



Water Monitoring Data - Monthly Summary									
Month and Year	May 2025		<div><div>LAING O'Rourke</div><div>JOHN HOLLAND</div></div>						
Project	Sydney Metro SWM3								
EPL License No.	21147								
EPL Weblink	https://apps.epa.nsw.gov.au/prpoeoapp/Detail.aspx?instid=21147&id=21147&option=licence&searchrange=licence&range=POEO%20licence&prp=no&status=Issued								
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	1	Y	NA	NA	NA	NA	NA	NA	24hr rainfall 20.4mm by 0900, 19/05/25, visual inspection. No discharge off site.

Noise Monitoring Data - Monthly Summary		
Month and Year	May2025	 
Project	Sydney Metro SWM3	
EPL license No.	21147	
EPL Weblink	https://apps.epa.nsw.gov.au/prpoeoapp/Detail.aspx?instid=21147&id=21147&option=licence&searchrange=licence&range=POEO%20licence&prp=no&status=Issued	
Specific EPL monitoring conditions	M7.1 - Noise monitoring	

EPL 21147

R4.4 Validation Report

SWM3 Final Conversion Stage-3

2025 WE44-45

L5.7 - Local Area and Utility Works (WE44-45, 3rd to 5th of May)

Document and Revision History

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

Revisions

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

Management reviews

Review date	Details	Reviewed by

Controlled: NO

Copy no.:

Uncontrolled: YES

Table of Contents

Introduction3

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:3

1. Confirmation that the equipment used to undertake the works was as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite3

2. A copy of the community notification required under Condition L5.123

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

4. Details of any exceedances of predicted noise levels;5

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

6. The justification required under L5.6 for the carrying out of works outside of standard construction hours in L5.16

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.6

Attachment 1 – Noise Monitoring Locations & Results.....7

Attachment 2 – Community Notification.....11

Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out on

- 3rd and 4th of May 1800 to 0800 in Week 44 (WE44), noise activity (HV Removal) being happened during Ausgrid planned outage (250m from each side of Canterbury Road Bridge in Canterbury). Works were carried out under Condition L5.7 - Utility & Local Area.
- 5th of May 1800 to 0800 in Week 45 (WE45), noise activity (HV Removal) being happened during Ausgrid planned outage (200m from each side of King George Road in Wiley Park). Works were carried out under Condition L5.7 - Utility & Local Area.

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:

WE44 Canterbury Rd (3rd and 4th of May 1800 to 0800) - Condition L5.7 - Utility & Local Area:

- HV Removal
 - EWP
 - Chainsaw
 - Light vehicle

WE45 King George Rd (5th of May 1800 to 0700) - Condition L5.7 - Utility & Local Area:

- HV Removal
 - EWP
 - Chainsaw
 - Light vehicle

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

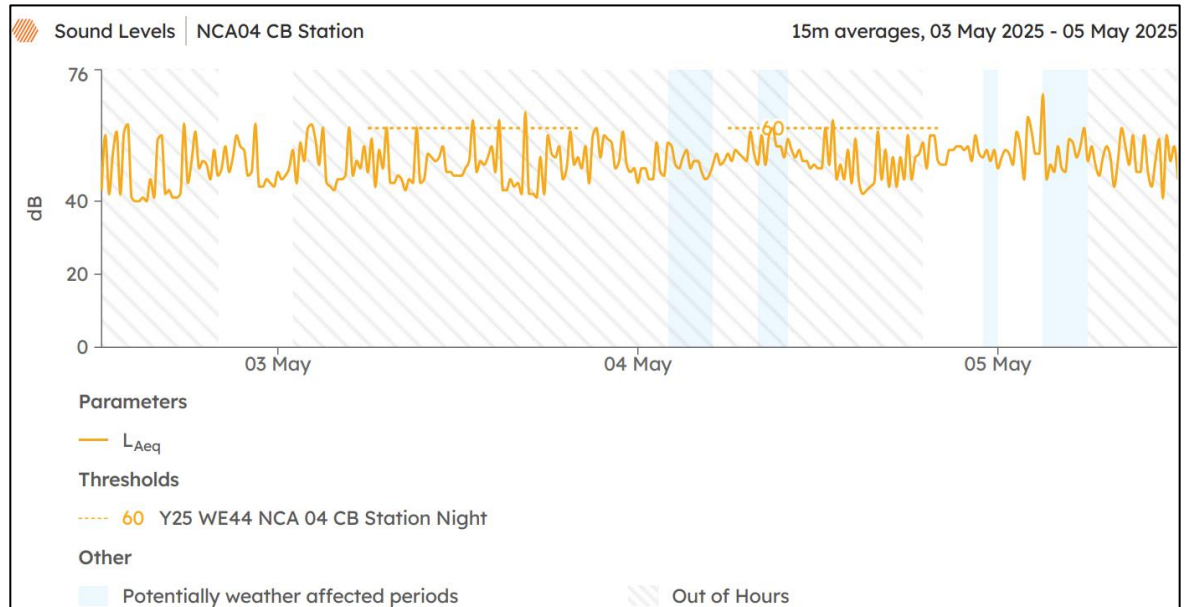
A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

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

WE44-45 works noise monitoring was carried out at the following locations along the project corridor.

A. NCA 04 Noise Monitor (HEX-000296) is 4 m NE of 2A Charles Street, Canterbury

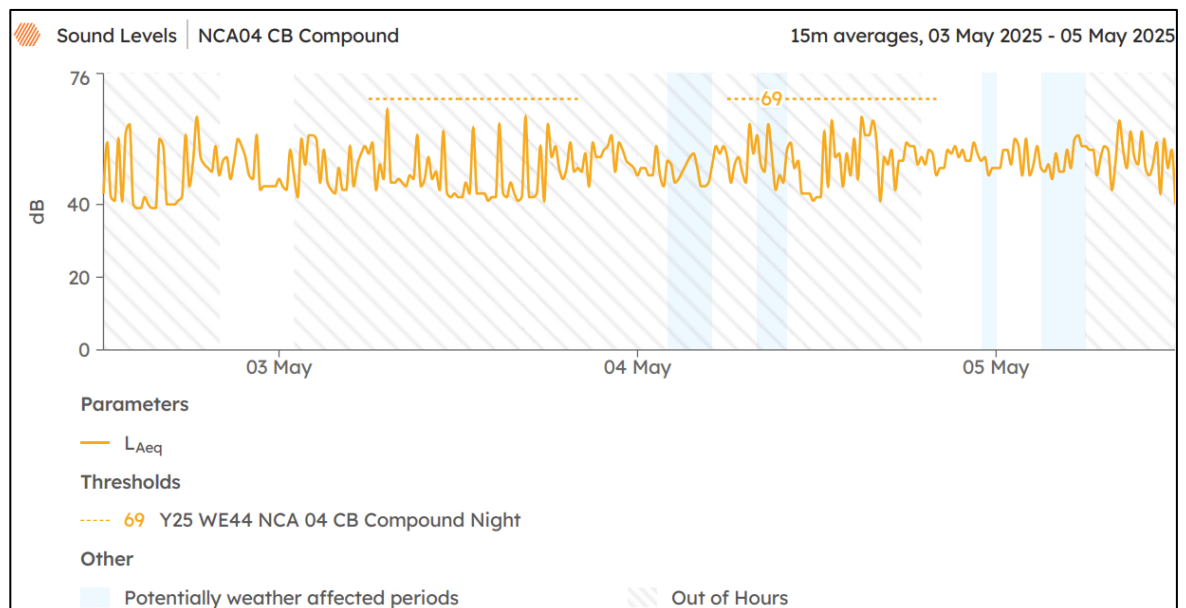
	Distance to the Source of Noise (m)	Saturday, Night, 1800-0800 Prediction (L _{Aeq} 15 minutes)	Saturday, Night, 1800-0800 Prediction (L _{Aeq} 15 minutes)
Monitor	20	60	60
Nearest Resident	20	60	60



- Monitoring point identified ARTC Train:
- Noise monitor detect highest L_{Aeq}15min value at 62dB above the prediction (70dB), between 0045 to 0100 (04 May @ 0052).
 - Noise monitor detect highest L_{Aeq}15min value at 62dB above the prediction (70dB), between 0230 to 0245 (04 May @ 0230).
 - Noise monitor detect highest L_{Aeq}15min value at 64dB above the prediction (70dB), between 0415 to 0430 (04 May @ 0417).
 - Noise monitor detect highest L_{Aeq}15min value at 62dB above the prediction (70dB), between 0045 to 0100 (05 May @ 0049).
- Above observed related to Aircraft Plane. Not related to JHLOR activities.

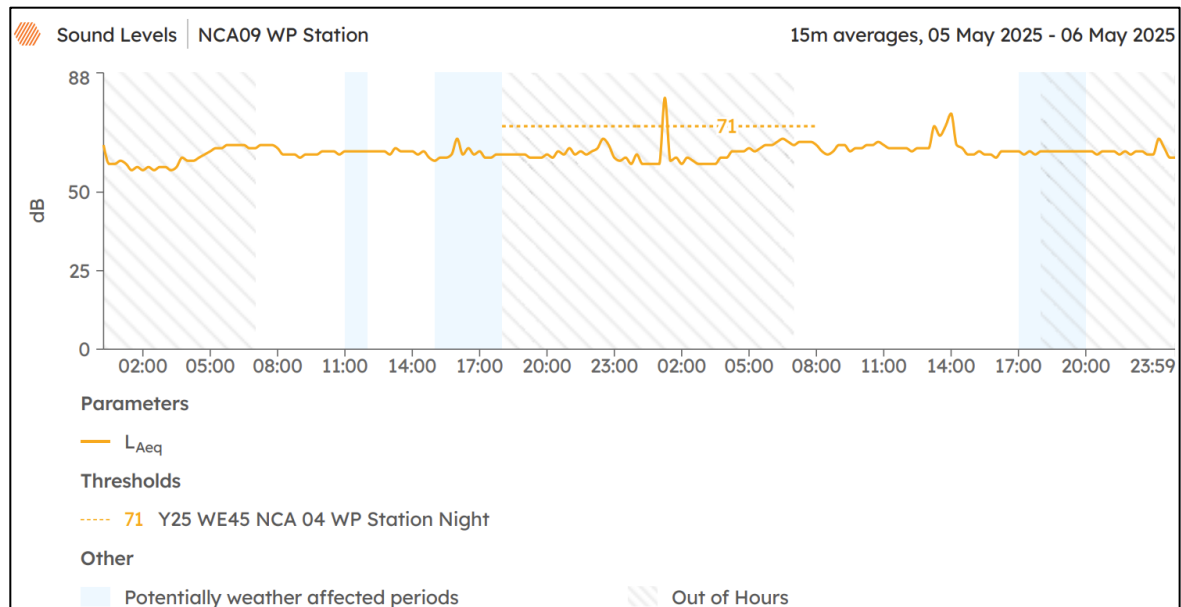
B. NCA 04 Noise Monitor (HEX-000321) is 20 m NW of 20 Close St, Canterbury

	Distance to the Source of Noise (m)	Saturday, Night, 1800-0800 Prediction (L _{Aeq} 15 minutes)	Saturday, Night, 1800-0800 Prediction (L _{Aeq} 15 minutes)
Monitor	15	69	69
Nearest Resident	15	69	69



C. NCA 09 Noise Monitor (HEX-000797) is 43 m E of 1A Shadforth St, Wiley Park

	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L _{Aeq} 15 minutes)
Monitor	15	71
Nearest Resident	29	65



- Monitoring point identified ARTC Train:
- Noise monitor detect highest L_{Aeq}15min value at 80dB above the prediction (71dB), between 0100 to 0115 (06 May @ 0111). Above observed related to Aircraft Plane. 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 in WE44-45 between 3rd to 5th of May, 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 L5.7 for the carrying out of works outside of standard construction hours in L5.1.

The works carried out on WE44-45 (3rd to 5th of May) 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.

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

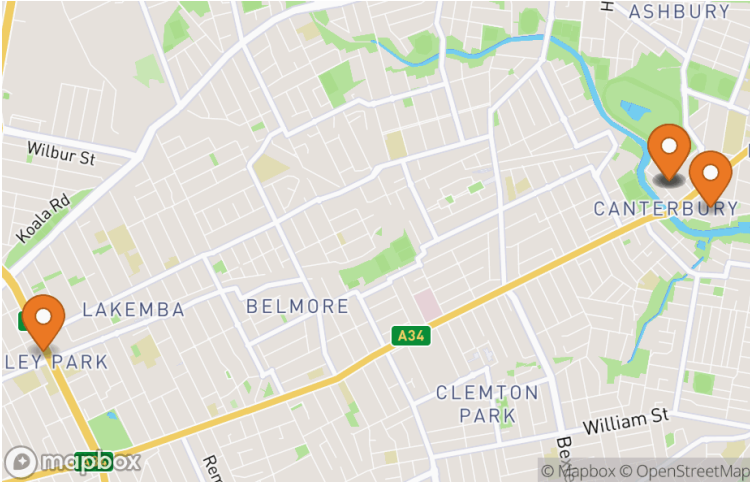
- Monitoring Result
- Monitoring Locations

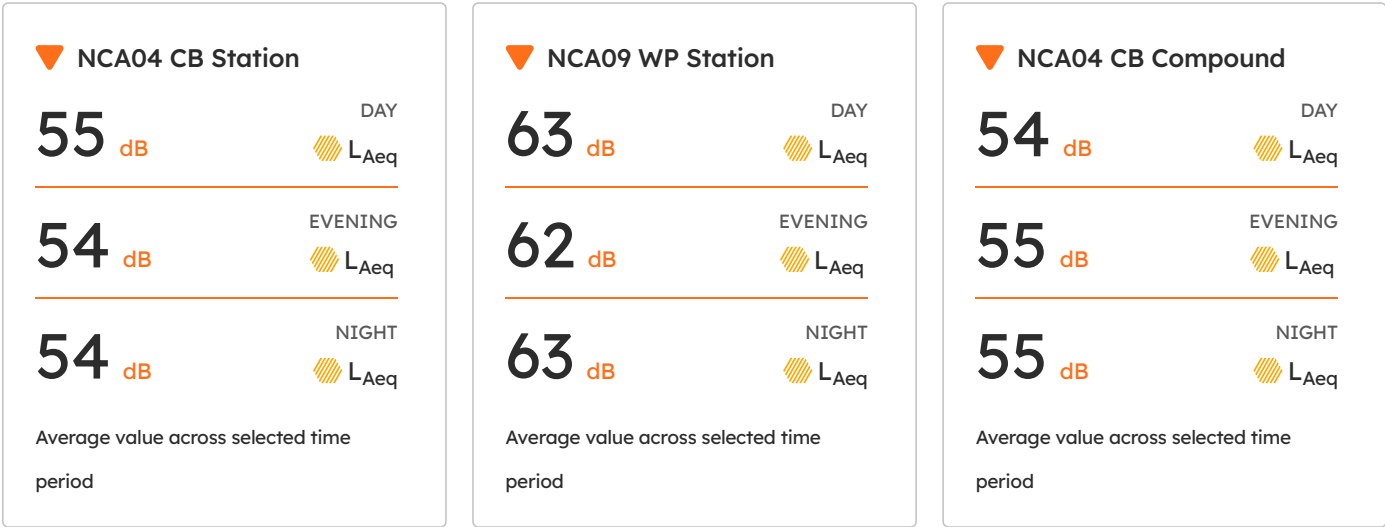
Sydney Metro S2B
WE44-45 L5.7

Monitoring Devices

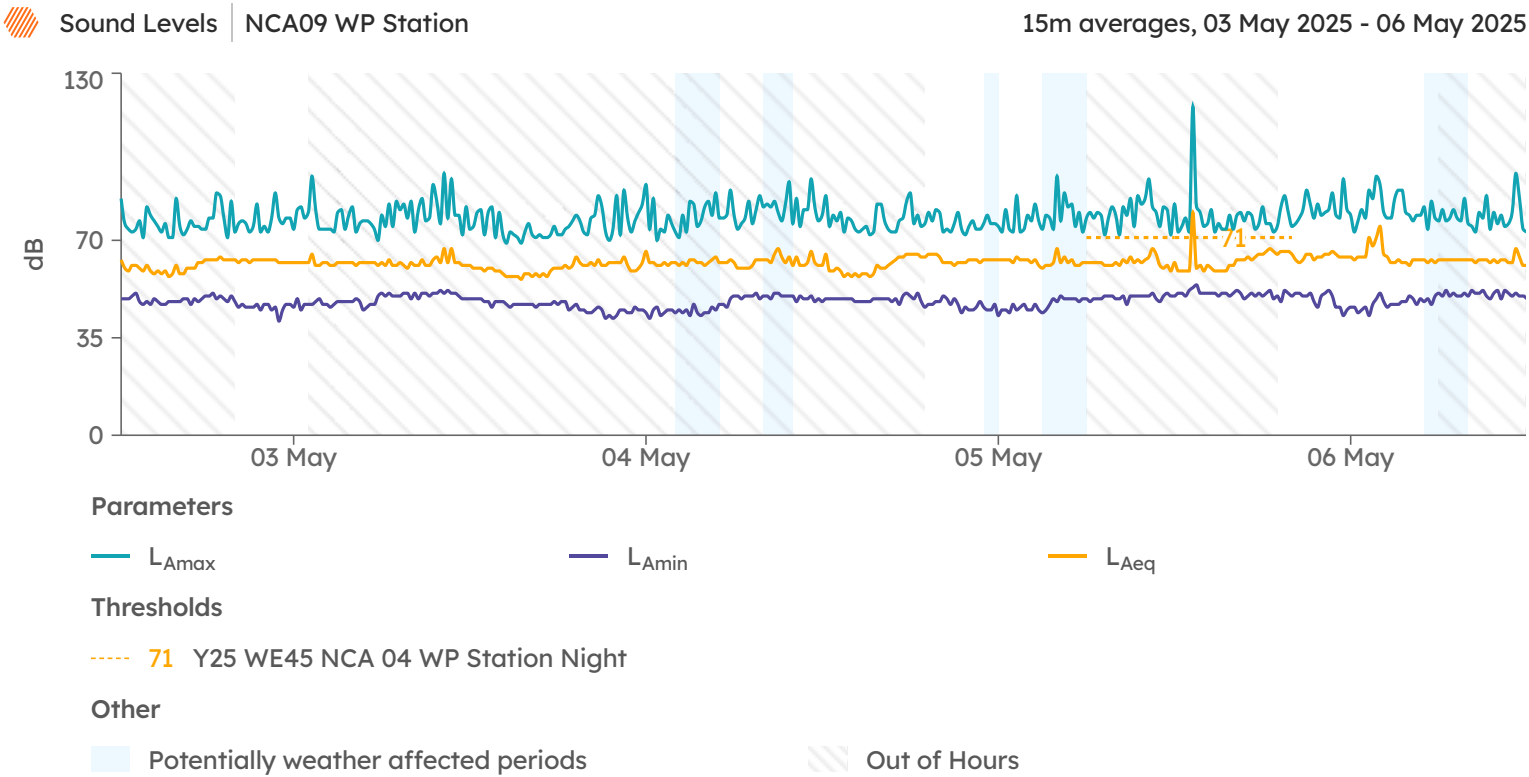
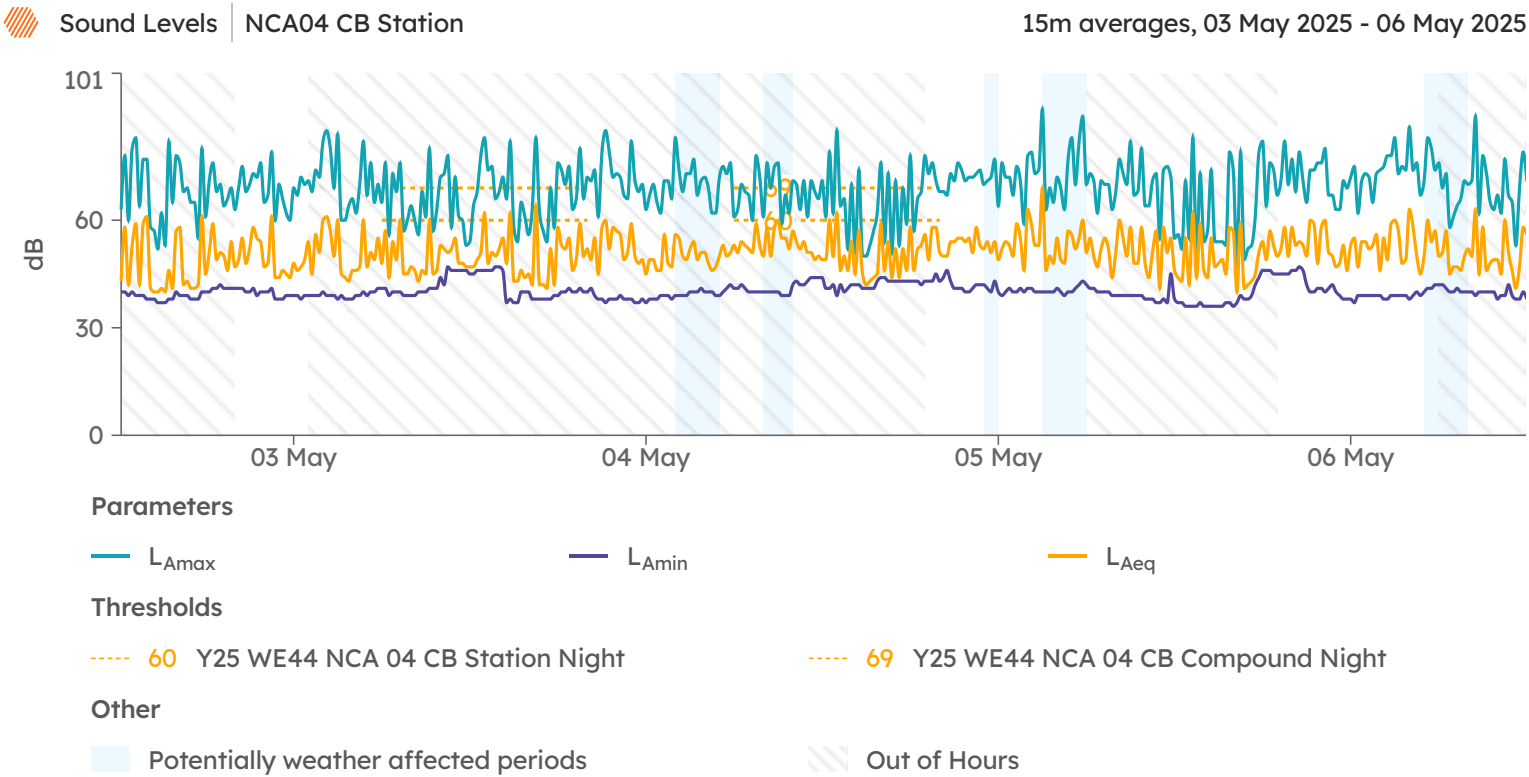
Date Range 03 May 2025 - 06 May 2025

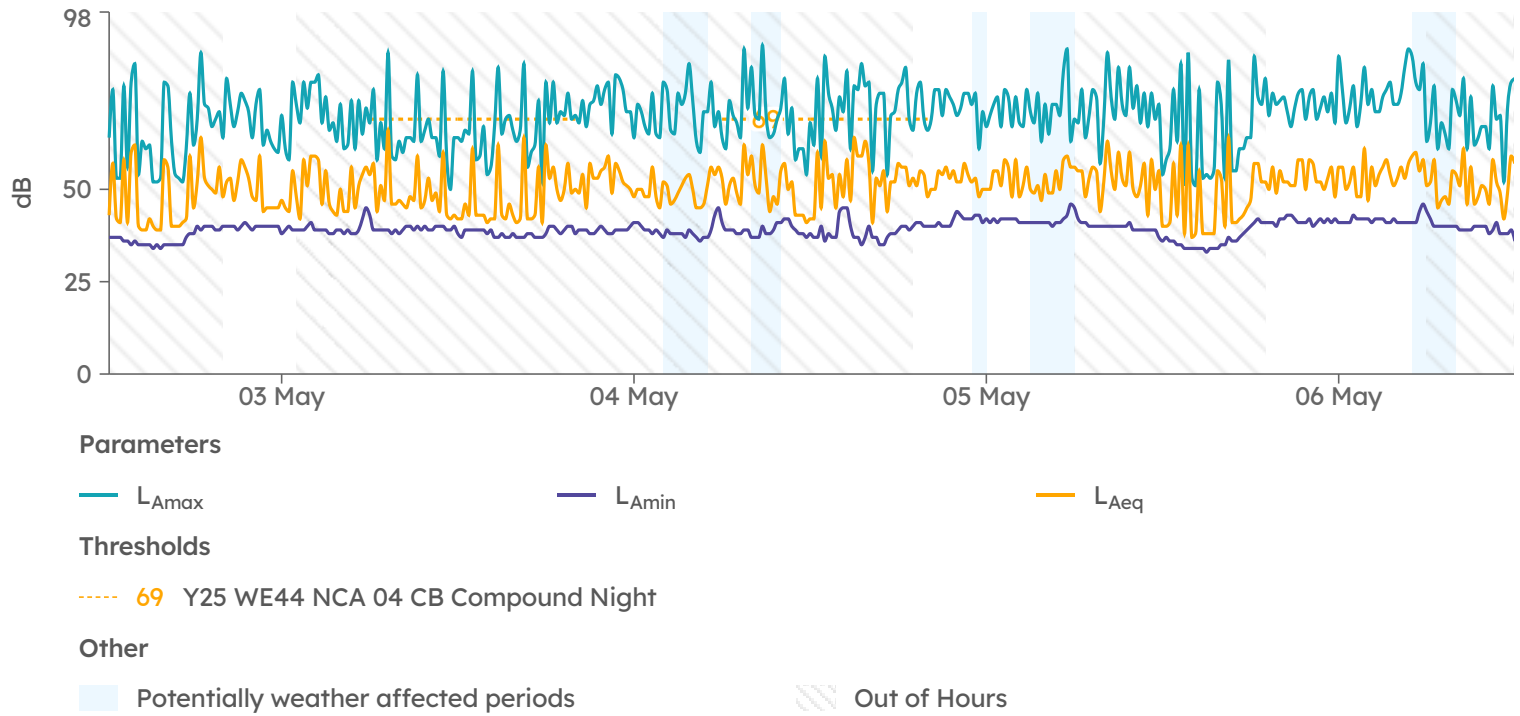
Device Serial	Monitoring Points
HEX-000296	NCA04 CB Station
HEX-000516	-
HEX-000321	NCA04 CB Compound
HEX-000797	NCA09 WP Station
HEX-000249	-



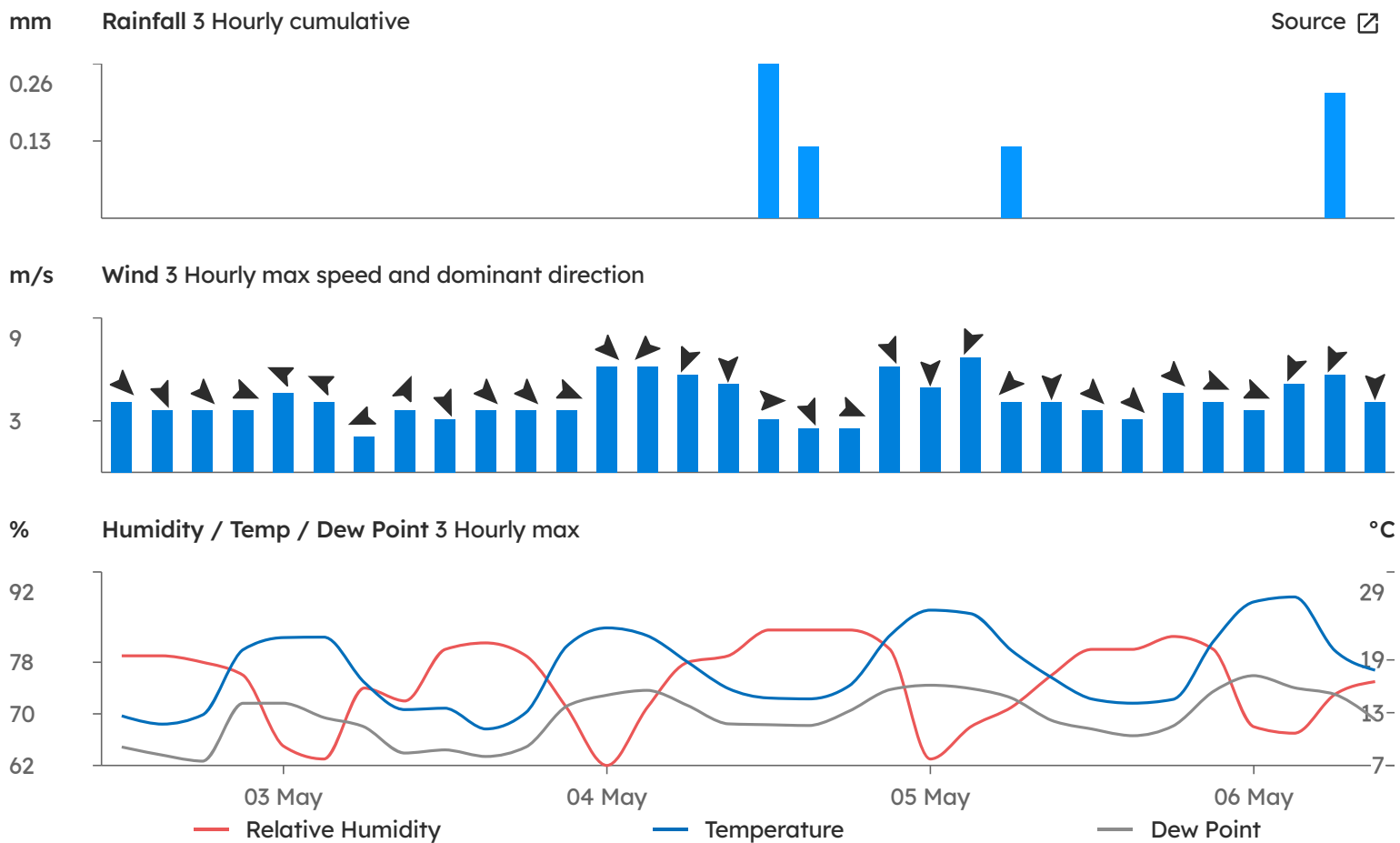


Noise Monitoring Graphs





Weather Graphs 03 May 2025 - 06 May 2025



Noise Explained Events

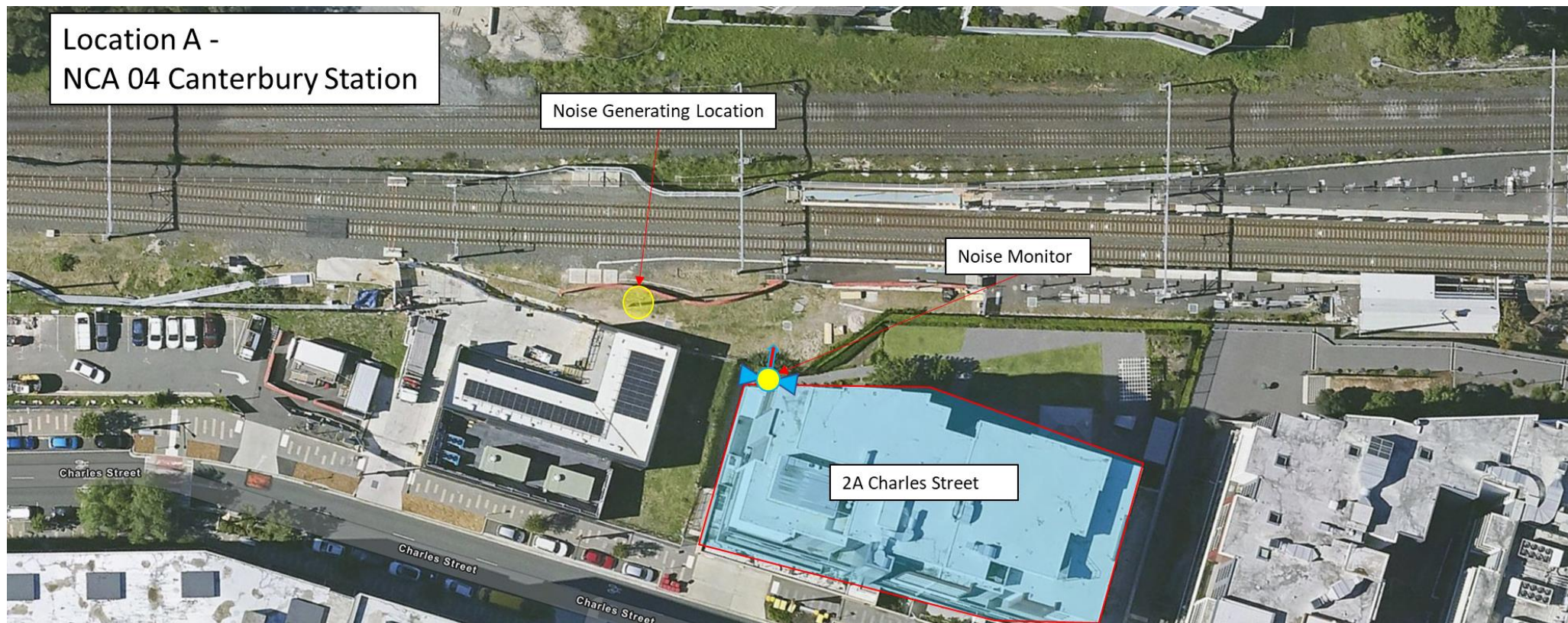
No explanations for this period

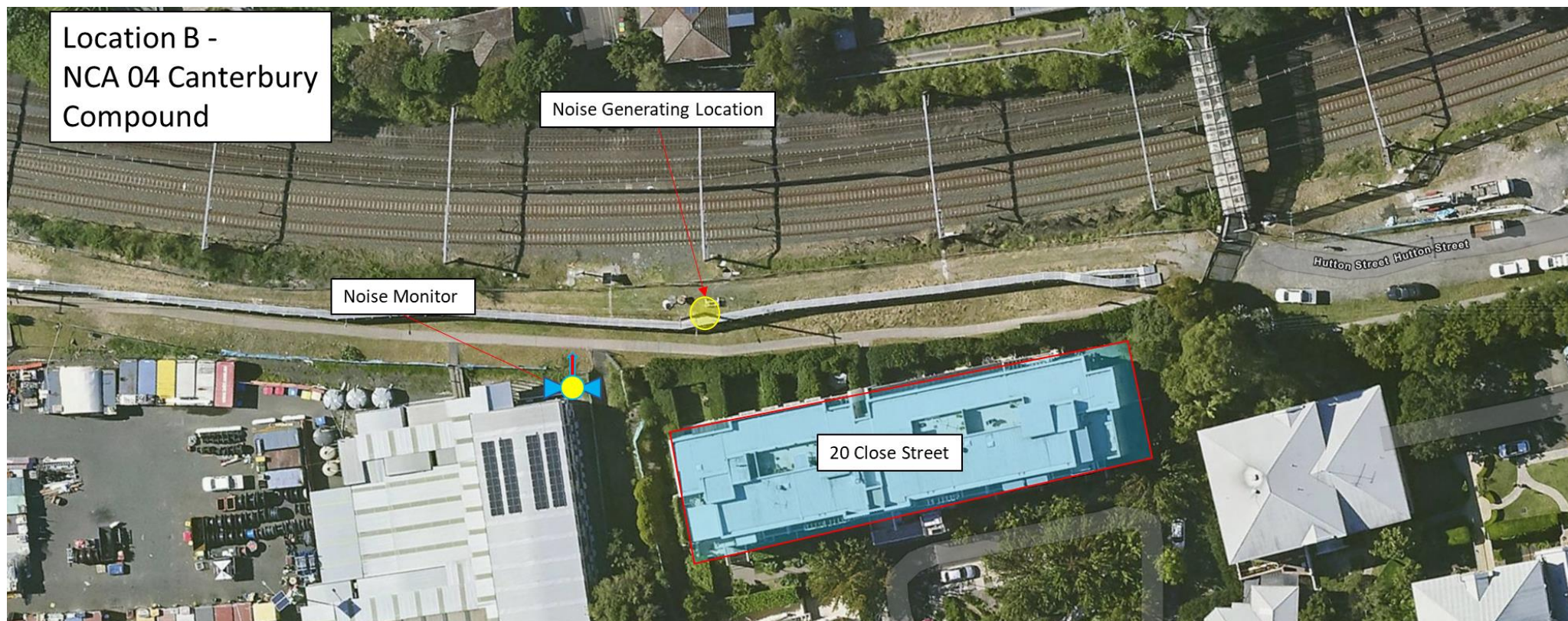
Daily Notes

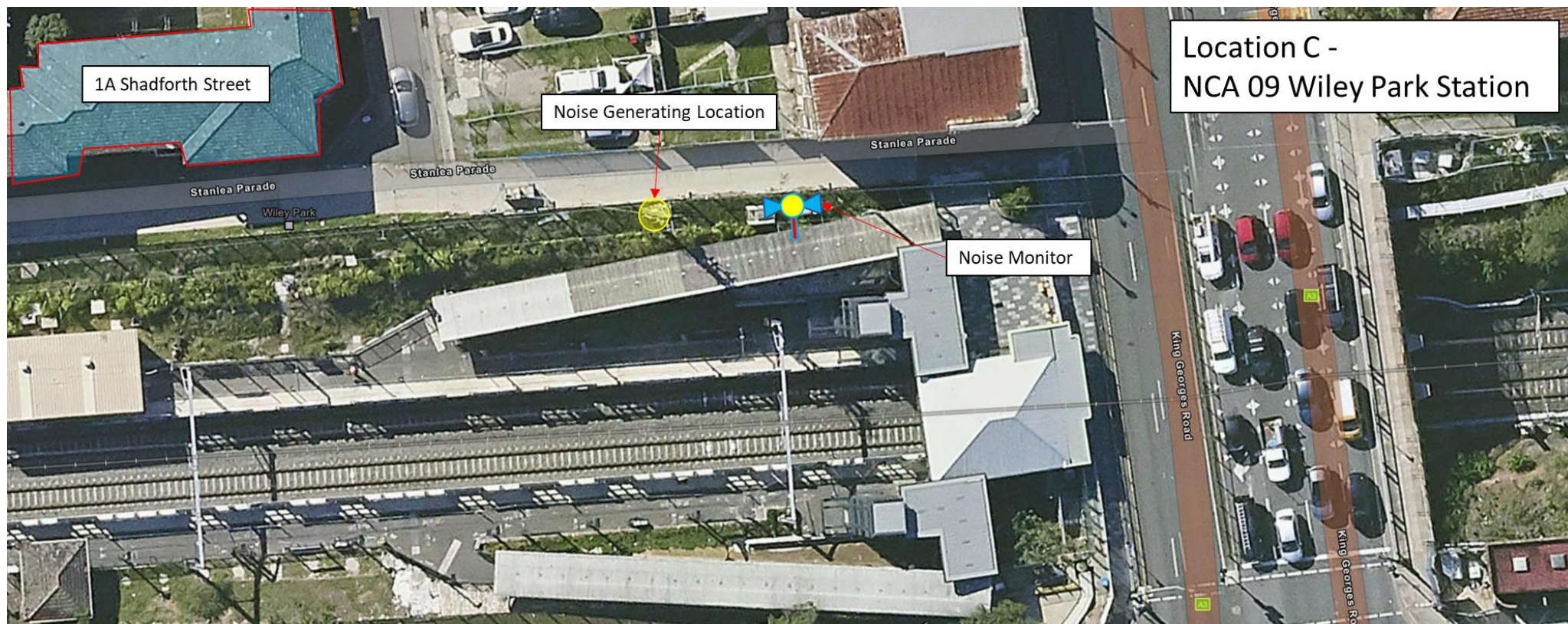
Date and time	By	Monitoring Point(s)	Note
04 May 2025	Ted Z	NCA04 CB Station	Monitoring point identified ARTC Train: - Noise monitor detect highest LAeq15min value at 62dB above the prediction (70dB), between 0045 to 0100 (04 May @ 0052). Above observed related to Aircraft Plane. Not related to JHLOR activities.
04 May 2025	Ted Z	NCA04 CB Station	Monitoring point identified ARTC Train: - Noise monitor detect highest LAeq15min value at 62dB above the prediction (70dB), between 0230 to 0245 (04 May @ 0230). Above observed related to Aircraft Plane. Not related to JHLOR activities.
04 May 2025	Ted Z	NCA04 CB Station	Monitoring point identified ARTC Train: - Noise monitor detect highest LAeq15min value at 64dB above the prediction (70dB), between 0415 to 0430 (04 May @ 0417). Above observed related to Aircraft Plane. Not related to JHLOR activities.
05 May 2025	Ted Z	NCA04 CB Station	Monitoring point identified ARTC Train: - Noise monitor detect highest LAeq15min value at 62dB above the prediction (70dB), between 0045 to 0100 (0049). Above observed related to Aircraft Plane. Not related to JHLOR activities.
06 May 2025	Ted Z	NCA09 WP Station	Monitoring point identified Urban Traffic: - Noise monitor detect highest LAeq15min value at 80dB above the prediction (71dB), between 0100 to 0115 (06 May @ 0111). Above observed related to Aircraft Plane. Not related to JHLOR activities.

