 2022

The T3 Bankstown Line will be closed between Sydenham and Birrong from 24 September to 9 October 2022 for metro upgrade work.

Opal enabled rail replacement bus services will be provided during this time.

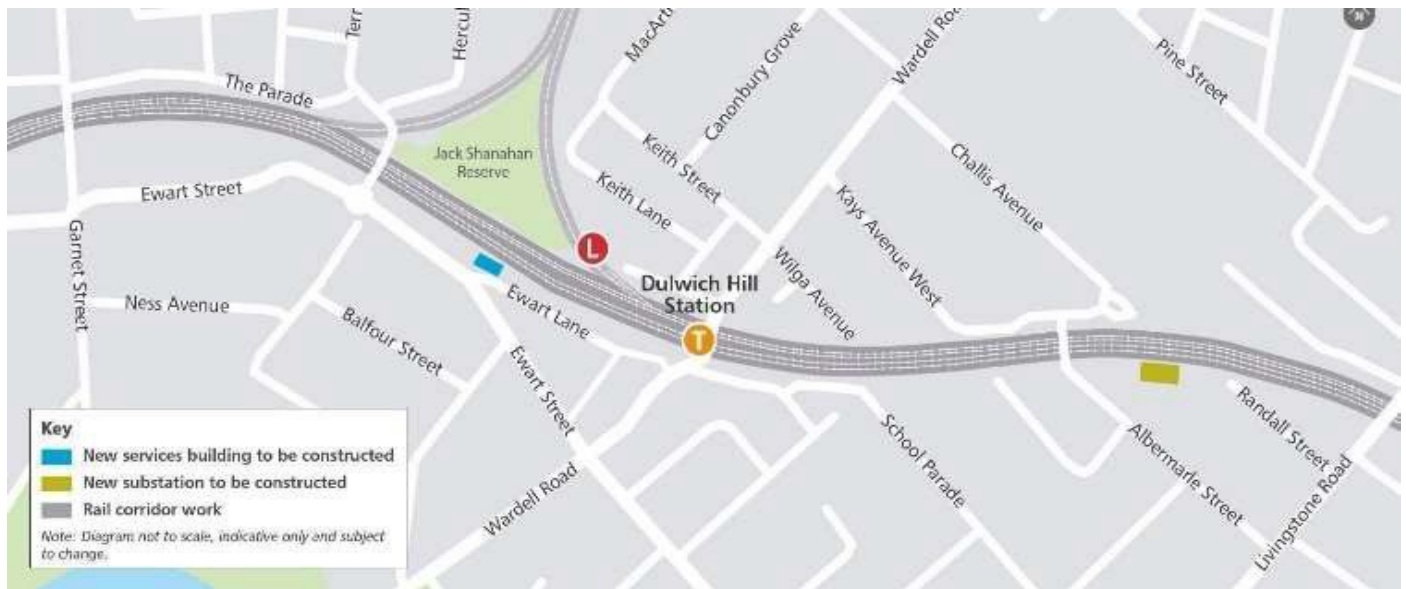
You can plan your trip at transportnsw.info and on real time apps. Kerbside changes will also be in place around the affected train stations for temporary bus zones. Please check signage before parking your car.

As you may be aware, ongoing protected industrial action at Sydney Trains since late 2021 has resulted in a range of planned activities along the Bankstown Line being postponed. Some of these previously postponed activities have been scheduled to take place during the upcoming rail shutdown in the school holidays, **between 8pm Friday 23 September and 5am Monday 10 October 2022.**

Please note that the proposed scope of work during the shutdown may still be impacted by potential industrial action. This is because most of Sydney Metro's work requires power isolation to provide safe access to the rail corridor - which must be issued by Sydney Trains.

Work will be undertaken continuously throughout the shutdown along the rail corridor, around Dulwich Hill station and services building site and at the substation (off Randall Street Marrickville). Planned work activities during the shutdown include:

| Date / time | Planned work activities |
|---|---|
| Between 8pm Friday 23 September and 5am Monday 10 October 2022 | <ul style="list-style-type: none"> • Cable pulling within the rail corridor • Installing facade structural steel, facade panels, building columns, perimeter columns, drainage pipes and pits at the Dulwich Hill substation site • Ewart Street and Ewart Lane temporary closure for delivery and installation of HV pole and precast wall panels for the services building • Bedford Crescent closure for water service relocation works, footbridge preparation works, Kiss and Ride installation and civil and electrical works • Temporary removal of bike racks for vehicle access and Kiss and Ride installation • Structural steel works for lifts, bridge, truss, stairs and canopy installation • High level containment installation (LV, Comms, Others) • Inspection of underground pipes • Platform building and booking office construction and refurbishment including brickworks and mechanical fit-out • Construction work at the Metro Services Building, including installing precast walls, blockworks, service works, installation of structural steel, roofing, drainage and scaffolding • Installing cable service routes, pile capping and concrete works • Trackside equipment footings installation and earthing • Precinct works including drainage, water tank installation and walkways • Installation of fencing including temporary removal of parking along Wilga Avenue to accommodate plant. • Refurbishment activities to over-wiring structures including removal of redundant footings and structures. • Installation of new signalling equipment • Installation of fencing, cable service routes, galvanised steel troughing (GST), rail access gates and rail access pads including periodic parking closures and temporary footpath closure on the northern side of Ewart Street, west of Ness Avenue and temporary removal of parking along The Parade (on the rail side) between Terrace Road and Myra Road. |



The types of equipment we will use for this work will include heavy machinery (including but not limited to excavators, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, elevated work platforms, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaws, and water carts), and hand and power tools.

Sydney Metro use a range of mitigation measures to minimise the impacts of construction noise and vibration, such as noise monitoring, using noise blankets and acoustic enclosures, selecting quieter tools where possible and using non-tonal reversing alarms on trucks. In some situations, respite options and alternative accommodation may be offered to local residents.

If you are eligible for respite or alternative accommodation, we will communicate this directly with you.

Keeping you informed

Properties close to scheduled work will receive notifications when construction work is scheduled to occur. You can contact us on **1800 171 386** (24-hour community information line).

If you have questions about the **substations** please ask for **Chris** or email LinewideMetro@transport.nsw.gov.au. For all other works please ask for **Claire** or email SouthwestMetro@transport.nsw.gov.au.

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

If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 171 386**

sydneymetro.info

Notification – Campsie

Upcoming rail shutdown: 24 September – 9 October 2022

The T3 Bankstown Line will be closed between Sydenham and Birrong from 24 September to 9 October 2022 for metro upgrade work.

Opal enabled rail replacement bus services will be provided during this time.

You can plan your trip at transportnsw.info and on real time apps. Kerbside changes will also be in place around the affected train stations for temporary bus zones. Please check signage before parking your car.

As you may be aware, ongoing protected industrial action at Sydney Trains since late 2021 has resulted in a range of planned activities along the Bankstown Line being postponed. Some of these previously postponed activities have been scheduled to take place during the upcoming rail shutdown in the school holidays, **between 8pm Friday 23 September and 5am Monday 10 October 2022.**

Please note that the proposed scope of work during the shutdown may still be impacted by potential industrial action. This is because most of Sydney Metro's work requires power isolation to provide safe access to the rail corridor - which must be issued by Sydney Trains.

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

Work will be undertaken continuously throughout the shutdown along the rail corridor, around Campsie station and services building site and at the substation (off Lilian Street). Planned work activities during the shutdown include:

| Date / time | Details of out-of-hours work and work during planned rail shutdowns |
|---|--|
| Between 8pm Friday 23 September and 5am Monday 10 October 2022 | <ul style="list-style-type: none"> • Construction of new services building • Extension to inground high voltage conduits • Investigation and survey work for segregation fencing work • Removal of redundant utilities for new infrastructure • Construction of multiple concrete foundations for new metro equipment • Upgrade to station platform and concourse buildings and existing canopies • Construction of new structural roof canopy • Construction of new mechanical, electrical and hydraulic services on station concourse and platform buildings • Excavation and installing access stairs to the transmission pole • Cable pulling within the rail corridor • Installation of fencing, cable service routes, galvanised steel troughing (GST) • Installing a radio mast and signalling equipment • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations, de-vegetation and surveys for drainage, utilities, and fencing • Delivery of plant and material including preparatory activities for upcoming out-of-hours work • Refurbishment activities to over-wiring structures including removal of redundant footings and structures • Modification works to bridges at Wairoa Street and Duke Street footbridge including: • Temporary closure of Duke Street footbridge, pedestrian diversions will be in place via Beamish Street • Temporary removal of parking spaces adjacent to the rail corridor along North Parade. • Temporary closure of Wairoa Street between South and East Parade. Diversions will be in place via Clissold Parade, Beamish Street and South Parade. • Temporary removal of lane closures along North Parade between Browning Street and Clissold Lane |



The types of equipment we will use for this work will include heavy machinery (including but not limited to excavators, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, elevated work platforms, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaws, and water carts), and hand and power tools.

Sydney Metro use a range of mitigation measures to minimise the impacts of construction noise and vibration, such as noise monitoring, using noise blankets and acoustic enclosures, selecting quieter tools where possible and using non- tonal reversing alarms on trucks. In some situations, respite options and alternative accommodation may be offered to local residents.

If you are eligible for respite or alternative accommodation, we will communicate this directly with you.

Keeping you informed

Properties close to scheduled work will receive notifications when construction work is scheduled to occur. You can contact us on **1800 171 386** (24-hour community information line).

If you have questions about the **substations** please ask for **Chris** or email LinewideMetro@transport.nsw.gov.au. For all other works please ask for **Claire** or email SouthwestMetro@transport.nsw.gov.au.



1800 171 386 Community information line open 24 hours



southwestmetro@transport.nsw.gov.au



Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240



If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 171 386**

sydneymetro.info

Notification – Marrickville

October 2022

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Passenger services from Chatswood to Sydenham will commence in 2024, then on to Bankstown within 12 months.

From Monday 10 October, following the current rail shutdown, work will continue along the corridor and at Marrickville Station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**. All work activities are subject to relevant approvals and will be tailored to the evolving Covid-19 situation at the time. The map on page 2 shows location details.

| Location | Details of work during standard construction hours (daytime) |
|--|---|
| Marrickville (along the rail corridor): | <ul style="list-style-type: none"> Cable pulling, and various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing Removal of trees and vegetation where required Installing fencing and new cable routes including galvanised steel troughing Delivery of plant and material Modification to bridges along the alignment including periodic lane and footpath closures on Livingstone Road between Marrickville Avenue and Jersey Street |
| Around Marrickville Station | <ul style="list-style-type: none"> Delivery, storage and removal of materials and plant through Wooley Lane, Riverdale Avenue and Victoria Road accesses Service and utility work including excavating and trenching on and beyond platforms, and installation of fencing, cable service routes and galvanised steel troughing Renovating heritage buildings, installing lighting and refurbishing the concourse Electrical work being undertaken within the bike store, platforms and around the station Reconstructing the pedestrian path between Riverdale and Victoria Road including work on pavement, retaining wall and light poles Excavation work and installation of service pits and conduits at the eastern end of the station and excavation works at Riverdale Avenue Footpath works: the foot and cycleway between Station Street and Victoria Road remains closed |
| Services building site in the rail corridor, off Victoria Road | <ul style="list-style-type: none"> Delivery, storage, and removal of materials and plant Installation of fencing to the perimeter of the building Installation of building services and equipment Excavation and trenching for service run from the building to the service pits Concreting work to the east of the building on Victoria Road |
| Substation site (off Randall Street behind Albermarle Street) | <ul style="list-style-type: none"> Site mobilisation including using sections of Randall Street Bulk excavation, jackhammering and rack sawing Traffic control to facilitate truck movements from Livingstone Road into Randall Street and into Albermarle Street Laying asphalt in the traction substation area Installing facade structural steel, facade panels, building columns, perimeter columns, drainage pipes and pits, removal of pope, and galvanised steel troughing (GST) Installing cables and cable supports, conduit installation, as well as mechanical and electrical fit out |

**From time to time we may finish work later than 6pm as we complete concrete pours. This will entail finishing off poured concrete using manual and powered floats and may continue until 10pm. This may occur on up to four separate evenings during the month. The noise impact will be low.*

Out-of-hours work

Due to the nature of some activities and for the safety of workers, some work will occur outside standard construction

hours when trains are not running. Some equipment will also be delivered outside standard construction hours in line with Transport for NSW requirements for the movement of oversized vehicles. Properties in proximity to scheduled work will be notified prior to work starting. Planned out-of-hours work following the shutdown are detailed in the table on the next page.

| Date / time | Details of out-of-hours (including night) work |
|---|--|
| <p>Mid-week between 6pm and 7am Monday 10 October to Monday 31 October 2022 (for no more than 3 nights per week)</p> <p>Mid-week from 17 October to 20 October (4x nights)</p> | <ul style="list-style-type: none"> • Installation of signal equipment and cable pulling • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations, de-vegetation and surveys for drainage, utilities, and fencing • Delivery of plant and material including preparatory activities for upcoming out-of-hours work • Concrete works associated with installing galvanised steel troughing, new cable routes, rail access gates and bridge upgrades |
| <p>Upcoming weekend rail possessions:</p> <p>Saturday 5 November to Sunday 6 November 2022</p> <p>Saturday 19 November to Sunday 20 November 2022</p> | <p>Further information will be provided in the November monthly notification</p> |

Equipment used for the above work will include heavy machinery (including but not limited to excavators, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, elevated work platforms, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaws, and water carts), and hand and power tools.

Access to buildings and driveways will be maintained at all times. Some of this work may be noisy, however we will take every possible step to minimise noise such as switching off equipment when not in use and using non-tonal reversing beepers.



Properties close to the rail corridor will receive notifications when construction work is scheduled to occur. You can contact us on **1800**

171 386 (24 hour community information line). If you have questions about the **substations** please ask for **Chris** or email LinewideMetro@transport.nsw.gov.au. For all other work please ask for **Natalia** or email SouthwestMetro@transport.nsw.gov.au.

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sydneymetro.info

Notification – Hurlstone Park

October 2022

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Passenger services from Chatswood to Sydenham will commence in 2024, then on to Bankstown within 12 months.

From Monday 10 October, following the current rail shutdown, work will continue along the corridor and at Hurlstone Park Station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**. All work activities are subject to relevant approvals and will be tailored to the evolving Covid-19 situation at the time. The map on page 2 shows location details.

| Location | Details of work during standard construction hours (daytime) |
|---|--|
| Hurlstone Park (along the rail corridor): | <ul style="list-style-type: none"> Site investigations and surveys including (but not limited to) non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing Delivery of construction plant and material Removal of trees, vegetation and asbestos as required Installation of fencing, cables and cable service route (CSR) and galvanised steel troughing Work associated with installation of future security fence (boundary fence) Installation of trackside equipment including footings, conduits, signals Cable pulling, and site investigations and surveys including non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing Station platform building and concourse booking office refurbishment Parking and footpath changes include periodic parking removal and temporary footpath closure on the northern side of Ewart Street, west of Ness Avenue |
| Around Hurlstone Park Station | <ul style="list-style-type: none"> Utilisation of access gates and laydown areas at Kier Avenue, The Parade, Railway Street and Foord Avenue Delivery of construction plant and material, and removal of trees, vegetation and asbestos as required Works for installation of fencing, light posts, bin slabs and platform furniture Asphalting, drainage, and concreting works Installation balustrades and associated glazing work Temporary loss of parking on Duntroon Street Duntroon Street single lane closure (day) and double lane closure (night), adjacent Duntroon Street bridge to facilitate two cranes required for finishing works to lift shaft, stairs, and canopy Pedestrian and traffic detours will be in place under the direction of traffic control. Residential access will be maintained |
| Services building site off Railway Street | <ul style="list-style-type: none"> Site investigations and surveys including (but not limited to) non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing Removal of trees, vegetation and asbestos as required Delivery of construction plant and material Installation of fencing, cables, and cable service route (CSR) and galvanised steel troughing Work associated with installation of future security fence (boundary fence) Services connections across driveways on Railway Street for connection to Sydney Water asset requiring a single lane closure FRP works around services building Installation of structural steel, roofing & cladding requiring plant for installation |

| | |
|------------------------------------|--|
| Substation site, off Hutton Street | <ul style="list-style-type: none"> • Site mobilisation and excavations • Installing conduits and drainage, cables and cable supports • Traffic controllers to facilitate truck movements on Hutton Street • Drainage work and form reinforced concrete work • Mechanical and electrical fit out |
|------------------------------------|--|

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Out-of-hours work

Due to the nature of some activities and for the safety of workers, some work will occur outside standard construction hours when trains are not running. Some equipment will also be delivered outside standard construction hours in line with Transport for NSW requirements for the movement of oversized vehicles. Properties in proximity to scheduled work will be notified prior to work starting. Planned out-of-hours work following the shutdown are detailed in the table below.

| Date / time | Details of out-of-hours (including night) work |
|---|--|
| Mid-week between 6pm and 7am Thursday 1 September to Friday 30 September 2022 (for no more than 3 nights per week) | <ul style="list-style-type: none"> • Concreting works to slabs and fencing • Installation of structural steel and glazing, and installation of cables, ceilings and lighting • Excavation and services installation works on platforms • Placement of asphalt finishes • Delivery of lift equipment • Brickworks and services installation to stair areas • Mobilisation/demobilisation of cranes and other plant to facilitate construction works • Install of handrails, artwork and other miscellaneous structures • Booking office cladding • GST installation and platform fencing installation • Installation of signal equipment and cable pulling • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations, de-vegetation and surveys for drainage, utilities, and fencing • Delivery of plant and material including preparatory activities for upcoming out-of-hours work • Concrete works associated with installing galvanised steel troughing, new cable routes, rail access gates and bridge upgrades |
| Upcoming weekend rail possessions: Saturday 5 November to Sunday 6 November 2022 Saturday 19 November to Sunday 20 November 2022 | Further information will be provided in the November monthly notification |

Equipment used for the above work will include heavy machinery (including but not limited to excavators, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, elevated work platforms, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaws, and water carts), and hand and power tools.

