



Water Monitoring Data - Monthly Summary									
Month and Year	April 2025		<div><div>LAING O'ROURKE</div><div>JOHN HOLLAND</div></div>						
Project	Sydney Metro SWM3								
EPL License No.	21147								
EPL Weblink	<a href="https://apps.epa.nsw.gov.au/prpoeoapp/Detail.aspx?instid=21147&amp;id=21147&amp;option=licence&amp;searchrange=licence&amp;range=POEO%20licence&amp;prp=no&amp;status=Issued">https://apps.epa.nsw.gov.au/prpoeoapp/Detail.aspx?instid=21147&amp;id=21147&amp;option=licence&amp;searchrange=licence&amp;range=POEO%20licence&amp;prp=no&amp;status=Issued</a>								
Specific EPL monitoring conditions	M2 - Requirement to monitor concentration of pollutants discharged								
Monitoring Location	Number of times monitored during the month	Event based monitoring (Y/N)	Parameter e.g. TSS, pH	Unit eg. mg/L	Minimum value for month	Maximum value for month	Allowable Maximum limit	Allowable Minimum limit	Comment
SWM3 Monitoring Points	2	Y	NA	NA	NA	NA	NA	NA	23/04/25: 24hr rainfall 33mm 27/04/25: 24hr rainfall 43.8mm Visual inspection. No discharge off site.

Noise Monitoring Data - Monthly Summary		
Month and Year	April 2025	 
Project	Sydney Metro SWM3	
EPL license No.	21147	
EPL Weblink	<a href="https://apps.epa.nsw.gov.au/prpoeoapp/Detail.aspx?instid=21147&amp;id=21147&amp;option=licence&amp;searchrange=licence&amp;range=POEO%20licence&amp;prp=no&amp;status=Issued">https://apps.epa.nsw.gov.au/prpoeoapp/Detail.aspx?instid=21147&amp;id=21147&amp;option=licence&amp;searchrange=licence&amp;range=POEO%20licence&amp;prp=no&amp;status=Issued</a>	
Specific EPL monitoring conditions	M7.1 - Noise monitoring	

# EPL 21147

## R4.4 Validation Report

### SWM3 Final Conversion Stage-3

### 2025 WE39

R5.6 ARTC, Sydney Trains and MTS possession (29 Mar -30 Mar)  
R5.7 Ausgrid Power Out HV removal (28 Mar)

#### Document and Revision History

Document Details	
<b>Title</b>	R4.4 Validation Report
<b>Client</b>	Sydney Metro City & Southwest
<b>JHLOR JV contract no.</b>	K44

#### Revisions

Revision	Date	Description	Prepared by	Reviewed by
01	04/04/2025	Prepared for R4.4	Zhengyi Zhang	Lucas Dobrolot

#### 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 on

- 28<sup>th</sup> March 2300 to 0600 in Week 39 (WE39), noise activity (HV Removal) being happened during Ausgrid planned outage (200m from each side of Livingstone Road Bridge). Works were carried out under Condition L5.7 - Utility & Local Area.
- 29<sup>th</sup> March 0400 to 30<sup>th</sup> March 2200 in Week 39 (WE39), noise activity (OHW Works, Segregation Fence, Security Fence, Station Works, Signal Works and Bridge Works) being happened during ARTC, Sydney Trains and MTS possession on Sydney Metro and ARTC track (between Bankstown and Sydenham). Works were carried out under Condition L5.6 - Local Possessions.

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:

**WE39 Livingstone Rd** (28<sup>th</sup> March 2025) - Condition L5.7 - Utility & Local Area:

- HV Removal
  - EWP
  - Chainsaw
  - Light vehicle

**WE39 Sydenham to Bankstown** (29<sup>th</sup> to 30<sup>th</sup> March 2025) - Condition L5.6 - Local Possessions:

- OHW (Wire Run)
  - EWP
  - Powered hand tool
  - Hi-rail Wench Truck
  - Light vehicle
- Segregation Fence (Defect Work)
  - Hi-rail Excavator
  - Powered hand tool
- Security Fence (Service Investigation)
  - Powered hand tool
  - Hi-rail Hydrema
  - Vacuum Truck
- Bridge Works (Anti Throw Screen)
  - EWP
  - Powered hand tool
  - Hi-rail Excavator
- Station Works (Roofing, Gutter and Downpipe)
  - EWP

- Powered hand tool
- Hi-rail Excavator
- Signal Works (Redundant Removal)
  - Powered hand tool
  - Hi-rail Excavator

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

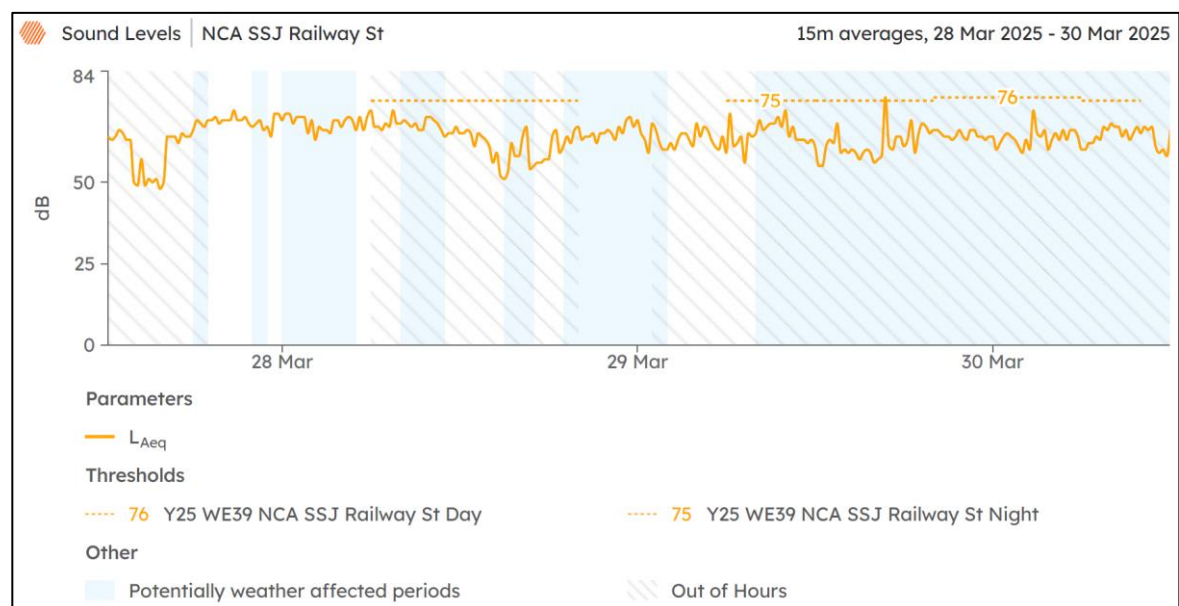
A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

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

**WE39** works noise monitoring was carried out at the following locations along the project corridor.

### A. NCA 14 Noise Monitor (HEX-000630) is 9 m NE of 110 Railway Street, Sydenham

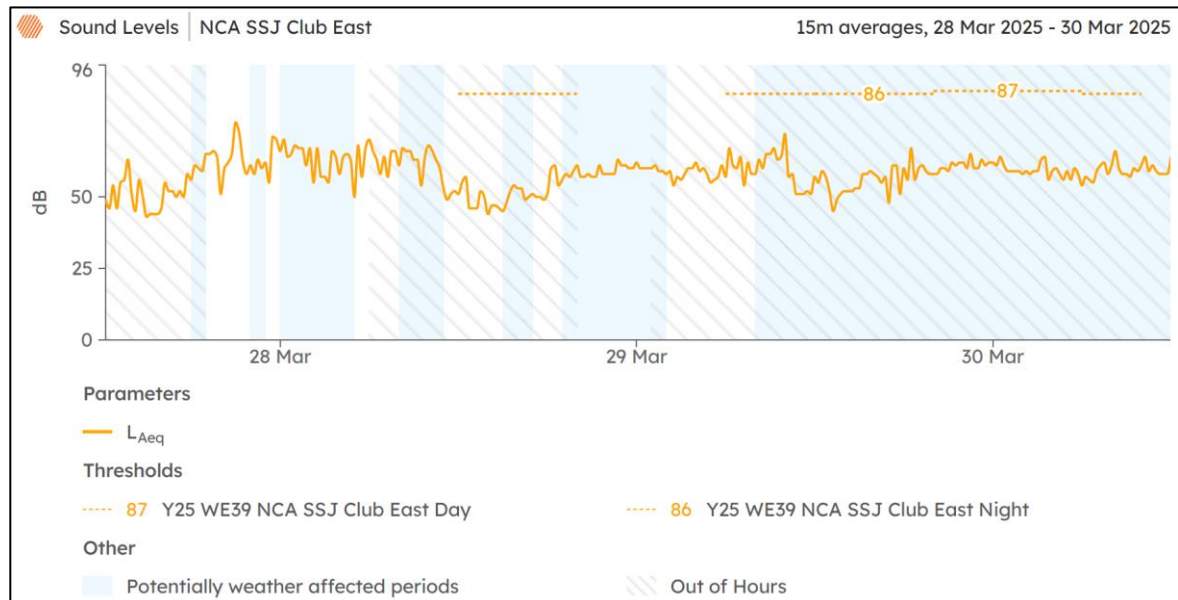
	Distance to the Source of Noise (m)	Saturday 0400-0800 Prediction (L <sub>Aeq</sub> 15 minutes)	Saturday 1800-0800 Prediction (L <sub>Aeq</sub> 15 minutes)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	18	75	75	76
Nearest Resident	18	75	75	76



- Noise monitor detect highest L<sub>Aeq</sub>15min value related to construction at 0400 to 0415 (76dB) above predictions (75dB). Predicted noise levels (Night shift works) in this area triggered offers for additional mitigation measures. Actual noise levels (Night shift works) in this area did not trigger offers above the Respite limit. Appropriate mitigation measures being offered. No further additional mitigation measures required.

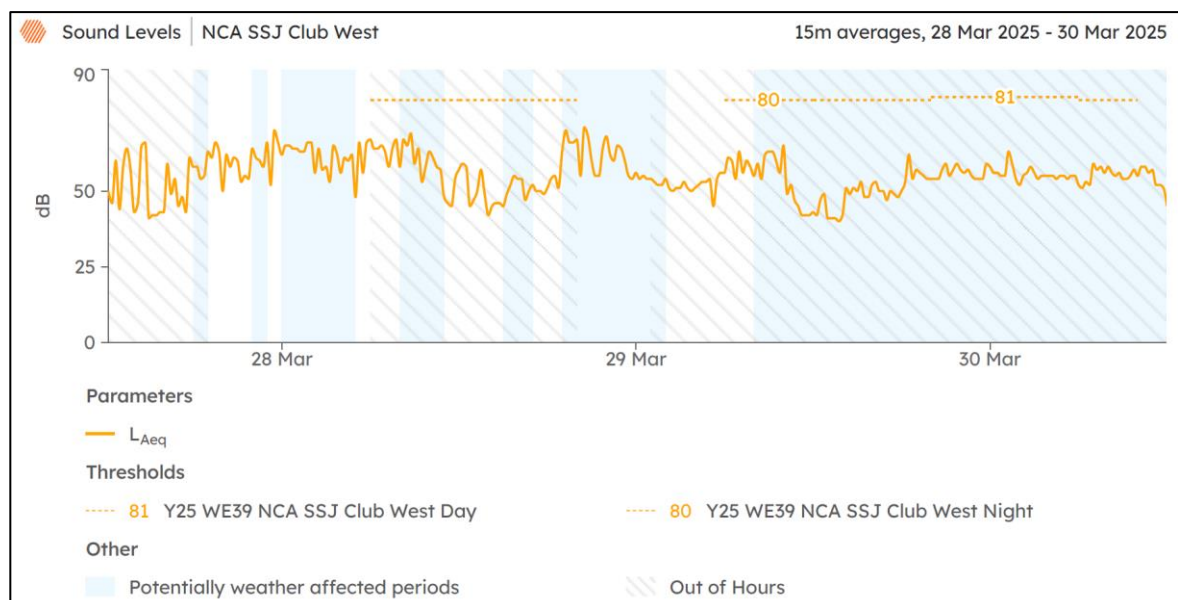
## B. NCA 14 Noise Monitor (HEX-000421) is 140 m W of 110 Railway Street, Sydenham

	Distance to the Source of Noise (m)	Saturday 1800-0800 Prediction ( $L_{Aeq}$ 15 minutes)	Sunday 0800-1800 Prediction ( $L_{Aeq}$ 15 minutes)
Monitor	5	86	87
Nearest Resident	18	75	76



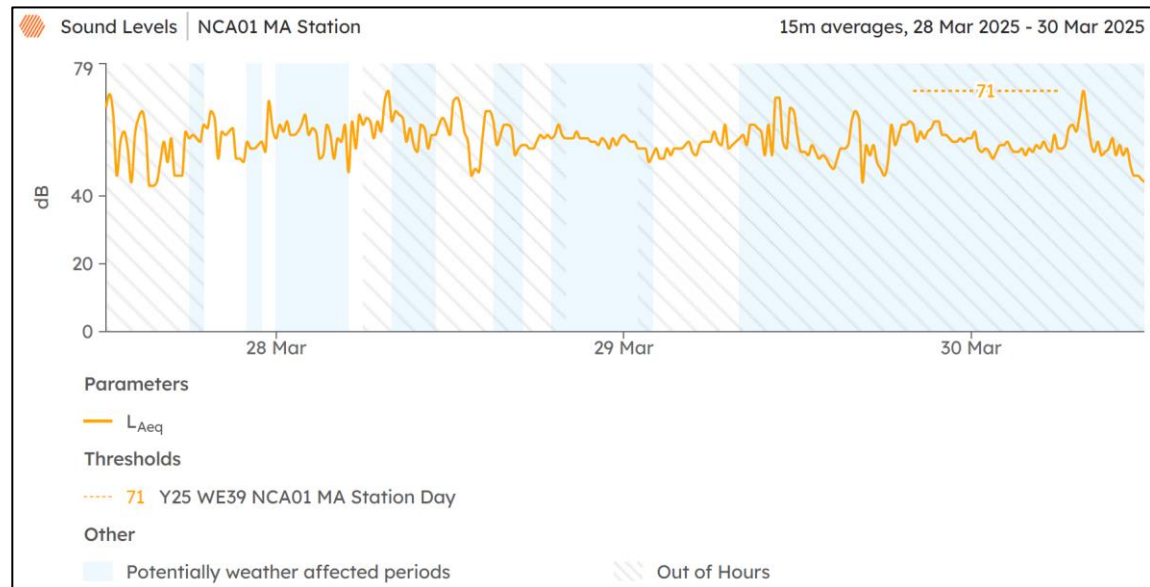
## C. NCA 14 Noise Monitor (HEX-000758) is 88 m SW of 133 Meeks Road, Marrickville

	Distance to the Source of Noise (m)	Saturday 1800-0800 Prediction ( $L_{Aeq}$ 15 minutes)	Sunday 0800-1800 Prediction ( $L_{Aeq}$ 15 minutes)
Monitor	19	80	81
Nearest Resident	104	65	66



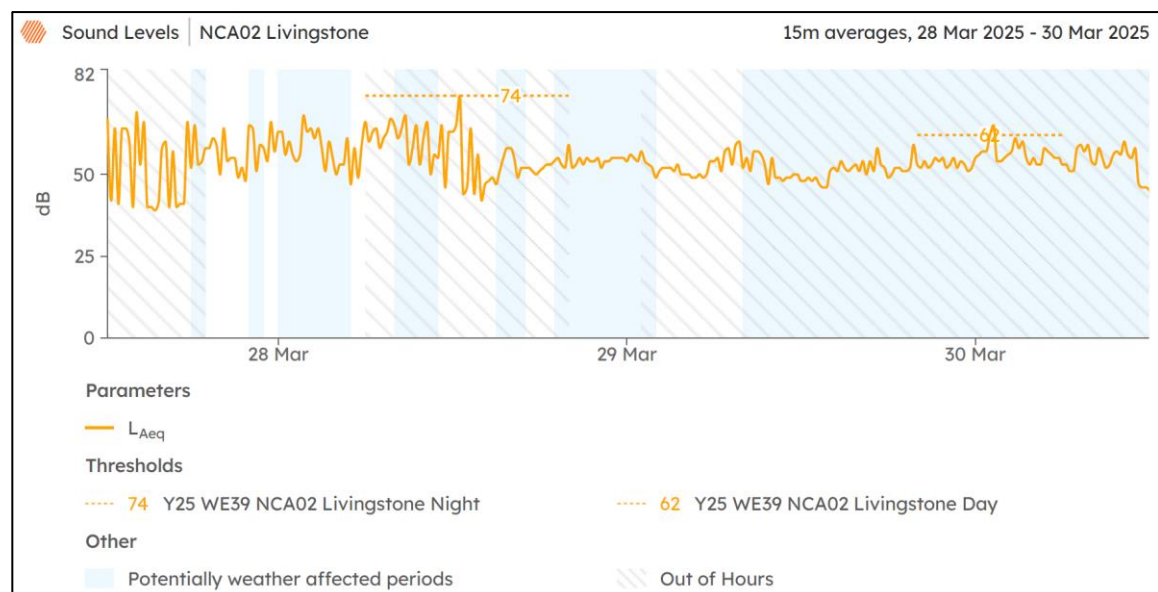
## D. NCA 01 Noise Monitor (HEX-000782) is 88 m SW of 17 Leofrene Avenue, Marrickville

	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	5	71
Nearest Resident	18	66



## E. NCA 01 Noise Monitor (HEX-000630) is 24 m SE of 12 Marrickville Avenue, Marrickville

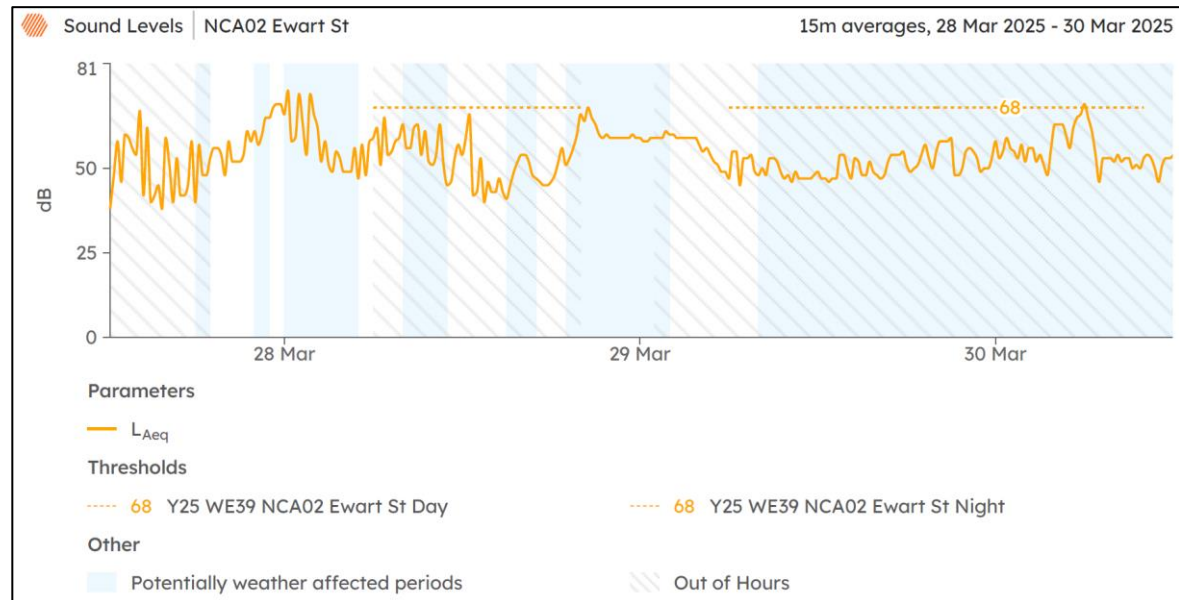
	Distance to the Source of Noise (m)	Friday 2200-0800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	34	74
Nearest Resident	38	73
	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	15	62
Nearest Resident	19	60



- ARTC De-Vegetation adjacent to Monitoring point identified between 1300-1315. L<sub>Aeq</sub> for time period 1300-1315 recorded at 65 dB, above the prediction (L<sub>Aeq</sub>=62 dB). Data for time period 1300-1315 not related to JHLOR activity.

## F. NCA 02 Noise Monitor (HEX-000631) is 11 m N of 73 Ewart Street, Dulwich Hill

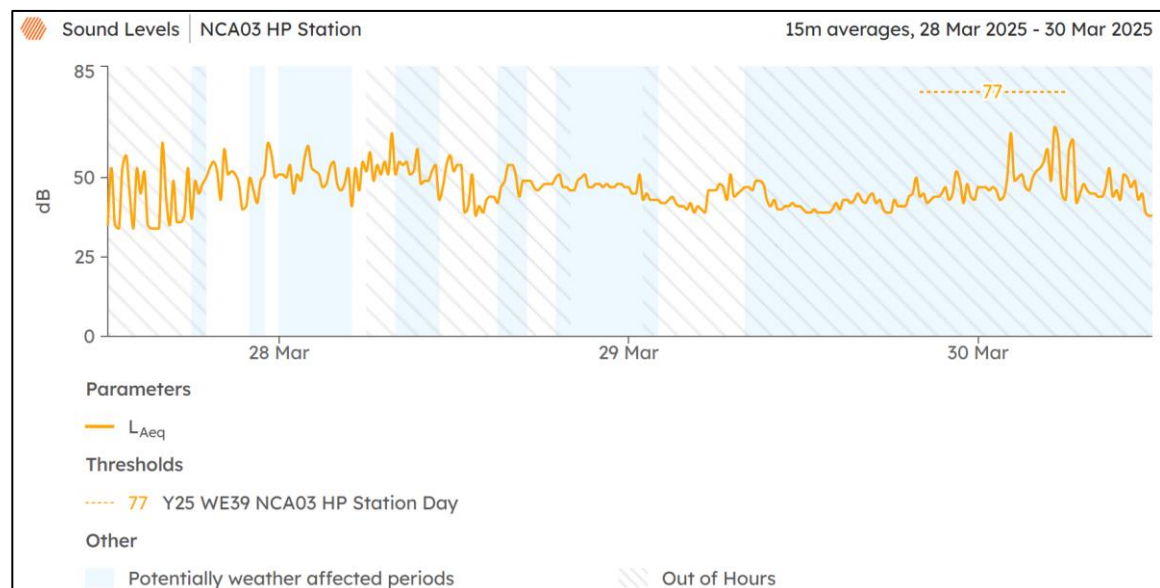
	Distance to the Source of Noise (m)	Saturday 0400-0800 Prediction (L <sub>Aeq</sub> 15 minutes)	Saturday 1800-0800 Prediction (L <sub>Aeq</sub> 15 minutes)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	22	70	70	68
Nearest Resident	27	68	68	66



- Noise monitor detect highest L<sub>Aeq</sub>15min value related to construction at 1745 to 1800 (69dB) above predictions (68dB). Predicted noise levels (Dayshift works) in this area triggered offers for additional mitigation measures. Actual noise levels (Dayshift works) in this area did not trigger offers above the Respite limit. Appropriate mitigation measures being offered. No further additional mitigation measures required.

## G. NCA 03 Noise Monitor (HEX-000713) is 9 m NW of 3A Commons Street, Hurlstone Park

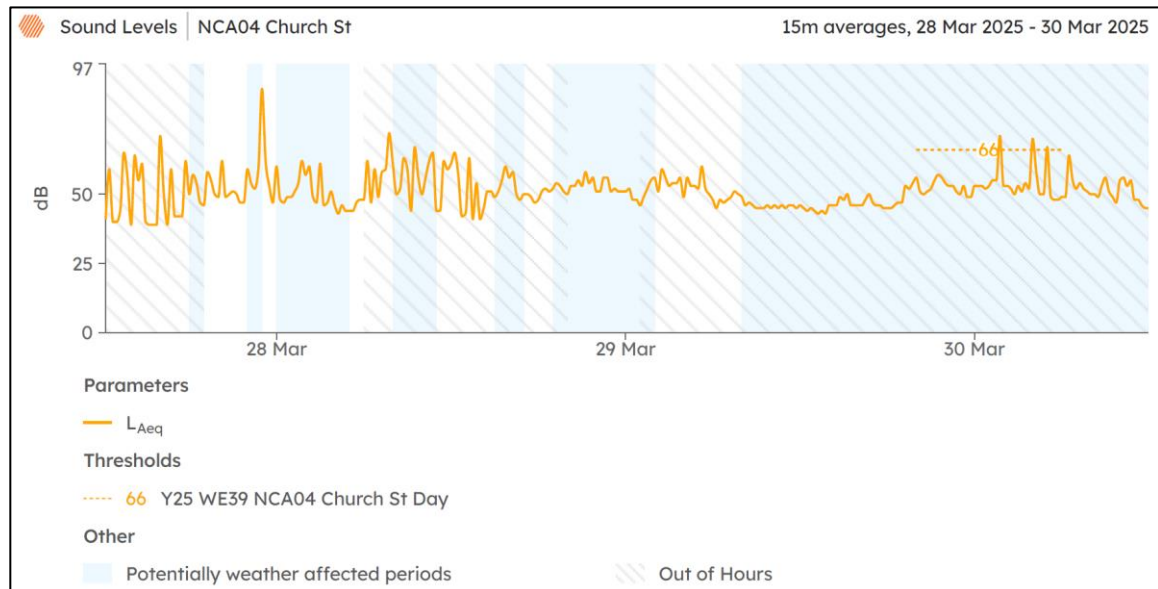
	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	18	77
Nearest Resident	27	73





## H. NCA 04 Noise Monitor (HEX-000713) is 14 m SW of 92 Church Street, Canterbury

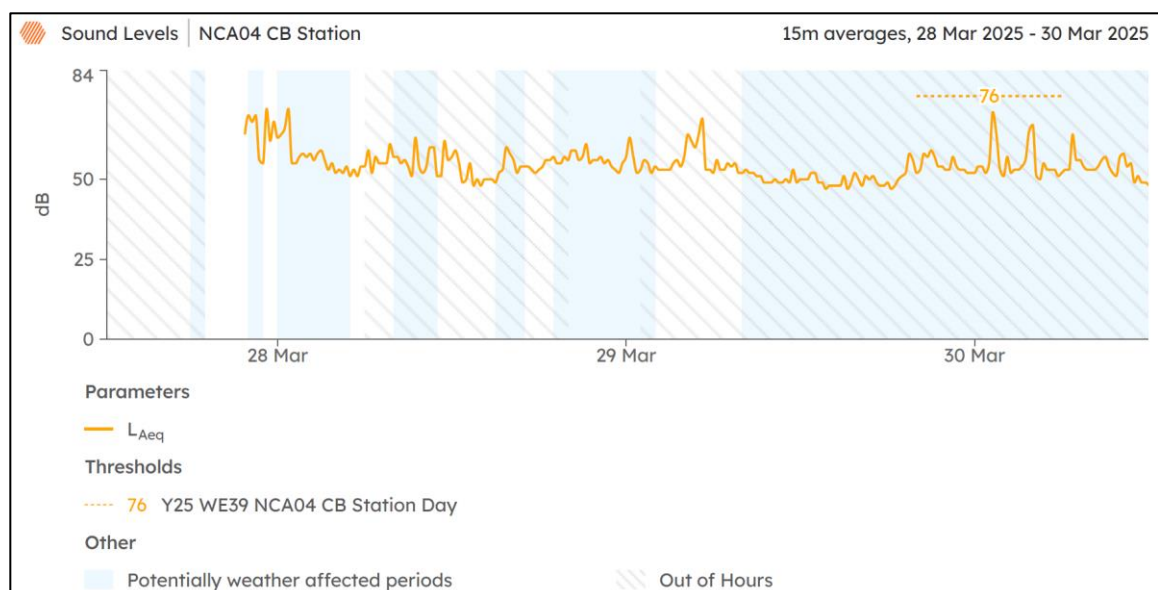
	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	26	66
Nearest Resident	30	65



- ARTC Track Work adjacent to Monitoring point identified:
- For 1330 to 1345, Noise monitor detect highest L<sub>Aeq</sub>15min value related to construction (71dB) above predictions (66dB);
  - For 1545 to 1600, Noise monitor detect highest L<sub>Aeq</sub>15min value related to construction (70dB) above predictions (66dB);
  - For 1645 to 1700, Noise monitor detect highest L<sub>Aeq</sub>15min value related to construction (67dB) above predictions (66dB)
- All above observed related to ARTC track work, not related to JHLOR.

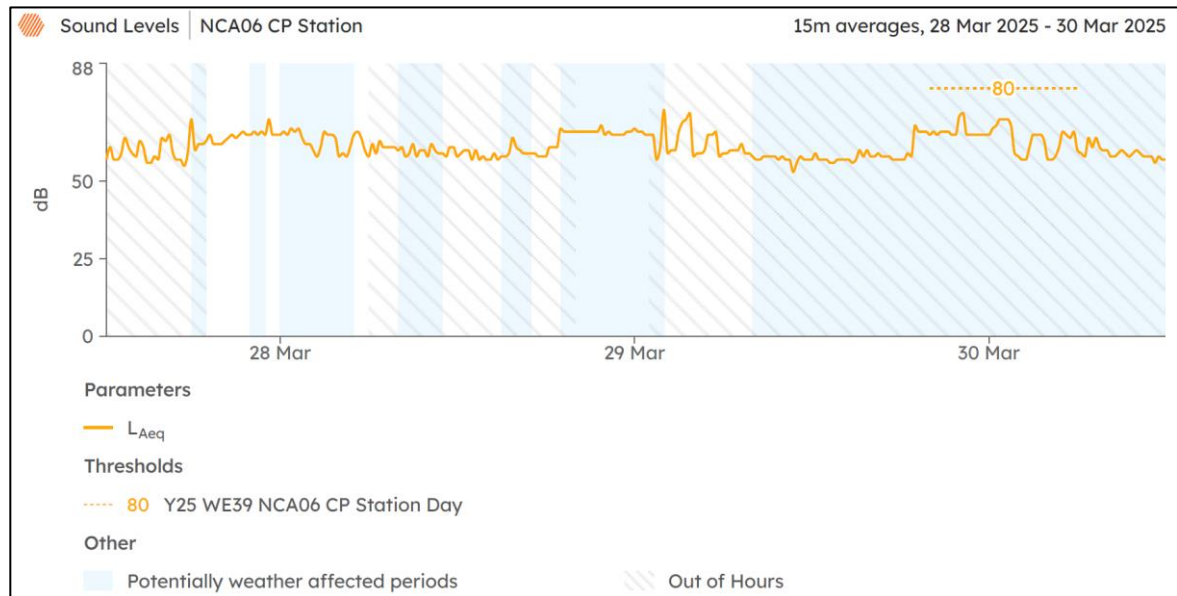
## I. NCA 04 Noise Monitor (HEX-000249) is 14 m N of 2A Charles Street, Canterbury

	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	14	76
Nearest Resident	26	71



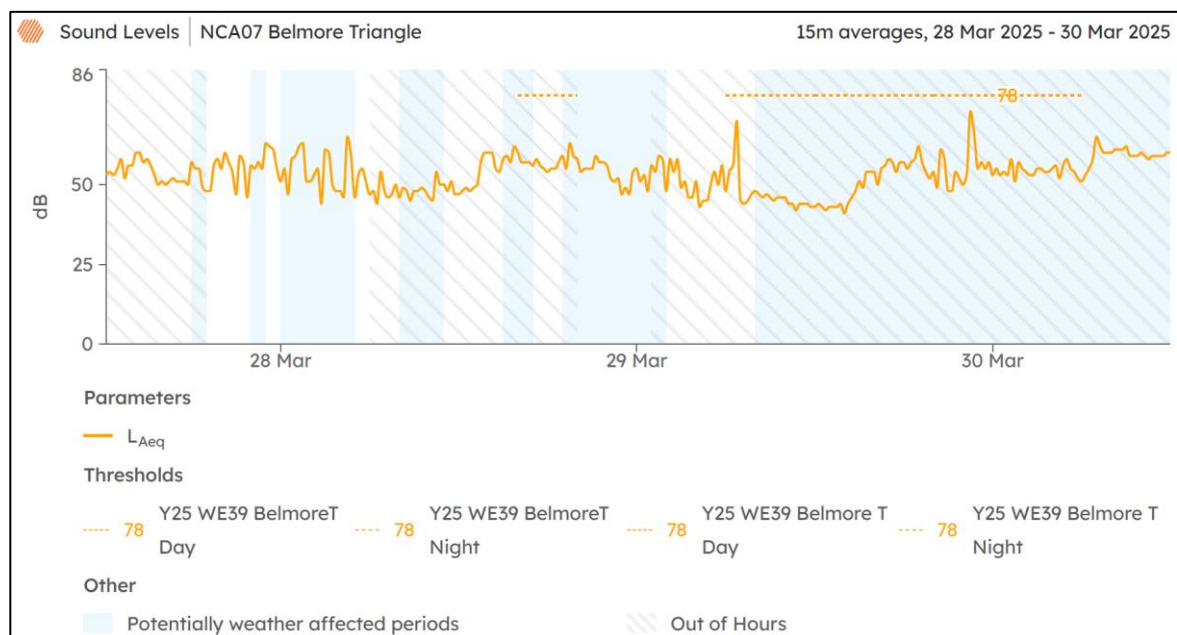
## J. NCA 06 Noise Monitor (HEX-000667) is 10 m NE of 13-15 Anglo Road, Campsie

	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	11	80
Nearest Resident	21	74



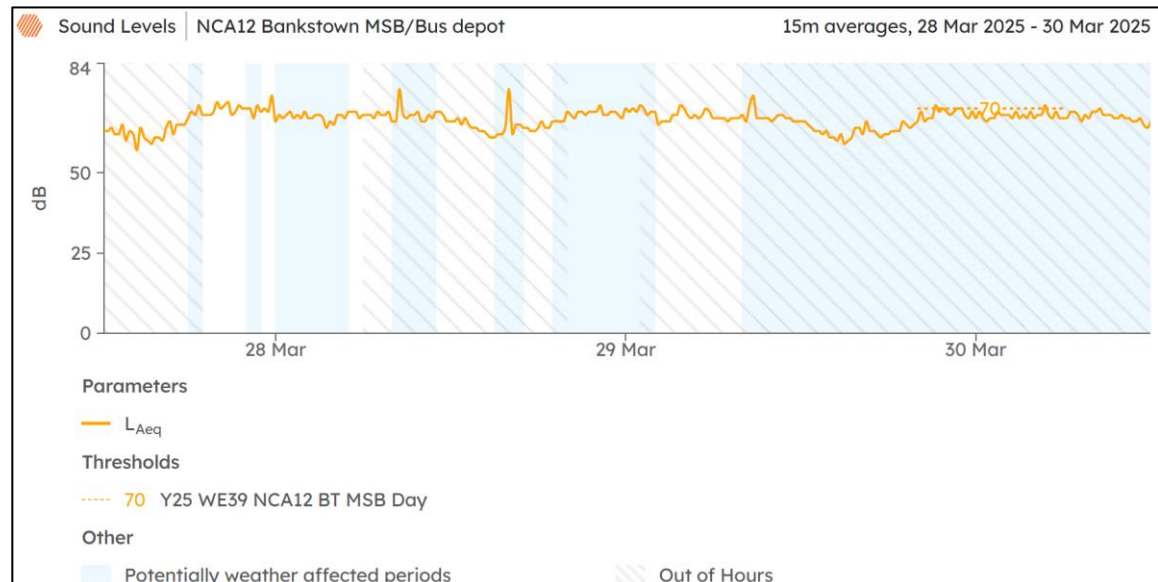
## K. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore 2192

	Distance to the Source of Noise (m)	Saturday 0400-0800 Prediction (L <sub>Aeq</sub> 15 minutes)	Saturday 1800-0800 Prediction (L <sub>Aeq</sub> 15 minutes)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	2	78	78	78
Nearest Resident	6	71	71	71



## L. NCA 12 Noise Monitor (HEX-000618) is 86 m W of 2 West Terrace, Bankstown 2200

	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	25	70
Nearest Resident	42	65



- Urban traffic adjacent to Monitoring point identified:
- For 0900 to 0915, Noise monitor detect highest L<sub>Aeq</sub>15min value related to construction (71dB) above predictions (70dB);
  - For 1630 to 1645, Noise monitor detect highest L<sub>Aeq</sub>15min value related to construction (71dB) above predictions (70dB);
- All above observed related to Urban Traffic. Not related to JHLOR activities.

Refer to attachment 1 for detailed Monitoring Result & Locations.

#### A. Details of any exceedances of predicted noise levels;

Throughout the OOH works carried out between WE39, there were no exceedances of the noise predictions due to construction activity.

#### B. 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.



**C. 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 WE39 (28<sup>th</sup> March 2025) were completed under L5.7 (OOHW – Utility & Local Area) as the **Ausgrid** has advised the licensee 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.

The works carried out on WE39 (29<sup>th</sup> and 30<sup>th</sup> March 2025) could only be safely conducted during a rail possession due to works occurring within the rail corridor/danger zone. Works were completed in accordance with EPL Condition L5.6 (Local Possession). Carrying out the construction activities during standard construction hours (specified in L5.1) would cause unacceptable risks to construction personnel safety; rail passenger and railways personnel safety and railway network operational reliability.

Construction activities occurring within the rail corridor/danger zone can only be safely conducted during a rail possession during the absence of trains.

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.**

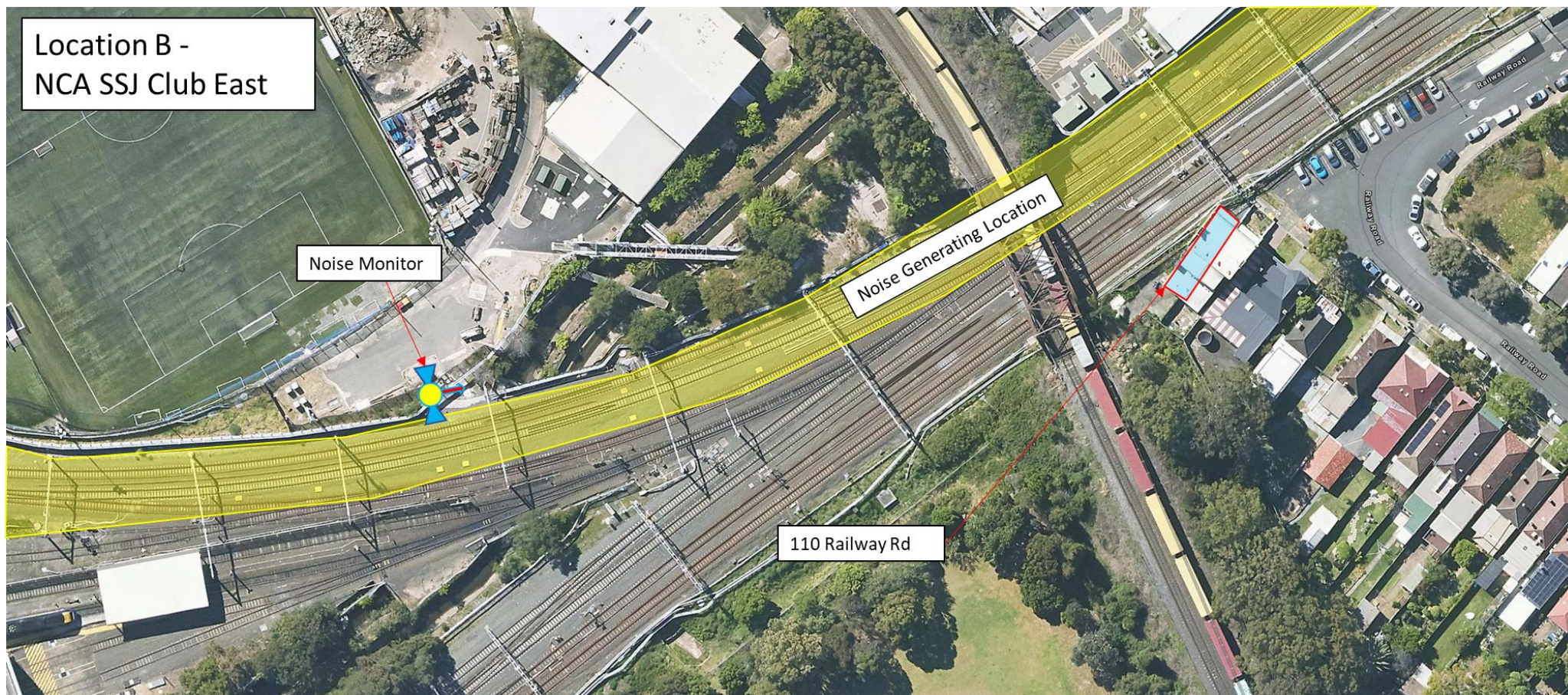
This R4.4 Validation report has been submitted to EPA by no later than two business days after the end of the fortnight.