Device Details

Device Serial	Monitoring Points	Model	Calibration Date	Calibration Due
HEX-000296	NCA04 CB Station	SiteHive Hexanode	19 Mar 2025	19 Mar 2027
HEX-000516	-	SiteHive Hexanode	03 Jun 2024	03 Jun 2026
HEX-000321	NCA04 CB Compound	SiteHive Hexanode	07 Apr 2025	07 Apr 2027
HEX-000797	NCA09 WP Station	SiteHive Hexanode	09 Apr 2025	09 Apr 2027
HEX-000249	-	SiteHive Hexanode	07 Apr 2025	07 Apr 2027







Attachment 2 – Community Notification

Community Notifications were provided to residents of Canterbury and Wiley Park.

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

Monthly Notification – Canterbury 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 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 Canterbury 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, trackside substations and the 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 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, 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 on the rail corridor and at the overbridge
- Concrete pours, deliveries and installation of protection screens involving ground anchors into the ground at the overbridge
- Further pouring and concreting of the bridge deck
- Changes to the temporary traffic management while we work on the footpath near the station entrance at the overbridge
- Demolition of the remaining existing 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)
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal

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

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



Translating and interpreting service

If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 171 386**

Monthly Notification – Wiley Park 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://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 May/June

Work will continue during and outside of standard construction hours within and around Wiley Park station during May and June. 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 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
- 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
- Work related to overhead wiring and high and low voltage wiring and track related activities and utilities work
- Work on various bridges along the corridor
- 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
- Continued work on the concrete barriers at Wiley Park overbridge
- Deliveries at King Georges Road for prefabricated material (including at night)
- Installation of temporary screens and isolation fencing at Wiley Park overbridge throughout May and June
- Investigations and installation of fencing along the rail corridor requiring temporary removal of parking
- Testing and Commissioning of services in station and service buildings
- Defect rectification work as required



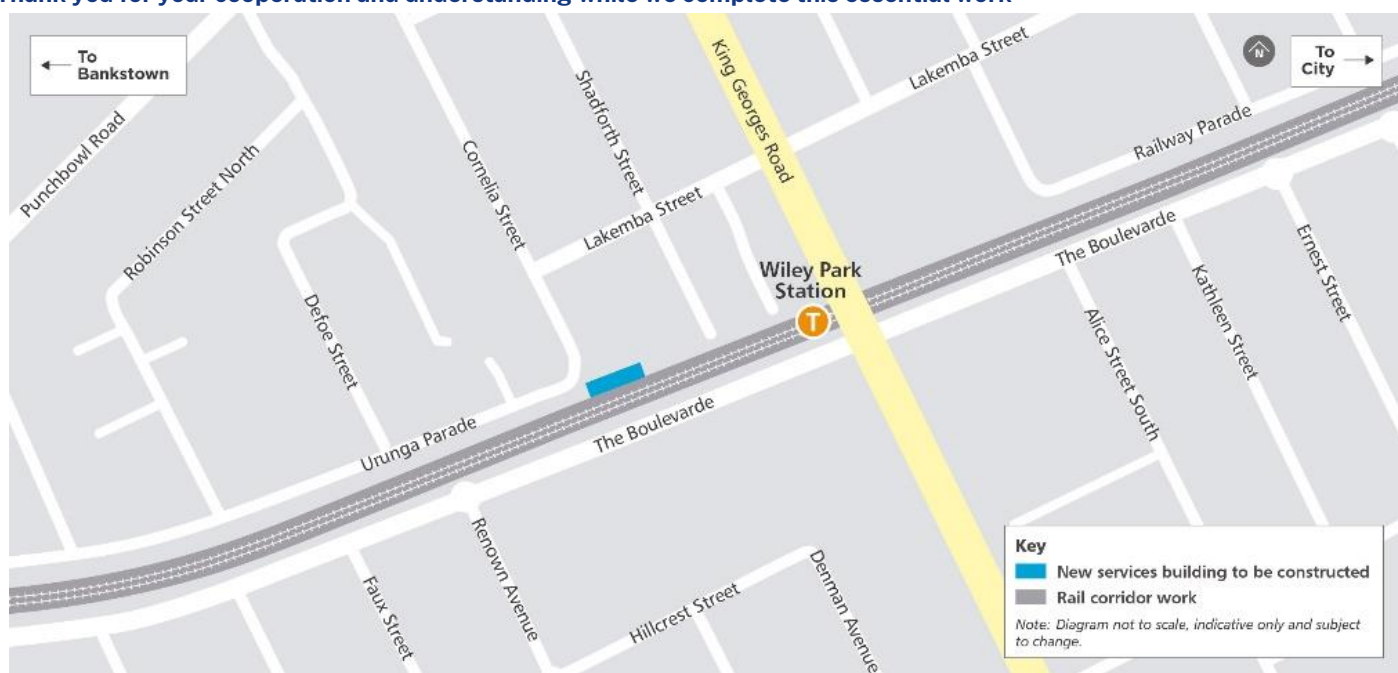
Hours of work

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 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



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



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EPL 21147

R4.4 Validation Report

SWM3 Final Conversion Stage-3

2025 WE45

L5.7 - Local Area and Utility Works (WE45, 13th to 15th of May)

Document and Revision History

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

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01	26/05/2025	Prepared for R4.4	Zhengyi Zhang	Lucas Dobrolot

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Controlled: NO

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Introduction	3
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2. A copy of the community notification required under Condition L5.12	3
3. Noise monitoring as required by L5.8(d).....	3
4. Details of any exceedances of predicted noise levels;	4
5. Details of the noise and vibration mitigation measures that were implemented as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite.....	5
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Attachment 1 – Noise Monitoring Locations & Results.....	6
Attachment 2 – Community Notification.....	9

Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out on

- 13th to 15th of May 1800 to 0700 in Week 45 (WE45), noise activity (HV Cable Dropping) being happened during Ausgrid planned outage (300m from east and west of Beamish Street in Campsie). Works were carried out under Condition L5.7 - Utility & Local Area.

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:

WE45 Campsie (13th to 15th of May 1800 to 0700) - Condition L5.7 - Utility & Local Area:

- HV Cable Dropping
 - EWP
 - Hand Tool
 - Light vehicle

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.

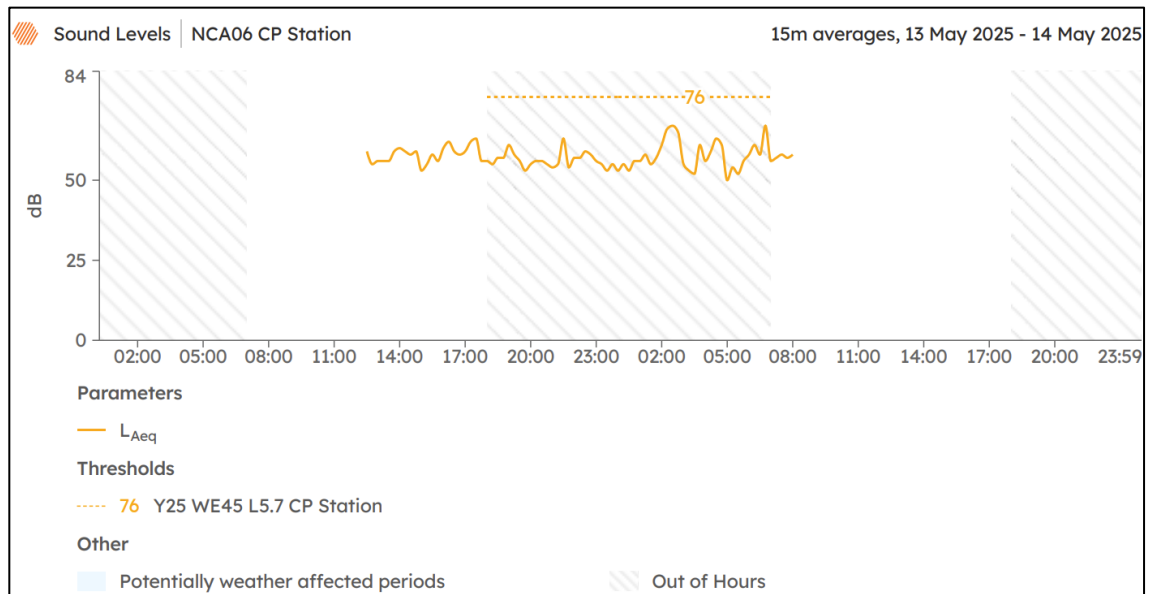
3. **Noise monitoring as required by L5.8(d)**

WE45 Campsie HV Cable Dropping works was carried out in three consecutive nights, working sequences is starting from 300m west of Beamish Street to 300m east of Beamish Street.

Two (2) monitoring locations selected, and two (2) monitoring events has been carried out to represent the noise impact of the work.

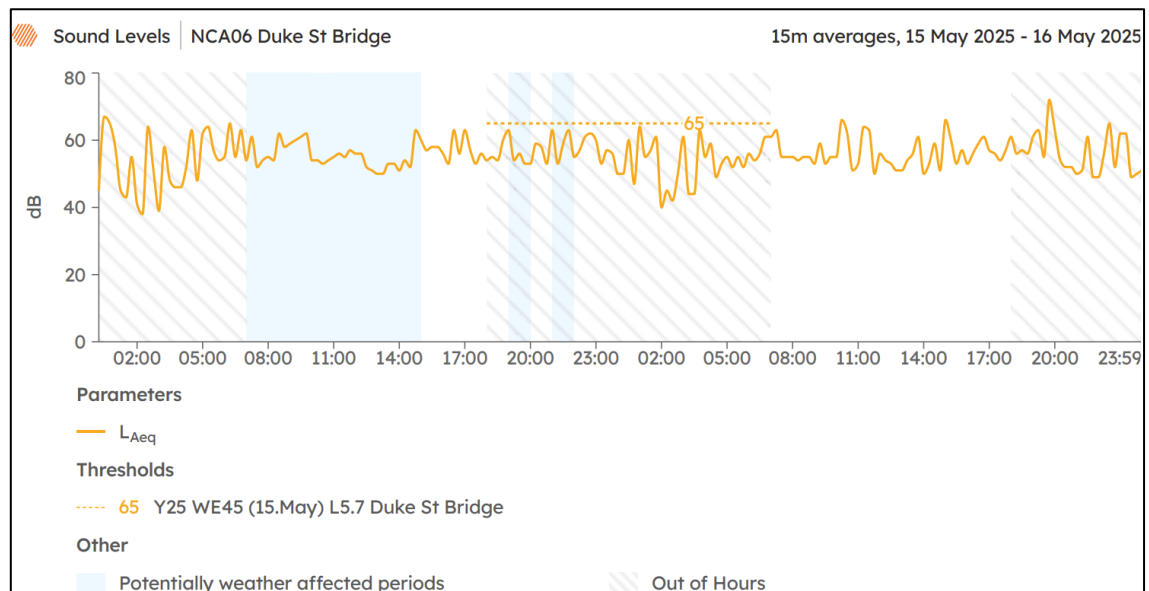
- A. NCA 06 Noise Monitor (HEX-000321) is 12 m NW of 13-15 Anglo Road, Campsie (90m west of Beamish Street, 13 May 2025)

	Distance to the Source of Noise (m)	Tuesday, Night, 1800-0800 Prediction (L _{Aeq} 15 minutes)
Monitor	12	76
Nearest Resident	12	76



- B. NCA 06 Noise Monitor (HEX-000321) is 41 m NW of 36 South Parade, Campsie (220m west of Beamish Street, 15 May 2025)

	Distance to the Source of Noise (m)	Thursday, Night, 1800-0800 Prediction (L_{Aeq} 15 minutes)
Monitor	23	65
Nearest Resident	30	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 WE45 between 13th to 15th of May, 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 L5.7 for the carrying out of works outside of standard construction hours in L5.1.

The works carried out on WE45 (13th to 15th of May) 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.

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

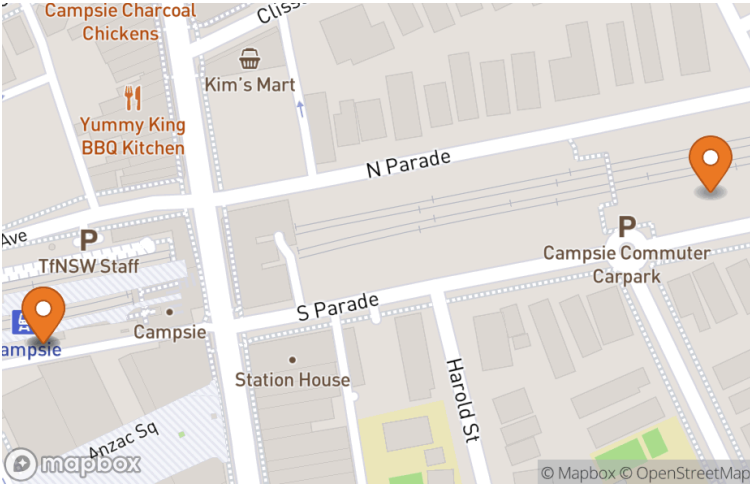
- Monitoring Result
- Monitoring Locations

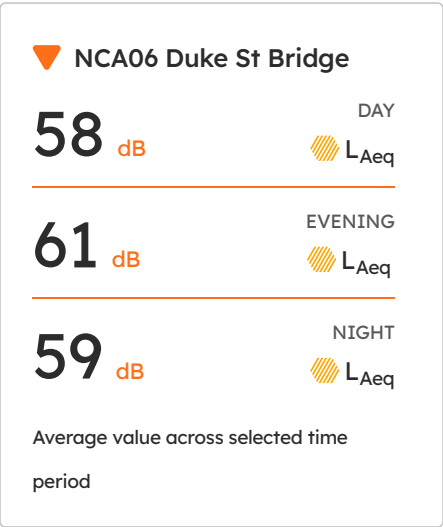
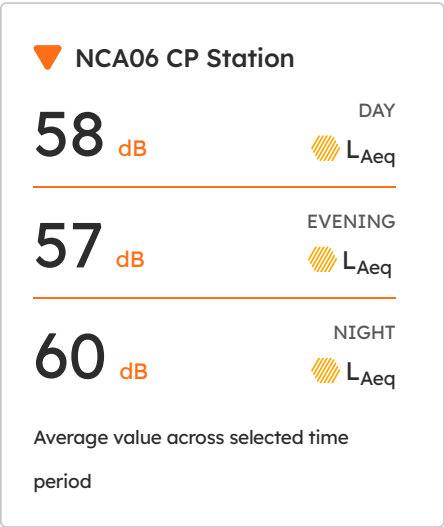
Sydney Metro S2B
Y25 Campsie L5.7

Monitoring Devices

Date Range 13 May 2025 - 16 May 2025

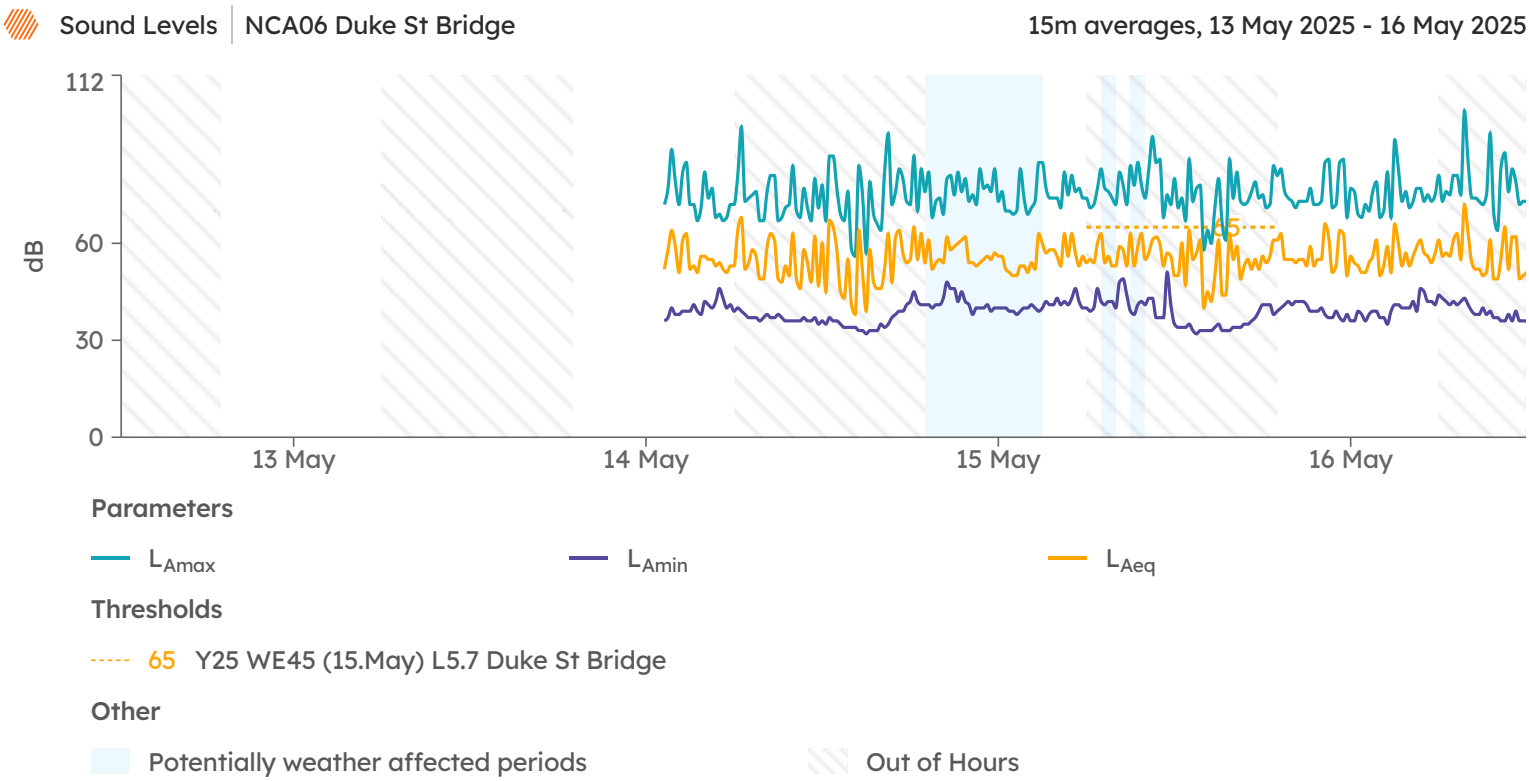
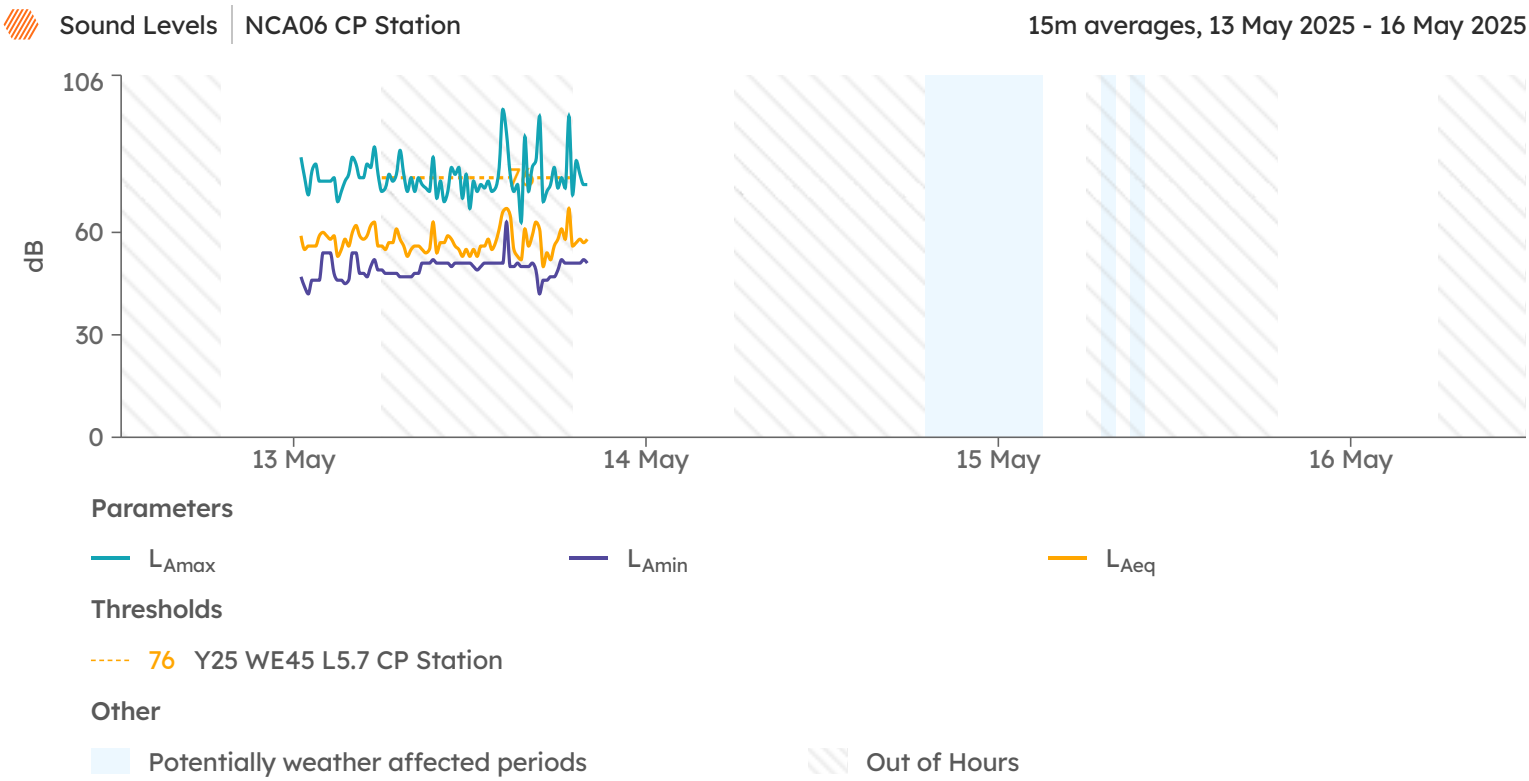
Device Serial	Monitoring Points
HEX-000667	-
HEX-000321	NCA06 CP Station, NCA06 Duke St Bridge

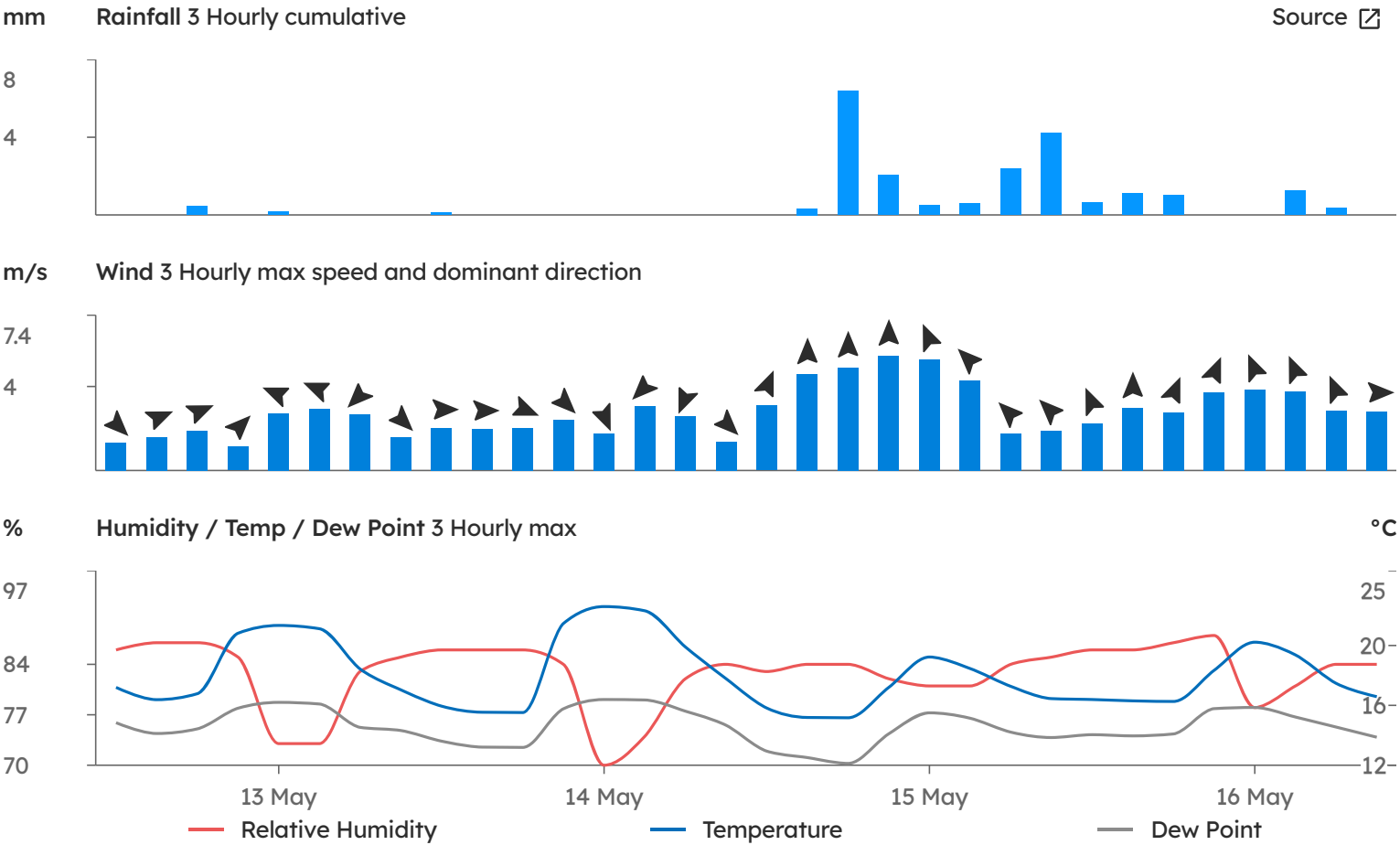




Average value across selected time period. Time of Day Periods: Day (7am to 6pm) Evening (6pm to 10pm) Night (10pm to 7am).

Noise Monitoring Graphs



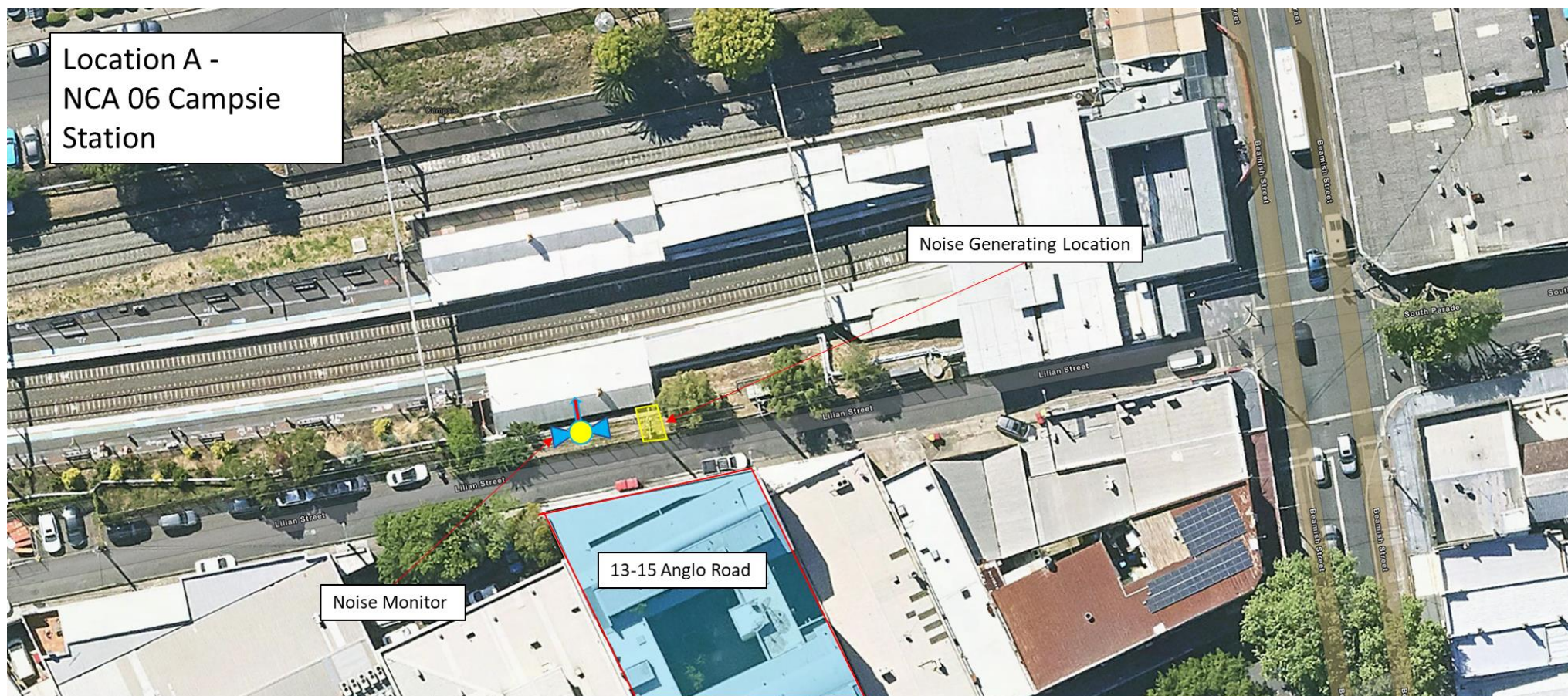


Noise Explained Events

No explanations for this period

Device Details

Device Serial	Monitoring Points	Model	Calibration Date	Calibration Due
HEX-000667	-	SiteHive Hexanode	10 Feb 2025	10 Feb 2027
HEX-000321	NCA06 CP Station, NCA06 Duke St Bridge	SiteHive Hexanode	07 Apr 2025	07 Apr 2027





Attachment 2 – Community Notification

Community Notifications were provided to residents of Campsie.

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

Monthly Notification – Campsie 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/ 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 Campsie Station during May and June. 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 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 system 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 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 works related to overhead wiring, high and low voltage wiring
- Work related to local utilities
- Work on various bridges along the corridor
- Defect rectification work as required
- Testing and Commissioning of services in station and service buildings
- 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, including installation of precast footpath panels.
- Forming and concreting of kerbing near 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
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal

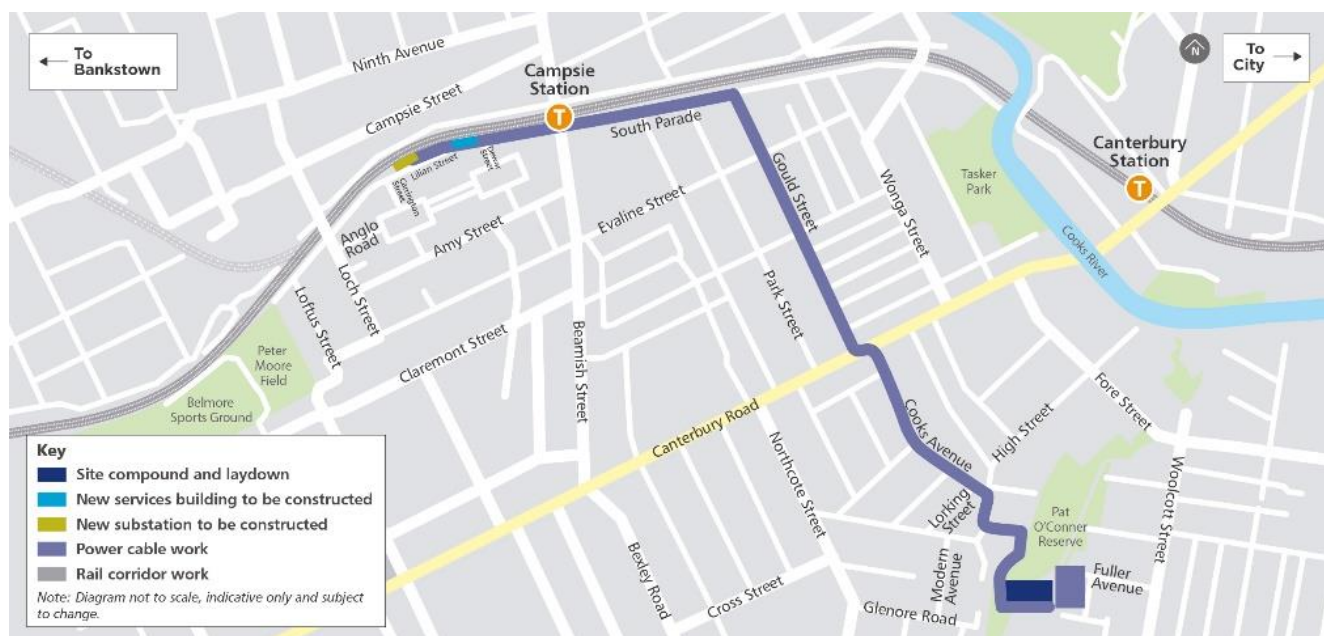
Hours of work

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 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



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



Translating and interpreting service

If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 171 386**

EPL 21147

R4.4 Validation Report

SWM3 Final Conversion Stage-3

2025 WE45

L5.7 - Local Area and Utility Works (WE45, 10th of May)

Document and Revision History

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

Revisions

Revision	Date	Description	Prepared by	Reviewed by
01	12/05/2025	Prepared for R4.4	Zhengyi Zhang	Lucas Dobrolot

Management reviews

Review date	Details	Reviewed by

Controlled: NO

Copy no.:

Uncontrolled: YES

Table of Contents

Introduction3

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:3

1. Confirmation that the equipment used to undertake the works was as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite3

2. A copy of the community notification required under Condition L5.123

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

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

5. Details of the noise and vibration mitigation measures that were implemented as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite.....4

6. The justification required under L5.6 for the carrying out of works outside of standard construction hours in L5.14

R4.4 (b) The validation report must be submitted to the EPA fortnightly from the commencement of the works permitted by L5.6 & L5.7 by no later than 2 business days from the end of each fortnight.5

Attachment 1 – Noise Monitoring Locations & Results.....6

Attachment 2 – Community Notification.....8

Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out on

- 10th of May 1800 to 0800 in Week 45 (WE45), noise activity (HV Removal) being happened during Ausgrid planned outage (80m from west side and 250m from east of Victoria Road in Marrickville). Works were carried out under Condition L5.7 - Utility & Local Area.