Access to buildings and driveways will be maintained at all times. Some of this work may be noisy, however we will take every possible step to minimise noise such as switching off equipment when not in use and using non-tonal reversing beepers.



Properties close to the rail corridor will receive notifications when construction work is scheduled to occur. You can contact us on **1800 171 386** (24 hour community information line). If you have questions about the **substations** please ask for **Chris** or email linewideMetro@transport.nsw.gov.au. For all other works please ask for **Elizabeth** or email SouthwestMetro@transport.nsw.gov.au. **Thank you for your cooperation while we complete this essential work.**

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Notification – Dulwich Hill

October 2022

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Passenger services from Chatswood to Sydenham will commence in 2024, then on to Bankstown within 12 months.

From Monday 10 October, following the current rail shutdown, work will continue along the corridor and at Dulwich Hill Station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm and Saturday 8am-6pm.** All work activities are subject to relevant approvals and will be tailored to the evolving Covid-19 situation at the time. The map on page 2 shows location details.

| Location | Details of work during standard construction hours (daytime) |
|---|---|
| Dulwich Hill (along the rail corridor) | <ul style="list-style-type: none"> Cable pulling, and site investigations and surveys including non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing Removal of trees and vegetation throughout the rail corridor where required Station platform building and concourse booking office refurbishment Installation of fencing, cable service routes, galvanised steel troughing (GST), rail access gates and rail access pads Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities and fencing Parking and footpath changes include periodic parking removal and temporary footpath closure on the northern side of Ewart Street, west of Ness Avenue |
| Around Dulwich Hill Station | <ul style="list-style-type: none"> Closure of Bedford Crescent for installation of the new footbridge Bedford Crescent plaza preparation works, including temporary footpath closure and pedestrian diversions during daytime work Concrete Works for new Kiss & Ride shelter in Bedford Crescent Installation of new Kiss & Ride shelter in Bedford Crescent Ongoing closure of the Ewart Lane commuter car park |
| Services building site at Ewart Lane | <ul style="list-style-type: none"> Excavation and concrete works for new services building Installation of stormwater drainage, landscaping and hardscaping Installation of external façade, roofing works and internal fit-out at the services building Delivery of material and plant via Ewart Lane Scaffold installation and removal |
| Substation site (off Randall Street behind Albermarle Street, Marrickville) | <ul style="list-style-type: none"> Site mobilisation including using sections of Randall Street Bulk excavation, jackhammering and rack sawing Traffic control to facilitate truck movements from Livingstone Road into Randall Street and into Albermarle Street Laying asphalt in the traction substation area Installing facade structural steel, facade panels, building columns, perimeter columns, drainage pipes and pits, removal of pipe, and galvanised steel troughing (GST) Installing cables and cable supports, conduit installation, as well as mechanical and electrical fit out |

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Out-of-hours work

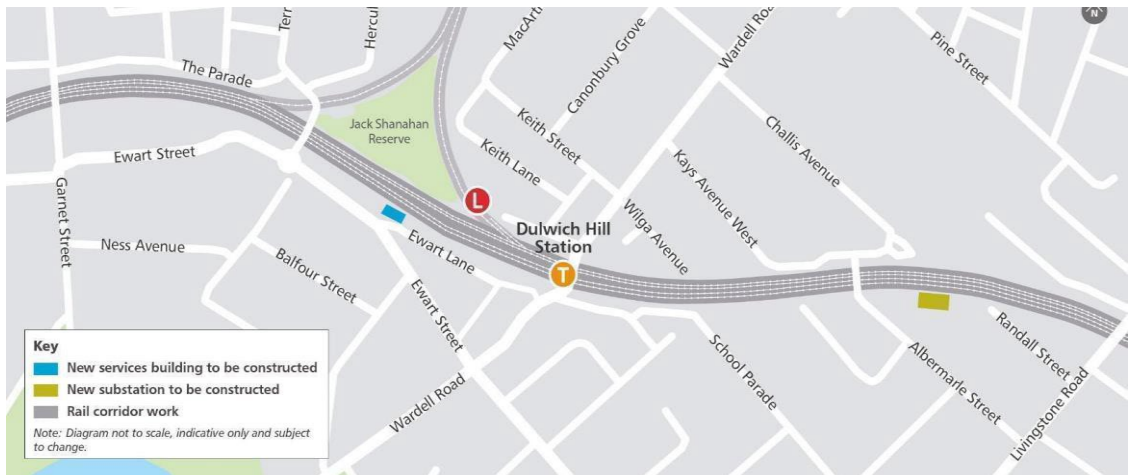
Due to the nature of some activities and for the safety of workers, some work will occur outside standard construction hours when trains are not running. Some equipment will also be delivered outside standard construction hours in line

with Transport for NSW requirements for the movement of oversized vehicles. Properties in proximity to scheduled work will be notified prior to work starting. Planned out-of-hours work following the shutdown are detailed in the table below.

| Date / time | Details of out-of-hours (including planned rail shutdowns) work |
|---|--|
| Mid-week between 6pm and 7am Monday 10 October and Monday 31 October 2022 (for no more than 3 nights per week) | <ul style="list-style-type: none"> • Installation of signal equipment and cable pulling • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations, de-vegetation and surveys for drainage, utilities, and fencing • Delivery of plant and material including preparatory activities for upcoming out-of-hours work • Concrete works associated with installing galvanised steel troughing, new cable routes, rail access gates and bridge upgrades |
| Upcoming weekend rail possessions: Saturday 5 November to Sunday 6 November 2022 Saturday 19 November to Sunday 20 November 2022 | Further information will be provided in the November monthly notification |

Equipment used for the above work will include heavy machinery (including but not limited to excavators, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, elevated work platforms, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaws, and water carts), and hand and power tools.

Access to buildings and driveways will be maintained at all times. Some of this work may be noisy, however we will take every possible step to minimise noise such as switching off equipment when not in use and using non-tonal reversing beepers.



Keeping you informed

Properties close to the rail corridor will receive notifications when construction work is scheduled to occur. You can contact us on **1800 171 386** (24 hour community information line). If you have questions about the **substations** please ask for **Chris** or email LinewideMetro@transport.nsw.gov.au. For all other works please ask for **Claire** or email SouthwestMetro@transport.nsw.gov.au.

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

If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 171 386**

Notification – Canterbury

October 2022

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Passenger services from Chatswood to Sydenham will commence in 2024, then on to Bankstown within 12 months.

From Monday 10 October, following the current rail shutdown, work will continue along the corridor and at Canterbury Station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm and Saturday 8am-6pm.** All work activities are subject to relevant approvals and will be tailored to the evolving Covid-19 situation at the time. The map on page 2 shows location details.

| Location | Details of work during standard construction hours (daytime) |
|--------------------------------------|--|
| Canterbury (along the rail corridor) | <ul style="list-style-type: none"> Cable pulling, and site investigations and surveys including non-destructive digging, soil assessments, investigations and surveys for drainage, utilities, and fencing Removal of trees and vegetation throughout the rail corridor where required Delivery of plant and material including preparatory activities for upcoming out-of-hours work Installation of fencing, cable service routes and galvanised steel troughing (GST) Modification works to bridges along the alignment including Wairoa Street Bridge including temporary changes to traffic and pedestrian arrangements on the following streets: <ul style="list-style-type: none"> Temporary lane closures continue along Wairoa Street between South Parade and East Parade for a period of about four (4) weeks |
| Around Canterbury station | <ul style="list-style-type: none"> Work will be undertaken at the metro services building on Charles Street, earthwork installation of drainage and combined services route, concreting work, steel work, and brick and block work. A lane closure and/or parking maybe removed during this period, signage and traffic control will be in place Remediation work on Platform 1 and 2 including access ramp remediation on Platform 2 Concreting work on platforms and existing platform buildings Glazing of footbridge, safety fencing and stair canopy, and structural steel infill for footbridge glazing for motorised sliding door Concourse civil work, retail cladding, and platform fencing Delivery and Installation of irrigation system Storage and and removal of materials and plant Relocating, upgrading, and installing above ground and underground services and electrical conduits, and installing protective coverings for live electrical services Renovating existing station buildings and electrical work at station office, and associated concrete work Boundary and segregation fence on Metro Services Building area and Canterbury bridge Broughton Street footpaths and bus shelters work. Bus stops will be relocated and some parking will remain temporarily unavailable. Canterbury Road roofing and guttering works with a partial lane closure Installation of containment on city side of Canterbury bridge |
| Former Bowling Club | <ul style="list-style-type: none"> Temporary parking impacts on Close Street Installation of temporary footpath at the rear of the Metro site compound |

| | |
|-----------------------------------|---|
| Substation site off Hutton Street | <ul style="list-style-type: none"> • Sit mobilisation and excavations • Installing conduits and drainage, cables and cable supports • Traffic controllers to facilitate truck movements on Hutton Street • Drainage work and form reinforced concrete work • Mechanical and electrical fit out |
|-----------------------------------|---|

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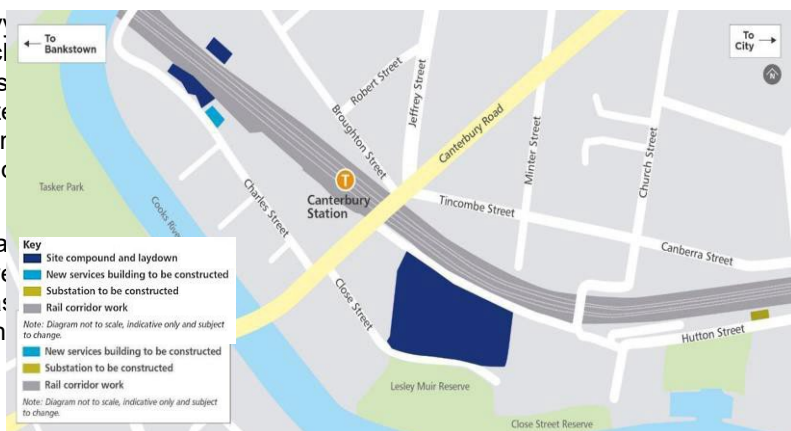
Out-of-hours work

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| Date / time | Details of out-of-hours (including night) work |
|---|--|
| Mid-week between 6pm and 7am Monday 10 October and Monday 31 October 2022 (for no more than 3 nights per week) | <ul style="list-style-type: none"> • Installation of signal equipment and cable pulling • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations, de-vegetation and surveys for drainage, utilities, and fencing • Delivery of plant and material including preparatory activities for upcoming out-of-hours work • Concrete work associated with installing galvanised steel troughing, new cable routes, rail access gates and bridge upgrades • Delivery of materials via late night train services is scheduled for mid to late October. This activity will be quiet |
| Upcoming rail possessions: Saturday 5 November to Sunday 6 November 2022 Saturday 19 November to Sunday 20 November 2022 | Further information will be provided in the November monthly notification |

Equipment used for the above work will include heavy machinery (including but not limited to excavators, jacks, hammers, vacuum trucks, slashers, motorised saws, concrete trucks, elevated work platforms, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaws, and water carts), and hand and power tools.

Access to buildings and driveways will be maintained at all times. Some of this work may be noisy, however we will take every possible step to minimise noise such as switching off equipment when not in use and using non-tonal reversing beepers.



Keeping you informed

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sydnymetro.info

Notification – Campsie

October 2022

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Passenger services from Chatswood to Sydenham will commence in 2024, then on to Bankstown within 12 months.

From Monday 10 October, following the current rail shutdown, work will continue along the corridor and at Campsie Station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**. All work activities are subject to relevant approvals and will be tailored to the evolving Covid-19 situation at the time. The map on page 2 shows location details.

| Location | Details of work during standard construction hours (daytime) |
|--|---|
| Campsie (along the rail corridor) | <ul style="list-style-type: none">• New utilities connections to third party owners• Hard and soft landscaping work• New and modifications to fencing• Cable pulling, and construction of new service routes, fencing, civil earthworks and landscaping• Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing• De-vegetation and tree clearing throughout the rail corridor where required• Installation of fencing, cable service routes and galvanised steel troughing (GST)• Delivery of plant and material including preparatory activities for upcoming out-of-hours work• Modification and upgrade work to rail access gate along South Parade intersection with Park Street and bridges along Wairoa Street including changes to traffic conditions:<ul style="list-style-type: none">◦ Temporary lane closures continue along Wairoa Street between South and East Parade for a period of around four (4) weeks |
| Around Campsie Station | <ul style="list-style-type: none">• High level cable containment on station platforms and concourse• Hydraulic works on station platforms and concourse• Paving to kiss and ride pram ramp• Traffic management of deliveries and worksite protection• Survey work |
| Services building site at Lillian Lane opposite Dewar Street | <ul style="list-style-type: none">• MSB blockwork followed by internal building works• Footpath construction including driveway• Radio mast earthing• Traffic management of deliveries and worksite protection• Survey works |
| Substation site (Off Lilian Street) | <ul style="list-style-type: none">• Installing glazed panels into the facade walls and anti-graffiti paint• Traffic controllers to facilitate truck movements on Lilian Street• Bulk power supply installs into the traction substation• Installing perimeter columns and steel screens• Installing cables and cable supports• Building the driveway to road standards• Mechanical and electrical fit out• Landscaping and street works• Constructing access stairs to the transmission poles |

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Out-of-hours work

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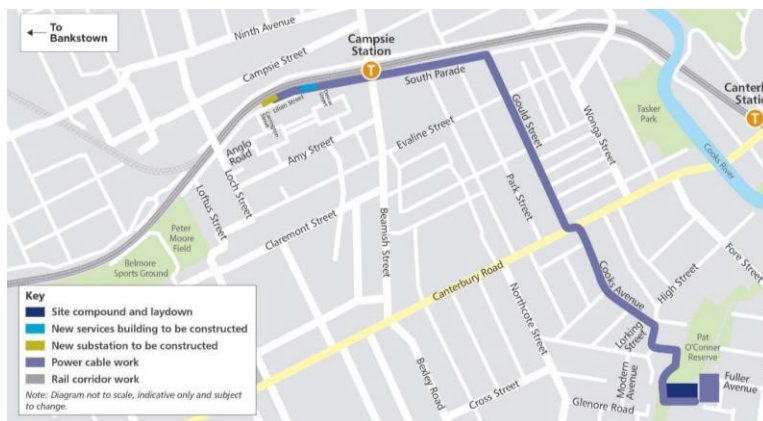
| Date / time | Details of out-of-hours work and work during planned rail shutdowns |
|---|--|
| Mid-week between 6pm and 7am Monday 10 October to Monday 31 October 2022 (for no more than 3 nights per week) | <ul style="list-style-type: none"> • Third party utilities connections • Concourse structural steel works • Concourse building (internal), cable containment and building works • Installation of signal equipment and cable pulling • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations, de-vegetation and surveys for drainage, utilities, and fencing • Delivery of plant and material including preparatory activities for upcoming out-of-hours work • Concrete works associated with installing galvanised steel troughing, new cable routes, rail access gates and bridge upgrades. • Between Monday 17 October and Friday 21 October (4 nights) the following work will be done at night: <ul style="list-style-type: none"> ○ Hydraulic connection at Metro Services Building and Lilian Lane near Beamish Street ○ Steel structure works on the station concourse |
| Upcoming rail possessions: Saturday 5 November to Sunday 6 November 2022 Saturday 19 November to Sunday 20 November 2022 | Further information will be provided in the November monthly notification |

Equipment used for the above work will include heavy machinery (including but not limited to excavators, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, elevated work platforms, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaws, and water carts), and hand and power tools.

Access to buildings and driveways will be maintained at all times. Some of this work may be noisy, however we will take every possible step to minimise noise such as switching off equipment when not in use and using non-tonal reversing beepers.

Keeping you informed

Properties close to scheduled work will receive notifications when construction work is scheduled to occur. You can contact us on **1800 171 386** (24 hour community information line). If you have questions about the **substations** please ask for **Chris** or email LinewideMetro@transport.nsw.gov.au. For all other works please ask for **Claire** or email SouthwestMetro@transport.nsw.gov.au. **Thank you for your cooperation while we complete this important work.**



- 1800 171 386** Community information line open 24 hours
- southwestmetro@transport.nsw.gov.au
- Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240
- If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 171 386**

EPL 21147

R4.4 Validation Report

WE15 Segregation Fence, OHW Structures and Footings Removal and Bridge Works.

Document and Revision History

| Document Details | |
|------------------------------|-------------------------------|
| Title | R4.4 Validation Report |
| Client | Sydney Metro City & Southwest |
| JHLOR JV contract no. | K44 |

Revisions

| Revision | Date | Description | Prepared by | Reviewed by |
|----------|------------|-------------------|---------------|----------------|
| 01 | 09/11/2022 | Prepared for R4.4 | Motasem Tayeh | Lucas Dobrolot |
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Management reviews

| Review date | Details | Reviewed by |
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Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out on the 5th and the 6th of November during the Weekend 19 Possession (WE19) between 06:00 to 18:00 on both days. OOHW is defined as the first 2-hours of Saturday (note: prestart usually takes one hour so works would have started at 7am) and throughout the duration of works on Sunday the 6th of November. Noise monitoring was conducted on the 5th of November during regular construction hours, since the works occurring on the 6th are identical, the noise monitoring carried out on the 5th is indicative of the results that will be achieved on the 6th. These works included Segregation Fence drilling of bolts into existing piles carried under condition L5.6- Local Possessions. Same works were conducted at Ewart Street, Dulwich Hill and Melford Street Hurlstone Park. Note: Noise monitoring conducted at Ewart Street done to access the potential noise generation when working OOH in the Melford Street area since the same activity was conducted at the nearest resident.

Refer to attachment 1 for monitoring results.