## Attachment 1 – Noise Monitoring Locations & Results

- Monitoring Result
- Monitoring Locations























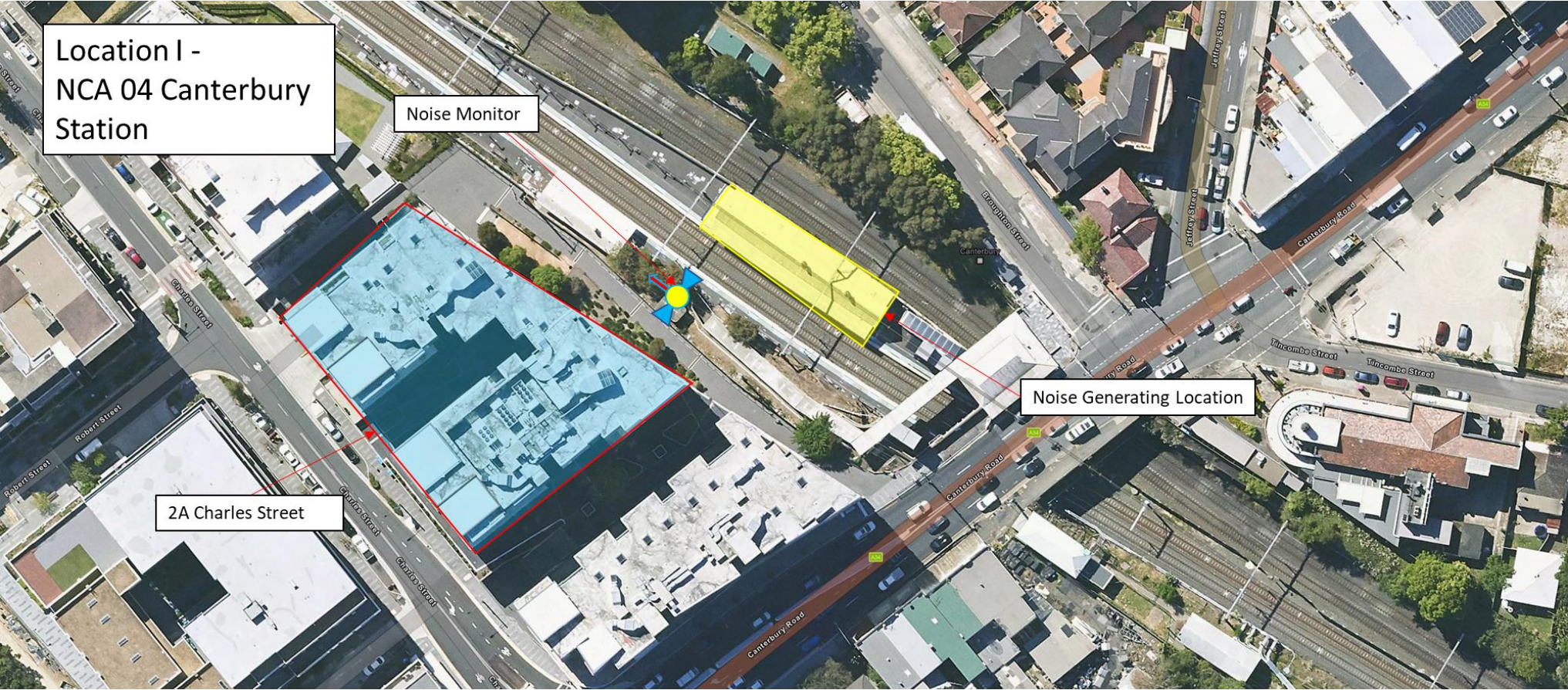




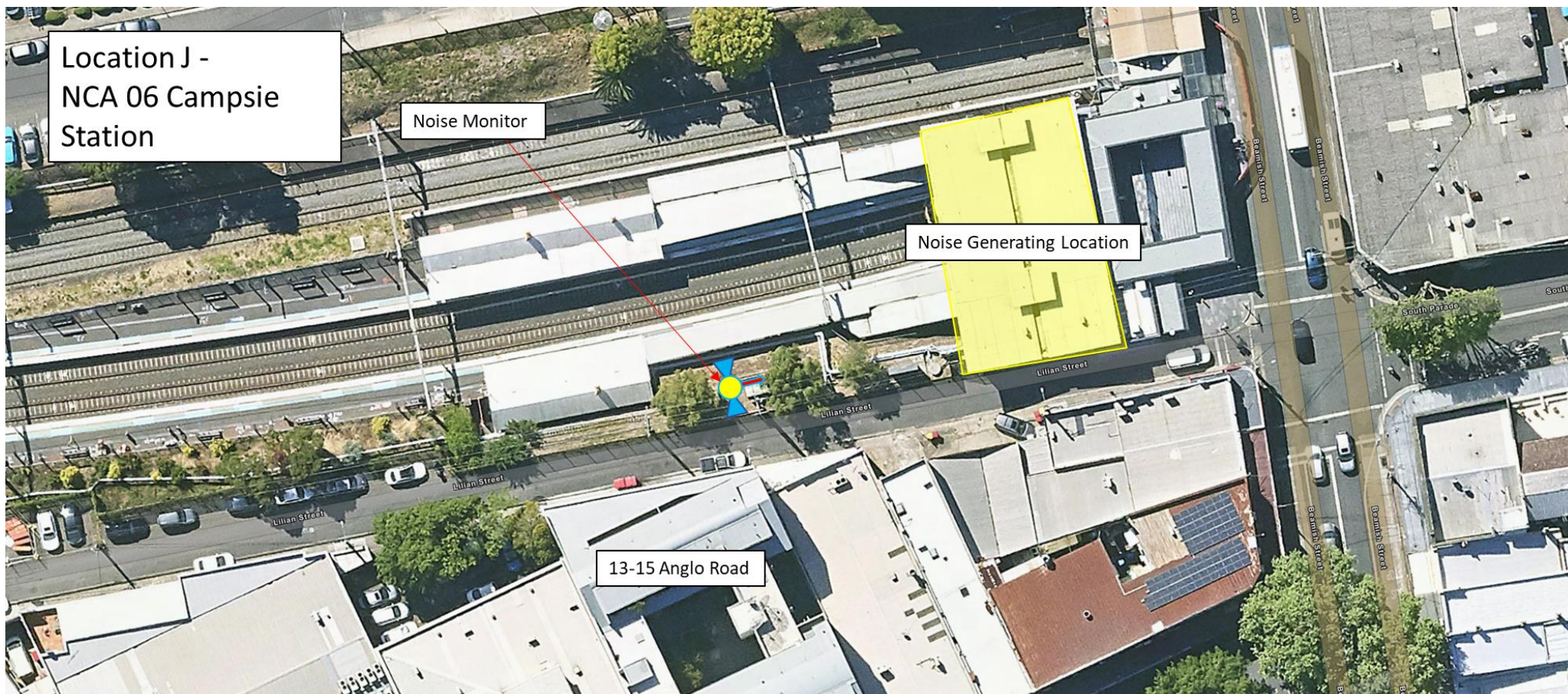








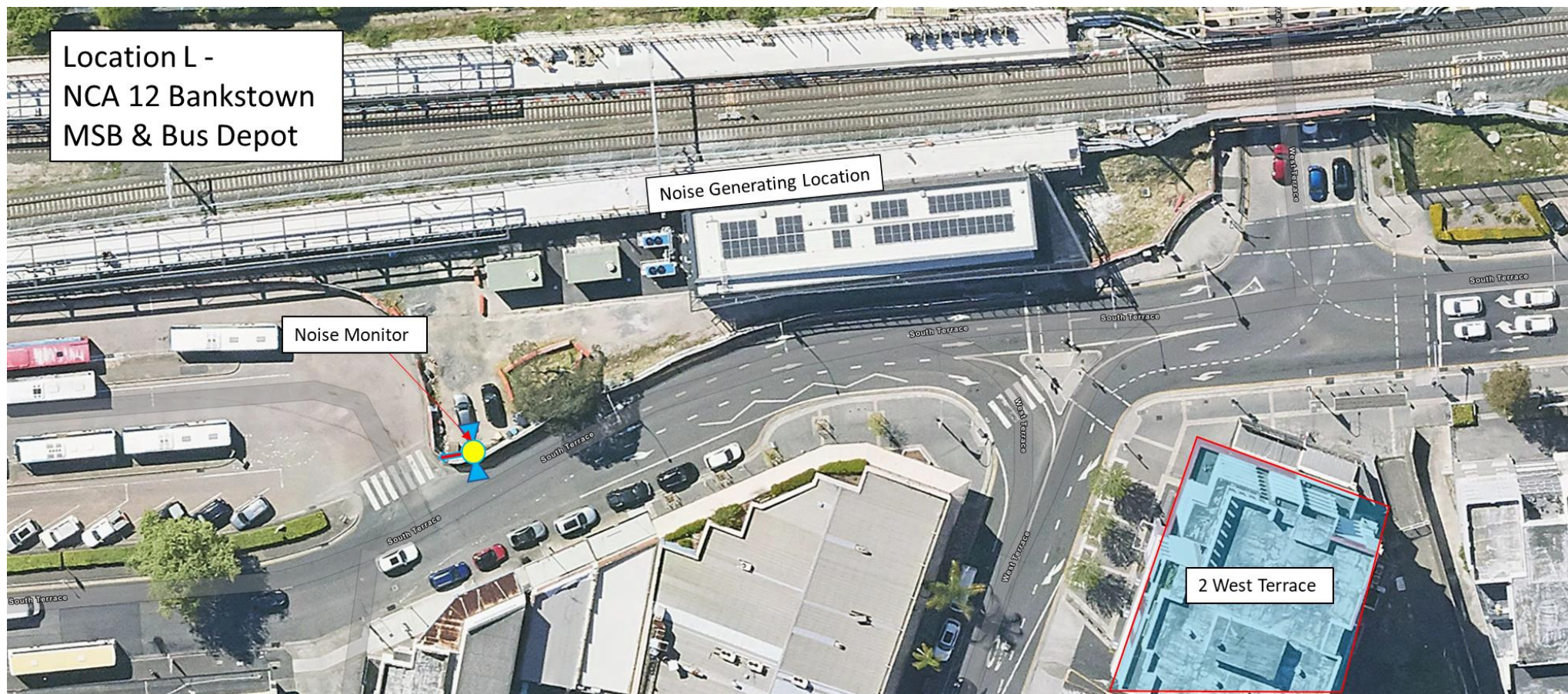










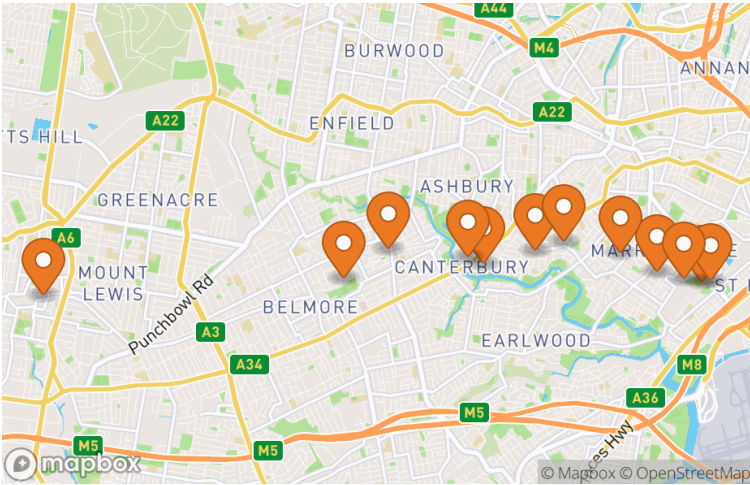


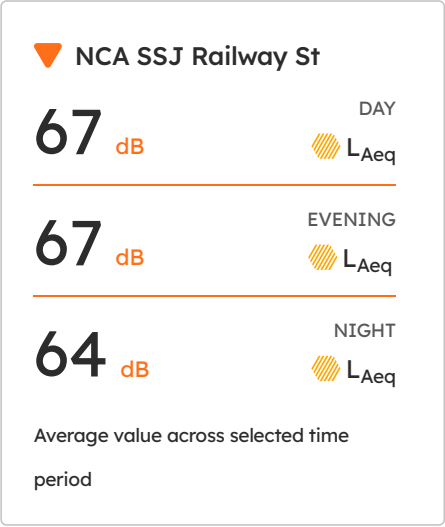
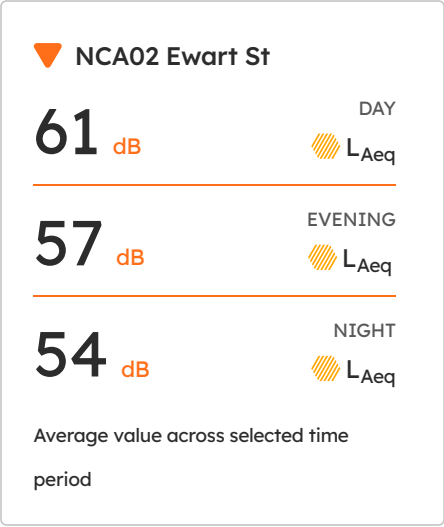
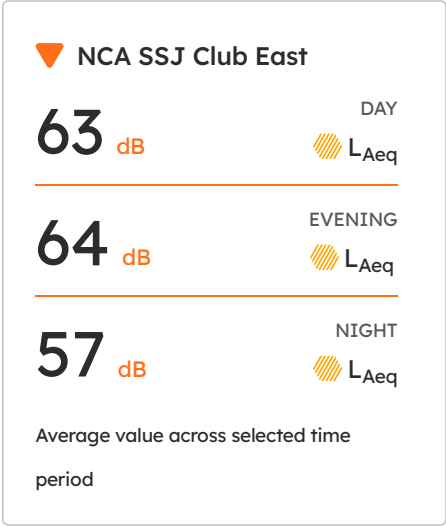
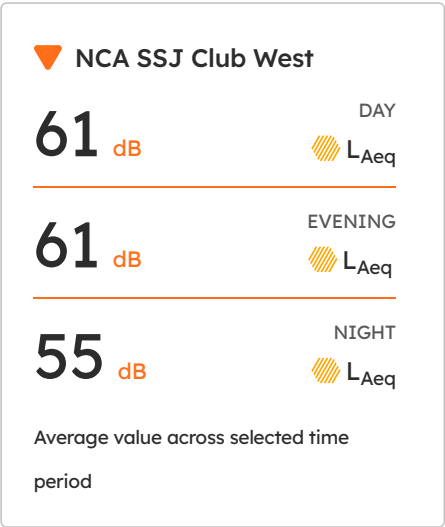
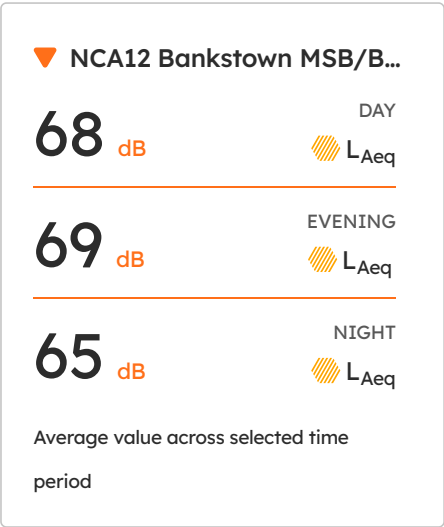
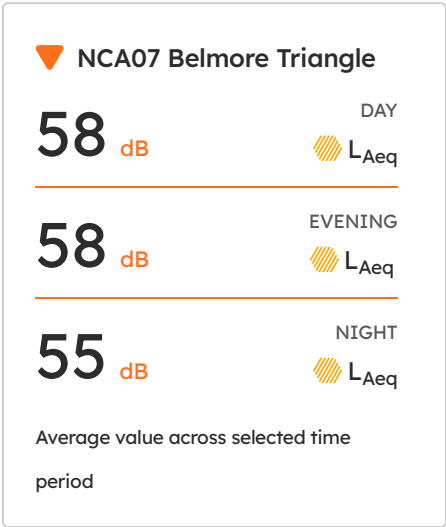
Sydney Metro S2B  
Y25 WE39 Sydenham to Bankstown Laeq max min

Monitoring Devices

Date Range 28 Mar 2025 - 30 Mar 2025

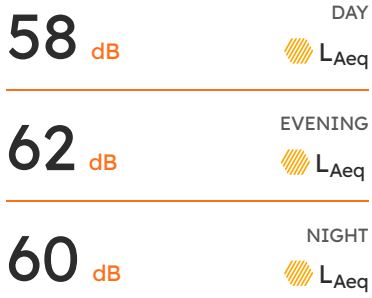
Device Serial	Monitoring Points
HEX-000531	NCA07 Belmore Triangle
HEX-000516	NCA04 Church St
HEX-000667	NCA06 CP Station
HEX-000713	NCA03 HP Station
HEX-000421	NCA SSJ Club East
HEX-000630	NCA SSJ Railway St
HEX-000782	NCA01 MA Station
HEX-000618	NCA12 Bankstown MSB/Bus depot
HEX-000631	NCA02 Ewart St
HEX-000594	NCA02 Livingstone
HEX-000758	NCA SSJ Club West
HEX-000249	NCA04 CB Station



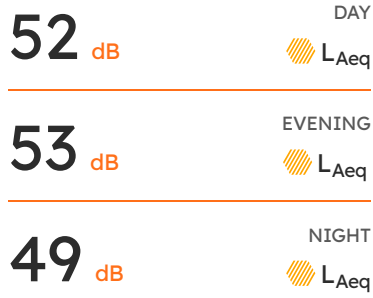




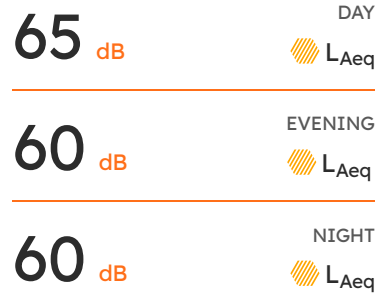
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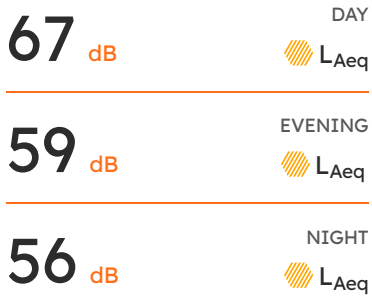
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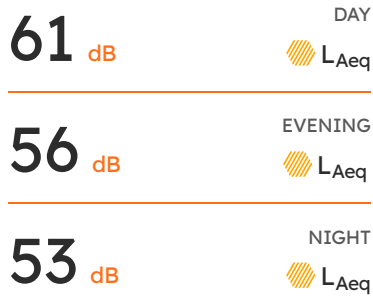
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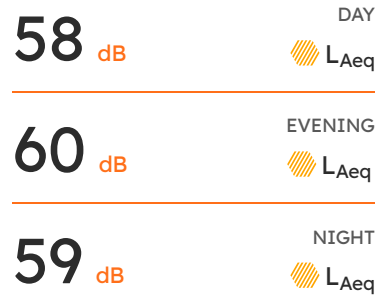
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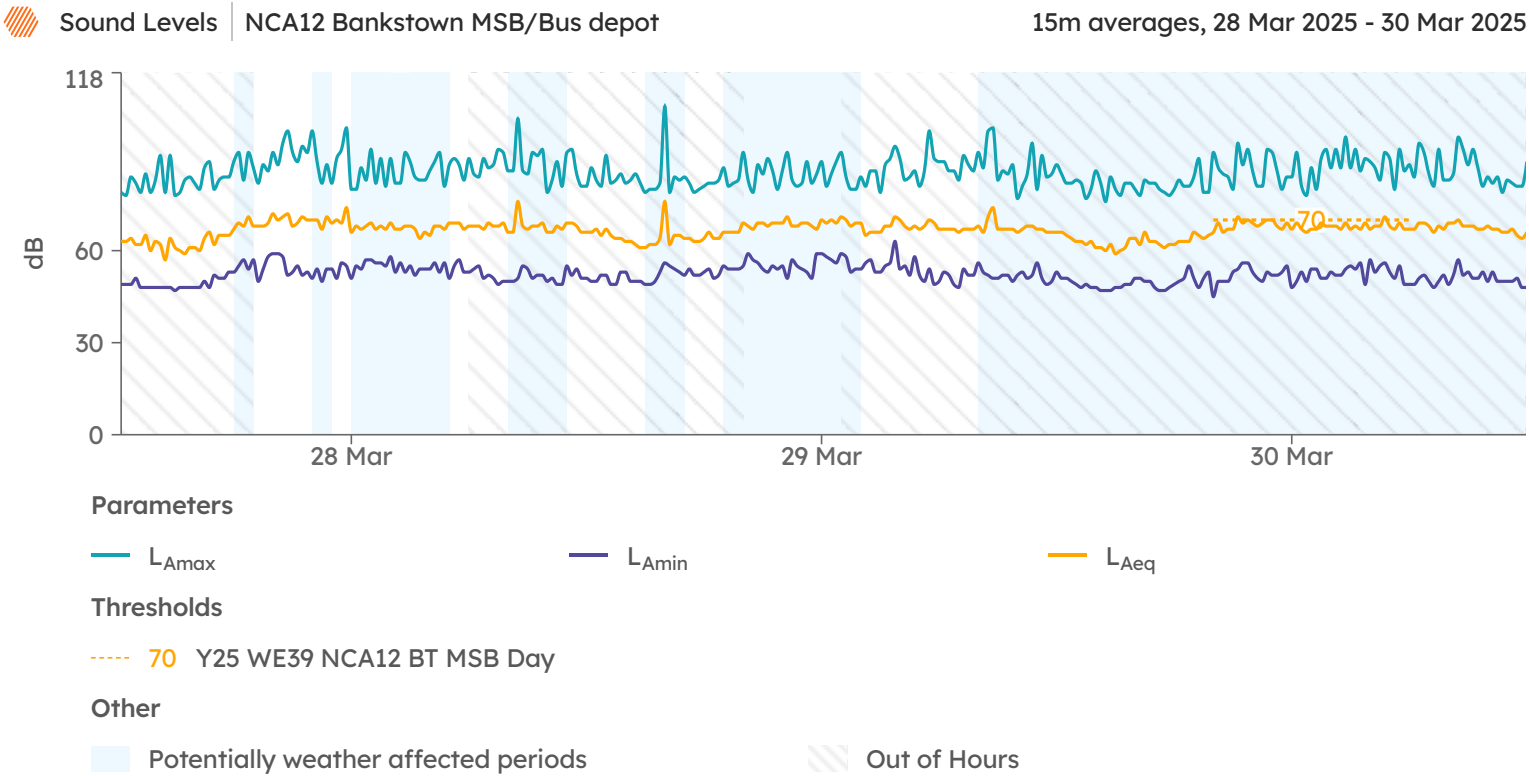
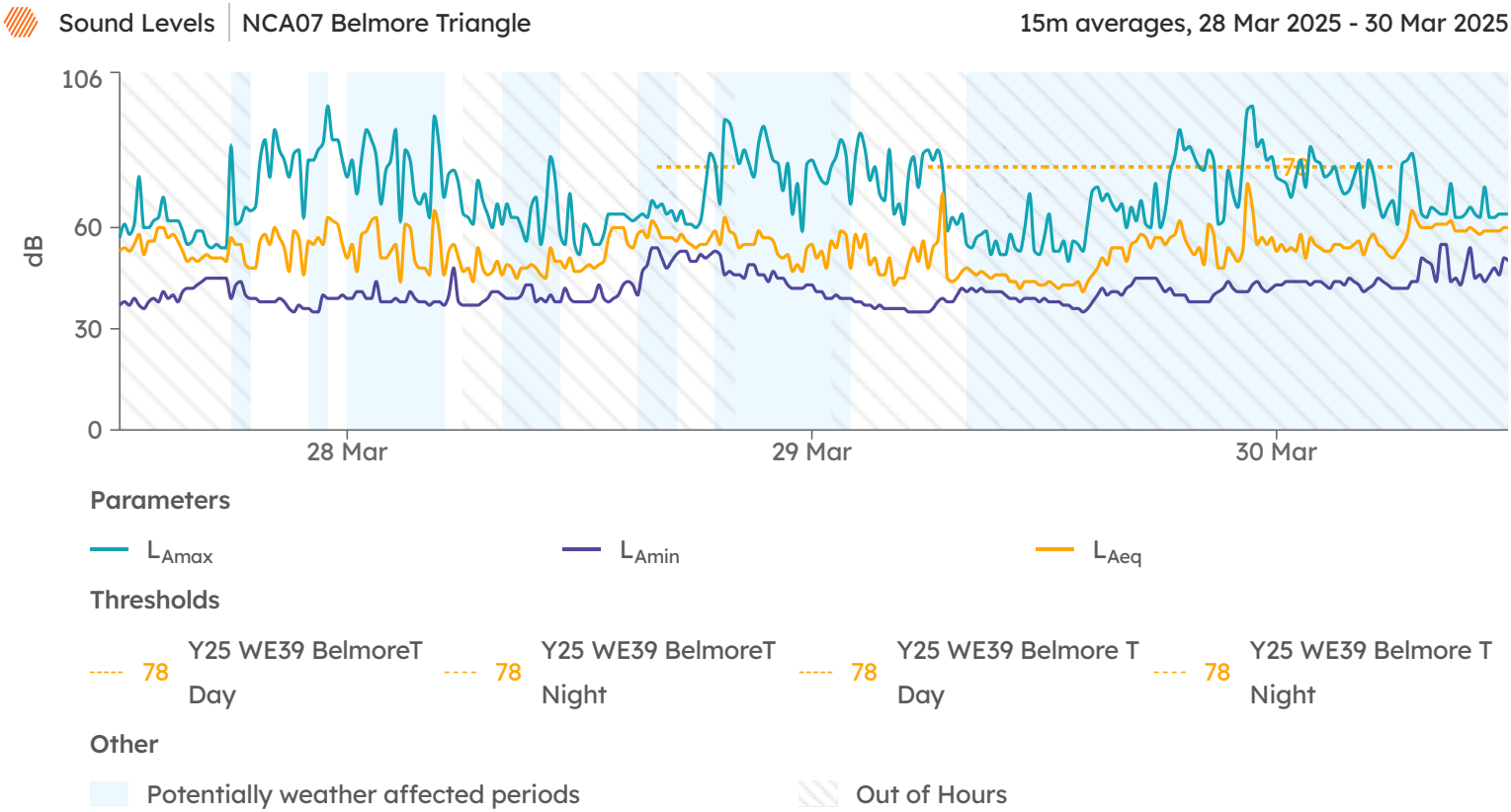
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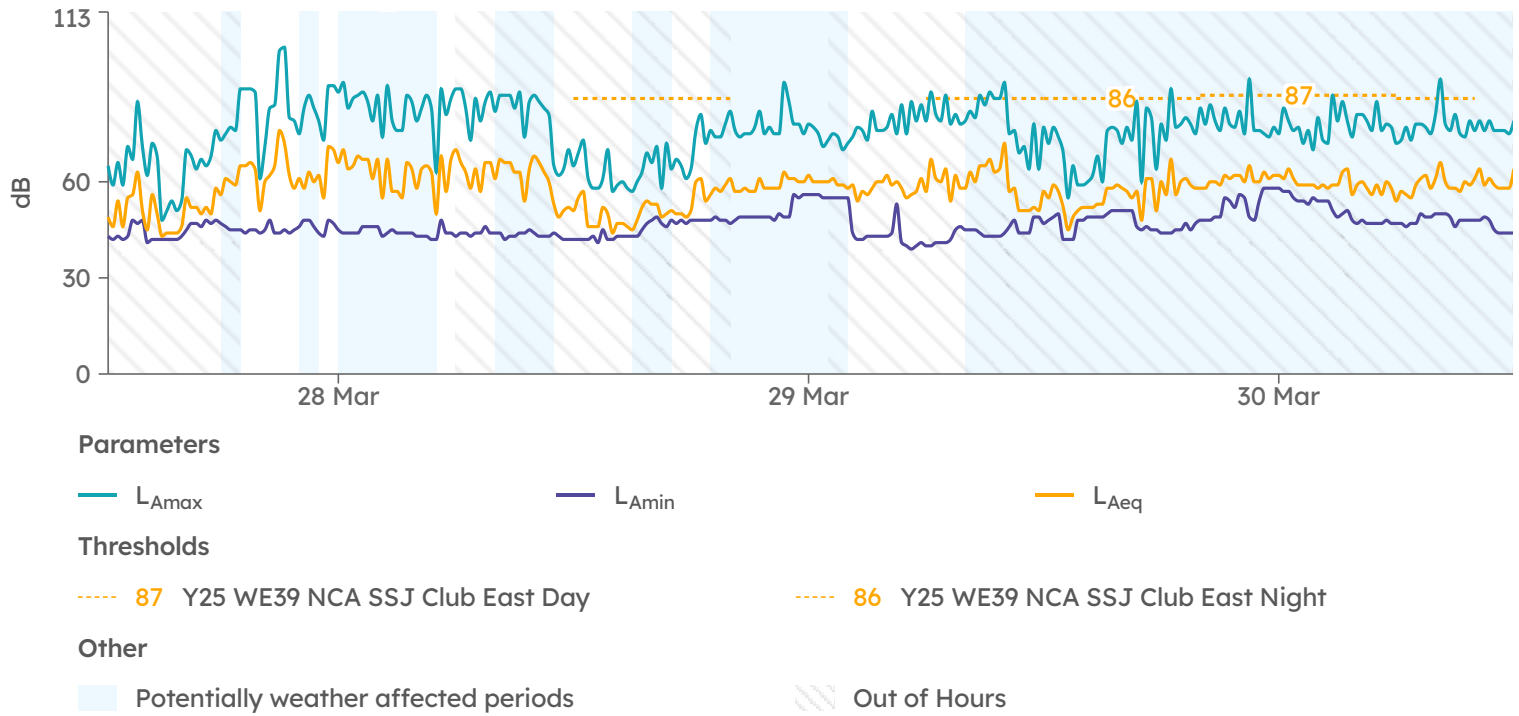
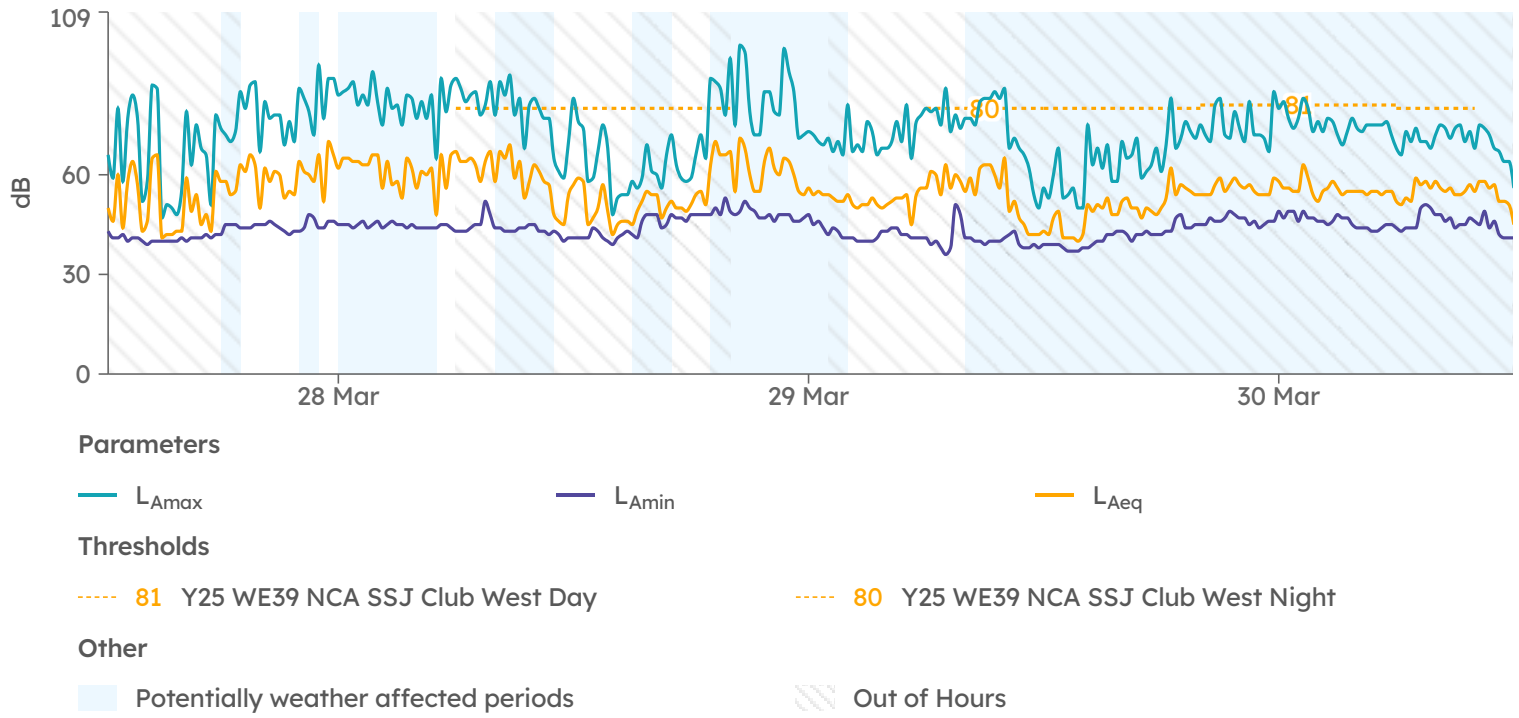


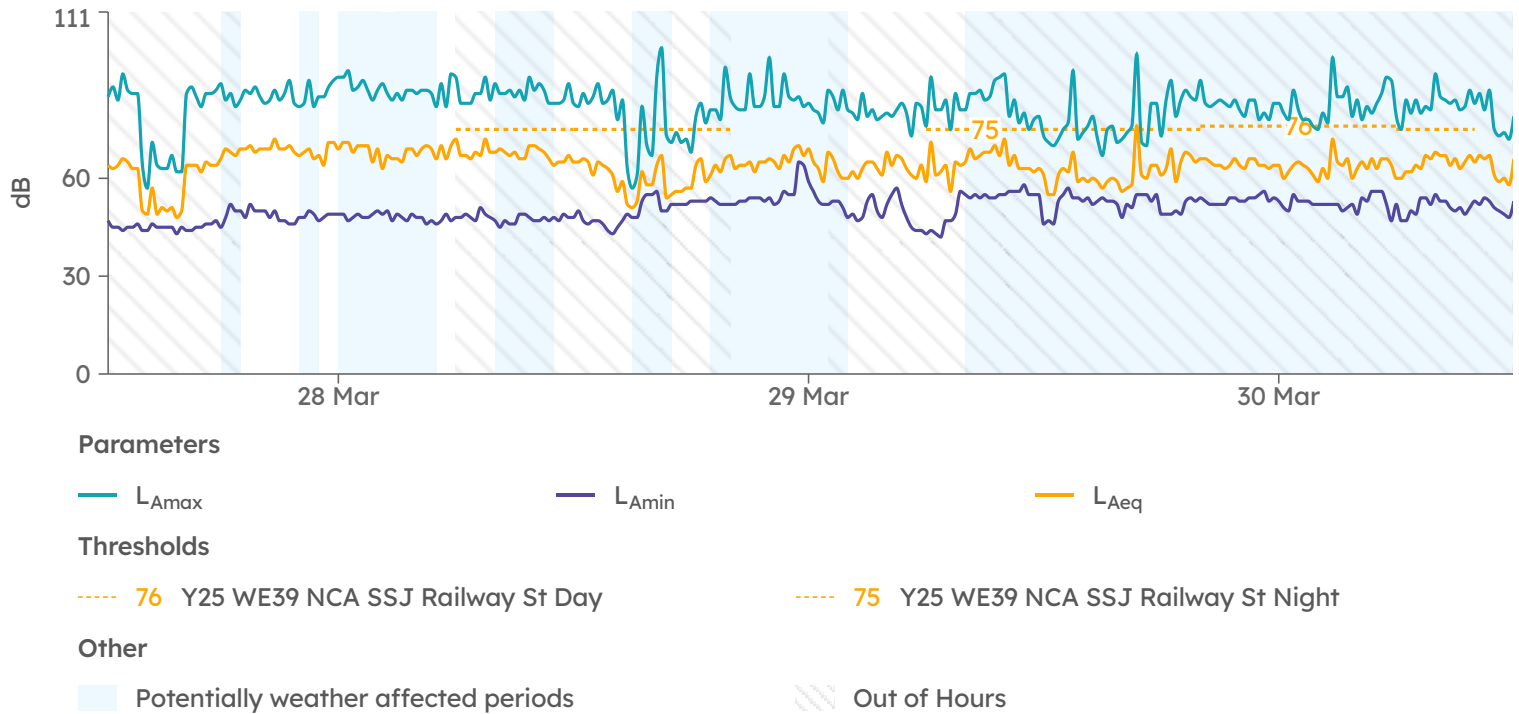
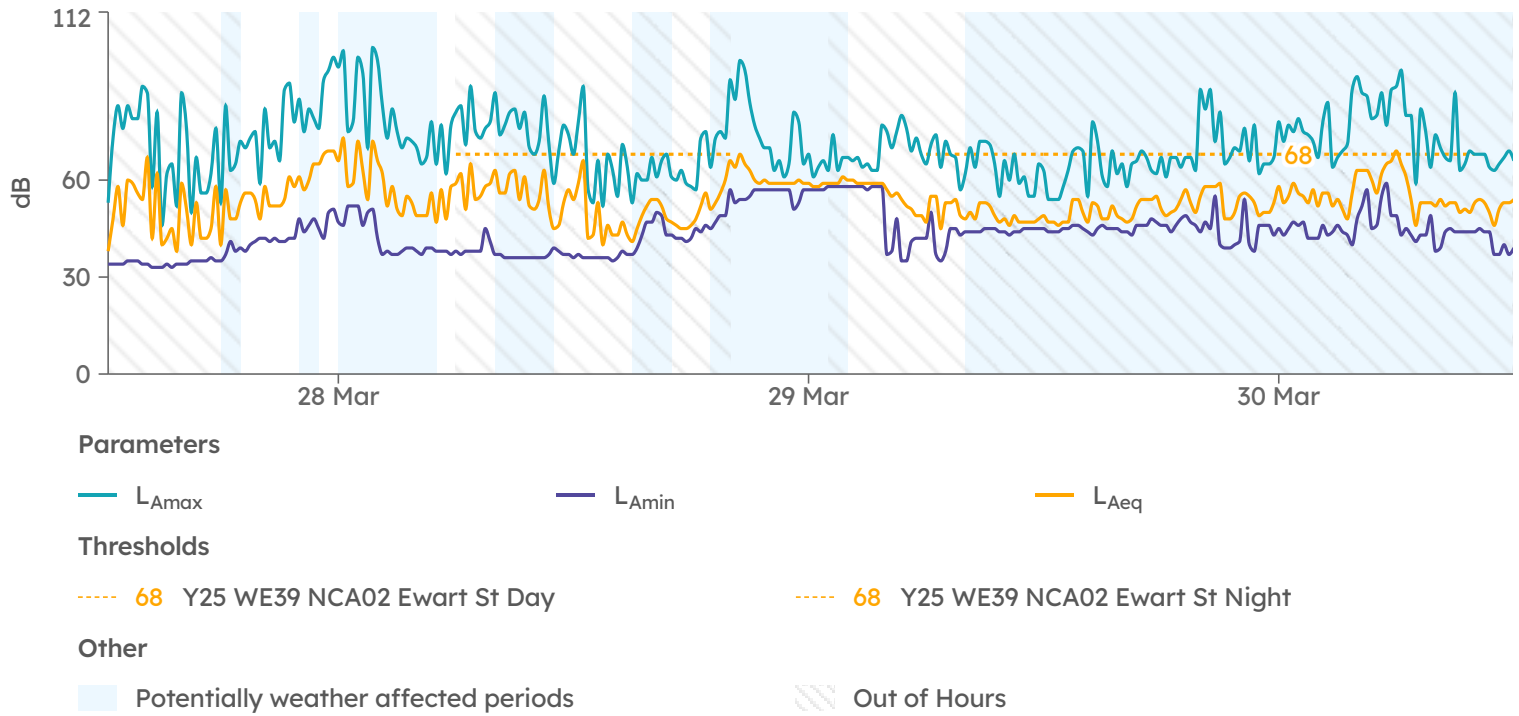
▼ NCA02 Livingstone

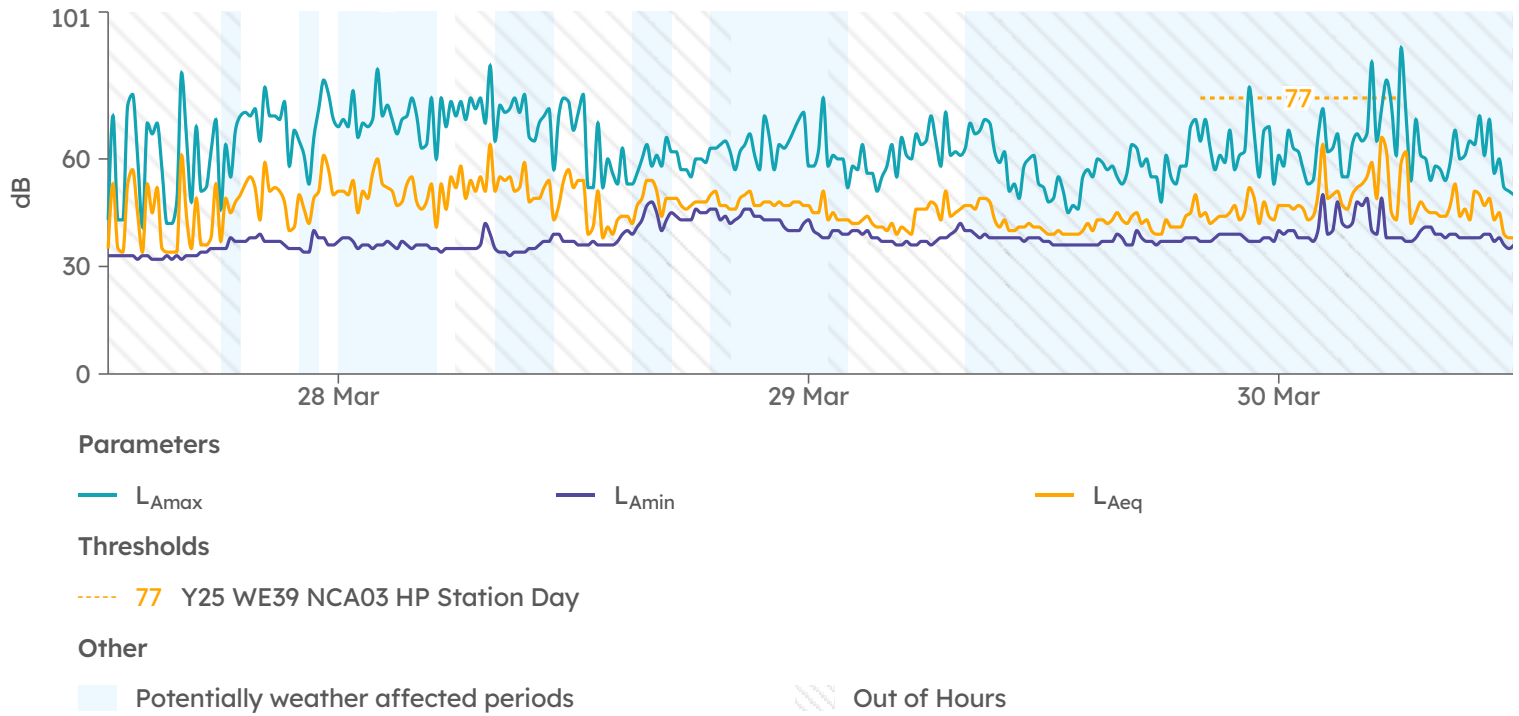
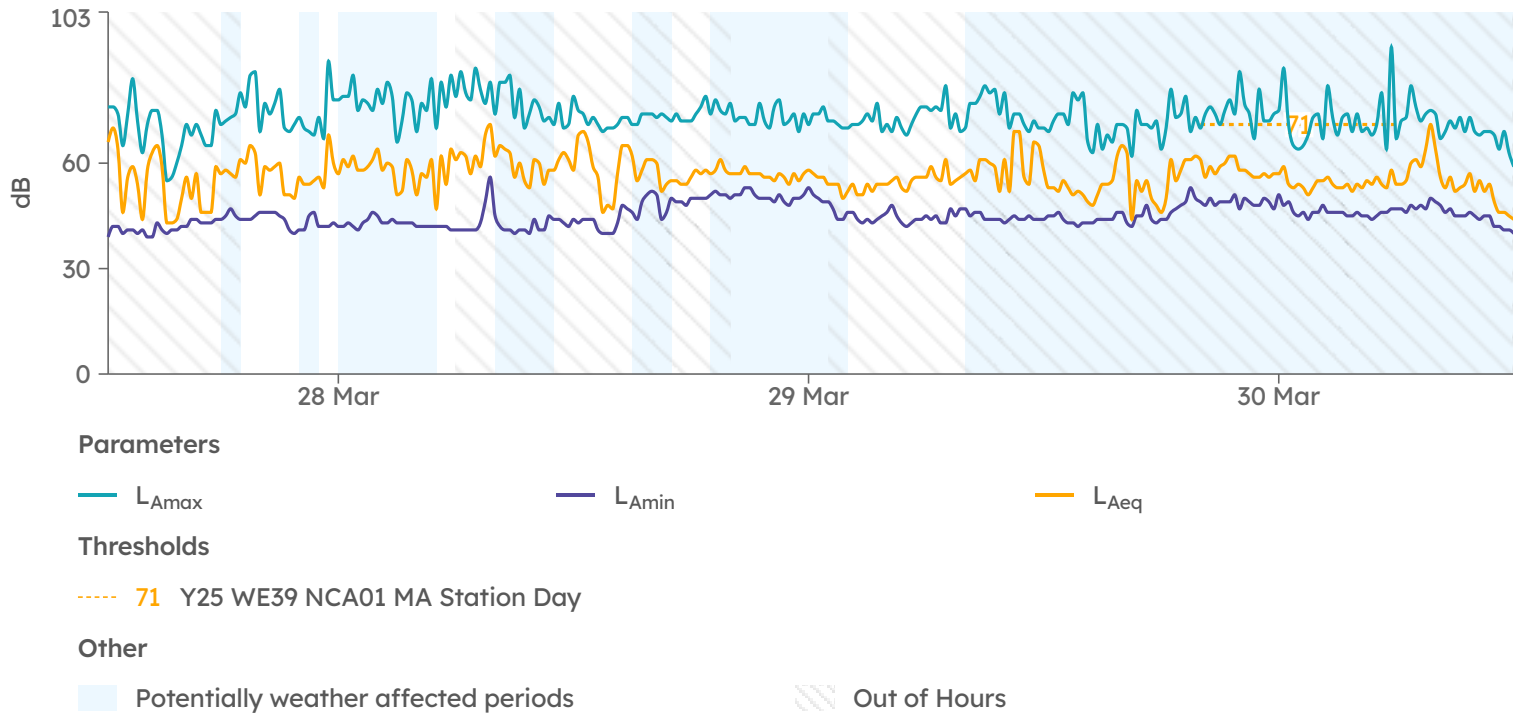


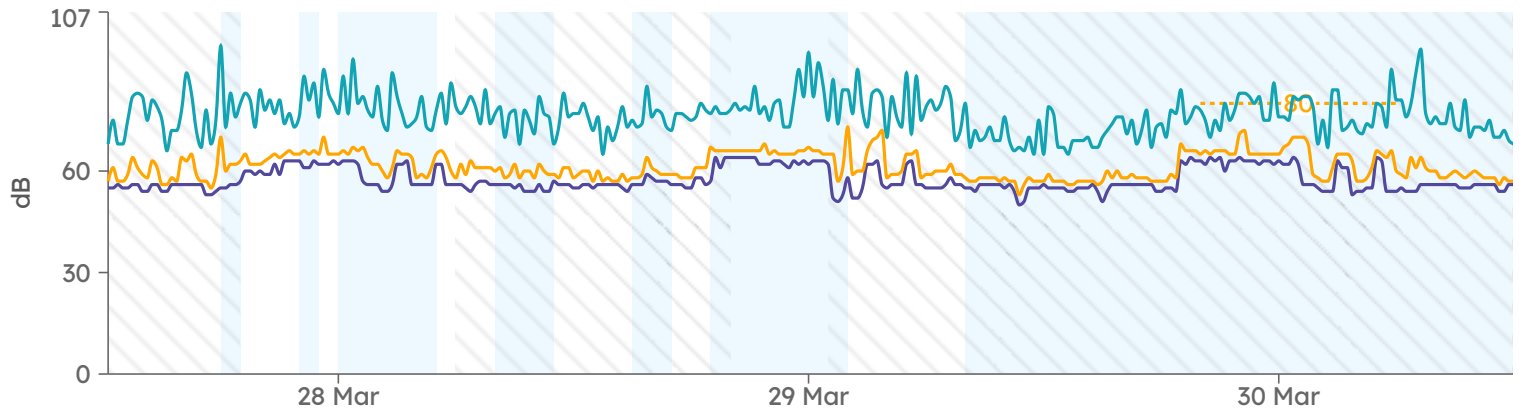
Average value across selected time period. Time of Day Periods: Day (7am to 6pm) Evening (6pm to 10pm) Night (10pm to 7am).











Parameters

$L_{Amax}$

$L_{Amin}$

$L_{Aeq}$

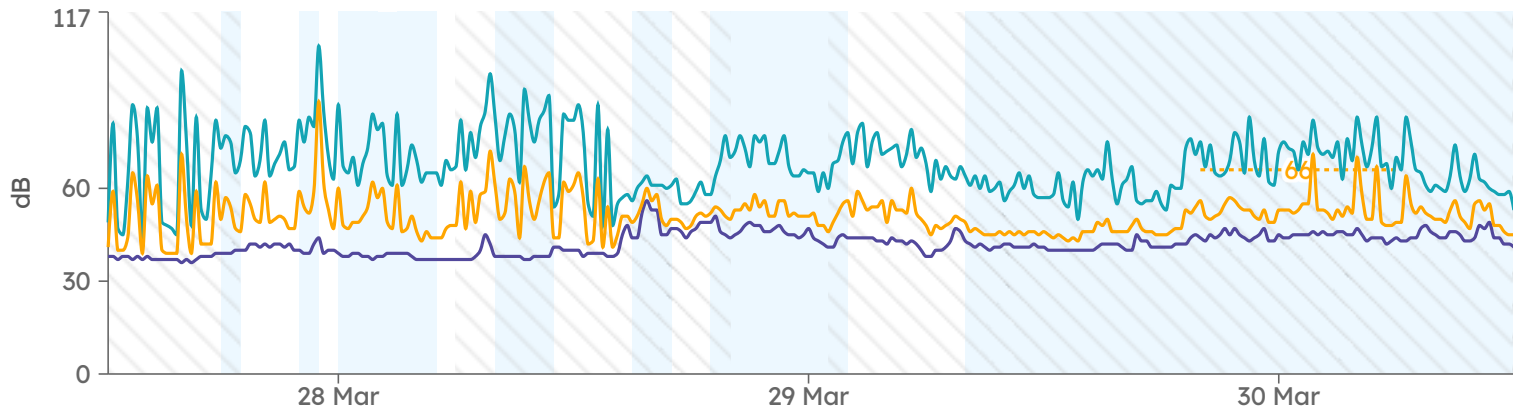
Thresholds

80 Y25 WE39 NCA06 CP Station Day

Other

Potentially weather affected periods

Out of Hours



Parameters

$L_{Amax}$

$L_{Amin}$

$L_{Aeq}$

Thresholds

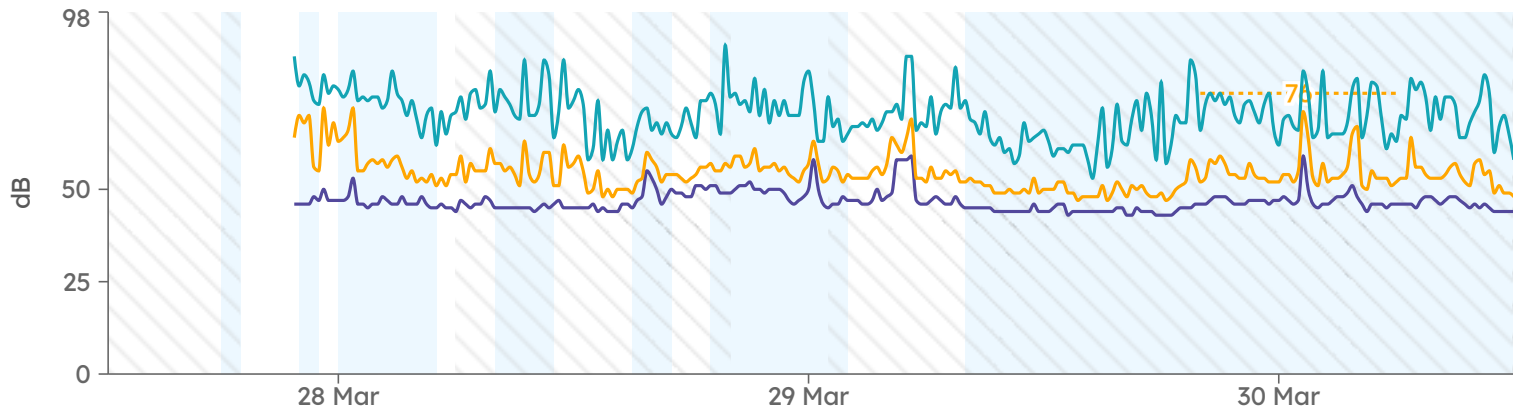
66 Y25 WE39 NCA04 Church St Day

Other

Potentially weather affected periods

Out of Hours





Parameters

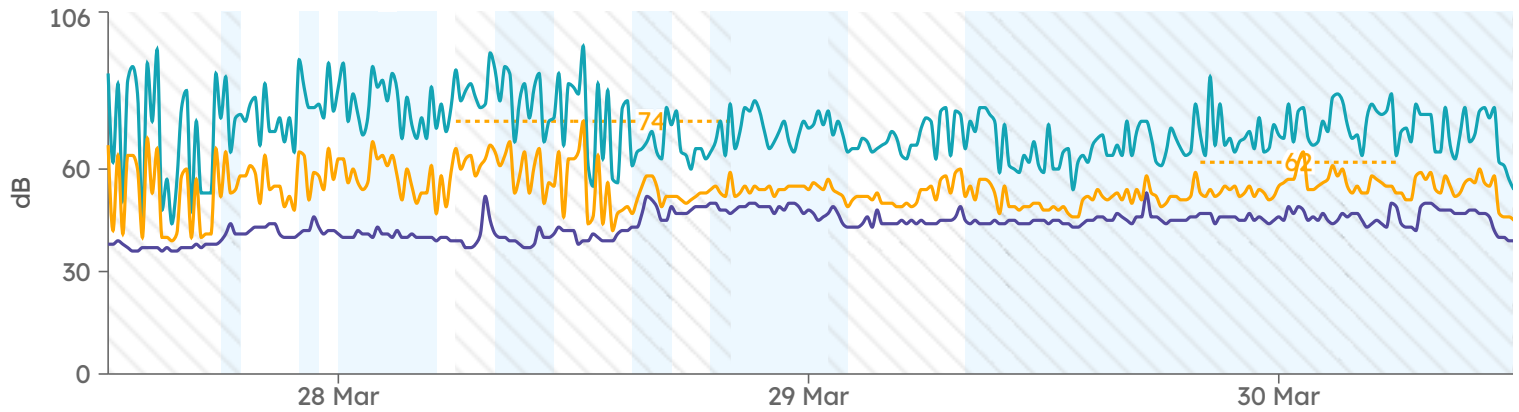
$L_{Amax}$   $L_{Amin}$   $L_{Aeq}$

Thresholds

76 Y25 WE39 NCA04 CB Station Day

Other

Potentially weather affected periods Out of Hours



Parameters

$L_{Amax}$   $L_{Amin}$   $L_{Aeq}$

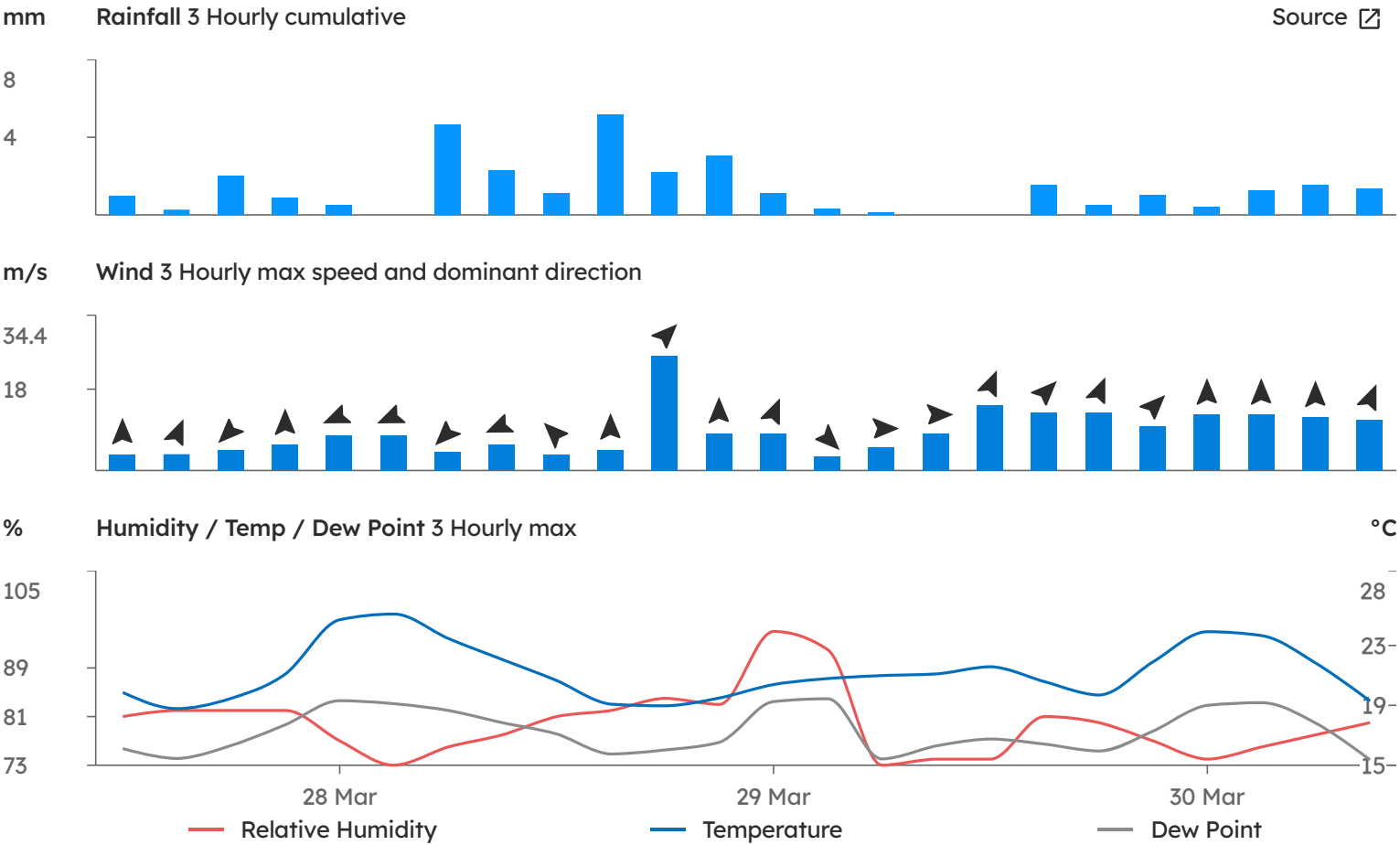
Thresholds

74 Y25 WE39 NCA02 Livingstone Night

62 Y25 WE39 NCA02 Livingstone Day

Other

Potentially weather affected periods Out of Hours





## Daily Notes

Date and time	By	Monitoring Point(s)	Note
30 Mar 2025	Ted Z	NCA02 Livingstone	ARTC De-Vegetation adjacent to Monitoring point identified between 1300-1315. Laeq for time period 1300-1315 recorded at 65 dB, above the prediction (Laeq=62 dB). Data for time period 1300-1315 being omitted.
30 Mar 2025	Ted Z	NCA SSJ Railway St	For 0400 to 0415, Noise monitor detect highest LAeq15min value related to construction (76dB) above predictions (75): • Predicted noise levels (Night shift works) in this area triggered offers for additional mitigation measures. • Actual noise levels (Night shift works) in this area did not trigger offers above the Respite limit. • Appropriate mitigation measures being offered. • No further additional mitigation measures required.
30 Mar 2025	Ted Z	NCA02 Ewart St	For 1745 to 1800, Noise monitor detect highest LAeq15min value related to construction (69dB) above predictions (68dB): • Predicted noise levels (Day shift works) in this area triggered offers for additional mitigation measures. • Actual noise levels (Day shift works) in this area did not trigger offers above the Respite limit. • Appropriate mitigation measures being offered. • No further additional mitigation measures required.
30 Mar 2025	Ted Z	NCA04 Church St	- For 1330 to 1345, Noise monitor detect highest LAeq15min value related to construction (71dB) above predictions (66dB); - For 1545 to 1600, Noise monitor detect highest LAeq15min value related to construction (70dB) above predictions (66dB); - For 1645 to 1700, Noise monitor detect highest LAeq15min value related to construction (67dB) above predictions (66dB): All above observed related to ARTC track work. related data has been omitted.
30 Mar 2025	Ted Z	NCA12 Bankstown MSB/Bus depot	- For 0900 to 0915, Noise monitor detect highest LAeq15min value related to construction (71dB) above predictions (70dB); - For 1630 to 1645, Noise monitor detect highest LAeq15min value related to construction (71dB) above predictions (70dB): All above observed related to urban traffic. Related data has been omitted.