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:

WE45 Victoria Rd (10th of May 1800 to 0700) - Condition L5.7 - Utility & Local Area:

- HV Removal
 - EWP
 - Chainsaw
 - Light vehicle

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

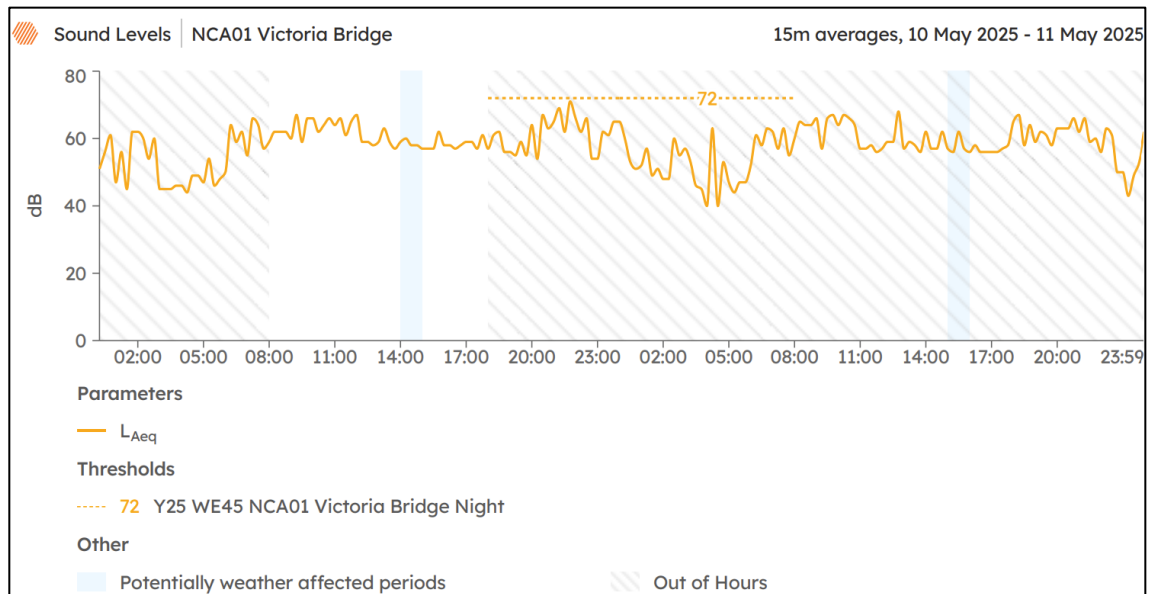
A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

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

WE45 works noise monitoring was carried out at the following locations along the project corridor.

- A. NCA 01 Noise Monitor (HEX-000797) is 13 m NE of 21 Riverdale Avenue, Marrickville

	Distance to the Source of Noise (m)	Saturday, Night, 1800-0800 Prediction (L _{Aeq} 15 minutes)
Monitor	17	72
Nearest Resident	13	74



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 WE45 between 10th of May, 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 L5.7 for the carrying out of works outside of standard construction hours in L5.1.

The works carried out on WE45 (10th of May) 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.

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

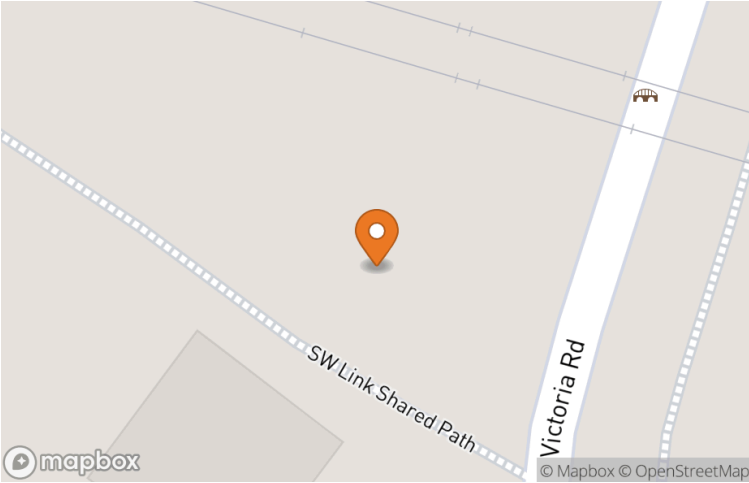
- Monitoring Result
- Monitoring Locations

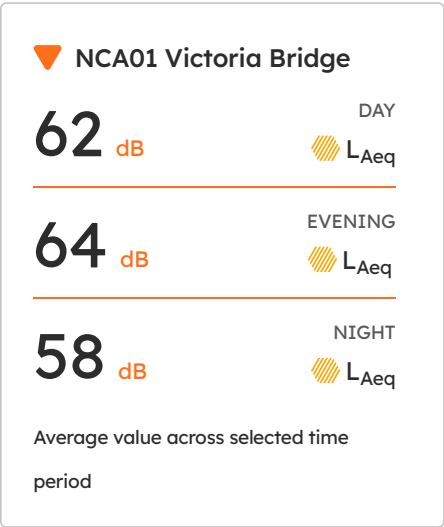
Sydney Metro S2B
WE45 L5.7

Monitoring Devices

Date Range 10 May 2025 - 11 May 2025

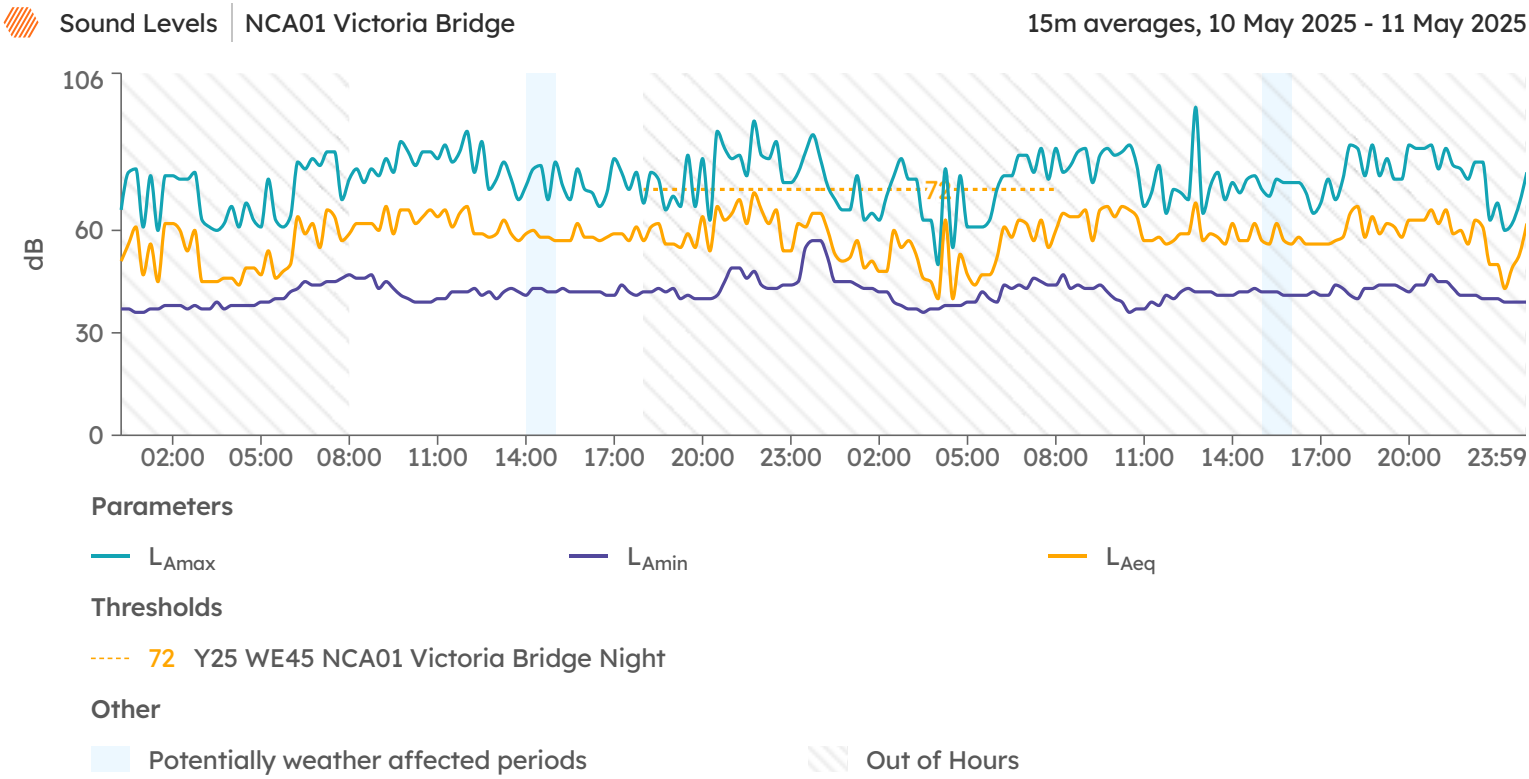
Device Serial	Monitoring Points
HEX-000797	NCA01 Victoria Bridge



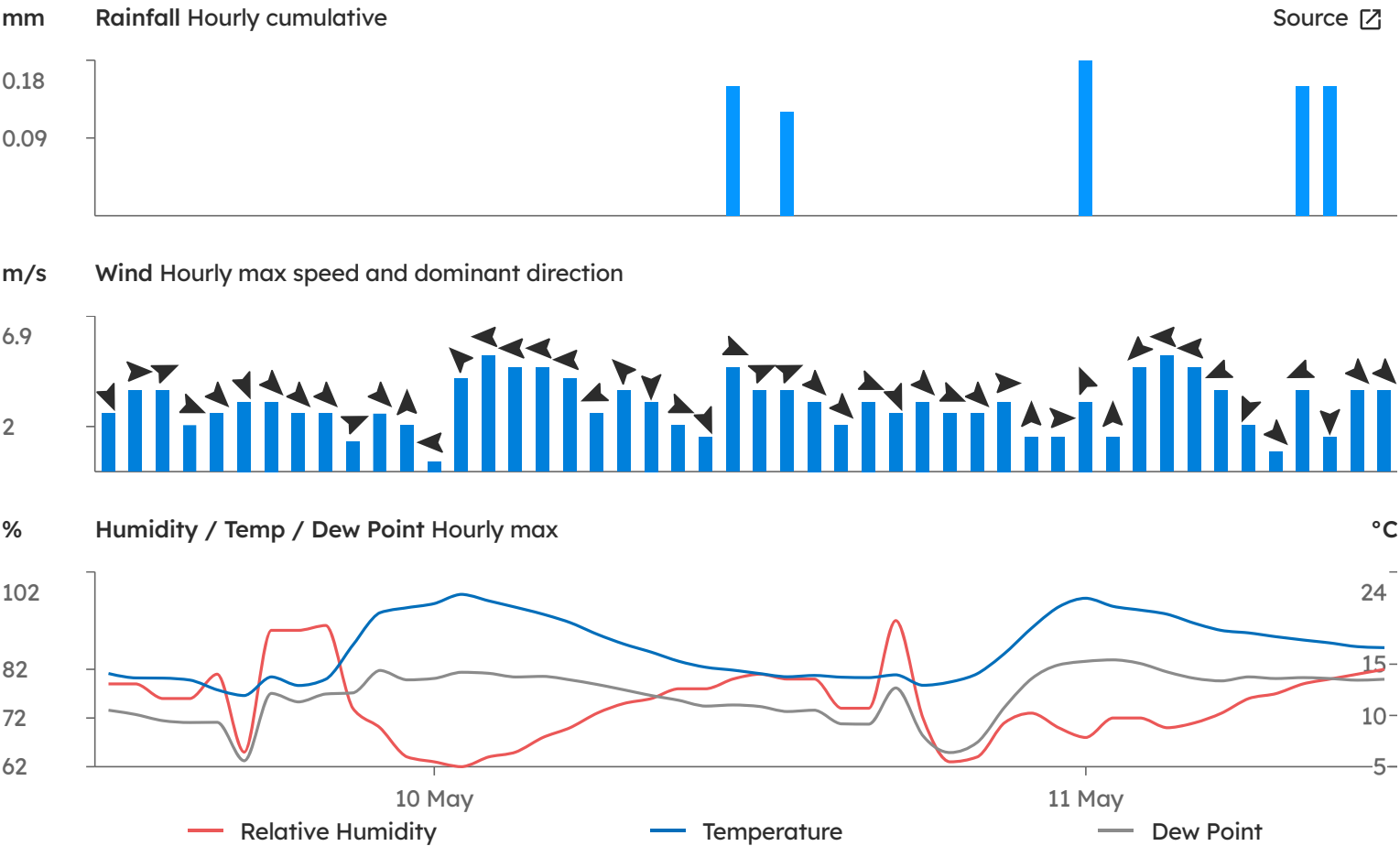


Average value across selected time period. Time of Day Periods: Day (7am to 6pm) Evening (6pm to 10pm) Night (10pm to 7am).

Noise Monitoring Graphs



Weather Graphs 10 May 2025 - 11 May 2025



Noise Explained Events

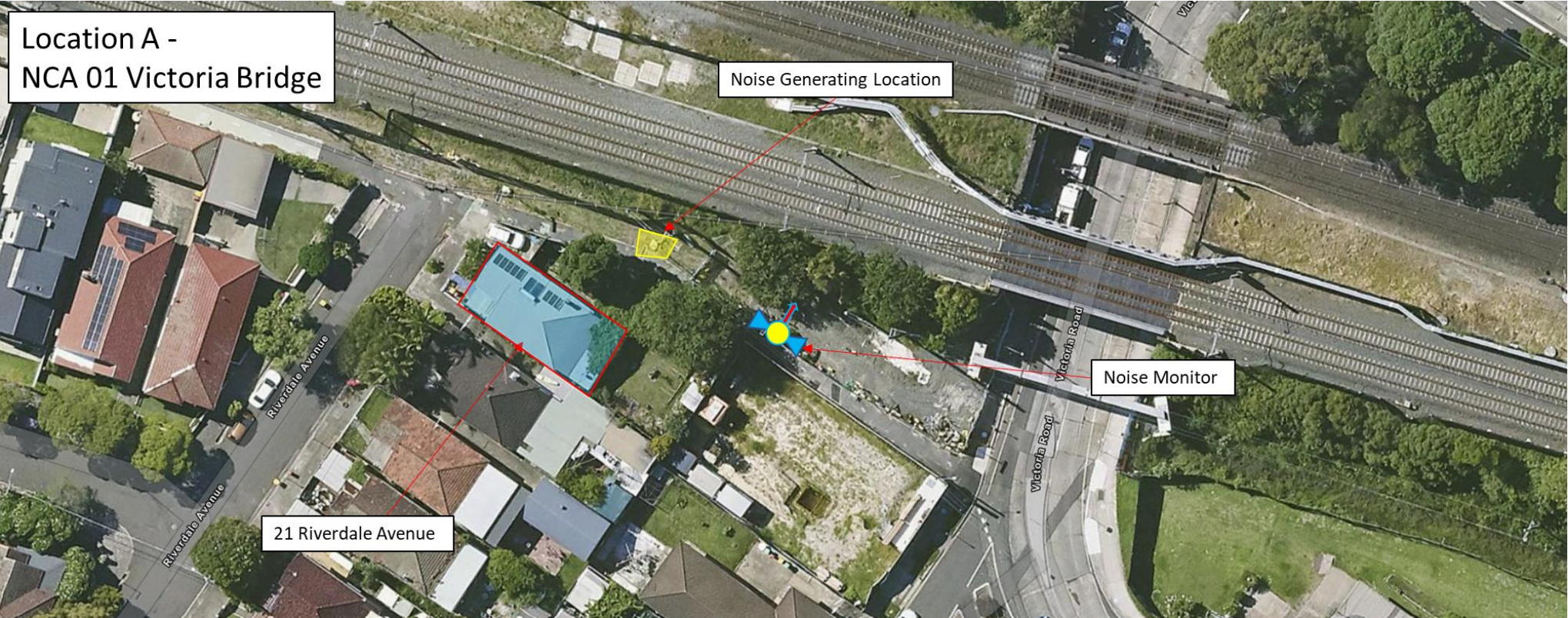
No explanations for this period

Daily Notes

Date and time	By	Monitoring Point(s)	Note
10 May 2025	Ted Z		Monitoring point identified Urban Traffic: - Noise monitor detect highest LAeq15min value at 60dB above the prediction (56dB), between 0215 to 0230. Above observed related to Urban Traffic. Not related to JHLOR activities.
10 May 2025	Ted Z		Monitoring point identified Urban Siren: - Noise monitor detect highest LAeq15min value at 58dB above the prediction (56dB), between 0445 to 0500. Above observed related to Urban Siren. Not related to JHLOR activities.

Device Details

Device Serial	Monitoring Points	Model	Calibration Date	Calibration Due
HEX-000797	NCA01 Victoria Bridge	SiteHive Hexanode	09 Apr 2025	09 Apr 2027



Attachment 2 – Community Notification

Community Notifications were provided to residents of Marrickville.

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

Monthly Notification – Marrickville 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 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 Marrickville Station during May and June. 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
- Work associated with the final section of the active transport path below Marrickville Station
- Installation and testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment, including use of a vacuum truck
- Modification of cable service routes, cables, wiring and track equipment in the rail corridor, at 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
- Investigations and installation of fencing along the rail corridor requiring temporary removal of parking
- 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 stop and closures of footpath
- Work on the barrier and footpath including at night where required at the Livingstone Road and Illawarra Road overbridges
- Concrete pours and installation of protection screens at the Livingstone Road overbridge
- Removal of excess material and equipment at Marrickville Station overbridge
- Reinstatement of traffic changes and temporary footpath closure of one side of the Marrickville Station overbridge
- Traffic changes at the Albermarle overbridge involving use of a boom gate at Challis Avenue
- Concrete pours and installation of barriers at Albermarle Street overbridge, finishing in June
- Mobilisation and demobilisation of plant and materials throughout the corridor
- 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 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.
- 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



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



Translating and interpreting service

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EPL 21147

R4.4 Validation Report

SWM3 April Shut Stage-2

2025 WE44-45

R5.6 Sydney Trains possession (WE44-45, 05 May - 12 May)

Document and Revision History

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

Revisions

Revision	Date	Description	Prepared by	Reviewed by
01	12/05/2025	Prepared for R4.4	Zhengyi Zhang	Lucas Dobrolot

Management reviews

Review date	Details	Reviewed by

Controlled: NO

Copy no.:

Uncontrolled: YES

Table of Contents

Introduction3

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:3

1. Confirmation that the equipment used to undertake the works was as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite3

2. A copy of the community notification required under Condition L5.123

3. Noise monitoring as required by L5.8(d).....4

4. Details of any exceedances of predicted noise levels;5

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

6. The justification required under L5.6 for the carrying out of works outside of standard construction hours in L5.16

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.6

Attachment 1 – Noise Monitoring Locations & Results.....7

Attachment 2 – Community Notification.....11

Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out on

5th May 0700 to 12th May 0700 in Week 44-45 (WE44-45), 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:

WE44-45 Bankstown (5th May to 12th 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
 - Concrete Truck
 - Concrete Pump
 - Crane
 - Light tower

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

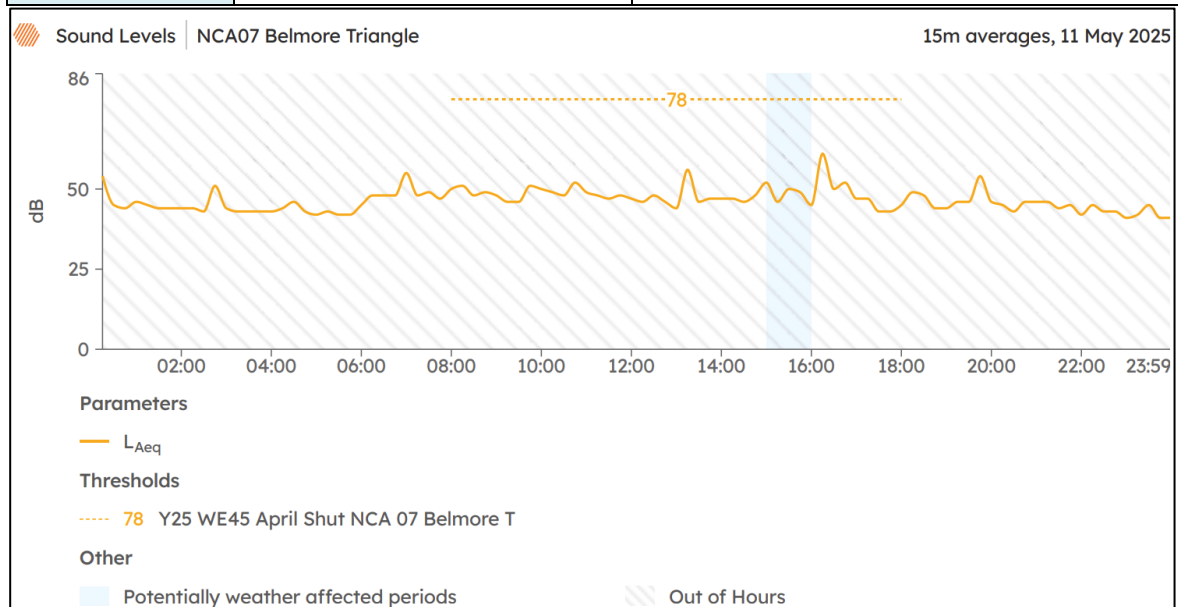
A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

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

WE44-45 works noise monitoring was carried out at the following locations along the project corridor.

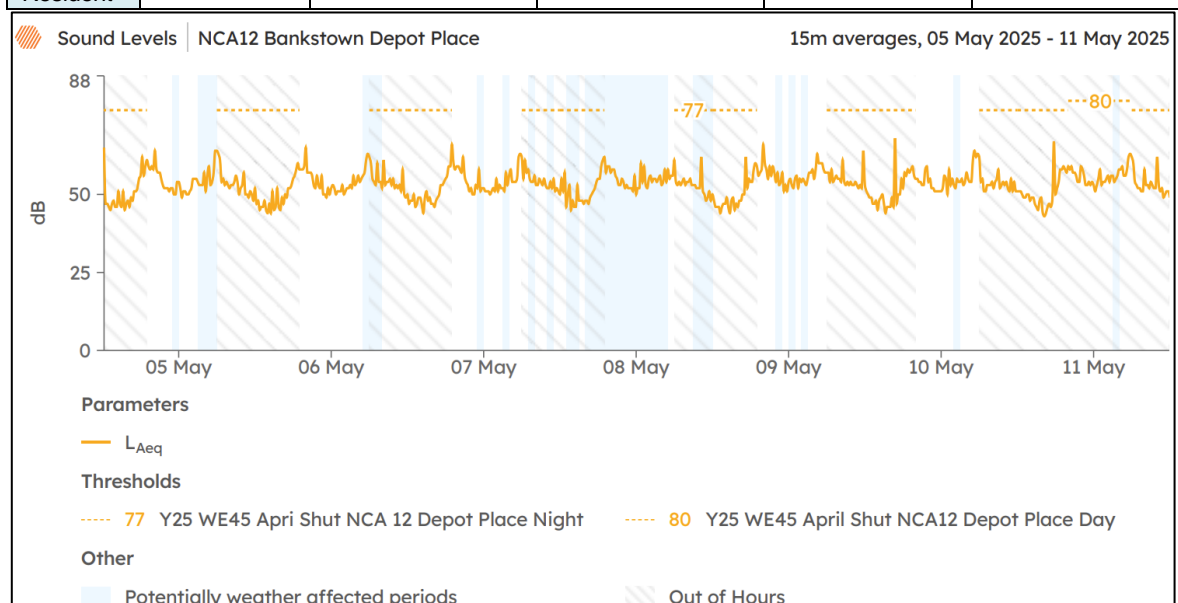
A. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore

	Distance to the Source of Noise (m)	Sunday Day, 27 April, 0800-1800 Prediction (L _{Aeq} 15 minutes)
Monitor	2	78
Nearest Resident	6	71



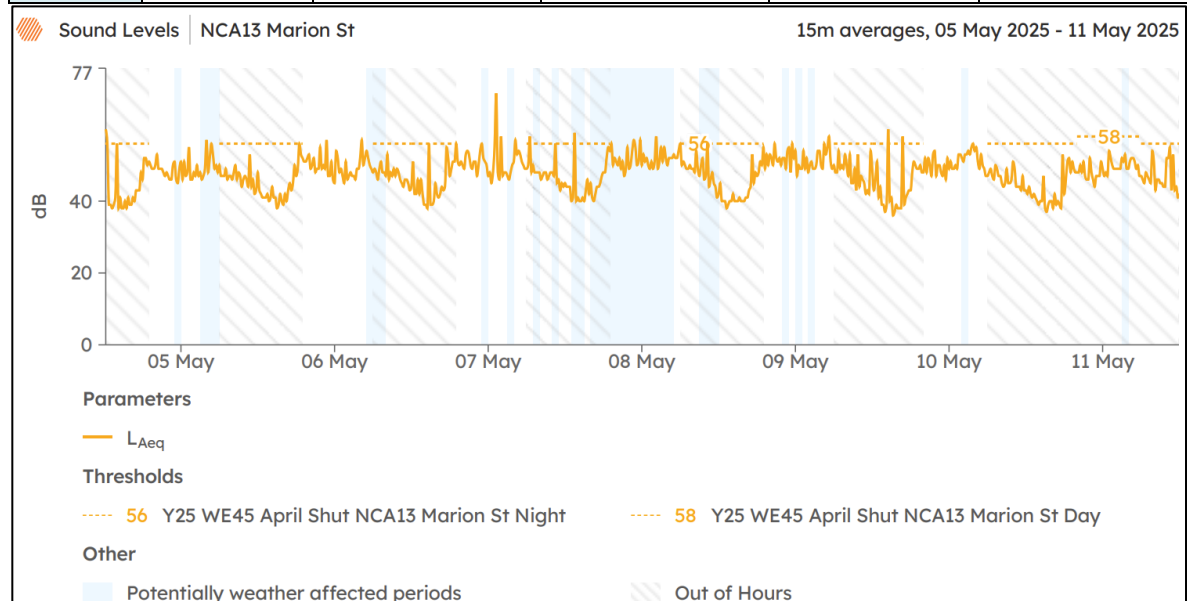
B. NCA 12 Noise Monitor (HEX-000630) is 67 m S of 21 Bungalow Cres, Bankstown

	Distance to the Source of Noise (m)	Monday to Thursday Night, 5-8 May, 1800 - 0700 Prediction (L _{Aeq} 15 minutes)	Friday to Saturday Night, 9-10 May, 1800-0800 Prediction (L _{Aeq} 15 minutes)	Sunday Day, 11 May, 0800-1800 Prediction (L _{Aeq} 15 minutes)	Sunday Night, 11 April, 1800-0700 Prediction (L _{Aeq} 15 minutes)
Monitor	17	77	77	80	77
Nearest Resident	83	63	63	66	63



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

	Distance to the Source of Noise (m)	Monday to Thursday Night, 5-8 May, 1800 - 0700 Prediction (L _{Aeq} 15 minutes)	Friday to Saturday Night, 9-10 May, 1800-0800 Prediction (L _{Aeq} 15 minutes)	Sunday Day, 11 May, 0800-1800 Prediction (L _{Aeq} 15 minutes)	Sunday Night, 11 April, 1800-0700 Prediction (L _{Aeq} 15 minutes)
Monitor	95	56	56	58	56
Nearest Resident	76	58	58	60	58



- Monitoring point identified the following events:
- **05 May 2025**, Noise monitor detect highest L_{Aeq}15min value at 60dB above the prediction (56dB), between **0000 to 0015** related to **Urban Siren**
 - **07 May 2025**, Noise monitor detect highest L_{Aeq}15min value at 58dB above the prediction (56dB), between **1815 to 1830** related to **Urban Siren**
 - **08 May 2025**, Noise monitor detect highest L_{Aeq}15min value at 59dB above the prediction (56dB), between **0115 to 0130** related to **Urban Traffic**
 - **10 May 2025**, Noise monitor detect highest L_{Aeq}15min value at 60dB above the prediction (56dB), between **0215 to 0230** related to **Urban Traffic**
 - **10 May 2025**, Noise monitor detect highest L_{Aeq}15min value at 58dB above the prediction (56dB), between **0445 to 0500** related to **Urban Traffic**
- All above observations 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 WE44-45, 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 WE44-45 (5th May to 12th 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

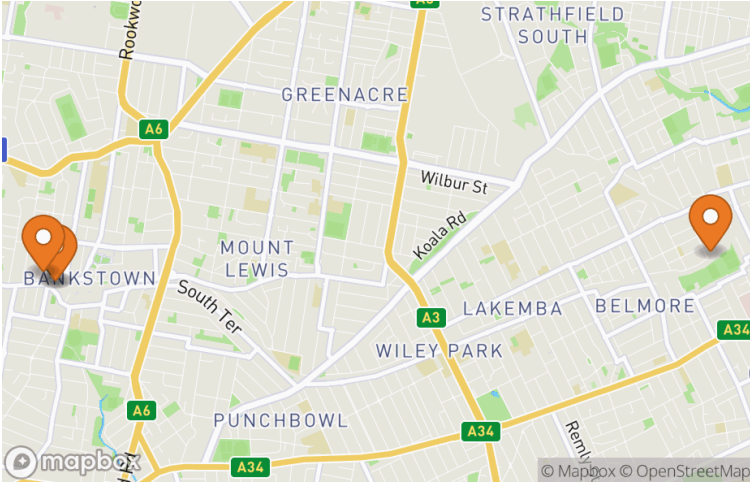
- Monitoring Result
- Monitoring Locations

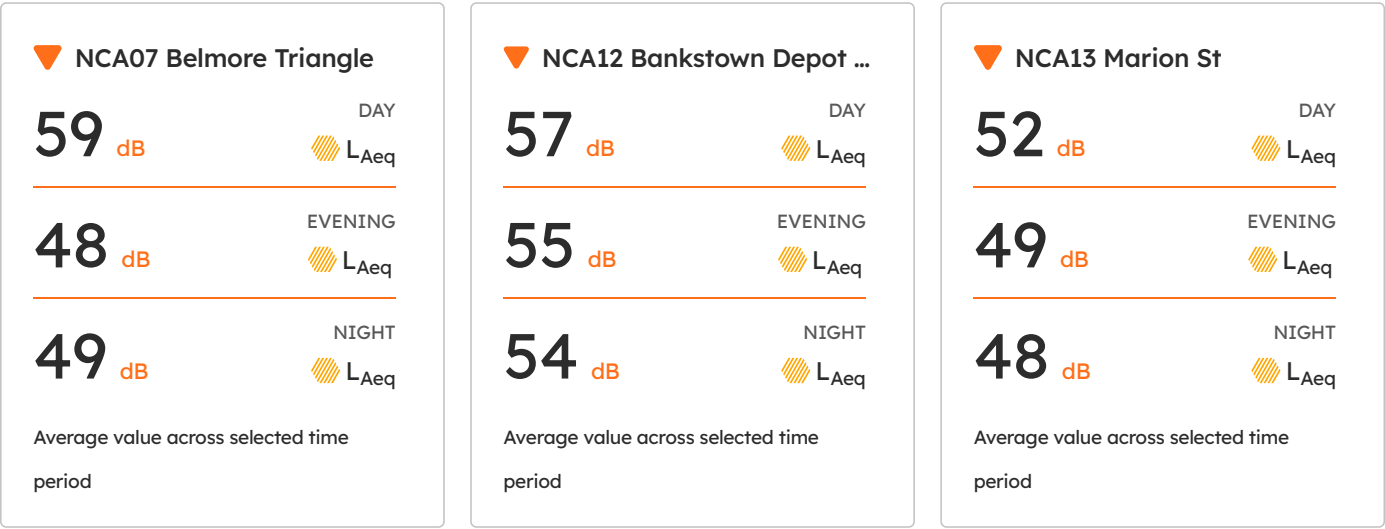
Sydney Metro S2B
Y25 April Shut WE44-45

Monitoring Devices

Date Range 05 May 2025 - 11 May 2025

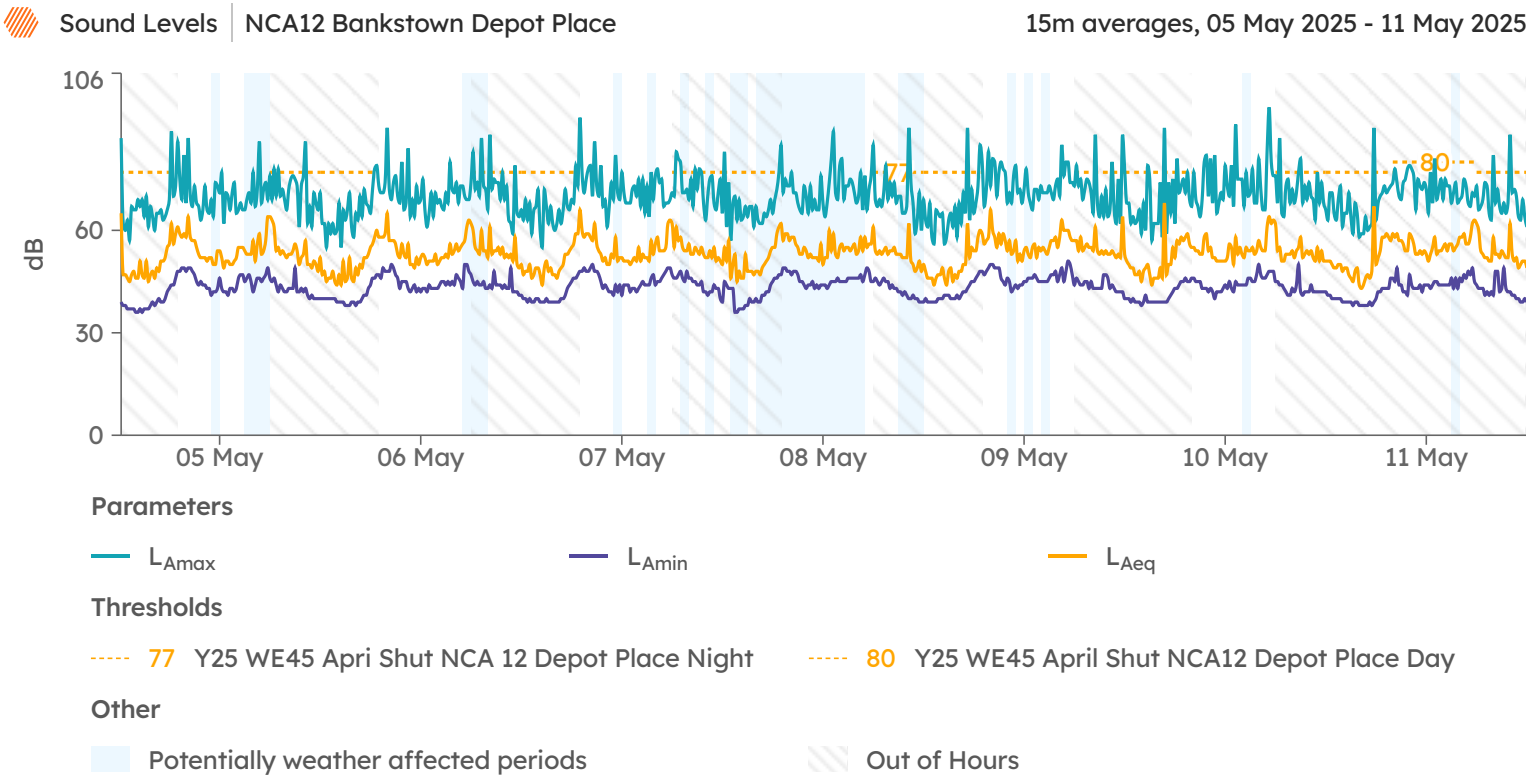
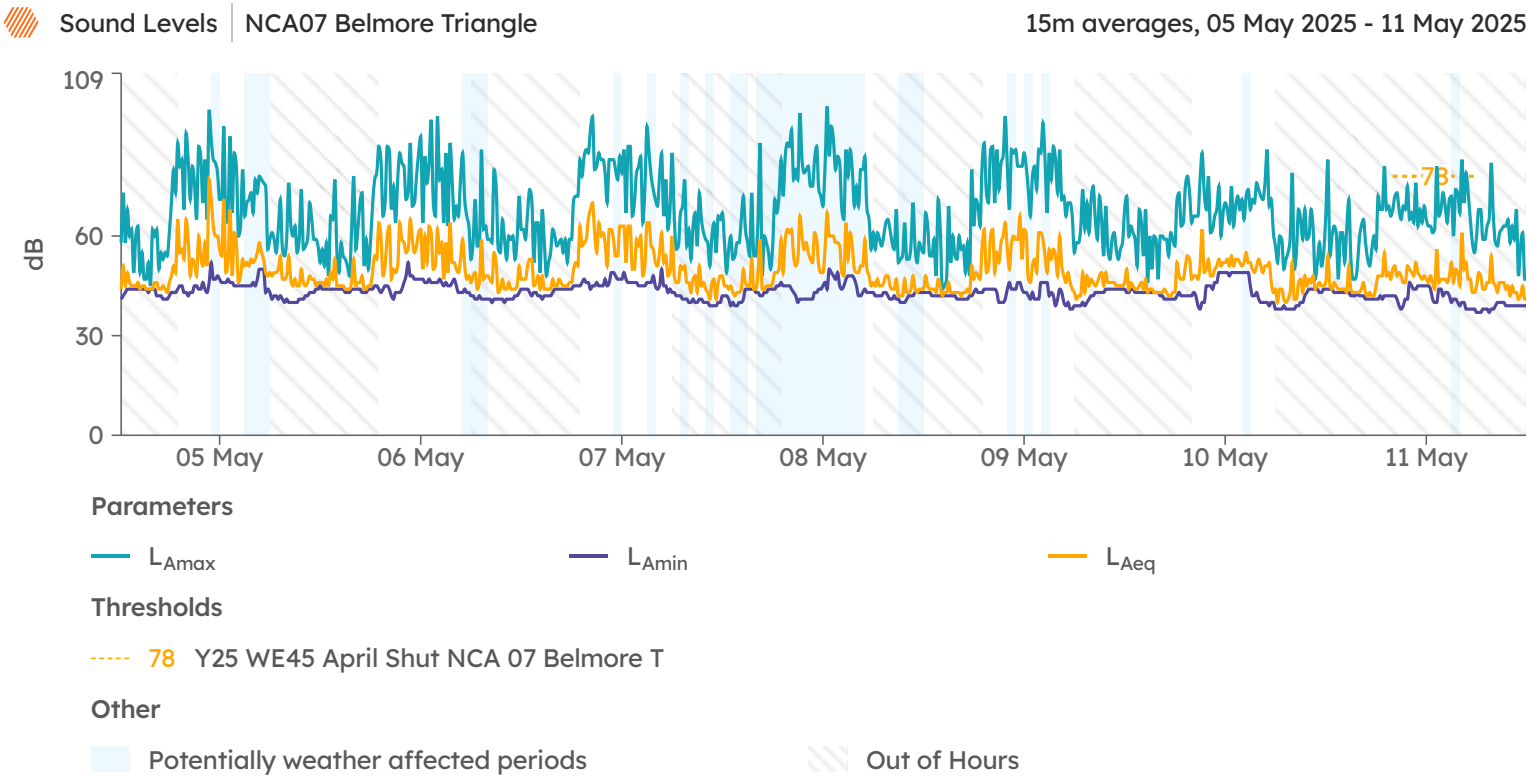
Device Serial	Monitoring Points
HEX-000516	-
HEX-000630	NCA12 Bankstown Depot Place
HEX-000531	NCA07 Belmore Triangle
HEX-000421	NCA13 Marion St

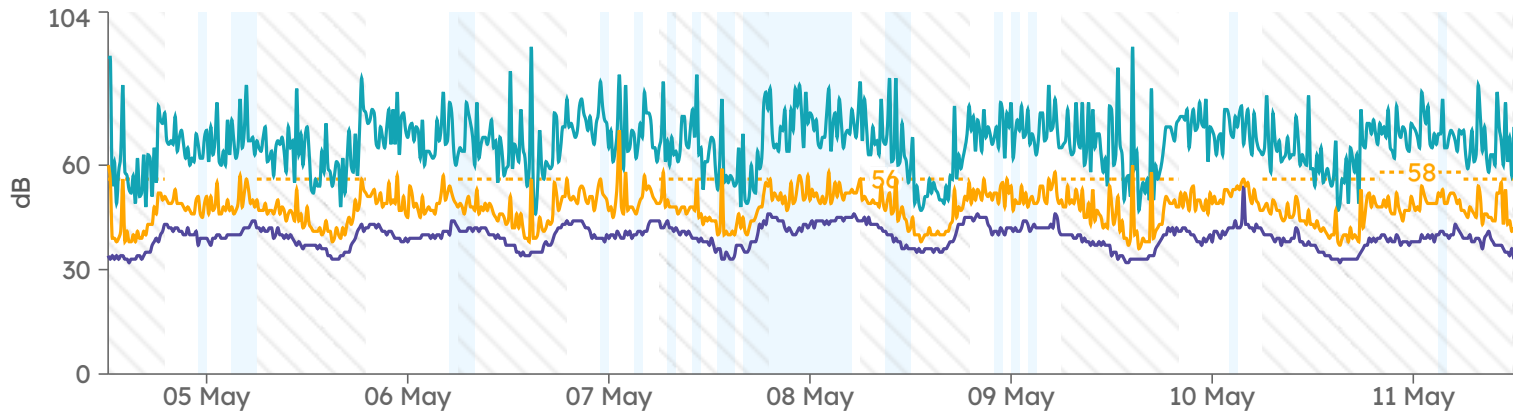




Average value across selected time period. Time of Day Periods: Day (7am to 6pm) Evening (6pm to 10pm) Night (10pm to 7am).