R4.4(a) For activities permitted under Condition L5.6 & L5.7, a validation report must be submitted to the EPA that includes the following detail:

- 1. Confirmation that the equipment used to undertake the works was as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite**

The assessment prepared for the works included modelling for the following plant and equipment:

- Light Vehicles
- Hand Held Drilling
- Power Tools

- 2. A copy of the community notification required under Condition L5.12**

A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

- 3. Noise monitoring as required by L5.8(d)**

WE19 works noise monitoring was conducted 20-25m away from work at Ewart Street, Dulwich Hill and representative of sensitive receivers.

General note: noise monitoring was conducted on the 5th of November within standard construction hours. Although monitoring was not conducted during OOHW on the 6th (Sunday), the predicted noise readings will be representative of the 5th of November's readings as due to identical works and schedule taking place across WE19. General traffic was high during the noise monitoring, Freight train passed during one of the monitoring periods and it remained below the predicted model thus it is safe to assume that no exceedances have occurred during the OOHW.

Note: Noise monitoring conducted at Ewart Street done to access the potential noise generation when working OOH in the Melford Street area since the same activity was conducted at the nearest resident.

4. Details of any exceedances of predicted noise levels;

Throughout the WE19 works, there were no exceedances of the predicted noise levels. Generally, some noise levels were higher than expected, however this was determined to be attributed to general traffic and planes flying overhead interfering with the readings.

Note: Although the predicted noise model established a noise level above 20-30 RBL for residents, due to a reduced scope RO and AA offers were revised dependent on the revised activity program. This revision was conducted with the environmental and community management teams, it was established that no RO or AA was triggered which was further validated by attended noise monitoring.

5. Details of the noise and vibration mitigation measures that were implemented as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite

The mitigation measures that were implemented included:

- All workers briefed at prestart of OOHW taking place.
- Works occur within the hours agreed in the OOHW only.
- All plant positioned so that the exhaust (or noisiest side of the plant) is pointing away from sensitive receivers, where possible and as applicable.
- The engine of any plant is to be turned off when not in use
- Workers are not to shout, slam doors, drop objects or make any other unnecessary noise
- Workers are to be mindful of residents when mobilizing and demobilizing

Additional mitigation measures in accordance with the Sydney Metro Construction Noise and Vibration Strategy were implemented which included:

- Letter box drops
- Attended noise monitoring
- Respite for receivers with potential noise exceedance of over 20dB and alternative accommodation offered for receivers with potential noise exceedance of over 30dB.

Note: Although the predicted noise model established a noise level above 20-30 RBL for residents, due to a reduced scope RO and AA offers were revised dependent on the new activity program. This revision was conducted with the environmental and community management teams, it was established that RO or AA was not triggered. The results were validated by attended noise monitoring.

6. The justification required under L5.6 for the carrying out of works outside of standard construction hours in L5.1.

The works carried out on WE19 were completed under L5.6 as carrying out these works and activities during standard construction hours as specified in L5.1 would cause unacceptable risks to construction personnel safety; rail passenger and railways personnel safety and railway network operational reliability. The works could only be safely conducted during a rail possession due to works occurring within the rail corridor. All feasible and reasonable at-source noise controls were implemented in accordance with Condition L4.1, and noise mitigation measures were implemented in accordance with JHLORJV's CNVIS and Interim Construction Noise Guideline (DECC 2009).

R4.4 (b) The validation report must be submitted to the EPA fortnightly from the commencement of the works permitted by L5.6 & L5.7 by no later than 2 business days from the end of each fortnight.

This R4.4 Validation report has been submitted to EPA by no later than two business days after the end of the fortnight.

Attachment 1 – Noise Monitoring Results

| Reference Number | Noise Catchment Area* | Monitoring Location (Address) | Attended or Continuous | Weather | Date | Time (hrs) | Duration of Works | Construction Activities | Audible noise from construction activities | Main source of noise | L _{Aeq} 15min in work period | L _{Amax} in work period | Period | Predicted noise level L _{Aeq} , 15min | Compliant | Comments |
|------------------|-----------------------|-------------------------------|------------------------|---|----------|------------|-------------------|---|--|---|---------------------------------------|----------------------------------|----------|--|-----------|--|
| 1 | 3 | Ewart St, Dulwich Hill | Attended | Clear, hot and no wind | 05/11/22 | 11:45 | 15 mins | Hand held drilling (18mm diameter, 200mm depth) into the top of concrete Segregation piles. Epoxy bolts in position. | Drilling was barely audible between external background activities | Dominant noise was general traffic. | 70 | 91 | Standard | 72 | Yes | RBL: 38 -2dB relative to prediction L _{Aeq} 15min value of 70dB.Noise generated by construction activities are barely audible with L _{Aeq} between 11:45-11:58 being equivalent to 53dB. An ARTC freight train passed the monitoring location at 20m during the last 1 minute of monitoring and spiked noise up to 69.5dB. |
| 2 | 3 | Ewart St, Dulwich Hill | Attended | Clear, hot and slight breeze toward monitor | 05/11/22 | 12:33 | 15 mins | Hand held drilling (18mm diameter, 200mm depth) into the top of concrete Segregation piles. Epoxy bolts in position.. | Drilling was barely audible between external background activities | Dominant noise as general traffic and planes flying overhead. | 59 | 77 | Standard | 72 | Yes | RBL: 38 -13dB relative to prediction L _{Aeq} 15min value of 59dB.Noise generated by construction activities are barely audible. The noise captured is attributed to the high number of planes flying overhead. |

Attachment 2 – Community Notification

Community Notifications were provided to residents of Canterbury, Marrickville, Hurlstone Park, Dulwich Hill and Campsie.

Please refer to the following community notifications for works undertaken at the previously stated locations.

Notification – Dulwich Hill

November 2022

Sydney Metro is Australia's biggest public transport project.

By 2030, Sydney will have a network of four metro lines, 46 stations and 113km of new metro rail.

Sydney Metro is revolutionising how Australia's biggest city travels, connecting Sydney's north west, south west and greater west to fast, reliable turn-up-and-go metro services with fully accessible stations.

Passenger services from Chatswood to Sydenham will commence in 2024, then on to Bankstown within 12 months.

In November, work will continue along the corridor and at Dulwich Hill station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**.

Please note that the proposed scope of work, particularly during planned rail shutdowns, may be impacted by potential ongoing industrial action at Sydney Trains. This is because most of our work requires permits to isolate power and provide safe access to the rail corridor - which must be issued by Sydney Trains.

While this industrial action is outside of Sydney Metro's control, we apologise for any potential delays. We appreciate your patience and will continue to notify residents close to our work sites about activities that will impact them directly.

| Location | Details of work during standard construction hours (daytime) |
|---|---|
| Dulwich Hill (along the rail corridor) | <ul style="list-style-type: none"> Cable pulling within the rail corridor at Marrickville Station Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities and fencing Removal of trees and vegetation throughout the rail corridor where required Installation of fencing bolts and panels, cable service routes, galvanised steel troughing (GST), rail access gates and rail access pads Periodic parking removal and temporary footpath closure on the northern side of Ewart Street, west of Ness Avenue Delivery of plant and material including preparatory activities for upcoming out-of-hours work |
| Around Dulwich Hill Station | <ul style="list-style-type: none"> Station equipment room cabinet works Installation of a radio mast at Dulwich Hill Station Excavation and concrete works within precinct area Precinct drainage and walkway construction Kiss & Ride electrical work in Bedford Crescent Construction of the new footbridge Services and fit-out works to new footbridge |
| Services building site at Ewart Lane | <ul style="list-style-type: none"> Excavation and concrete works for new services building Installation of stormwater drainage, landscaping and hardscaping Completion of structural steel and roofing Installation of external façade Internal building fit-out work Delivery of material and plant via Ewart Lane Scaffold installation and removal |
| Substation site (off Randall Street behind Albermarle Street, Marrickville) | <ul style="list-style-type: none"> Site mobilisation including using sections of Randall Street Bulk excavation, jackhammering and rock sawing Traffic control to facilitate truck movements from Livingstone Road into Randall Street and Albermarle St Laying asphalt in the traction substation area Installing façade structural steel, façade panels, building columns, perimeter columns, drainage pipes and pits, removal of pipe, and galvanised steel troughing (GST) |

- Installing cables and cable supports, conduit installation, as well as mechanical and electrical fit out
- Installing glazed panels into the façade walls and anti-graffiti paint
- Installing traction substation gates and doors

**From time to time we may finish work later than 6pm as we complete concrete pours. This will entail finishing off poured concrete using manual and powered floats and may continue until 10pm. This may occur on up to four separate evenings during the month. The noise impact will be low.*

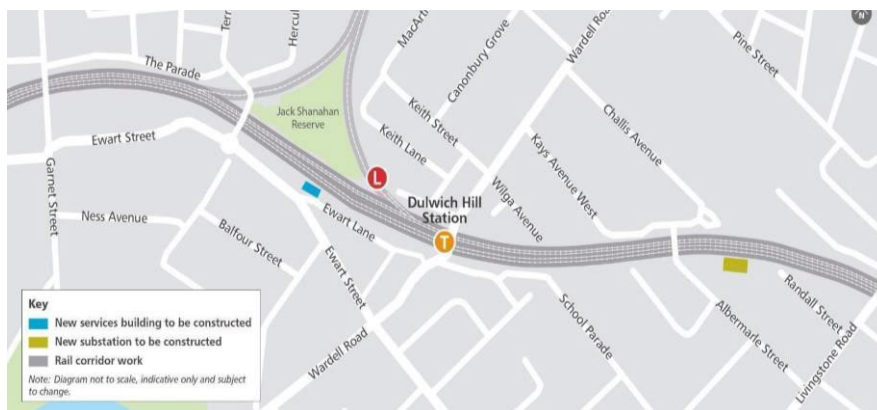
Out-of-hours work

Due to the nature of some activities and for the safety of workers, some work will occur outside standard construction hours when trains are not running. Some equipment will also be delivered outside standard construction hours in line with Transport for NSW requirements for the movement of oversized vehicles. Properties in proximity to scheduled work will be notified prior to work starting. Planned out-of-hours work following the shutdown are detailed in the table below.

| Date / time | Details of out-of-hours work |
|--|---|
| Mid-week between 6pm and 7am Monday 31 October and Friday 2 December 2022 (for no more than 3 nights per week) | <ul style="list-style-type: none"> • Cable pulling within the rail corridor at Marrickville Station • Installation of signal equipment and cable pulling • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations, de-vegetation and surveys for drainage, utilities, and fencing • Delivery of plant and material including preparatory activities for upcoming out-of-hours work • Concrete works associated with installing galvanised steel troughing, new cable routes, rail access gates and bridge upgrades |
| Upcoming weekend rail possessions: Between 8pm Friday 4 November and 5am Monday 7 November | <ul style="list-style-type: none"> • Padmount lift at Dulwich Hill station on Ewart Street • Facade wall lifts at the Dulwich Hill substation • Installation of canopies over the new stairs at Dulwich Hill Station – this will involve use of a large crane at the MSB site • Construction work at the MSB site including roofing, drainage, brick work and service installation • Ballast ramp installation and platform refurbishment work • Kiss and Ride civil and electrical work at Bedford Crescent • Delivery of plant and material including preparatory activities for upcoming out-of-hours work • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations, de-vegetation and surveys for drainage, utilities, and fencing • Installation of segregation fence panels and bolts, cable service routes, galvanised steel troughing (GST), rail access gates and rail access pads. • Parking and footpath changes, including periodic parking removal and temporary footpath closure on the northern side of Ewart Street, west of Ness Avenue |

Equipment used for the above work will include heavy machinery (including but not limited to excavators, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, elevated work platforms, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaws, and water carts), and hand and power tools.

Access to buildings and driveways will be maintained at all times. Some of this work may be noisy, however we will take every possible step to minimise noise such as switching off equipment when not in use and using non-tonal reversing beepers.



Keeping you informed

Properties close to the rail corridor will receive notifications when construction work is scheduled to occur. You can contact us on **1800 171 386** (24 hour community information line). If you have questions about the **substations** please ask for **Chris** or email LinewideMetro@transport.nsw.gov.au. For all other works please ask for **Claire** or email SouthwestMetro@transport.nsw.gov.au. **Thank you for your cooperation while we complete this essential work.**

If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 171 386**

Notification – Hurlstone Park

November 2022

Sydney Metro is Australia's biggest public transport project.

By 2030, Sydney will have a network of four metro lines, 46 stations and 113km of new metro rail.

Sydney Metro is revolutionising how Australia's biggest city travels, connecting Sydney's north west, south west and greater west to fast, reliable turn-up-and-go metro services with fully accessible stations.

Passenger services from Chatswood to Sydenham will commence in 2024, then on to Bankstown within 12 months.

In November, work will continue along the corridor and at Hurlstone Park Station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**.

Please note that the proposed scope of work, particularly during planned rail shutdowns, may be impacted by potential ongoing industrial action at Sydney Trains. This is because most of our work requires permits to isolate power and provide safe access to the rail corridor - which must be issued by Sydney Trains.

While this industrial action is outside of Sydney Metro's control, we apologise for any potential delays. We appreciate your patience and will continue to notify residents close to our work sites about activities that will impact them directly.

| Location | Details of work during standard construction hours (daytime) |
|---|---|
| Hurlstone Park (along the rail corridor): | <ul style="list-style-type: none"> Cable pulling at Canterbury Station within the rail corridor Site investigations and surveys including (but not limited to) non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing Delivery of construction plant and material Removal of trees, vegetation and asbestos as required Installation of fencing, cables and cable service route (CSR) and galvanised steel troughing (GST) Work associated with installation of future security fence (boundary fence) Installation of trackside equipment including footings, conduits, signals and segregation fence Modification works to bridges at Church Street footbridge including temporary removal of parking along Church Street cul-de-sac |
| Around Hurlstone Park Station | <ul style="list-style-type: none"> Utilisation of access gates and laydown areas at Kerr Avenue, The Parade, Railway Street and Foord Avenue Site investigations and surveys including (but not limited to) non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing Asphalting, drainage, and concreting work Installation of balustrades and associated glazing work Temporary loss of parking on Duntroon Street Duntroon Street single lane closure (day) and double lane closure (night), adjacent to Duntroon Street bridge to facilitate two cranes required for finishing works to lift shaft, stairs, and canopy Pedestrian and traffic detours will be in place under the direction of traffic control. Residential access will be maintained Paving work around concourse area Electrical high level containment |
| Services building site off Railway Street | <ul style="list-style-type: none"> Site investigations and surveys including (but not limited to) non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing Installation of fencing, cables, and cable service route (CSR) and galvanised steel troughing (GST) Work associated with installation of future security fence (boundary fence) Services connections across driveways on Railway Street for connection to Sydney Water asset requiring a single lane closure FRP works around services building Installation of structural steel, roofing & cladding requiring plant for installation |

R4.4 Validation Report

Wk04 Utility and Local Area Works BEW

Document and Revision History

| Document Details | |
|------------------------------|-------------------------------|
| Title | R4.4 Validation Report |
| Client | Sydney Metro City & Southwest |
| JHLOR JV contract no. | K44 |

Revisions

| Revision | Date | Description | Prepared by | Reviewed by |
|----------|-------------|-------------------|---------------|---------------|
| 0 | 22 Dec 2022 | Prepared for R4.4 | Zhengyi Zhang | Zhengyi Zhang |
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Management reviews

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| R4.4 (b) The validation report must be submitted to the EPA fortnightly from the commencement of the works permitted by L5.6 & L5.7 by no later than 2 business days from the end of each fortnight. | 4 |
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Introduction

This validation report has been prepared for out-of-hour works carried out over 19th, 20th and 21st December 2022 in Week 25 over three nights of Utility Works under condition L5.7 – Local Area and Utility Works. The Utility works were undertaken at the following locations:

- McNeilly Park, Marrickville;
- North of 30 School Parade, Marrickville;
- Intersection of Floss Street, Garnet Street and Ewart Street, Hurlstone Park;
- Browning Street, between 95a Frederick Street and 24-25 North Parade, Campsie;
- Intersection of Evaline Street and Park Street, Campsie;
- Neate Reserve, south of 16 Loftus Street, Campsie;
- Lilian Lane, North of 23 Loch Street, Campsie;
- Wortley Avenue, South of 1 Belmore Avenue, Belmore;
- Bridge Road, North of 74 Bridge Road, Belmore;
- Railway Parade, South of 2 Belmore Avenue, Belmore;
- 97 Stansfield Avenue, Bankstown; and
- South Terrace, North of 78 South Terrace, Bankstown.

R4.4(a)

1. **Confirmation that the equipment used to undertake the works was as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite**

The assessment prepared for the works included modelling for the following plant and equipment:

- Vacuum Truck.

2. **A copy of the community notification required under Condition L5.12**

A copy of the community notification required under Condition L5.12 This is appended as Attachment 2.

3. **Noise monitoring as required by L5.8(d)**

Week 25 Night utility works attended noise monitoring was carried out adjacent to 30 School Parade, Marrickville during shifts on 19 December 2022. Weather was good. Please refer to Attachment 1 – Noise Monitoring below for results of noise monitoring.

4. **Details of any exceedances of predicted noise levels;**

No exceedance of predicted noise levels were recorded during attended and continuous real time monitoring sessions during the works on WE25 works.

Due to the site condition, only CCTV works and survey works has been carried out. Construction activities were barely audible; noise was attributed to passing non-construction traffic.

An attended noise monitoring was carried out adjacent to 30 School Parade, Marrickville during CCTV work on 19 December 2022, With reference to Attachment 1 – Noise Monitoring validated the predictions. No exceedances were recorded.

Attended noise monitoring showed that the highest LAeq15min for CCTV works was 51.9 Db (with background ARTC train noise).

5. Details of the noise and vibration mitigation measures that were implemented as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite

The mitigation measures that were implemented included:

- The Engineer in charge of the works briefed the works team on the OOHW.
- Works occur within the hours agreed in the OOHW in accordance with the Road Occupancy License (ROL)
- All plant positioned so that the exhaust (or noisiest side of the plant) is pointing away from sensitive receivers, where possible.
- The engine of any plant is to be turned off when not in use
- Workers are not to shout, slam doors, drop objects or make any other unnecessary noise
- Workers are to be mindful of residents when mobilizing and demobilizing

Additional mitigation measures in accordance with the Sydney Metro Construction Noise and Vibration Strategy were implemented which included:

- Letter box drops
- Attended noise monitoring
- Respite for receivers with potential noise exceedance of over 20dB and alternative accommodation offered for receivers with potential noise exceedance of over 30dB.