Device Details

Device Serial	Monitoring Points	Model	Calibration Date	Calibration Due
HEX-000531	NCA07 Belmore Triangle	SiteHive Hexanode	03 Jun 2024	03 Jun 2026
HEX-000516	NCA04 Church St	SiteHive Hexanode	03 Jun 2024	03 Jun 2026
HEX-000667	NCA06 CP Station	SiteHive Hexanode	19 Feb 2025	19 Feb 2027
HEX-000713	NCA03 HP Station	SiteHive Hexanode	17 Feb 2025	17 Feb 2027
HEX-000421	NCA SSJ Club East	SiteHive Hexanode	22 Aug 2024	22 Aug 2026
HEX-000630	NCA SSJ Railway St	SiteHive Hexanode	12 Sep 2024	12 Sep 2026
HEX-000782	NCA01 MA Station	SiteHive Hexanode	05 Mar 2025	05 Mar 2027
HEX-000618	NCA12 Bankstown MSB/Bus depot	SiteHive Hexanode	03 Jun 2024	03 Jun 2026
HEX-000631	NCA02 Ewart St	SiteHive Hexanode	12 Sep 2024	12 Sep 2026
HEX-000594	NCA02 Livingstone	SiteHive Hexanode	12 Feb 2025	12 Feb 2027
HEX-000758	NCA SSJ Club West	SiteHive Hexanode	29 Nov 2024	29 Nov 2026
HEX-000249	NCA04 CB Station	SiteHive Hexanode	24 Feb 2025	24 Feb 2027

## 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.

# Monthly Notification – Bankstown Station

March 2025

**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.

**The T3 Bankstown line between Sydenham and Bankstown was closed in September 2024** to complete the final metro conversion works and by late 2025, Southwest Sydney will have turn-up-and-go metro services every four minutes in the peak directly into the Sydney CBD. **Fare free Southwest Link buses will replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during March and April

Work will continue during and outside of standard construction hours within and around Bankstown station during March/April. The main activities will include:

- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, substations and stations
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security fence installation and signalling and track related construction activities
- Parking removal and lane closures to facilitate plant and truck operation around the station and along the corridor
- Additional work related to overhead wiring, high and low voltage wiring and local utilities, including utility adjustment works on Stacey Street and North Terrace
- Footpath closures with diversions in place around the South Terrace bus interchange with parking changes relating to replacement buses on West and East Terraces
- Work on various bridges along the corridor
- Work related to the new Bankstown Metro platforms including ongoing work on platform screen doors and work on the existing platform
- Work related to construction of the new cross corridor plaza and associated buildings
- Concrete barrier installation night work at Stacey Street overbridge (during these works one lane will be temporarily occupied around the work area and parking will be temporarily removed on North Terrace and South Terrace as required)
- Demolition of existing bridge barriers and construction of new concrete barriers and structural strengthening work at Stacey Street (requires access from North and South Terrace)



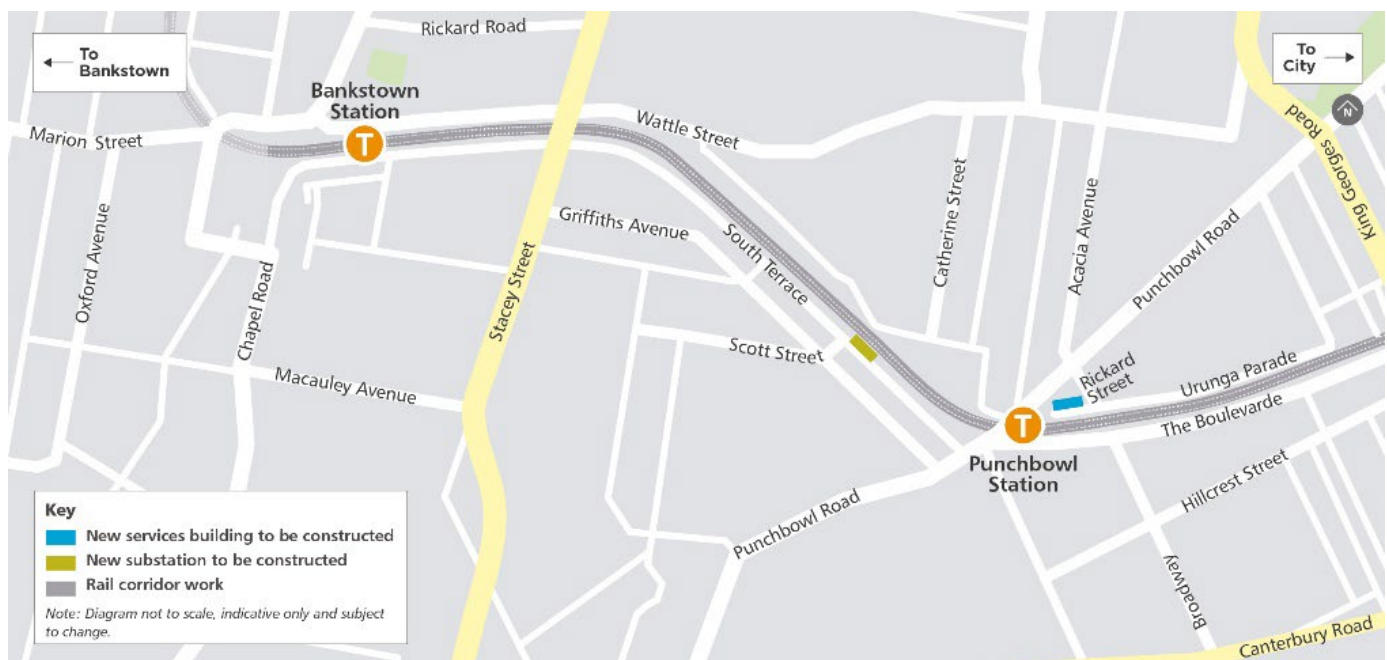
## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

## Thank you for your cooperation and understanding while we complete this essential work



## Contact us



24-hour Community Information Line **1800 171 386**



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## Translating and interpreting service

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# Monthly Notification – Belmore Station

March 2025

## 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.

**The T3 Bankstown line between Sydenham and Bankstown was closed in September 2024** to complete the final metro conversion works and by late 2025, Southwest Sydney will have turn-up-and-go metro services every four minutes in the peak directly into the Sydney CBD. **Fare free Southwest Link buses will replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during March/April

Work will continue during and outside of standard construction hours within and around Belmore Station during March/April. The main activities will include:

- Modification of cable service route, cables, overhead wire and equipment in the rail corridor, at substations and the station
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security, segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and various corridor locations
- Works at station buildings and platforms including testing and commissioning of services, electrical works, mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to wiring, high and low voltage wiring and works related to local utilities
- Work on various bridges along the corridor
- Concrete pile cap foundation and traffic barrier construction at the Burwood Road overbridge
- Establishment of site laydown at the Bridge Road carpark to prepare for installation of off-structure beam
- Installation of large beams and safety screens on one side of the Belmore Station overbridge
- Temporary traffic changes to support the work including traffic and parking changes on Bridge Road and Tobruk Avenue
- Deliveries and construction vehicle movements entering and exiting the site compound as required
- Oversized delivery of large beams and installation of screen barriers and guardrails at the overbridge
- Electrical work and testing and commissioning of services within the metro services building
- Defect rectification as required





## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tipplers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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



## Contact us



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# Monthly Notification – Campsie Station

March 2025

## 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.

**The T3 Bankstown line between Sydenham and Bankstown was closed in September 2024** to complete the final metro conversion works and by late 2025, Southwest Sydney will have turn-up-and-go metro services every four minutes in the peak directly into the Sydney CBD. **Fare free Southwest Link buses will replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during March/April

Work will continue during and outside of standard construction hours within and around Campsie Station during March/April. The main activities will include:

- Modification of cable service routes, cables, overhead wire and equipment in the rail corridor, substations and at the station
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and in the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security system including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities and mobilisation and demobilisation of plant and materials
- De-vegetation and tree clearing throughout the rail corridor where required
- Work related to security and segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and various corridor locations
- Work at station buildings and platforms including electrical works, mechanical gap fillers and platform screen doors
- Track related construction activities and works related to high and low voltage wiring
- Work related to local utilities
- Work on various bridges along the corridor
- Delivery and set up of barriers and safety cushions and concrete pours at Loch Street overbridge, with traffic and pedestrian changes
- Protection of utilities and utility relocation work at overbridges, including gas main at the Loch Street overbridge (piling works will be carried out intermittently using an excavator to reduce noise impacts)
- Footpath upgrades involving breaking existing concrete footpath and new footpath concrete pouring at Loch Street overbridge
- Bridge remediation work involving an elevated work platform from the rail corridor
- Electrical works and testing and commission of services within the metro services building
- Defect rectification work as required



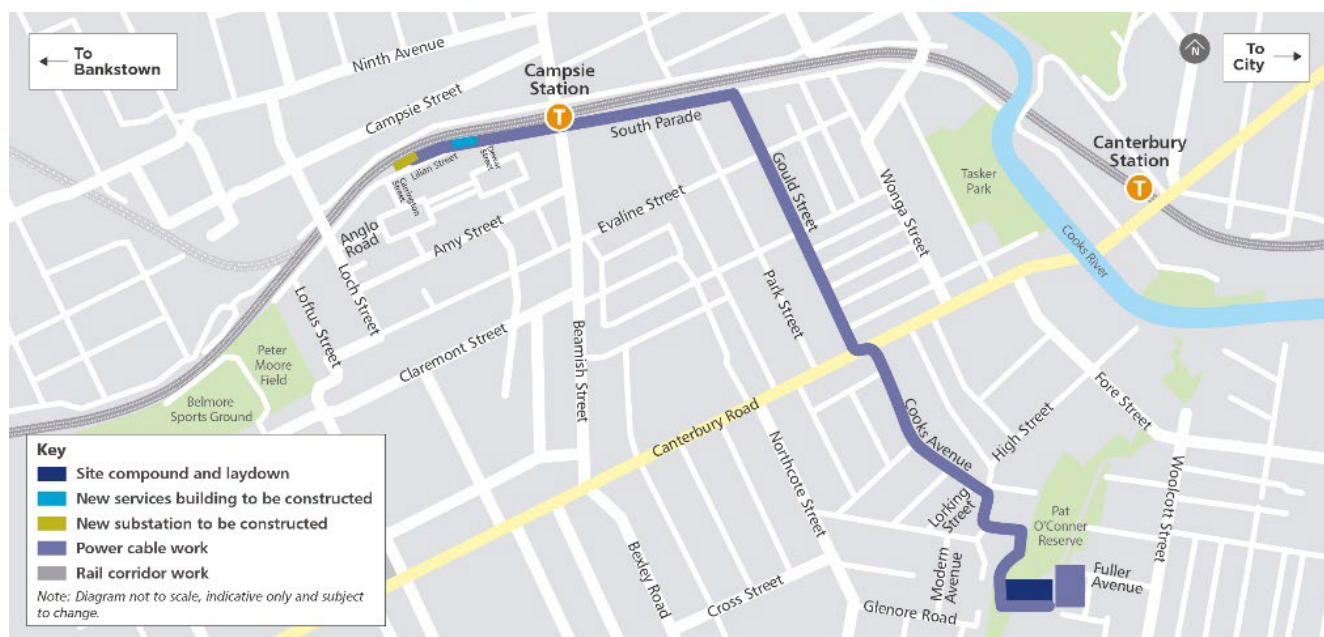
## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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



## Contact us



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# Monthly Notification – Canterbury Station

March 2025

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**The T3 Bankstown line between Sydenham and Bankstown was closed in September 2024 to complete the final metro conversion works and by late 2025, Southwest Sydney will have turn-up-and-go metro services every four minutes in the peak directly into the Sydney CBD. Fare free Southwest Link buses will replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during March/April

Work will continue during and outside of standard construction hours within and around Canterbury Station during March/April. The main activities will include:

- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, substation and the station
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and in the rail corridor, using specialised equipment
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security and segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and locations along the corridor
- Work at station buildings and platforms including mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring and high and low voltage wiring
- Work on various bridges along the corridor
- Civil, electrical and containment work at station buildings/platforms
- Remediation work including on the rail corridor at the overbridge
- Staged demolition and re-construction of both sides of the existing bridge structure at Canterbury Road overbridge requiring continuous work on weekends - including outside standard construction hours at night and on Sundays (involving lane closures, temporary footpath closures, pedestrian detours and bus stop relocations)
- Utility relocations, removal of line marking and remediation of the existing bridge girders at Canterbury Road overbridge
- Minor defect rectification work, as required
- Testing and commissioning activities



## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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# Monthly Notification – Dulwich Hill Station

March 2025

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**The T3 Bankstown line between Sydenham and Bankstown was closed in September 2024** to complete the final metro conversion works and by late 2025, Southwest Sydney will have turn-up-and-go metro services every four minutes in the peak directly into the Sydney CBD. **Fare free Southwest Link buses will replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during March and April

Work will continue during and outside of standard construction hours within and around Dulwich Hill Station during March/April. The main activities will include:

- Modification of cable service routes, cables, overhead wires and equipment in the rail corridor, substations and at the station
- Mobilisation and demobilisation of plant and materials
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and in the rail corridor, using specialised equipment
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations and at service buildings, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Work related to security and segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operations around the station and at corridor locations
- Work at station buildings and platforms including electrical works, mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring and high and low voltage wiring
- Work related to local utilities
- Work on various bridges along the corridor
- Landscaping and civil work outside Dulwich Hill Station on Wardell Road
- Landscaping work outside the Dulwich Hill Light Rail stop entrance on Bedford Crescent
- During the last weekend in March there will be oversized deliveries, crane lifts, impacts to parking and access changes at Albermarle Street overbridge
- Devegetation at the Albermarle Street overbridge, as required
- Bridge remediation work involving workers accessing the rail corridor at Albermarle Street and Wardell Road
- Associated footpath and pedestrian crossing closures, partial lane closures and pedestrian detours on the Wardell, Albermarle and Garnet Street overbridges
- Parking removal on the Garnet Street overbridge
- Defect rectification work as required





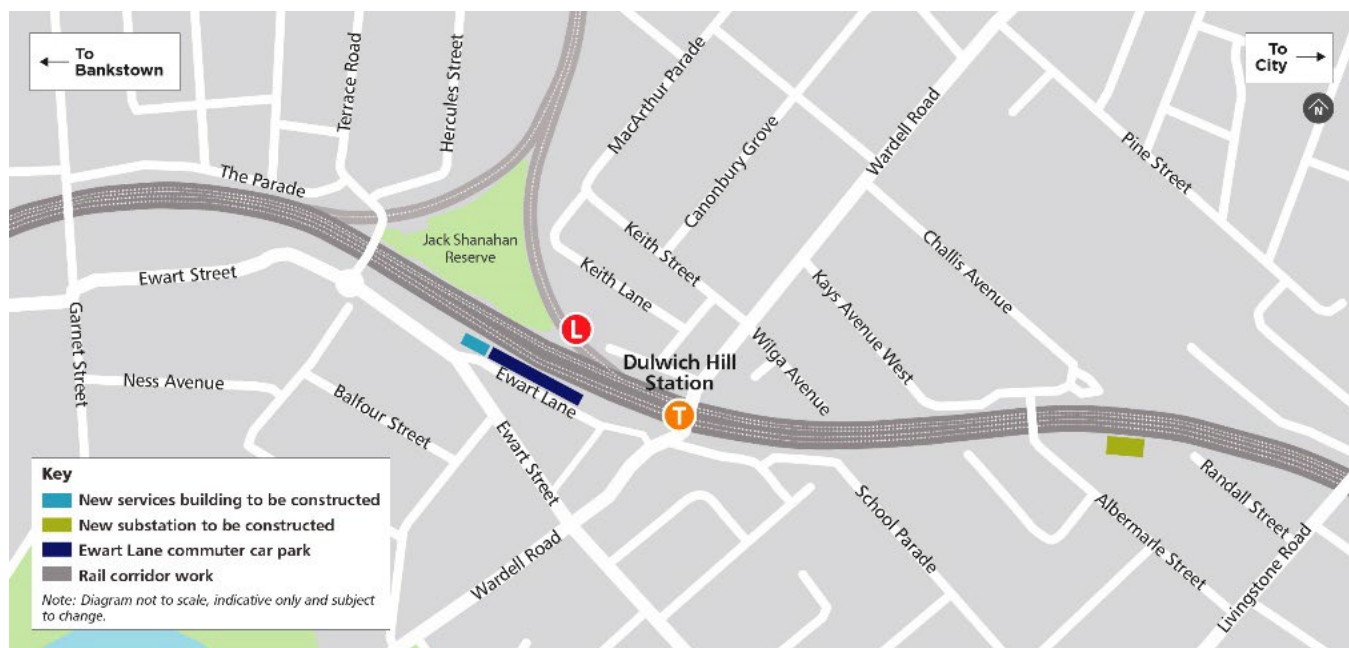
## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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# Monthly Notification – Hurlstone Park Station

March 2025

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**The T3 Bankstown line between Sydenham and Bankstown was closed in September 2024** to complete the final metro conversion works and by late 2025, Southwest Sydney will have turn-up-and-go metro services every four minutes in the peak directly into the Sydney CBD. **Fare free Southwest Link buses will replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during March and April

Work will continue during and outside of standard construction hours within and around Hurlstone Park Station during March/April. The main activities will include:

- Modification of cable service routes, cables, overhead wires and equipment in rail corridor, at substations and at the station
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and in the rail corridor, using specialised equipment
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities and building and containment works
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security and segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and at various locations
- Work at station buildings and platforms including installing electrical works, mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to high and low voltage wiring
- Anti-throw screens installation on Duntroon Street overbridge
- During the last weekend in March there will be oversized deliveries, crane lifts, impacts to parking and access changes at Duntroon Street overbridge and Melford Street overbridge
- Temporary bus stop relocation, parking removal on surrounding streets and in local car parks
- Temporary bridge structure work including concrete pours
- Remediation work including accessing the rail corridor at the overbridge
- Testing and commissioning of services and electrical works within the metro services building
- Defect rectification work



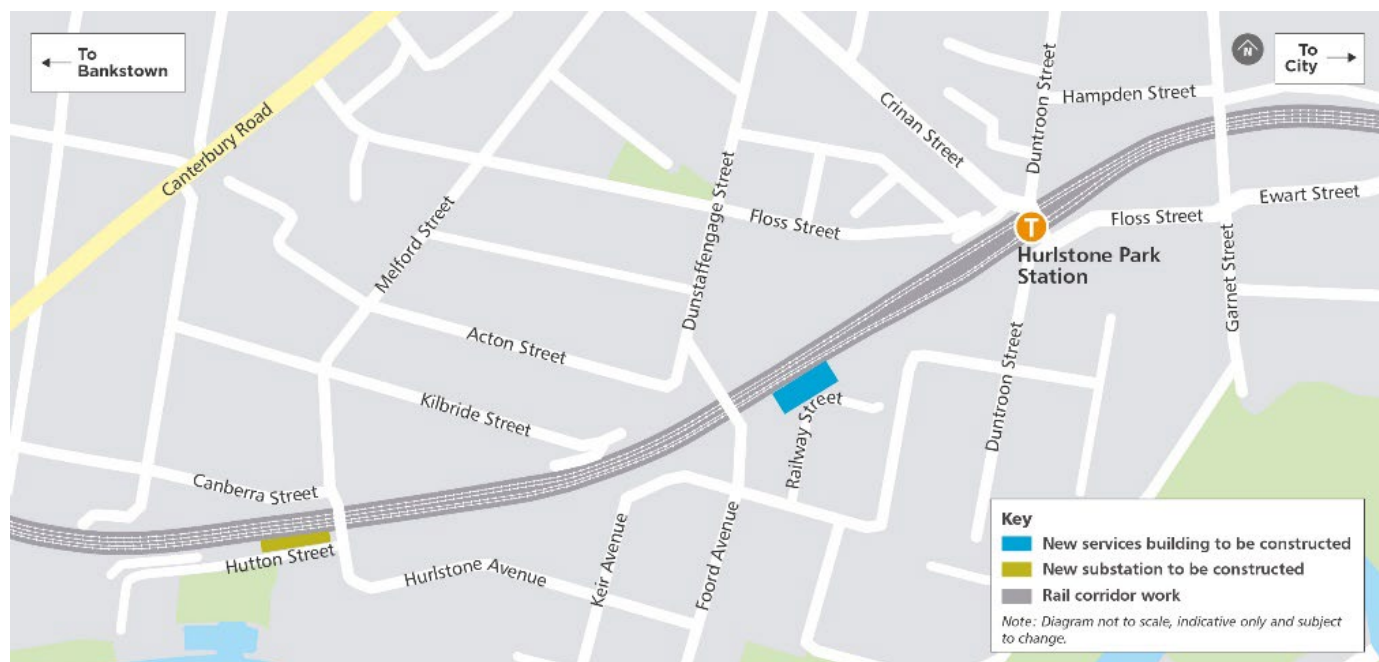
## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.




## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

**Thank you for your cooperation and understanding while we complete this essential work**



## Contact us

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



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# Monthly Notification – Lakemba Station

March 2025

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**The T3 Bankstown line between Sydenham and Bankstown was closed in September 2024** to complete the final metro conversion works and by late 2025, Southwest Sydney will have turn-up-and-go metro services every four minutes in the peak directly into the Sydney CBD. **Fare free Southwest Link buses will replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during March and April

Work will continue during and outside of standard construction hours within and around Lakemba Station during March/April. Main activities during March/April include:

- Modification of cable service routes, cables, wiring and trackside equipment in the rail corridor, trackside substations and at the station
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and in the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and locations along the corridor
- Work at station buildings and platforms including installing mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to local utilities
- Work on various bridges along the corridor
- Station landscaping works, with pedestrian diversions in place as needed
- Installation of construction hoarding at Haldon Street and Moreton Street overbridges to safely access work areas
- Piling work (including night work) at Haldon Street and Moreton Street overbridges (involving temporary traffic changes and pedestrian detours during work periods)
- Forming and pouring of pilecaps and barriers
- Minor defect remediation work as required
- Minor civil electrical and containment work at station building/platforms as required
- Testing and commissioning activities

No work is scheduled to take place at the Haldon Street St overbridge across the Lakemba Nights during Ramadan event.

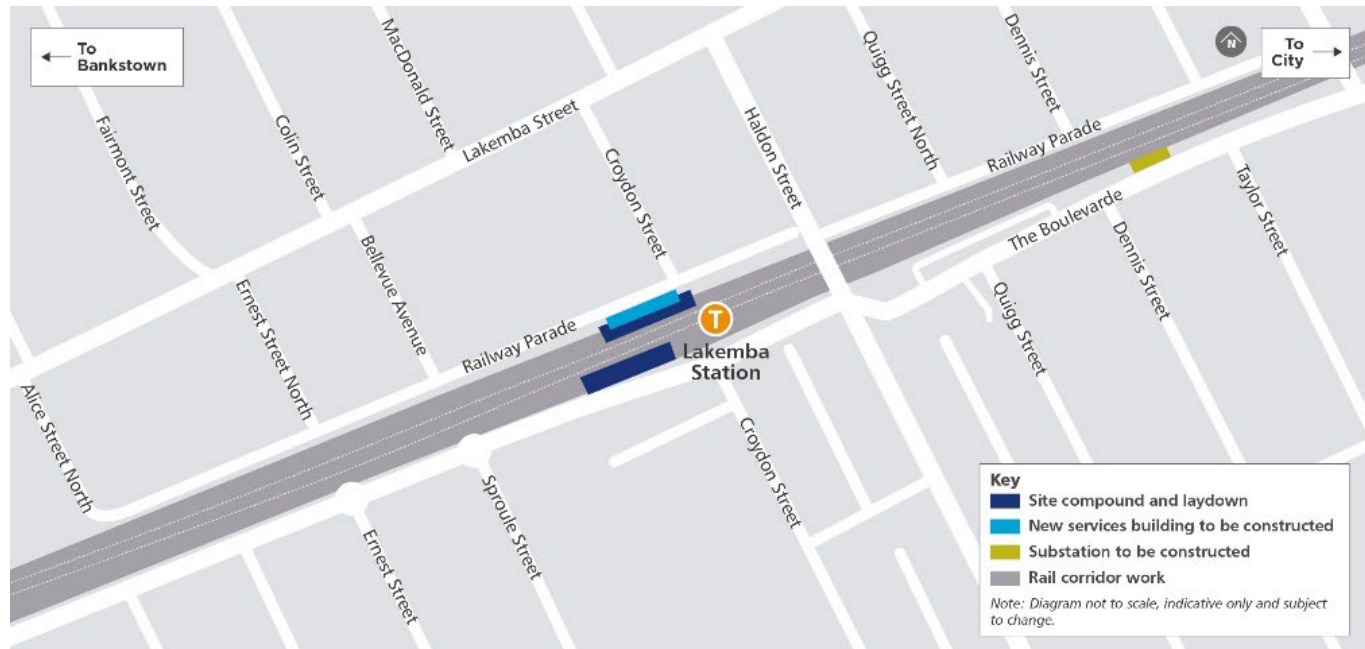
## Hours of work

- Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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# Monthly Notification – Marrickville Station

March 2025

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**The T3 Bankstown line between Sydenham and Bankstown was closed in September 2024** to complete the final metro conversion works and by late 2025, Southwest Sydney will have turn-up-and-go metro services every four minutes in the peak directly into the Sydney CBD. **Fare free Southwest Link buses will replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during March and April

Work will continue during and outside of standard construction hours within and around Marrickville Station during March/April. The main activities will include:

- Temporary closure of the path behind Marrickville Station between Station Street and Victoria Road with diversions in place along Leofrene, Riverdale and Charlotte avenues
- Installation and testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, trackside substations and the stations
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and in the rail corridor, using specialised equipment
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Operating temporary minor work areas involving use of generators for site sheds and amenities at Livingstone Road and Wardell Road during working times
- Bridge remediation work involving workers accessing the rail corridor at the Livingstone Road and Illawarra Road overbridges
- Installing new engineered performance bollards in front of Marrickville Station
- Temporary closure of the bridge for pedestrians, commuters and local traffic at Challis Avenue, Marrickville
- Mobilisation and demobilisation of plant and materials at various bridge locations
- Work related to security and segregation fence as well as signalling and track related construction activities
- Parking removal and lane closures to facilitate plant and truck operation around the station and various corridor locations
- Work at station buildings and platforms including installing mechanical gap fillers and platform screen doors
- Work related to overhead wiring, high and low voltage wiring and utilities works
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Minor defect rectification work as required and minor electrical works at station buildings and platforms
- Testing and commissioning of building systems and equipment





## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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# Monthly Notification – Punchbowl Station

March 2025

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**The T3 Bankstown line between Sydenham and Bankstown was closed in September 2024** to complete the final metro conversion works and by late 2025, Southwest Sydney will have turn-up-and-go metro services every four minutes in the peak directly into the Sydney CBD. **Fare free Southwest Link buses will replace trains between Sydenham and Bankstown during this time.**

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## Sydney Metro work during March and April

Work will continue during and outside of standard construction hours within and around Punchbowl station during March/April. The main activities will include:

- Modification of cable service routes, cables, wiring and trackside equipment in the rail corridor, trackside substations and the stations
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and in the rail corridor, using specialised equipment
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- Mobilisation and demobilisation of plant and materials
- Work related to security fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and along the corridor
- Work at station buildings and platforms including ongoing work on mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring and high and low voltage wiring
- Work related to local utilities
- Work on various bridges along the corridor
- Installation of a retaining wall at the south-west and north-east corners of the overbridge including concrete piles, drilling soil nails, concrete pile cap foundation and traffic barrier construction
- Footpath work including saw cutting and jackhammering to remove existing footpath and pour new footpath concrete
- Delivery and set up of traffic barriers and crash cushions at Punchbowl Road involving temporary parking, traffic and pedestrian changes
- Barrier and screen removal and installation of new barriers, screens and fencing including concrete foundation pours at Punchbowl Road
- Utility works including existing streetlight pole to be relocated on the north-east corner of Punchbowl Road
- Testing and commissioning of services and electrical works within the metro services building
- Defect rectification work as required



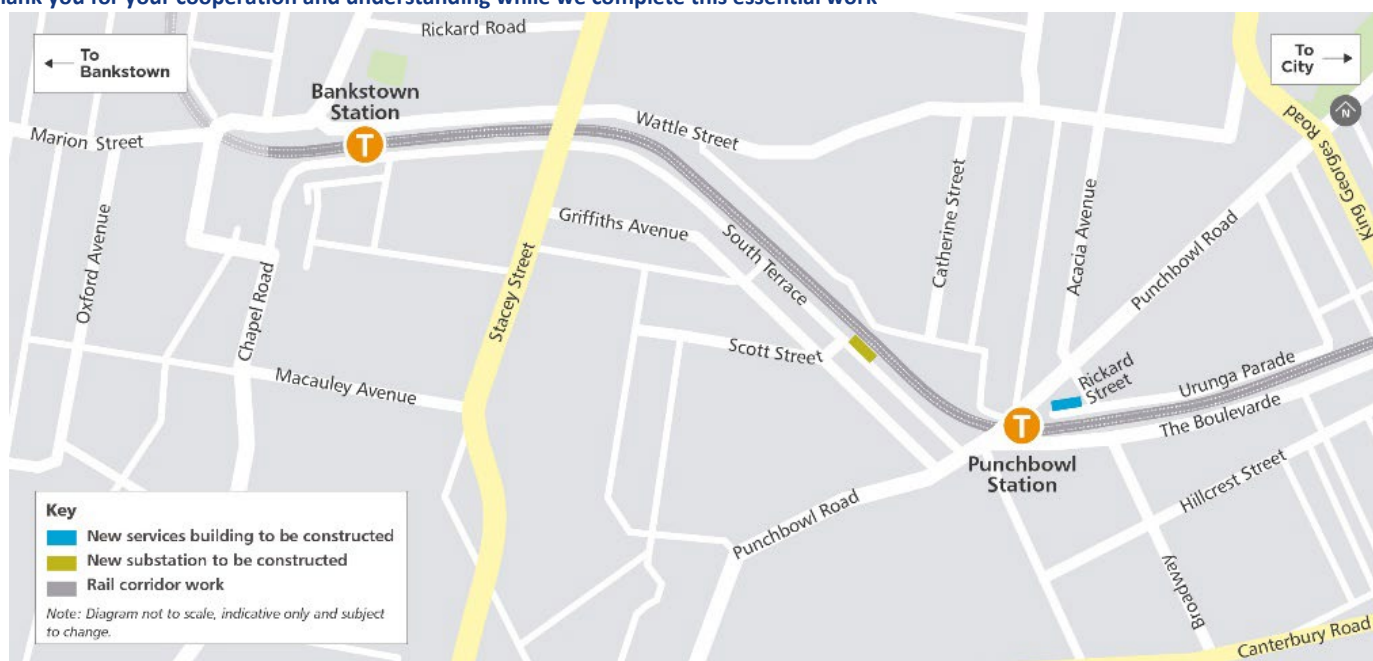
## Hours of work

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## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
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# Monthly Notification – Wiley Park Station

March 2025

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**The T3 Bankstown line between Sydenham and Bankstown was closed in September 2024** to complete the final metro conversion works and by late 2025, Southwest Sydney will have turn-up-and-go metro services every four minutes in the peak directly into the Sydney CBD. **Fare free Southwest Link buses will replace trains between Sydenham and Bankstown during this time.**

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## Sydney Metro work during March and April

Work will continue during and outside of standard construction hours within and around Wiley Park station during March/April. The main activities will include:

- Modification of cable service routes, cables, wiring and trackside equipment in the rail corridor, trackside substations and the stations
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and in the rail corridor, using specialised equipment
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and various corridor locations
- Work at station buildings and platforms including updating gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring and high and low voltage wiring and work related to local utilities
- Work on various bridges along the corridor
- Devegetation and installation of temporary fencing and hoarding at King Georges Road rail overbridge
- Oversized delivery of off-structure beam and installation screen barriers and guardrails at the overbridge
- Utility protection and relocations work in preparation for construction of barriers at King Georges Road overbridge
- Temporary traffic changes to support permanent work including installation of traffic barriers around King Georges Road
- Intersection work including footpath removal and construction of new footpaths, pram-ramps, kerbs and asphalt works on King Georges Road and The Boulevard
- Traffic signal relocation work on the intersection of King Georges Road and The Boulevard
- Establishment of site compound area at The Boulevard
- Testing and commissioning of services and electrical work within the metro services building
- Defect rectification work as required



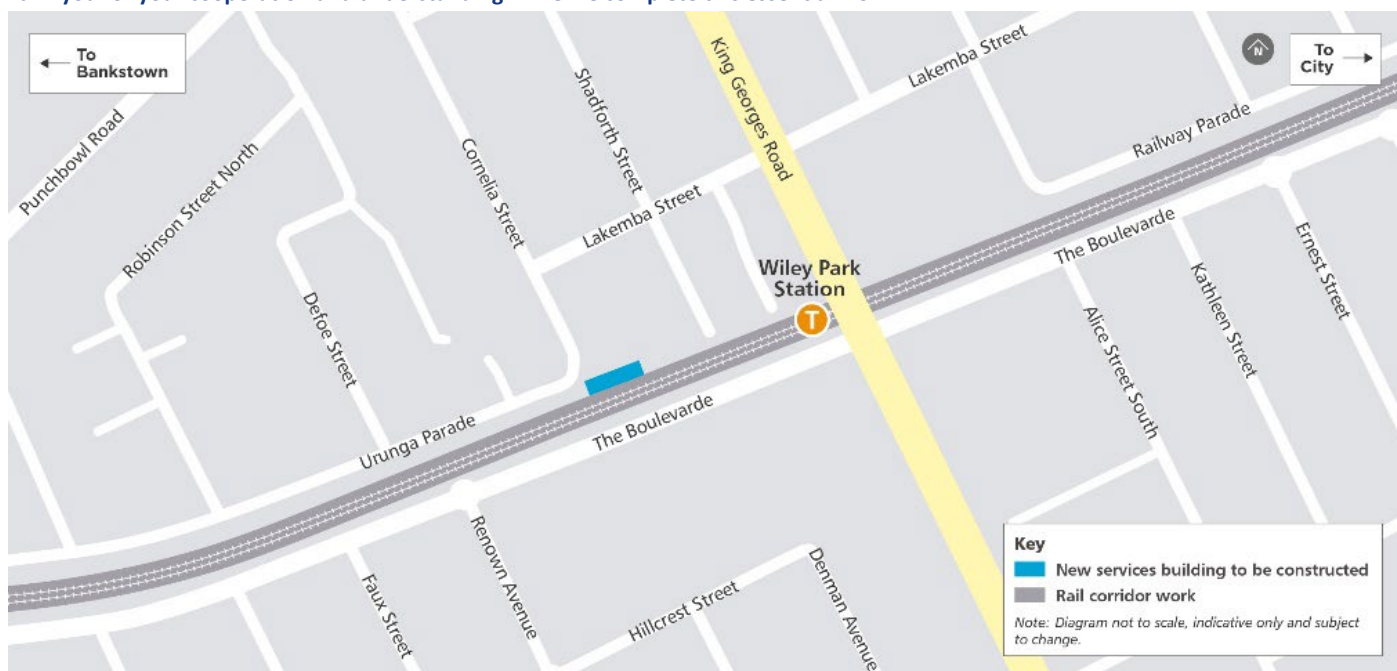
## Hours of work

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## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
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# EPL 21147

## R4.4 Validation Report

### SWM3 Final Conversion Stage-3

### 2025 WE40

R5.6 MTS possession (WE40, 05 April -06 April)

#### Document and Revision History

Document Details	
<b>Title</b>	R4.4 Validation Report
<b>Client</b>	Sydney Metro City & Southwest
<b>JHLOR JV contract no.</b>	K44

#### Revisions

Revision	Date	Description	Prepared by	Reviewed by
01	07/04/2025	Prepared for R4.4	Zhengyi Zhang	Lucas Dobrolot

#### Management reviews

Review date	Details	Reviewed by

Controlled: NO

Copy no.:

Uncontrolled: YES



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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. ....7**

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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

- 5<sup>th</sup> April 0800 to 6<sup>th</sup> April 1800 in Week 40 (WE40), noise activity (OHW Wire Check, Station Works) being happened during MTS possession on Sydney Metro track (between Bankstown and Sydenham). Works were carried out under Condition L5.6 - Local Possessions.

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:

**WE40 Sydenham to Bankstown** (5<sup>th</sup> to 6<sup>th</sup> April 2025) - Condition L5.6 - Local Possessions:

- OHW (Wire Check)
  - EWP
- Station Works (Roofing & Scaffolding)
  - EWP
  - Powered hand tool
  - Hi-rail Excavator

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

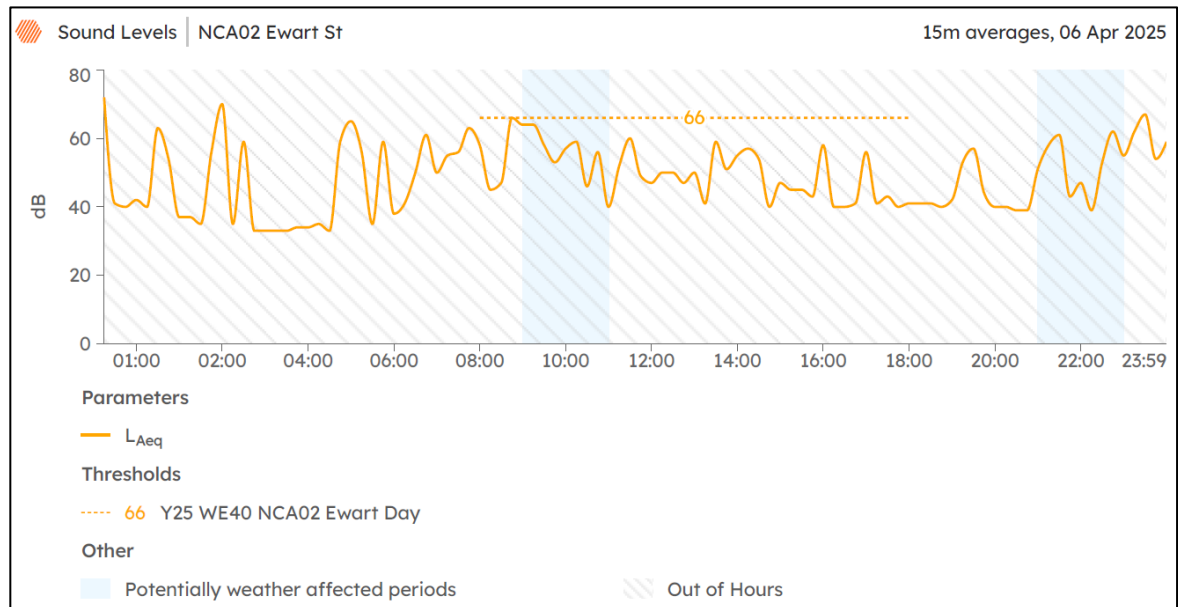
A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

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

**WE40** works noise monitoring was carried out at the following locations along the project corridor.

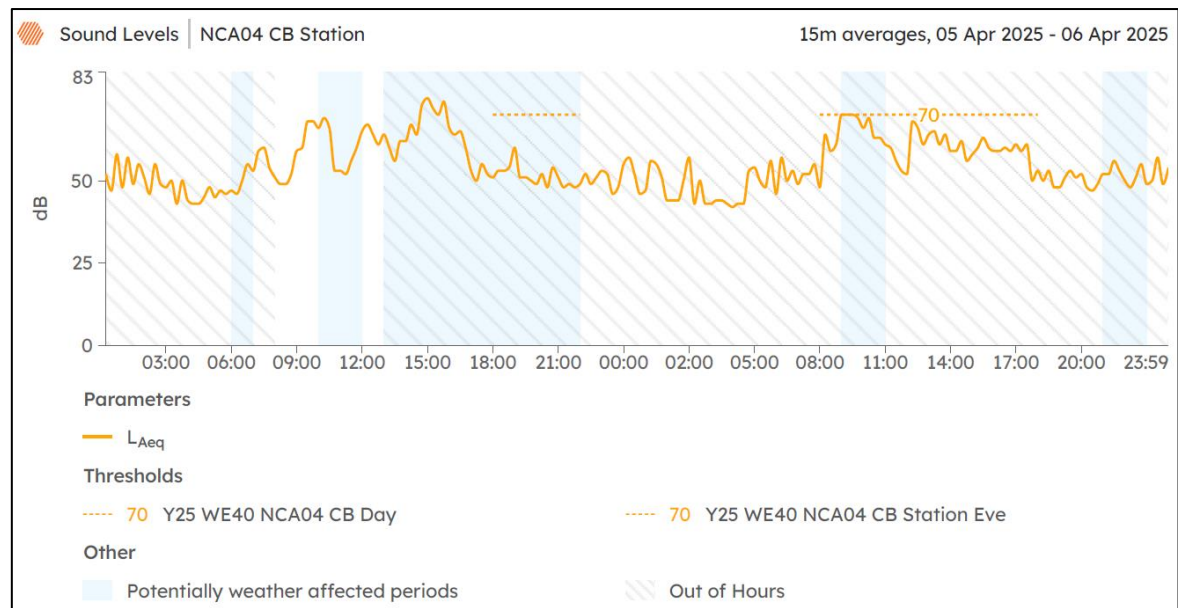
## A. NCA 02 Noise Monitor (HEX-000631) is 11 m N of 73 Ewart Street, Dulwich Hill

	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	22	66
Nearest Resident	27	64



## B. NCA 04 Noise Monitor (HEX-000516) is 14 m N of 2A Charles Street, Canterbury

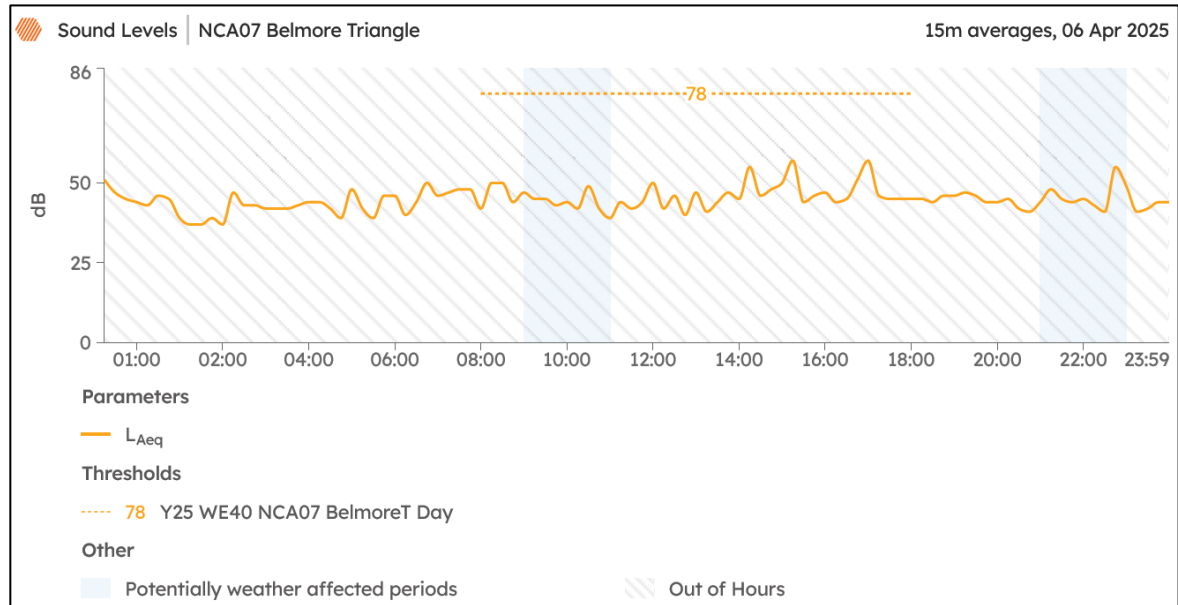
	Distance to the Source of Noise (m)	Saturday 1800-2200 Prediction (L <sub>Aeq</sub> 15 minutes)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	11	70	70
Nearest Resident	13	69	69





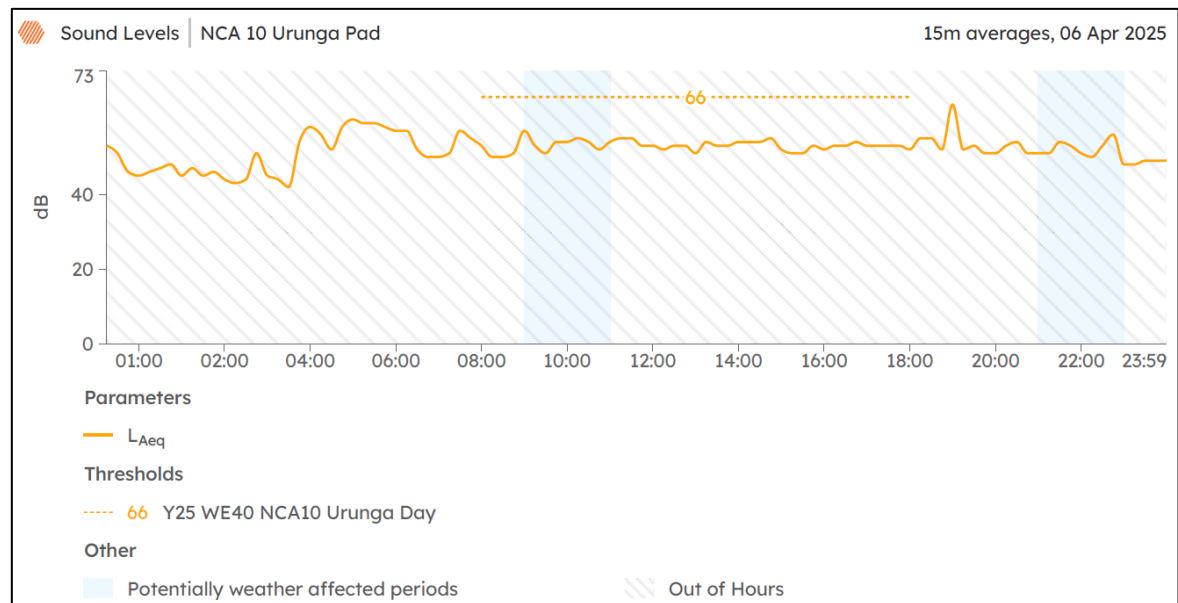
## C. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore 2192

	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	2	78
Nearest Resident	6	71



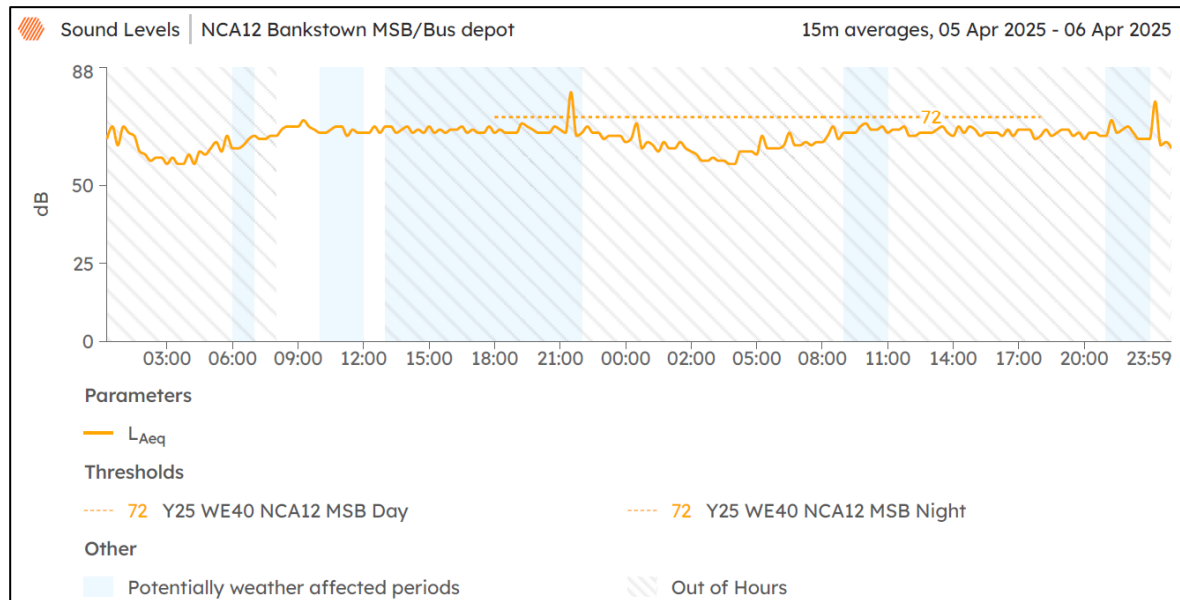
## D. NCA 10 Noise Monitor (HEX-000594) is 27 m S of 33 Urunga Parade, Punchbowl

	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	21	66
Nearest Resident	36	61



## E. NCA 12 Noise Monitor (HEX-000618) is 86 m W of 2 West Terrace, Bankstown

	Distance to the Source of Noise (m)	Saturday 1800-0800 Prediction (L <sub>Aeq</sub> 15 minutes)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	24	72	72
Nearest Resident	90	61	61



- Urban traffic adjacent to Monitoring point identified:  
- Noise monitor detect highest L<sub>Aeq</sub>15min value at 80dB above the prediction (72dB), between 2115 to 2130.  
Above observed related to Urban Traffic. Not related to JHLOR activities.