Noise Monitoring Graphs





Parameters

— L_{Amax} — L_{Amin} — L_{Aeq}

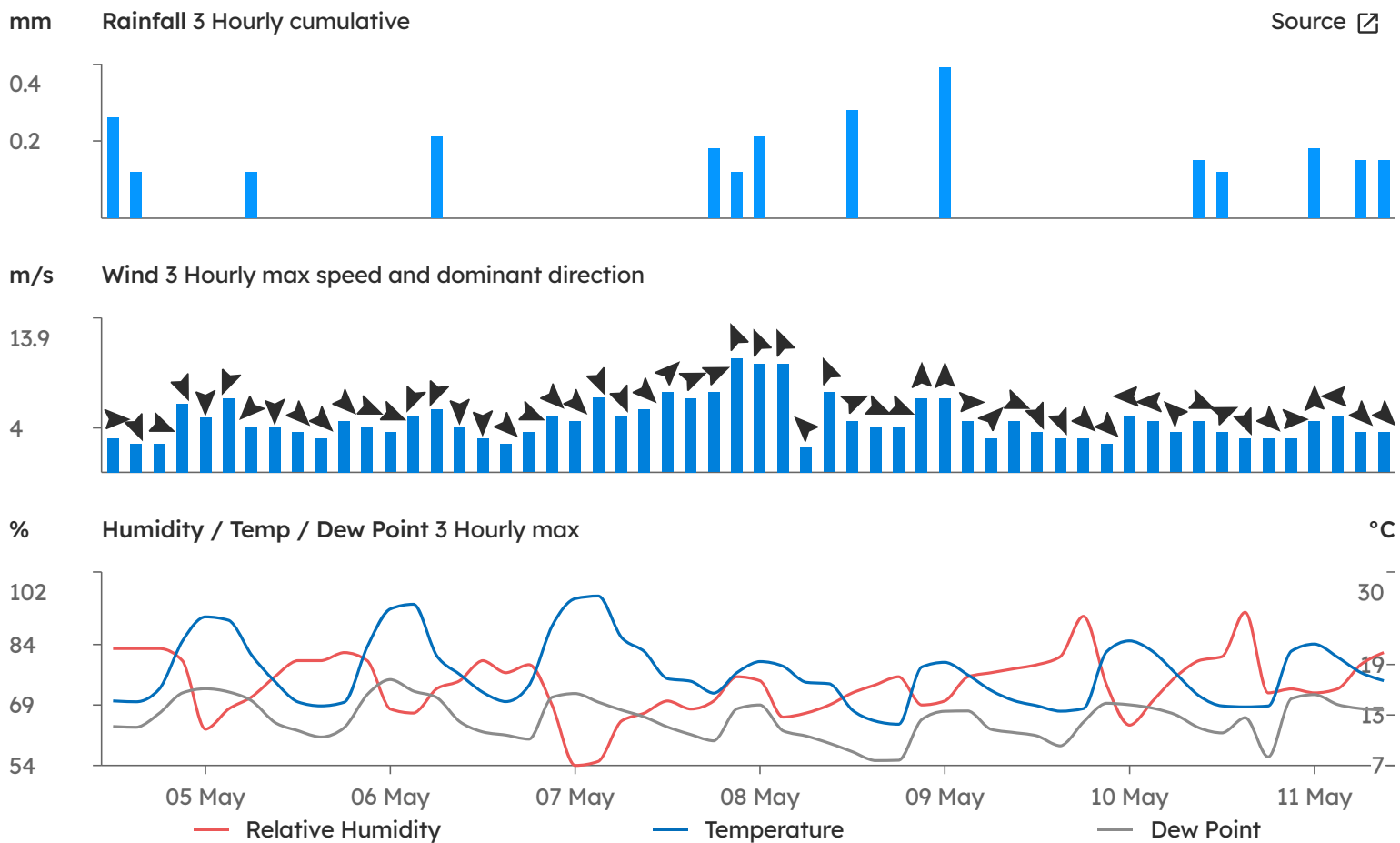
Thresholds

- - - 56 Y25 WE45 April Shut NCA13 Marion St Night - - - 58 Y25 WE45 April Shut NCA13 Marion St Day

Other

Potentially weather affected periods Out of Hours

Weather Graphs 05 May 2025 - 11 May 2025



Noise Explained Events

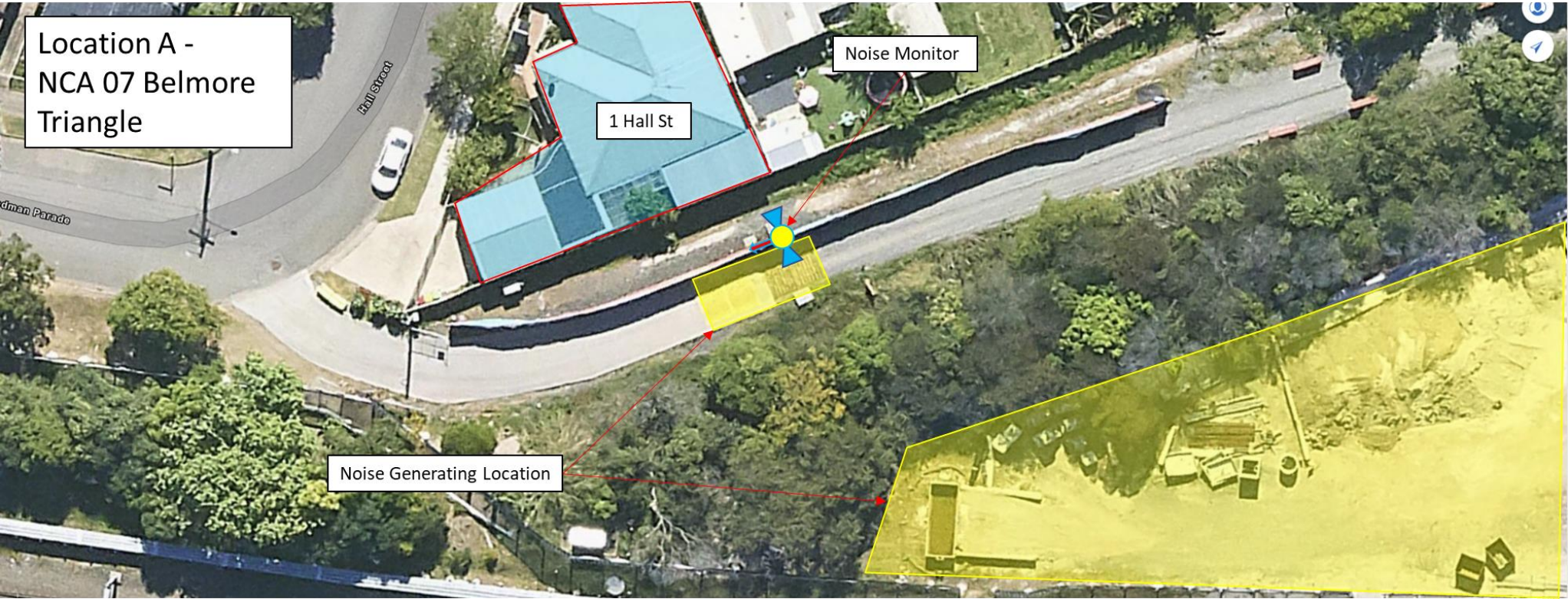
No explanations for this period

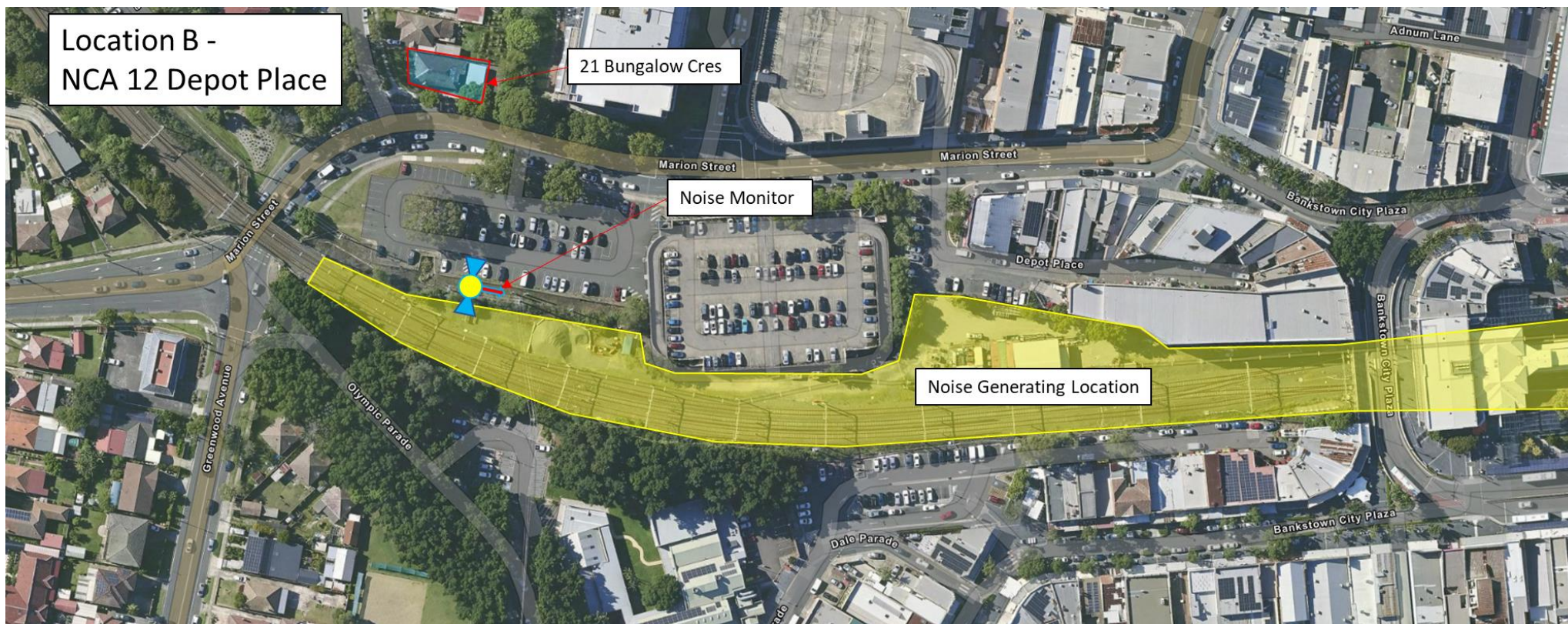
Daily Notes

Date and time	By	Monitoring Point(s)	Note
05 May 2025	Ted Z	NCA13 Marion St	Monitoring point identified Urban Siren: - Noise monitor detect highest LAeq15min value at 60dB above the prediction (56dB), between 0000 to 0015. Above observed related to Urban Siren. Not related to JHLOR activities.
07 May 2025	Ted Z	NCA13 Marion St	Monitoring point identified Urban Siren: - Noise monitor detect highest LAeq15min value at 58dB above the prediction (56dB), between 1815 to 1830. Above observed related to Urban Siren. Not related to JHLOR activities.
08 May 2025	Ted Z	NCA13 Marion St	Monitoring point identified Urban Traffic: - Noise monitor detect highest LAeq15min value at 59dB above the prediction (56dB), between 0115 to 0130. Above observed related to Urban Traffic. Not related to JHLOR activities.
10 May 2025	Ted Z	NCA13 Marion St	Monitoring point identified Urban Traffic: - Noise monitor detect highest LAeq15min value at 60dB above the prediction (56dB), between 0215 to 0230. Above observed related to Urban Traffic. Not related to JHLOR activities.
10 May 2025	Ted Z	NCA13 Marion St	Monitoring point identified Urban Siren: - Noise monitor detect highest LAeq15min value at 58dB above the prediction (56dB), between 0445 to 0500. Above observed related to Urban Siren. 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







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 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



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



Translating and interpreting service

If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 171 386**

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 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

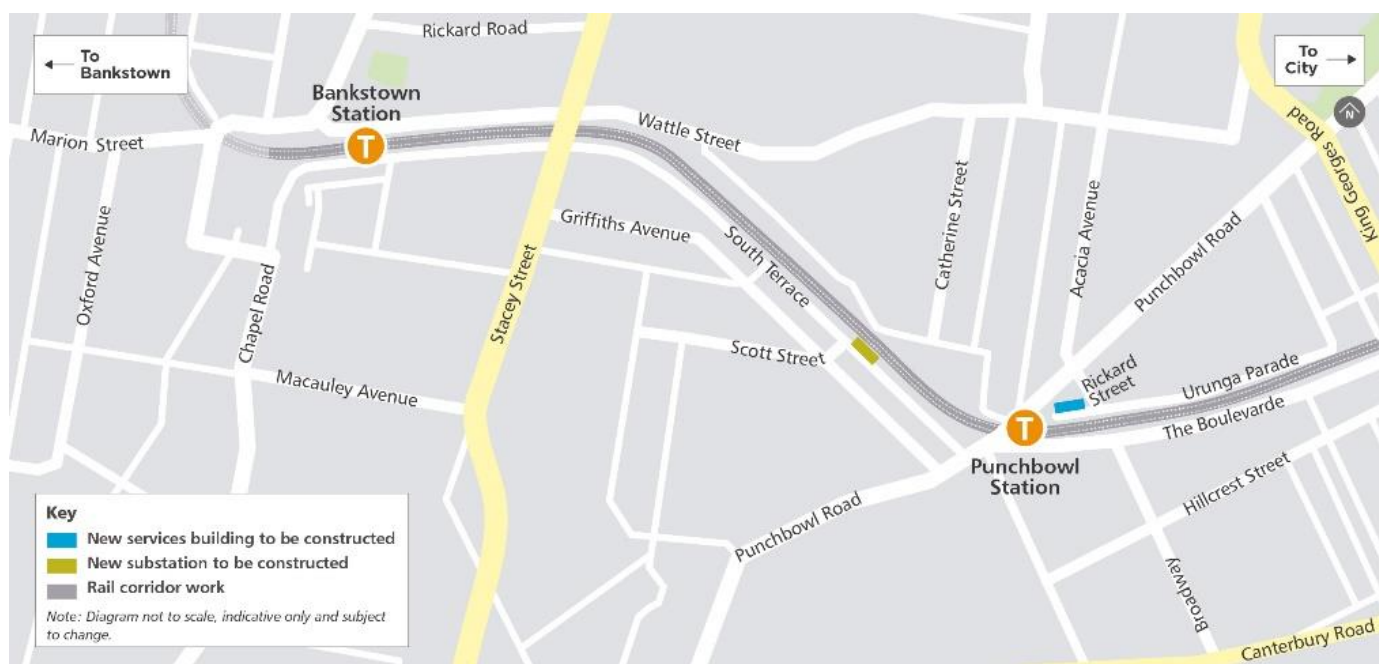


Hours of work

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.

Contact us



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



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



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EPL 21147

R4.4 Validation Report

SWM3 April Shut Stage-3

2025 WE45-46

R5.6 Sydney Trains possession (WE45-45, 12 May - 19 May)

Document and Revision History

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

Revisions

Revision	Date	Description	Prepared by	Reviewed by
01	27/05/2025	Prepared for R4.4	Zhengyi Zhang	Lucas Dobrolot

Management reviews

Review date	Details	Reviewed by

Controlled: NO

Copy no.:

Uncontrolled: YES

Table of Contents

Introduction3

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:3

1. Confirmation that the equipment used to undertake the works was as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite3

2. A copy of the community notification required under Condition L5.123

3. Noise monitoring as required by L5.8(d).....4

4. Details of any exceedances of predicted noise levels;5

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

6. The justification required under L5.6 for the carrying out of works outside of standard construction hours in L5.16

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.6

Attachment 1 – Noise Monitoring Locations & Results.....7

Attachment 2 – Community Notification.....11

Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out on

12th May 0700 to 19th May 0700 in Week 45-46 (WE45-46), noise activity (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:

WE45-46 Bankstown (12th May to 19th May 2025) - Condition L5.6 - Local Possessions:

- Track Works
 - Powered hand tool
 - Hi-rail Excavator
 - Hi-rail Hydrema
 - Concrete Truck
 - Concrete Pump
- Signal Works
 - Powered hand tool
- Sydney Trains Bankstown Station Extension Works
 - Powered hand tool
 - Hi-rail Excavator
 - Hi-rail Hydrema
 - Concrete Truck
 - Concrete Pump
 - Crane
 - Light tower

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

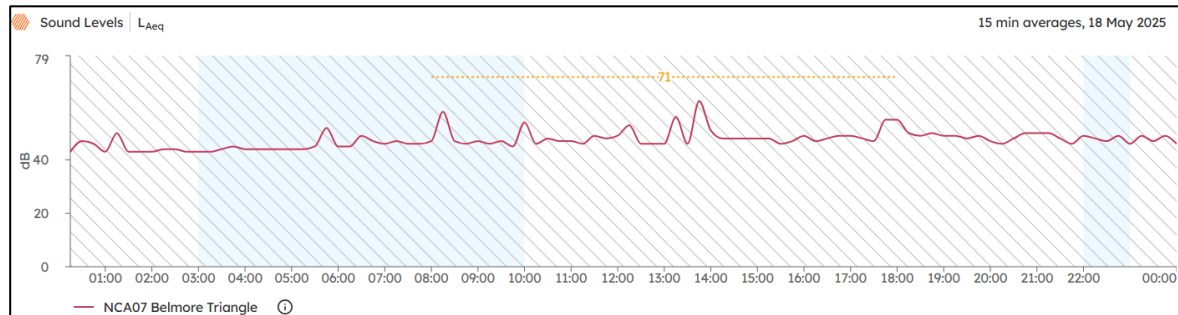
A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

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

WE45-46 works noise monitoring was carried out at the following locations along the project corridor.

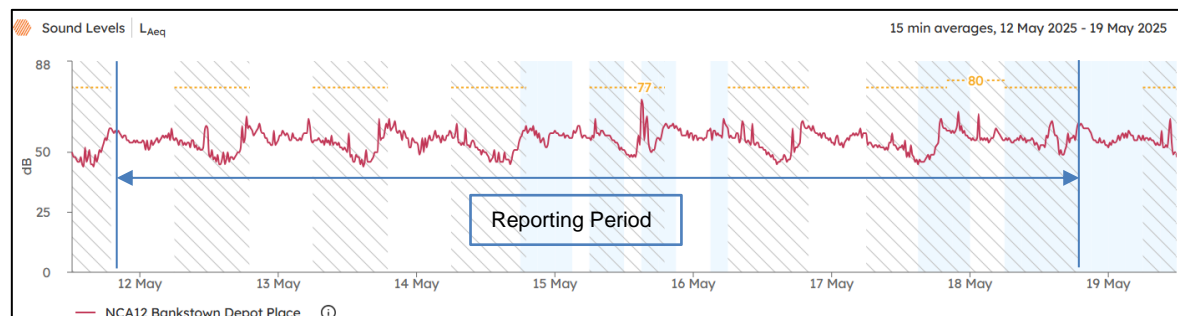
A. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore

	Distance to the Source of Noise (m)	Sunday Day, 18 May, 0800-1800 Prediction (L _{Aeq} 15 minutes)
Monitor	2	78
Nearest Resident	6	71



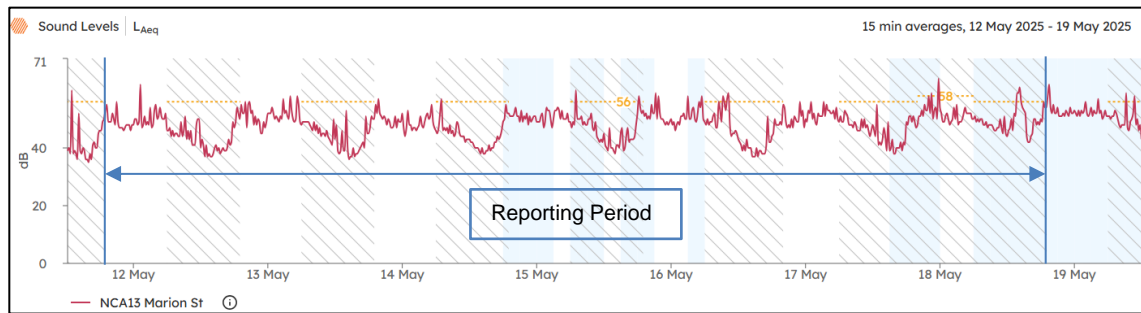
B. NCA 12 Noise Monitor (HEX-000630) is 67 m S of 21 Bungalow Cres, Bankstown

	Distance to the Source of Noise (m)	Monday to Thursday Night, 12-15 May, 1800 - 0700 Prediction (L _{Aeq} 15 minutes)	Friday to Saturday Night, 16-17 May, 1800-0800 Prediction (L _{Aeq} 15 minutes)	Sunday Day, 18 May, 0800-1800 Prediction (L _{Aeq} 15 minutes)	Sunday Night, 18 May, 1800-0700 Prediction (L _{Aeq} 15 minutes)
Monitor	17	77	77	80	77
Nearest Resident	83	63	63	66	63



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

	Distance to the Source of Noise (m)	Monday to Thursday Night, 12-15 May, 1800 - 0700 Prediction (L _{Aeq} 15 minutes)	Friday to Saturday Night, 16-17 May, 1800-0800 Prediction (L _{Aeq} 15 minutes)	Sunday Day, 18 May, 0800-1800 Prediction (L _{Aeq} 15 minutes)	Sunday Night, 18 May, 1800-0700 Prediction (L _{Aeq} 15 minutes)
Monitor	95	56	56	58	56
Nearest Resident	76	58	58	60	58



- Monitoring point identified the following events:
- **14 May 2025**, Noise monitor detect highest LAeq15min value at 57dB above the prediction (56dB), between **1845 to 1900** related to **Urban Siren**
 - **15 May 2025**, Noise monitor detect highest LAeq15min value at 60dB above the prediction (56dB), between **1815 to 1830** related to **Rain Weather**
 - **16 May 2025**, Noise monitor detect highest LAeq15min value at 58dB above the prediction (56dB), between **0600 to 0615** related to **Urban Traffic**
 - **16 May 2025**, Noise monitor detect highest LAeq15min value at 58dB above the prediction (56dB), between **2100 to 2115** related to **Urban Traffic**
 - **16 May 2025**, Noise monitor detect highest LAeq15min value at 59dB above the prediction (56dB), between **2200 to 2215** related to **Resident Activity**
 - **18 May 2025**, Noise monitor detect highest LAeq15min value at 59dB above the prediction (56dB), between **1015 to 1030** related to **Aircraft**
 - **18 May 2025**, Noise monitor detect highest LAeq15min value at 64dB above the prediction (56dB), between **1130 to 1145** related to **Urban Traffic**
 - **19 May 2025**, Noise monitor detect highest LAeq15min value at 59dB above the prediction (56dB), between **0130 to 0200** related to **Rain Weather**
 - **19 May 2025**, Noise monitor detect highest LAeq15min value at 61dB above the prediction (56dB), between **0200 to 0215** related to **Rain Weather**
- All above observations 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 WE45-46, 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 WE45-46 (12th May to 19th 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

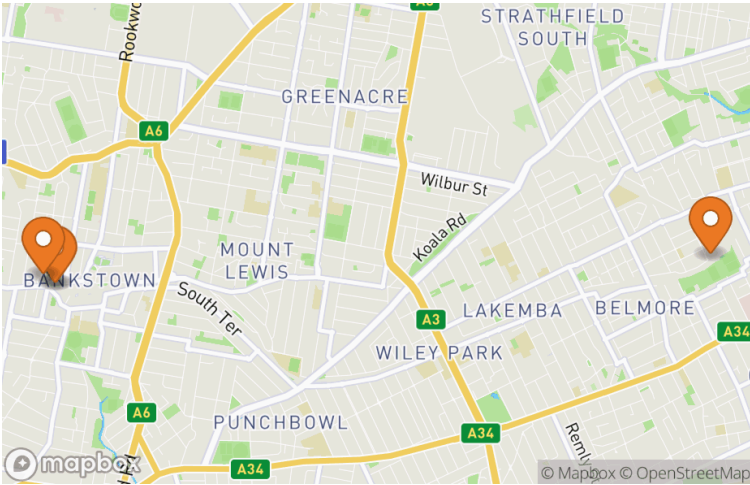
- Monitoring Result
- Monitoring Locations

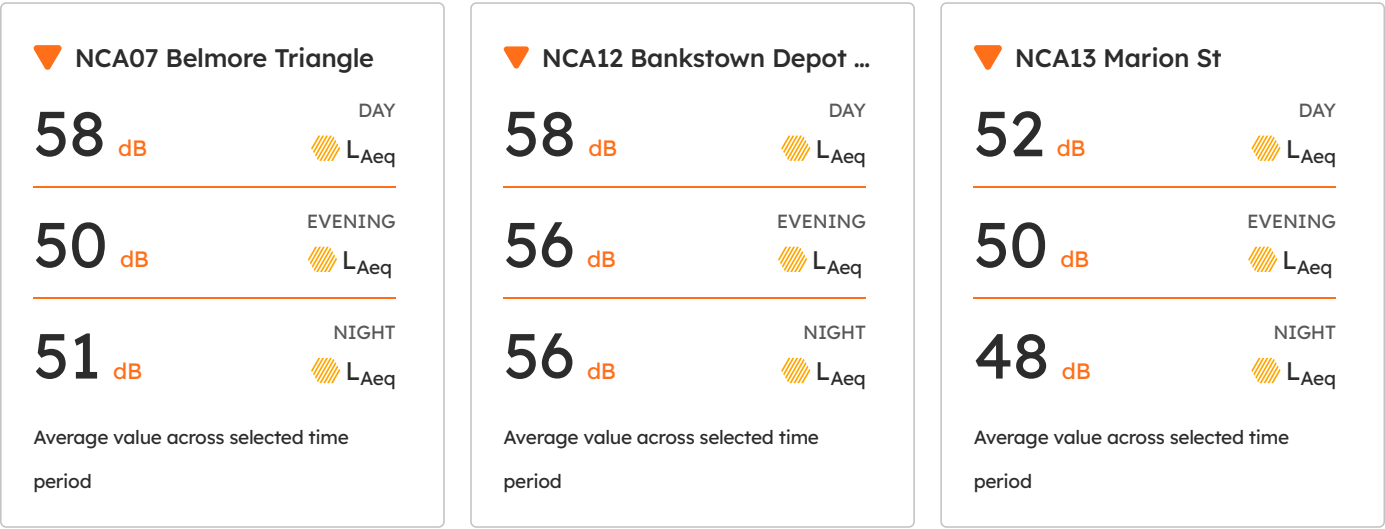
Sydney Metro S2B
Y25 WE45-46

Monitoring Devices

Date Range 12 May 2025 - 19 May 2025

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





▼ NCA12 Bankstown Depot ...

58

dB

DAY

L_{Aeq}

56

dB

EVENING

L_{Aeq}

56

dB

NIGHT

L_{Aeq}

Average value across selected time period

▼ NCA13 Marion St

52

dB

DAY

L_{Aeq}

50

dB

EVENING

L_{Aeq}

48

dB

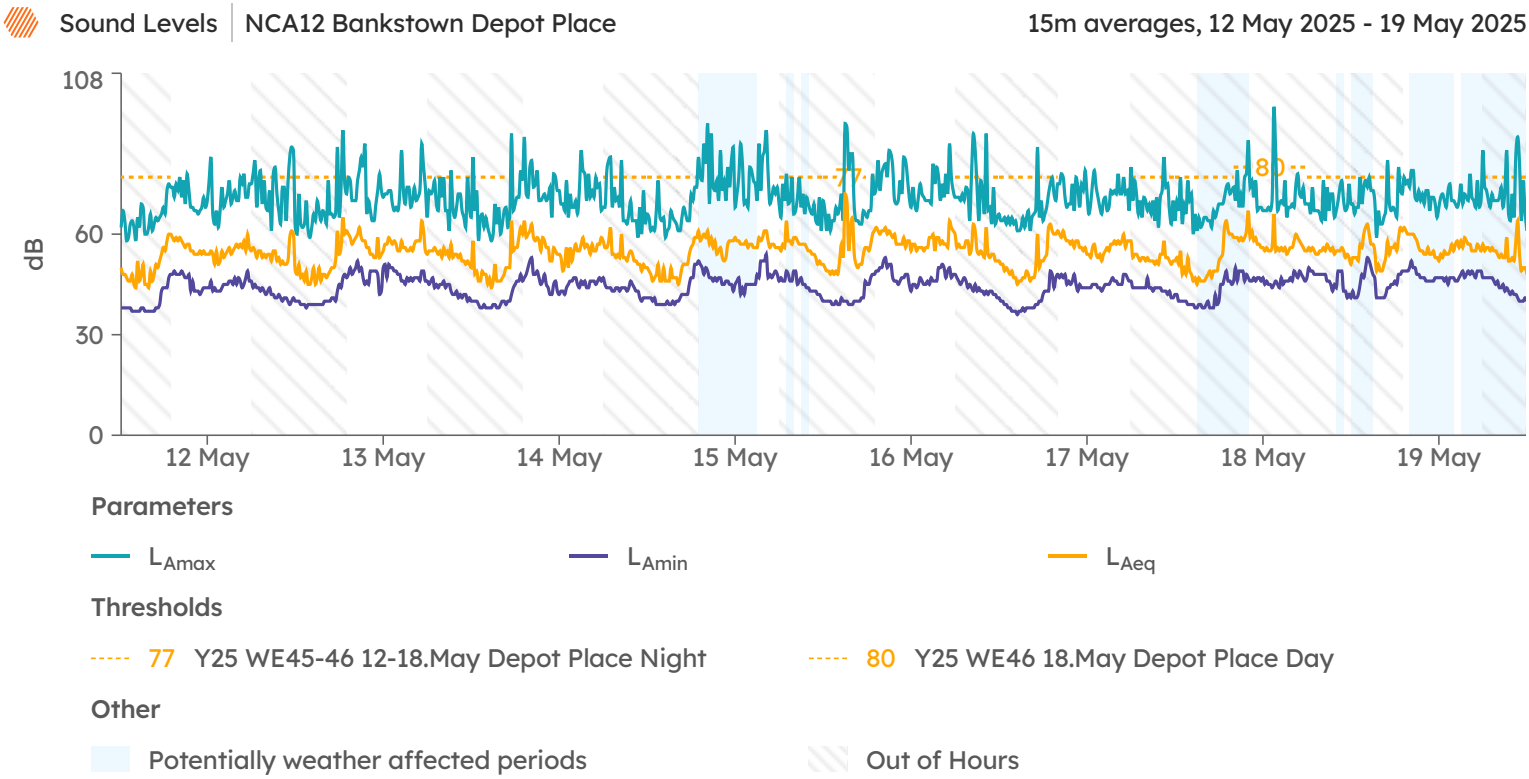
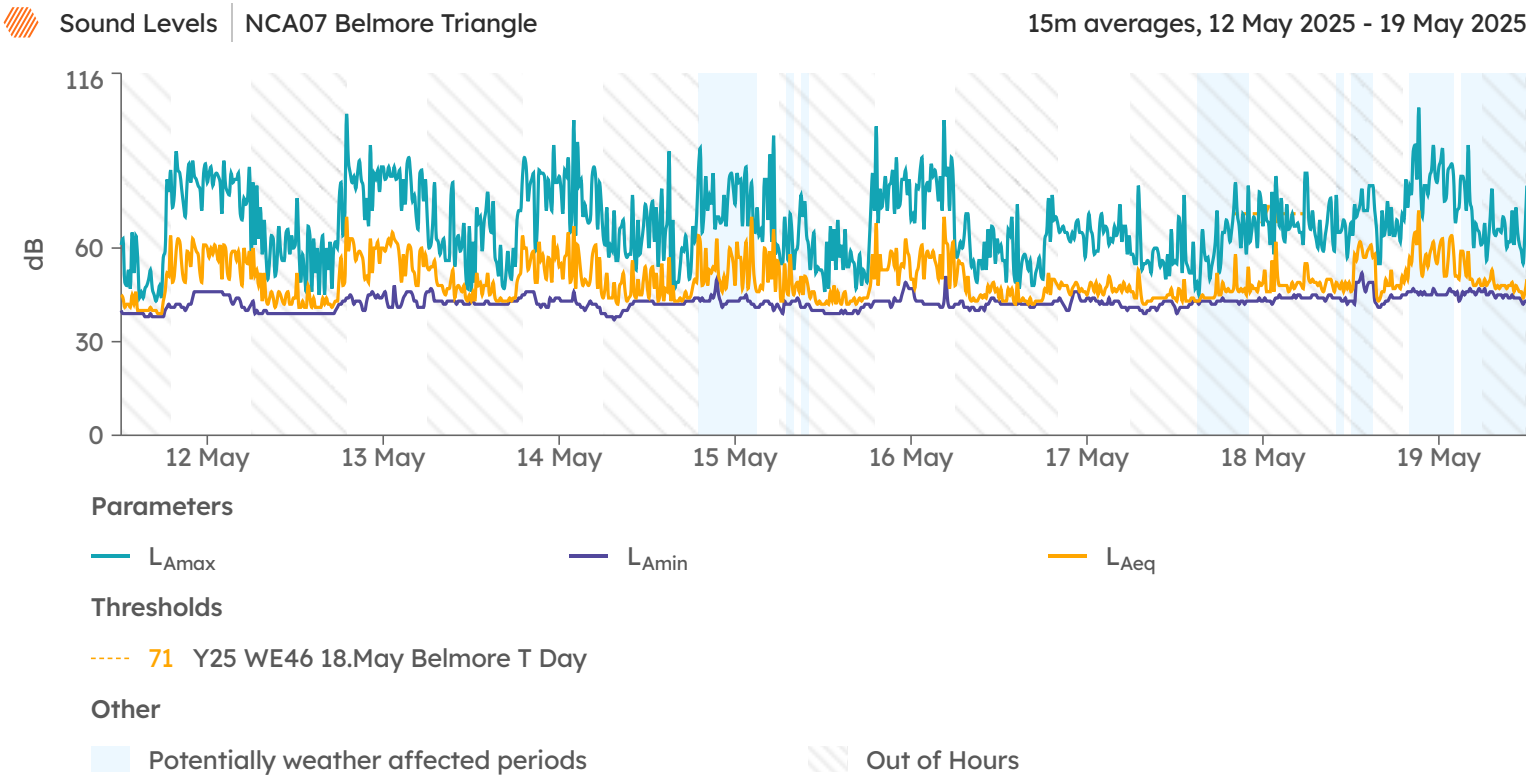
NIGHT