6. The justification required under L5.7 for the carrying out of works outside of standard construction hours in L5.1.

The relevant utility service operator Sydney Metro has advised JHLORJV in writing that carrying out the works and activities during the hours specified in Condition L5.1 would result in a high risk to the operation and integrity of the utility network. This was communicated through an email. Please refer to attachment 3 for the Sydney Metro Approval associated with these works.

R4.4 (b) The validation report must be submitted to the EPA fortnightly from the commencement of the works permitted by L5.6 & L5.7 by no later than 2 business days from the end of each fortnight.

This R4.4 Validation report has been submitted to EPA by no later than two business days after the end of the fortnight.

Attachment 1 – Noise Monitoring

| Reference Number | Noise Catchment Area* | Monitoring Location (Address) | Attended or Continuous | Weather | Date | Time (hrs) | Duration of Works | Construction Activities | Audible noise from BEW construction activities | Main source of noise | Highest LAeq 15min in work period | Highest LA _{Max} in work period | Period | Predicted noise level LAeq,15min | Compliant | Comments |
|------------------|-----------------------|---|------------------------|---------|----------|----------------|-------------------|--|--|----------------------|-----------------------------------|--|--------|----------------------------------|-----------|--|
| 1 | 02 | North of 30 School Parade, Marrickville | Attended | Good | 19/12/22 | 23:20 to 23:35 | 1 hours | 23:00 to 23:20 - Removal of pit lid, survey and prepare CCTV work. 23:20 to 23:45 – CCTV work and survey. 23:45 to 24:00 – Pack up CCTV equipment and reinstall the pit lid. | Yes | CCTV | 51.9 | 75.1 | Night | 75 | Yes | RBL: 42 Highest LAeq15min value of 51.9dB due to general construction noise between the hours of 22:30 and 05:00 as approved in the ROL. At 23:20, ARTC train pass by, LAeq read at value of 50.9dB. At 23:32, ARTC train pass by, LAeq read value of 52.2dB. Prediction of LAeq15min 75dB validated. Respite and alternate accommodation provided to residents. LAeq15min below predictions. Average LAeq15min between 22:30 to 05:00 of 56 dB. |

Attachment 2 – Community Notification

Community Notifications were provided to residents of Bankstown.
Please refer to the following community notification for works undertaken at Bankstown.

Notification – Service Investigations

19 – 23 December 2022

Sydney Metro is Australia's biggest public transport project.

By 2030, Sydney will have a network of four metro lines, 46 stations and 113km of new metro rail.

Sydney Metro is revolutionising how Australia's biggest city travels, connecting Sydney's north west, south west and greater west to fast, reliable turn-up-and-go metro services with fully accessible stations.

Passenger services from Chatswood to Sydenham will commence in 2024, then on to Bankstown within 12 months.

Between **9pm to 4am** from **Monday 19 December to Friday 23 December 2022** CCTV sewer investigation and identification activities will occur along multiple locations including:

- Warburton Street, Marrickville between Warburton Street and McNeilly Park
- School Parade, Marrickville between School Parade and Dudley Street
- Garnet Street, Hurlstone Park intersection between Ewart Street and Floss Street
- Browning Street, Campsie between Frederick Street and Clissold Parade
- Park Street, Campsie intersection with Evaline Street
- Wortley Avenue, Belmore between Belmore Avenue and Cleary Avenue
- Railway Parade, Belmore between Belmore Avenue and Oxford Street
- Bridge Road, Belmore between Marie Lane and Peel Street
- The Boulevarde, Lakemba between Dennis Street and Quigg Street.

What to expect

- One lane will remain open at all times for local traffic. Traffic control and directional signage will be in place for the safety of workers and the community.
- Temporary removal of parking spaces.
- There may be an increase in traffic movements around the local area.
- Motorists may experience minor delays. Please adhere to the directions of traffic controllers and exercise caution.

Equipment used across all of the above work will include excavators, vacuum trucks, motorised saws, concrete trucks, sucker trucks, delivery vehicles, borehole drillers, rollers, generators, whacker packers, dump trucks, telehandlers, drilling rigs, lifting machinery, elevated work platforms, mounted trucks, bobcats, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, water carts, road sweepers, vibrating plates, and hand and power tools.





Access to buildings and driveways will be maintained at all times. Some of this work may be noisy, however we will take every possible step to minimise noise such as switching off equipment when not in use and installing non-tonal reversing beepers on vehicles.

Keeping you informed

Sydney Metro will continue to undertake work across its projects in accordance with current Government advice, and will continue to implement physical distancing and travel and hygiene measures to protect employees and members of the community. Continuing with these works is critical to ensuring project continuity, and the project team will continue to review and assess activities in line with any further updates.

For further information please call and ask for Andie on **1800 171 386** (24 hour community information line) or e-mail SouthwestMetro@transport.nsw.gov.au.

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

-  **1800 171 386** Community information line open 24 hours
-  **southwestmetro@transport.nsw.gov.au**
-  Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240
-  If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 171 386**

Attachment 3 – Sydney Metro Approval

From: Ross Dean <Ross.Dean@transport.nsw.gov.au>
Sent: Wednesday, 14 December 2022 9:40 AM
To: Marcellino, Xavier
Cc: Jayamanna, Madush (SSJ); Pitsiatari, Andie (SSJ); Kruize, Andre (SSJ); Miller, Richie (SSJ); Richy Richard Miller; Paul Rogers
Subject: RE: SWMC - Sydney Water Asset Condition Assessments

CAUTION - This email was sent from outside Laing O'Rourke

Hi Xavier,

SM fully supports the requisite CCTV and jetting activities on night shifts as described. Quite often it is the only opportunity to perform investigation works by availing of reduced flows during these hours in SWC WW assets.

Kind regards

Ross Dean
Utilities Project Manager (SSJ / Southwest)
City & Southwest
Sydney Metro

M 0414 785 438

[sydneymetro.info](https://www.sydneymetro.info)

Level 43, 680 George Street, Sydney NSW 2000
PO Box K659, Haymarket NSW 1240



From: Marcellino, Xavier <XMarcellino@jhlorgv.com.au>
Sent: Wednesday, 14 December 2022 9:17 AM
To: Ross Dean <Ross.Dean@transport.nsw.gov.au>
Cc: Jayamanna, Madush (SSJ) <Madush.Priyan@jhlorgv.com.au>; Pitsiatari, Andie (SSJ) <Andie.Pitsiatari@jhlorgv.com.au>; Kruize, Andre (SSJ) <Andre.Kruize@jhlorgv.com.au>; Miller, Richie (SSJ) <Richie.Miller@jhlorgv.com.au>; Richy Richard Miller <richard.miller@jhg.com.au>
Subject: SWMC - Sydney Water Asset Condition Assessments

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Ross,

Further to our recent conversations can you please confirm that as part of the Sydney Water Build Over Asset applications, and requirements there in, Sydney Metro support our proposal to complete CCTV and jetting activities

on night shifts. These shifts are required to confirm the current and post construction condition of Sydney Water assets, which have been largely unsuccessful during the day due to flow/daytime usage. Work is planned from 19/12/2022 and end on 22/12/2022. Shifts will be 2100-0400 with locations covering the Sydney Water assets from Marrickville to Bankstown.

Community notification and OOH modelling has already been coordinated/commenced.

Let me know if you need anything further.

Regards

Xavier Marcellino
Senior Project Engineer - Civils

Southwest Metro Corridor (SWMC)

John Holland Laing O'Rourke Joint Venture
15 Close Street Canterbury NSW 2193
PO Box 144, Canterbury NSW 2193

mobile: +61 437 929 037

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OFFICIAL

EPL 21147

R4.4 Validation Report

WE32 Segregation Fence, OHW Structures and Footings Removal and Bridge Works.

Document and Revision History

| Document Details | |
|------------------------------|-------------------------------|
| Title | R4.4 Validation Report |
| Client | Sydney Metro City & Southwest |
| JHLOR JV contract no. | K44 |

Revisions

| Revision | Date | Description | Prepared by | Reviewed by |
|----------|------------|-------------------|---------------|---------------|
| 01 | 14/02/2023 | Prepared for R4.4 | Zhengyi Zhang | Zhengyi Zhang |
| | | | | |
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| | | | | |
| | | | | |

Management reviews

| Review date | Details | Reviewed by |
|-------------|---------|-------------|
| | | |
| | | |
| | | |

Controlled: NO Copy no.: Uncontrolled: YES

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Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out over 8th and the 9th of October in Weekend 32 Possession (WE32) over 2 days and 2 nights. Works carried under condition L5.6- Local Possessions at the following locations;

- Segregation Fence Piling
 - From Wooley Lane to Livingstone Road
 - From Ewart street to Hurston Park Station
 - From Melford Road to Canterbury Road
 - From Broughton Street (adjacent to Cooks River) to Campsie Station
- ULX
 - The Boulevard Lakemba (opposite of 21 The Boulevard, Lakemba)
 - The Boulevard Punchbowl (opposite of 147 The Boulevard, Punchbowl)
- Overhead Wiring Works (remove footing& structures)
 - Marrickville Station to Dulwich Hill Station
 - Punchbowl, countryside, Chainage 17km880. Install portal structure
- Bridge Works
 - Livingstone Road Bridge scaffolding
 - Wairoa Street Bridge crash beam crane lift
 - Stacey Street Bridge screen installation
- Hi-rail Track Access
 - Punchbowl asphalt remediation work
- Civil Works
 - Canberra Street, adjacent to 2 Canberra Street, new pit installation at culvert crossing.
- BAC Works. Bankstown
 - CSR closeout, pit rectification and cable pulling

Refer to attachment 1 for monitoring results.

R4.4(a) For activities permitted under Condition L5.6 & L5.7, a validation report must be submitted to the EPA that includes the following detail:

1. **Confirmation that the equipment used to undertake the works was as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite**

The assessment prepared for the works included modelling for the following plant and equipment:

- Excavators 3T, 6T,13T and 24T (inc auger/piling & jack hammer attachments)
- Balloon tyre dump trucks (Hydrema)
- Lighting towers
- Light vehicles
- Heavy Trucks
- Handheld powered and non-powered tools
- Vac Trucks
- EWP/telehandler
- Front-end loader
- Multicranes
- 60T Crane
- Concrete truck and line pump
- Portable Generators
- Compressors

- Compactor
- Bogie
- Water Pumps
- 4T Dumpy

2. A copy of the community notification required under Condition L5.12

A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

3. Noise monitoring as required by L5.8(d)

WE32 works noise monitoring was carried out at the following locations throughout the project;

- 10 m north-west of 17 Warburton Street, Marrickville
- 5 m north of 73 Ewart Street, Dulwich Hill
- 25 m north of 30 Hutton Street, 2 m west of Melford Street, Hurlstone Park
- 4 m south of 94 Church Street, 20 m west of Church Street, Canterbury
- 10 m south-west of 10 Broughton Street, 60 m south-west of 8 Broughton Street, Canterbury
- 55 m west of 25-29 Loftus Street, 110 m south of 1 Lincoln Street, Campsie (Belmore Triangle)
- 40 m west of Stacy Street, 10 m north of South Terrace, Bankstown

Refer to attachment 1.

4. Details of any exceedances of predicted noise levels;

Throughout the works carried out over WE32, there were no exceedances of the predictions due to construction activity.

There were two (2) complaints (from Dulwich Hill and Campsie) related to the above locations. However, the investigation after receiving the complaints reveals low level of noise impact. Refer to R4.1 report submitted on 8th February 2023.

5. Details of the noise and vibration mitigation measures that were implemented as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite

The mitigation measures that were implemented included:

- All workers briefed at prestart of OOHW taking place.
- Works occur within the hours agreed in the OOHW only.
- All plant positioned so that the exhaust (or noisiest side of the plant) is pointing away from sensitive receivers, where possible.
- The engine of any plant is to be turned off when not in use
- Workers are not to shout, slam doors, drop objects or make any other unnecessary noise
- Workers are to be mindful of residents when mobilizing and demobilizing

Additional mitigation measures in accordance with the Sydney Metro Construction Noise and Vibration Strategy were implemented which included:

- Letter box drops
- Continuous monitoring
- Respite for receivers with potential noise exceedance of over 20dB and alternative accommodation offered for receivers with potential noise exceedance of over 30dB.

6. The justification required under L5.6 for the carrying out of works outside of standard construction hours in L5.1.

The works carried out on WE32 were completed under L5.6 as carrying out these works and activities during standard construction hours as specified in L5.1 would cause unacceptable risks to construction personnel safety; rail passenger and railways personnel safety and railway network operational reliability. The works could only be safely conducted during a rail possession due to works occurring within the rail corridor. All feasible and reasonable at-source noise controls were implemented in accordance with Condition L4.1, and noise mitigation measures were implemented in accordance with JHLORJV's CNVIS and Interim Construction Noise Guideline (DECC 2009).

R4.4 (b) The validation report must be submitted to the EPA fortnightly from the commencement of the works permitted by L5.6 & L5.7 by no later than 2 business days from the end of each fortnight.

This R4.4 Validation report has been submitted to EPA by no later than two business days after the end of the fortnight.

Attachment 1 – Noise Monitoring Results

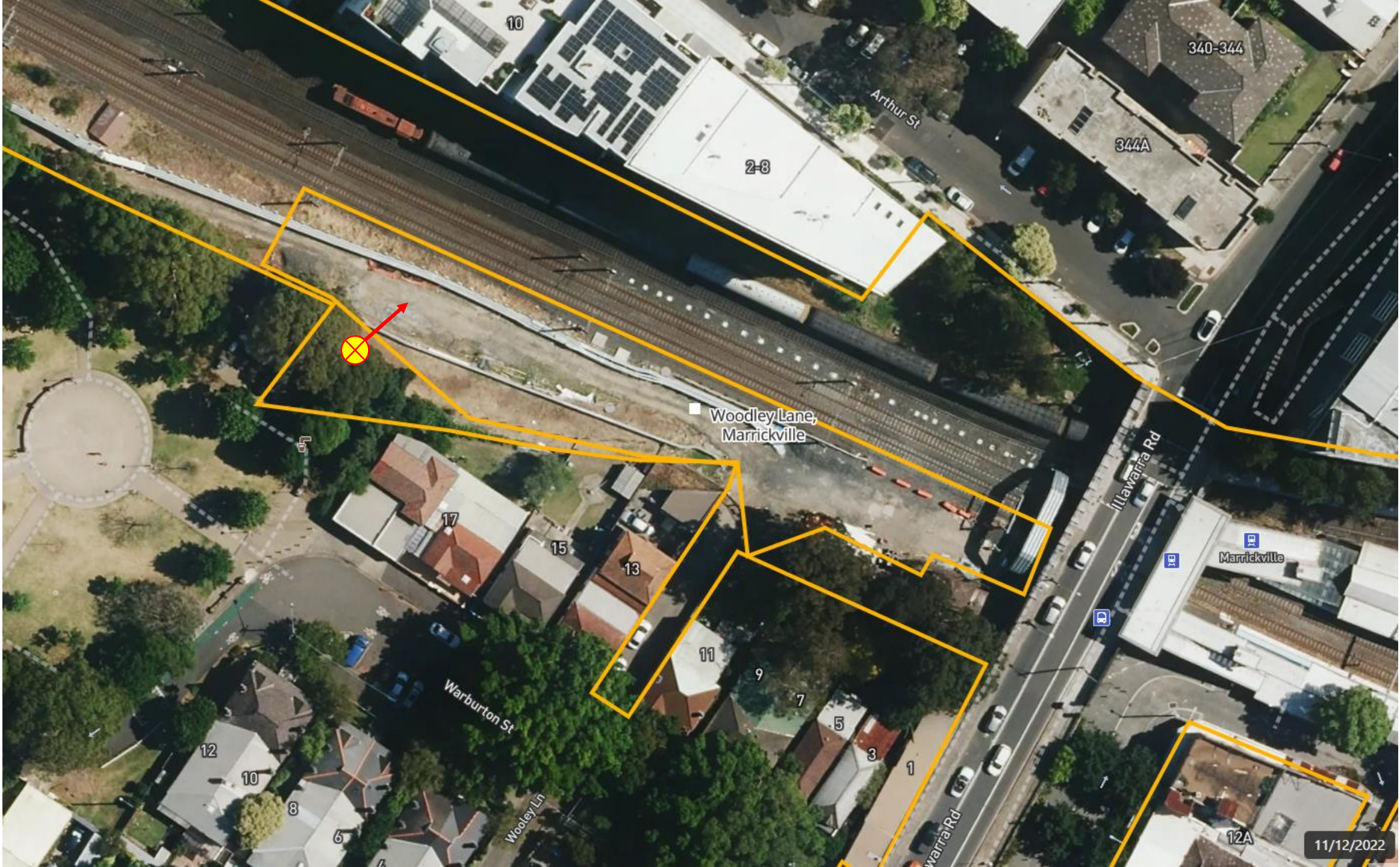
- Monitoring Result
- Monitoring Location