Refer to attachment 1 for detailed Monitoring Result & Locations.

#### A. Details of any exceedances of predicted noise levels;

Throughout the OOH works carried out between WE40, there were no exceedances of the noise predictions due to construction activity.

#### B. 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.

**C. 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 WE40 (5<sup>th</sup> and 6<sup>th</sup> April 2025) could only be safely conducted during a rail possession due to works occurring within the rail corridor/danger zone. Works were completed in accordance with EPL Condition L5.6 (Local Possession). Carrying out the construction activities during standard construction hours (specified in L5.1) would cause unacceptable risks to construction personnel safety; rail passenger and railways personnel safety and railway network operational reliability.

Construction activities occurring within the rail corridor/danger zone can only be safely conducted during a rail possession during the absence of trains.

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.

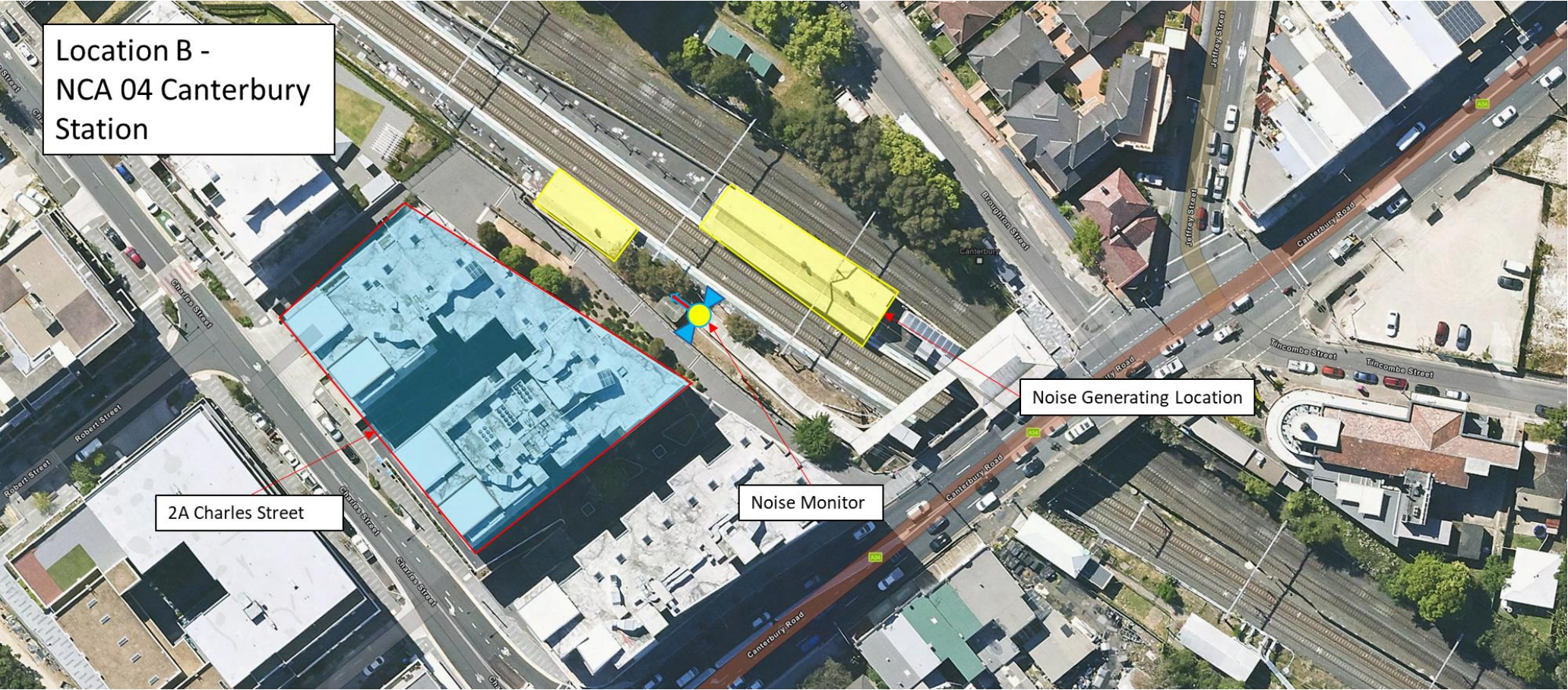


## Attachment 1 – Noise Monitoring Locations & Results

- Monitoring Result
- Monitoring Locations







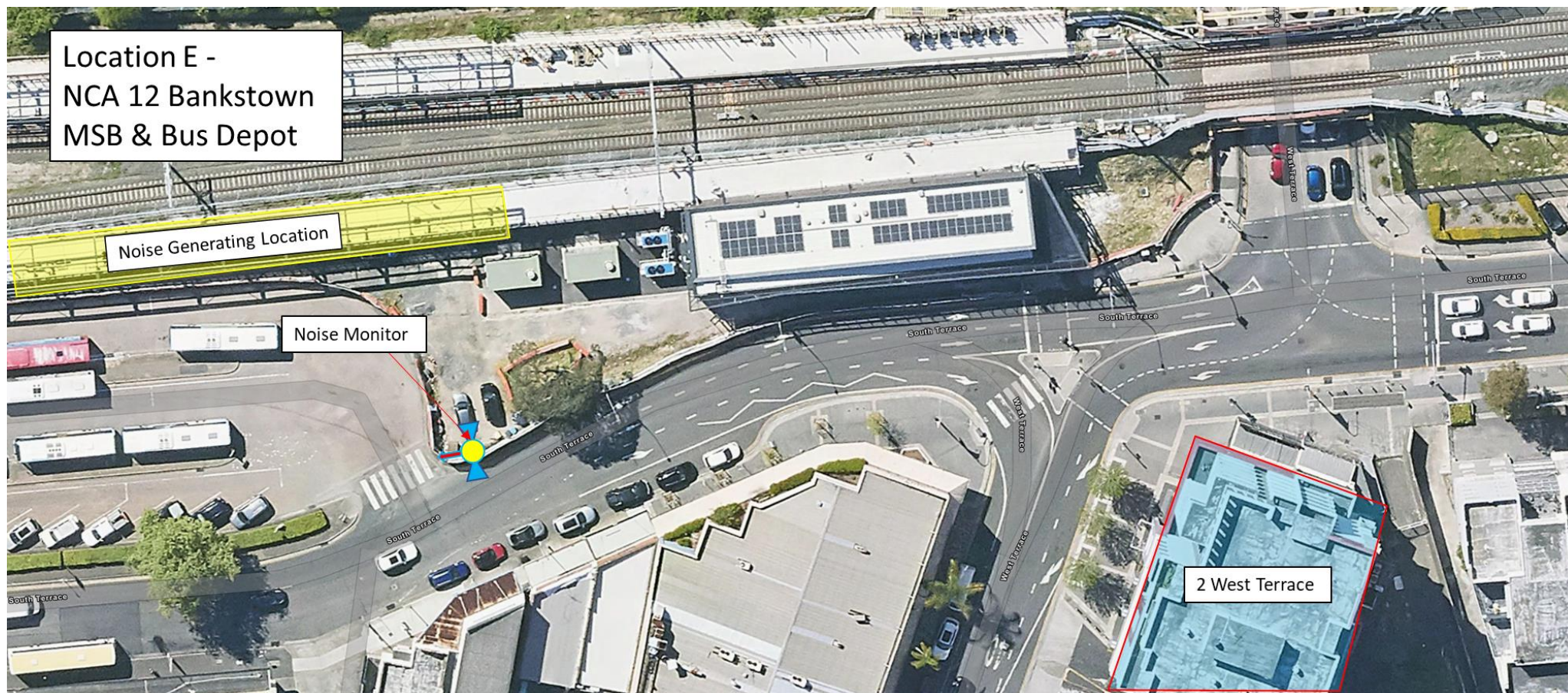












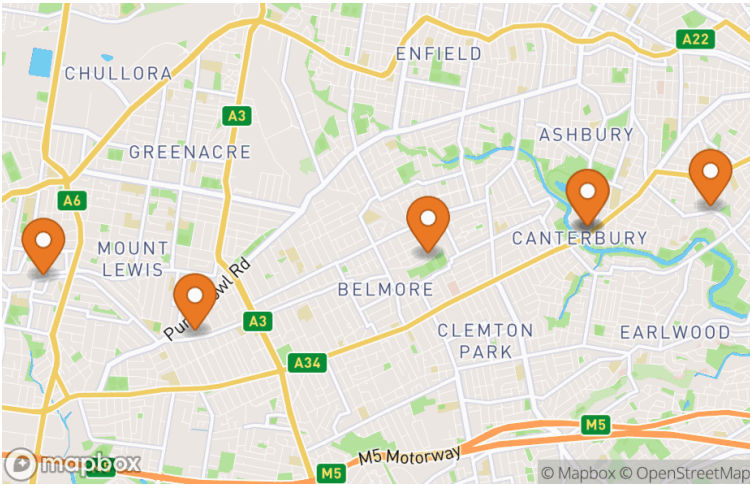


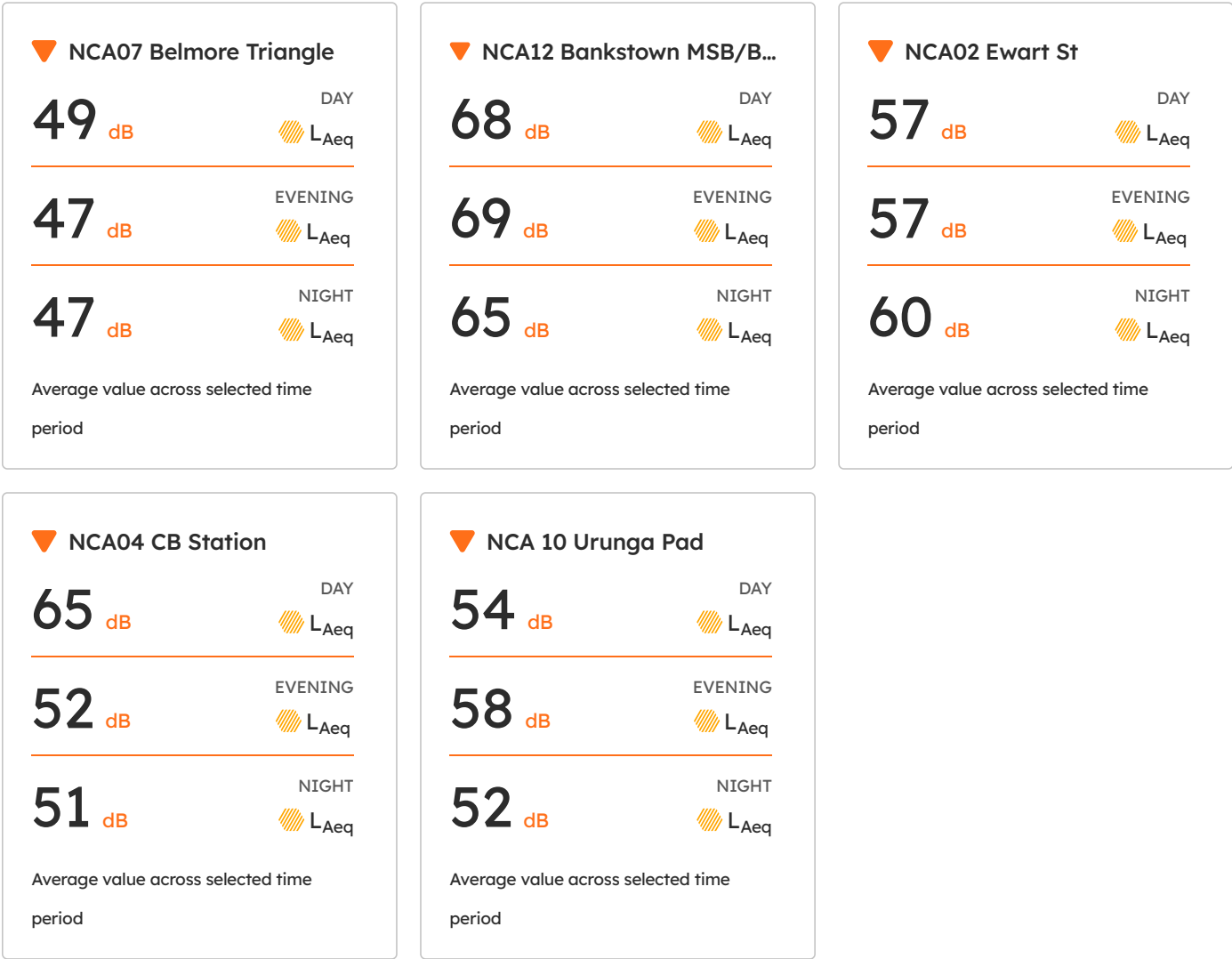
Sydney Metro S2B  
Y25 WE40 Sydenham to Bankstown

Monitoring Devices

Date Range 05 Apr 2025 - 06 Apr 2025

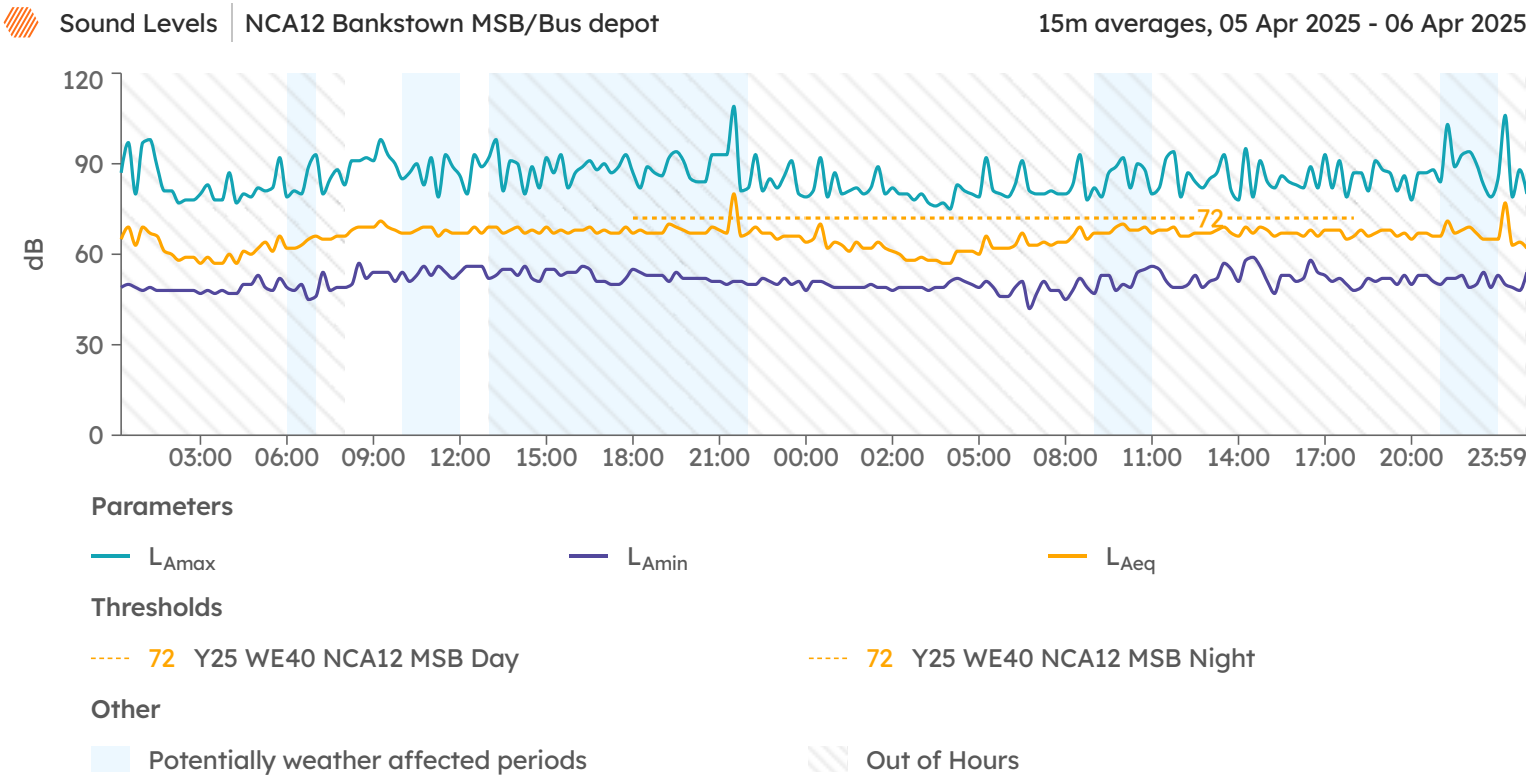
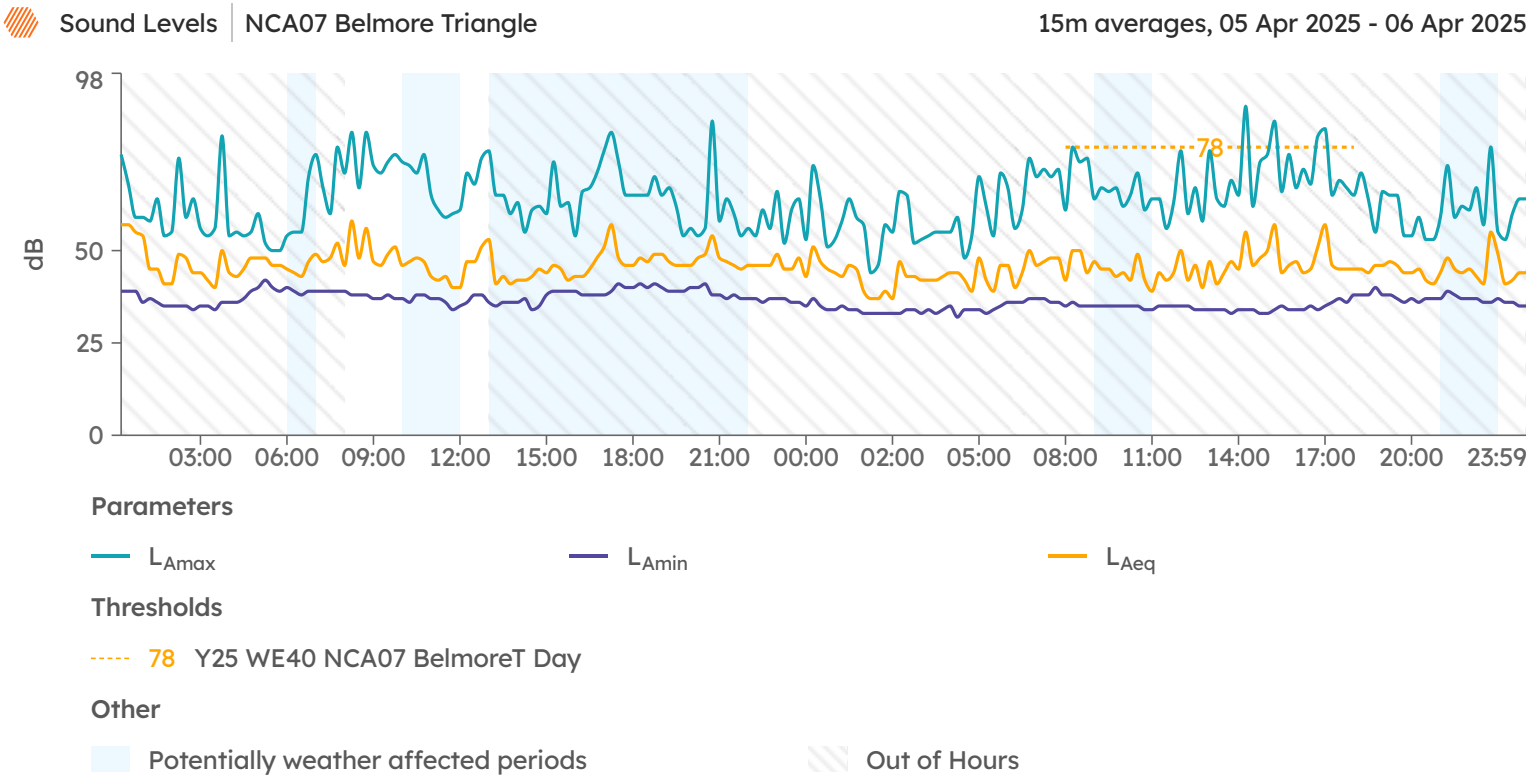
Device Serial	Monitoring Points
HEX-000531	NCA07 Belmore Triangle
HEX-000516	NCA04 CB Station
HEX-000618	NCA12 Bankstown MSB/Bus depot
HEX-000631	NCA02 Ewart St
HEX-000594	NCA 10 Urunga Pad
HEX-000249	-



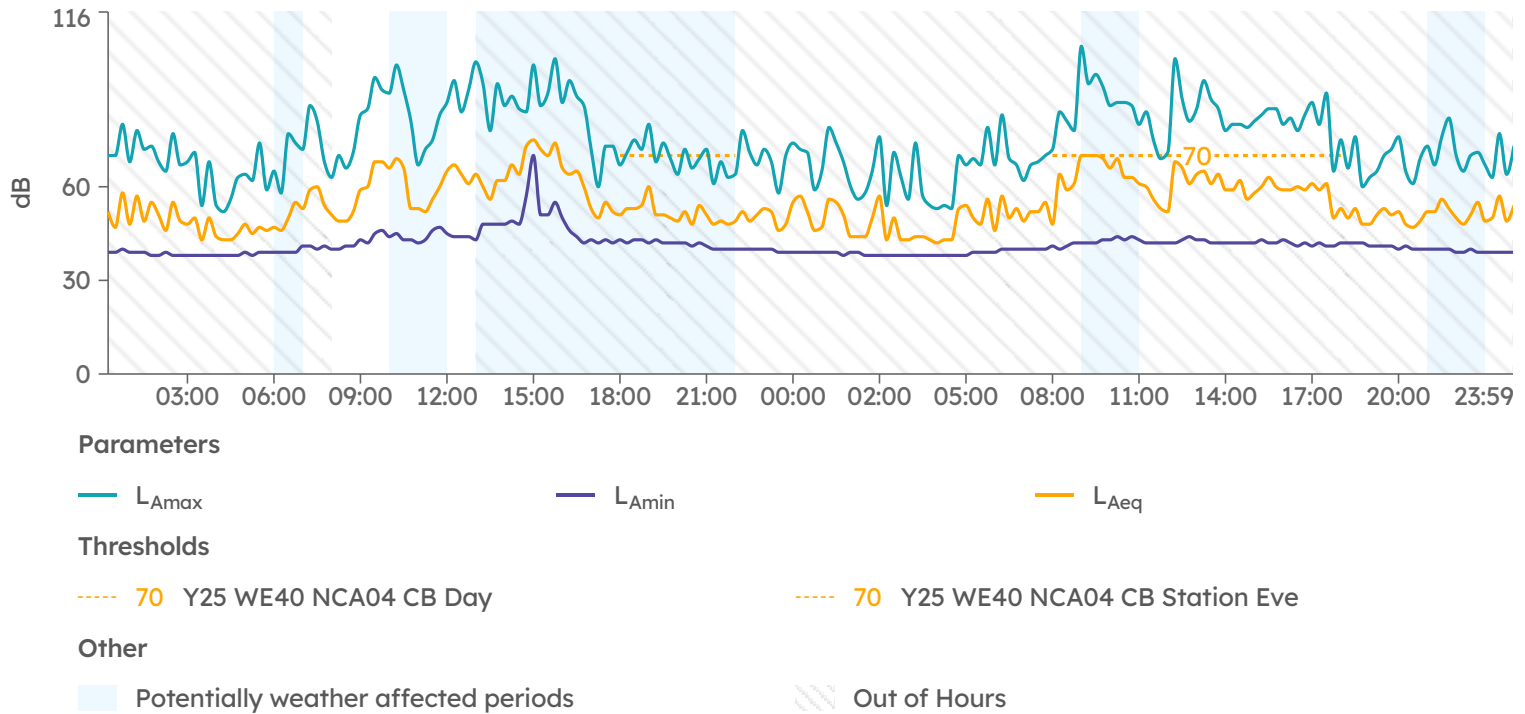
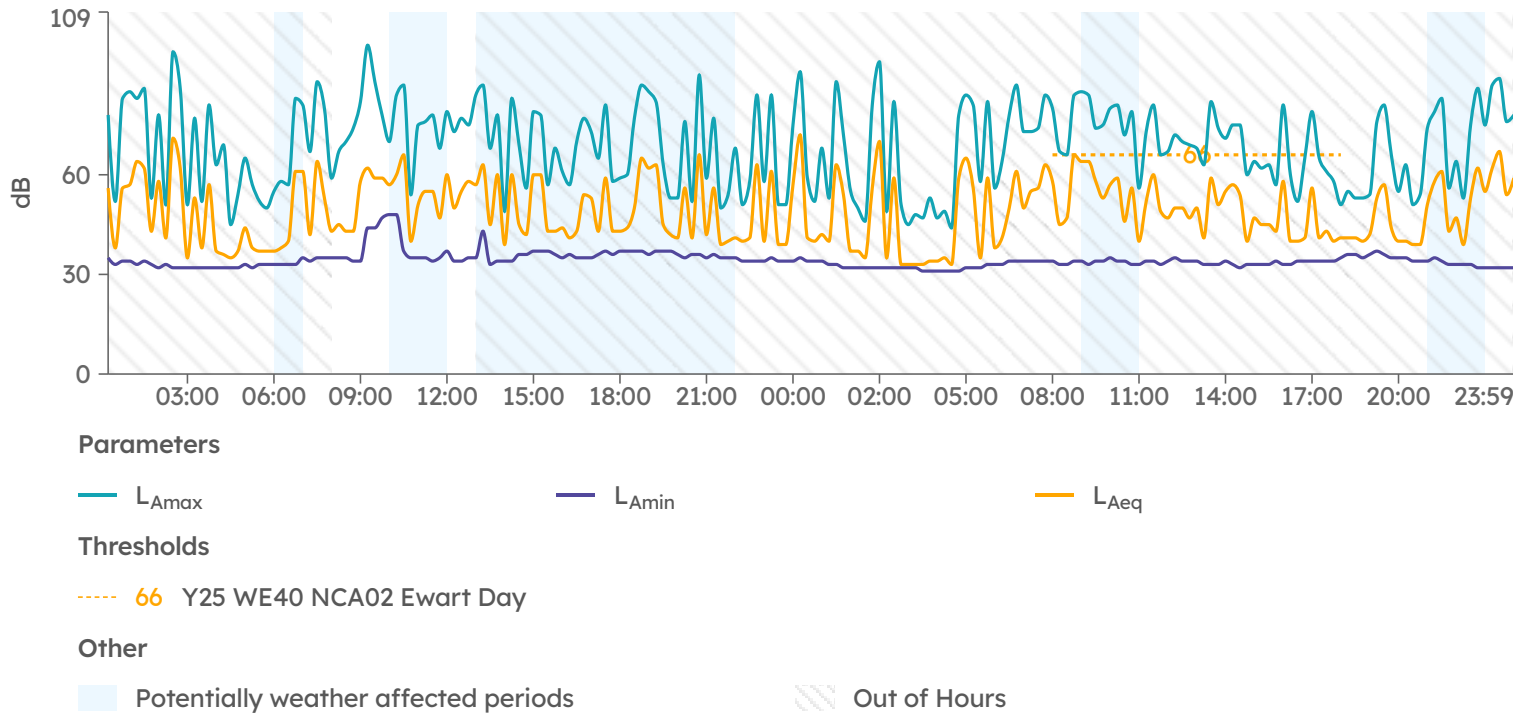


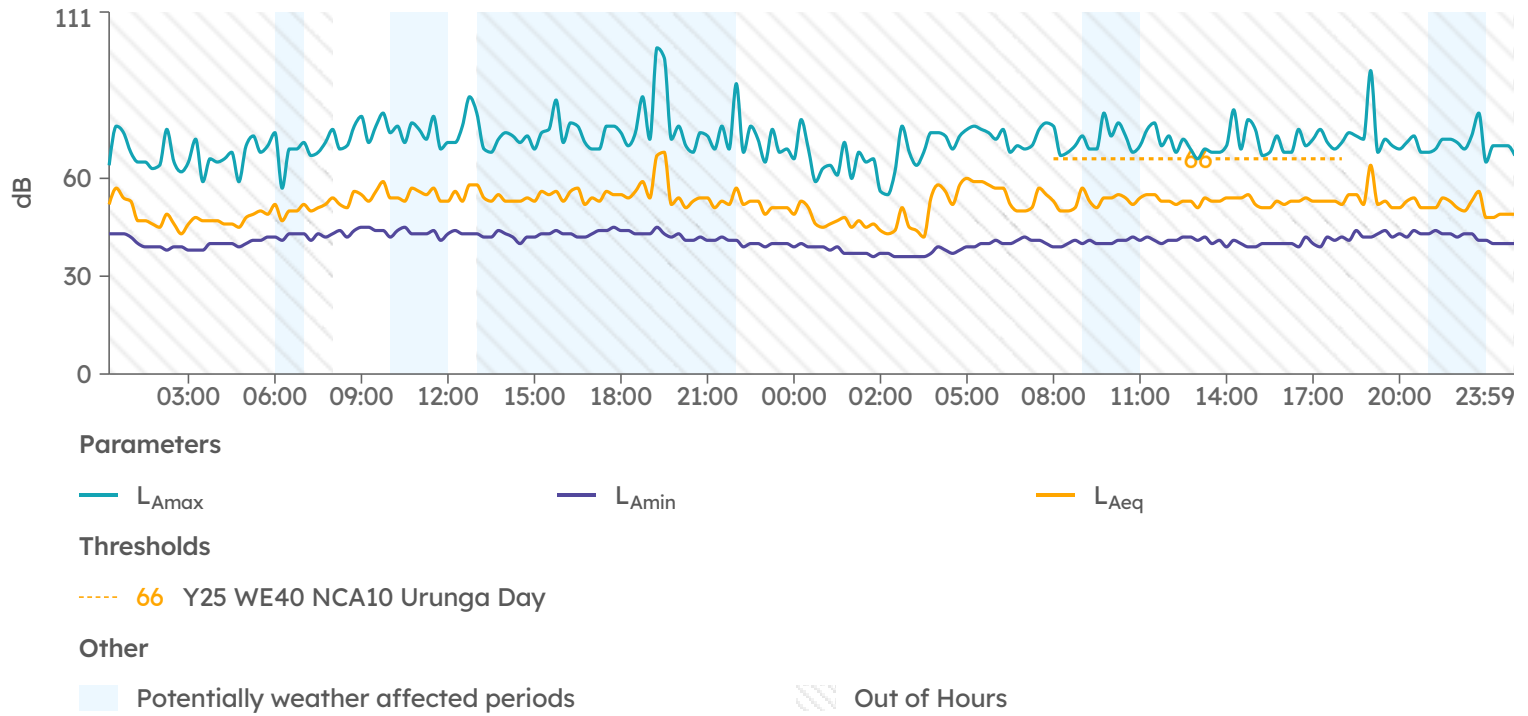
Average value across selected time period. Time of Day Periods: Day (7am to 6pm) Evening (6pm to 10pm) Night (10pm to 7am).

Noise Monitoring Graphs

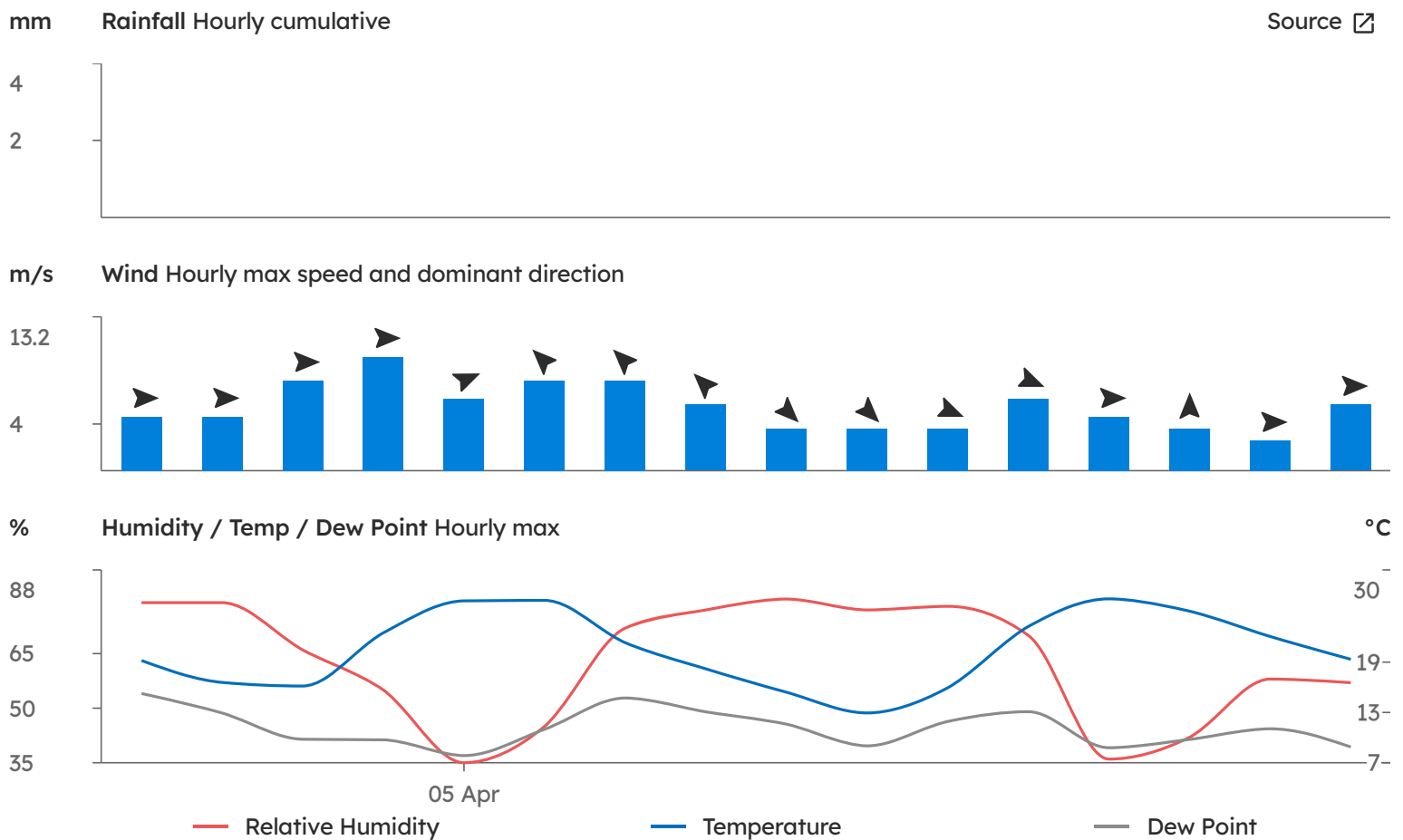








Weather Graphs 05 Apr 2025 - 06 Apr 2025



Noise Explained Events

No explanations for this period

Daily Notes

Date and time	By	Monitoring Point(s)	Note
05 Apr 2025	Ted Z	NCA12 Bankstown MSB/Bus depot	Urban traffic adjacent to Monitoring point identified: - For 2115 to 2130, Noise monitor detect highest LAeq15min value at 80dB above the prediction (72dB) Above observed related to Urban Traffic. Not related to JHLOR activities.

Device Details

Device Serial	Monitoring Points	Model	Calibration Date	Calibration Due
HEX-000531	NCA07 Belmore Triangle	SiteHive Hexanode	03 Jun 2024	03 Jun 2026
HEX-000516	NCA04 CB Station	SiteHive Hexanode	03 Jun 2024	03 Jun 2026
HEX-000618	NCA12 Bankstown MSB/Bus depot	SiteHive Hexanode	03 Jun 2024	03 Jun 2026
HEX-000631	NCA02 Ewart St	SiteHive Hexanode	12 Sep 2024	12 Sep 2026
HEX-000594	NCA 10 Urunga Pad	SiteHive Hexanode	12 Feb 2025	12 Feb 2027
HEX-000249	-	SiteHive Hexanode	24 Feb 2025	24 Feb 2027



## 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.

# Monthly Notification – Bankstown Station

April 2025

The NSW Government recently announced that the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will continue to replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during April and May

Work will continue during and outside of standard construction hours within and around Bankstown station during April/May. The main activities will include:

- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, substations and stations
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and in the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security fence installation and signalling and track related construction activities
- Parking removal and lane closures to facilitate plant and truck operation around the station and along the corridor
- Additional work related to overhead wiring, high and low voltage wiring and local utilities, including utility adjustments work on Stacey Street and North Terrace
- Footpath closures with diversions in place around the South Terrace bus interchange with parking changes relating to replacement buses on West and East Terraces
- Work on various bridges along the corridor
- Work related to the new Bankstown Metro platforms including ongoing work on platform screen doors and work on the existing Bankstown Station platform
- Work related to the new cross corridor plaza and associated buildings
- Work related to Bankstown platform extension, track upgrades and overhead wiring upgrades
- Concrete barrier installation night work at Stacey Street overbridge (these works include a temporary change of traffic conditions)
- Demolition and reconstruction of concrete bridge barriers and structural strengthening work at Stacey Street



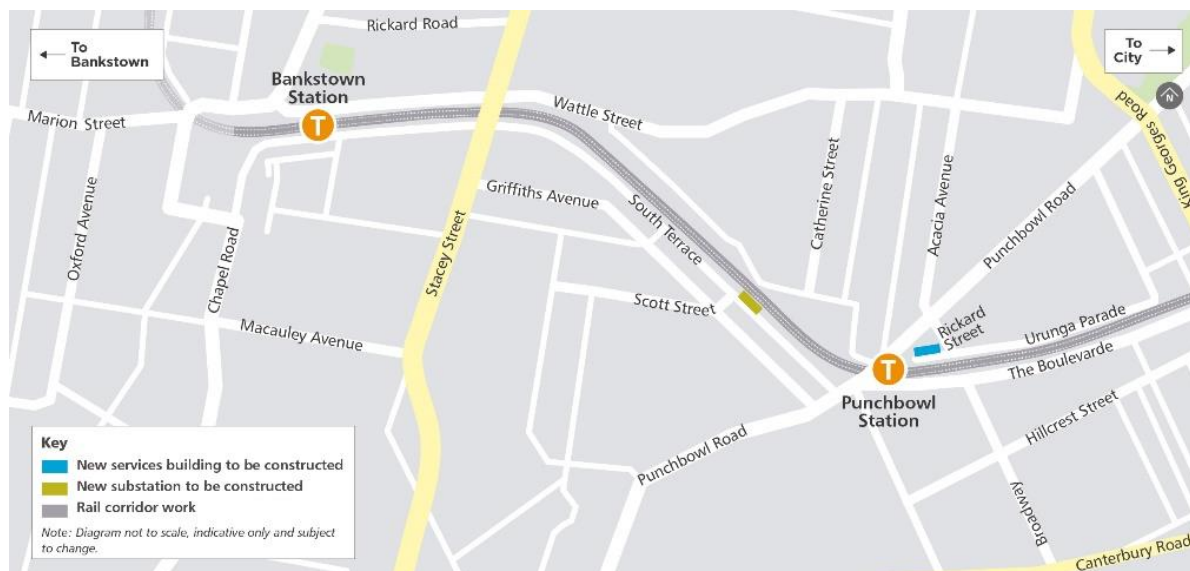
## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Train testing activities will be undertaken during the day and at night.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be always maintained; we will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites.