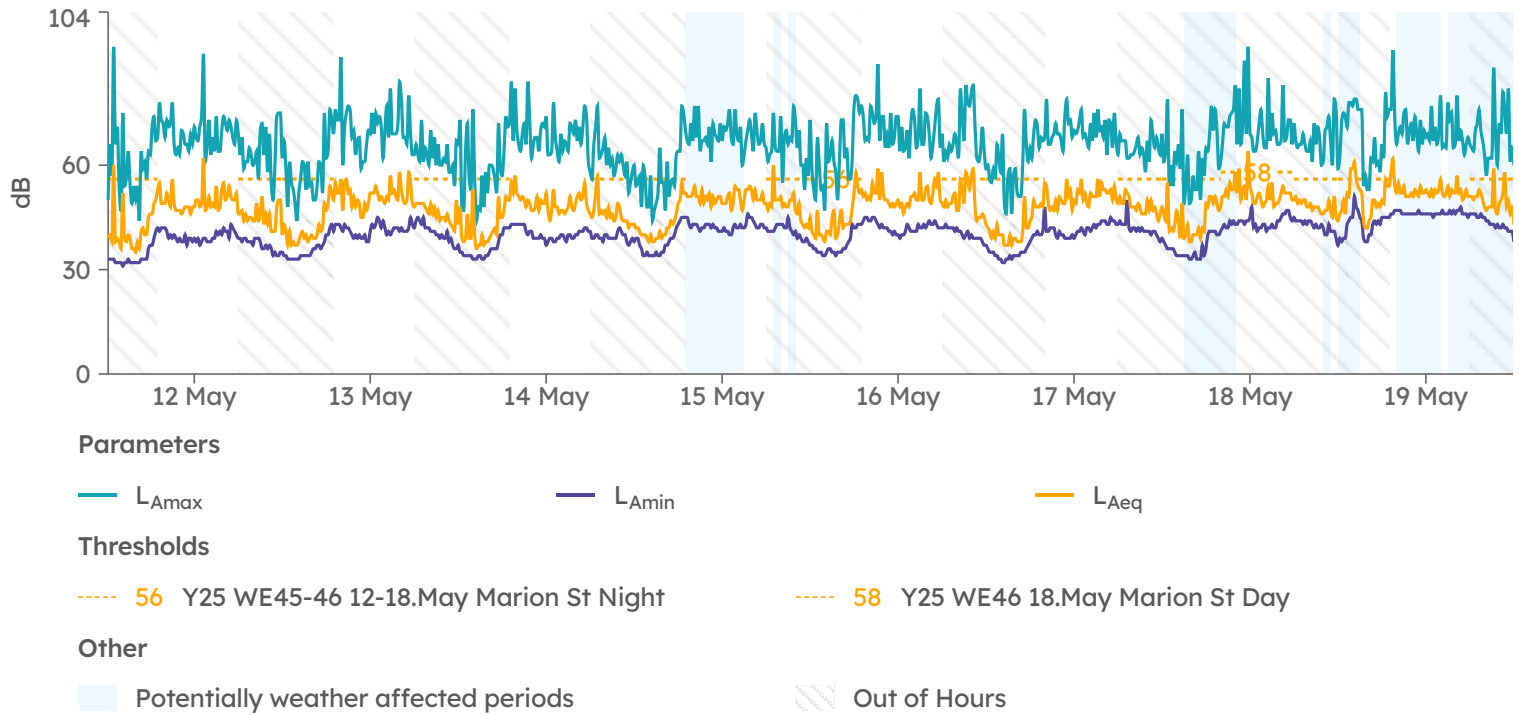
L_{Aeq}

Average value across selected time period

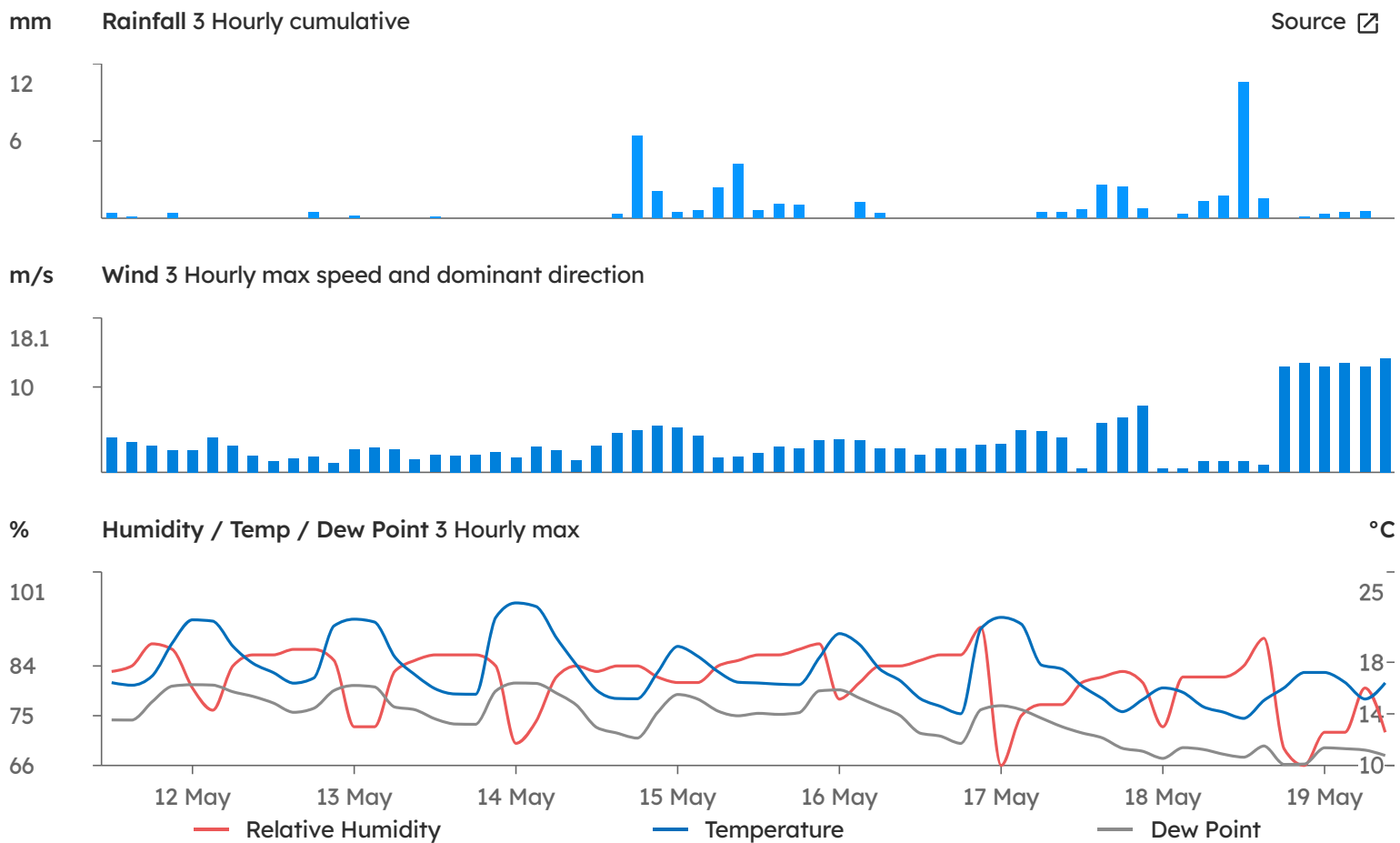
Average value across selected time period. Time of Day Periods: Day (7am to 6pm) Evening (6pm to 10pm) Night (10pm to 7am).

Noise Monitoring Graphs





Weather Graphs 12 May 2025 - 19 May 2025

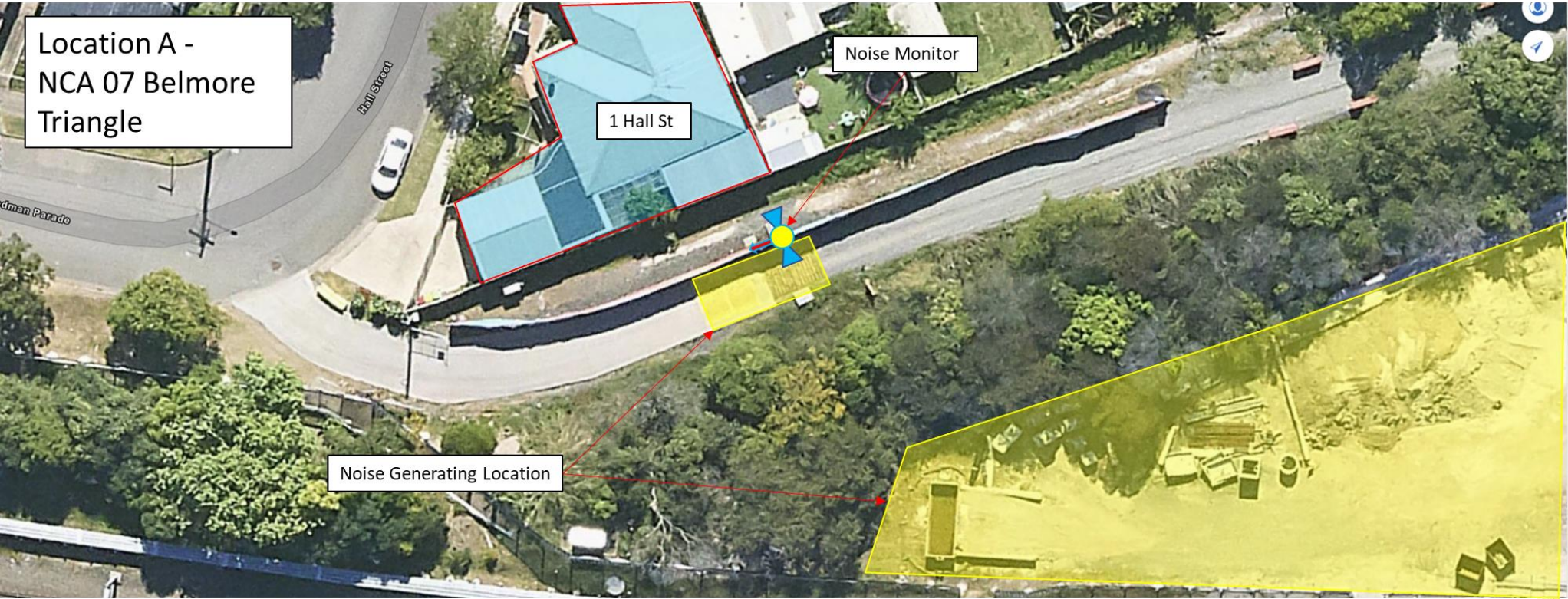


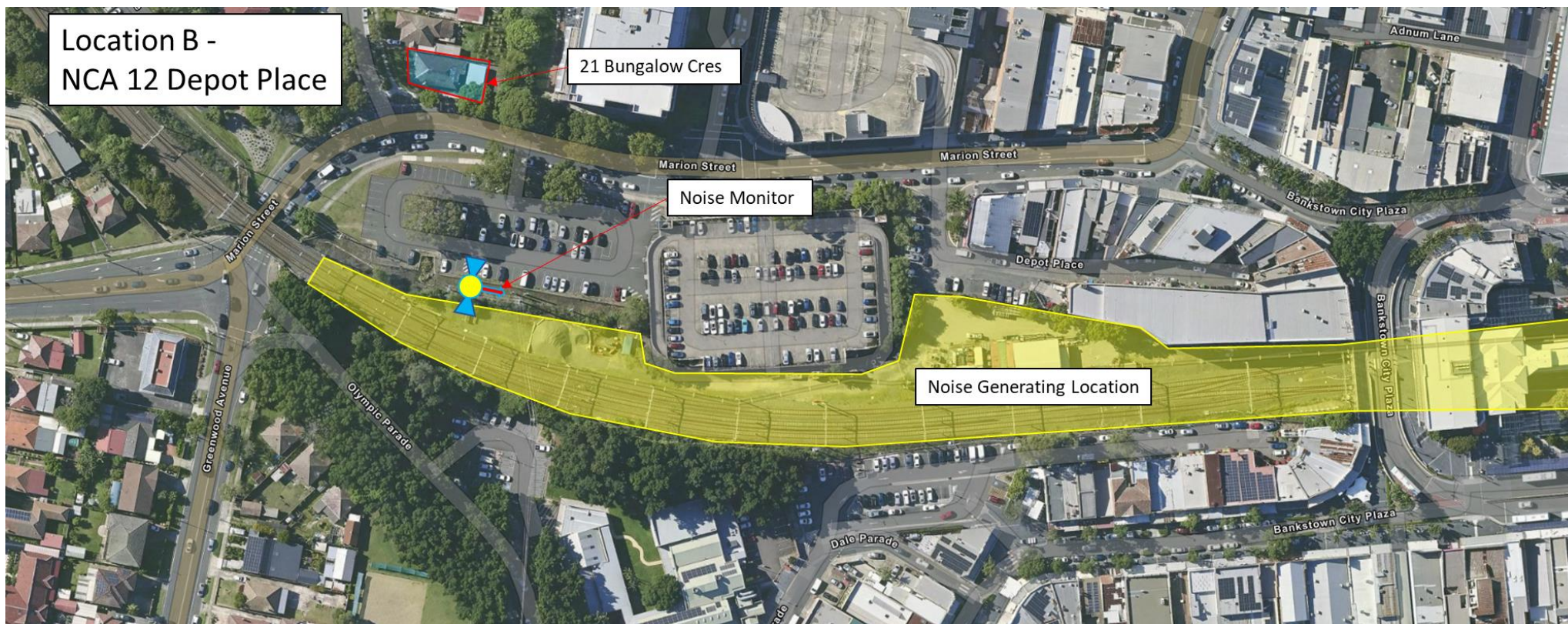
Daily Notes

Date and time	By	Monitoring Point(s)	Note
12 May 2025	Ted Z	NCA13 Marion St	Monitoring point identified Urban Traffic: - Noise monitor detect highest LAeq15min value at 60dB above the prediction (56dB), between 0045 to 0100. Above observed related to Urban Traffic. Not related to JHLOR activities.
14 May 2025	Ted Z	NCA13 Marion St	Monitoring point identified the following events: - 14 May 2025, Noise monitor detect highest LAeq15min value at 57dB above the prediction (56dB), between 1845 to 1900 related to Urban Siren Above observations not related to JHLOR activities.
15 May 2025	Ted Z	NCA13 Marion St	Monitoring point identified the following events: - 15 May 2025, Noise monitor detect highest LAeq15min value at 60dB above the prediction (56dB), between 1815 to 1830 related to Rain Weather Above observations not related to JHLOR activities.
16 May 2025	Ted Z	NCA13 Marion St	Monitoring point identified the following events: - 16 May 2025, Noise monitor detect highest LAeq15min value at 58dB above the prediction (56dB), between 0600 to 0615 related to Urban Traffic Above observations not related to JHLOR activities.
16 May 2025	Ted Z	NCA13 Marion St	Monitoring point identified the following events: - 16 May 2025, Noise monitor detect highest LAeq15min value at 58dB above the prediction (56dB), between 2100 to 2115 related to Urban Traffic Above observations not related to JHLOR activities.
16 May 2025	Ted Z	NCA13 Marion St	Monitoring point identified the following events: - 16 May 2025, Noise monitor detect highest LAeq15min value at 59dB above the prediction (56dB), between 2200 to 2215 related to Resident Activity Above observations not related to JHLOR activities.
19 May 2025	Ted Z	NCA13 Marion St	Monitoring point identified the following events: - 19 May 2025, Noise monitor detect highest LAeq15min value at 59dB above the prediction (56dB), between 0130 to 0200 related to Rain Weather Above observations not related to JHLOR activities.
19 May 2025	Ted Z	NCA13 Marion St	Monitoring point identified the following events: - 19 May 2025, Noise monitor detect highest LAeq15min value at 61dB above the prediction (56dB), between 0200 to 0215 related to Rain Weather Above observations 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







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 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



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



Translating and interpreting service

If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 171 386**

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 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

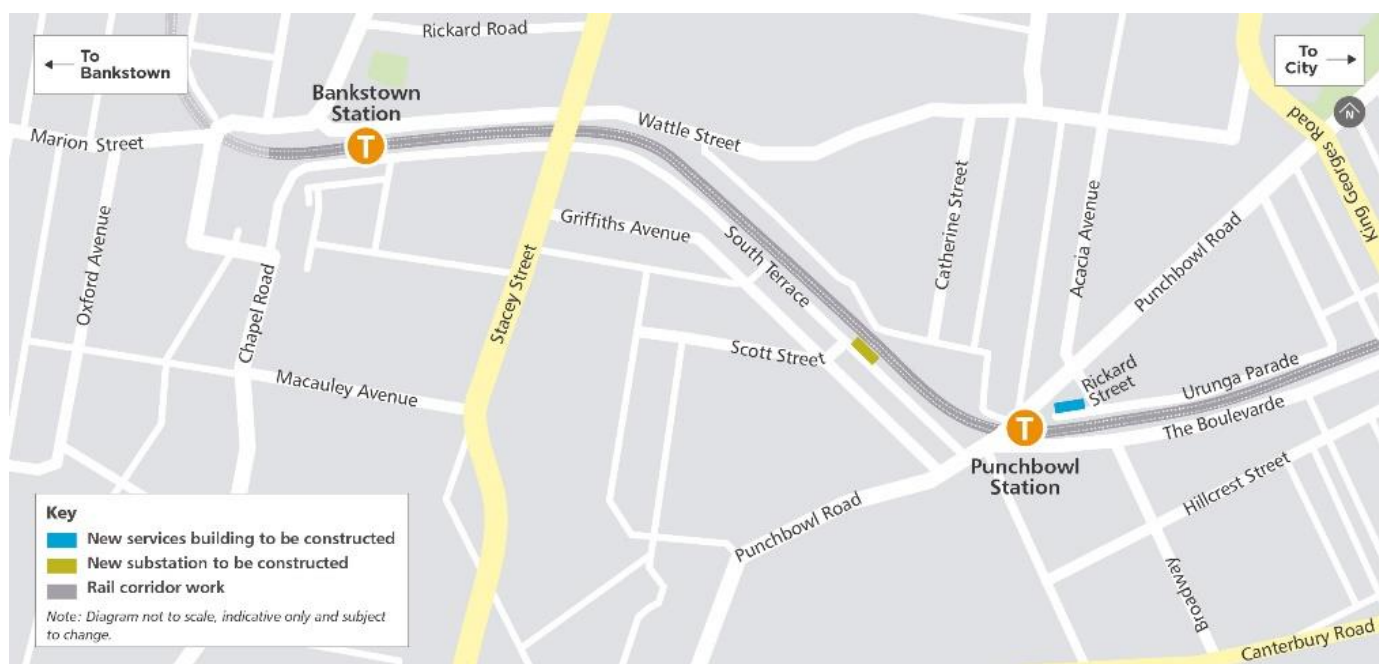


Hours of work

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.



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EPL 21147

R4.4 Validation Report

SWM3 April Shut Stage-4

2025 WE46-47

R5.6 Sydney Trains possession (WE46-47, 19 May - 26 May)
R5.6 Sydney Metro possession (WE46-47, 23 May - 25 May)

Document and Revision History

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

Revisions

Revision	Date	Description	Prepared by	Reviewed by
01	28/05/2025	Prepared for R4.4	Zhengyi Zhang	Lucas Dobrolot

Management reviews

Review date	Details	Reviewed by

Controlled: NO

Copy no.:

Uncontrolled: YES

Table of Contents

Introduction3

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:3

1. Confirmation that the equipment used to undertake the works was as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite3

2. A copy of the community notification required under Condition L5.124

3. Noise monitoring as required by L5.8(d).....4

4. Details of any exceedances of predicted noise levels;6

5. Details of the noise and vibration mitigation measures that were implemented as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite.....6

6. The justification required under L5.6 for the carrying out of works outside of standard construction hours in L5.16

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.6

Attachment 1 – Noise Monitoring Locations & Results.....7

Attachment 2 – Community Notification.....14

Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out on

19th May 0700 to 26th May 0700 in Week 46-47 (WE46-47), noise activity (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.

23rd May 1800 to 25th May 1800 in Week 46-47 (WE46-47), noise activity (Canterbury Station Footbridge Remediation) being happened during Sydney Metro possession on Sydney Metro track (in Canterbury Station). 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:

WE46-47 Bankstown (19th May to 26th May 2025) - Condition L5.6 - Local Possessions:

- Track Works
 - Powered hand tool
 - Track Saw
 - Hi-rail Excavator
 - Hi-rail Hydrema
 - Spoil Train
 - Vibration Roller
 - Front End Loader
 - Dozer
 - Truck
 - Light tower
- Signal Works
 - Powered hand tool
- Sydney Trains Bankstown Station Extension Works
 - Powered hand tool
 - Light tower

WE46-47 Canterbury (23rd May to 25th May 2025) - Condition L5.6 - Local Possessions:

- Canterbury Station Footbridge Remediation
 - Powered hand tool

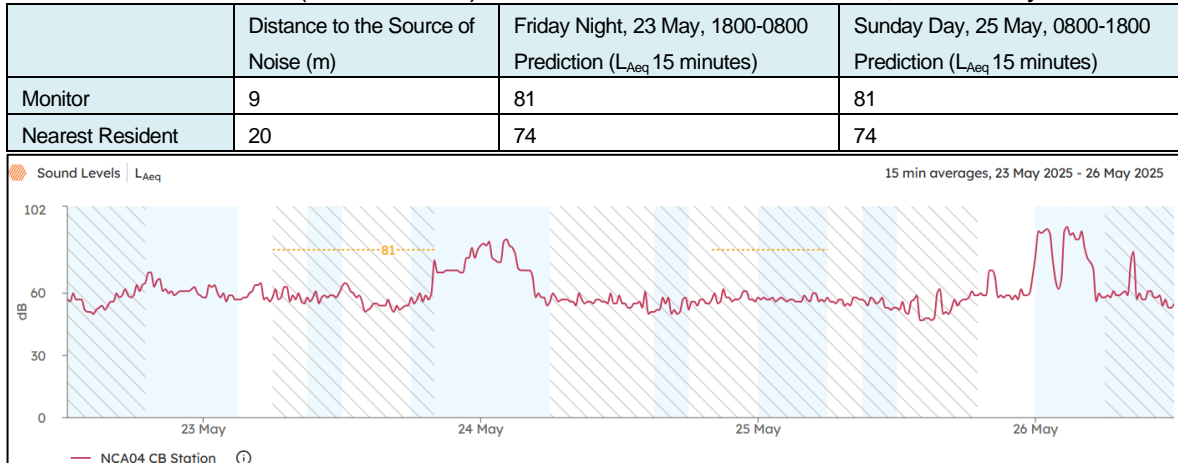
2. A copy of the community notification required under Condition L5.12

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

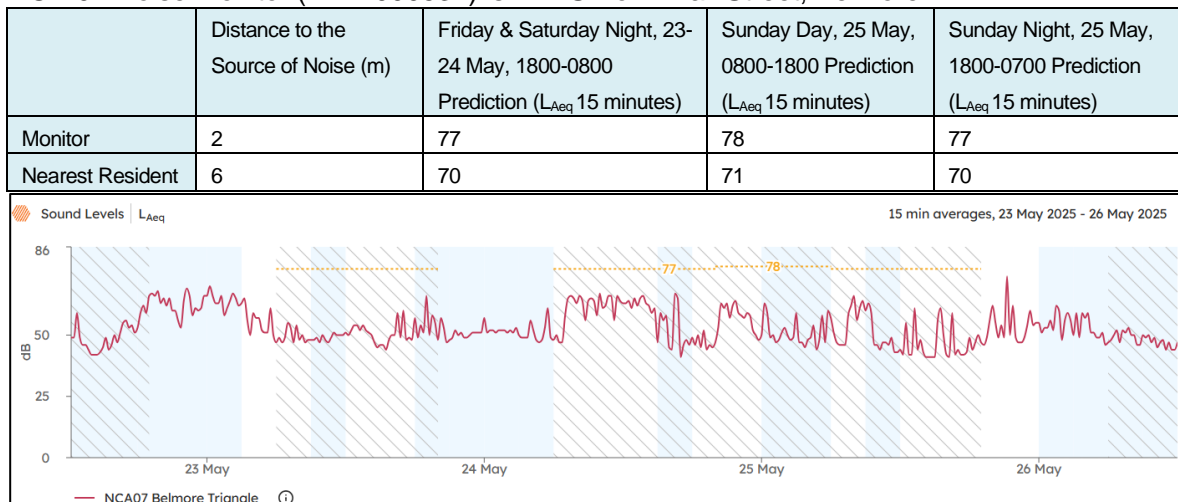
3. Noise monitoring as required by L5.8(d)

WE46-47 works noise monitoring was carried out at the following locations along the project corridor.

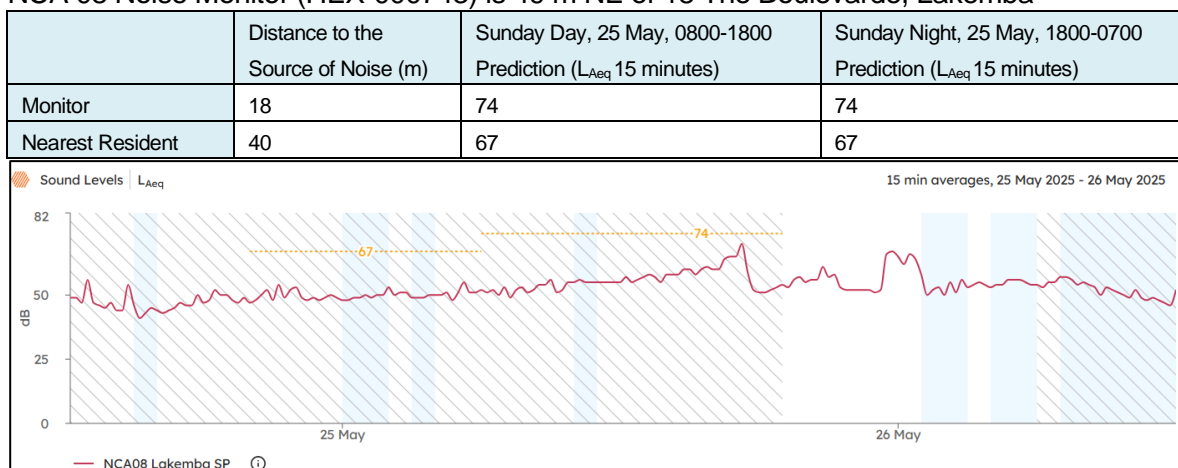
A. NCA 04 Noise Monitor (HEX-000296) is 12 m NE of 2A Charles Street, Canterbury



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

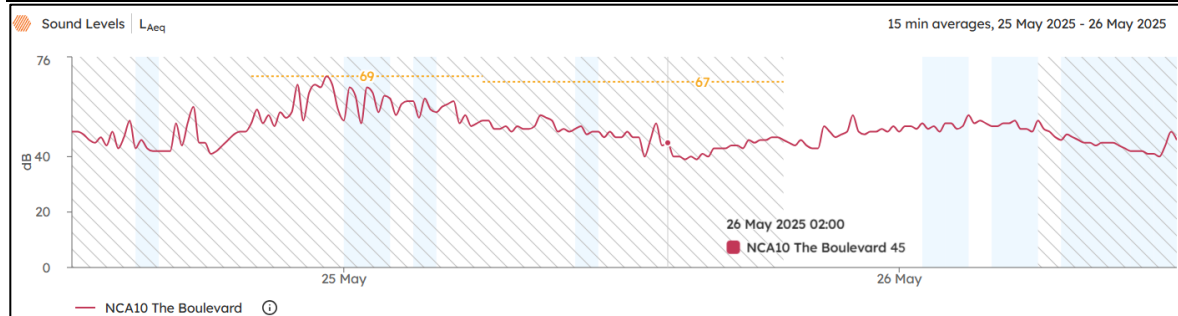


C. NCA 08 Noise Monitor (HEX-000743) is 49 m NE of 18 The Boulevard, Lakemba



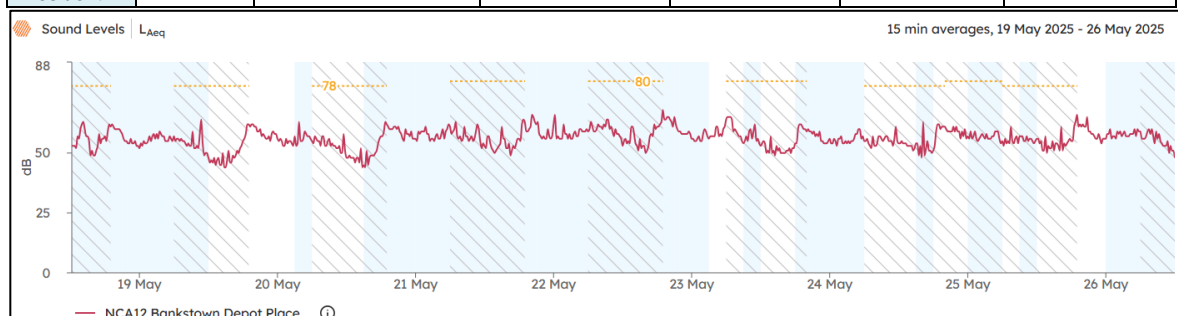
D. NCA 10 Noise Monitor (HEX-000594) is 51 m NW of 160 The Boulevard, Punchbowl

	Distance to the Source of Noise (m)	Sunday Day, 25 May, 0800-1800 Prediction (L_{Aeq} 15 minutes)	Sunday Night, 25 May, 1800-0700 Prediction (L_{Aeq} 15 minutes)
Monitor	25	69	69
Nearest Resident	33	67	67



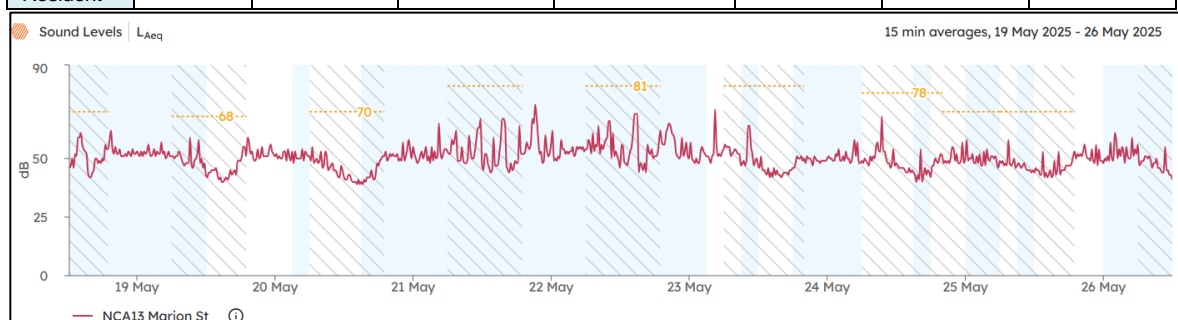
E. NCA 12 Noise Monitor (HEX-000630) is 67 m S of 21 Bungalow Cres, Bankstown

	Distance to the Source of Noise (m)	Monday to Tuesday & Sunday Night, 19-20 & 25 May, 1800 - 0700 Prediction (L_{Aeq} 15 minutes)	Wednesday to Thursday Night, 21-22 May, 1800-0700 Prediction (L_{Aeq} 15 minutes)	Friday Night, 23 May, 1800-0800 Prediction (L_{Aeq} 15 minutes)	Saturday Night, 24 May, 1800-0800 Prediction (L_{Aeq} 15 minutes)	Sunday Day, 11 May, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	17	78	80	80	78	80
Nearest Resident	83	64	66	66	64	66



F. NCA 13 Noise Monitor (HEX-000421) is 25 m SW of 5 Weigand Avenue, Bankstown

	Distance to the Source of Noise (m)	Monday Night, 19 May, 1800 - 0700 Prediction (L_{Aeq} 15 minutes)	Tuesday & Sunday Night, 20 & 25 May, 1800 - 0700 Prediction (L_{Aeq} 15 minutes)	Wednesday to Thursday Night, 21-22 May, 1800-0700 Prediction (L_{Aeq} 15 minutes)	Friday Night, 23 May, 1800-0800 Prediction (L_{Aeq} 15 minutes)	Saturday Night, 24 May, 1800-0800 Prediction (L_{Aeq} 15 minutes)	Sunday Day, 11 May, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	13	68	70	81	81	78	80
Nearest Resident	41	58	60	71	71	64	66



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 WE46-47, 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 WE46-47 (19th May to 26th 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

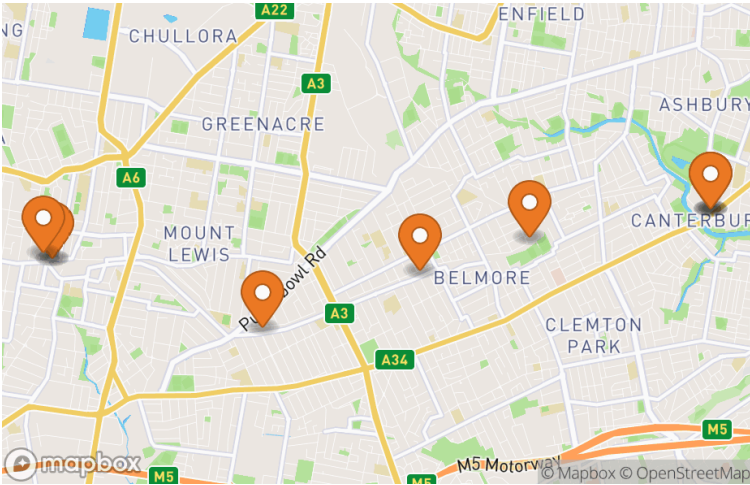
- Monitoring Result
- Monitoring Locations