| Reference Number | Monitoring Location (Catchment, Type & Address) | Date | Period | Construction Activities | Main source of noise | Highest LAeq 15min in work period | Highest LA _{Max} in work period | Predicted noise level LAeq,15min | Compliant | Comments |
|------------------|--|------------------------|---------------------------------------|--|--|-----------------------------------|--|----------------------------------|-----------|--|
| 1 | NCA 01 Continues Monitoring 10 m north-west of 17 Warburton Street, Marrickville | 4/02/2023 | Night 12:00 am to 7:00 am | - Site preparation - Removal ballast - Plant transportation | - Excavator | 61.473 | 89.823 | 78 | Yes | <ul style="list-style-type: none"> RBL: 33 dB -17.5 dB relative to prediction Highest LAeq15min value of 61.5 dB due to general construction noise between the hours of 12:00 am and 07:00 am. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |
| 2 | | | Day to Evening 7:00 am to 22:00 pm | - Piling - OHW footing demolition | - Excavator - Jackhammer - Powered Handtools - Generator | 63.157 | 94.421 | 82 | Yes | <ul style="list-style-type: none"> RBL: 38 -18.8 dB relative to prediction Highest LAeq15min value of 63.2 dB due to general construction noise between the hours of 7:00 am and 22:00 pm. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |
| 3 | | 4/02/2023 to 5/02/2023 | Night 22:00 pm to 7:00 am | - Piling - Concrete pour | - Excavator - Jackhammer - Light tower - Concrete truck | 58.209 | 79.42 | 77 | Yes | <ul style="list-style-type: none"> RBL: 33 dB -18.8 dB relative to prediction Highest LAeq15min value of 58.2 dB due to general construction noise between the hours of 22:00 pm and 07:00 am. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |
| 4 | | 5/02/2023 | Day to Evening 7:00 am to 22:00 pm | - Piling - Spoil loads out - OHW footing demolition - Concrete pour | - Excavator - Jackhammer - Powered Handtools - Generator - Bogie - Concrete truck | 59.527 | 86.224 | 82 | Yes | <ul style="list-style-type: none"> RBL: 38 -22.5 dB relative to prediction Highest LAeq15min value of 59.5 dB due to general construction noise between the hours of 7:00 am and 22:00 pm. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |
| 5 | NCA 02 Continues Monitoring 5 m north of 73 Ewart Street, Dulwich Hill | 4/02/2023 | Night 12:00 am to 7:00 am | - Site preparation - Removal ballast - Plant transportation | - Excavator | 53.416 | 89.038 | 66 | Yes | <ul style="list-style-type: none"> RBL: 33 dB -12.5 dB relative to prediction Highest LAeq15min value of 53.5 dB due to general construction noise between the hours of 12:00 am and 07:00 am. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |
| 6 | | | Day to Evening 7:00 am to 22:00 pm | - Piling | - Excavator - Jackhammer | 65.25 | 92.28 | 79 | Yes | <ul style="list-style-type: none"> RBL: 38 -13.7 dB relative to prediction Highest LAeq15min value of 65.3 dB due to general construction noise between the hours of 7:00 am and 22:00 pm. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |
| 7 | | 4/02/2023 to 5/02/2023 | Night 22:00 pm to 7:00 am | - Piling - Concrete pour | - Excavator - Jackhammer - Light tower - Concrete truck | 68.196 | 94.392 | 79 | Yes | <ul style="list-style-type: none"> RBL: 33 dB -10.8 dB relative to prediction Highest LAeq15min value of 68.2 dB due to general construction noise between the hours of 22:00 pm and 07:00 am. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |
| 8 | | 5/02/2023 | Day to Evening 7:00 am to 22:00 pm | - Piling - Spoil loads out - Concrete pour | - Excavator - Jackhammer - Bogie - Concrete truck | 67.792 | 99.827 | 79 | Yes | <ul style="list-style-type: none"> RBL: 38 -11.2 dB relative to prediction Highest LAeq15min value of 67.8 dB due to general construction noise between the hours of 7:00 am and 22:00 pm. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |

| Reference Number | Monitoring Location (Catchment, Type & Address) | Date | Time (hrs) | Construction Activities | Main source of noise | Highest LAeq 15min in work period | Highest LA _{Max} in work period | Predicted noise level LAeq,15min | Compliant | Comments |
|------------------|---|------------------------|---------------------------------------|--|--|-----------------------------------|--|----------------------------------|-----------|--|
| 9 | NCA04 Continues Monitoring 25 m north of 30 Hutton Street, 2 m west of Melford Street, Hurlstone Park | 4/02/2023 | Night 12:00 am to 7:00 am | - Site preparation - Removal ballast - Plant transportation | - Excavator | 60.369 | 92.826 | 72 | Yes | <ul style="list-style-type: none"> RBL: 35 dB -11.6 dB relative to prediction Highest LAeq15min value of 60.4 dB due to general construction noise between the hours of 12:00 am and 07:00 am. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |
| 10 | | | Day to Evening 7:00 am to 22:00 pm | - Piling - Concrete breaking - Excavation - Spoil loads out | - Excavator - Jackhammer - Bogie | 66.257 | 96.258 | 75 | Yes | <ul style="list-style-type: none"> RBL: 40 -8.7 dB relative to prediction Highest LAeq15min value of 66.3 dB due to general construction noise between the hours of 7:00 am and 22:00 pm. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |
| 11 | | 4/02/2023 to 5/02/2023 | Night 22:00 pm to 7:00 am | - Piling - Concrete pour - Conduit Installation | - Excavator - Jackhammer - Light tower - Concrete truck - Powered Handtools - Generator | 73.358 | 100.75 | 74 | Yes | <ul style="list-style-type: none"> RBL: 35 dB -0.6 dB relative to prediction Highest LAeq15min value of 73.4 dB due to general construction noise between the hours of 22:00 pm and 07:00 am. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |
| 12 | | 5/02/2023 | Day to Evening 7:00 am to 22:00 pm | - Piling - Spoil loads out - Concrete pour | - Excavator - Jackhammer - Bogie - Concrete truck | 74.013 | 94.747 | 75 | Yes | <ul style="list-style-type: none"> RBL: 40 -0.9 dB relative to prediction Highest LAeq15min value of 74.1 dB due to general construction noise between the hours of 7:00 am and 22:00 pm. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |
| 13 | NCA04 Continues Monitoring 4 m south of 94 Church Street, 20 m west of Church Street, Canterbury | 4/02/2023 | Night 12:00 am to 7:00 am | - Site preparation - Removal ballast - Plant transportation | - Excavator | 56.953 | 90.487 | 72 | Yes | <ul style="list-style-type: none"> RBL: 35 dB -15.0 dB relative to prediction Highest LAeq15min value of 57.0 dB due to general construction noise between the hours of 12:00 am and 07:00 am. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |
| 14 | | | Day to Evening 7:00 am to 22:00 pm | - Piling - Concrete breaking - Excavation - Spoil loads out | - Excavator - Jackhammer - Bogie | 67.158 | 87.76 | 75 | Yes | <ul style="list-style-type: none"> RBL: 40 -7.8 dB relative to prediction Highest LAeq15min value of 67.2 dB due to general construction noise between the hours of 7:00 am and 22:00 pm. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |
| 15 | | 4/02/2023 to 5/02/2023 | Night 22:00 pm to 7:00 am | - Piling - Concrete pour - Conduit Installation | - Excavator - Jackhammer - Light tower - Concrete truck - Powered Handtools - Generator | 66.101 | 94.603 | 74 | Yes | <ul style="list-style-type: none"> RBL: 35 dB -7.9 dB relative to prediction Highest LAeq15min value of 66.1 dB due to general construction noise between the hours of 22:00 pm and 07:00 am. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |
| 16 | | 5/02/2023 | Day to Evening 7:00 am to 22:00 pm | - Piling - Spoil loads out - Concrete pour | - Excavator - Jackhammer - Bogie - Concrete truck | 66.373 | 92.944 | 75 | Yes | <ul style="list-style-type: none"> RBL: 40 -8.6 dB relative to prediction Highest LAeq15min value of 66.4 dB due to general construction noise between the hours of 7:00 am and 22:00 pm. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |

| Reference Number | Monitoring Location (Catchment, Type & Address) | Date | Time (hrs) | Construction Activities | Main source of noise | Highest LAeq 15min in work period | Highest LA _{Max} in work period | Predicted noise level LAeq,15min | Compliant | Comments |
|------------------|---|------------------------|---------------------------------------|---|--|-----------------------------------|--|----------------------------------|-----------|---|
| 17 | NCA04 Continues Monitoring 10 m south-west of 10 Broughton Street, 60 m south-west of 8 Broughton Street, Canterbury | 4/02/2023 | Night 12:00 am to 7:00 am | - Site preparation - Removal ballast - Plant transportation | - Excavator | 62.087 | 89.292 | 72 | Yes | <ul style="list-style-type: none"> RBL: 35 dB -9.9 dB relative to prediction Highest LAeq15min value of 62.1 dB due to general construction noise between the hours of 12:00 am and 07:00 am. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |
| 18 | | | Day to Evening 7:00 am to 22:00 pm | - Piling | - Excavator - Jackhammer | 70.374 | 97.487 | 75 | Yes | <ul style="list-style-type: none"> RBL: 40 -4.6 dB relative to prediction Highest LAeq15min value of 70.4 dB due to general construction noise between the hours of 7:00 am and 22:00 pm. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |
| 19 | | 4/02/2023 to 5/02/2023 | Night 22:00 pm to 7:00 am | - Piling - Concrete pour | - Excavator - Jackhammer - Light tower - Concrete truck | 68.627 | 94.223 | 74 | Yes | <ul style="list-style-type: none"> RBL: 35 dB -5.4 dB relative to prediction Highest LAeq15min value of 68.6 dB due to general construction noise between the hours of 22:00 pm and 07:00 am. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |
| 20 | | 5/02/2023 | Day to Evening 7:00 am to 22:00 pm | - Piling - Spoil loads out - Concrete pour | - Excavator - Jackhammer - Bogie - Concrete truck | 71.039 | 103.336 | 75 | Yes | <ul style="list-style-type: none"> RBL: 40 -4.0 dB relative to prediction Highest LAeq15min value of 71.0 dB due to general construction noise between the hours of 7:00 am and 22:00 pm. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |
| 21 | NCA 07 Continues Monitoring 55 m west of 25-29 Loftus Street, 110 m south of 1 Lincoln Street, Campsie (Belmore Triangle) | 4/02/2023 | Night 12:00 am to 7:00 am | No proposed work during this period | | 44.655 | 86.299 | 73 | Yes | NA |
| 22 | | | Day to Evening 7:00 am to 22:00 pm | - Spoil loads out - Site investigation | - Light vehicles - Heavy Trucks - Vac Trucks - Front-end loader - Bogie | 58.379 | 96.576 | 73 | Yes | <ul style="list-style-type: none"> RBL: 41 -14.6 dB relative to prediction Highest LAeq15min value of 58.4 dB due to general construction noise between the hours of 7:00 am and 22:00 pm. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |
| 23 | | 4/02/2023 to 5/02/2023 | Night 22:00 pm to 7:00 am | - Spoil loads out | - Light vehicles - Heavy Trucks - Front-end loader - Bogie - Light tower | 48.73 | 92.393 | 73 | Yes | <ul style="list-style-type: none"> RBL: 35 dB -24.3 dB relative to prediction Highest LAeq15min value of 48.74 dB due to general construction noise between the hours of 22:00 pm and 07:00 am. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |
| 24 | | 5/02/2023 | Day to Evening 7:00 am to 22:00 pm | - Spoil loads out | - Light vehicles - Heavy Trucks - Front-end loader - Bogie | 52.278 | 93.202 | 73 | Yes | <ul style="list-style-type: none"> RBL: 41 -20.7 dB relative to prediction Highest LAeq15min value of 52.3 dB due to general construction noise between the hours of 7:00 am and 22:00 pm. Respite and alternate accommodation provided to residents. LAeq15min below predictions. |

| Reference Number | Monitoring Location (Catchment, Type & Address) | Date | Time (hrs) | Construction Activities | Main source of noise | Highest LAeq 15min in work period | Highest LA _{Max} in work period | Predicted noise level LAeq,15min | Compliant | Comments |
|------------------|---|------------------------|---------------------------------------|-------------------------------------|--|-----------------------------------|--|----------------------------------|-----------|--|
| 25 | NCA 11 Continues Monitoring 40 m west of Stacy Street, 10 m north of South Terrace, Bankstown | 4/02/2023 | Night 12:00 am to 7:00 am | No proposed work during this period | | 65.472 | 82.778 | 70 | Yes | NA |
| 26 | | | Day to Evening 7:00 am to 22:00 pm | - Grouting base plate | - EWP - Powered Handtools - Generator | 63.405 | 94.84 | 72 | Yes | <ul style="list-style-type: none">RBL: 47-8.6 dB relative to predictionHighest LAeq15min value of 63.4 dB due to general construction noise between the hours of 7:00 am and 22:00 pm. Respite and alternate accommodation provided to residents.LAeq15min below predictions. |
| 27 | | 4/02/2023 to 5/02/2023 | Night 22:00 pm to 7:00 am | - Protection screen installation | - EWP - Powered Handtools - Generator - Light tower | 62.21 | 88.629 | 70 | Yes | <ul style="list-style-type: none">RBL: 39 dB-7.8 dB relative to predictionHighest LAeq15min value of 62.2 dB due to general construction noise between the hours of 22:00 pm and 07:00 am. Respite and alternate accommodation provided to residents.LAeq15min below predictions. |
| 28 | | 5/02/2023 | Day to Evening 7:00 am to 22:00 pm | - Protection screen installation | - EWP - Powered Handtools - Generator | 64.646 | 99.702 | 72 | Yes | <ul style="list-style-type: none">RBL: 47-7.6 dB relative to predictionHighest LAeq15min value of 64.4 dB due to general construction noise between the hours of 7:00 am and 22:00 pm. Respite and alternate accommodation provided to residents.LAeq15min below predictions. |