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



## Contact us



24-hour Community Information Line **1800 171 386**



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



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# Monthly Notification – Belmore Station

April 2025

The NSW Government recently announced that the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will continue to replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during April/May

Work will continue during and outside of standard construction hours within and around Belmore Station during April/May. The main activities will include:

- Modification of cable service route, cables, overhead wire and equipment in the rail corridor, substations and the station
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment on platforms and in buildings, and in the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security, segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and various corridor locations
- Work at station buildings and platforms including testing and commissioning of services, electrical works, mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring, high and low voltage wiring and works related to local utilities
- Work on various bridges along the corridor
- Establishment of site laydown at the Bridge Road carpark for preparation and installation of off-structure beam
- Installation of weathering steel off-structure beam with steel and mesh safety screen barrier
- Temporary traffic changes to support the work including traffic and parking changes on Bridge Road and Tobruk Avenue
- Deliveries and construction vehicle movements entering and exiting the site compound as required
- Oversized delivery of off-structure beam and installation screen barriers and guardrails at the overbridge
- Installation of bollards at the overbridge on Burwood Road
- Utility protection and works (including at night)
- Defect rectification as required

## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Train testing activities will be undertaken during the day and at night.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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



## Contact us



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# Monthly Notification – Campsie Station

April 2025

The NSW Government recently announced that the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will continue to replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during April/May

Work will continue during and outside of standard construction hours within and around Campsie Station during April/May. The main activities will include:

- Modification of cable service routes, cables, overhead wire and equipment in the rail corridor, substations and at the station
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities and mobilisation and demobilisation of plant and materials
- De-vegetation and tree clearing throughout the rail corridor where required
- Work related to security and segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and various corridor locations
- Work at station buildings and platforms including mechanical gap fillers and platform screen doors
- Track related construction activities and work related to overhead wiring and high and low voltage wiring
- Work related to local utilities
- Work on various bridges along the corridor
- Defect rectification work as required
- Investigations and installation of fencing along the rail corridor
- Piling work at the Loch Street overbridge using excavators (including at night) involving temporary lane and footpath closures and pedestrian detours
- Installation of overbridge barriers and protection screens
- Footpath upgrades involving breaking existing concrete footpath and new footpath concrete pouring at Loch Street overbridge
- Bridge remediation works (including night works) involving an elevated work platform from the rail corridor
- Work on various bridges along the corridor



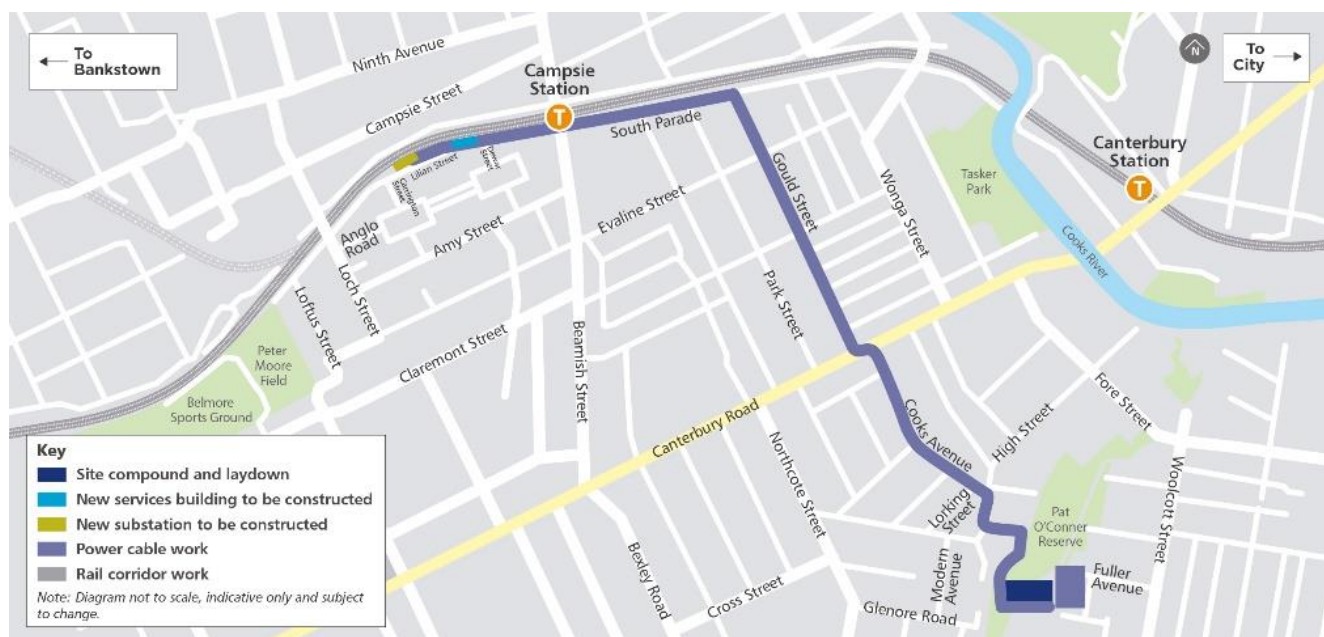
## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.
- Train testing activities will be undertaken during the day and at night.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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



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# Monthly Notification – Canterbury Station

April 2025

The NSW Government recently announced that the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will continue to replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during April/May

Work will continue during and outside of standard construction hours within and around Canterbury Station during April/May. The main activities will include:

- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, trackside substations and the stations
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and in the rail corridor, using specialised equipment
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security and segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and locations along the corridor
- Work at station buildings and platforms including mechanical gap fillers and platform screen doors
- Track related construction activities and work related to overhead wiring and high and low voltage wiring and local utilities
- Work on various bridges along the corridor
- Defect rectification work as required
- Civil, electrical and containment works at station buildings/platforms
- Testing and commissioning activities
- Remediation work including in the rail corridor and at/under the station overbridge
- Concrete pours, deliveries and installation of protection screens and ground anchors at the overbridge
- Changes to the temporary traffic management while we work on the footpath near the station entrance at the overbridge
- Demolition of the remaining bridge structure at Canterbury Road overbridge involving lane closures, temporary footpath closures, pedestrian detours and bus stop relocations.
- Utility relocations, removal of line marking and remediation of the existing bridge girders at Canterbury Road overbridge (including night work)

## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Train testing activities will be undertaken during the day and at night.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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



## Contact us



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# Monthly Notification – Dulwich Hill Station

April 2025

The NSW Government recently announced that the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will continue to replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during April and May

Work will continue during and outside of standard construction hours within and around Dulwich Hill Station during April/May. The main activities will include:

- Modification of cable service routes, cables, overhead wires and equipment in the rail corridor, substations and at the station
- Mobilisation and demobilisation of plant and materials
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and in the rail corridor, using specialised equipment
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, at service buildings, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment (may include use of vacuum truck)
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Work related to security and segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operations around the station and at corridor locations
- Works at station buildings and platforms including mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring and high and low voltage wiring and local utilities
- Work on various bridges along the corridor
- Landscaping and civil work outside Dulwich Hill Station on Wardell Road
- Landscaping work outside the Dulwich Hill Light Rail stop entrance on Bedford Crescent (Light Rail access and bike parking will be maintained)
- Oversized deliveries, truck movements, crane lifts, impacts to parking on Challis Avenue and Wardell Road and access changes at Albermarle Street overbridge (including across the last weekend in March)
- Devegetation at the Albermarle Street overbridge, as required
- Bridge remediation work (including night work) involving workers accessing the rail corridor at Wardell Road
- Footpath and pedestrian crossing closures, partial lane closures and pedestrian detours as required on the Wardell, Albermarle and Garnet Street overbridges
- Temporary closure of the Kays Avenue pedestrian walkway besides the rail corridor to provide access and complete work
- Oversized delivery of off-structure beam and installation screen barriers and guard rails at the Albermarle Street overbridge
- Installation of the steel off-structure beam and safety screen barrier at the Albermarle Street overbridge
- Parking removal on the Garnet Street overbridge as required
- Installation of barriers near the station entrance
- Defect rectification work as required

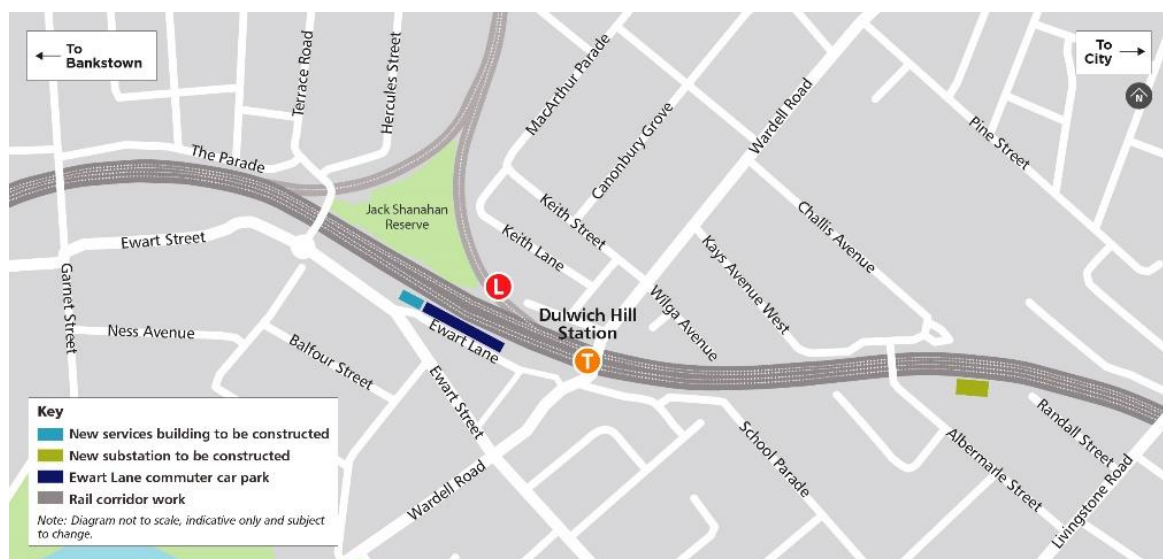
## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Train testing activities will be undertaken during the day and at night.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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



## Contact us



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# Monthly Notification – Hurlstone Park Station

April 2025

The NSW Government recently announced that the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will continue to replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during April and May

Work will continue during and outside of standard construction hours within and around Hurlstone Park Station during April/May. The main activities will include:

- Modification of cable service routes, cables, overhead wires and equipment in rail corridor, at substations and at the station
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment (involving use of a vacuum truck)
- Site investigations, surveys and associated activities and building and containment works
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security and segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and at various locations
- Work at station buildings and platforms installing electrical works, mechanical gap fillers and platform screen doors
- Track related construction activities and work related to high and low voltage wiring
- Protection screen installation on Melford Street overbridge
- Installation of panels at the Garnet Street overbridge
- During the last weekend in March there will be oversized deliveries, crane lifts, impacts to parking and access changes at Duntroon Street overbridge and Melford Street overbridge
- Oversized delivery of off-structure beam and installation of screen barriers and guardrails at the overbridge
- Installation of weathering steel off-structure beam with steel and mesh safety screen barriers at the overbridge
- Continuing operation of site laydown at the Floss Street carpark for preparation and installation of off-structure beam
- Temporary bus stop relocation, parking removal on surrounding streets and in local carparks
- Testing and commissioning of services and electrical works within the metro services building
- Defect rectification work



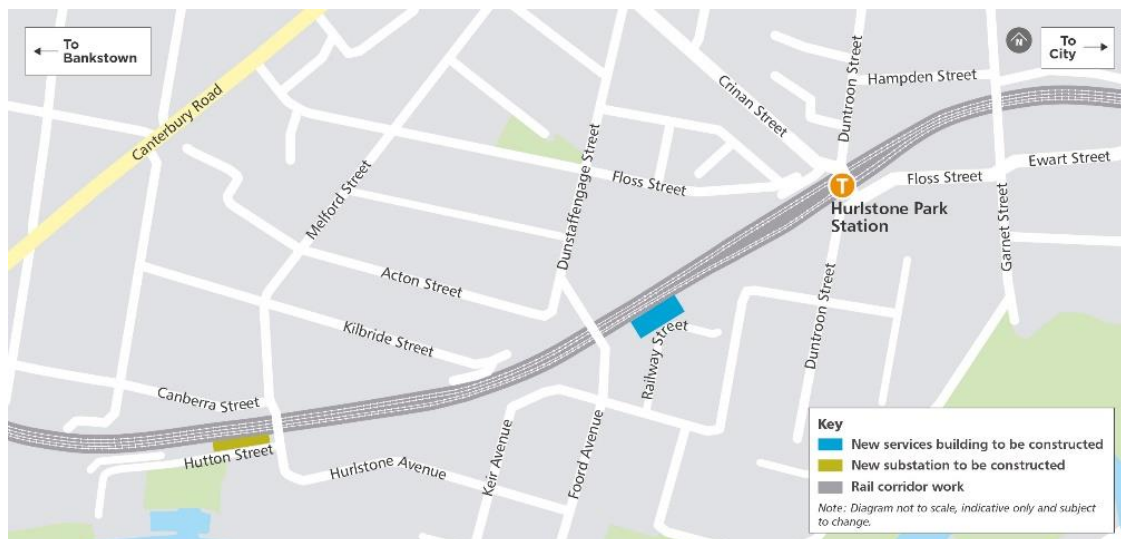
## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.


## What to expect


- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Train testing activities will be undertaken during the day and at night.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.


## Thank you for your cooperation and understanding while we complete this essential work



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# Monthly Notification – Lakemba Station

April 2025

The NSW Government recently announced that the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will continue to replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during April and May

Work will continue during and outside of standard construction hours within and around Lakemba Station during April/May. The main activities during April/May include:

- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, trackside substations and at the station
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and in the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and locations along the corridor
- Work at station buildings and platforms including installing mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to local utilities
- Work on various bridges along the corridor
- Station landscaping works pedestrian diversions in place
- Piling work (including night work) at Haldon Street and Moreton Street overbridges (involving temporary traffic changes and pedestrian detours during work periods)
- Forming and pouring of pilecaps and barriers
- Oversized delivery (including night work) of off-structure beam and installation of barriers and guardrails at the overbridge
- Installation of weathering steel off-structure beam with steel and the screen barrier at the overbridge (including night work)
- Temporary commuter changes and closures of Railway Parade and Moreton Street during off structure beam crane delivery and installation, involving parking and pedestrian impacts
- Minor defect remediation work as required
- Testing and commissioning activities

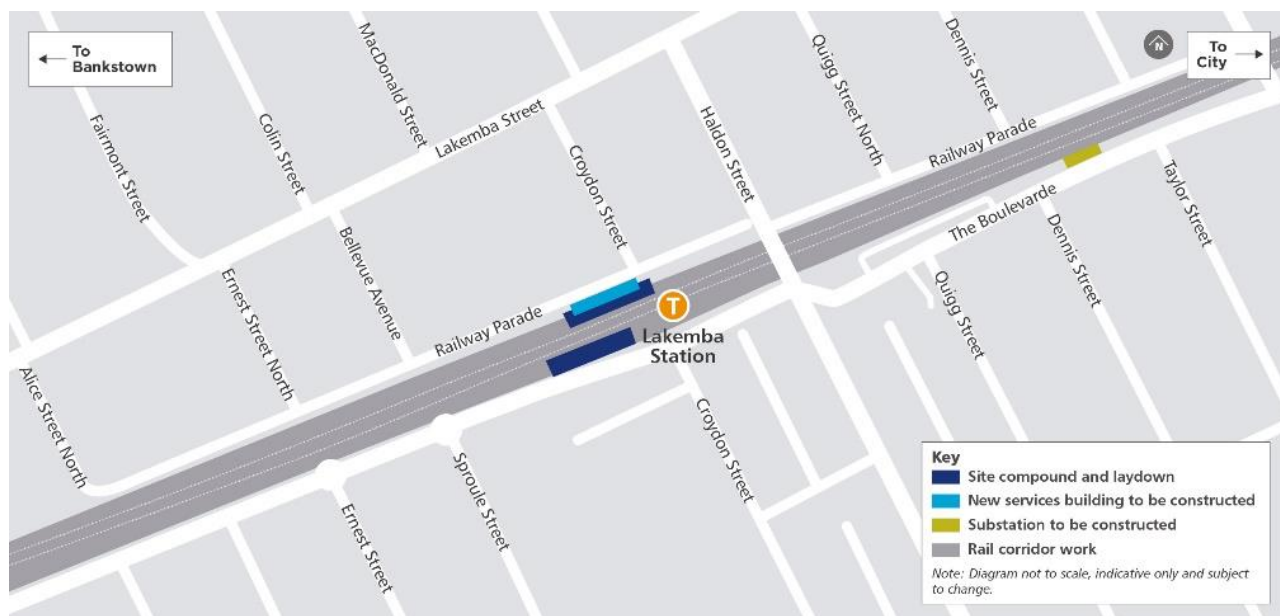
## Hours of work

- Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.




## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.
- Train testing activities will be undertaken during the day and at night.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

## Thank you for your cooperation and understanding while we complete this essential work



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# Monthly Notification – Marrickville Station

April 2025

The NSW Government recently announced that the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will continue to replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during April and May

Work will continue during and outside of standard construction hours within and around Marrickville Station during April/May. The main activities will include:

- Temporary closure of the path behind Marrickville Station between Station Street and Victoria Road with diversions in place along Leofrene, Riverdale and Charlotte avenues to complete construction
- Installation and testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment (work may include the use of a vacuum truck, with possible noise impacts)
- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, trackside substations and the stations
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment on platforms and in buildings, and in the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation of an existing signal pole (including at night)
- Operating temporary minor work areas involving use of generators for site sheds and amenities at Livingstone Road and Wardell Road during working times
- Installation of bollards in front of Marrickville Station involving temporary relocation of bus stops and footpath closures
- Work on the barrier and footpath including at night where required at the Livingstone Road and Illawarra Road overbridges
- Work at the footing of the barriers at the Illawarra Road overbridge
- Demolition of concrete and installation of protection screens at the Livingstone Road overbridge
- Bridge remediation works involving workers accessing the rail corridor at the Livingstone and Illawarra Road overbridges
- Temporary closure of the bridge for pedestrians, commuters and local traffic at Challis Avenue, Marrickville
- Mobilisation and demobilisation of plant and materials through out the corridor
- Work related to security and segregation fencing as well as signalling and track related construction activities
- Parking removal and lane closures to facilitate plant and truck operation around the station and various corridor locations
- Work at station buildings and platforms including installing mechanical gap fillers and platform screen doors
- Work related to overhead wiring, high and low voltage wiring and utilities works
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Minor defect rectification works as required and minor electrical works at station buildings and platforms
- Testing and commissioning of building systems and equipment



## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding public holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Train testing activities will be undertaken during the day and at night.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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# Monthly Notification – Punchbowl Station

April 2025

The NSW Government recently announced that the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will continue to replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during April and May

Work will continue during and outside of standard construction hours within and around Punchbowl station during April/May. The main activities will include:

- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, trackside substations and the stations
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- Mobilisation and demobilisation of plant and materials
- Work related to security fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and along the corridor
- Work at station buildings and platforms including demolition of redundant station structures and ongoing work on mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring and high and low voltage wiring and work related to local utilities
- Installation of retaining wall at the corners of the overbridge including piling, drilling, concrete pile cap foundation and traffic barrier construction (including at night)
- Footpath work including saw cutting and jackhammering to remove existing footpath and pour new footpath concrete
- Barrier and screen removal and installation of new barriers, screens and fencing including concrete foundation pours at Punchbowl Road (including at night)
- Utility work including existing street light pole relocation on the corner of Punchbowl Road
- Accessing the rail corridor involving equipment and work vehicles moving from Loder Lane
- Investigations and installation of fencing along the rail corridor
- Testing and commissioning of services and electrical work within the metro services building
- Defect rectification works as required





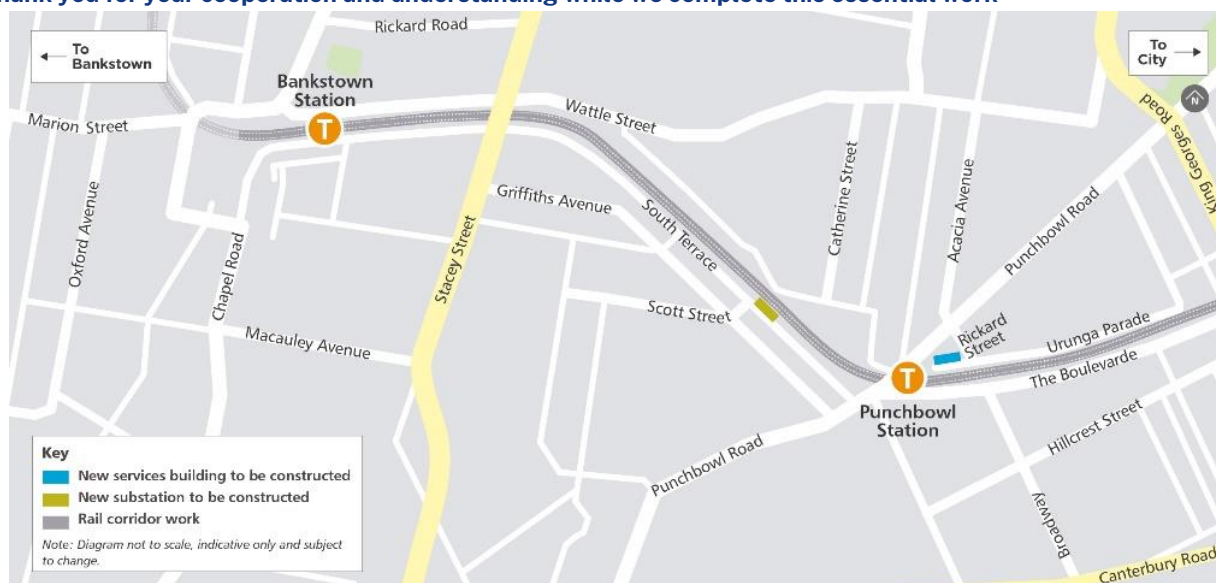
## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Train testing activities will be undertaken during the day and at night.
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- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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# Monthly Notification – Wiley Park Station

April 2025

The NSW Government recently announced that the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will continue to replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during April and May

Work will continue during and outside of standard construction hours within and around Wiley Park station during April/May. The main activities will include:

- Modification of cable service routes, cables, overhead wires and trackside equipment in the rail corridor, trackside substations and the stations
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and in the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and at various corridor locations
- Work at station buildings and platforms including updating gap fillers and platform screen doors
- Track related construction activities and work related to overhead wiring and high and low voltage wiring
- Work related to local utilities
- Work on various bridges along the corridor
- Oversized delivery of off-structure beam and installation of barriers and guardrails at the overbridge (including night work)
- Utility protection and relocations work in preparation for construction of barriers at King Georges Road overbridge
- Intersection work including footpath removal and construction of new footpaths, pram-ramps, kerbs and asphalt works on King Georges Road and The Boulevarde
- Traffic signal relocation work on the intersection of King Georges Road and The Boulevarde
- Continued operation of the site compound area at The Boulevarde during work times
- Temporary commuter changes and closures of King Georges Road and The Boulevarde during off structure beam crane delivery and installation (access to properties will be maintained, however parking and taxi zones will be temporarily closed)
- Testing and commissioning of services and electrical work with the metro services building
- Defect rectification work as required

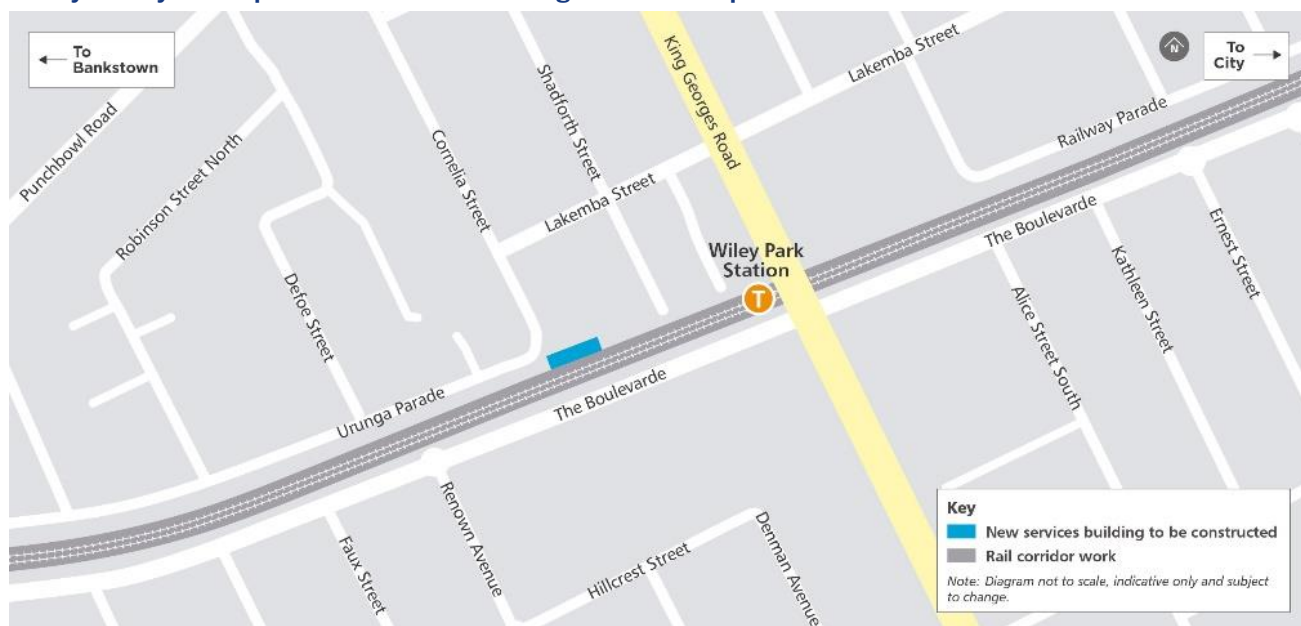
## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
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# EPL 21147

## R4.4 Validation Report

### SWM3 Final Conversion Stage-3

### 2025 WE41

L5.7 - Local Area and Utility Works (WE41, 14 April)

#### Document and Revision History

Document Details	
<b>Title</b>	R4.4 Validation Report
<b>Client</b>	Sydney Metro City & Southwest
<b>JHLOR JV contract no.</b>	K44

#### Revisions

Revision	Date	Description	Prepared by	Reviewed by
01	17/04/2025	Prepared for R4.4	Zhengyi Zhang	Lucas Dobrolot

#### 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 on

- 14<sup>th</sup> April 1800 to 15<sup>th</sup> April 0700 in Week 41 (WE41), noise activity (GST removal) being happened under Road Occupancy Licence (Licence No : 2441692) at West Terrace, Bankstown. Works were carried out under Condition L5.7 - Local Possessions.

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:**

- 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:

**WE41 Bankstown** (14<sup>th</sup> April 2025) - Condition L5.7 - Local Area and Utility Works:

- GST Removal from West Terrace Rail Bridge
  - Powered hand tool
  - EWP
  - Light vehicle

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

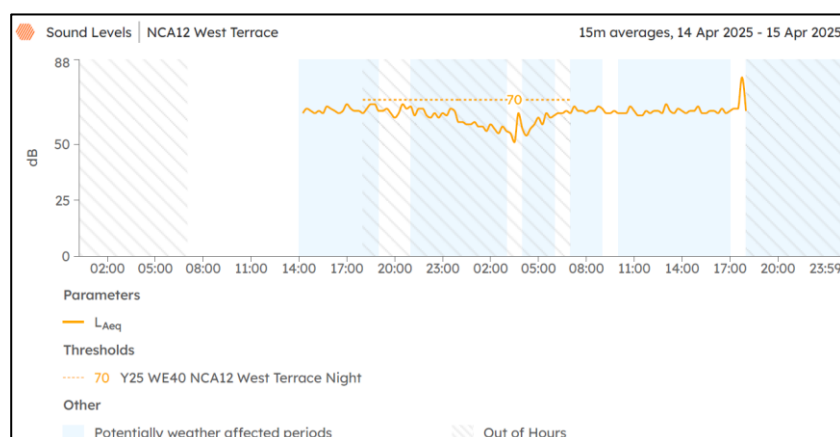
A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

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

**WE41** works noise monitoring was carried out at the following locations along the project corridor.

NCA 14 Noise Monitor (HEX-000421) is 30 m NW of 110 Railway Street, Sydenham

	Distance to the Source of Noise (m)	14 April 1800- 15 April 0700 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	22	70
Nearest Resident	49	63





Refer to **Attachment 1** for detailed Monitoring Result & Locations.

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

Throughout the OOH works carried out in WE41 between 14 April and 15 April, there were no exceedances of the noise predictions due to construction activity.

**B. 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.

**C. 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 WE41 (14<sup>th</sup> 1800 to 13<sup>th</sup> 0700 April 2025) were completed under L5.7 (OOHW – Utility & Local Area) as the relevant road network operator has advised the licensee in writing that carrying out the works and activities during the hours specified in Condition L5.1 would result in a high risk to road network operational performance. An ROL was granted for both works.

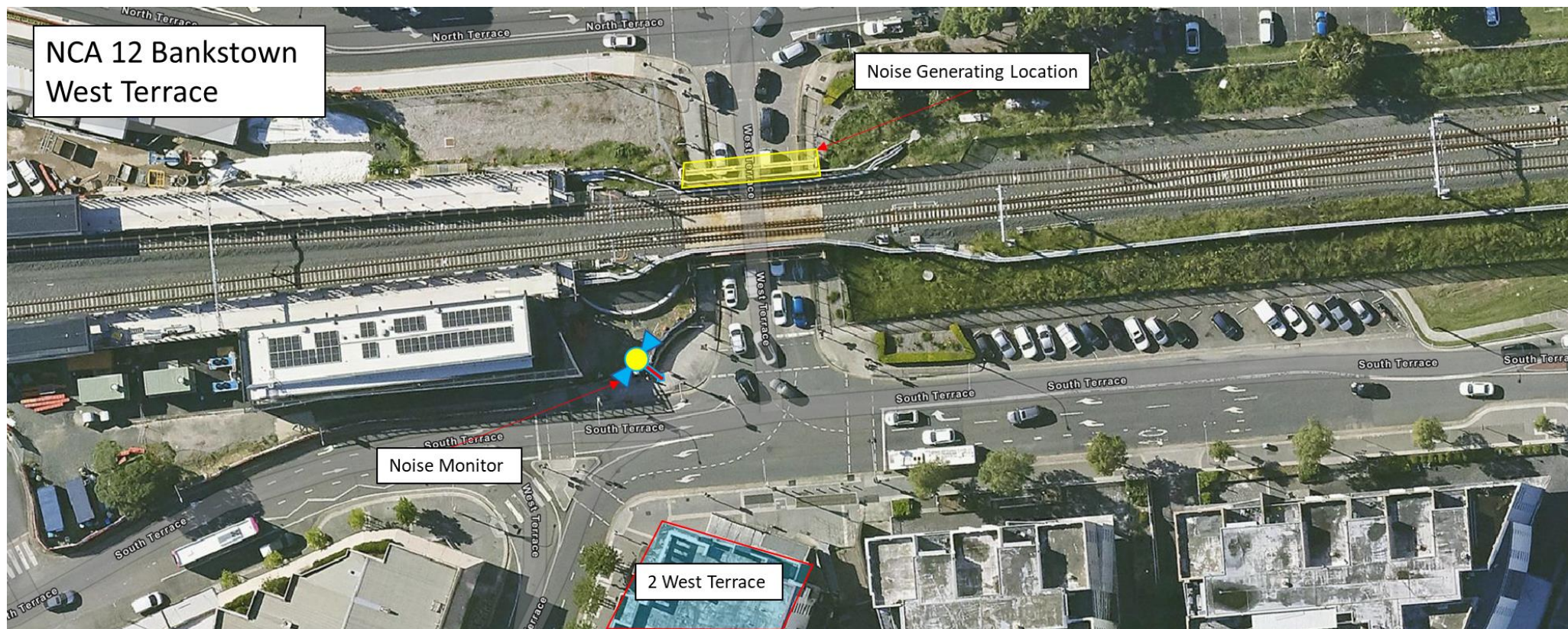
All feasible and reasonable at-source noise controls were implemented in accordance with Condition L4.1, and noise mitigation measures were implemented in accordance with JHLORJV's CNVIS and Interim Construction Noise Guideline (DECC 2009).

**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 Locations & Results

- Monitoring Result
- Monitoring Locations



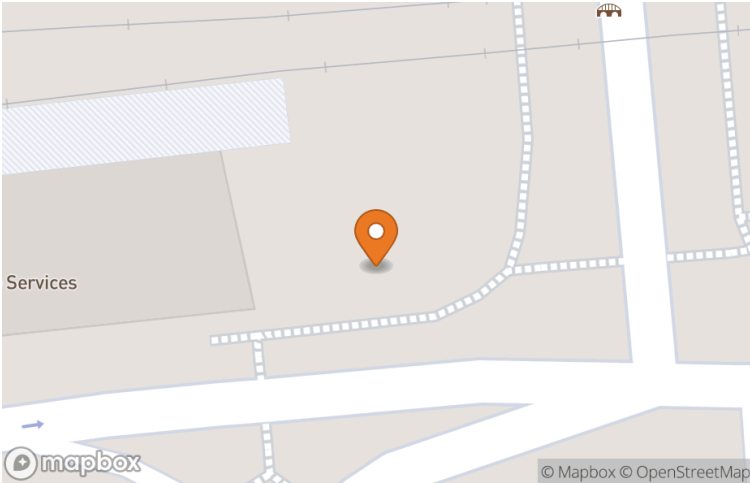


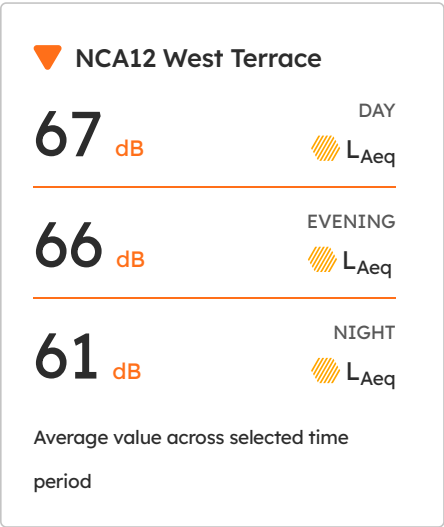
## Sydney Metro S2B

### Monitoring Devices

Date Range 14 Apr 2025 - 15 Apr 2025

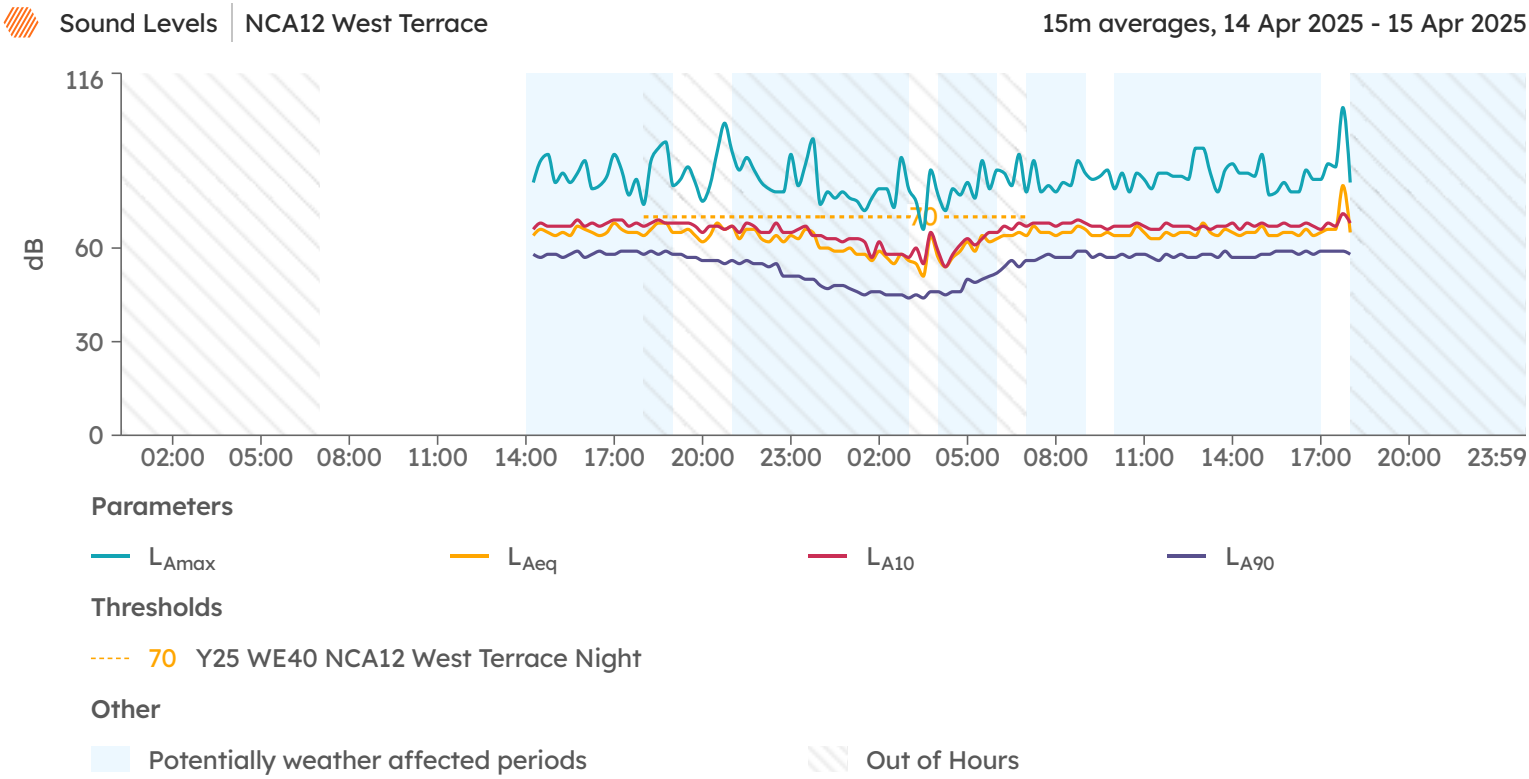
Device Serial	Monitoring Points
HEX-000421	NCA12 West Terrace



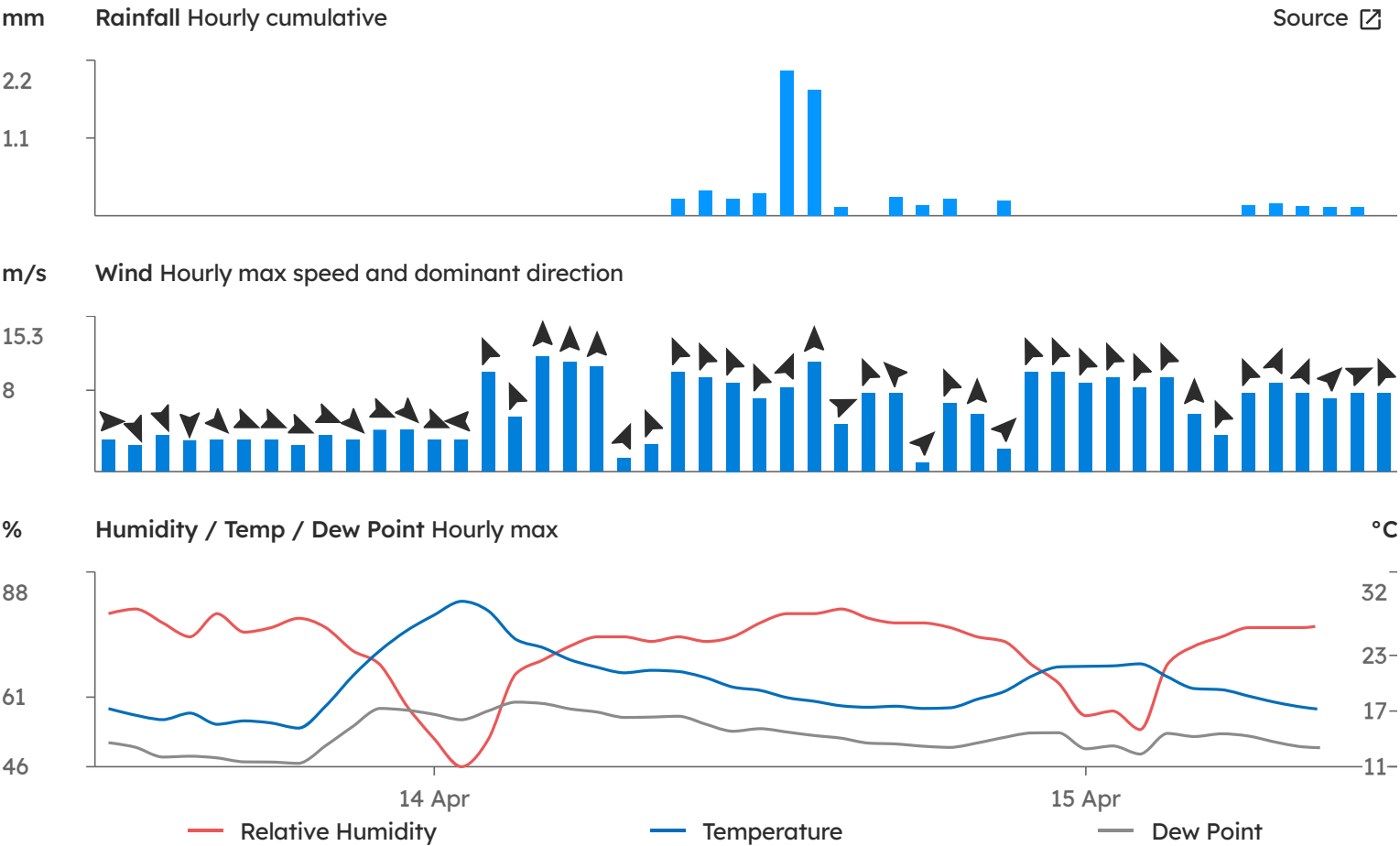


Average value across selected time period. Time of Day Periods: Day (7am to 6pm) Evening (6pm to 10pm) Night (10pm to 7am).

Noise Monitoring Graphs



Weather Graphs 14 Apr 2025 - 15 Apr 2025





Noise Explained Events

No explanations for this period

Daily Notes

No notes for this period

Device Details

Device Serial	Monitoring Points	Model	Calibration Date	Calibration Due
HEX-000421	NCA12 West Terrace	SiteHive Hexanode	22 Aug 2024	22 Aug 2026

## Attachment 2 – Community Notification

Community Notifications were provided to residents of Punchbowl to Bankstown.

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

# Monthly Notification – Punchbowl Station

April 2025

The NSW Government recently announced that the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will continue to replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during April and May

Work will continue during and outside of standard construction hours within and around Punchbowl station during April/May. The main activities will include:

- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, trackside substations and the stations
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- Mobilisation and demobilisation of plant and materials
- Work related to security fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and along the corridor
- Work at station buildings and platforms including demolition of redundant station structures and ongoing work on mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring and high and low voltage wiring and work related to local utilities
- Installation of retaining wall at the corners of the overbridge including piling, drilling, concrete pile cap foundation and traffic barrier construction (including at night)
- Footpath work including saw cutting and jackhammering to remove existing footpath and pour new footpath concrete
- Barrier and screen removal and installation of new barriers, screens and fencing including concrete foundation pours at Punchbowl Road (including at night)
- Utility work including existing street light pole relocation on the corner of Punchbowl Road
- Accessing the rail corridor involving equipment and work vehicles moving from Loder Lane
- Investigations and installation of fencing along the rail corridor
- Testing and commissioning of services and electrical work within the metro services building
- Defect rectification works as required



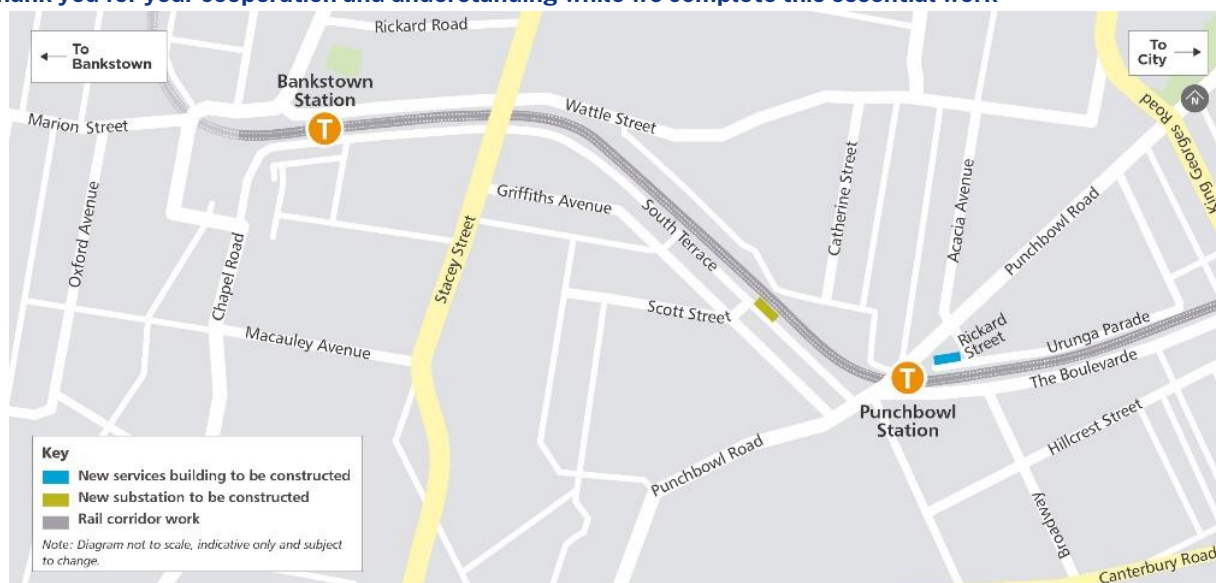
## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Train testing activities will be undertaken during the day and at night.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

## Thank you for your cooperation and understanding while we complete this essential work



## Contact us



24-hour Community Information Line **1800 171 386**



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



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



### Translating and interpreting service

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Work will continue during and outside of standard construction hours within and around Bankstown station during April/May. The main activities will include:

- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, substations and stations
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and in the rail corridor
- Energisation of equipment in stations and service buildings
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- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security fence installation and signalling and track related construction activities
- Parking removal and lane closures to facilitate plant and truck operation around the station and along the corridor
- Additional work related to overhead wiring, high and low voltage wiring and local utilities, including utility adjustments work on Stacey Street and North Terrace
- Footpath closures with diversions in place around the South Terrace bus interchange with parking changes relating to replacement buses on West and East Terraces
- Work on various bridges along the corridor
- Work related to the new Bankstown Metro platforms including ongoing work on platform screen doors and work on the existing Bankstown Station platform
- Work related to the new cross corridor plaza and associated buildings
- Work related to Bankstown platform extension, track upgrades and overhead wiring upgrades
- Concrete barrier installation night work at Stacey Street overbridge (these works include a temporary change of traffic conditions)
- Demolition and reconstruction of concrete bridge barriers and structural strengthening work at Stacey Street

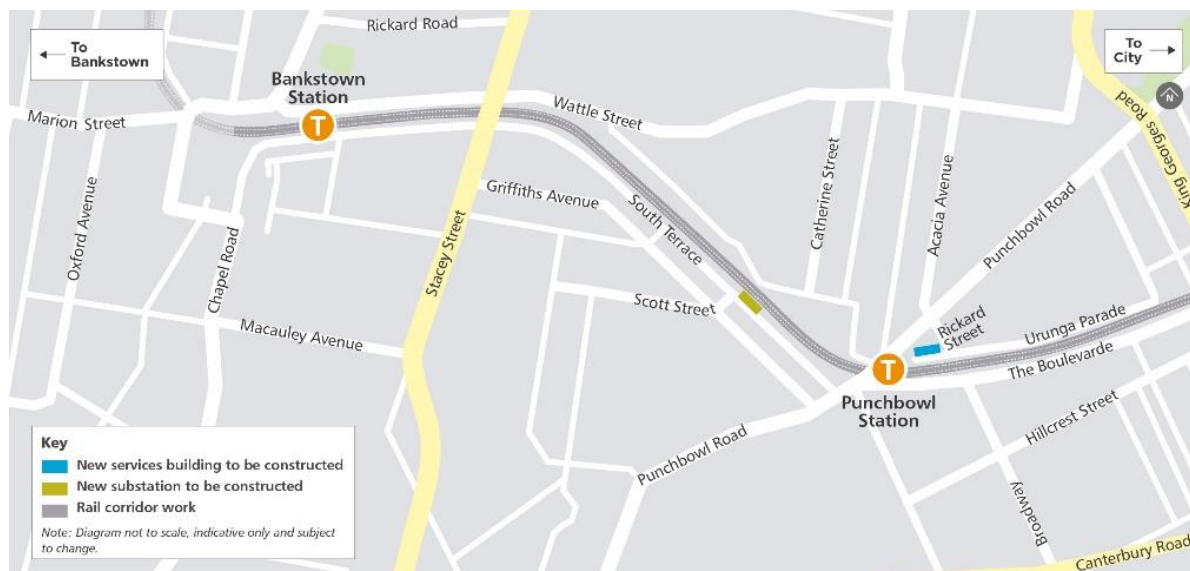
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- Access to buildings and driveways will be always maintained; we will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites.

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# EPL 21147

## R4.4 Validation Report

### SWM3 Final Conversion Stage-3

### 2025 WE41

R5.6 MTS possession (WE41, 12 April -13 April)

#### Document and Revision History

Document Details	
<b>Title</b>	R4.4 Validation Report
<b>Client</b>	Sydney Metro City & Southwest
<b>JHLOR JV contract no.</b>	K44

#### Revisions

Revision	Date	Description	Prepared by	Reviewed by
01	14/04/2025	Prepared for R4.4	Zhengyi Zhang	Lucas Dobrolot

#### 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 on

12<sup>th</sup> April 0800 to 13<sup>th</sup> April 1800 in Week 41 (WE41), noise activity (OHW Wire Check, Corridor Fencing Defect, Station Works) being happened during MTS possession on Sydney Metro track (between Bankstown and Sydenham). Works were carried out under Condition L5.6 - Local Possessions.