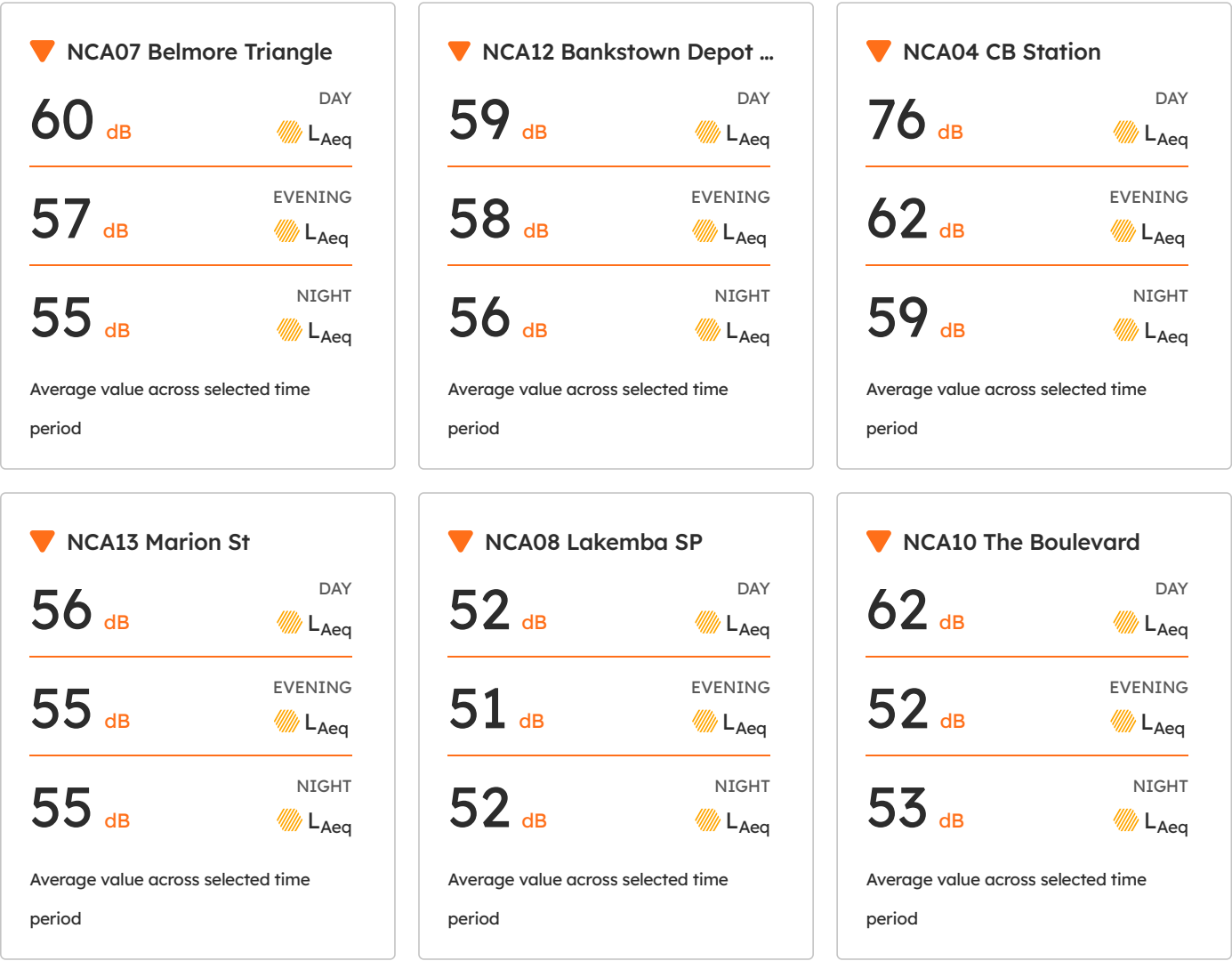
Sydney Metro S2B
Y25 WE46-47

Monitoring Devices

Date Range 19 May 2025 - 26 May 2025

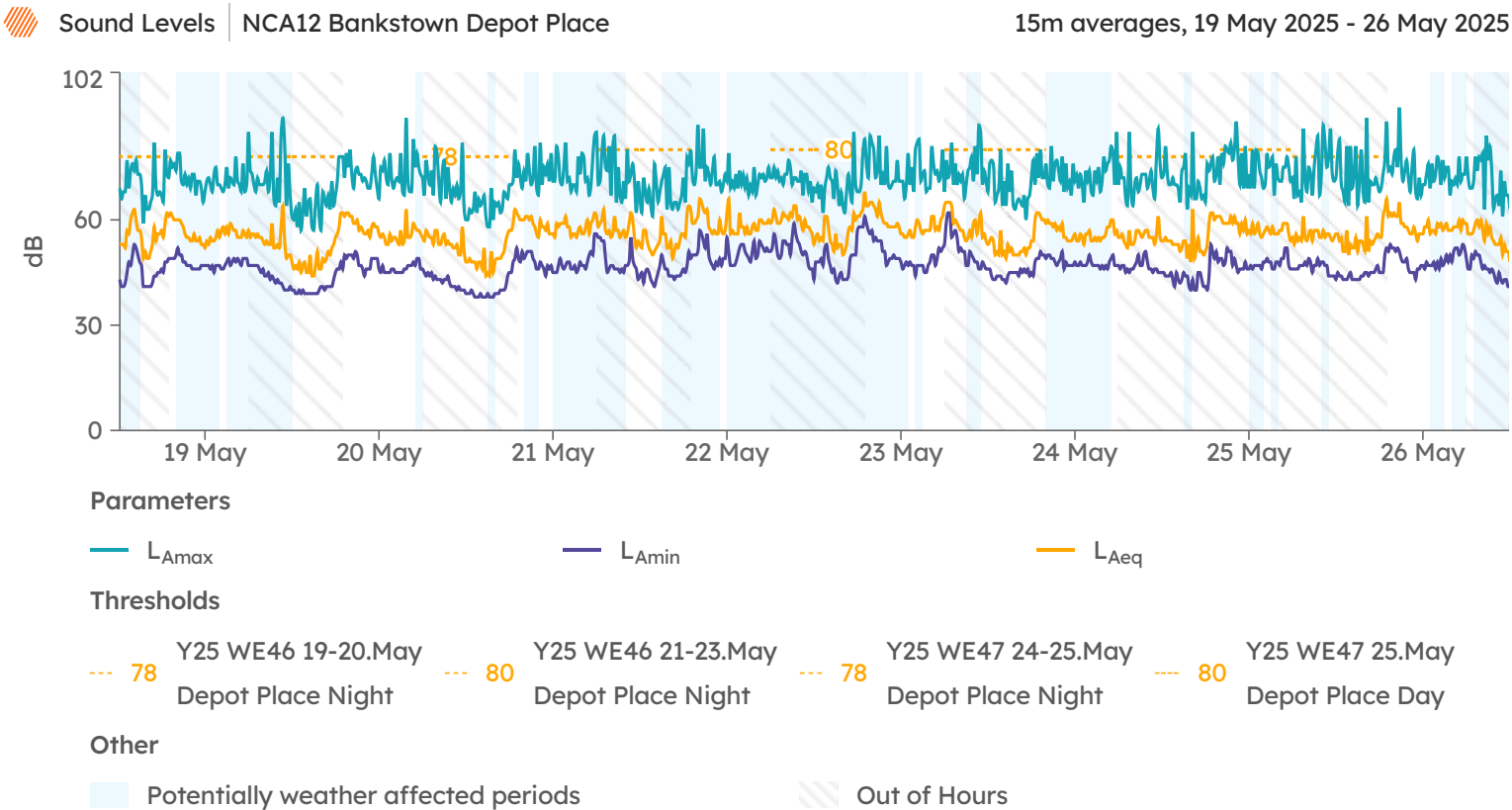
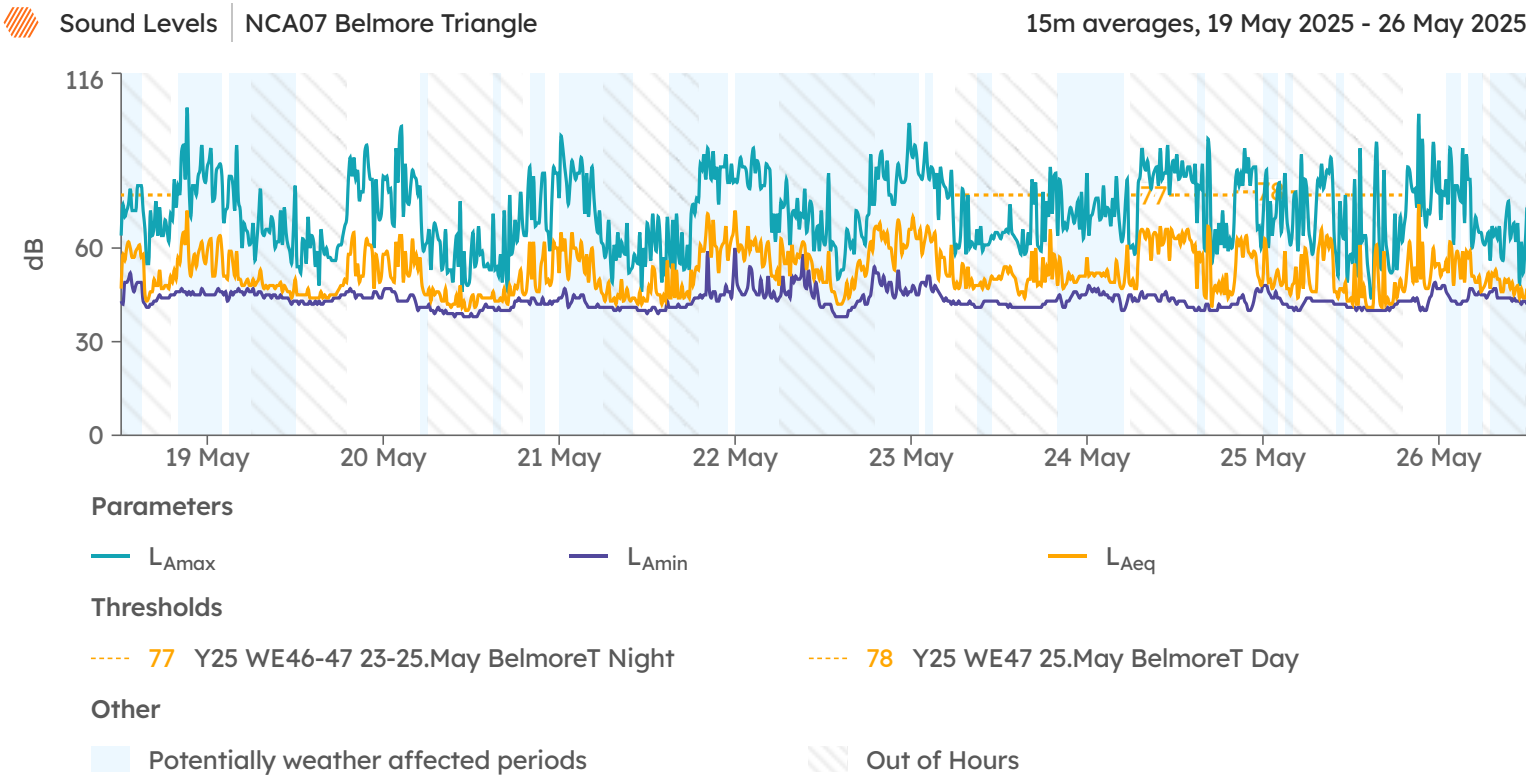
Device Serial	Monitoring Points
HEX-000296	NCA04 CB Station
HEX-000516	-
HEX-000630	NCA12 Bankstown Depot Place
HEX-000531	NCA07 Belmore Triangle
HEX-000421	NCA13 Marion St
HEX-000743	NCA08 Lakemba SP
HEX-000594	NCA10 The Boulevard
HEX-000249	-

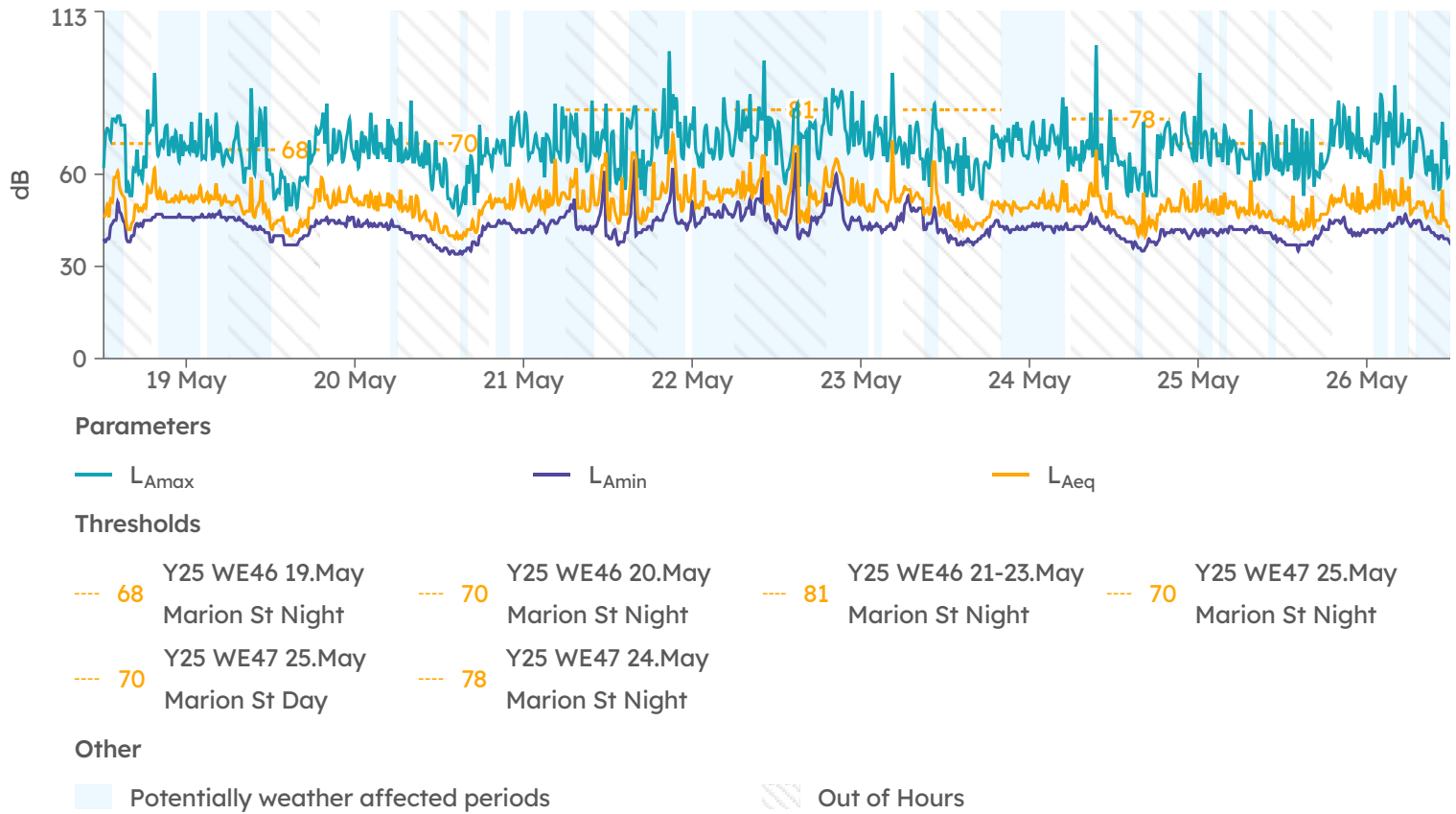
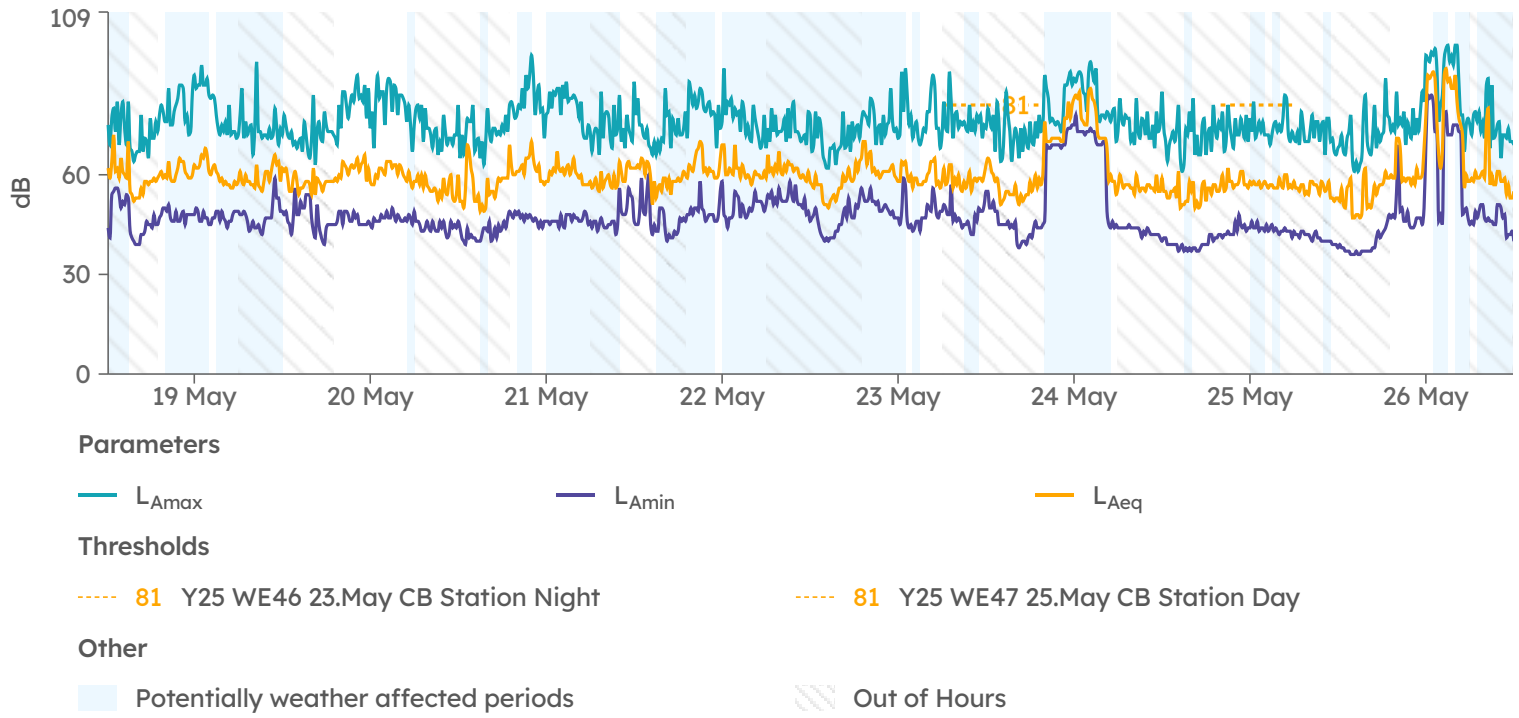


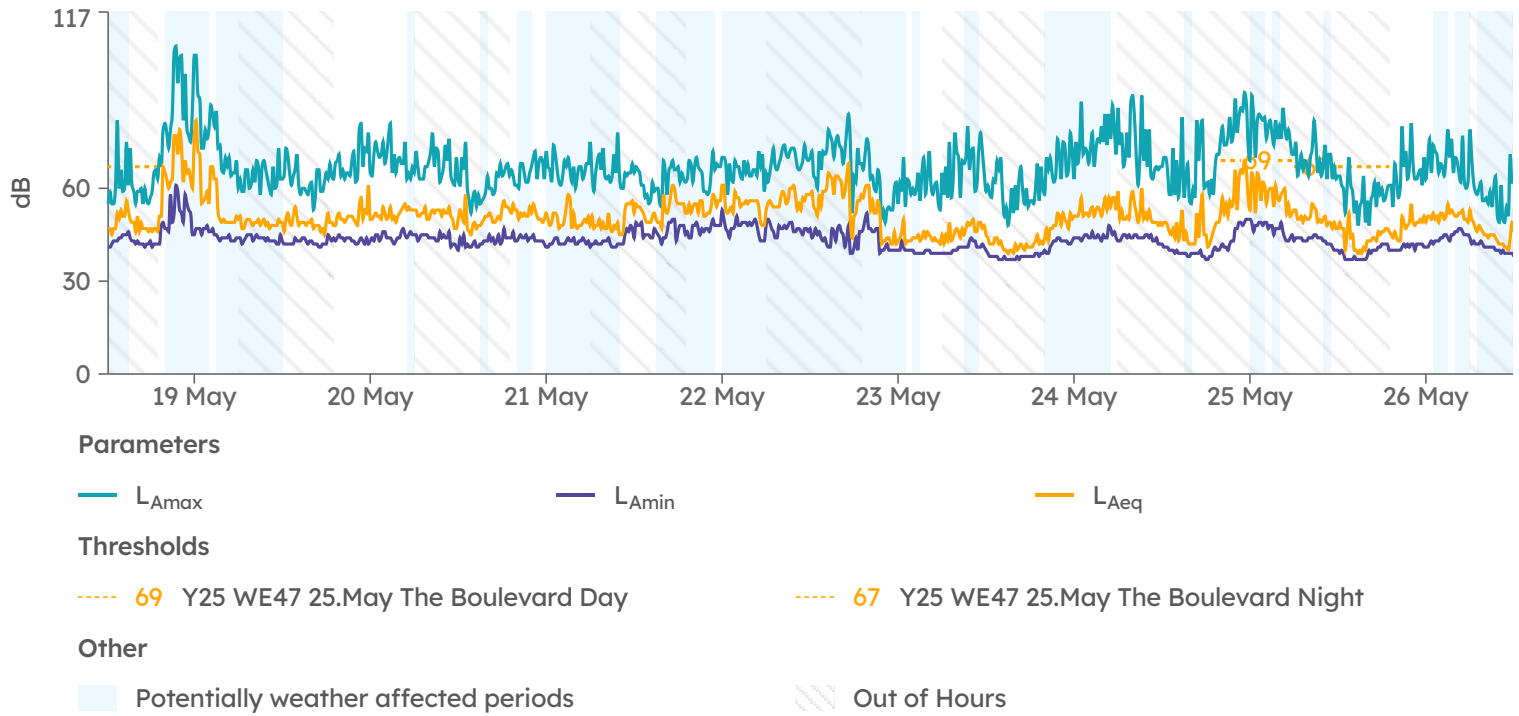
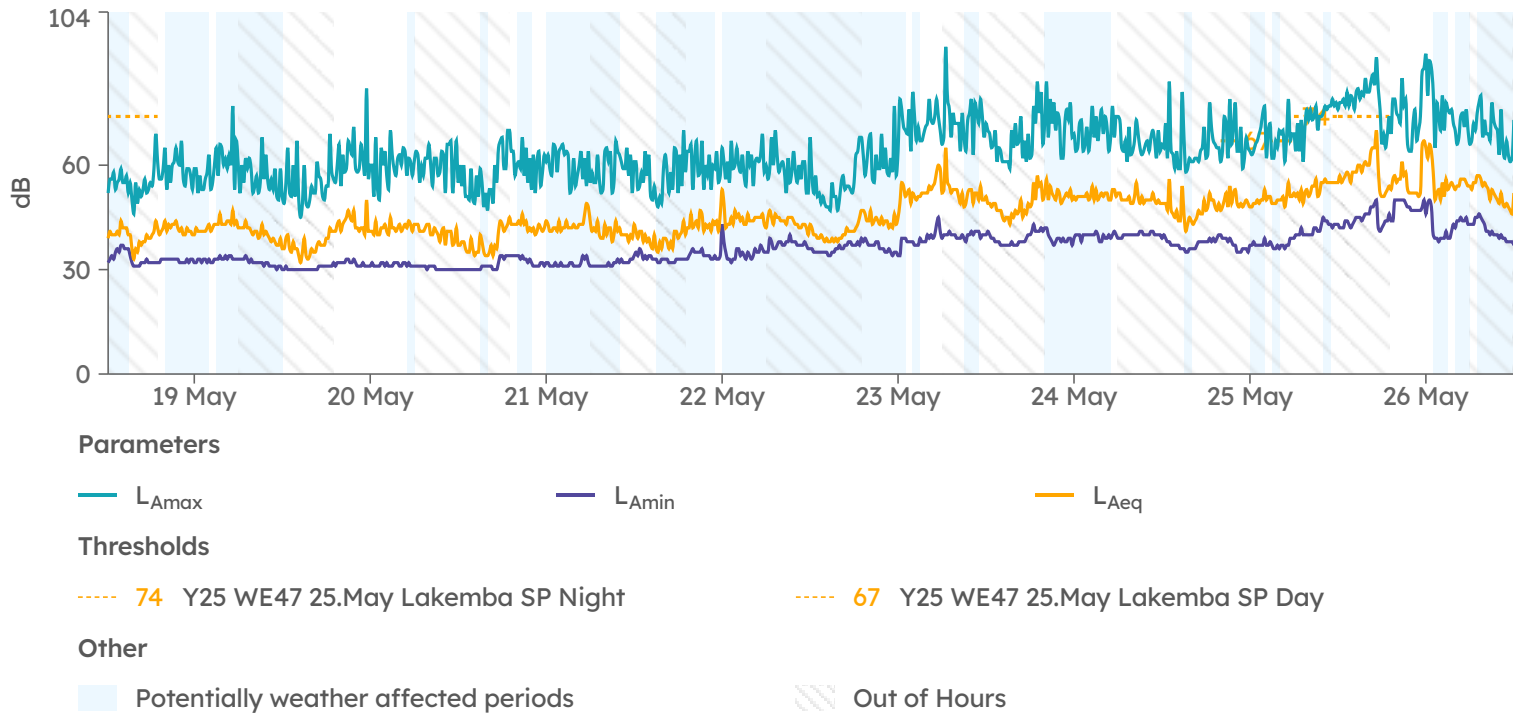


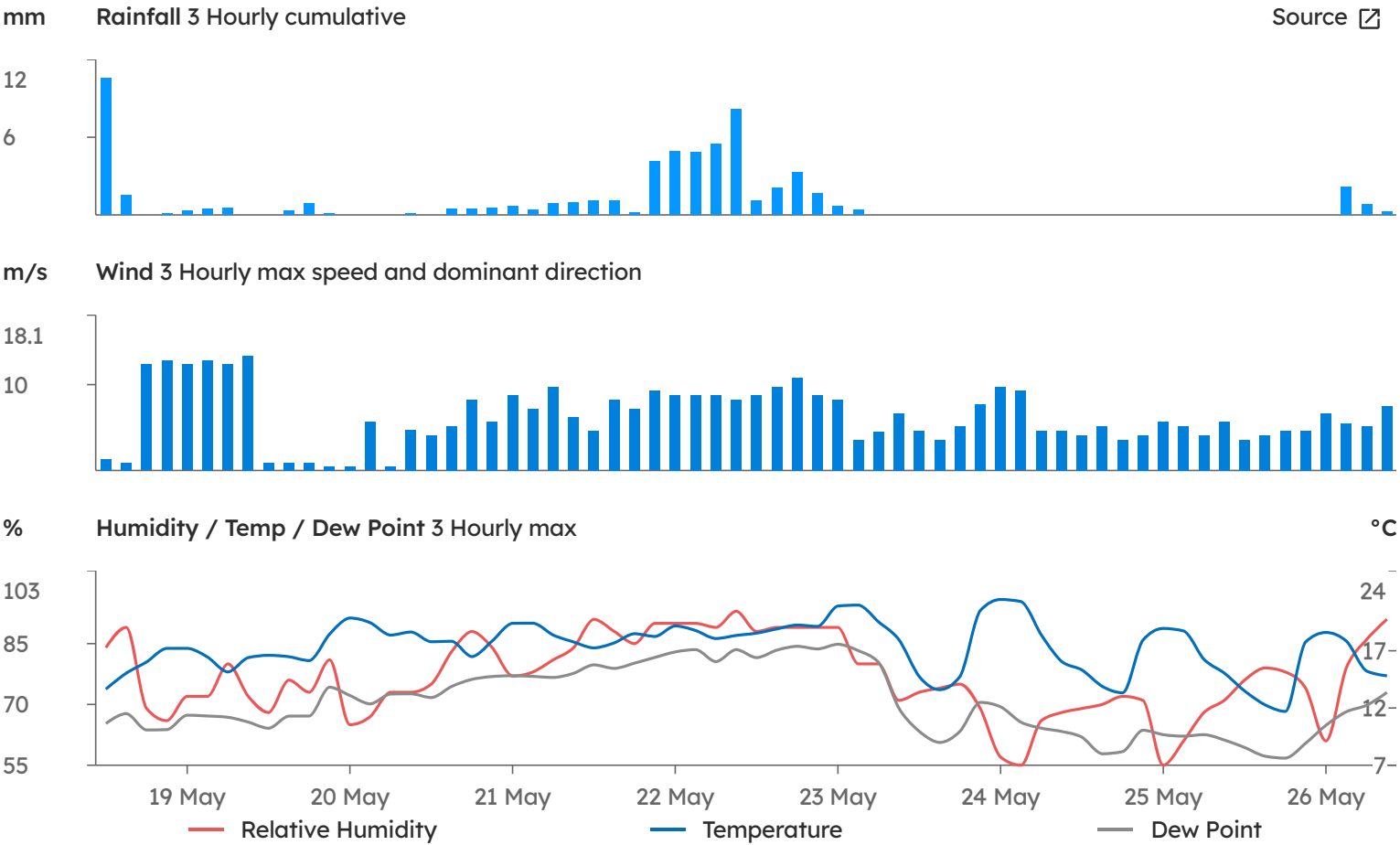
Average value across selected time period. Time of Day Periods: Day (7am to 6pm) Evening (6pm to 10pm) Night (10pm to 7am).

Noise Monitoring Graphs









Noise Explained Events

No explanations for this period

Daily Notes

Date and time	By	Monitoring Point(s)	Note
19 May 2025	Ted Z	NCA13 Marion St	Monitoring point identified the following events: - 19 May 2025, Noise monitor detect highest LAeq15min value at 59dB above the prediction (56dB), between 0130 to 0200 related to Rain Weather Above observations not related to JHLOR activities.
19 May 2025	Ted Z	NCA13 Marion St	Monitoring point identified the following events: - 19 May 2025, Noise monitor detect highest LAeq15min value at 61dB above the prediction (56dB), between 0200 to 0215 related to Rain Weather Above observations not related to JHLOR activities.

Device Details

Device Serial	Monitoring Points	Model	Calibration Date	Calibration Due
HEX-000296	NCA04 CB Station	SiteHive Hexanode	19 Mar 2025	19 Mar 2027
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-000743	NCA08 Lakemba SP	SiteHive Hexanode	19 Mar 2025	19 Mar 2027
HEX-000594	NCA10 The Boulevard	SiteHive Hexanode	12 Feb 2025	12 Feb 2027
HEX-000249	-	SiteHive Hexanode	07 Apr 2025	07 Apr 2027

Sydney Metro S2B

Attended Summary Report

Attended Monitoring Summary

Date Range 19 May 2025 - 26 May 2025

Monitoring Locations

Location NameLatLong

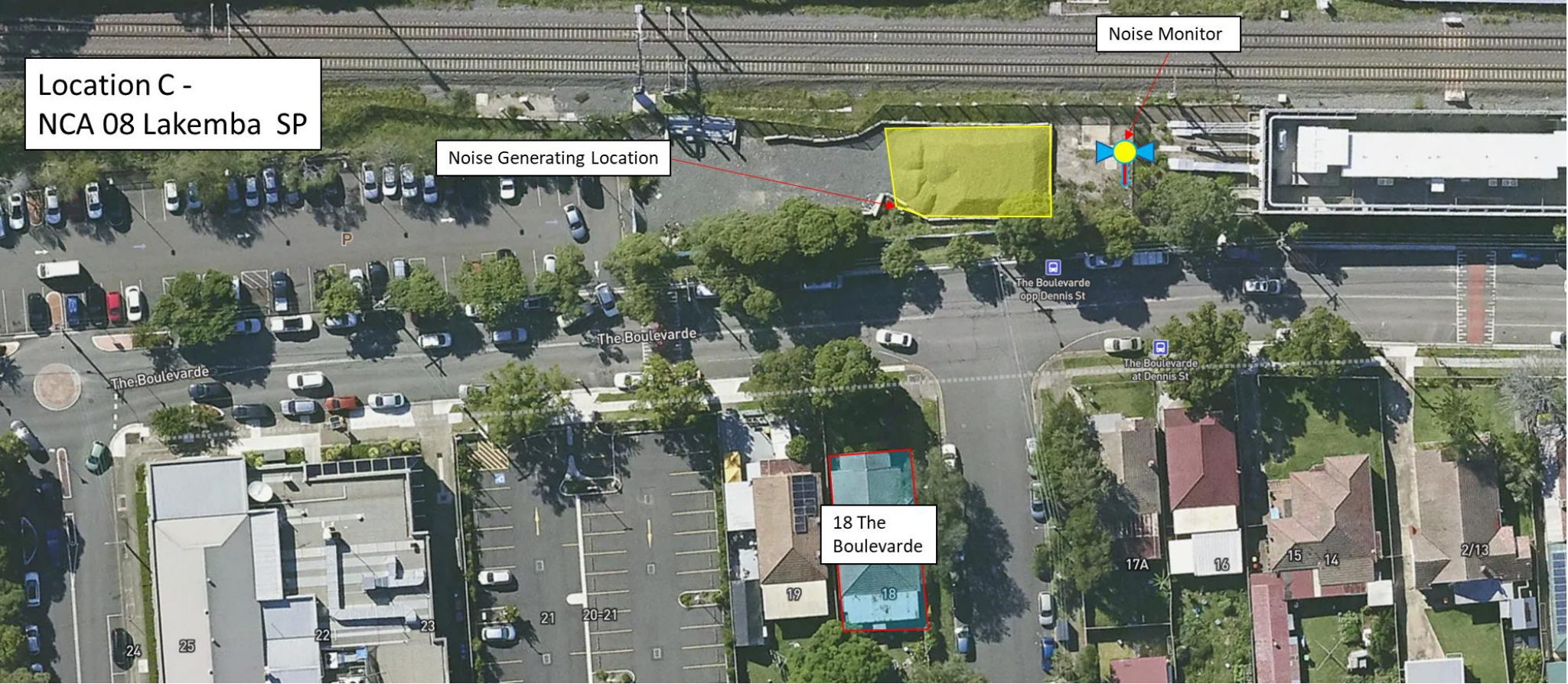


Attended Monitoring Results Summary Table

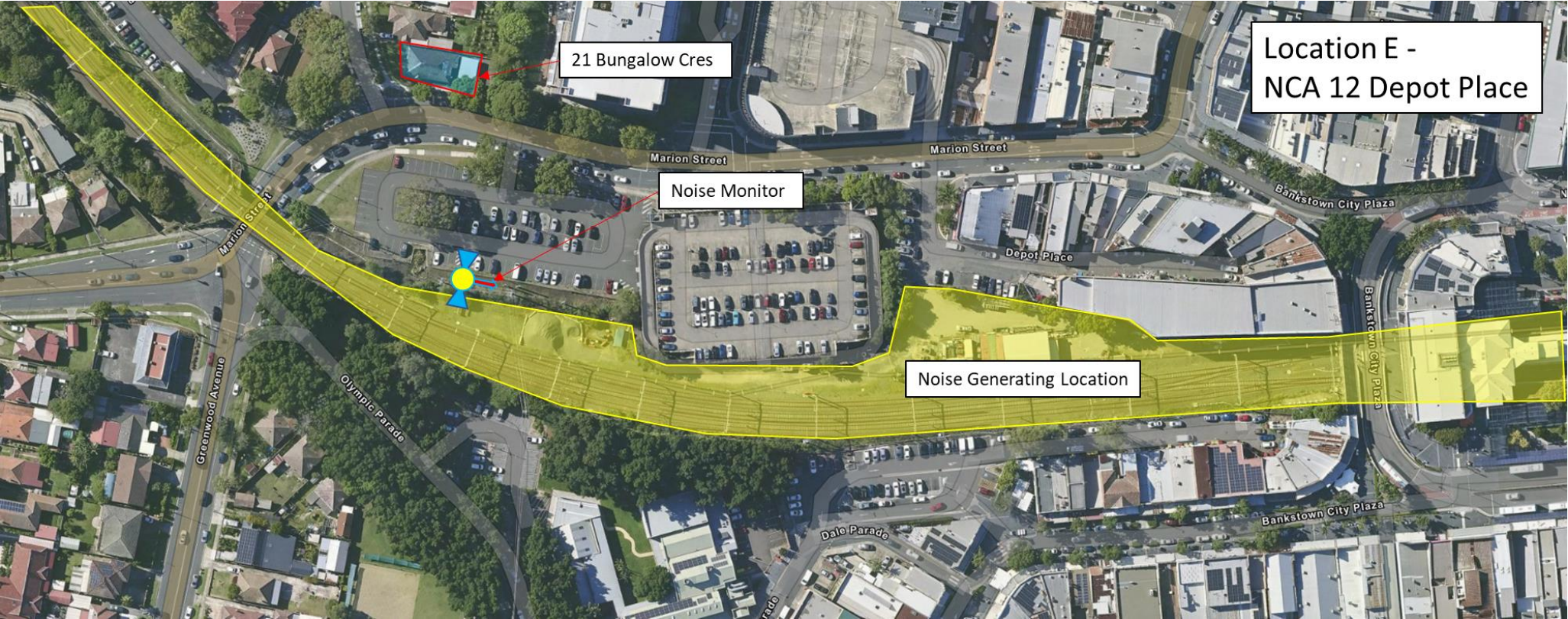
Background	Predicted	L _{Aeq}	L _{A10}	L _{A90}	L _{Amin}	L _{Amax}	Site Activities	Compliance
21 May 2025 22:30	Depot Place							General Monitoring
39 dB	72 dB	65.6 dB	69.8 dB	61.6 dB	55.8 dB	77.9 dB	Spoil train idling and moving	<div></div> Compliant

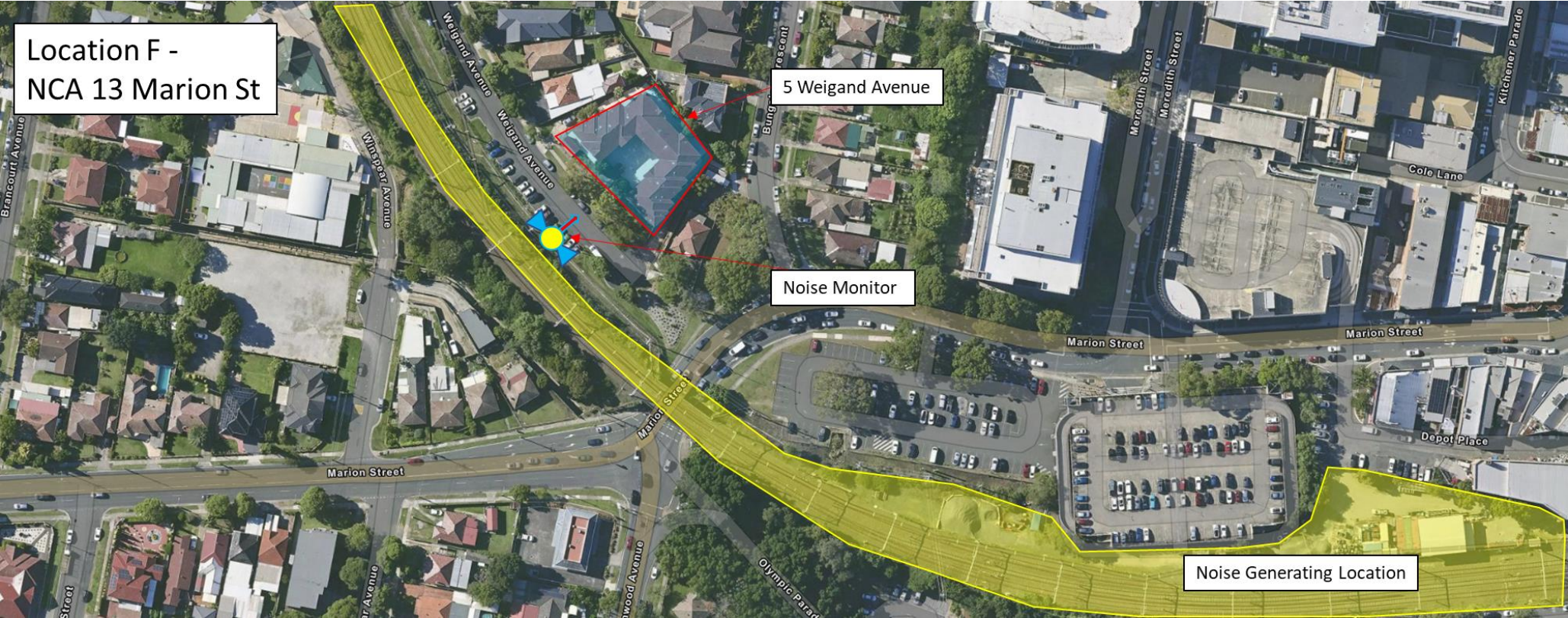












Attachment 2 – Community Notification

Community Notifications were provided to residents of Canterbury, Belmore, Lakemba, Punchbowl and Bankstown.