10

2-8

340-344

344A

Arthur St

Woodley Lane,
Marrickville

Illawarra Rd

Marrickville

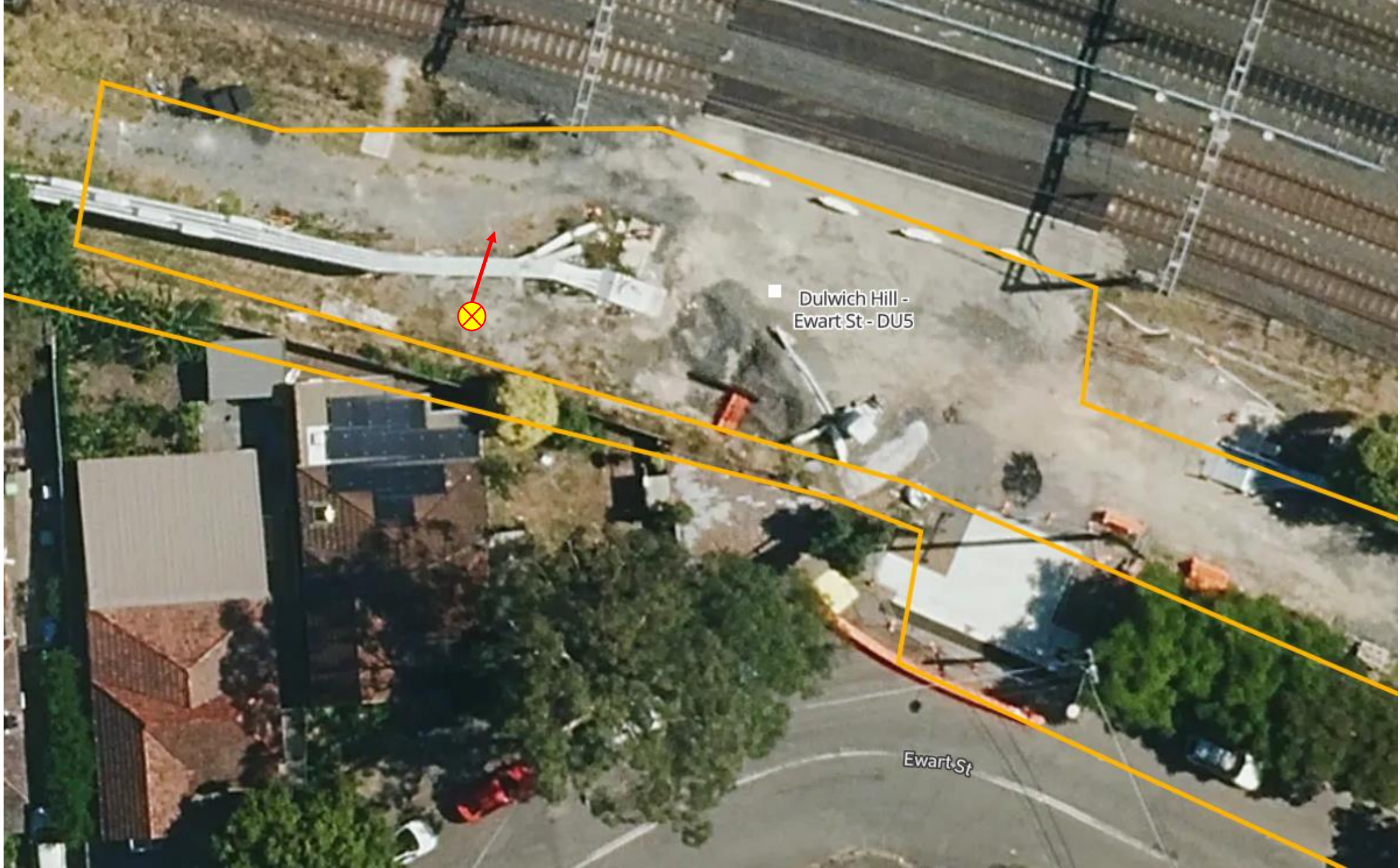
Warburton St

Woolley Ln

Warra Rd

12A

11/12/2022



Dulwich Hill -
Ewart St - DU5

Ewart St

Canberra St

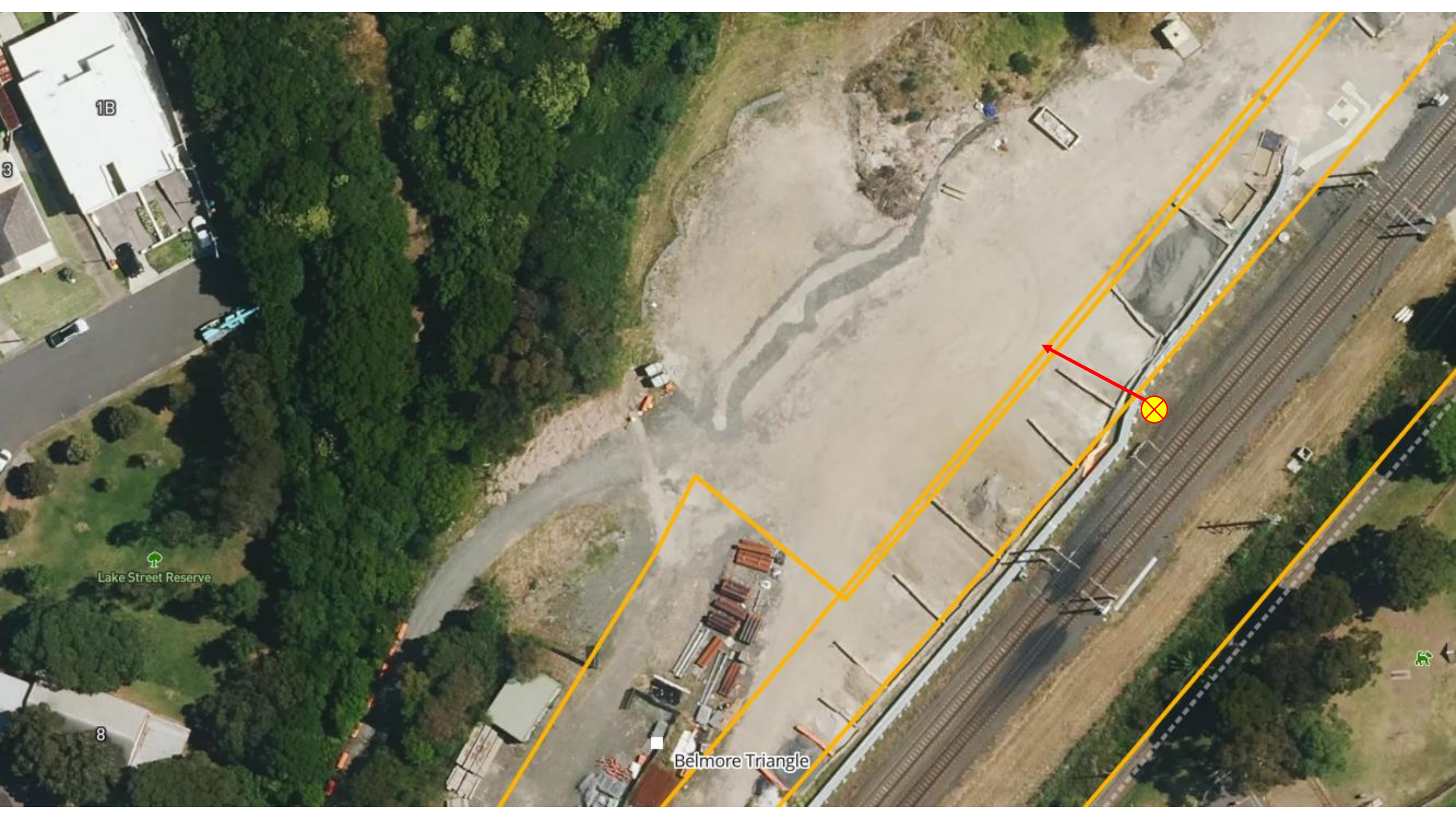
Hutton St

Melford St









1B

3

Lake Street Reserve

8

Belmore Triangle

North Terrace

South Terrace

South Ter

Stacey St

A6

A6



Attachment 2 – Community Notification

Community Notifications were provided to residents of Canterbury, Marrickville, Hurlstone Park, Dulwich Hill, Wiley Park, Belmore, Campsie and Punchbowl to Bankstown.

Please refer to the following community notifications for works undertaken at the previously stated locations.

Notification – Belmore

February 2023

Sydney Metro is Australia's biggest public transport project.

By 2030, Sydney will have a network of four metro lines, 46 stations and 113km of new metro rail.

Sydney Metro is revolutionising how Australia's biggest city travels, connecting Sydney's north west, south west and greater west to fast, reliable turn-up-and-go metro services with fully accessible stations.

Passenger services from Chatswood to Sydenham will commence in 2024, then on to Bankstown within 12 months.

In February, work will continue along the corridor and at Belmore Station (weather and site conditions permitting).

Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**.

| Location | Details of work during standard construction hours (daytime) |
|---|--|
| Belmore (along the rail corridor) | <ul style="list-style-type: none"> Cable installation within the rail corridor Installation of cabinets and cabinet works Site investigations and surveys including (but not limited to) soil assessments, geotechnical investigations and surveys for drainage, utilities and fencing Delivery of plant and material including associated activities Installation of trackside equipment, fencing, cable service routes and galvanised steel troughing Removal of trees and vegetation along the corridor where required |
| Around Belmore Station and at the services building site (off Redman Parade, adjacent to the rail line) | <ul style="list-style-type: none"> Delivery of construction plant and material including associated activities Installation of high-level containment light fittings on the platform and concourse Installation of bi-fold doors on the concourse Landscaping and road furniture works on both sides of the station precinct Construction of pedestrian ramp and associated works to facilitate new taxi and kiss and ride parking on Tobruk Avenue. Traffic control and signage will be in place to assist with temporary traffic and pedestrian diversions Security fencing and cable service route works including drilling and post installation Metro services building (MSB) service connection works Construction of new driveway and layback for Sydney Trains and MSB on Redman Parade including earthwork and form work Asphalting and landscaping at the MSB |
| Lakemba substation, off The Boulevard, near Taylor Street | <ul style="list-style-type: none"> Detailed excavations, bringing in and removing materials Reinstating the perimeter fence Traffic control to facilitate truck movements on The Boulevard Installation of perimeter columns, facade panels, glazed tile panels, and anti-graffiti paint Installing cables and cable service routes, supports, conduits, transformers, and drainage Mechanical and electrical fit out Streetscaping works including driveways, kerbs, footpaths, and permanent fencing, plus landscaping |

**From time to time we may finish work later than 6pm as we complete concrete pours. This will entail finishing off poured concrete using manual and powered floats and may continue until 10pm. This may occur on up to four separate evenings during the month. The noise impacts from this work will be very low.*

Out-of-hours work

Due to the nature of some activities and for the safety of workers, some work will occur outside standard construction hours. Some equipment will also be delivered outside standard construction hours in line with Transport for NSW requirements for the movement of oversized vehicles. Properties close to scheduled work will be notified prior to work starting. Planned out-of-hours work is detailed in the following table.

| Date / time | Details of out-of-hours work and work during planned rail shutdowns |
|---|---|
| Mid-week between 6pm and 7am Wednesday 1 February and Saturday 4 March 2023 (for no more than 3 nights per week) | <ul style="list-style-type: none"> • Cable installation within the rail corridor • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing • Delivery of plant and material including preparatory activities for upcoming out-of-hours work • Concrete works associated with installing galvanised steel troughing and new cable routes. |
| Upcoming rail possessions: Friday 3 February to Sunday 5 February 2023 | <ul style="list-style-type: none"> • Installation of cabinets and cabinet works in station equipment rooms • Cable pulling within the rail corridor • Installation of facade panels at the Lakemba substation • Installation of cable support equipment (traction negative bar) between the tracks at Belmore station • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing • Installation of cable service routes • Delivery of plant and material including associated activities • Installation of trackside equipment, fencing, cable service routes and galvanised steel troughing • Installation of bi-fold doors on the concourse • Landscaping and road furniture works on both sides of the station precinct • Construction of pedestrian ramp and associated works to facilitate new taxi and kiss and ride parking on Tobruk Avenue. Traffic control and signage will be in place to assist with temporary traffic and pedestrian diversions • Security fencing and cable service route works including drilling and post installation • Metro services building (MSB) service connection works • Construction of new driveway and layback for Sydney Trains and MSB on Redman Parade including earthwork and form work • Asphaltting and landscaping at the MSB |

Equipment used for the above work will include heavy machinery (including but not limited to excavators, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, elevated work platforms, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaws, and water carts), and hand and power tools.

Access to buildings and driveways will be maintained at all times. Some of this work may be noisy, however we will take every possible step to minimise noise such as switching off equipment when not in use and using non-tonal reversing beepers.



Keeping you informed

Properties close to the rail corridor will receive notifications when construction work is scheduled to occur. You can contact us on **1800 171 386** (24 hour community information line). If you have questions about the **substations** please ask for **Chris** or email LinewideMetro@transport.nsw.gov.au. For all other work please ask for **Hilda** or email SouthwestMetro@transport.nsw.gov.au.

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



1800 171 386 Community information line open 24 hours



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



Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240



If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 171 386**

Notification – Campsie

February 2023

Sydney Metro is Australia's biggest public transport project.

By 2030, Sydney will have a network of four metro lines, 46 stations and 113km of new metro rail.

Sydney Metro is revolutionising how Australia's biggest city travels, connecting Sydney's north west, south west and greater west to fast, reliable turn-up-and-go metro services with fully accessible stations.

Passenger services from Chatswood to Sydenham will commence in 2024, then on to Bankstown within 12 months.

In February, work will continue along the corridor and at Campsie Station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**.

| Location | Details of work during standard construction hours (daytime) |
|---|---|
| Campsie (along the rail corridor) | <ul style="list-style-type: none"> • Installation of cabinets and cabinet work • Cable pulling within the rail corridor • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing • Removal of trees and vegetation throughout the rail corridor where required • Installation of over-head wire protection, fencing, cable service routes, galvanised steel troughing (GST) and culvert upgrades • Delivery of plant and material including preparatory activities for upcoming out-of-hours work |
| Around Campsie Station | <ul style="list-style-type: none"> • Concourse structural steel canopy and preparation for waterproofing • Remediation on existing concourse structure and steel beam replacement • Installation of bike hoops • Continuation of concourse building services and fit out work • Local footpath and traffic control establishments to facilitate the work • Ongoing platform services work • Continued management and modifications of hoardings and work zones |
| Services building site at Lilian Lane opposite Dewar Street | <ul style="list-style-type: none"> • Continuation of MSB building work • Begin internal building services fit out of the MSB • Preparation for landscaping and fencing work • Local footpath and traffic control establishments to facilitate the work |
| Substation site (Off Lilian Street) | <ul style="list-style-type: none"> • Installing glazed panels into the facade walls and anti-graffiti paint • Traffic controllers to facilitate truck movements on Lilian Street • Bulk power supply installs into the traction substation • Installing cables and cable supports • Installing streetscaping including driveways, kerbs, footpaths, and permanent fencing, plus landscaping • Mechanical and electrical fit out |

From time to time we may finish work later than 6pm as we complete concrete pours. This will entail finishing off poured concrete using manual and powered floats and may continue until 10pm. This may occur on up to four separate evenings during the month. The noise impacts will be very low.

Out-of-hours work

Due to the nature of some activities and for the safety of workers, some work will occur outside standard construction hours. Some equipment will also be delivered outside standard construction hours in line with Transport for NSW requirements for the movement of oversized vehicles. Planned out-of-hours work is detailed in the following table.

| Date / time | Details of out-of-hours work and work during planned rail shutdowns |
|---|---|
| Mid-week between 6pm and 7am Wednesday 1 February and Saturday 4 March 2023 (for no more than 3 nights per week) | <ul style="list-style-type: none"> • Cable pulling within the rail corridor • Installation of signal equipment and cable pulling • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations, de-vegetation and surveys for drainage, utilities, and fencing • Delivery of plant and material including preparatory activities for upcoming out-of-hours work • Concrete works associated with installing galvanised steel troughing and new cable routes |
| Upcoming rail possessions: Friday 3 February to Sunday 5 February 2023 | <ul style="list-style-type: none"> • Installation of cable support equipment (traction negative bar) between the tracks at Campsie Station • Cable pulling within the rail corridor at Campsie • Concourse structural steel canopy and preparation for waterproofing • Remediation on existing concourse structure and steel beam replacement • Local footpath and traffic control establishments to facilitate the works • Continued management and modifications of hoardings and work zones • Installation of radio mast • Installation of cabinets and cabinet works in station equipment rooms • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing • Modification to bridges along the alignment at Wairoa Street bridge including: • Temporary road closure on Wairoa Street between South and East Parade. Road diversions will be in place. Northern side diversions will be via Wairoa Street, Moore and Clissold Parade onto Beamish Street. Southern side diversions will be via South Parade and Beamish Street |

Equipment used for the above work will include heavy machinery (including but not limited to excavators, trucks, hydraulic ram, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, elevated work platforms, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaws, and water carts), and hand and power tools.

Access to buildings and driveways will be maintained at all times. Some of this work may be noisy, however we will take every possible step to minimise noise such as switching off equipment when not in use and using non-tonal reversing beepers.



Keeping you informed

Properties close to scheduled work will receive notifications when construction work is scheduled to occur. You can contact us on **1800 171 386** (24 hour community information line). If you have questions about the **substations** please ask for **Chris** or email LinewideMetro@transport.nsw.gov.au. For all other works please ask for **Claire** or email SouthwestMetro@transport.nsw.gov.au.

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

1800 171 386 Community information line open 24 hours

southwestmetro@transport.nsw.gov.au

Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240

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Notification – Canterbury

February 2023

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Passenger services from Chatswood to Sydenham will commence in 2024, then on to Bankstown within 12 months.

In February work will continue along the corridor and at Canterbury Station (weather and site conditions permitting).

Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**.

| Location | Details of work during standard construction hours (daytime) |
|--------------------------------------|--|
| Canterbury (along the rail corridor) | <ul style="list-style-type: none"> Electrical work and cable pulling within the rail corridor Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing Removal of trees and vegetation throughout the rail corridor where required Delivery of plant and material including preparatory activities for upcoming out-of-hours work Modification works to bridges at Church Street footbridge including temporary removal of parking along Church Street cul-de-sac |
| Around Canterbury station | <ul style="list-style-type: none"> Station equipment room cabinet work Metro services building (MSB) work on Charles Street Earthwork installation of drainage and combined services route, concreting work, steel work, cladding, craneage, brick and block work. A partial lane closure may be required during this period, signage and traffic control will be in place Glazing of footbridge, safety fencing and stair canopy, and structural steel infill for footbridge glazing for motorised sliding door Concourse civil work, retail cladding, platform fencing and work on the station buildings Excavation, stormwater and power installation at Charles Street Storage and removal of materials and plant Broughton Street footpath and electrical work and furniture installation Brickwork installation on Platform 0/1 Installation of Louvre Doors for Condenser Unit Mechanical Room Installation of Lift 1 and 2 Equipment Electrical containment installation on Platform 0/1 & 2 and Pedestrian Ramp Installation of Light Fittings and Building Services on Platform 0/1 and 2 Installation of Boundary Fencing and cable service route <p>Ongoing work at the MSB including:</p> <ul style="list-style-type: none"> Brickwork, structural steel & cladding installation Roofing, excavation, gutter and stormwater work Installation of inground and above ground services and construction of driveway pavement Installation of permanent fence posts and scaffolding installation and modification |
| Former Bowling Club | <ul style="list-style-type: none"> Delivery of plant and material including preparatory activities for upcoming out-of-hours work Temporary parking impacts on Close Street |
| Substation site off Hutton Street | <ul style="list-style-type: none"> Site mobilisation and excavations Installing cables, cable supports, glazed panels into the facade walls and anti-graffiti paint Traffic controllers to facilitate truck movements on Hutton Street Mechanical and electrical fit out Installing traction substation gates, doors, and permanent fencing Streetscaping including driveways kerbs, and footpaths, plus landscaping |

Out-of-hours work

Due to the nature of some activities and for the safety of workers, some work will occur outside standard construction hours. Some equipment will also be delivered outside standard construction hours in line with Transport for NSW requirements for the movement of oversized vehicles. Properties in proximity to scheduled work will be notified prior to work starting. Planned out-of-hours work is detailed in the table below.

| Date / time | Details of out-of-hours work and work during planned rail shutdowns |
|---|--|
| Mid-week between 6pm and 7am Wednesday 1 February and Saturday 4 March 2023 (for no more than 3 nights per week) | <ul style="list-style-type: none"> • Cable pulling within the rail corridor • Removal and reinstallation of anti-climb protection at Hurlstone Park and Canterbury stations • Delivery of Motorised Sliding Doors on the concourse • Roofing work on Canterbury Road • Steel work on platform stairs canopy • Installation of signal equipment and cable pulling • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing • Delivery of plant and materials |
| Upcoming rail possessions: Friday 3 February to Sunday 5 February 2023 | <ul style="list-style-type: none"> • Cable pulling within the rail corridor • Installing cable steel structure equipment at Canterbury substation (at Hutton Street, Hurlstone Park) • Electrical work at the station building • Disconnection and reconnection of low voltage station supply • Roofing work on the concourse and lifts • Glass installation work on stair canopy, concourse and footbridge • Structural steel work on the footbridge • Electrical containment and lighting work on the platforms • Excavation and concrete work for the piles on the Bankstown line and platforms • Earthworks around the Metro Service Building (MSB) • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing • Installation of cable service routes and culvert pits • Excavation, piling and installation of fencing within the rail corridor, with impacts including: <ul style="list-style-type: none"> • Temporary lane closures along Melford Street bridge between Canberra Street and Hutton Street • Temporary removal of approximately 10 parking spaces along Broughton Avenue intersection with John Street • Modification to bridges along the alignment at Wairoa Street Bridge including temporary road closure on Wairoa Street between South and East Parade. Road diversions will be in place. Northern side diversions will be via Wairoa Street, Moore and Clissold Parade onto Beamish Street. Southern side diversions will be via South Parade and Beamish Street |

Equipment used for the above work will include heavy machinery (including but not limited to excavators, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, elevated work platforms, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaws, and water carts), and hand and power tools.

Access to buildings and driveways will be maintained at all times. Some of this work may be noisy, however we will take every possible step to minimise noise such as switching off equipment when not in use and using non-tonal reversing beepers.