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:

**WE41 Sydenham to Bankstown** (12<sup>th</sup> to 13<sup>th</sup> April 2025) - Condition L5.6 - Local Possessions:

- Corridor Fencing Defect
  - Powered hand tool
  - Hi-rail Excavator
  - NDD Truck
- OHW (Wire Check)
  - EWP
- Station Works (Roofing & Scaffolding)
  - EWP
  - Powered hand tool
  - Hi-rail Excavator

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

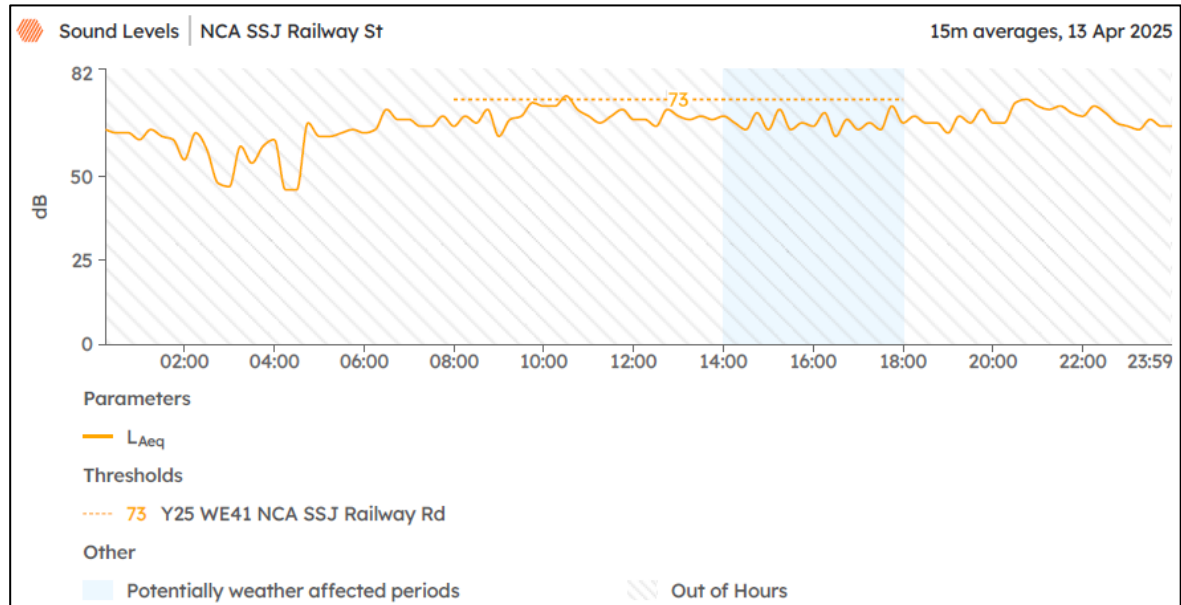
A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

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

**WE41** works noise monitoring was carried out at the following locations along the project corridor.

## A. NCA 14 Noise Monitor (HEX-000630) is 9 m NE of 110 Railway Street, Sydenham

	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	18	73
Nearest Resident	18	73

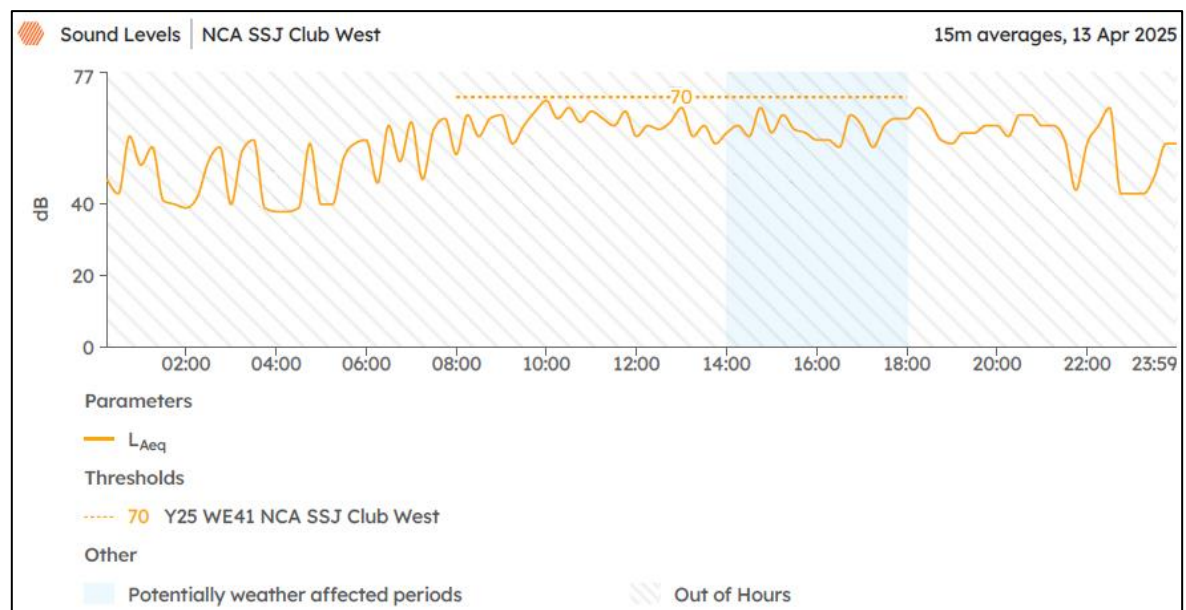


## ➤ Monitoring point identified Aircraft Plane:

- Noise monitor detect highest L<sub>Aeq</sub>15min value at 74dB above the prediction (73dB), between 1015 to 1030. Above observed related to Aircraft Plane. Not related to JHLOR activities.

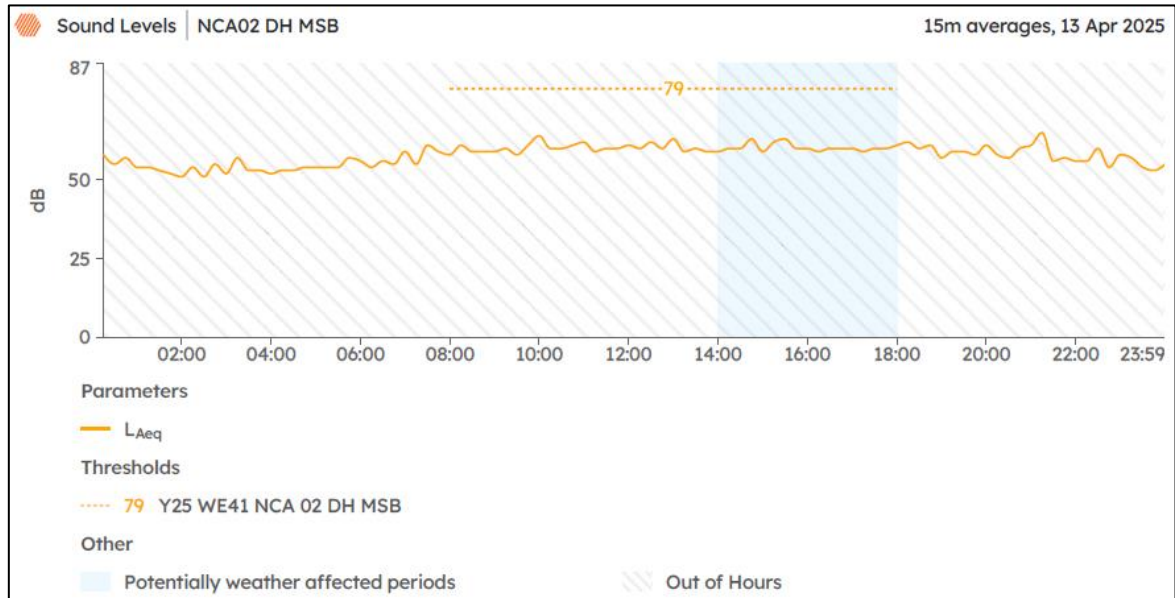
## B. NCA 14 Noise Monitor (HEX-000758) is 88 m SW of 133 Meeks Road, Marrickville

	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	19	70
Nearest Resident	104	55



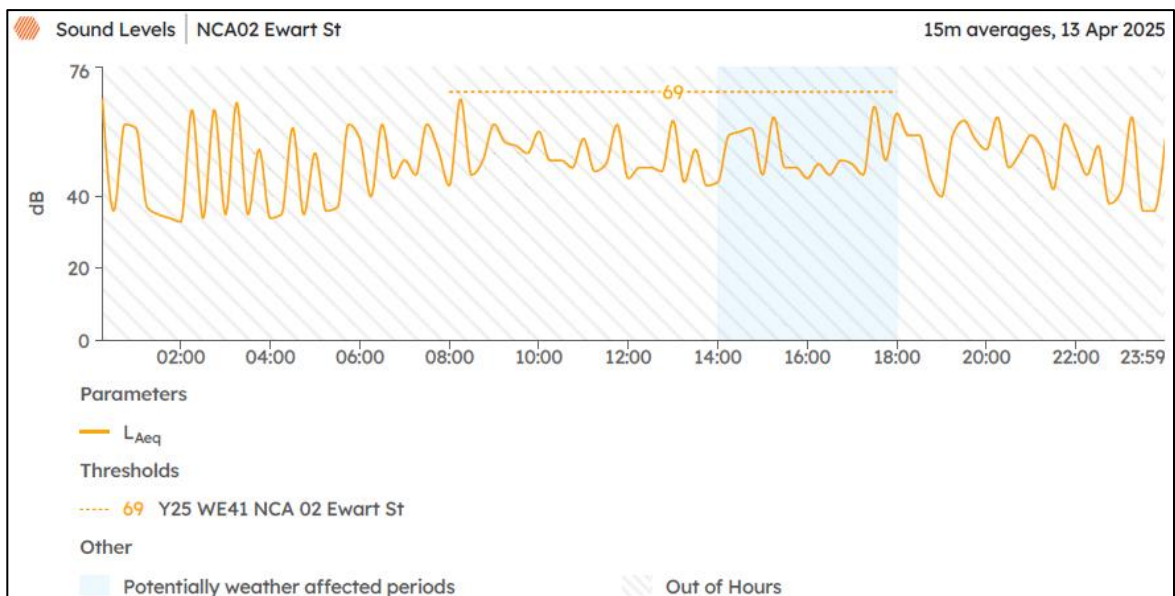
## C. NCA 02 Noise Monitor (HEX-000421) is 25 m NW of 71 Ewart St, Dulwich Hill

	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	12	79
Nearest Resident	35	70



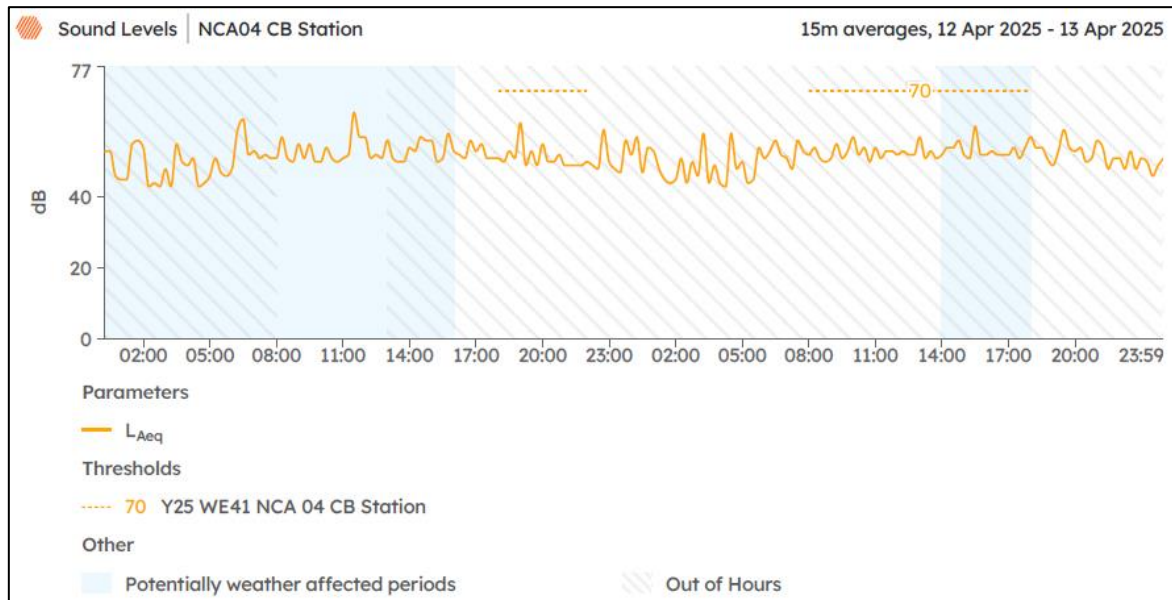
## D. NCA 02 Noise Monitor (HEX-000631) is 11 m N of 73 Ewart Street, Dulwich Hill

	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	22	69
Nearest Resident	27	67



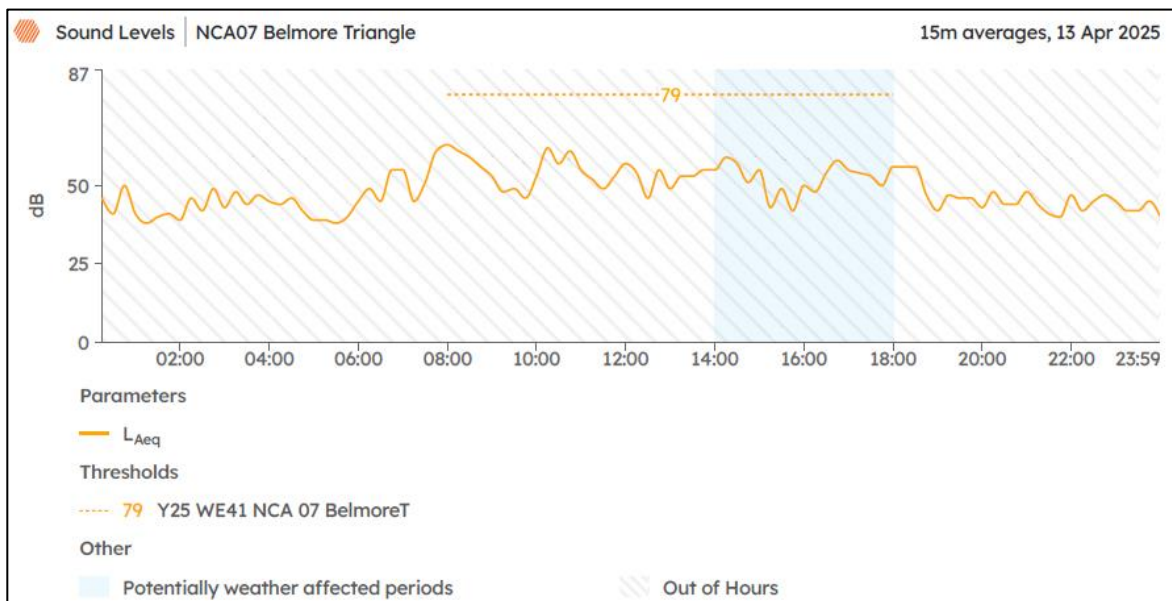
## E. NCA 04 Noise Monitor (HEX-000516) is 14 m N of 2A Charles Street, Canterbury

	Distance to the Source of Noise (m)	Saturday 1800-2200 Prediction (L <sub>Aeq</sub> 15 minutes)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	11	70	70
Nearest Resident	13	69	69



## F. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore

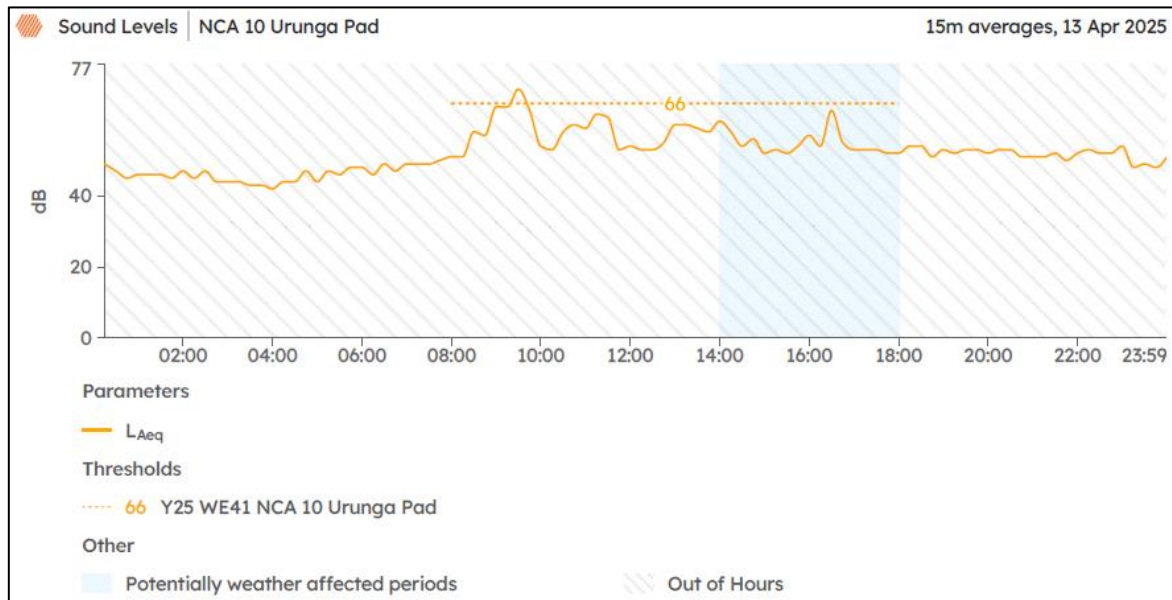
	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	2	79
Nearest Resident	6	72





## G. NCA 10 Noise Monitor (HEX-000594) is 27 m S of 33 Urunga Parade, Punchbowl

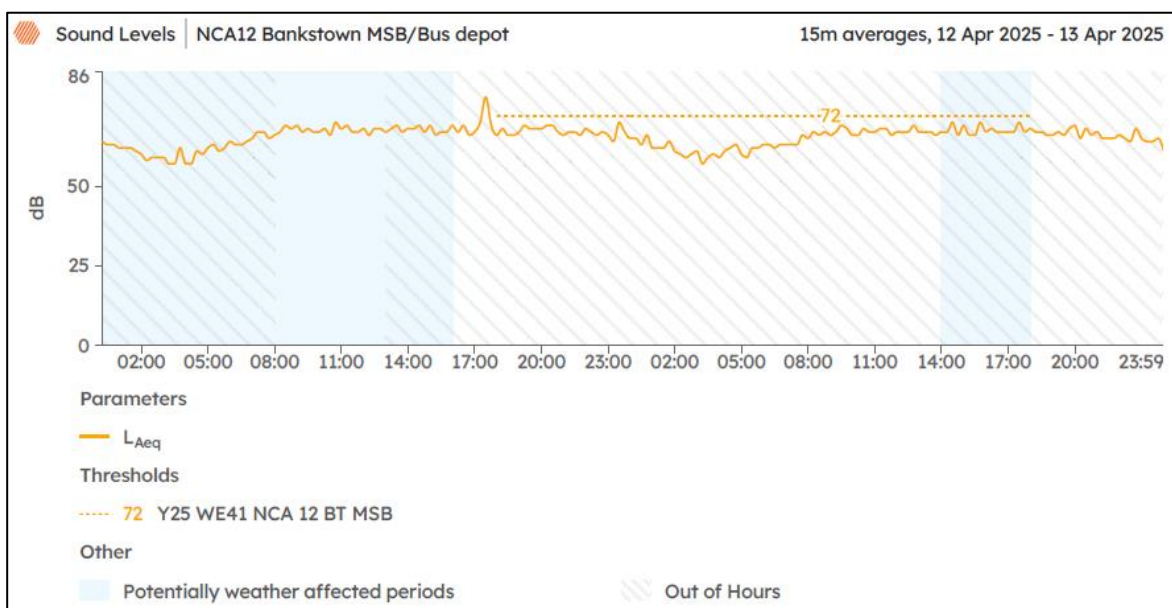
	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	21	66
Nearest Resident	36	61



- Noise monitor detect highest L<sub>Aeq</sub>15min value related to construction at 0915 to 0930 (70dB) above predictions (66dB). Predicted noise levels (Dayshift works) in this area did not trigger offers for additional mitigation measures. Actual noise levels (Dayshift works) in this area did not trigger offers above the Respite limit. Appropriate mitigation measures being offered. No further additional mitigation measures required.

## H. NCA 12 Noise Monitor (HEX-000618) is 86 m W of 2 West Terrace, Bankstown

	Distance to the Source of Noise (m)	Saturday 1800-0800 Prediction (L <sub>Aeq</sub> 15 minutes)	Sunday 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	24	72	72
Nearest Resident	90	61	61



Refer to **Attachment 1** for detailed Monitoring Result & Locations.

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

Throughout the OOH works carried out between WE41, there were no exceedances of the noise predictions due to construction activity.

**B. 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.

**C. 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 WE41 (12<sup>th</sup> and 13<sup>th</sup> April 2025) could only be safely conducted during a rail possession due to works occurring within the rail corridor/danger zone. Works were completed in accordance with EPL Condition L5.6 (Local Possession). Carrying out the construction activities during standard construction hours (specified in L5.1) would cause unacceptable risks to construction personnel safety; rail passenger and railways personnel safety and railway network operational reliability.

Construction activities occurring within the rail corridor/danger zone can only be safely conducted during a rail possession during the absence of trains.

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 Locations & Results

- Monitoring Result
- Monitoring Locations

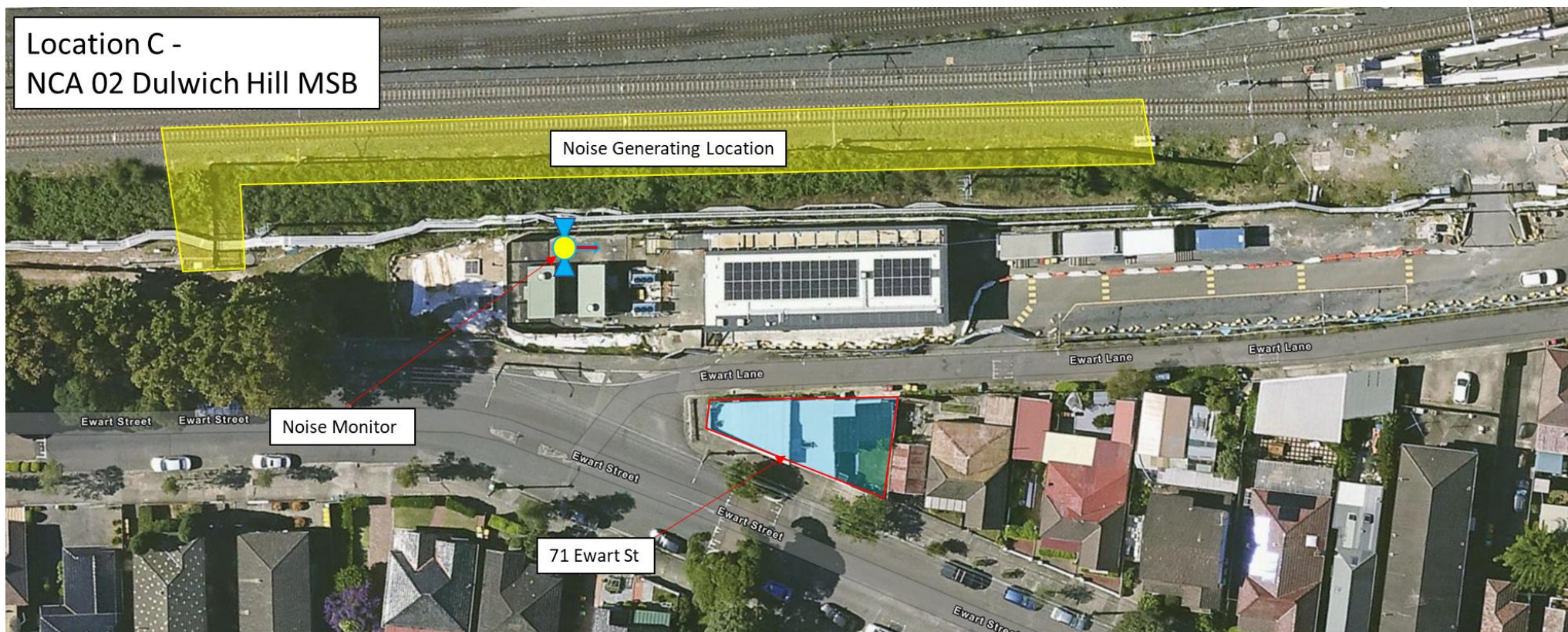
































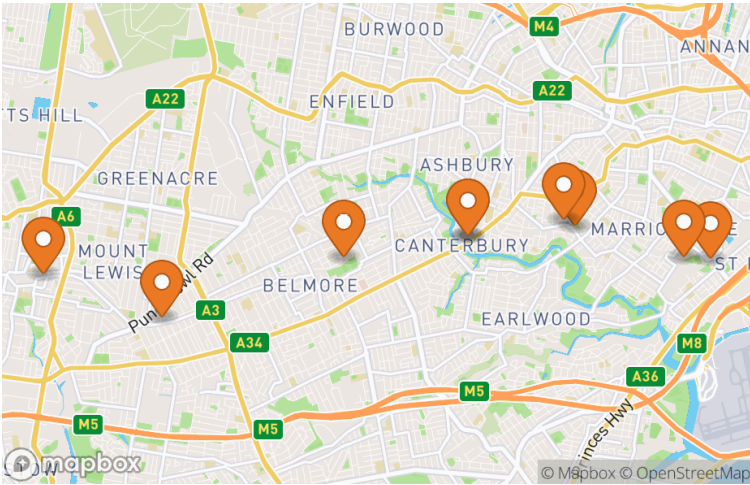


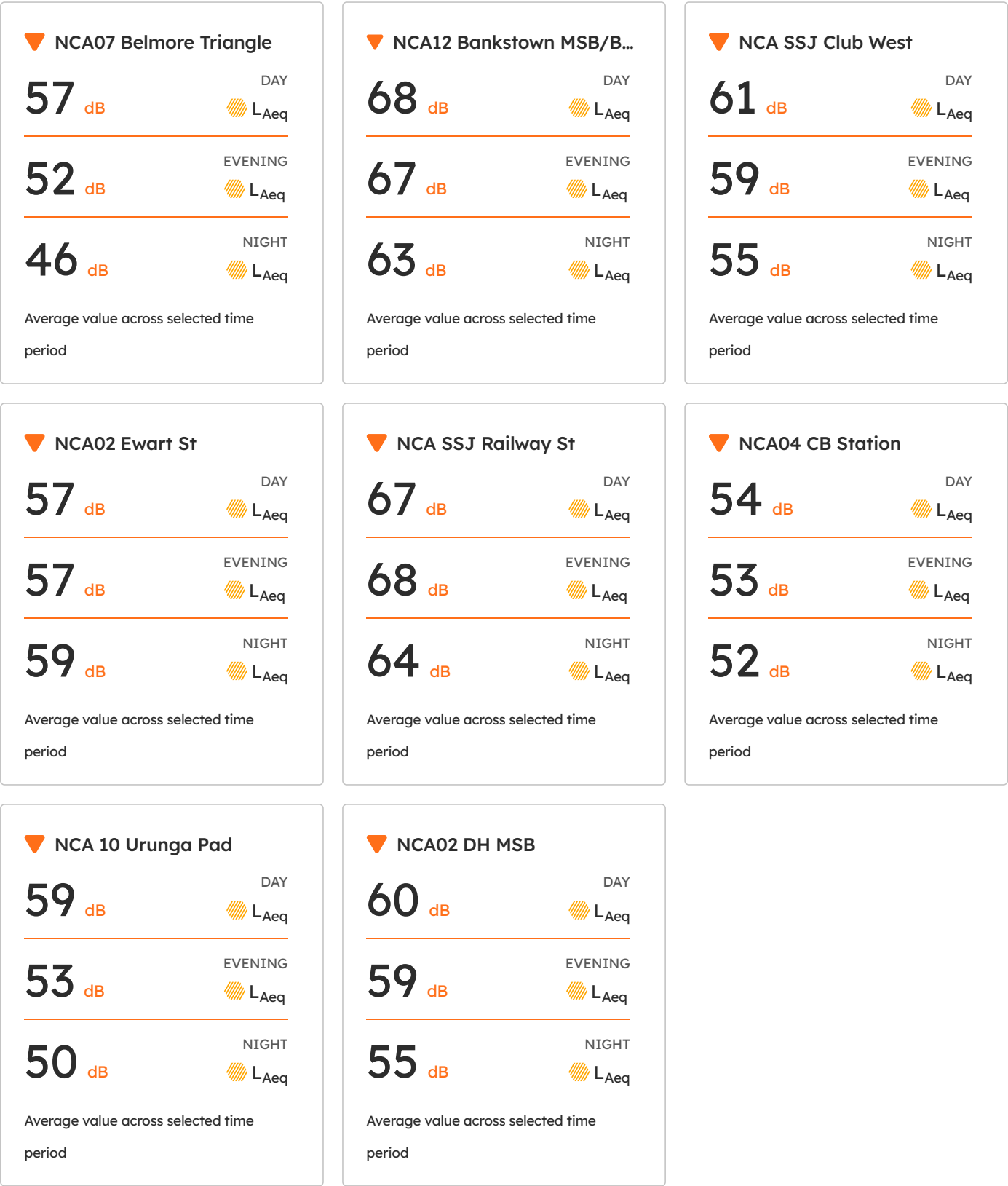
Sydney Metro S2B  
Y25 WE41 Sydenham to Bankstown

Monitoring Devices

Date Range 12 Apr 2025 - 13 Apr 2025

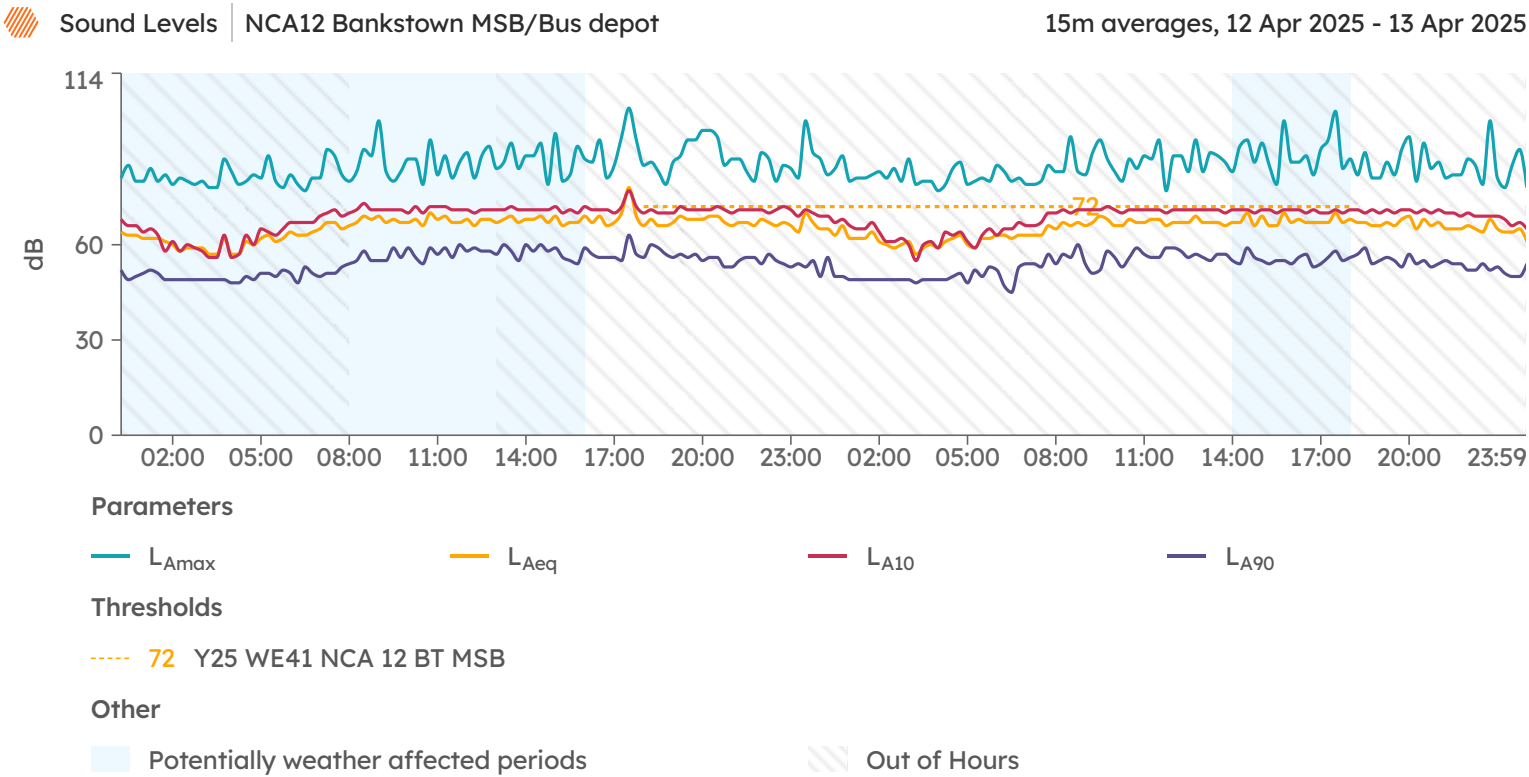
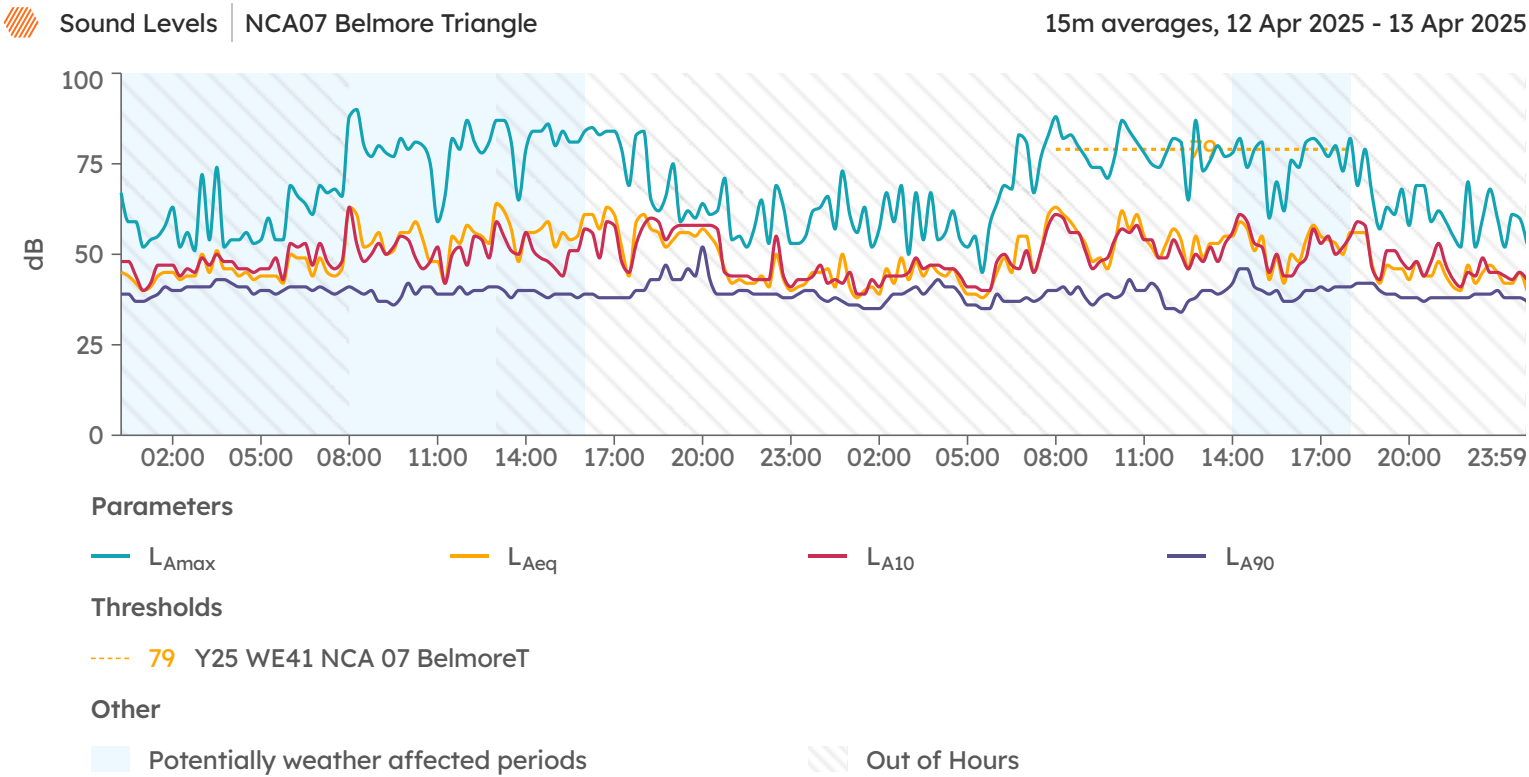
Device Serial	Monitoring Points
HEX-000531	NCA07 Belmore Triangle
HEX-000516	NCA04 CB Station
HEX-000421	NCA02 DH MSB
HEX-000630	NCA SSJ Railway St
HEX-000618	NCA12 Bankstown MSB/Bus depot
HEX-000631	NCA02 Ewart St
HEX-000594	NCA 10 Urunga Pad
HEX-000758	NCA SSJ Club West
HEX-000249	-



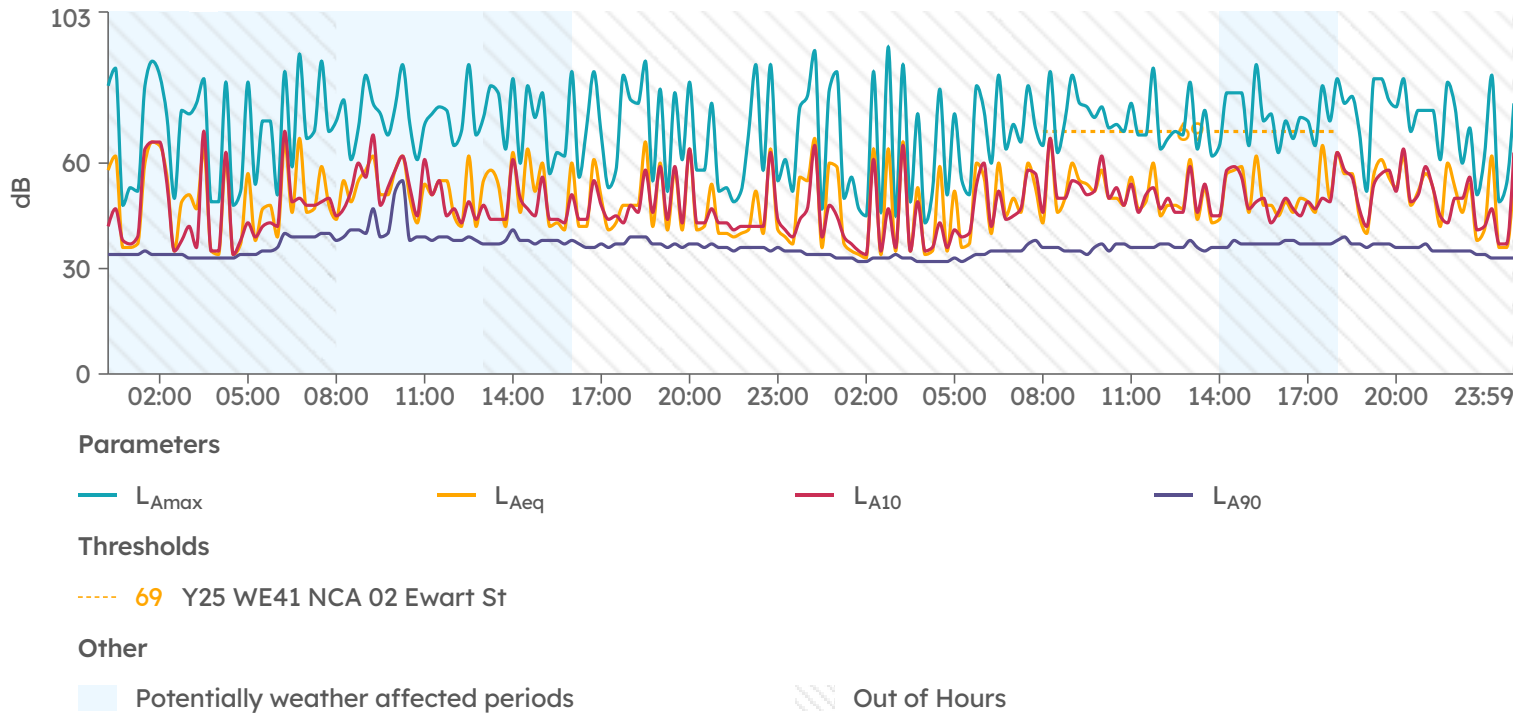
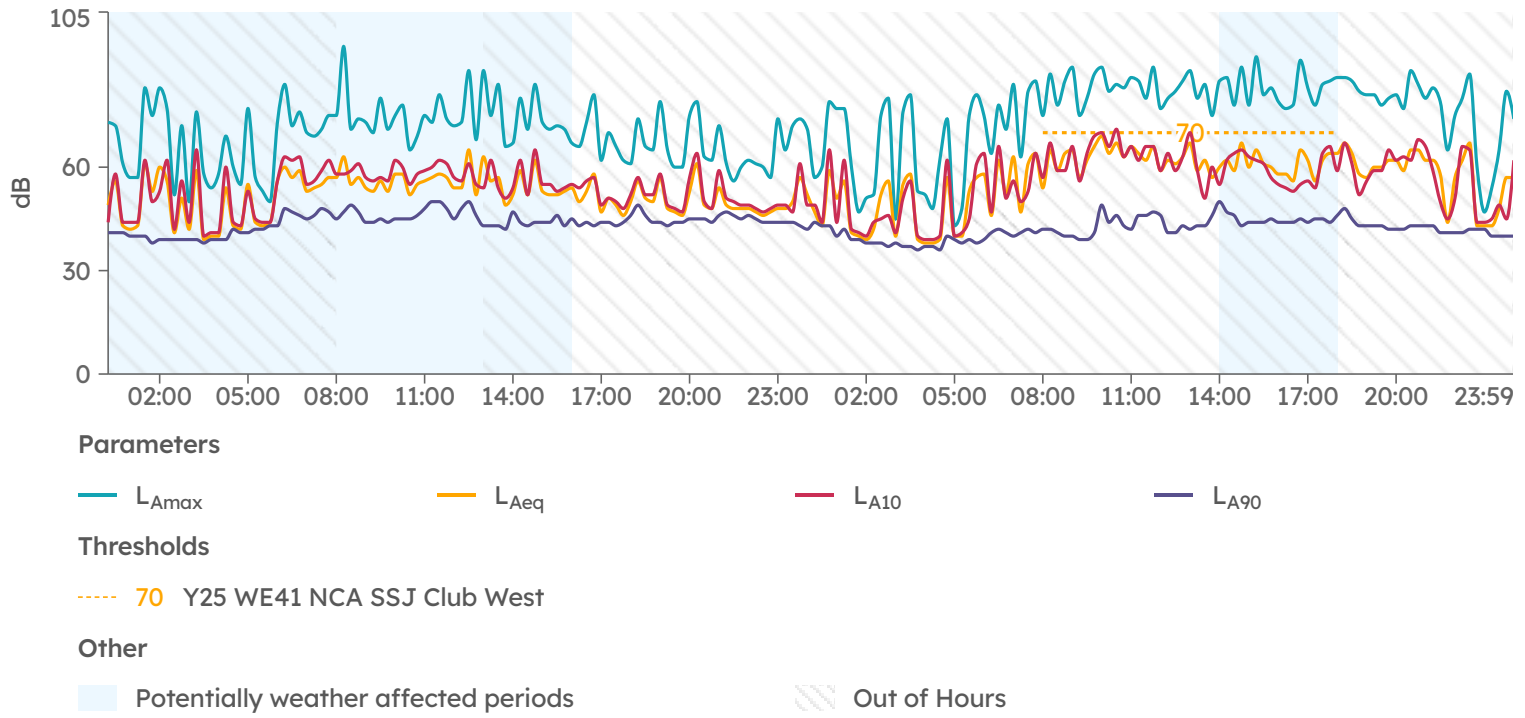


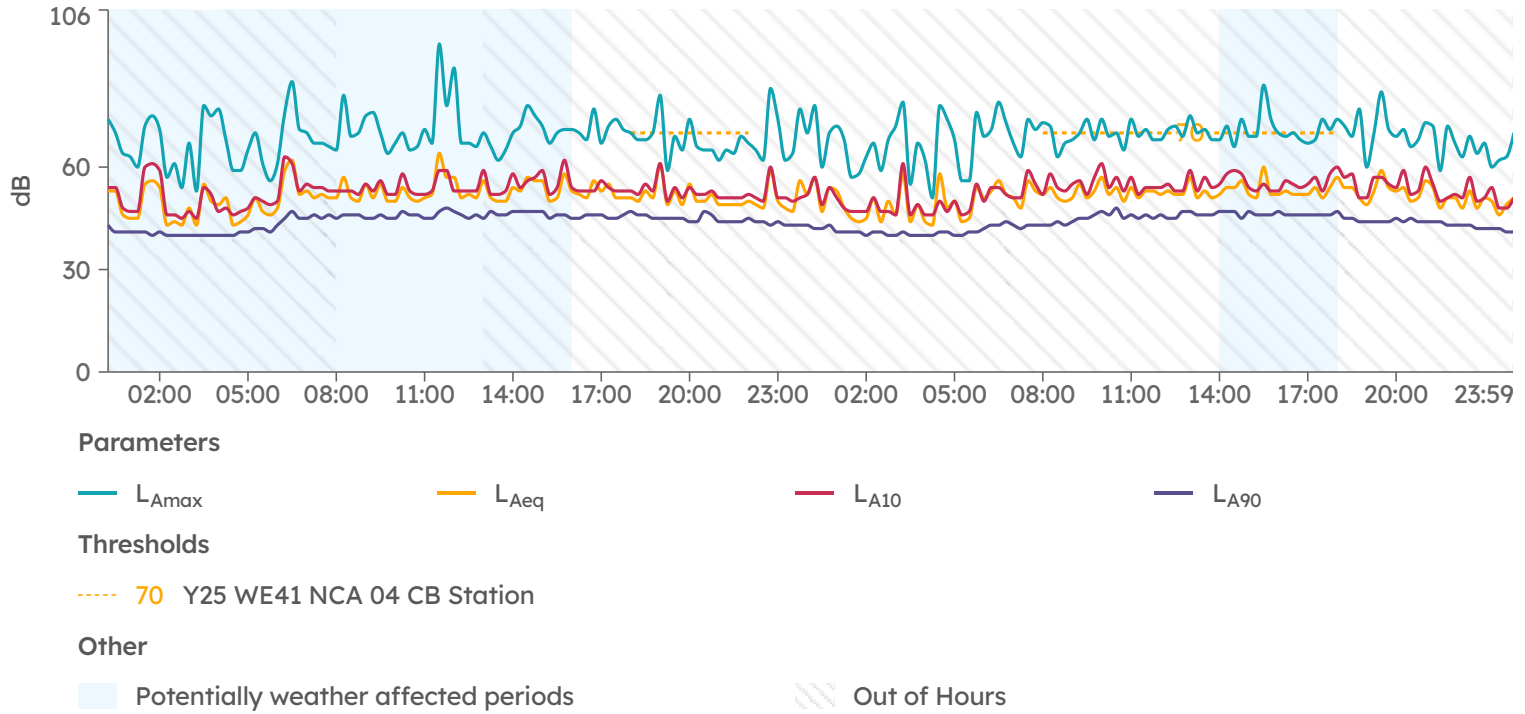
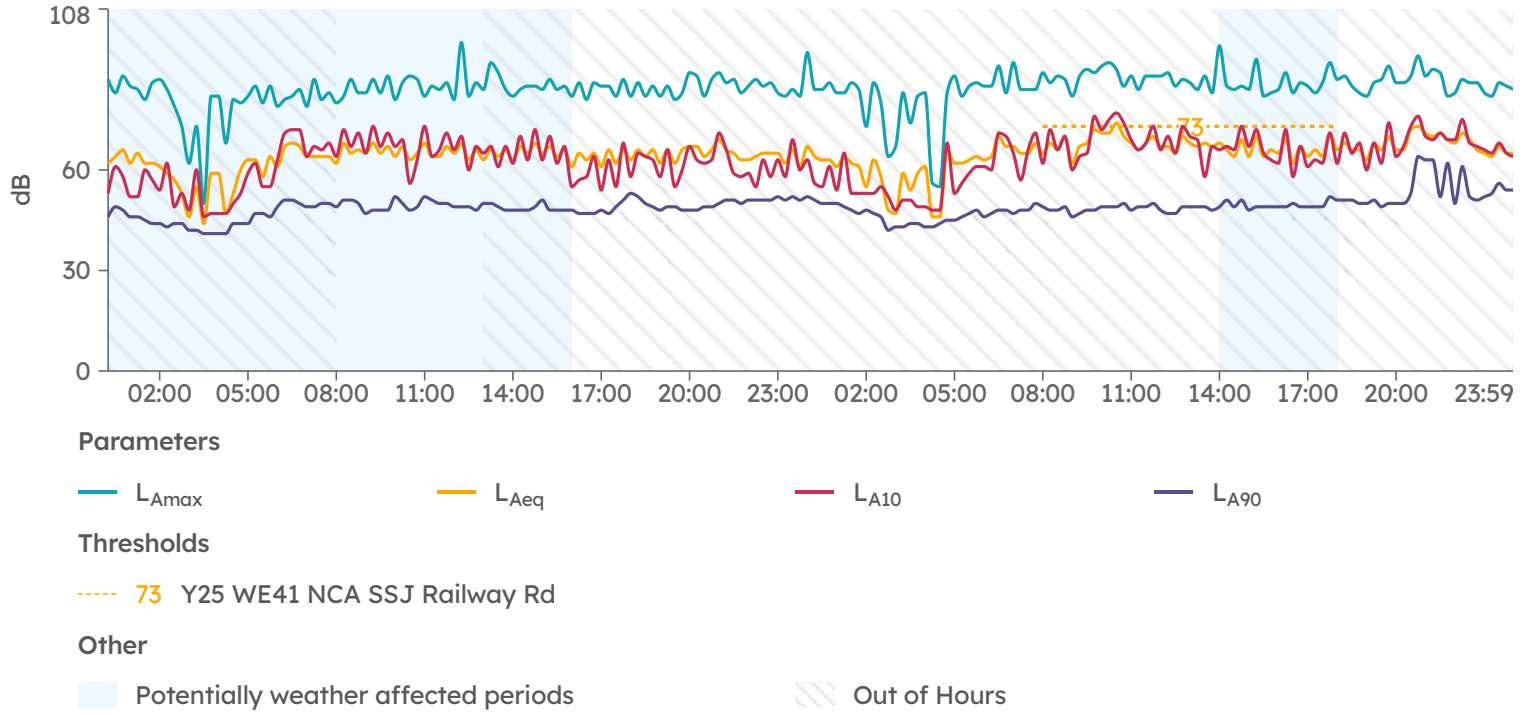
Average value across selected time period. Time of Day Periods: Day (7am to 6pm) Evening (6pm to 10pm) Night (10pm to 7am).