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

Monthly Notification – Canterbury 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 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 Canterbury 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, trackside substations and the 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 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, 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 on the rail corridor and at the overbridge
- Concrete pours, deliveries and installation of protection screens involving ground anchors into the ground at the overbridge
- Further pouring and concreting of the bridge deck
- Changes to the temporary traffic management while we work on the footpath near the station entrance at the overbridge
- Demolition of the remaining existing 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)
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal

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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- 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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Haymarket NSW 1240



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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 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



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Monthly Notification – Lakemba 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 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 Lakemba 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, trackside substations and at 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 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 on various bridges along the corridor and to local utilities
- Station landscaping works, with pedestrian diversions in place
- Continuation of piling work at the Moreton Street overbridge (involving temporary traffic changes, parking removal, devegetation, 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 screen barriers and rails at the overbridge
- Installation of weathering steel off-structure beam with steel and mesh safety screen barrier at the overbridge (including night work)
- Use of a temporary generator for utility repairs at Haldon Street
- Remediation work underneath the Lakemba Station overbridge
- Installation of footings, concreting and fencing work at the Lakemba Station overbridge
- Temporary commuter changes and closures of Railway Parade and Moreton Street during off structure beam crane delivery and installation. No pedestrian access. Access to properties will be maintained, however parking will be temporarily closed.
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal
- Minor defect remediation work as required
- Testing and commissioning activities

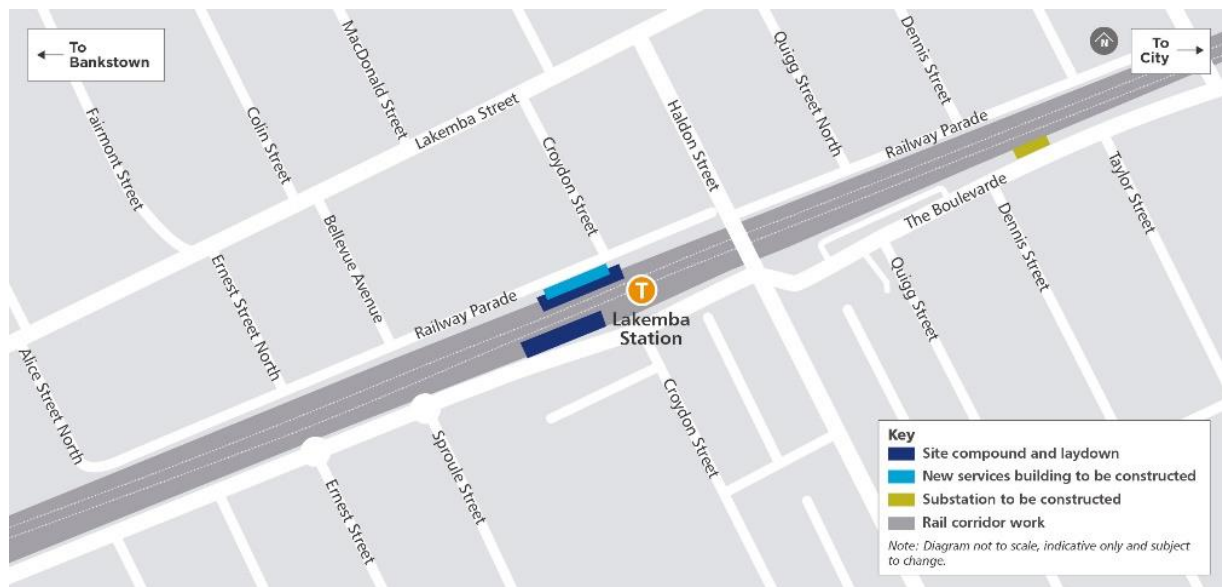
Hours of work

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.
- 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



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Monthly Notification – Punchbowl 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://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 May/June

Work will continue during and outside of standard construction hours within and around Punchbowl 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, trackside substations and the 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
- 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
- Work related to local utilities
- Continuation of work at the overbridge to prepare for the new steel barriers and screens, and fencing, involving concrete pours at the overbridge on Punchbowl Road (including at night)
- Continuation of the installation of retaining wall at the corners of the overbridge including piling, drilling, concrete pile cap foundation and backfilling
- Installation of posts, mesh fencing and isolation panels at the overbridge requiring temporary traffic changes and work during weekends in May
- Accessing the rail corridor involving equipment and work vehicles moving from Loder Lane
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal
- Closure of the Punchbowl Station pedestrian underpass for accessibility upgrades
- Testing and commissioning of services and electrical work within the station and service buildings
- Defect rectification work as required



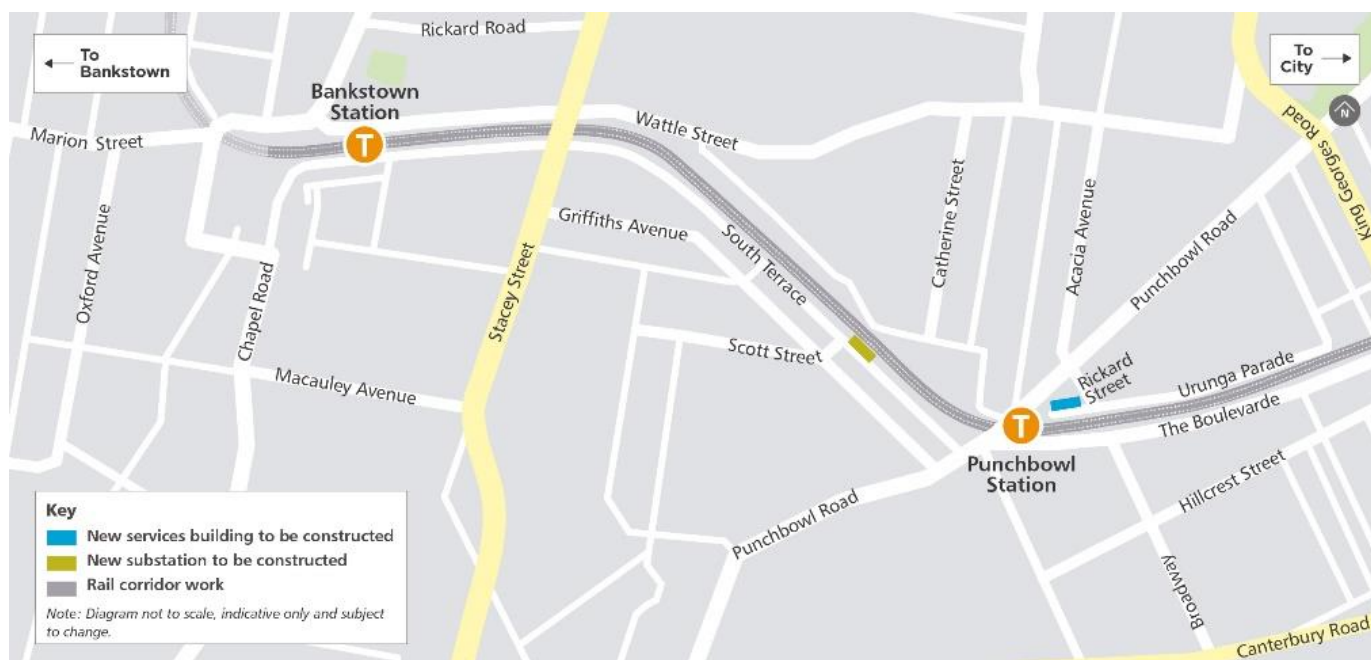
Hours of work

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 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



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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 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

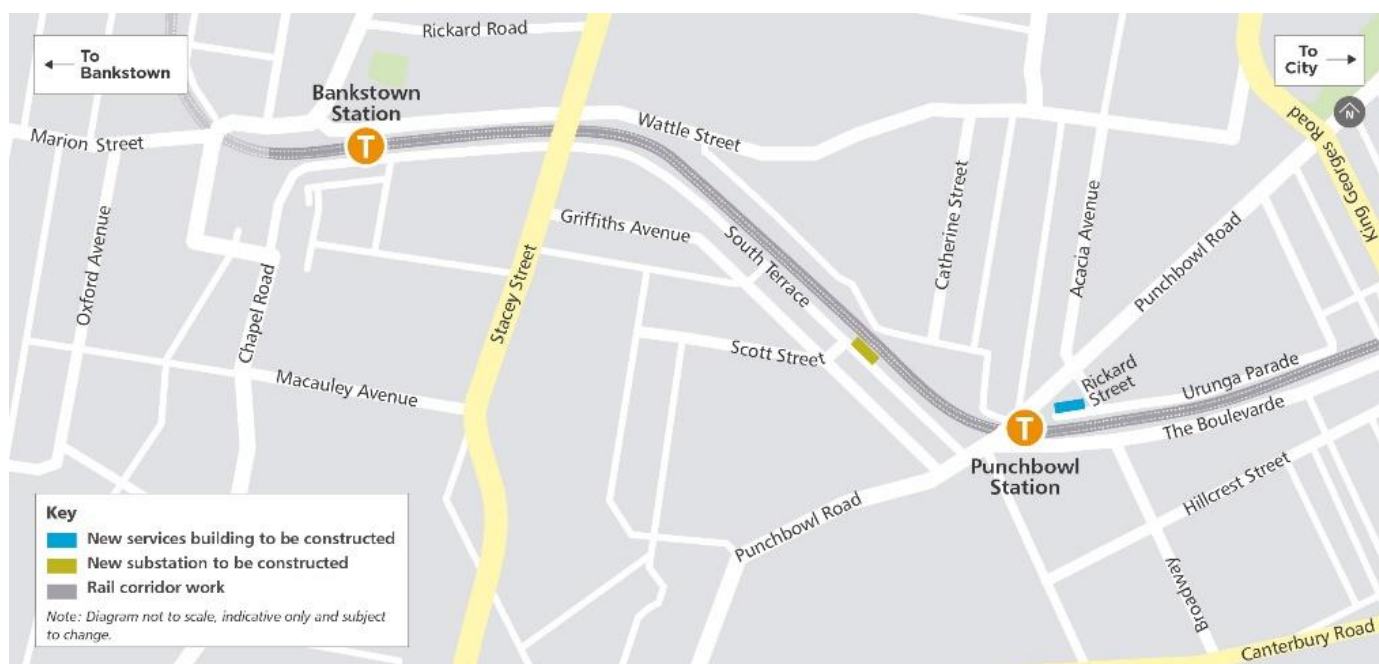


Hours of work

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.



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EPL 21147

R4.4 Validation Report

SWM3 April Shut Stage-5

2025 WE47-48

R5.6 Sydney Trains & Sydney Metro Possession (WE47-48, 26 May - 02 June)

Document and Revision History

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

Revisions

Revision	Date	Description	Prepared by	Reviewed by
01	02/06/2025	Prepared for R4.4	Zhengyi Zhang	Lucas Dobrolot

Management reviews

Review date	Details	Reviewed by

Controlled: NO

Copy no.:

Uncontrolled: YES

Table of Contents

Introduction	3
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:	3
1. Confirmation that the equipment used to undertake the works was as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite	3
2. A copy of the community notification required under Condition L5.12	3
3. Noise monitoring as required by L5.8(d).....	4
4. Details of any exceedances of predicted noise levels;	6
5. Details of the noise and vibration mitigation measures that were implemented as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite.....	6
6. The justification required under L5.6 for the carrying out of works outside of standard construction hours in L5.1	6
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.	6
Attachment 1 – Noise Monitoring Locations & Results.....	7
Attachment 2 – Community Notification.....	14

Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out on

26th May 0700 to 02nd June 0700 in Week 46-47 (WE46-47), noise activity (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) and (Canterbury Station Footbridge Remediation) on Sydney Metro track (in Canterbury Station). 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:

WE46-47 Bankstown (19th May to 26th May 2025) - Condition L5.6 - Local Possessions:

- Track Works
 - Powered hand tool
 - Track Saw
 - Hi-rail Excavator
 - Hi-rail Hydrema
 - Spoil Train
 - Vibration Roller
 - Front End Loader
 - Dozer
 - Truck
 - Light tower
- Signal Works
 - Powered hand tool
- Sydney Trains Bankstown Station Extension Works
 - Powered hand tool
 - Light tower

WE46-47 Canterbury (27th May to 29th May and 1st June 2025) - Condition L5.6 - Local Possessions:

- Canterbury Station Footbridge Remediation
 - Powered hand tool
 - Air Compressor
 - Generator

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

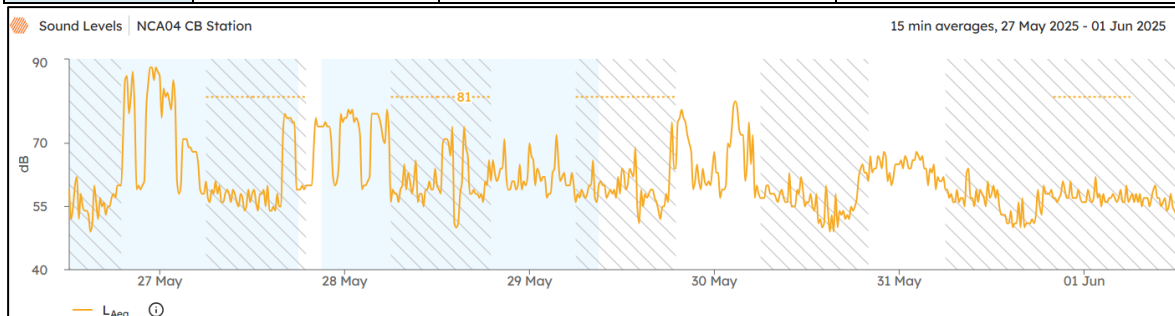
A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

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

WE46-47 works noise monitoring was carried out at the following locations along the project corridor.

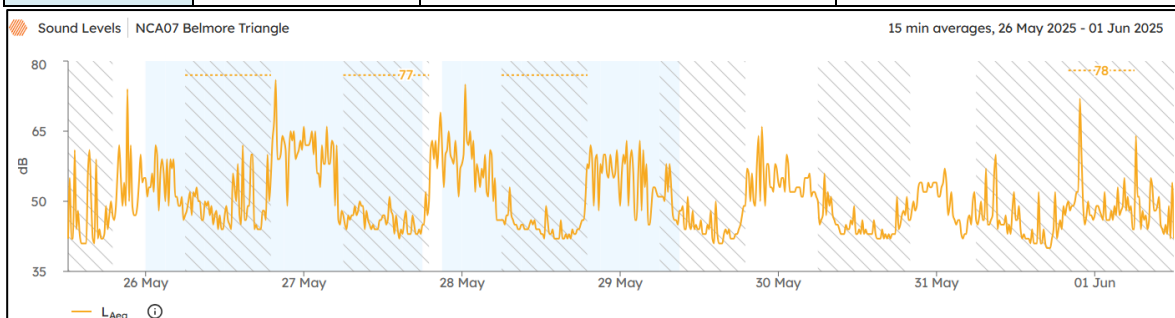
A. NCA 04 Noise Monitor (HEX-000296) is 12 m NE of 2A Charles Street, Canterbury

	Distance to the Source of Noise (m)	Tuesday to Thursday Night, 27-29 May, 1800-0700 Prediction (L_{Aeq} 15 minutes)	Sunday Day, 01 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	9	81	81
Nearest Resident	20	74	74



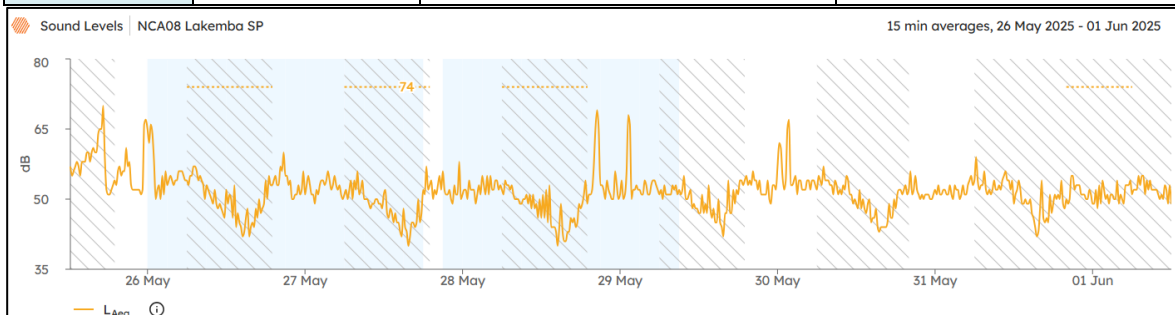
B. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore

	Distance to the Source of Noise (m)	Monday to Wednesday Night, 26-28 May, 1800-0700 Prediction (L_{Aeq} 15 minutes)	Sunday Day, 01 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	2	77	78
Nearest Resident	6	70	71



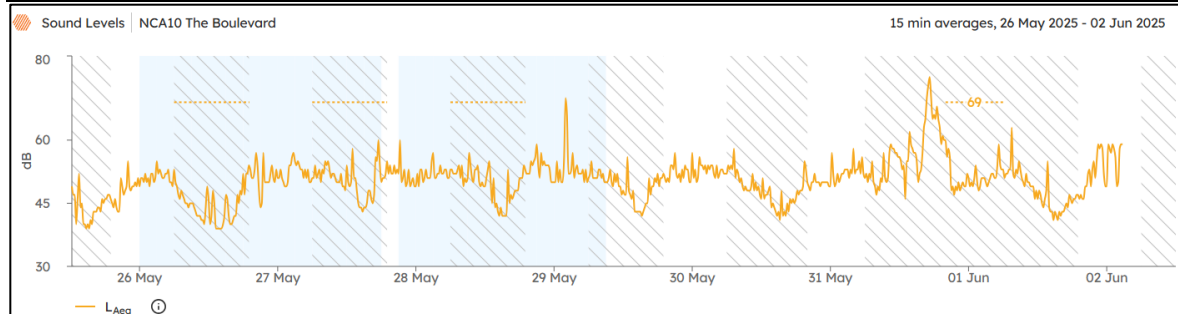
C. NCA 08 Noise Monitor (HEX-000743) is 49 m NE of 18 The Boulevard, Lakemba

	Distance to the Source of Noise (m)	Monday to Wednesday Night, 26-28 May, 1800-0700 Prediction (L_{Aeq} 15 minutes)	Sunday Day, 01 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	18	74	74
Nearest Resident	40	67	67



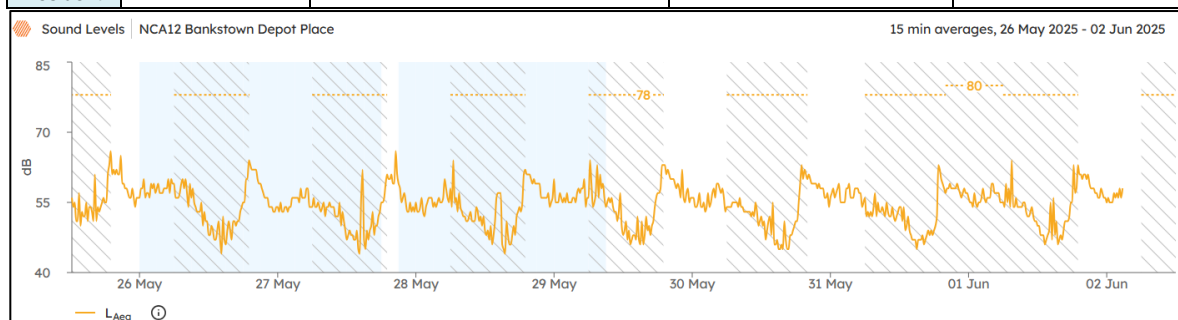
D. NCA 10 Noise Monitor (HEX-000594) is 51 m NW of 160 The Boulevard, Punchbowl

	Distance to the Source of Noise (m)	Monday to Wednesday Night, 26-28 May, 1800-0700 Prediction (L_{Aeq} 15 minutes)	Sunday Day, 01 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	25	69	69
Nearest Resident	33	67	67



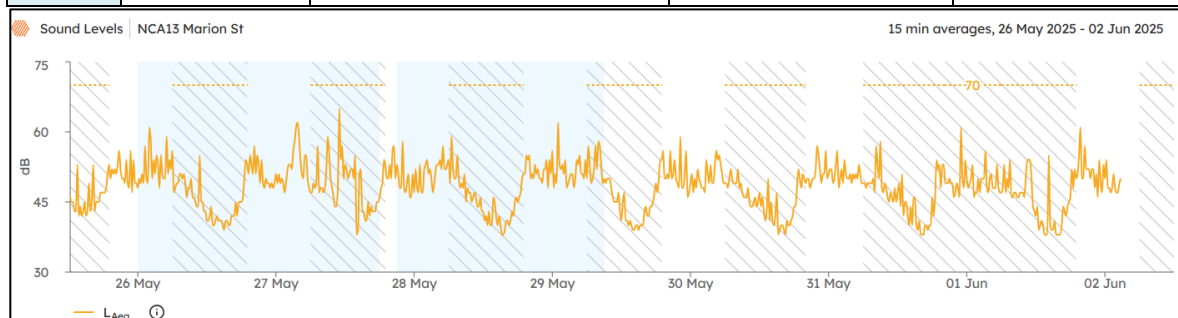
E. NCA 12 Noise Monitor (HEX-000630) is 67 m S of 21 Bungalow Cres, Bankstown

	Distance to the Source of Noise (m)	Monday to Thursday & Sunday Night, 26-29 May & 01 June, 1800 - 0700 Prediction (L_{Aeq} 15 minutes)	Friday & Saturday Night, 30 - 31 May, 1800-0800 Prediction (L_{Aeq} 15 minutes)	Sunday Day, 01 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	17	78	78	80
Nearest Resident	83	64	64	66



F. NCA 13 Noise Monitor (HEX-000421) is 25 m SW of 5 Weigand Avenue, Bankstown

	Distance to the Source of Noise (m)	Monday to Thursday & Sunday Night, 26-29 May & 01 June, 1800 - 0700 Prediction (L_{Aeq} 15 minutes)	Friday & Saturday Night, 30 - 31 May, 1800-0800 Prediction (L_{Aeq} 15 minutes)	Sunday Day, 01 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	13	70	70	70
Nearest Resident	41	60	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 WE47-48, 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 WE47-48 (26th May to 02nd June 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

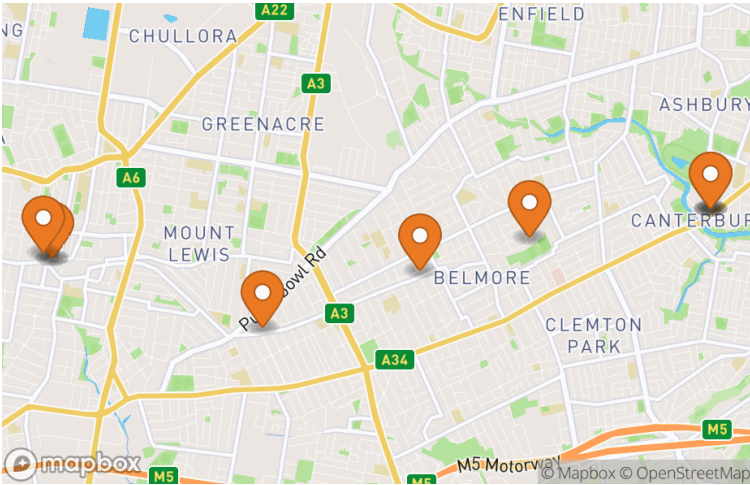
- Monitoring Result
- Monitoring Locations

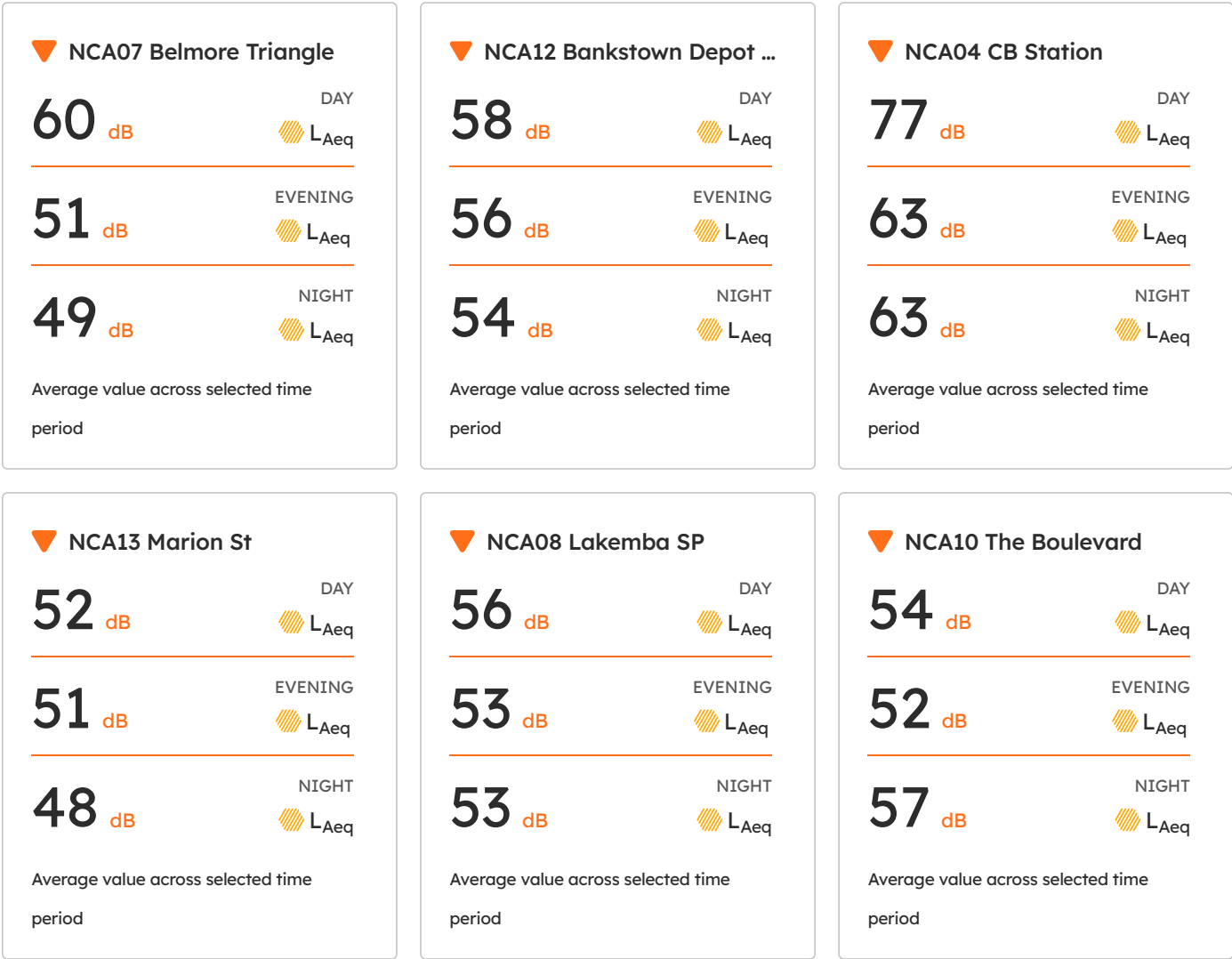
Sydney Metro S2B
Y25 WE47-48

Monitoring Devices

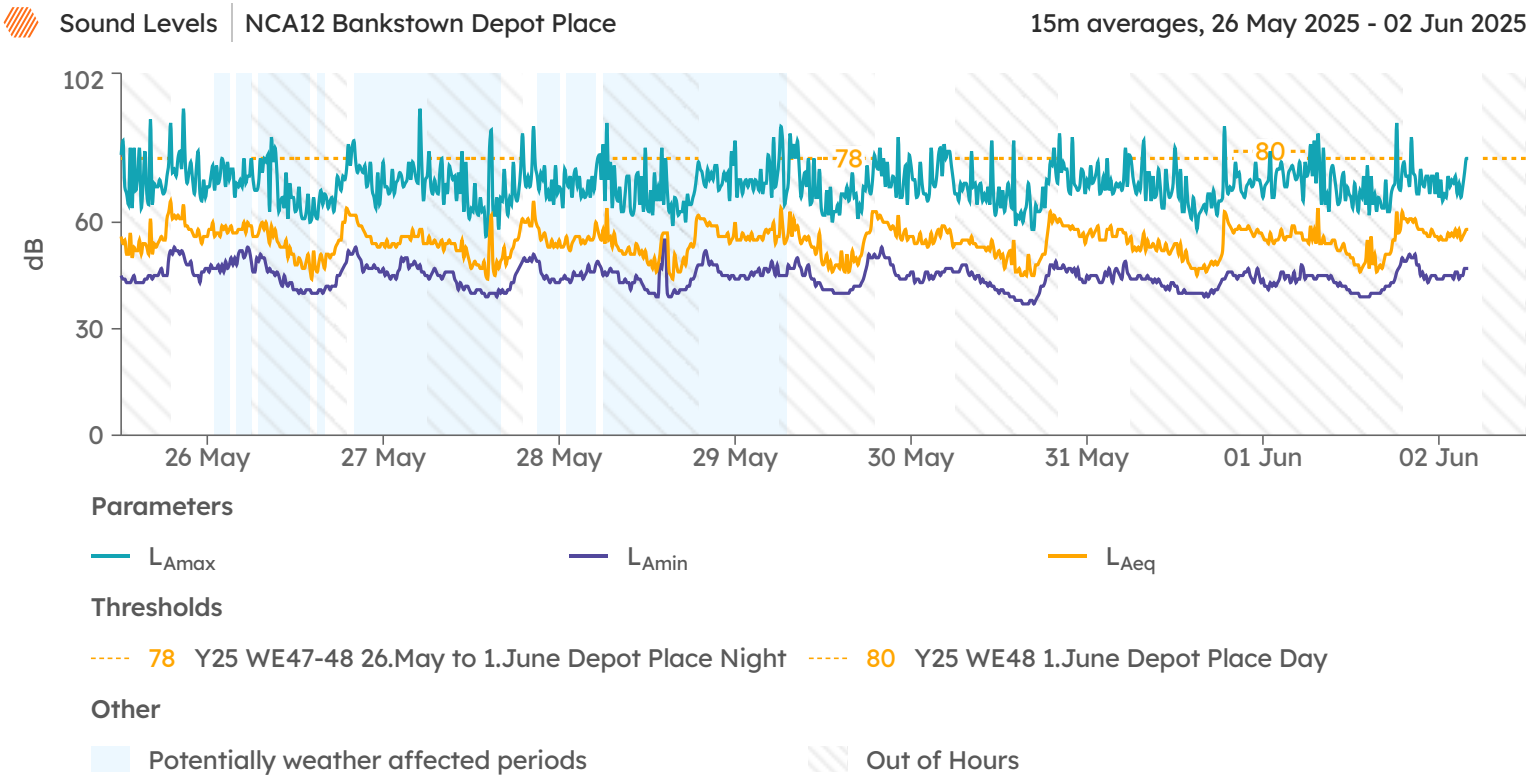
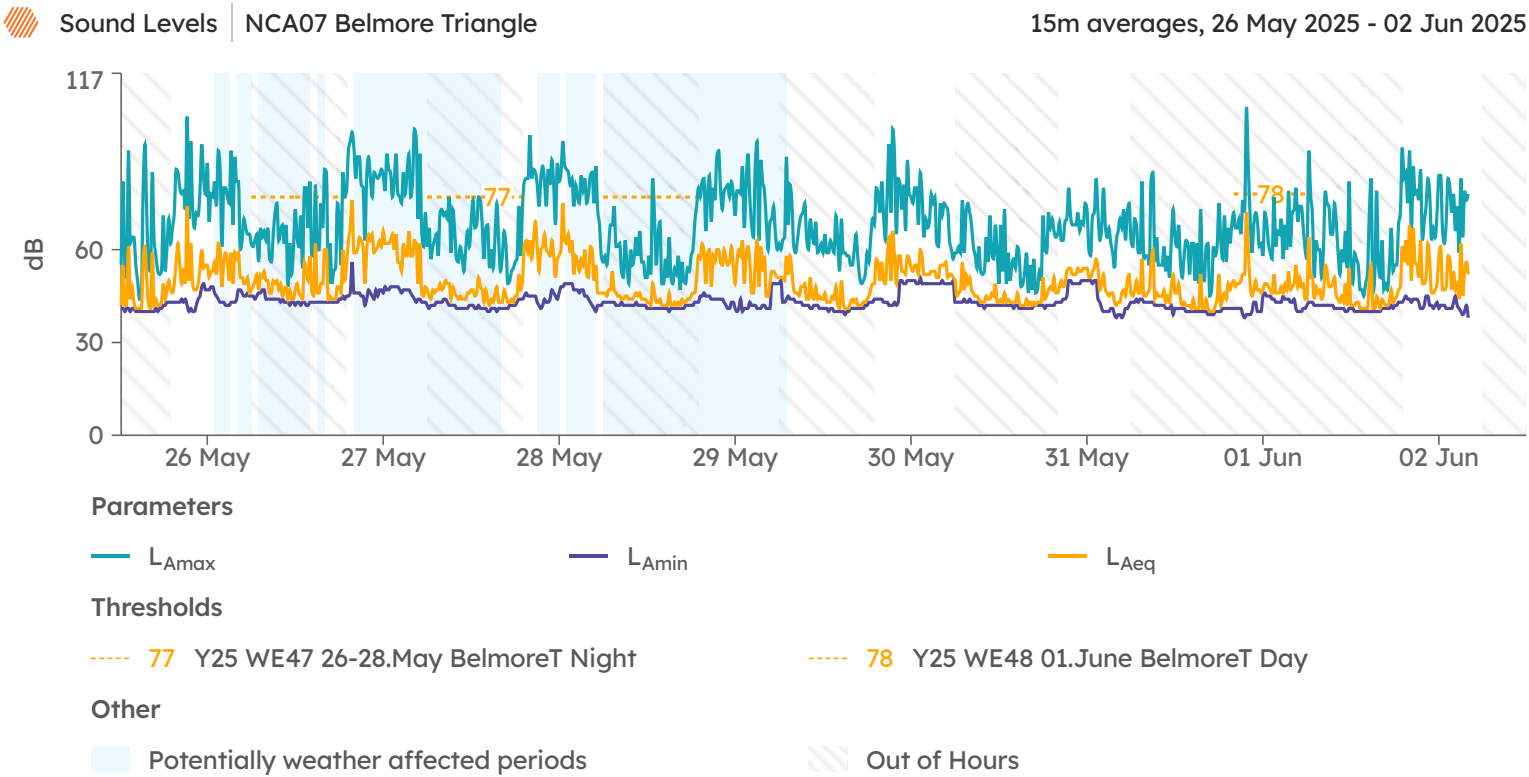
Date Range 26 May 2025 - 02 Jun 2025

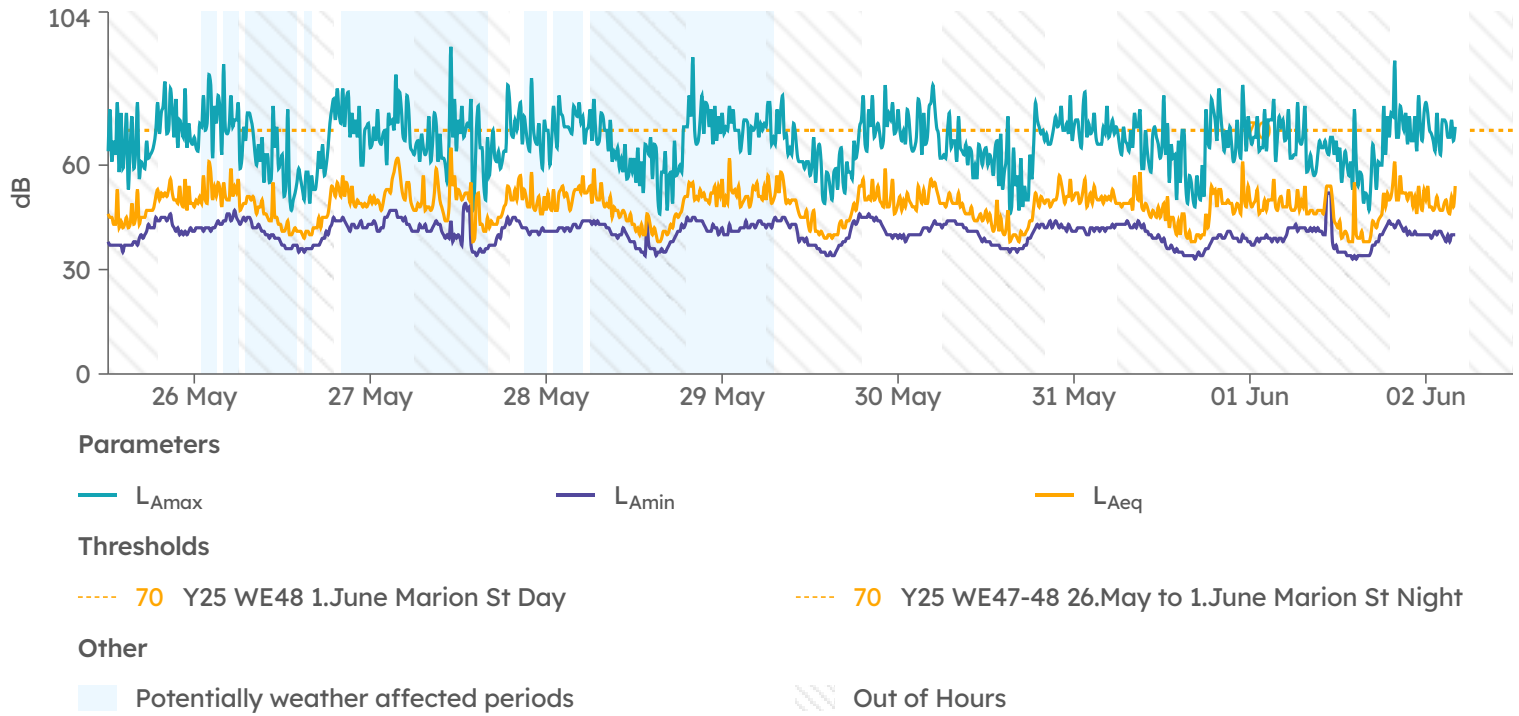
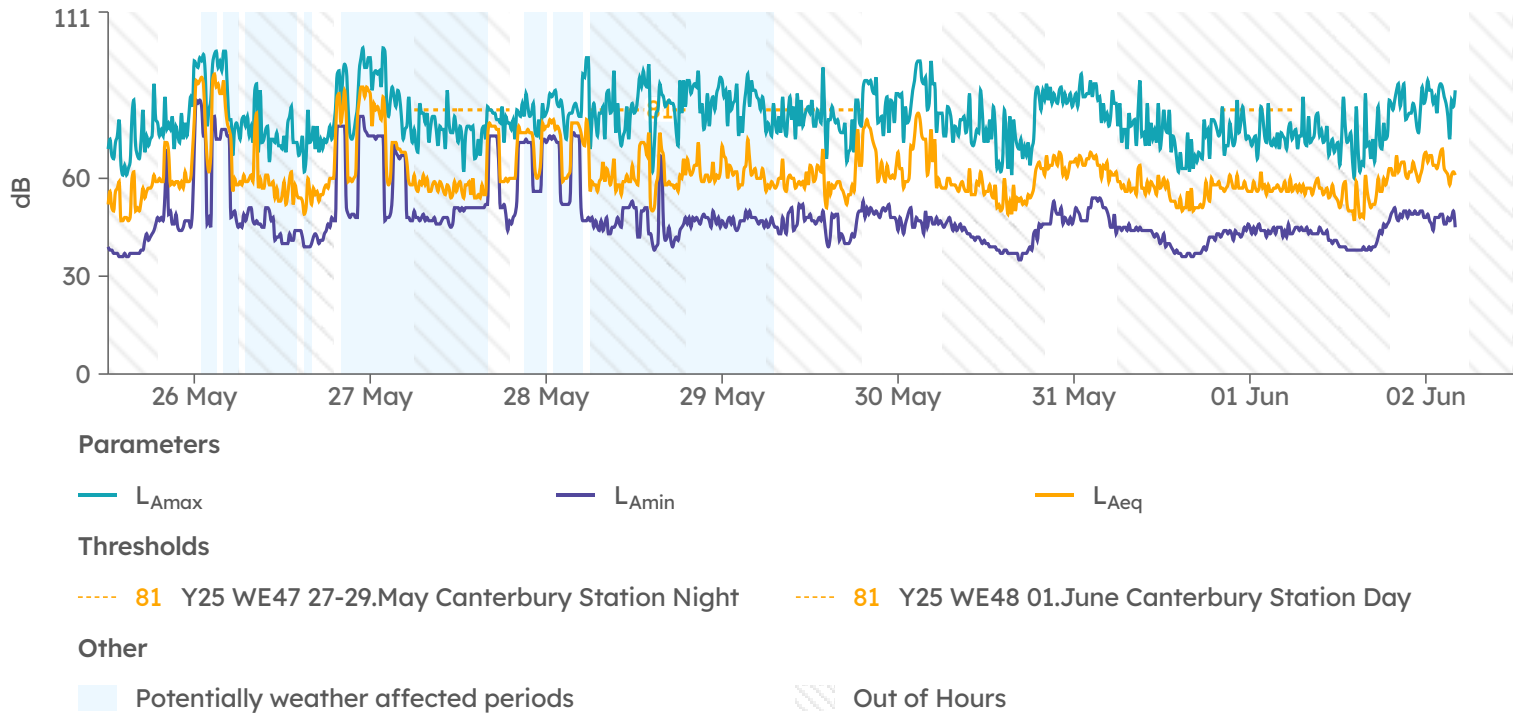
Device Serial	Monitoring Points
HEX-000296	NCA04 CB Station
HEX-000516	-
HEX-000630	NCA12 Bankstown Depot Place
HEX-000531	NCA07 Belmore Triangle
HEX-000421	NCA13 Marion St
HEX-000743	NCA08 Lakemba SP
HEX-000594	NCA10 The Boulevard
HEX-000249	-