Properties close to the rail corridor will receive notifications when construction work is scheduled to occur. You can contact us on **1800 171 386** (24-hour community information line). If you have questions about the **substations** please ask for **Chris** or email LinewideMetro@transport.nsw.gov.au. For all other works please ask for **Julian** or email SouthwestMetro@transport.nsw.gov.au.



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Notification – Dulwich Hill

February 2023

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Passenger services from Chatswood to Sydenham will commence in 2024, then on to Bankstown within 12 months.

In February, work will continue along the corridor and at Dulwich Hill Station (weather and site conditions permitting).

Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**.

| Location | Details of work during standard construction hours (daytime) |
|---|---|
| Dulwich Hill (along the rail corridor) | <ul style="list-style-type: none"> Installing cables, fibre, and fibre optic cables at Marrickville within the rail corridor Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities and fencing De-vegetation and tree clearing throughout the rail corridor where required Installation of fencing, cable service routes, galvanised steel troughing (GST) and rail access pads Delivery of plant and material including preparatory activities for upcoming out-of-hours work |
| Around Dulwich Hill Station | <ul style="list-style-type: none"> Excavation, concrete and landscaping works within precinct area Precinct drainage and walkway construction Installation of remaining footbridge elements from Bedford Crescent Installation of glazing to footbridge Services and fit-out works to new footbridge Delivery & installation of new lift equipment to footbridge Construction of new platform rooms under footbridge Installing cable steel structure equipment at Dulwich Hill Station |
| Services building site at Ewart Lane | <ul style="list-style-type: none"> Installation of stormwater drainage, landscaping and hardscaping Installation of external façade and solar panels to roof Internal building fit-out work Delivery of material and plant via Ewart Lane Scaffold installation and removal |
| Substation site (off Randall Street behind Albermarle Street, Marrickville) | <ul style="list-style-type: none"> Site mobilisation including using sections of Randall Street Traffic control to facilitate truck movements from Livingstone Road into Randall Street Installing facade panels, building columns, perimeter columns, glazed tiles on facade panels and anti-graffiti paint, and galvanised steel troughing (GST) Installing cables, cable supports, cable tray structure as well as mechanical and electrical fit out Installing traction substation gates, doors, and permanent fencing Installing streetscaping including driveways, kerbs, and footpaths, plus landscaping |

**From time to time we may finish work later than 6pm as we complete concrete pours. This will entail finishing off poured concrete using manual and powered floats and may continue until 10pm. This may occur on up to four separate evenings during the month. The noise impact will be low.*

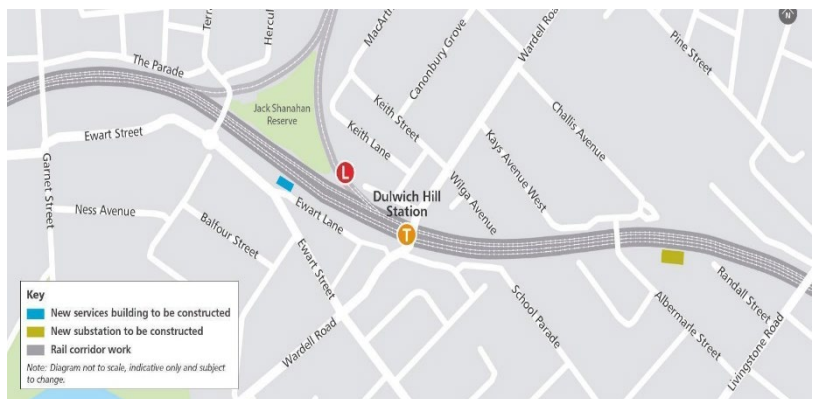
Out-of-hours work

Due to the nature of some activities and for the safety of workers, some work will occur outside standard construction hours. Some equipment will also be delivered outside standard construction hours in line with Transport for NSW requirements for the movement of oversized vehicles. Properties in proximity to scheduled work will be notified prior to work starting. Planned out-of-hours work is detailed in the following table:

| Date / time | Details of out-of-hours work |
|---|---|
| Mid-week between 6pm and 7am Wednesday 1 February and Saturday 4 March 2023 (for no more than 3 nights per week) | <ul style="list-style-type: none"> • Cable pulling within the rail corridor • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations, de-vegetation and surveys for drainage, utilities, and fencing • Delivery of plant and material including preparatory activities for upcoming out-of-hours work |
| Upcoming rail possessions: Friday 3 February to Sunday 5 February 2023 | <ul style="list-style-type: none"> • Installing cables, fibre, and fibre optic cables at Marrickville within the rail corridor • Installing cable steel structure equipment and façade wall panel at Dulwich Hill substation • Removal of redundant over-head-wire footings and structures • Excavation, piling and installation of fencing within the rail corridor including: • Temporary lane closures and removal of parking along Terrace Road between Hercules Street and Ewart Street • Installation of Roofing and Structural Steel to new footbridge • Installation of Galvanised Steel Troughing (GST) and posts • Removal of safety netting around footbridge • Installation of new underground services in precinct area, including excavation, rock breaking and trenching work • Drainage works to plaza area • Roofing works to existing concourse building • Delivery of material to platform hoarding area • Trackside equipment footings |

Equipment used for the above work will include heavy machinery (including but not limited to excavators, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, elevated work platforms, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaws, and water carts), and hand and power tools.

Access to buildings and driveways will be maintained at all times. Some of this work may be noisy, however we will take every possible step to minimise noise such as switching off equipment when not in use and using non-tonal reversing beepers.



Keeping you informed

Properties close to the rail corridor will receive notifications when construction work is scheduled to occur. You can contact us on **1800 171 386** (24 hour community information line). If you have questions about the **substations** please ask for **Chris** or email LinewideMetro@transport.nsw.gov.au. For all other works please ask for **Claire** or email SouthwestMetro@transport.nsw.gov.au.

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

Notification – Hurlstone Park

February 2023

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Sydney Metro is revolutionising how Australia's biggest city travels, connecting Sydney's north west, south west and greater west to fast, reliable turn-up-and-go metro services with fully accessible stations.

Passenger services from Chatswood to Sydenham will commence in 2024, then on to Bankstown within 12 months.

In February, work will continue along the corridor and at Hurlstone Park Station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**.

| Location | Details of work during standard construction hours (daytime) |
|---|--|
| Hurlstone Park (along the rail corridor): | <ul style="list-style-type: none"> • Cable pulling within the rail corridor • Site investigations and surveys including (but not limited to) non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing • Delivery of construction plant and material • Removal of trees, vegetation and asbestos as required • Installation of fencing, overhead wire protection, cables and cable service route (CSR) and galvanised steel troughing (GST) • Work associated with installation of future security fences (boundary fence) and installation of segregation fence • High voltage (HV) relocation work • Installation of bridge throw screens • Modification works to bridges at Church Street footbridge including temporary removal of parking along the Church Street cul-de-sac |
| Around Hurlstone Park Station | <ul style="list-style-type: none"> • Use of access gates and laydown areas at Keir Avenue, The Parade, Railway Street and Foord Avenue • Delivery of construction plant and material • Asphaltting, drainage, and concreting work • Installation of balustrades and associated glazing work, including artwork • Work on Duntroon St to facilitate HV relocation work • Paving work around concourse area • Galvanised steel troughing (GST) work • High level containment works for electrical, communication and other services • Ceiling and glazing work at concourse and on stairs • Platform fencing work and platform equipment installation • Line marking and footpath work within the station precinct (for taxi, disabled and kiss & ride parking) resulting in temporary loss of parking on Floss Street and Duntroon Street • Construction work to city side of Duntroon Street bridge, platform finishing works and pavements to back of platform 2 • Footpath closures, including at proposed kiss and ride area |
| Services building site off Railway Street | <ul style="list-style-type: none"> • Site investigations and surveys including (but not limited to) non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing • Delivery of construction plant and material • Installation of fencing, cables, and cable service route (CSR) and galvanised steel troughing (GST) • Work associated with installation of future security fence (boundary fence) • Service connections along Railway Street for Sydney Water assets requiring single lane closures with contraflow, traffic management controls will be in place as required to assist pedestrians and motorists • Installation of reinforcement materials around services building • Installation of structural steel, roofing for the services building, and wall cladding • Installation of chiller unit support structure and chiller units |

| | |
|------------------------------------|--|
| Services building (cont.) | <ul style="list-style-type: none"> • Driveway slab construction • Stormwater tank construction and road pavement work • Jackhammering and excavation work to facilitate structures and services installation, with required dust and noise mitigation measures in place • Works on level 2 of the MSB structure including roof flashing and solar panel installation |
| Substation site, off Hutton Street | <ul style="list-style-type: none"> • Site mobilisation and excavations • Installing cables, cable supports, and cable tray structure • Traffic controllers to facilitate truck movements on Hutton Street • Installing glazed panels into the facade walls and anti-graffiti paint • Mechanical and electrical fit out • Installing traction substation gates, doors, and permanent fencing • Installing streetscaping including driveways kerbs, and footpaths, plus landscaping |

**From time to time we may finish work later than 6pm as we complete concrete pours. This will entail finishing off poured concrete using manual and powered floats and may continue until 10pm. This may occur on up to four separate evenings during the month. The noise impact will be low.*

Out-of-hours work

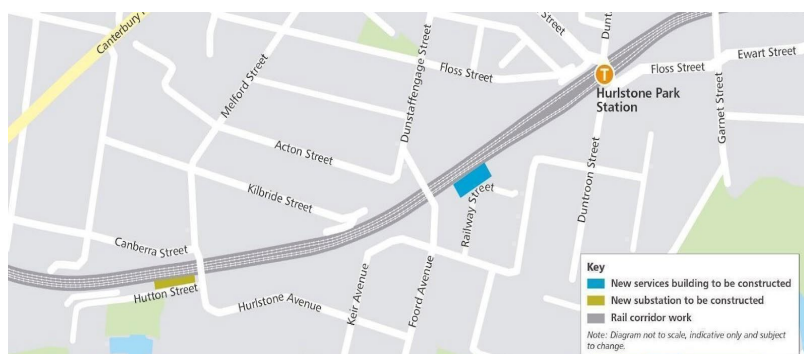
Due to the nature of some activities and for the safety of workers, some work will occur outside standard construction hours. Some equipment will also be delivered outside standard construction hours in line with Transport for NSW requirements for the movement of oversized vehicles. Planned out-of-hours work is detailed in the table below.

| Date / time | Details of out-of-hours (including night) work |
|---|---|
| Mid-week between 6pm and 7am Wednesday 1 February and Saturday 4 March 2023 (for no more than 3 nights/wk) | <ul style="list-style-type: none"> • Cable pulling within the rail corridor • Removal and reinstallation of anti-climb protection at Hurlstone Park and Canterbury stations • Installation of signal equipment and cable pulling • Delivery of plant and material including preparatory activities for upcoming out-of-hours work • Concrete work associated with installing galvanised steel troughing, new cable routes, and bridge upgrades |
| Upcoming rail possessions: Friday 3 February to Sunday 5 February 2023 | <ul style="list-style-type: none"> • HV cable jointing at Melford Street, Hurlstone Park • Cable pulling within the rail corridor • Installation of cable support equipment (traction negative bar) between the tracks at Hurlstone Park Station • Installation of cable service routes and culvert pits • Excavation, pilling and installation of fencing within the rail corridor including: <ul style="list-style-type: none"> ◦ Temporary lane closures and removal of parking along Foord Avenue bridge between Ewart Street and Hercules Street ◦ Temporary lane closures along Melford Street bridge between Canberra Street and Hutton Street and Canberra Street between Melford Street and Church Street • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing • Delivery of lift equipment • Platform fencing work, bollard installation, glazing and artwork installation • Bridge throw screen installation and defect rectification • Operation of hi-rail plant and impacts to footpaths (including footpath closures) • Concourse ceiling and booking office cladding work • Galvanised steel trough installation |

Equipment used for the above work will include heavy machinery (including but not limited to excavators, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, elevated work platforms, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaws, and water carts), and hand and power tools.

Properties close to the rail corridor will receive notifications when construction work is scheduled to occur. You can contact us on **1800 171 386** (24 hour community information line). If you have questions about the **substations** please ask for **Chris** or email linewideMetro@transport.nsw.gov.au. For all other works please ask for **Hilda** or email SouthwestMetro@transport.nsw.gov.au.

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Notification – Lakemba

February 2023

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Passenger services from Chatswood to Sydenham will commence in 2024, then on to Bankstown within 12 months.

In February, work will continue along the corridor and at Lakemba Station (weather and site conditions permitting).

Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**.

| Location | Details of work during standard construction hours (daytime) |
|--|--|
| Lakemba (along the rail corridor): | <ul style="list-style-type: none"> • Cable installation within the rail corridor • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing • Removal of trees and vegetation throughout the rail corridor where required • Work associated with installation of trackside equipment, fencing, high voltage pits, cable service routes and galvanised steel troughing (GST) • Delivery of plant and material including preparatory activities for upcoming out-of-hours work |
| Around Lakemba station (Railway Parade and The Boulevarde): | <ul style="list-style-type: none"> • Temporary lane closures will be in place when required at Haldon Street bridge, Railway Parade and The Boulevarde near the station <ul style="list-style-type: none"> ◦ Signage and traffic control will be in place for the safety of workers and the public • Electrical fit-out, cable installation, mechanical installation + containment in platform building and on concourse • Fire services installation in station building • Lighting containment installation in station building and on platform • Installation of exhaust fans on ticket office roof • Excavation along Railway Parade for stormwater • Work on platform for condenser units plinth • Relocation of existing hose reel on platform • Implementing environmental controls (including sediment control) • Installation of temporary work on concourse • Brickwork underneath stairs on platforms • Temporary footpath closure on Haldon Street bridge for anti-throw screen maintenance work |
| Services building site on Railway Parade near Bellevue Avenue: | <ul style="list-style-type: none"> • Delivery of plant and materials • Signage and traffic control will be in place for worker and public safety • Electrical work, cable installation, cladding, mechanical services installation • Installation of temporary fencing and galvanised steel troughing • Brickwork, concrete cutting, and installation of fire dampers • Painting of bulkheads and infill • Installation of solar panel cables, hydraulic services, pit lid and grate • Regrading roadside of MSB, and installation of stormwater line |
| Lakemba substation, off The Boulevarde, near Taylor Street: | <ul style="list-style-type: none"> • Detailed excavations, bringing in and removing materials • Reinstating the perimeter fence • Traffic control to facilitate truck movements on The Boulevarde • Installation of perimeter columns, facade panels, glazed tile panels, and anti-graffiti paint • Installing cables, cable service routes and cable supports, conduits, transformers, and drainage • Mechanical and electrical fit out • Streetscaping including driveways, kerbs, footpaths, and permanent fencing, plus landscaping |

**From time to time we may finish work later than 6pm as we complete concrete pours. This will entail finishing off poured concrete using manual and powered floats and may continue until 10pm. This may occur on up to four separate evenings during the month. The noise impact will be low.*

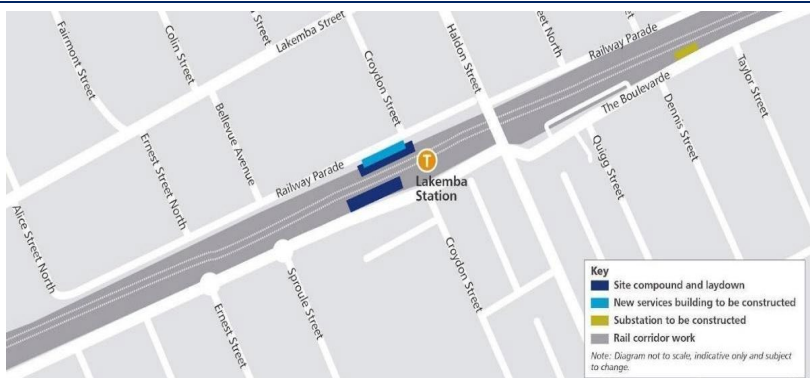
Out-of-hours work

Due to the nature of some activities and for the safety of workers, some work will occur outside standard construction hours. Some equipment will also be delivered outside standard construction hours in line with Transport for NSW requirements for the movement of oversized vehicles. Properties in proximity to scheduled work will be notified prior to work starting. Planned out-of-hours work is detailed in the table below.

| Date / time | Details of out-of-hours (including night) work |
|---|--|
| Mid-week between 6pm and 7am Wednesday 1 February and Saturday 4 March 2023 (for no more than 3 nights per week) | <ul style="list-style-type: none"> • Cable installation within the rail corridor • Installation of temporary works on concourse, steel structure and containment on the concourse • Relocation of PA systems and security camera on concourse • Platform defect works • Brickwork around condenser slab • Cable installation between Services Building and Station Building • Hearing loop installation • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing • Delivery of plant and material including preparatory activities for upcoming out-of-hours work • Concrete works associated with installing galvanised steel troughing and new cable routes. |
| Upcoming rail possession: Friday 3 February to Sunday 5 February 2023 | <ul style="list-style-type: none"> • Installing facade panel at Lakemba substation • Electrical work at station building • Delivery of plant and material including preparatory activities for upcoming out-of-hours work. • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations, de-vegetation and surveys for drainage, utilities, and fencing. • Delivery of plant, equipment and material including storage and removal as required • Signage and traffic control will be in place for the safety of workers and the public • Plant mobilisation and demobilisation • Installation of ballast ramps • Temporary lane closures will be in place when required at Haldon Street Bridge, Railway Parade and The Boulevard near the station. <ul style="list-style-type: none"> ◦ Signage and traffic control will be in place for the safety of workers and the public • Electrical fit-out, cable installation, mechanical installation and containment in platform building and concourse • Lighting containment installation in station building and on platform • Installation of Galvanised Steel Troughing • Installation of negative bus bar ULX conduits and footings • Installation of replacement glazing at Haldon Street bridge • Brickwork underneath stairs on platform • Occupation of car spaces along Boulevard (intersection with Kathleen St) and The Boulevard intersection with Croydon St |

Equipment used for all the above work will include heavy machinery (including but not limited to excavators, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, elevated work platforms, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaws, and water carts), and hand and power tools.