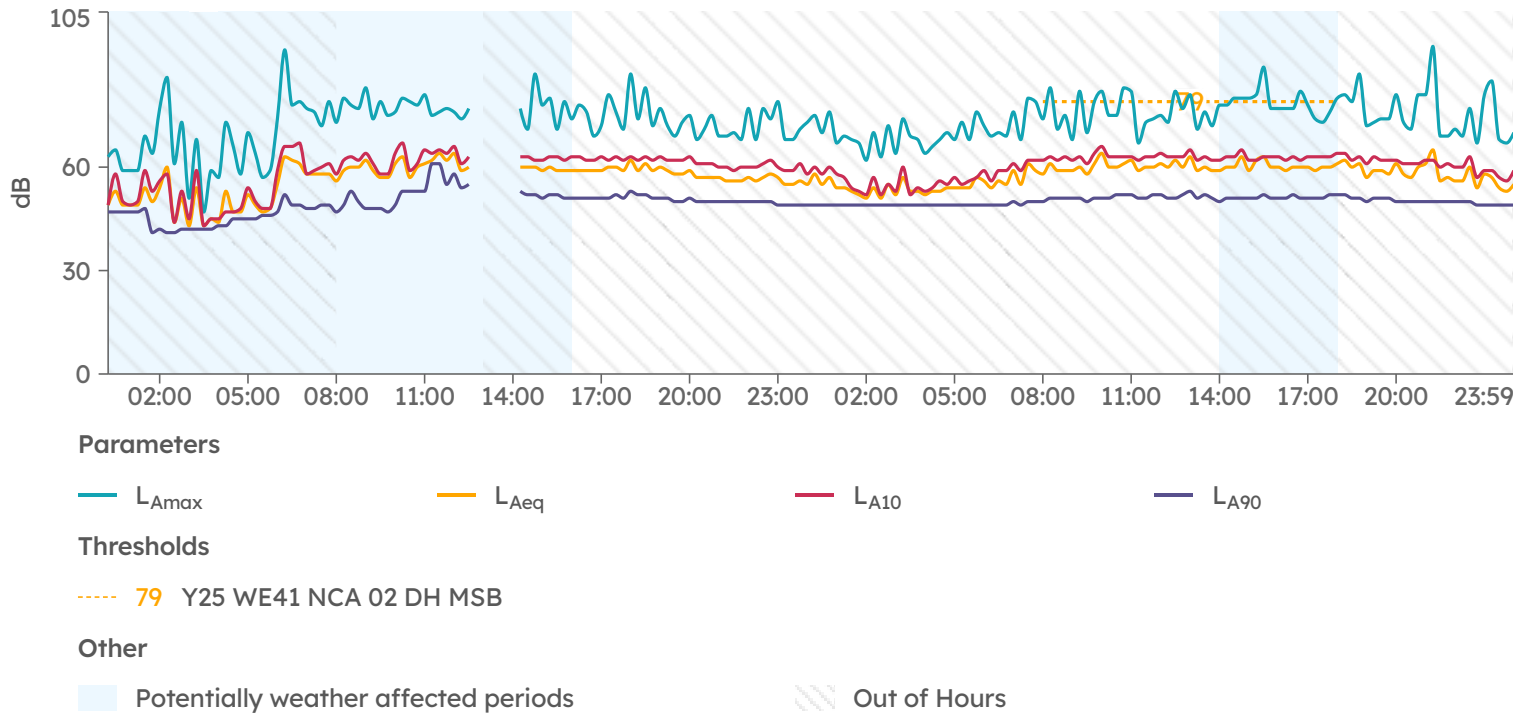
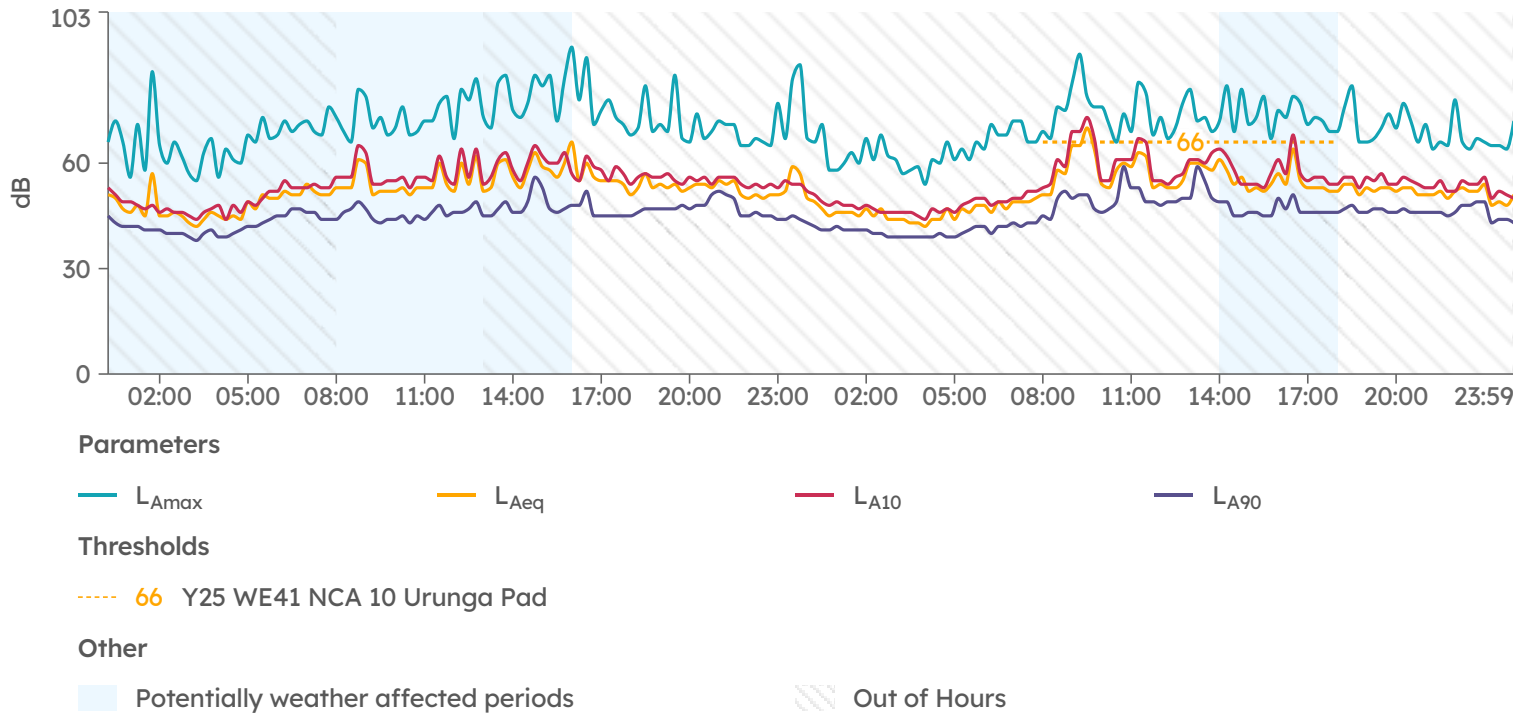
Noise Monitoring Graphs



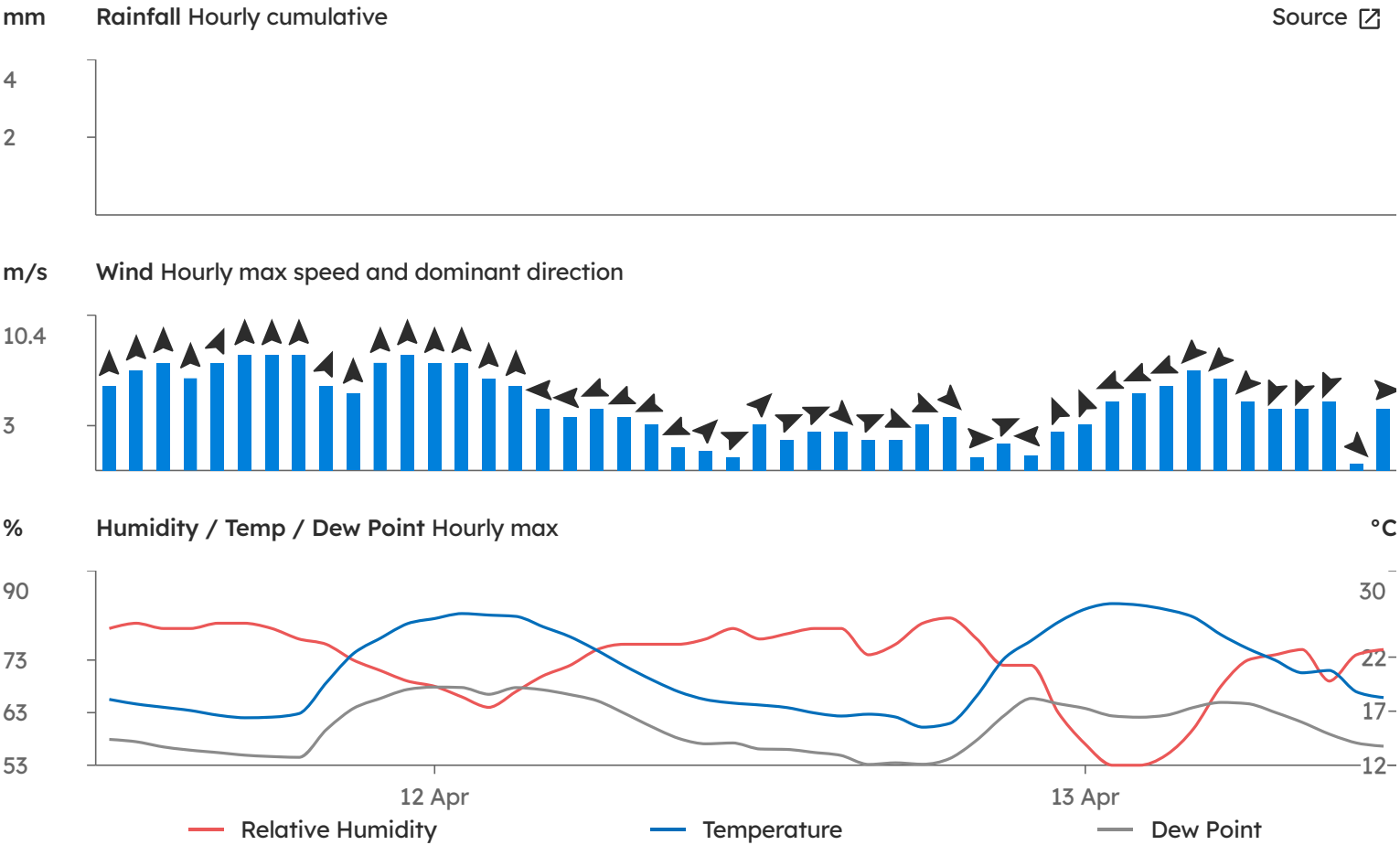












Noise Explained Events

No explanations for this period

Daily Notes

Date and time	By	Monitoring Point(s)	Note
13 Apr 2025	Ted Z	NCA SSJ Railway St	Monitoring point identified Aircraft Plane: - Noise monitor detect highest LAeq15min value at 74dB above the prediction (73dB), between 1015 to 1030. Above observed related to Aircraft Plane. Not related to JHLOR activities.
13 Apr 2025	Ted Z	NCA 10 Urunga Pad	Noise monitor detect highest LAeq15min value related to construction at 0915 to 0930 (70dB) above predictions (66dB). Predicted noise levels (Dayshift works) in this area did not trigger offers for additional mitigation measures. Actual noise levels (Dayshift works) in this area did not trigger offers above the Respite limit. Appropriate mitigation measures being offered. No further additional mitigation measures required.

Device Details

Device Serial	Monitoring Points	Model	Calibration Date	Calibration Due
HEX-000531	NCA07 Belmore Triangle	SiteHive Hexanode	03 Jun 2024	03 Jun 2026
HEX-000516	NCA04 CB Station	SiteHive Hexanode	03 Jun 2024	03 Jun 2026
HEX-000421	NCA02 DH MSB	SiteHive Hexanode	22 Aug 2024	22 Aug 2026
HEX-000630	NCA SSJ Railway St	SiteHive Hexanode	12 Sep 2024	12 Sep 2026
HEX-000618	NCA12 Bankstown MSB/Bus depot	SiteHive Hexanode	03 Jun 2024	03 Jun 2026
HEX-000631	NCA02 Ewart St	SiteHive Hexanode	12 Sep 2024	12 Sep 2026
HEX-000594	NCA 10 Urunga Pad	SiteHive Hexanode	12 Feb 2025	12 Feb 2027
HEX-000758	NCA SSJ Club West	SiteHive Hexanode	29 Nov 2024	29 Nov 2026
HEX-000249	-	SiteHive Hexanode	07 Apr 2025	07 Apr 2027

## 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.



# Monthly Notification – Bankstown Station

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- Work on various bridges along the corridor
- Work related to the new Bankstown Metro platforms including ongoing work on platform screen doors and work on the existing Bankstown Station platform
- Work related to the new cross corridor plaza and associated buildings
- Work related to Bankstown platform extension, track upgrades and overhead wiring upgrades
- Concrete barrier installation night work at Stacey Street overbridge (these works include a temporary change of traffic conditions)
- Demolition and reconstruction of concrete bridge barriers and structural strengthening work at Stacey Street



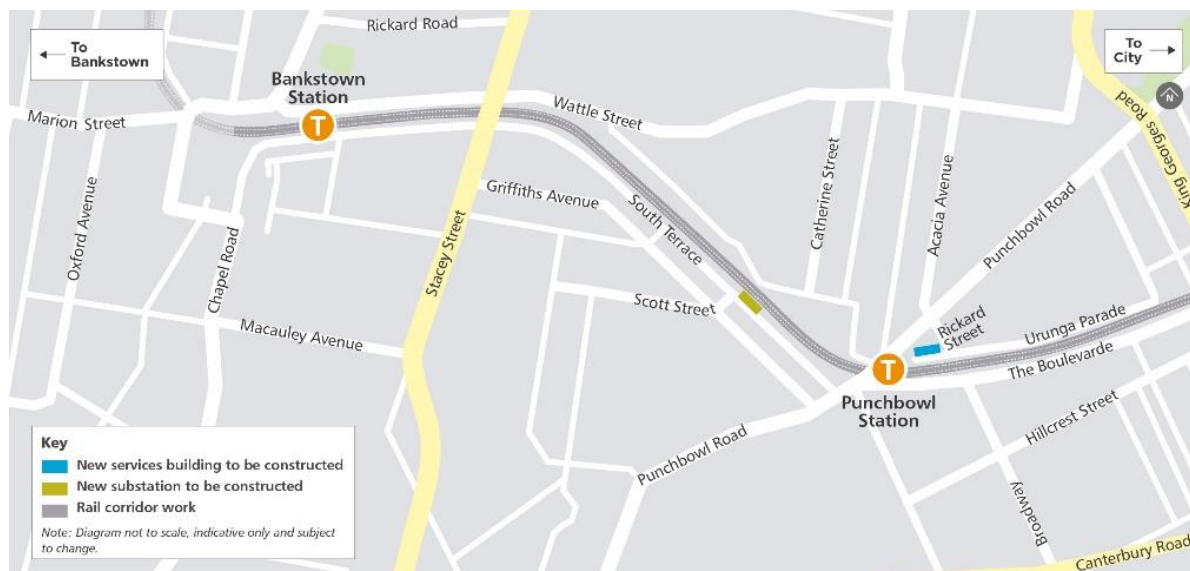
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Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Train testing activities will be undertaken during the day and at night.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be always maintained; we will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites.

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



## Contact us



24-hour Community Information Line **1800 171 386**



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### Translating and interpreting service

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# Monthly Notification – Belmore Station

April 2025

The NSW Government recently announced that the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will continue to replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during April/May

Work will continue during and outside of standard construction hours within and around Belmore Station during April/May. The main activities will include:

- Modification of cable service route, cables, overhead wire and equipment in the rail corridor, substations and the station
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment on platforms and in buildings, and in the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security, segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and various corridor locations
- Work at station buildings and platforms including testing and commissioning of services, electrical works, mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring, high and low voltage wiring and works related to local utilities
- Work on various bridges along the corridor
- Establishment of site laydown at the Bridge Road carpark for preparation and installation of off-structure beam
- Installation of weathering steel off-structure beam with steel and mesh safety screen barrier
- Temporary traffic changes to support the work including traffic and parking changes on Bridge Road and Tobruk Avenue
- Deliveries and construction vehicle movements entering and exiting the site compound as required
- Oversized delivery of off-structure beam and installation screen barriers and guardrails at the overbridge
- Installation of bollards at the overbridge on Burwood Road
- Utility protection and works (including at night)
- Defect rectification as required



## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.


## What to expect


- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Train testing activities will be undertaken during the day and at night.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.


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



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# Monthly Notification – Campsie Station

April 2025

The NSW Government recently announced that the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will continue to replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during April/May

Work will continue during and outside of standard construction hours within and around Campsie Station during April/May. The main activities will include:

- Modification of cable service routes, cables, overhead wire and equipment in the rail corridor, substations and at the station
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities and mobilisation and demobilisation of plant and materials
- De-vegetation and tree clearing throughout the rail corridor where required
- Work related to security and segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and various corridor locations
- Work at station buildings and platforms including mechanical gap fillers and platform screen doors
- Track related construction activities and work related to overhead wiring and high and low voltage wiring
- Work related to local utilities
- Work on various bridges along the corridor
- Defect rectification work as required
- Investigations and installation of fencing along the rail corridor
- Piling work at the Loch Street overbridge using excavators (including at night) involving temporary lane and footpath closures and pedestrian detours
- Installation of overbridge barriers and protection screens
- Footpath upgrades involving breaking existing concrete footpath and new footpath concrete pouring at Loch Street overbridge
- Bridge remediation works (including night works) involving an elevated work platform from the rail corridor
- Work on various bridges along the corridor

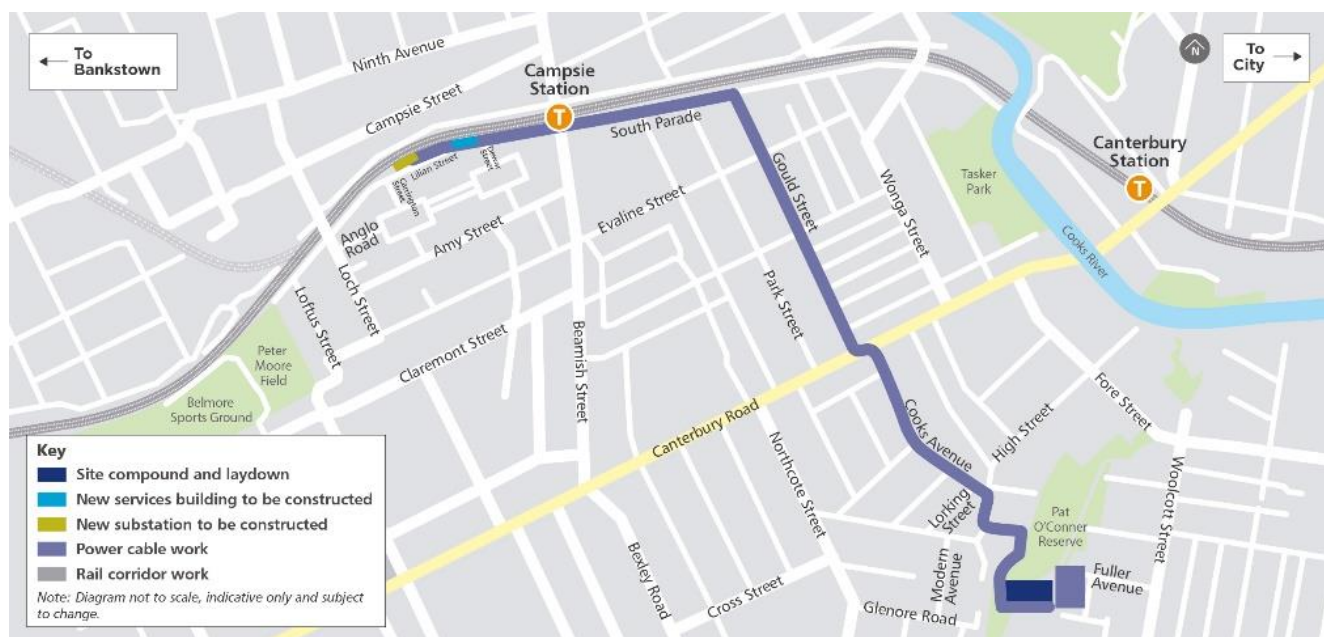
## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.
- Train testing activities will be undertaken during the day and at night.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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



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# Monthly Notification – Canterbury Station

April 2025

The NSW Government recently announced that the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will continue to replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during April/May

Work will continue during and outside of standard construction hours within and around Canterbury Station during April/May. The main activities will include:

- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, trackside substations and the stations
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and in the rail corridor, using specialised equipment
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security and segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and locations along the corridor
- Work at station buildings and platforms including mechanical gap fillers and platform screen doors
- Track related construction activities and work related to overhead wiring and high and low voltage wiring and local utilities
- Work on various bridges along the corridor
- Defect rectification work as required
- Civil, electrical and containment works at station buildings/platforms
- Testing and commissioning activities
- Remediation work including in the rail corridor and at/under the station overbridge
- Concrete pours, deliveries and installation of protection screens and ground anchors at the overbridge
- Changes to the temporary traffic management while we work on the footpath near the station entrance at the overbridge
- Demolition of the remaining bridge structure at Canterbury Road overbridge involving lane closures, temporary footpath closures, pedestrian detours and bus stop relocations.
- Utility relocations, removal of line marking and remediation of the existing bridge girders at Canterbury Road overbridge (including night work)

## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Train testing activities will be undertaken during the day and at night.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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



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# Monthly Notification – Dulwich Hill Station

April 2025

The NSW Government recently announced that the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will continue to replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during April and May

Work will continue during and outside of standard construction hours within and around Dulwich Hill Station during April/May. The main activities will include:

- Modification of cable service routes, cables, overhead wires and equipment in the rail corridor, substations and at the station
- Mobilisation and demobilisation of plant and materials
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and in the rail corridor, using specialised equipment
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, at service buildings, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment (may include use of vacuum truck)
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Work related to security and segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operations around the station and at corridor locations
- Works at station buildings and platforms including mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring and high and low voltage wiring and local utilities
- Work on various bridges along the corridor
- Landscaping and civil work outside Dulwich Hill Station on Wardell Road
- Landscaping work outside the Dulwich Hill Light Rail stop entrance on Bedford Crescent (Light Rail access and bike parking will be maintained)
- Oversized deliveries, truck movements, crane lifts, impacts to parking on Challis Avenue and Wardell Road and access changes at Albermarle Street overbridge (including across the last weekend in March)
- Devegetation at the Albermarle Street overbridge, as required
- Bridge remediation work (including night work) involving workers accessing the rail corridor at Wardell Road
- Footpath and pedestrian crossing closures, partial lane closures and pedestrian detours as required on the Wardell, Albermarle and Garnet Street overbridges
- Temporary closure of the Kays Avenue pedestrian walkway besides the rail corridor to provide access and complete work
- Oversized delivery of off-structure beam and installation screen barriers and guard rails at the Albermarle Street overbridge
- Installation of the steel off-structure beam and safety screen barrier at the Albermarle Street overbridge
- Parking removal on the Garnet Street overbridge as required
- Installation of barriers near the station entrance
- Defect rectification work as required



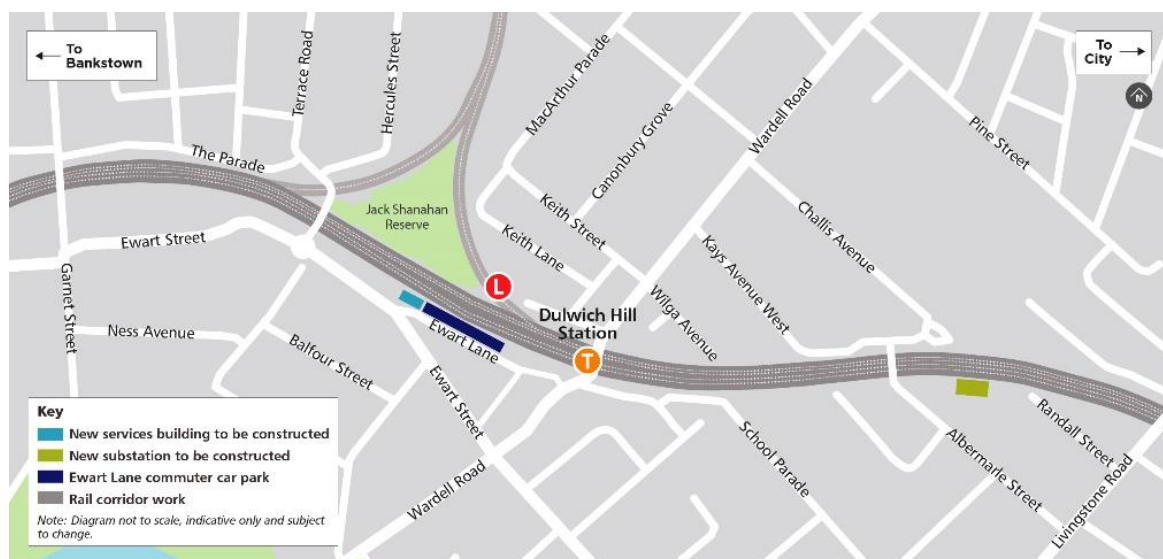
## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Train testing activities will be undertaken during the day and at night.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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



## Contact us



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# Monthly Notification – Hurlstone Park Station

April 2025

The NSW Government recently announced that the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will continue to replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during April and May

Work will continue during and outside of standard construction hours within and around Hurlstone Park Station during April/May. The main activities will include:

- Modification of cable service routes, cables, overhead wires and equipment in rail corridor, at substations and at the station
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment (involving use of a vacuum truck)
- Site investigations, surveys and associated activities and building and containment works
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security and segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and at various locations
- Work at station buildings and platforms installing electrical works, mechanical gap fillers and platform screen doors
- Track related construction activities and work related to high and low voltage wiring
- Protection screen installation on Melford Street overbridge
- Installation of panels at the Garnet Street overbridge
- During the last weekend in March there will be oversized deliveries, crane lifts, impacts to parking and access changes at Duntroon Street overbridge and Melford Street overbridge
- Oversized delivery of off-structure beam and installation of screen barriers and guardrails at the overbridge
- Installation of weathering steel off-structure beam with steel and mesh safety screen barriers at the overbridge
- Continuing operation of site laydown at the Floss Street carpark for preparation and installation of off-structure beam
- Temporary bus stop relocation, parking removal on surrounding streets and in local carparks
- Testing and commissioning of services and electrical works within the metro services building
- Defect rectification work

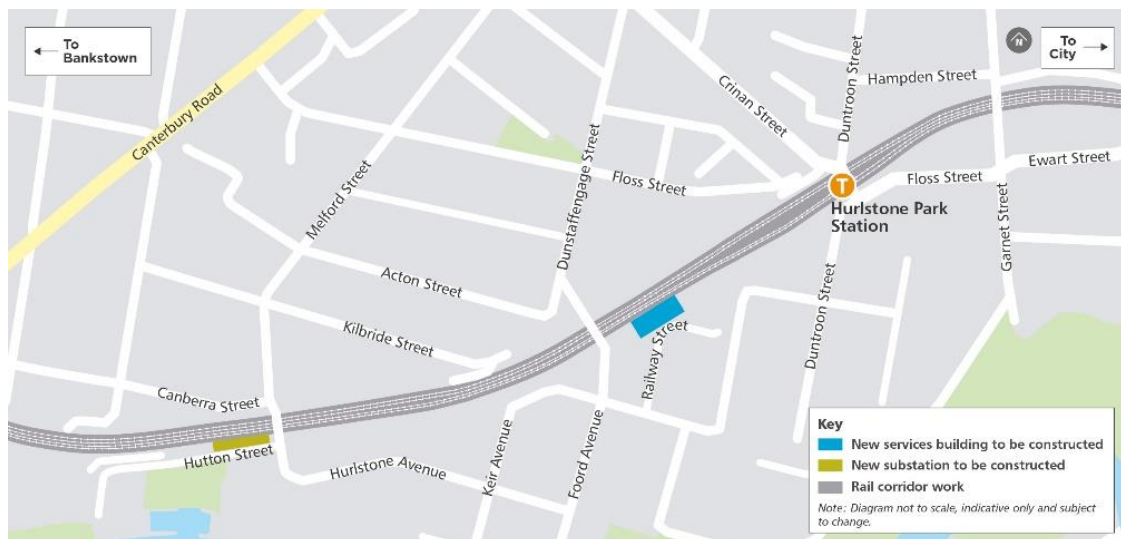
## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.


## What to expect


- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Train testing activities will be undertaken during the day and at night.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.


## Thank you for your cooperation and understanding while we complete this essential work



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# Monthly Notification – Lakemba Station

April 2025

The NSW Government recently announced that the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will continue to replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during April and May

Work will continue during and outside of standard construction hours within and around Lakemba Station during April/May. The main activities during April/May include:

- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, trackside substations and at the station
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and in the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and locations along the corridor
- Work at station buildings and platforms including installing mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to local utilities
- Work on various bridges along the corridor
- Station landscaping works pedestrian diversions in place
- Piling work (including night work) at Haldon Street and Moreton Street overbridges (involving temporary traffic changes and pedestrian detours during work periods)
- Forming and pouring of pilecaps and barriers
- Oversized delivery (including night work) of off-structure beam and installation of barriers and guardrails at the overbridge
- Installation of weathering steel off-structure beam with steel and the screen barrier at the overbridge (including night work)
- Temporary commuter changes and closures of Railway Parade and Moreton Street during off structure beam crane delivery and installation, involving parking and pedestrian impacts
- Minor defect remediation work as required
- Testing and commissioning activities

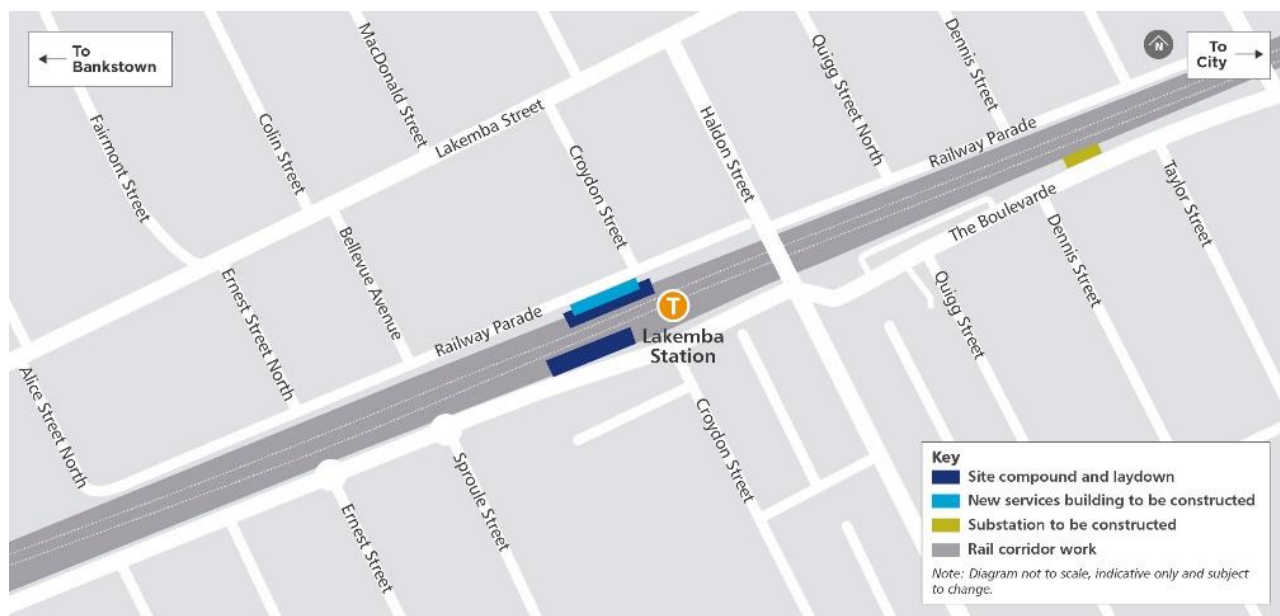
## Hours of work

- Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.




## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.
- Train testing activities will be undertaken during the day and at night.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

## Thank you for your cooperation and understanding while we complete this essential work



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# Monthly Notification – Marrickville Station

April 2025

The NSW Government recently announced that the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will continue to replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during April and May

Work will continue during and outside of standard construction hours within and around Marrickville Station during April/May. The main activities will include:

- Temporary closure of the path behind Marrickville Station between Station Street and Victoria Road with diversions in place along Leofrene, Riverdale and Charlotte avenues to complete construction
- Installation and testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment (work may include the use of a vacuum truck, with possible noise impacts)
- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, trackside substations and the stations
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment on platforms and in buildings, and in the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation of an existing signal pole (including at night)
- Operating temporary minor work areas involving use of generators for site sheds and amenities at Livingstone Road and Wardell Road during working times
- Installation of bollards in front of Marrickville Station involving temporary relocation of bus stops and footpath closures
- Work on the barrier and footpath including at night where required at the Livingstone Road and Illawarra Road overbridges
- Work at the footing of the barriers at the Illawarra Road overbridge
- Demolition of concrete and installation of protection screens at the Livingstone Road overbridge
- Bridge remediation works involving workers accessing the rail corridor at the Livingstone and Illawarra Road overbridges
- Temporary closure of the bridge for pedestrians, commuters and local traffic at Challis Avenue, Marrickville
- Mobilisation and demobilisation of plant and materials through out the corridor
- Work related to security and segregation fencing as well as signalling and track related construction activities
- Parking removal and lane closures to facilitate plant and truck operation around the station and various corridor locations
- Work at station buildings and platforms including installing mechanical gap fillers and platform screen doors
- Work related to overhead wiring, high and low voltage wiring and utilities works
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Minor defect rectification works as required and minor electrical works at station buildings and platforms
- Testing and commissioning of building systems and equipment



## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding public holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Train testing activities will be undertaken during the day and at night.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

## Thank you for your cooperation and understanding while we complete this essential work



## Contact us



24-hour Community Information Line **1800 171 386**



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



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



## Translating and interpreting service

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# Monthly Notification – Punchbowl Station

April 2025

The NSW Government recently announced that the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will continue to replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during April and May

Work will continue during and outside of standard construction hours within and around Punchbowl station during April/May. The main activities will include:

- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, trackside substations and the stations
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- Mobilisation and demobilisation of plant and materials
- Work related to security fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and along the corridor
- Work at station buildings and platforms including demolition of redundant station structures and ongoing work on mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring and high and low voltage wiring and work related to local utilities
- Installation of retaining wall at the corners of the overbridge including piling, drilling, concrete pile cap foundation and traffic barrier construction (including at night)
- Footpath work including saw cutting and jackhammering to remove existing footpath and pour new footpath concrete
- Barrier and screen removal and installation of new barriers, screens and fencing including concrete foundation pours at Punchbowl Road (including at night)
- Utility work including existing street light pole relocation on the corner of Punchbowl Road
- Accessing the rail corridor involving equipment and work vehicles moving from Loder Lane
- Investigations and installation of fencing along the rail corridor
- Testing and commissioning of services and electrical work within the metro services building
- Defect rectification works as required



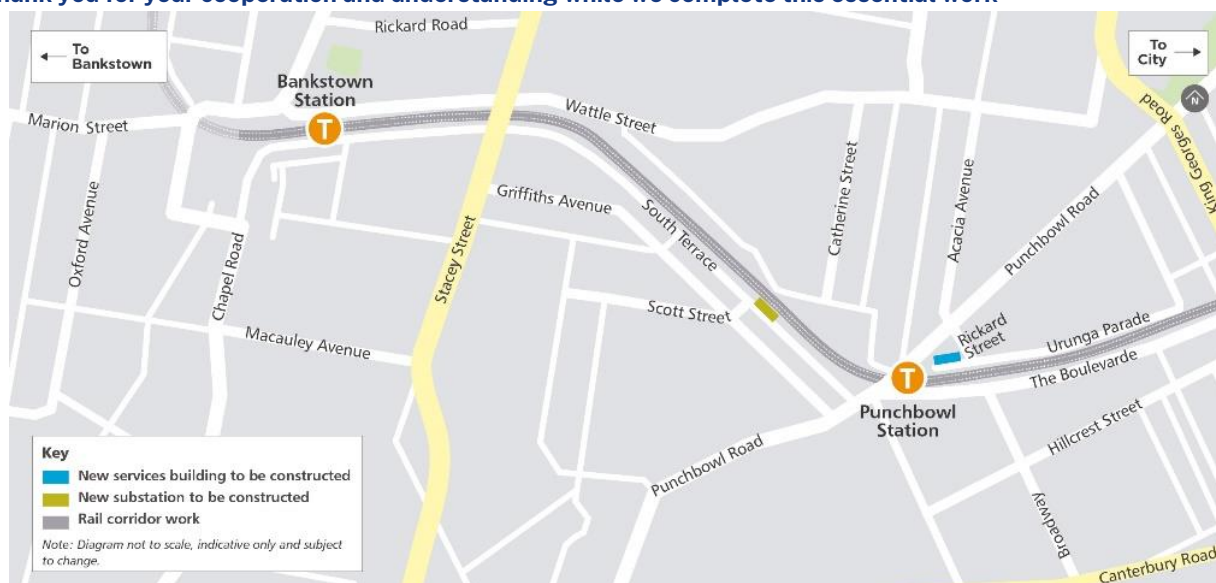
## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Train testing activities will be undertaken during the day and at night.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

## Thank you for your cooperation and understanding while we complete this essential work



## Contact us



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# Monthly Notification – Wiley Park Station

April 2025

The NSW Government recently announced that the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will continue to replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during April and May

Work will continue during and outside of standard construction hours within and around Wiley Park station during April/May. The main activities will include:

- Modification of cable service routes, cables, overhead wires and trackside equipment in the rail corridor, trackside substations and the stations
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and in the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and at various corridor locations
- Work at station buildings and platforms including updating gap fillers and platform screen doors
- Track related construction activities and work related to overhead wiring and high and low voltage wiring
- Work related to local utilities
- Work on various bridges along the corridor
- Oversized delivery of off-structure beam and installation of barriers and guardrails at the overbridge (including night work)
- Utility protection and relocations work in preparation for construction of barriers at King Georges Road overbridge
- Intersection work including footpath removal and construction of new footpaths, pram-ramps, kerbs and asphalt works on King Georges Road and The Boulevarde
- Traffic signal relocation work on the intersection of King Georges Road and The Boulevarde
- Continued operation of the site compound area at The Boulevarde during work times
- Temporary commuter changes and closures of King Georges Road and The Boulevarde during off structure beam crane delivery and installation (access to properties will be maintained, however parking and taxi zones will be temporarily closed)
- Testing and commissioning of services and electrical work with the metro services building
- Defect rectification work as required



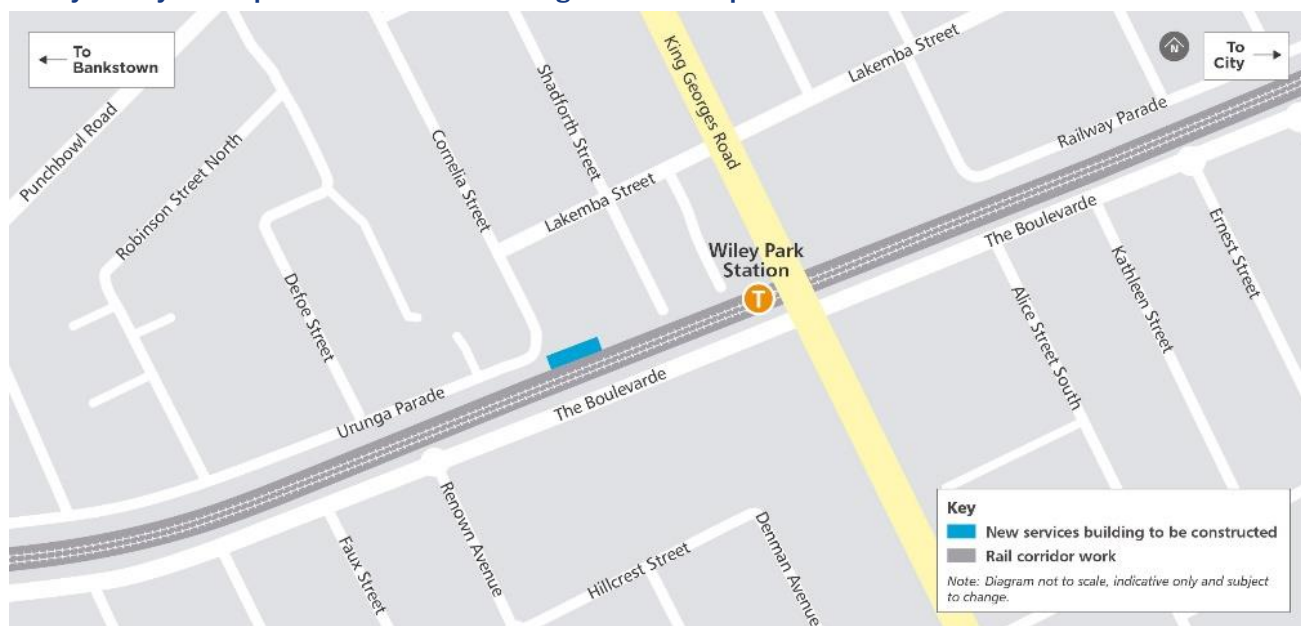
## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Train testing activities will be undertaken during the day and at night.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

## Thank you for your cooperation and understanding while we complete this essential work



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# EPL 21147

## R4.4 Validation Report

### SWM3 April Shut Stage-1

### 2025 WE43-44

R5.6 Sydney Trains possession (WE43-44, 27 April -05 May)

#### Document and Revision History

Document Details	
<b>Title</b>	R4.4 Validation Report
<b>Client</b>	Sydney Metro City & Southwest
<b>JHLOR JV contract no.</b>	K44

#### Revisions

Revision	Date	Description	Prepared by	Reviewed by
01	09/05/2025	Prepared for R4.4	Zhengyi Zhang	Lucas Dobrolot

#### 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 on

27<sup>th</sup> April 0800 to 05<sup>th</sup> May 0700 in Week 43-44 (WE43-44), noise activity (OHW Wire Works, Track Works, Signal Works & Sydney Trains Bankstown Station Extension Works) being happened during Sydney Trains possession on Sydney Trains track (between Bankstown Station and Marion Street). Works were carried out under Condition L5.6 - Local Possessions.

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:

**WE43-44 Bankstown** (27<sup>th</sup> April to 5<sup>th</sup> May 2025) - Condition L5.6 - Local Possessions:

- Over Head Wires Works
  - Powered hand tool
  - Hi-rail Excavator
  - Wench Tuck
  - EWP
- Track Works
  - Powered hand tool
  - Track Saw
  - Hi-rail Excavator
  - Hi-rail Hydrema
- Signal Works
  - Powered hand tool
  - Hi-rail Excavator
  - Hi-rail Hydrema
  - Vacuum Truck
- Sydney Trains Bankstown Station Extension Works
  - Powered hand tool
  - Hi-rail Excavator
  - Hi-rail Hydrema
  - Light tower

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

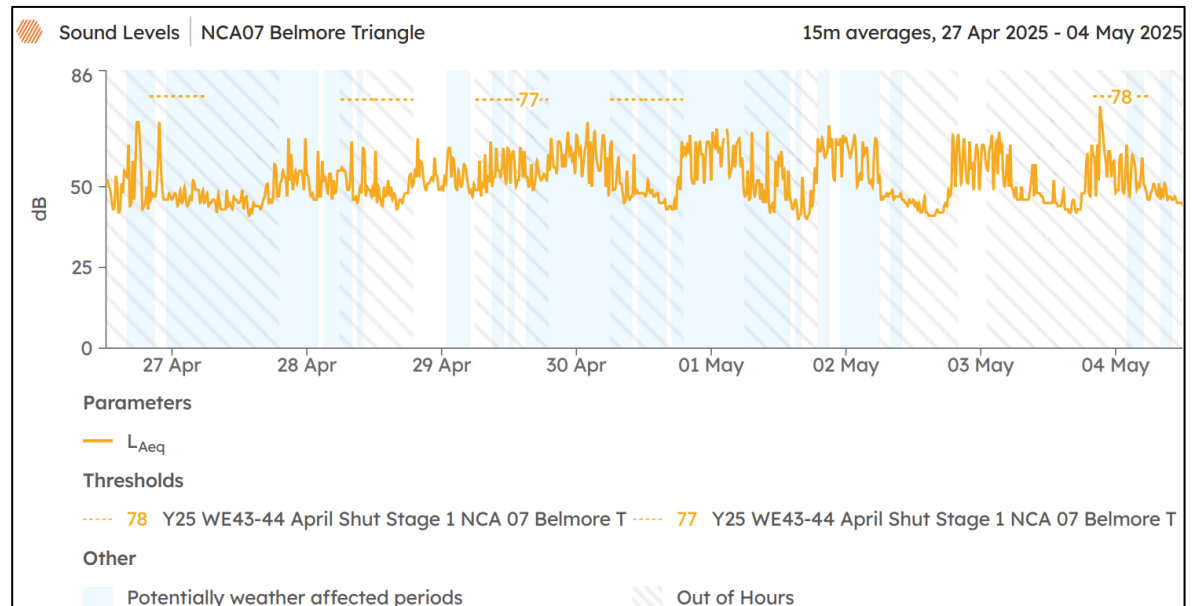
A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

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

**WE43-44** works noise monitoring was carried out at the following locations along the project corridor.

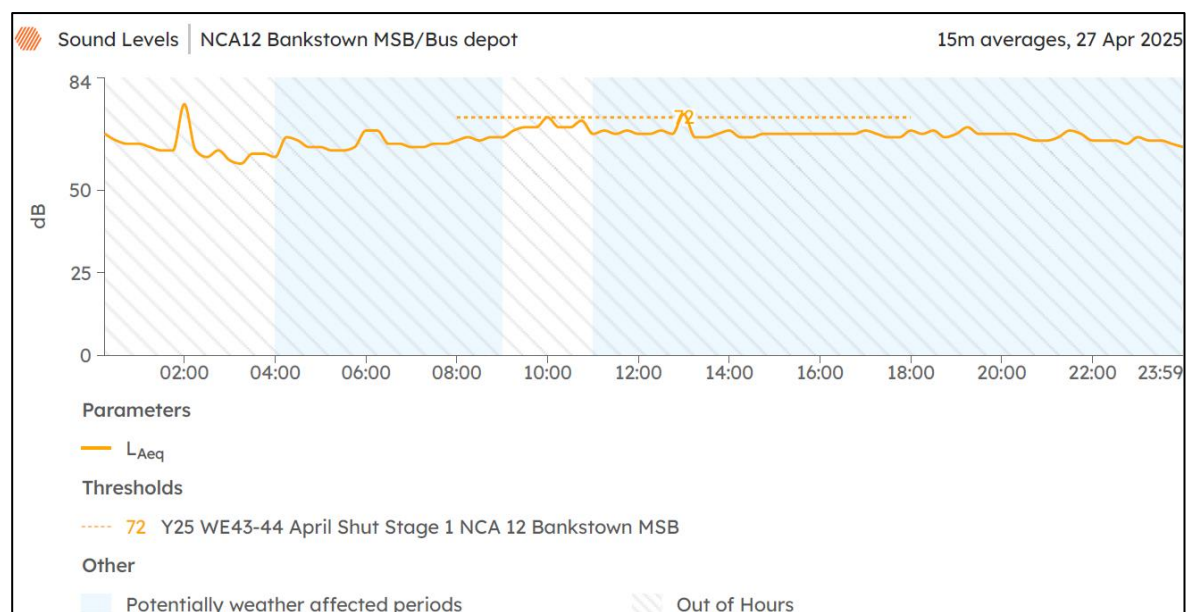
## A. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore

	Distance to the Source of Noise (m)	Sunday Day, 27 April, 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)	Weekday Night, 28-30 April 1800 - 0700 Prediction (L <sub>Aeq</sub> 15 minutes)	Sunday Day, 04 May, 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	2	78	77	78
Nearest Resident	6	71	70	71



## B. NCA 12 Noise Monitor (HEX-000618) is 86 m W of 2 West Terrace, Bankstown

	Distance to the Source of Noise (m)	Sunday Day, 27 April, 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	24	72
Nearest Resident	90	61

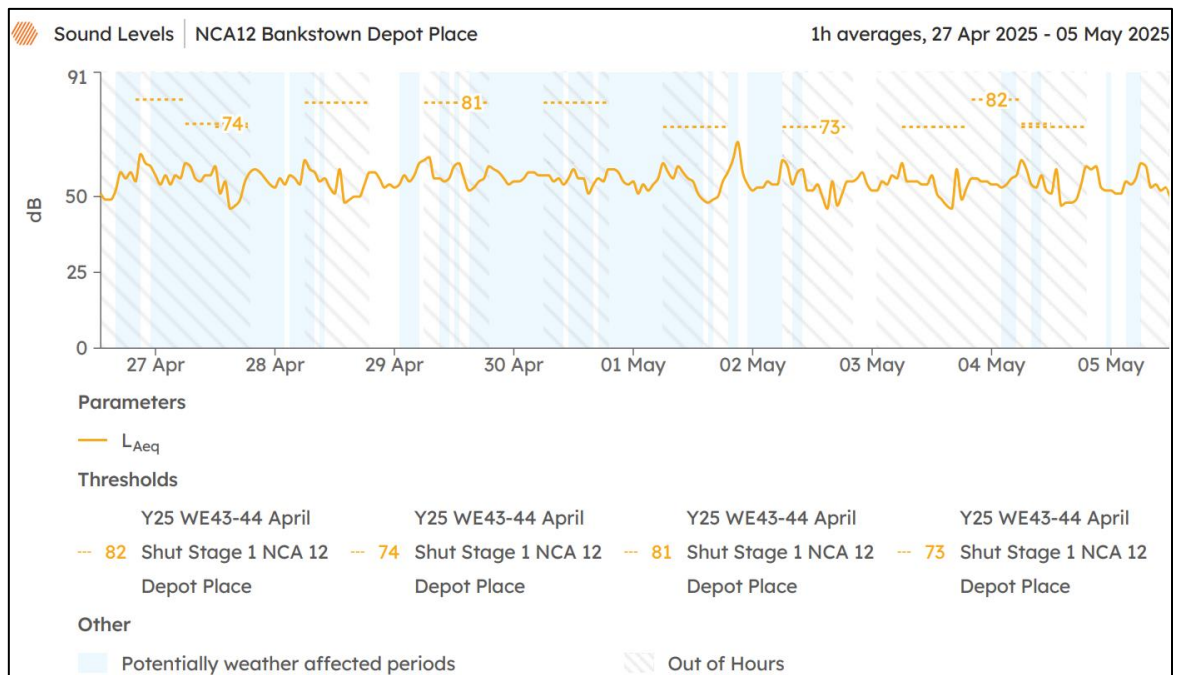
➤ Monitoring point identified **Urban Traffic**:

- Noise monitor detect highest L<sub>Aeq</sub>15min value at 73dB above the prediction (72dB), between 1245 to 1300. Above observed related to Aircraft Plane. Not related to JHLOR activities.