Properties close to the rail corridor will receive notifications when construction work is scheduled to occur. You can contact us on **1800 171 386** (24 hour community information line). If you have questions about the **substations** please ask for **Chris** or email LinewideMetro@transport.nsw.gov.au.



For all other work please ask for **Julian** or email SouthwestMetro@transport.nsw.gov.au.

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

1800 171 386 Community information line open 24 hours

southwestmetro@transport.nsw.gov.au

Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240

If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 171 386**

Notification – Marrickville

February 2023

Sydney Metro is Australia's biggest public transport project.

By 2030, Sydney will have a network of four metro lines, 46 stations and 113km of new metro rail.

Sydney Metro is revolutionising how Australia's biggest city travels, connecting Sydney's north west, south west and greater west to fast, reliable turn-up-and-go metro services with fully accessible stations.

Passenger services from Chatswood to Sydenham will commence in 2024, then on to Bankstown within 12 months.

In February, work will continue along the corridor and at Marrickville Station (weather and site conditions permitting).

Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**.

| Location | Details of work during standard construction hours (daytime) |
|--|--|
| Marrickville (along the rail corridor): | <ul style="list-style-type: none"> Installing cables, fibre, and fibre optic cables at Marrickville within the rail corridor Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing De-vegetation and tree clearing throughout the rail corridor where required Delivery of plant and material including preparatory activities for upcoming out-of-hours work Modification to Livingstone Road bridge including periodic lane closures and removal of the parking lane along Livingstone Road bridge, involving temporary parking removal along the southern side of Marrickville Avenue adjacent to the rail corridor Excavation, piling and installation of fencing within the rail corridor, involving removal of parking along Warburton Street between Illawarra Road and Wooley Lane and Wooley Lane between Warburton Street and the rail corridor from 5pm Wednesday 1 Feb to 6pm Monday 6 Feb |
| Around Marrickville Station | <ul style="list-style-type: none"> Delivery, storage and removal of materials and plant through Wooley Lane, Riverdale Avenue and Victoria Road Service and utility work including excavating and trenching around the platforms Installation of fencing, cable service routes and galvanised steel troughing Installation of high-level service containment to platforms and buildings Electrical work at bike storage, platforms and around the station Reconstructing the pedestrian path between Riverdale Avenue and Victoria Road Truck movements through Wooley Lane Gate to clean the area Footpath work: the footpath and cycleway between Station Street and Victoria Road remains closed Service Equipment Building cabinet work Ausgrid supply connection on Station Street |
| Services building site in the rail corridor, off Victoria Road | <ul style="list-style-type: none"> Delivery, storage, and removal of materials and plant Installation of cabinets in the services building Installation of fencing to the perimeter of the building Installation of building services and equipment Concreting work to the east of the building on Victoria Road Excavation of MSB driveway Victoria Road footpath work Concrete truck deliveries and concrete pumps Testing and commissioning of the MSB using a generator |
| Substation site (off Randall Street behind Albermarle Street) | <ul style="list-style-type: none"> Site mobilisation including using sections of Randall Street Traffic control to facilitate truck movements from Livingstone Road into Randall Street Installing facade panels, building columns, perimeter columns, glazed tiles on facade panels and anti-graffiti paint, and galvanised steel troughing (GST) Installing cables, cable supports, cable tray structure as well as mechanical and electrical fit out Installing traction substation gates, doors, and permanent fencing Installing streetscaping including driveways, kerbs, and footpaths, plus landscaping |

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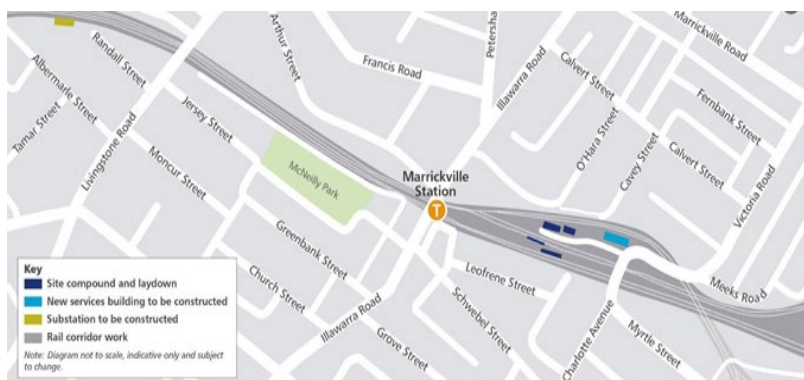
Out-of-hours work

Due to the nature of some activities and for the safety of workers, some work will occur outside standard construction hours. Some equipment will also be delivered outside standard construction hours in line with Transport for NSW requirements for the movement of oversized vehicles. Properties in proximity to scheduled work will be notified prior to work starting. Planned out-of-hours work is detailed in the following table:

| Date / time | Details of out-of-hours (including night) work |
|--|--|
| Mid-week between 6pm and 7am Wednesday 1 February and Saturday 4 March 2023 (for no more than 3 nights per week) | <ul style="list-style-type: none"> Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations, de-vegetation and surveys for drainage, utilities, and fencing Delivery of plant and material including preparatory activities for upcoming out-of-hours work Excavation, piling and installation of fencing within the rail corridor, which will result in the removal of parking along Warburton Street between Illawarra Road and Wooley Lane and Wooley Lane between Warburton Street and the rail corridor from 5pm Wednesday 1 Feb to 6pm Monday 6 Feb |
| Upcoming rail possessions: Friday 3 February to Sunday 5 February 2023 | <ul style="list-style-type: none"> Installing cables, fibre, and fibre optic cables at Marrickville within the rail corridor Installing facade wall panels at the Dulwich Hill substation at the end of Randall Street Installation of cabinets and cabinet works in the station equipment rooms Removal of redundant over-head-wire footings and structures Excavation, piling and installation of fencing within the rail corridor including removal of parking (see details in section above) De-vegetation and tree clearing throughout the rail corridor where requires Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations, de-vegetation and surveys for drainage, utilities, and fencing Cable pulling along the rail alignment including periodic lane closures on Victoria Road between Charlotte Avenue and Victoria Road Modification to bridges along the alignment at Livingstone Road including: <ul style="list-style-type: none"> Temporary periodic lane closures and removal of the parking lane along Livingstone Road bridge Temporary parking removal along the southern side of Marrickville Avenue adjacent to the rail corridor. Access to properties will be maintained at all times Installation of throw screens Reinstatement of Galvanised steel troughing (GST) Installation of stormwater pits on Platform 2 Excavation and concrete work across Sydney Trains track Earthing of radio mast |

Equipment used for the above work will include heavy machinery (including but not limited to excavators, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, elevated work platforms, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaws, and water carts), and hand and power tools.

Access to buildings and driveways will be maintained at all times. Some of this work may be noisy, however we will take every possible step to minimise noise such as switching off equipment when not in use and using non-tonal reversing beepers.



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For all other work please ask for **Julian** or email SouthwestMetro@transport.nsw.gov.au.

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

Notification – Punchbowl to Bankstown

February 2023

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Sydney Metro is revolutionising how Australia's biggest city travels, connecting Sydney's north west, south west and greater west to fast, reliable turn-up-and-go metro services with fully accessible stations.

Passenger services from Chatswood to Sydenham will commence in 2024, then on to Bankstown within 12 months.

In February, work will continue along the corridor and at Punchbowl Station (weather and site conditions permitting).

Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**.

| Location | Details of work during standard construction hours (daytime) |
|---|--|
| Punchbowl to Bankstown (along the rail corridor) | <ul style="list-style-type: none"> Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing De-vegetation and tree clearing throughout the rail corridor where required Works associated with installation of fencing, high voltage pits, cable service routes, rail access pads and galvanised steel troughing (GST) Modification and upgrade works to bridges along the rail alignment including Stacey Street bridge Delivery of plant and material including preparatory activities for upcoming out-of-hours work Installation of cabinets and cables |
| Punchbowl Station and surrounding areas & Concourse | <ul style="list-style-type: none"> Installation of internal cladding, lighting and ceiling on concourse building Lift installation Station and concourse building fit out Landscaping work to The Boulevard side of Punchbowl Station and Rest Park Kiss and ride at The Boulevard |
| Services building site off Urunga Parade, adjacent to the rail line | <ul style="list-style-type: none"> Building fit out Landscaping and associated activities Asphalting Installing fencing |
| Punchbowl substation, off South Terrace near Scott Street | <ul style="list-style-type: none"> Detailed excavations, bringing in and removing materials Traffic controllers to facilitate truck movements onto South Terrace Installing conduits, drainage, and cables Drainage work on South Terrace and site investigation of existing services Mechanical and electrical fit out Installing vehicle gate to substation Streetscaping, including driveways, kerbs, footpaths, and permanent fencing, plus landscaping |

From time to time we may finish work later than 6pm as we complete concrete pours. This will entail finishing off poured concrete using manual and powered floats and may continue until 10pm. This may occur on up to four separate evenings during the month. The noise impact will be low.

Out-of-hours work

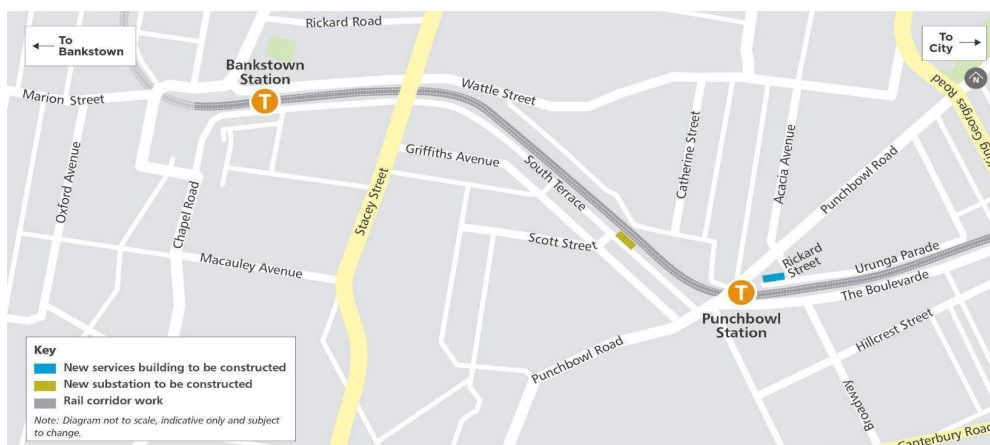
Due to the nature of some activities and for the safety of workers, some work will occur outside standard construction hours. Some equipment will also be delivered outside standard construction hours in line with Transport for NSW requirements for the movement of oversized vehicles. Properties in proximity to scheduled work will be notified prior to work starting. Planned out-of-hours work is detailed in the following table:

| Date / time | Details of out-of-hours (including night) work |
|---|--|
| Mid-week between 6pm and 7am Wednesday 1 February and Saturday 4 March 2023 (for no more than 3 nights per week) | <ul style="list-style-type: none"> Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing Delivery of plant and material including preparatory activities for upcoming out-of-hours work |

| | |
|---|--|
| | <ul style="list-style-type: none"> Concrete work associated with installing galvanised steel troughing, new cable routes and bridge upgrades Modification and upgrade work to culverts and bridges along the rail alignment along Stacey Street bridge including temporary alternate lane closures along Stacey Street bridge |
| Upcoming rail possessions: Friday 3 February to Sunday 5 February 2023 | <ul style="list-style-type: none"> Building fit out Platform furniture install High level containment installation Miscellaneous steel work Installation of concourse glazing, balustrade, roofing and ceiling External & internal concourse cladding & finishes Cable pulling Trackside Equipment DCSO structural steel frame & earthing installation Installation of cable service routes and support equipment (traction negative bar) between the tracks at Punchbowl Station Removal of redundant over-head wire footings Modifications to cable service routes Installation of signal equipment and cable pulling Modification and upgrade of culverts and bridges along the rail alignment along Stacey Street bridge including: <ul style="list-style-type: none"> Temporary alternate lane closures along Stacey Street Bridge Temporary lane closure and removal of parking along South Terrace between East Terrace and Stacey Street bridge |

Equipment used for the above work will include excavators, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, sucker trucks, delivery vehicles, borehole drillers, rollers, generators, whacker packers, dump trucks, wood chippers, mulchers, grass cutters, telehandlers, crane trucks, drilling rigs, lifting machinery, elevated work platforms, bobcats, concrete pumps, cable pulling equipment, compactors, lighting towers, forklifts, chainsaw, water carts, vibrating plates, crane 400T, franna crane, elevated work platform, concrete pump, excavator and hand and power tools.

Access to buildings and driveways will be maintained at all times. Some of this work may be noisy, however we will take every possible step to minimise noise such as switching off equipment when not in use and using non-tonal reversing beepers. **Where temporary footpath changes, car parking removal or lane closures are required for works, traffic control, pedestrian detours and signage will be in place to assist the community.**



Keeping you informed

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1800 171 386 Community information line open 24 hours



southwestmetro@transport.nsw.gov.au



Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240



If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 171 386**

Notification – Wiley Park

February 2023

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Passenger services from Chatswood to Sydenham will commence in 2024, then on to Bankstown within 12 months.

In February, work will continue along the corridor and at Wiley Park Station (weather and site conditions permitting).

Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**.

| Location | Details of work during standard construction hours (daytime) |
|---|--|
| Wiley Park (along the rail corridor) | <ul style="list-style-type: none"> • Delivery of construction plant and material including traffic control • Site investigations and surveys including (but not limited to) non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing • Removal of trees, vegetation and asbestos (if encountered and required) • Utilisation of the Faux Street / The Boulevard rail corridor access gate and laydown areas • Installation of security fencing and trackside access ramp • Landscaping work • Installation of cabinets and cable pulling within the rail corridor • Installation of cable service routes, galvanised steel troughing (GST). • Relocation of Ausgrid cable routes • Delivery of plant and material including preparatory activities for upcoming out-of-hours work |
| Wiley Park Station | <ul style="list-style-type: none"> • Delivery of construction plant and material as required including traffic control • Site investigations and surveys including (but not limited to) non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing • Removal of trees, vegetation and asbestos (if encountered and required) • Ramp asphaltting works requiring local footpath/lane closures and diversions on Stanlea Parade, The Boulevard and King Georges Road • Concourse paving, finishing and painting works • Installation of roofing and platform balustrade • Ongoing landscaping works • Platform 1 and 2 building construction works • Mechanical, plumbing, and electrical installations |

Out-of-hours work

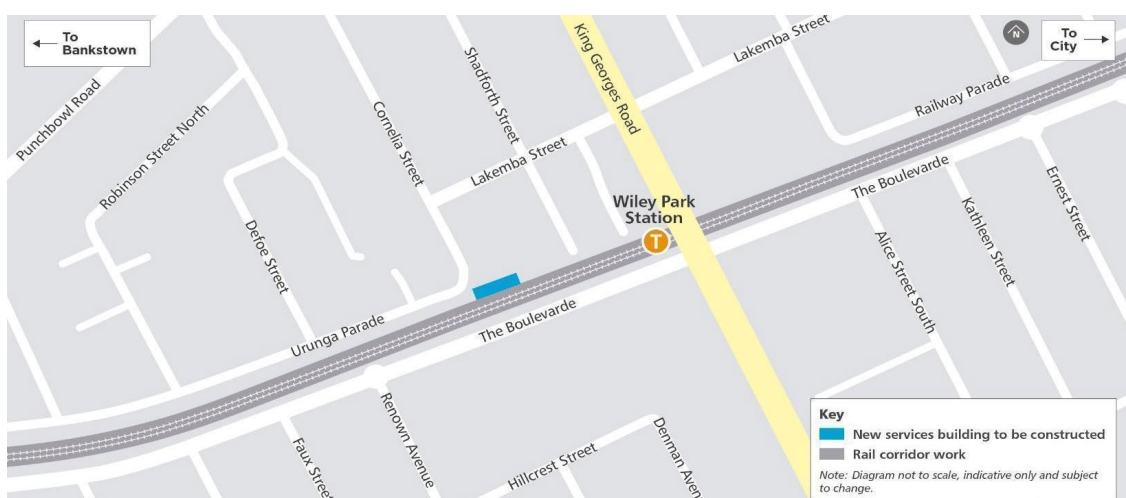
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| Date / time | Details of out-of-hours work and work during planned rail shutdowns |
|---|---|
| Mid-week between 6pm and 7am Wednesday 1 February and Saturday 4 March 2023 (for no more than 3 nights per week) | <ul style="list-style-type: none"> • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations and surveys for drainage, utilities, and fencing • Delivery of plant and material including preparatory activities for upcoming out-of-hours work • Concrete work associated with installing galvanised steel troughing, new cable routes and bridge upgrades |

| | |
|--|--|
| <p>Upcoming rail possessions:</p> <p>Friday 3 February to Sunday 5 February 2023</p> | <ul style="list-style-type: none"> • Installation of cable support equipment (traction negative bar) between the tracks at Wiley Park Station • Delivery of plant and material including preparatory activities for upcoming out-of-hours work • Installation of cable service routes, culvert pits and hi-rail access pads • Various site investigations and surveys including but not limited to non-destructive digging, soil assessments, geotechnical investigations, de-vegetation and surveys for drainage, utilities, and fencing. • Corridor security fencing works, glazing installation and platform roofing works • Scaffold removals and alterations • Paving work |
|--|--|

Equipment used for all the above work will include heavy machinery (including but not limited to excavators, jack hammers, vacuum trucks, slashers, motorised saws, concrete trucks, elevated work platforms, concrete pumps, cranes, cable pulling equipment, road sweeper, compactors, lighting towers, forklifts, chainsaws, and water carts), and hand and power tools.

Access to buildings and driveways will be maintained at all times. Some of this work may be noisy, however we will take every possible step to minimise noise such as switching off equipment when not in use and using non-tonal reversing beepers.



Keeping you informed

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