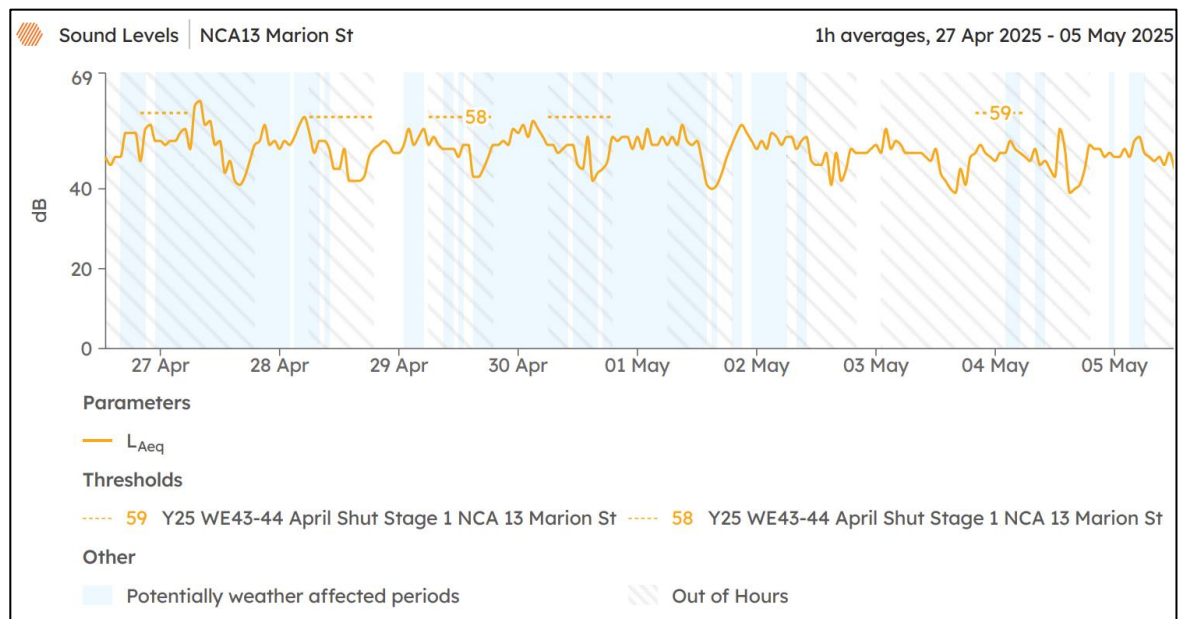
## C. NCA 12 Noise Monitor (HEX-000630) is 67 m S of 21 Bungalow Cres, Bankstown

	Distance to the Source of Noise (m)	Sunday Day, 27 April, 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)	Sunday Night, 27 April, 1800-0700 Prediction (L <sub>Aeq</sub> 15 minutes)	Weekday Night, 28-30 April, 1800 - 0700 Prediction (L <sub>Aeq</sub> 15 minutes)	Weekday Night, 1-2 May, 1800 - 0700 Prediction (L <sub>Aeq</sub> 15 minutes)	Weekend Night, 3-4 May, 1800-0700 Prediction (L <sub>Aeq</sub> 15 minutes)	Sunday Day, 4 May, 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	17	82	74	81	73	73	82
Nearest Resident	83	68	60	67	59	59	68



## D. NCA 13 Noise Monitor (HEX-000421) is 11 m N of 5 Weigand Avenue, Bankstown

	Distance to the Source of Noise (m)	Sunday Day, 27 April, 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)	Weekday Night, 28-30 April, 1800 - 0700 Prediction (L <sub>Aeq</sub> 15 minutes)	Sunday Day, 4 May, 0800-1800 Prediction (L <sub>Aeq</sub> 15 minutes)
Monitor	95	59	58	58
Nearest Resident	76	61	60	60



Refer to **Attachment 1** for detailed Monitoring Result & Locations.

#### A. Details of any exceedances of predicted noise levels;

Throughout the OOH works carried out between WE43-44, there were no exceedances of the noise predictions due to construction activity.

#### B. 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.

**C. 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 WE43-44 (27<sup>th</sup> April and 5<sup>th</sup> May 2025) could only be safely conducted during a rail possession due to works occurring within the rail corridor/danger zone. Works were completed in accordance with EPL Condition L5.6 (Local Possession). Carrying out the construction activities during standard construction hours (specified in L5.1) would cause unacceptable risks to construction personnel safety; rail passenger and railways personnel safety and railway network operational reliability.

Construction activities occurring within the rail corridor/danger zone can only be safely conducted during a rail possession during the absence of trains.

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 Locations & Results

- Monitoring Result
- Monitoring Locations

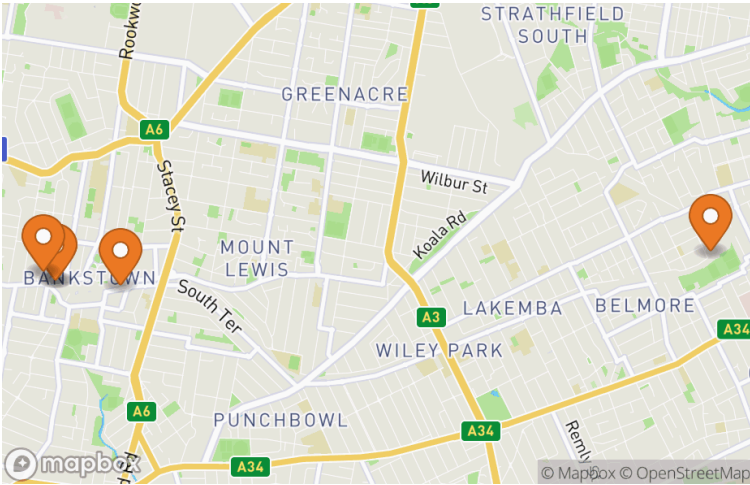


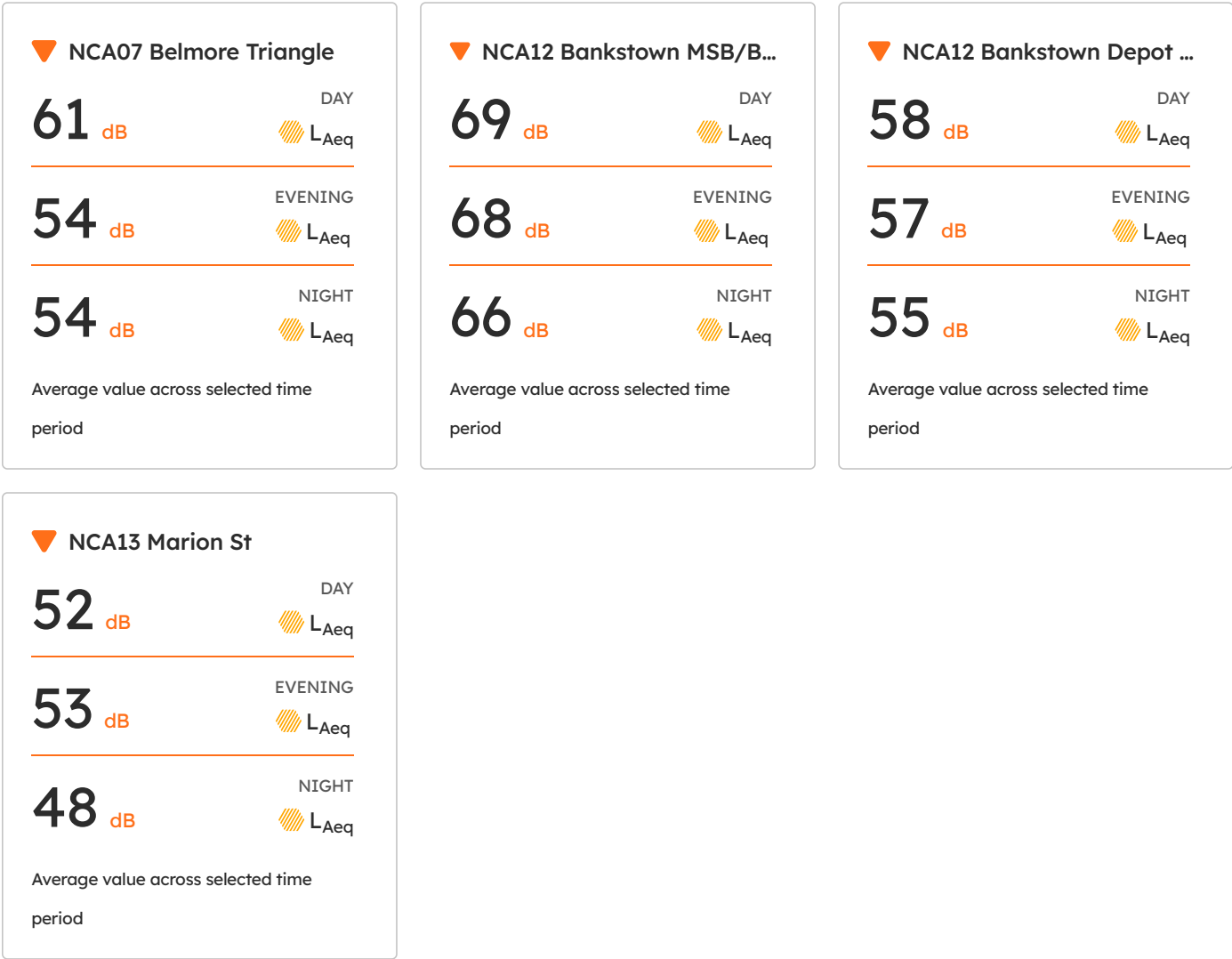
Sydney Metro S2B  
Y25 WE43-44 April Shut Stage 1

Monitoring Devices

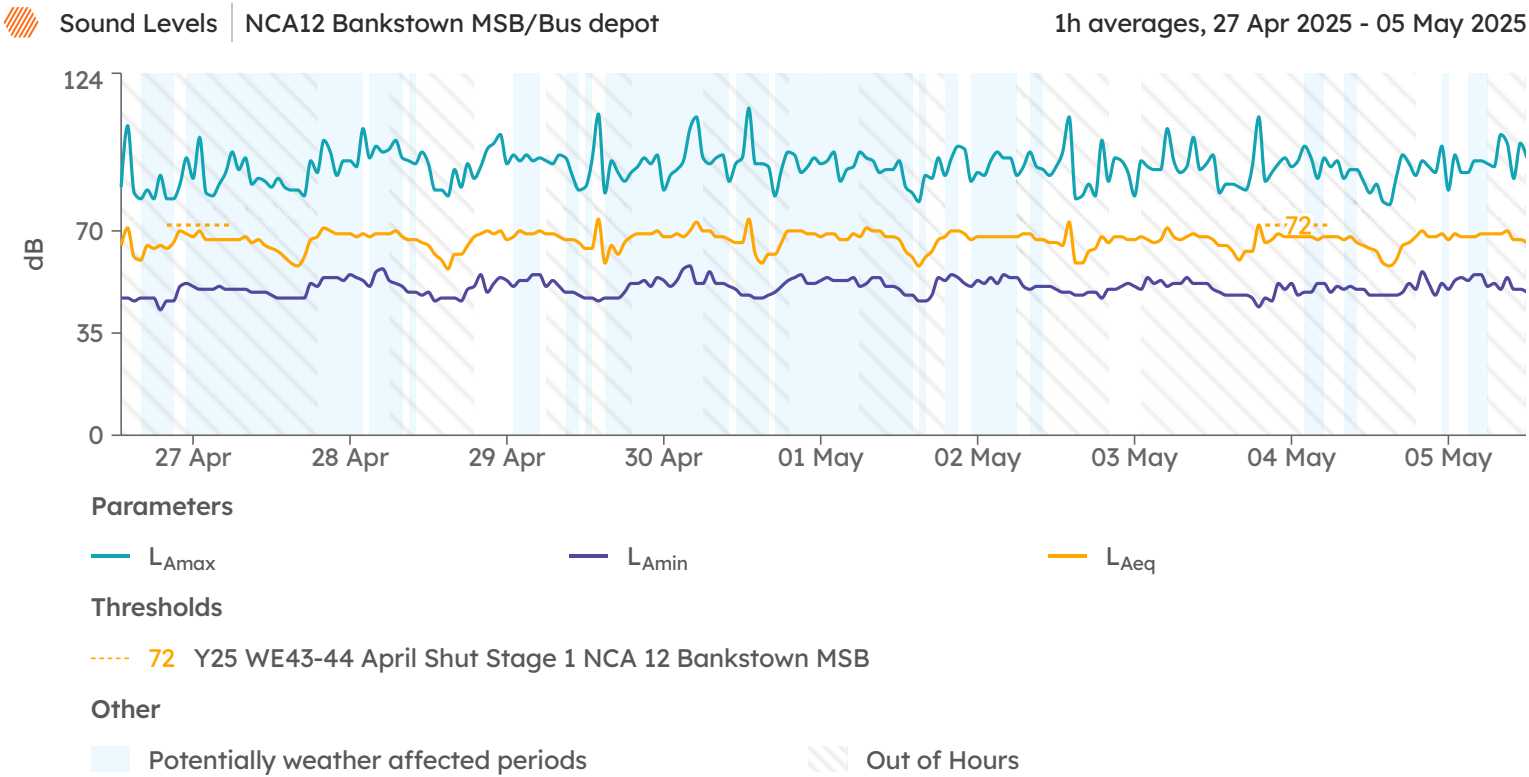
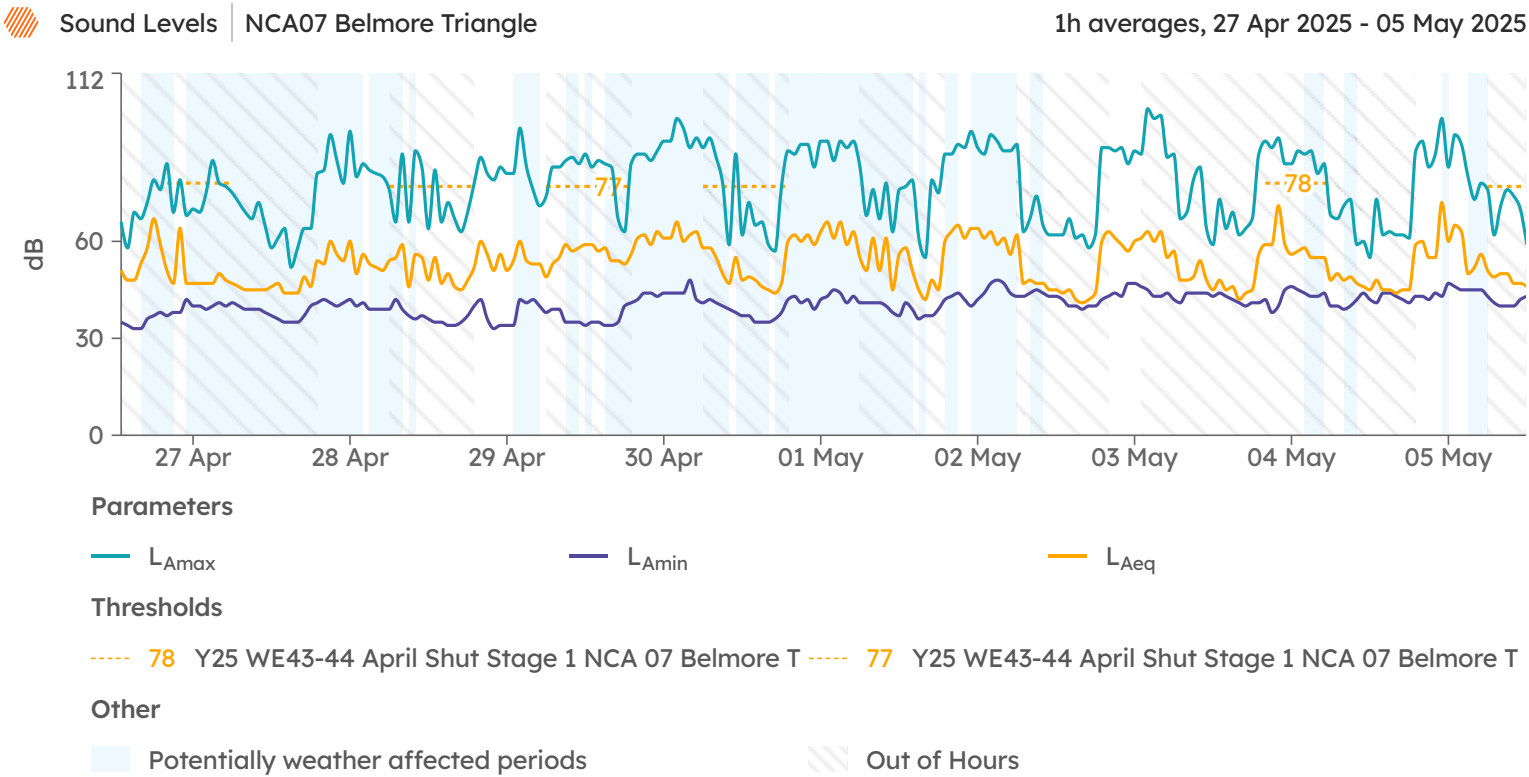
Date Range 27 Apr 2025 - 05 May 2025

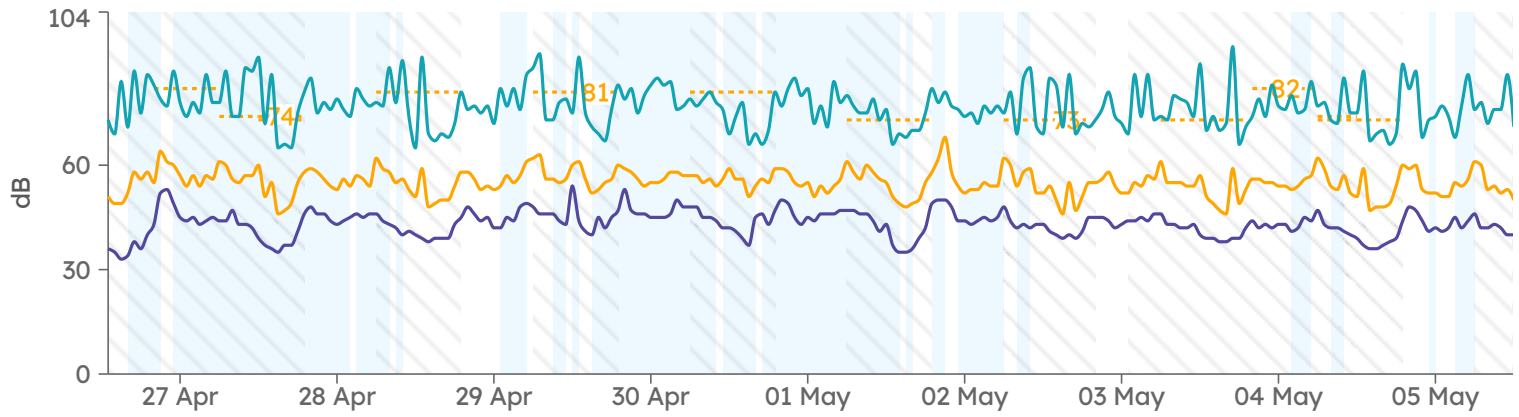
Device Serial	Monitoring Points
HEX-000516	-
HEX-000630	NCA12 Bankstown Depot Place
HEX-000531	NCA07 Belmore Triangle
HEX-000421	NCA13 Marion St
HEX-000618	NCA12 Bankstown MSB/Bus depot





Average value across selected time period. Time of Day Periods: Day (7am to 6pm) Evening (6pm to 10pm) Night (10pm to 7am).





Parameters

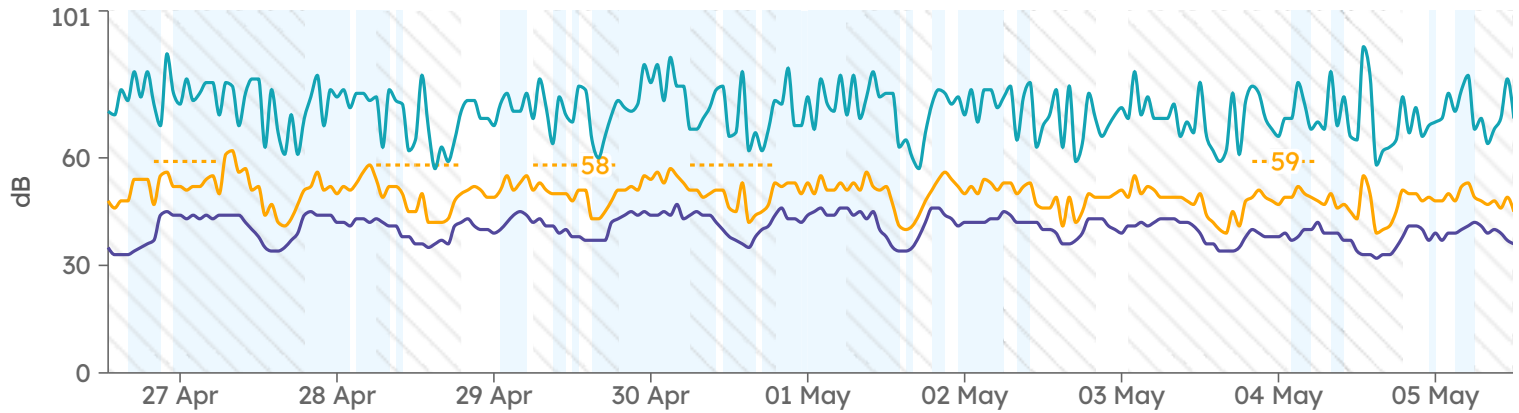
—  $L_{Amax}$  —  $L_{Amin}$  —  $L_{Aeq}$

Thresholds

Y25 WE43-44 April	Y25 WE43-44 April	Y25 WE43-44 April	Y25 WE43-44 April
<span style="color: orange;">---</span> 82 Shut Stage 1 NCA 12	<span style="color: orange;">---</span> 74 Shut Stage 1 NCA 12	<span style="color: orange;">---</span> 81 Shut Stage 1 NCA 12	<span style="color: orange;">---</span> 73 Shut Stage 1 NCA 12
Depot Place	Depot Place	Depot Place	Depot Place

Other

Potentially weather affected periods  Out of Hours



Parameters

—  $L_{Amax}$  —  $L_{Amin}$  —  $L_{Aeq}$

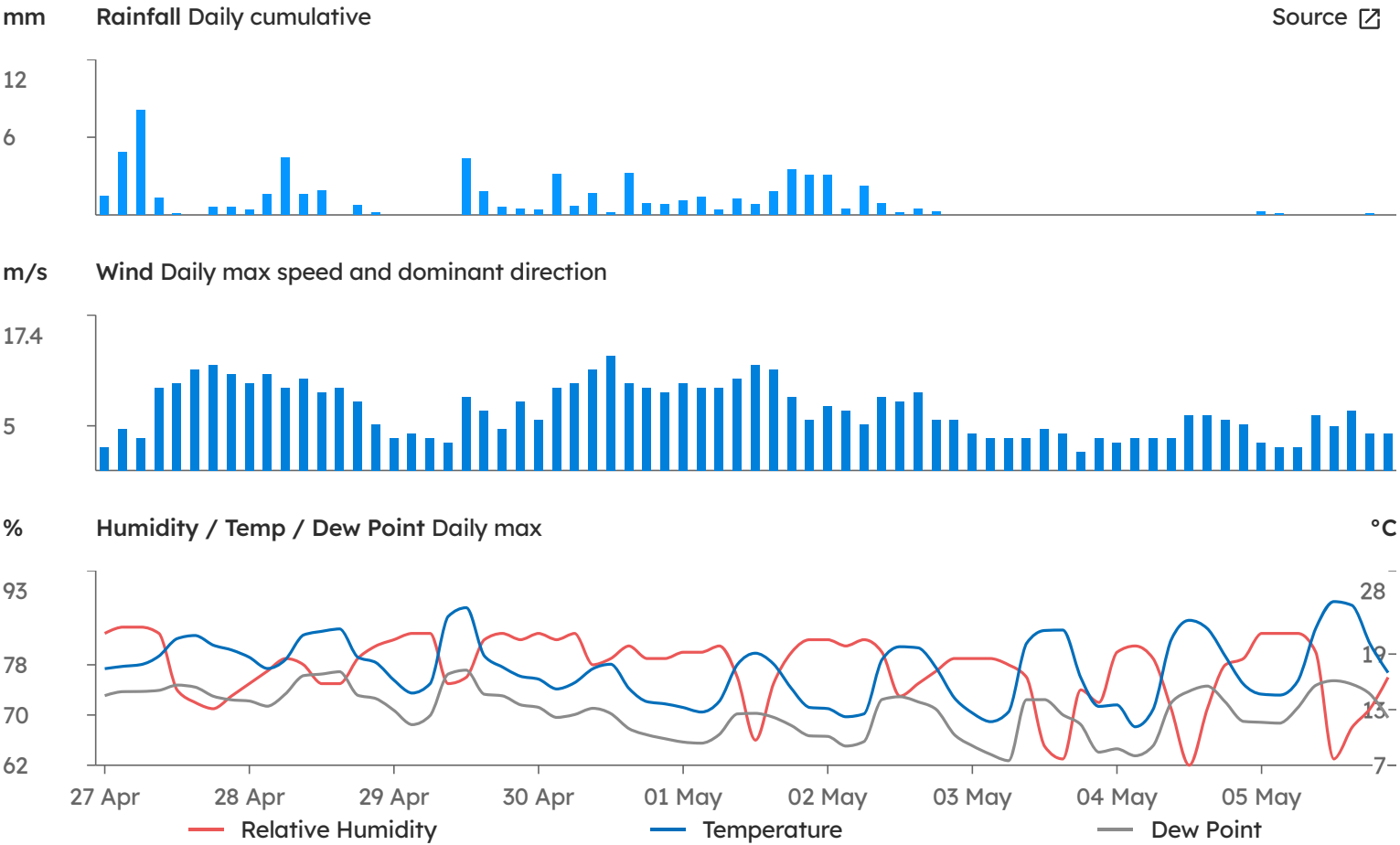
Thresholds

<span style="color: orange;">---</span> 59 Y25 WE43-44 April Shut Stage 1 NCA 13 Marion St	<span style="color: orange;">---</span> 58 Y25 WE43-44 April Shut Stage 1 NCA 13 Marion St
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Other

Potentially weather affected periods  Out of Hours





Noise Explained Events

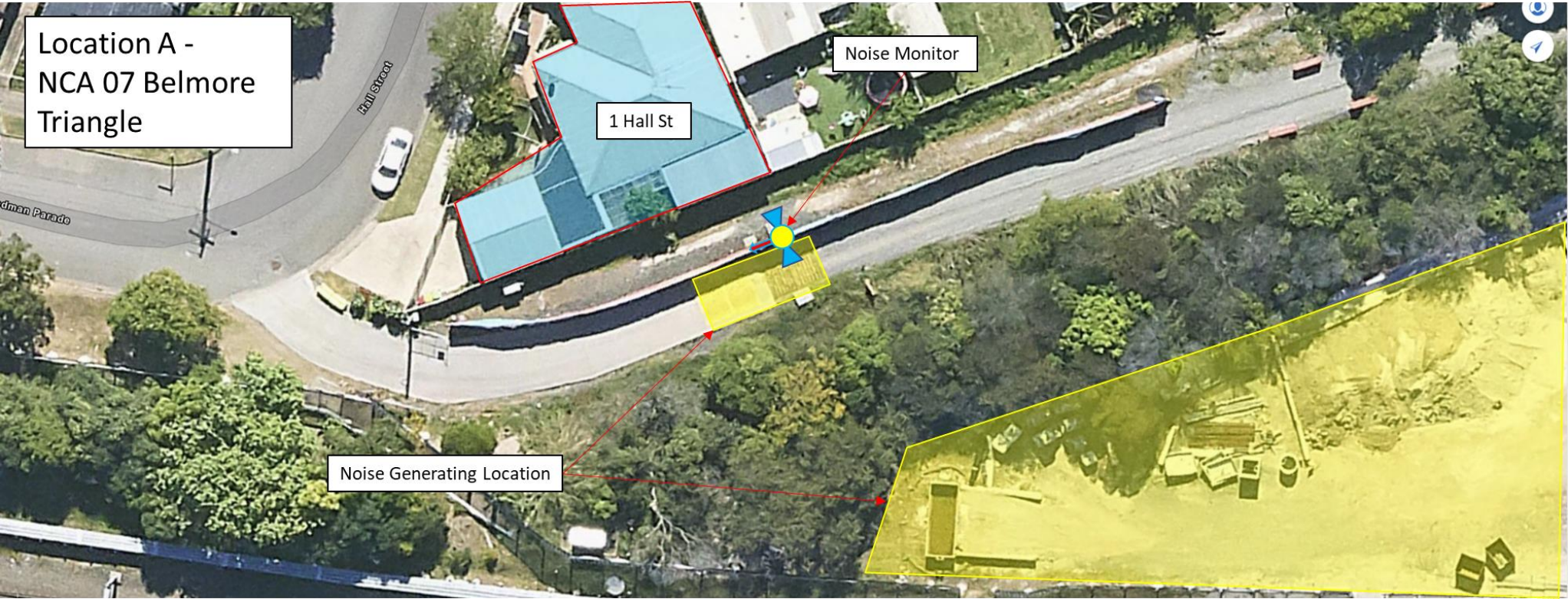
No explanations for this period

Daily Notes

Date and time	By	Monitoring Point(s)	Note
27 Apr 2025	Ted Z	NCA12 Bankstown MSB/Bus depot	Monitoring point identified Urban Traffic: - Noise monitor detect highest LAeq15min value at 73dB above the prediction (72dB), between 1245 to 1300 (12:58). Above observed related to Aircraft Plane. Not related to JHLOR activities.

Device Details

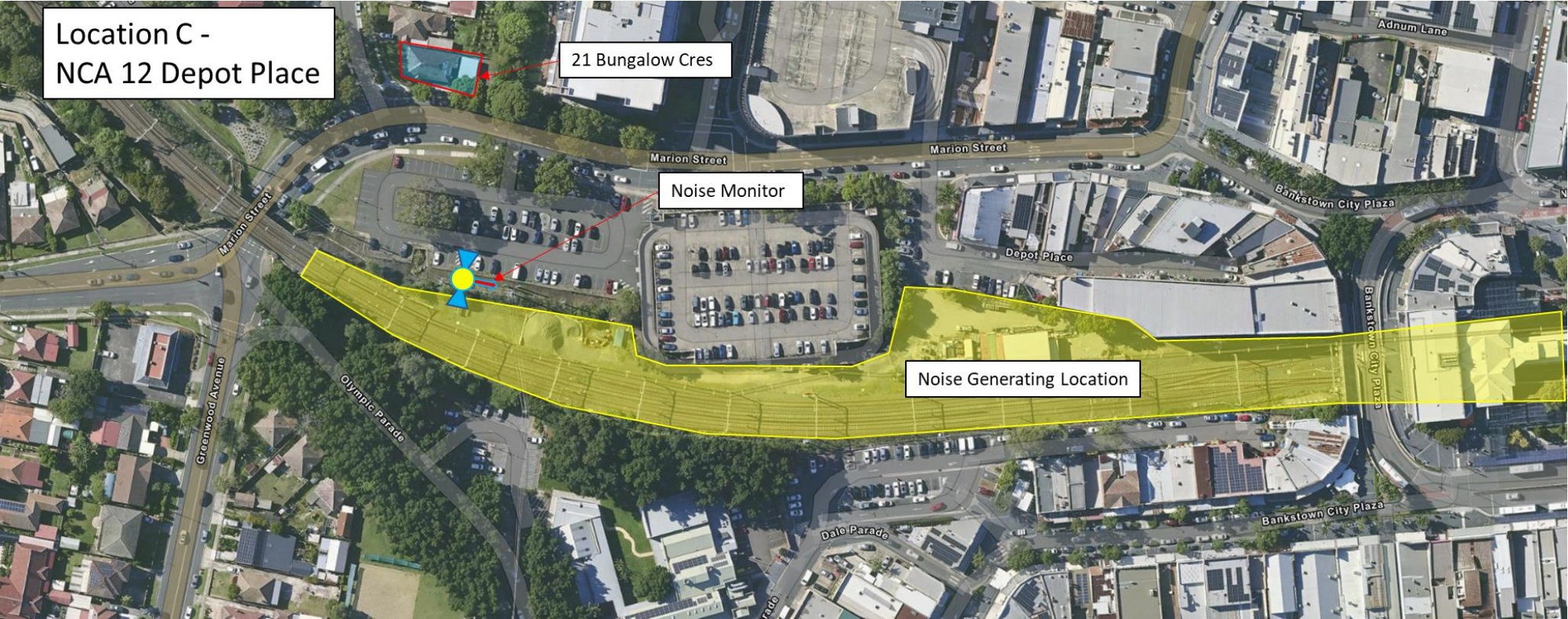
Device Serial	Monitoring Points	Model	Calibration Date	Calibration Due
HEX-000516	-	SiteHive Hexanode	03 Jun 2024	03 Jun 2026
HEX-000630	NCA12 Bankstown Depot Place	SiteHive Hexanode	12 Sep 2024	12 Sep 2026
HEX-000531	NCA07 Belmore Triangle	SiteHive Hexanode	03 Jun 2024	03 Jun 2026
HEX-000421	NCA13 Marion St	SiteHive Hexanode	22 Aug 2024	22 Aug 2026
HEX-000618	NCA12 Bankstown MSB/Bus depot	SiteHive Hexanode	03 Jun 2024	03 Jun 2026















## Attachment 2 – Community Notification

Community Notifications were provided to residents of Belmore and Bankstown.

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

# Monthly Notification – Belmore Station

May 2025

The extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

Fare free Southwest Link buses will replace trains between Sydenham and Bankstown during this time.

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

## Sydney Metro work during May/June

Work will continue during and outside of standard construction hours within and around Belmore Station during May and June.

The main activities will include:

- Modification of cable service route, cables, overhead wire and equipment in the rail corridor, substations and the station
- Delivery and storage of materials and equipment using light and heavy vehicles
- Installation of cables and communications equipment in station platforms, buildings and concourse
- Energisation of equipment in stations, service buildings and corridor boundary gates
- Testing and commissioning activities along the corridor and at station buildings
- Low speed dynamic train testing, with trains travelling up to 25 kilometres per hour
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment. This work may include excavation of soil using a vacuum truck, which will cause some noise.
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security, segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and various corridor locations
- Work at station buildings and platforms including testing and commissioning of services, electrical works, mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring, high and low voltage wiring and works related to local utilities
- Work on various bridges along the corridor
- Establishment of site laydown at Bridge Road carpark for preparation and installation of off-structure beam
- Installation of weathering steel off-structure beam with steel and mesh safety screen barrier
- Temporary traffic changes to support the works including traffic and parking changes on Bridge Road and Tobruk Avenue
- Deliveries and construction vehicle movements entering and exiting the site compound as required
- Oversized delivery of off-structure beam and installation screen barriers and guardrails at the overbridge
- Installation of bollards at the overbridge on Burwood Road
- Investigations and installation of fencing along the rail corridor
- Utility protection and works (including at night)
- Defect rectification as required



## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Some construction and testing activities will take place **at night and on weekends**, depending on the program schedule and worker safety considerations.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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



## Contact us



24-hour Community Information Line **1800 171 386**



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



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



### Translating and interpreting service

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# Monthly Notification – Bankstown Station

May 2025

The extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during May/June

Work will continue during and outside of standard construction hours within and around Bankstown station during May and June. The main activities will include:

- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, substations and stations
- Delivery and storage of materials and equipment using light and heavy vehicles
- Installation of cables and communications equipment in station platforms, buildings and concourse
- Energisation of equipment in stations, service buildings and corridor boundary gates
- Testing and commissioning activities along the corridor and at station buildings
- Low speed dynamic train testing, with trains travelling up to 25 kilometres per hour
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment. This work may include excavation of soil using a vacuum truck, which will cause some noise.
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security fence installation and signalling and track related construction activities
- Parking removal and lane closures to facilitate plant and truck operation around the station and along the corridor
- Additional work related to overhead wiring, high and low voltage wiring and local utilities, including utility adjustments work on Stacey Street and North Terrace
- Footpath closures with diversions in place around the South Terrace bus interchange with parking changes relating to replacement buses on West and East Terraces
- Work on various bridges along the corridor
- Work related to the new Bankstown Metro platforms including ongoing work on platform screen doors and work on the the existing platform
- Work related to the new cross corridor plaza and associated buildings
- Works related to Bankstown platform extension, track upgrades and OHW upgrades
- Demolition of existing and construction of new concrete bridge barriers and structural strengthening work at Stacey Street
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal
- Delivery of precast barriers for Stacey Street overbridge
- Preliminary concreting preparation and pouring works for Stacey Street overbridge barrier

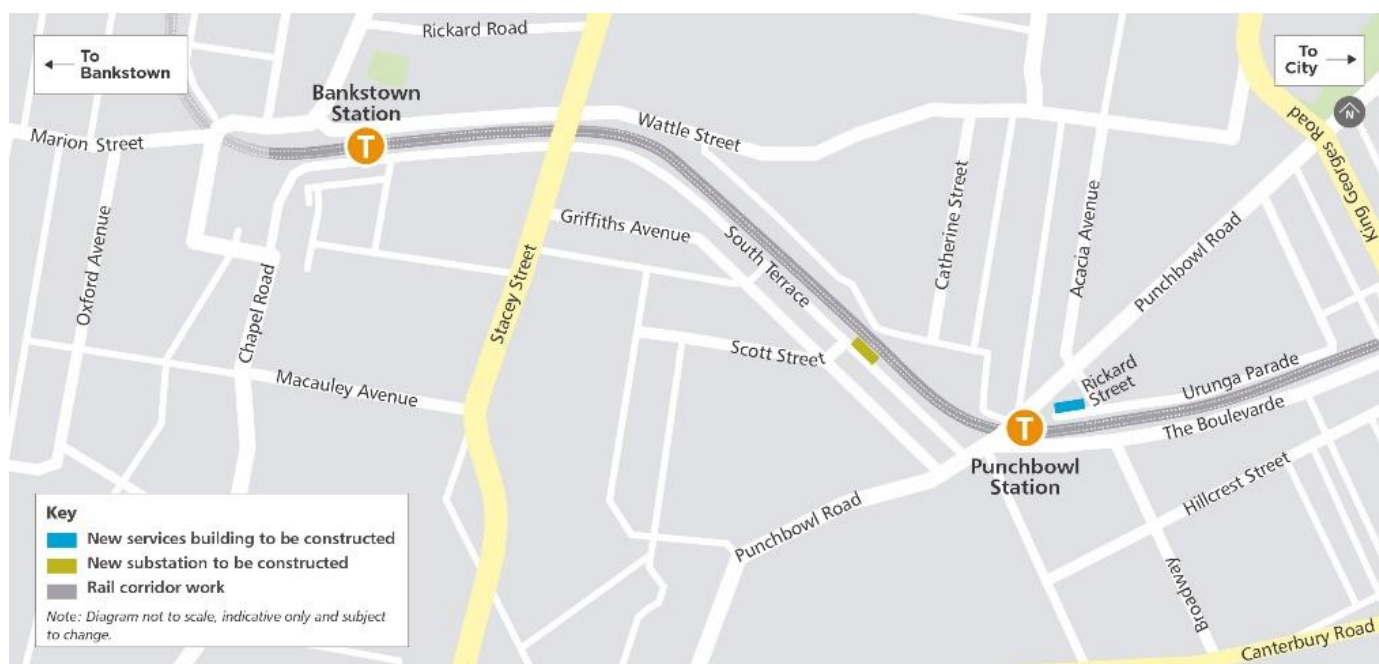


## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Some construction and testing activities will take place **at night and on weekends**, depending on the program schedule and worker safety considerations.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be always maintained; we will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites.



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

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# Monthly Notification – Belmore Station

April 2025

The NSW Government recently announced that the extension of Sydney Metro services from Sydenham to Bankstown will now be completed in 2026.

**Fare free Southwest Link buses will continue to replace trains between Sydenham and Bankstown during this time.**

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

## Sydney Metro work during April/May

Work will continue during and outside of standard construction hours within and around Belmore Station during April/May. The main activities will include:

- Modification of cable service route, cables, overhead wire and equipment in the rail corridor, substations and the station
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment on platforms and in buildings, and in the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security, segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and various corridor locations
- Work at station buildings and platforms including testing and commissioning of services, electrical works, mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring, high and low voltage wiring and works related to local utilities
- Work on various bridges along the corridor
- Establishment of site laydown at the Bridge Road carpark for preparation and installation of off-structure beam
- Installation of weathering steel off-structure beam with steel and mesh safety screen barrier
- Temporary traffic changes to support the work including traffic and parking changes on Bridge Road and Tobruk Avenue
- Deliveries and construction vehicle movements entering and exiting the site compound as required
- Oversized delivery of off-structure beam and installation screen barriers and guardrails at the overbridge
- Installation of bollards at the overbridge on Burwood Road
- Utility protection and works (including at night)
- Defect rectification as required



## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
- The project team will take every step possible to minimise noise impacts, however some of this work will be noisy. A range of measures are in place to reduce noise and meet the project's approval conditions, including noise barriers, using only the necessary equipment for each task, turning off equipment when not in use and equipping machinery with non-tonal movement alarms.
- Train testing activities will be undertaken during the day and at night.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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



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# Monthly Notification – Bankstown Station

April 2025

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## Sydney Metro work during April and May

Work will continue during and outside of standard construction hours within and around Bankstown station during April/May. The main activities will include:

- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, substations and stations
- Delivery and storage of materials, including cable drums and equipment using light and heavy vehicles
- Installation of containment, cables and communications equipment in station platforms and buildings, and in the rail corridor
- Energisation of equipment in stations and service buildings
- Testing, commissioning and maintenance of services and equipment across the train sub-systems in stations, and along the track corridor, including dynamic train testing activities and trackside inspections
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security fence installation and signalling and track related construction activities
- Parking removal and lane closures to facilitate plant and truck operation around the station and along the corridor
- Additional work related to overhead wiring, high and low voltage wiring and local utilities, including utility adjustments work on Stacey Street and North Terrace
- Footpath closures with diversions in place around the South Terrace bus interchange with parking changes relating to replacement buses on West and East Terraces
- Work on various bridges along the corridor
- Work related to the new Bankstown Metro platforms including ongoing work on platform screen doors and work on the existing Bankstown Station platform
- Work related to the new cross corridor plaza and associated buildings
- Work related to Bankstown platform extension, track upgrades and overhead wiring upgrades
- Concrete barrier installation night work at Stacey Street overbridge (these works include a temporary change of traffic conditions)
- Demolition and reconstruction of concrete bridge barriers and structural strengthening work at Stacey Street



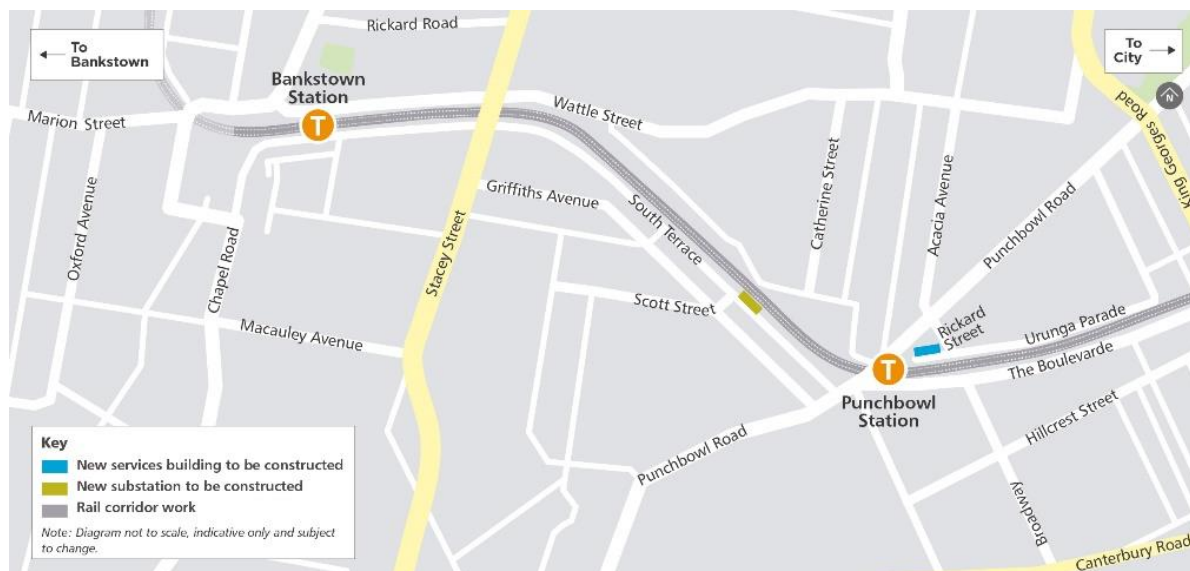
## Hours of work

Standard construction hours are Monday to Friday 7am – 6pm and Saturday 8am – 6pm excluding Public Holidays and Sundays. Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

## What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
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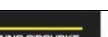



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Vibration Monitoring Data - Monthly Summary									
Month and Year	April 2025								
Project	Sydney Metro SWM3								
EPL license No.	21147								
EPL Weblink	<a href="https://apps.epa.nsw.gov.au/prpoeoapp/Detail.aspx?instid=21147&amp;id=21147&amp;option=licence&amp;searchrange=licence&amp;range=POEO%20licence&amp;prp=no&amp;status=Issued">https://apps.epa.nsw.gov.au/prpoeoapp/Detail.aspx?instid=21147&amp;id=21147&amp;option=licence&amp;searchrange=licence&amp;range=POEO%20licence&amp;prp=no&amp;status=Issued</a>								
Specific EPL monitoring conditions	M7.2 - Vibration monitoring								
Monitoring Location	Number of times monitoring during the month	Attended or continuous monitoring	Event based monitoring (Y/N)	Parameter eg.PPV	Unit	Minimum value for month	Maximum value for month	Goals/Targets	Comment
SWM3									No activities requiring vibration monitoring