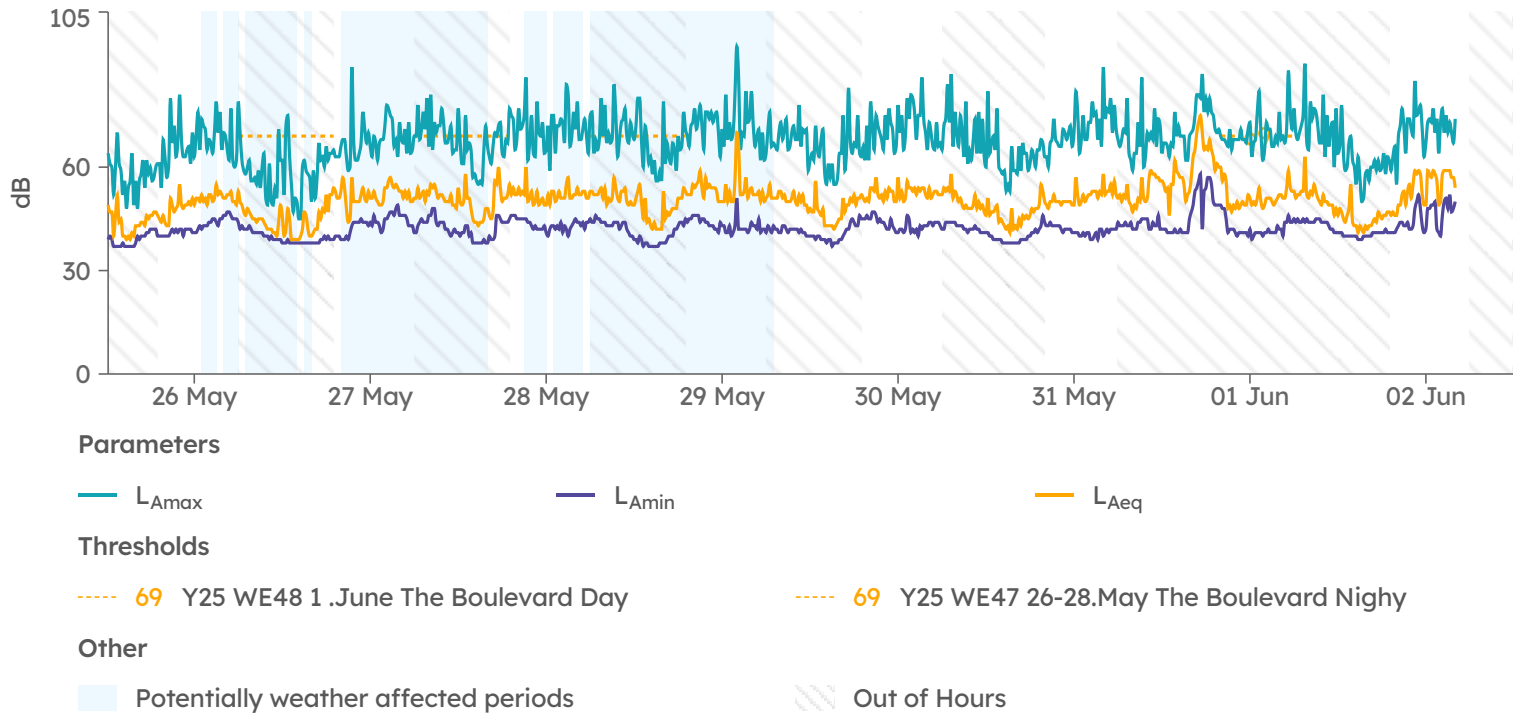
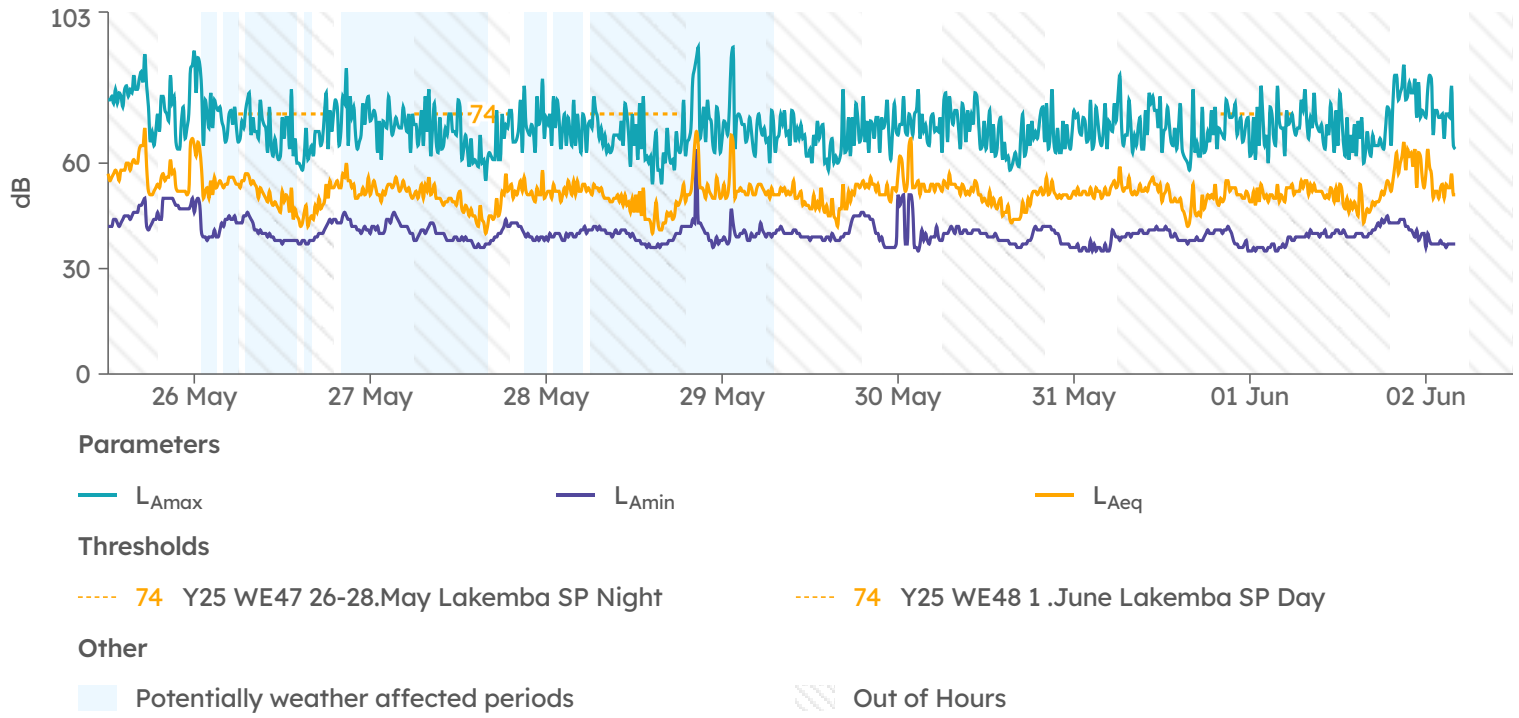


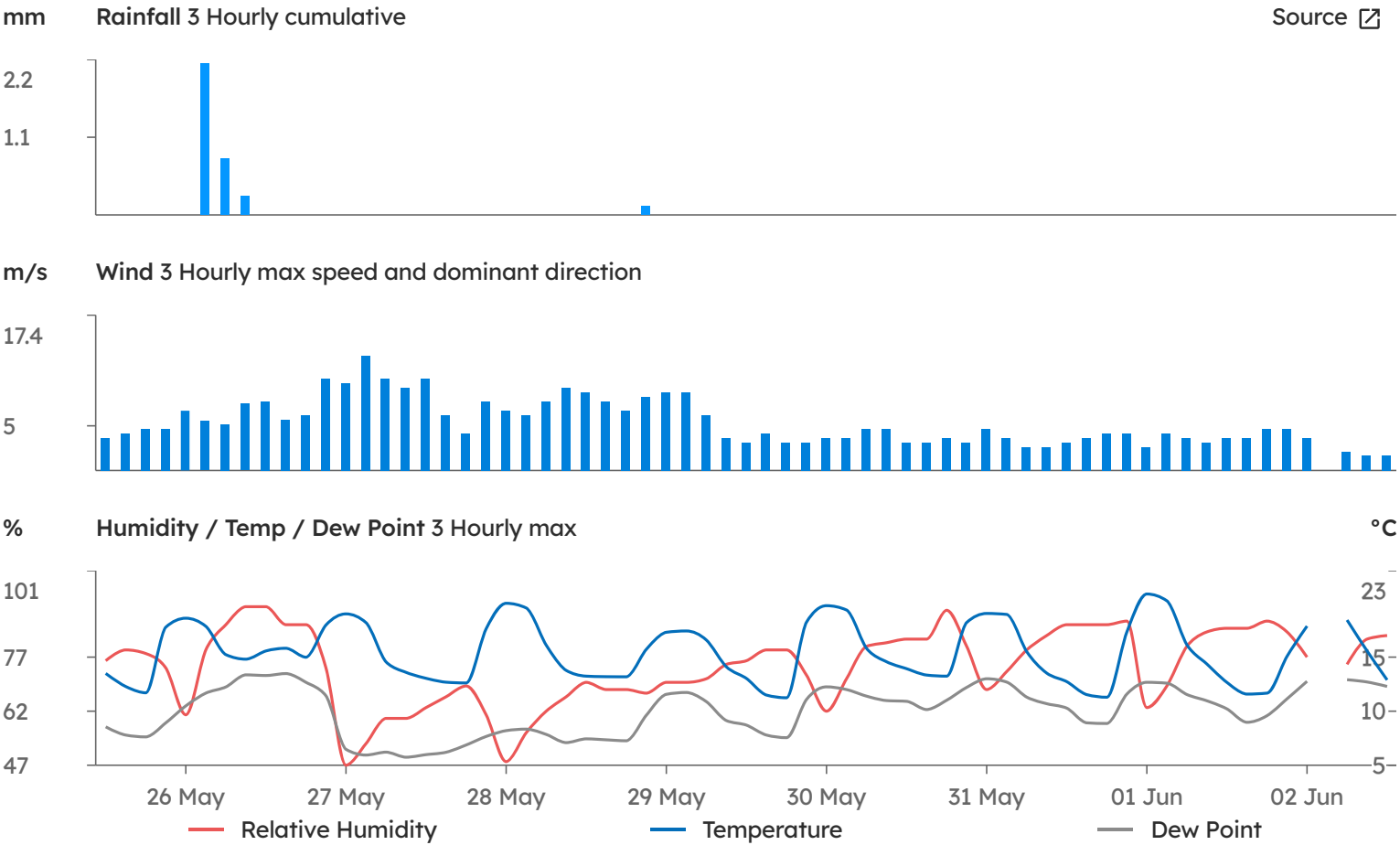


Average value across selected time period. Time of Day Periods: Day (7am to 6pm) Evening (6pm to 10pm) Night (10pm to 7am).









Noise Explained Events

No explanations for this period

Daily Notes

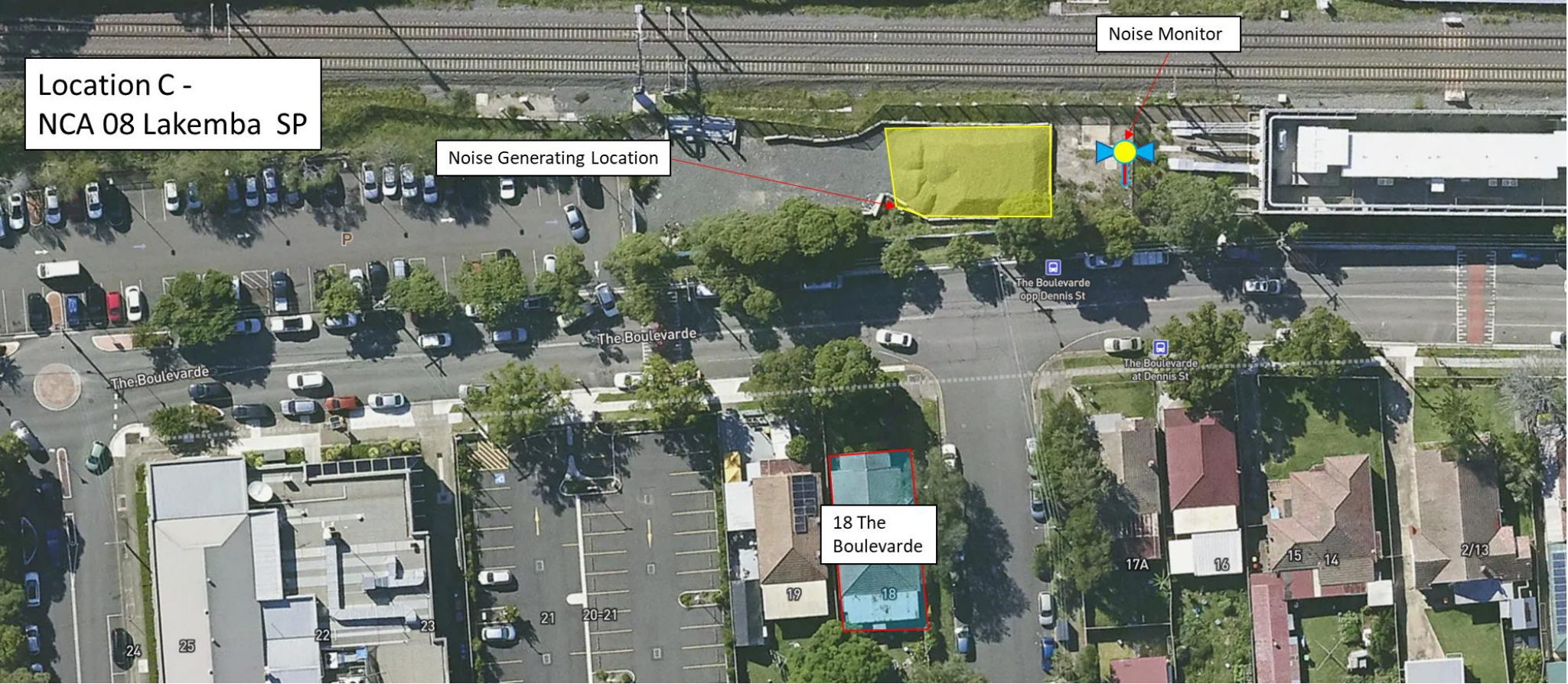
No notes for this period

Device Details

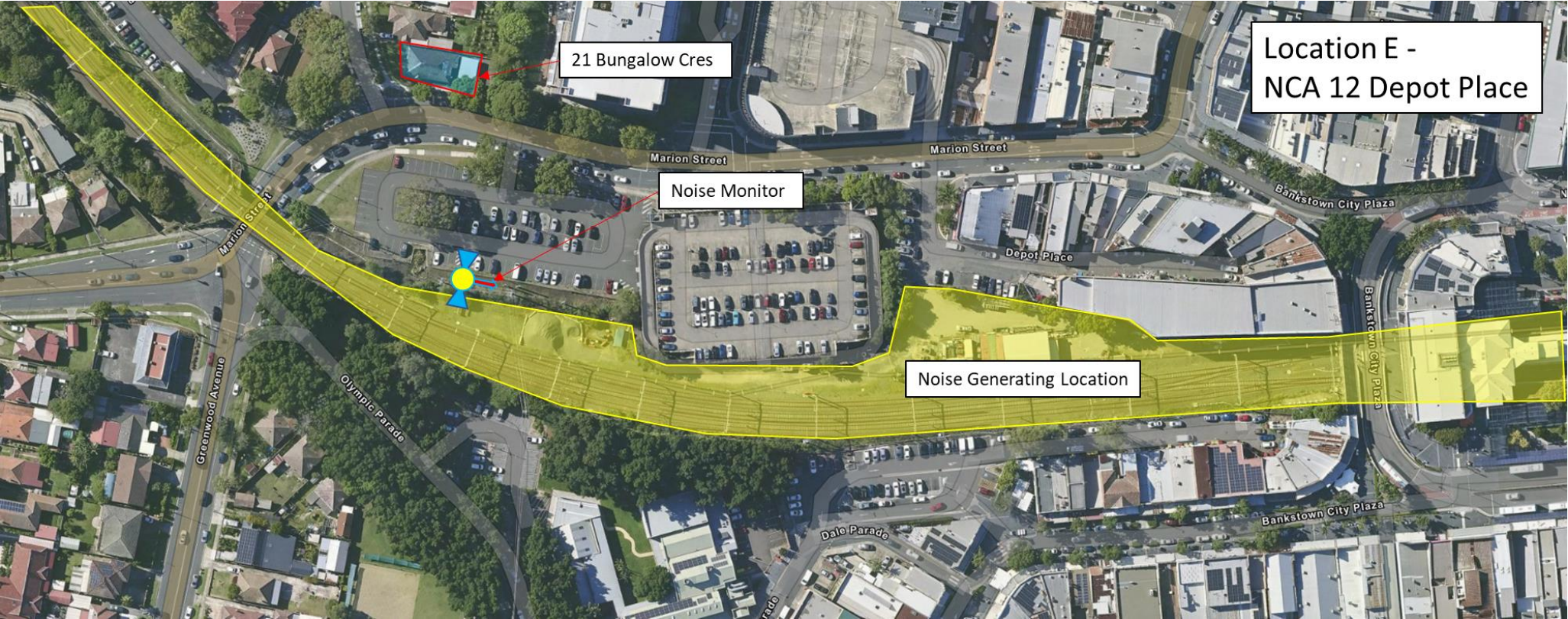
Device Serial	Monitoring Points	Model	Calibration Date	Calibration Due
HEX-000296	NCA04 CB Station	SiteHive Hexanode	19 Mar 2025	19 Mar 2027
HEX-000516	-	SiteHive Hexanode	03 Jun 2024	03 Jun 2026
HEX-000630	NCA12 Bankstown Depot Place	SiteHive Hexanode	12 Sep 2024	12 Sep 2026
HEX-000531	NCA07 Belmore Triangle	SiteHive Hexanode	-	-
HEX-000421	NCA13 Marion St	SiteHive Hexanode	22 Aug 2024	22 Aug 2026
HEX-000743	NCA08 Lakemba SP	SiteHive Hexanode	19 Mar 2025	19 Mar 2027
HEX-000594	NCA10 The Boulevard	SiteHive Hexanode	12 Feb 2025	12 Feb 2027
HEX-000249	-	SiteHive Hexanode	07 Apr 2025	07 Apr 2027

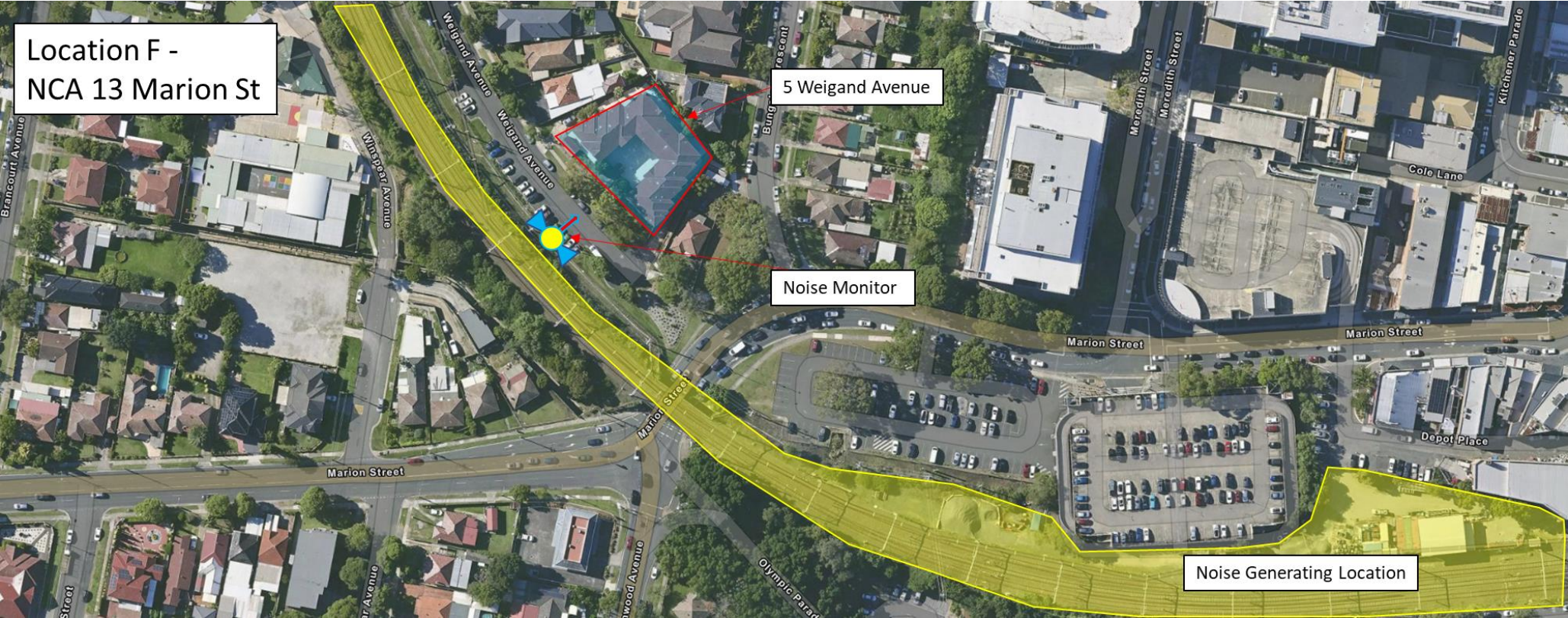












Attachment 2 – Community Notification

Community Notifications were provided to residents of Canterbury, Belmore, Lakemba, Punchbowl and Bankstown.

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

Monthly Notification – Canterbury 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 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 Canterbury 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, trackside substations and the 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 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, 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 on the rail corridor and at the overbridge
- Concrete pours, deliveries and installation of protection screens involving ground anchors into the ground at the overbridge
- Further pouring and concreting of the bridge deck
- Changes to the temporary traffic management while we work on the footpath near the station entrance at the overbridge
- Demolition of the remaining existing 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)
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal

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

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- Work at station buildings and platforms including mechanical gap fillers and platform screen doors
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- Utility relocations, removal of line marking and remediation of the existing bridge girders at Canterbury Road overbridge (including night work)
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal

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What to expect


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Monthly Notification – Belmore Station

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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


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Sydney Metro work during May/June

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Monthly Notification – Lakemba Station

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Sydney Metro work during May/June

Work will continue during and outside of standard construction hours within and around Lakemba 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, trackside substations and at the station
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- Installation of cables and communications equipment in station platforms, buildings and concourse
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- 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 on various bridges along the corridor and to local utilities
- Station landscaping works, with pedestrian diversions in place
- Continuation of piling work at the Moreton Street overbridge (involving temporary traffic changes, parking removal, devegetation, 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 screen barriers and rails at the overbridge
- Installation of weathering steel off-structure beam with steel and mesh safety screen barrier at the overbridge (including night work)
- Use of a temporary generator for utility repairs at Haldon Street
- Remediation work underneath the Lakemba Station overbridge
- Installation of footings, concreting and fencing work at the Lakemba Station overbridge
- Temporary commuter changes and closures of Railway Parade and Moreton Street during off structure beam crane delivery and installation. No pedestrian access. Access to properties will be maintained, however parking will be temporarily closed.
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal
- Minor defect remediation work as required
- Testing and commissioning activities

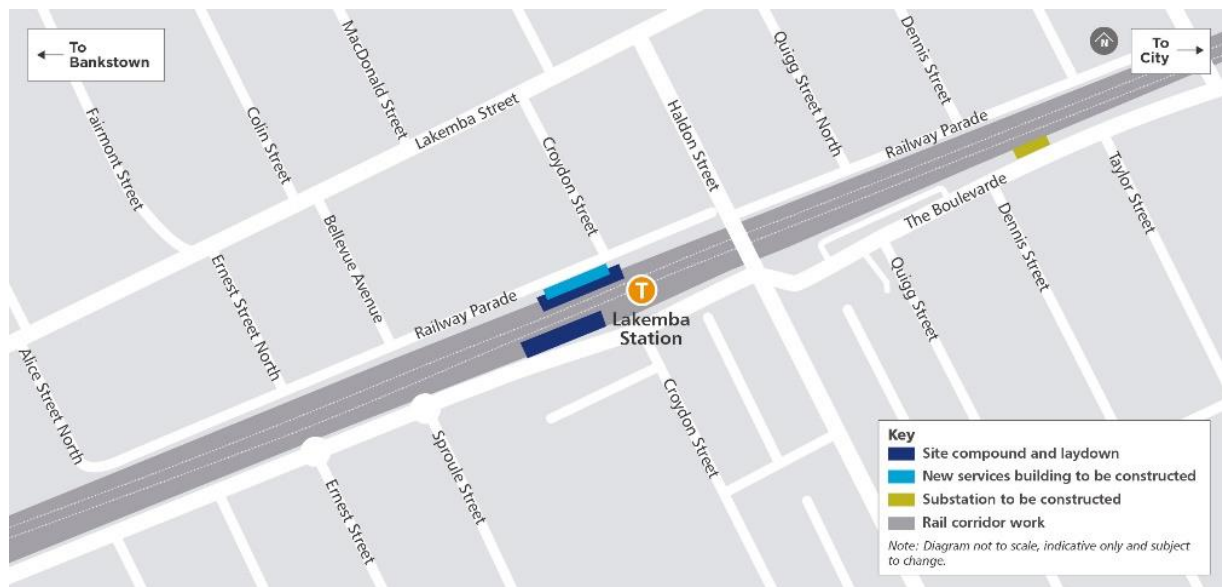
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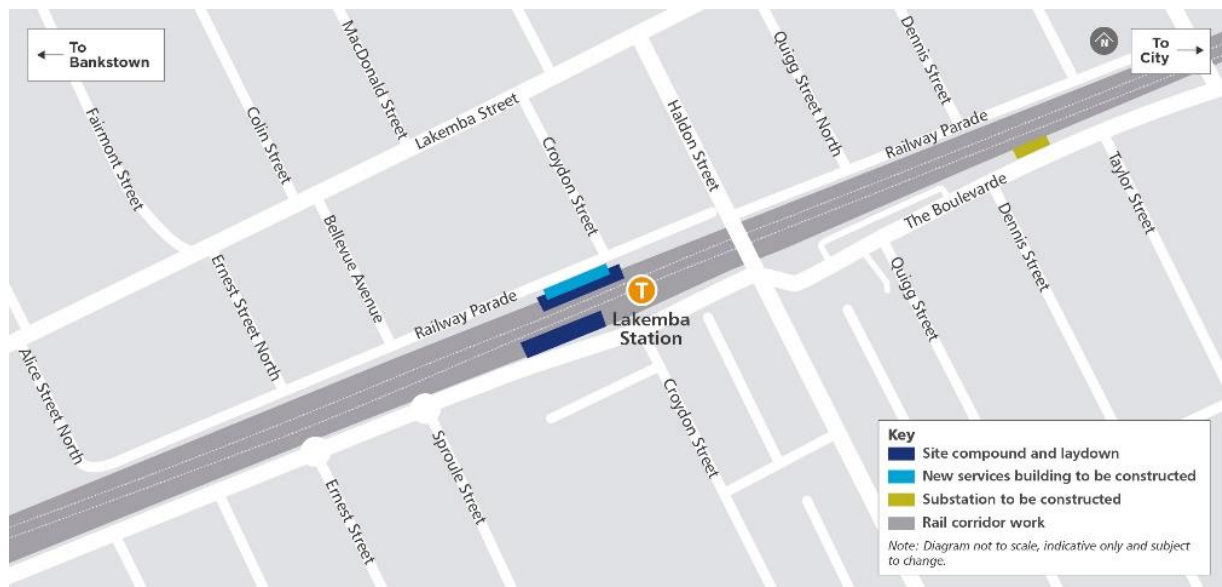
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Contact us



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Haymarket NSW 1240



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- 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
- 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
- Work related to local utilities
- Continuation of work at the overbridge to prepare for the new steel barriers and screens, and fencing, involving concrete pours at the overbridge on Punchbowl Road (including at night)
- Continuation of the installation of retaining wall at the corners of the overbridge including piling, drilling, concrete pile cap foundation and backfilling
- Installation of posts, mesh fencing and isolation panels at the overbridge requiring temporary traffic changes and work during weekends in May
- Accessing the rail corridor involving equipment and work vehicles moving from Loder Lane
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal
- Closure of the Punchbowl Station pedestrian underpass for accessibility upgrades
- Testing and commissioning of services and electrical work within the station and service buildings
- Defect rectification work as required



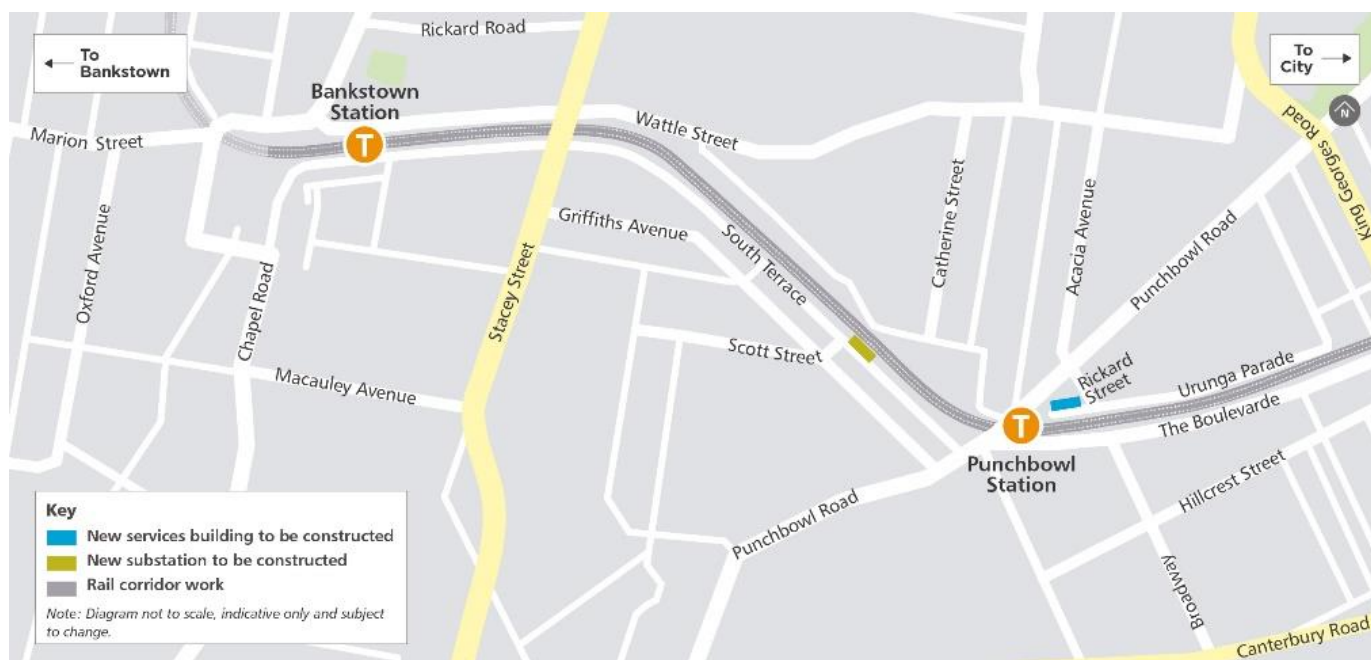
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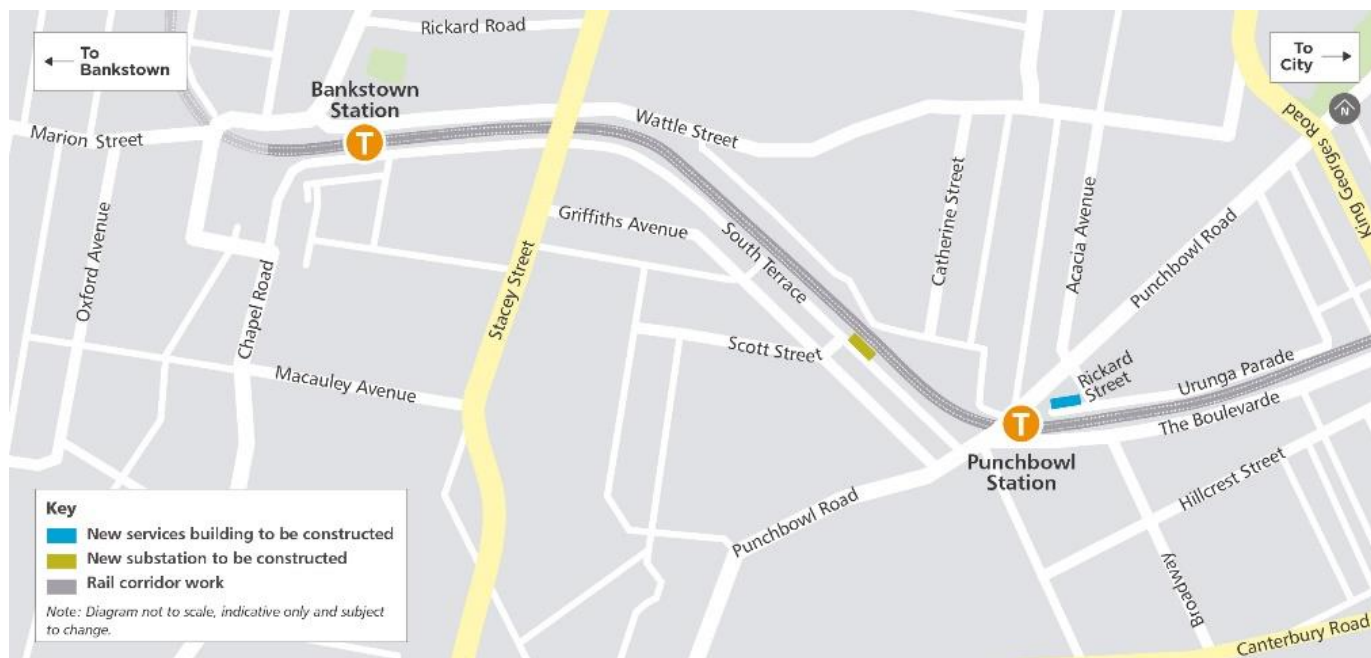
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- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security fence installation and signalling 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

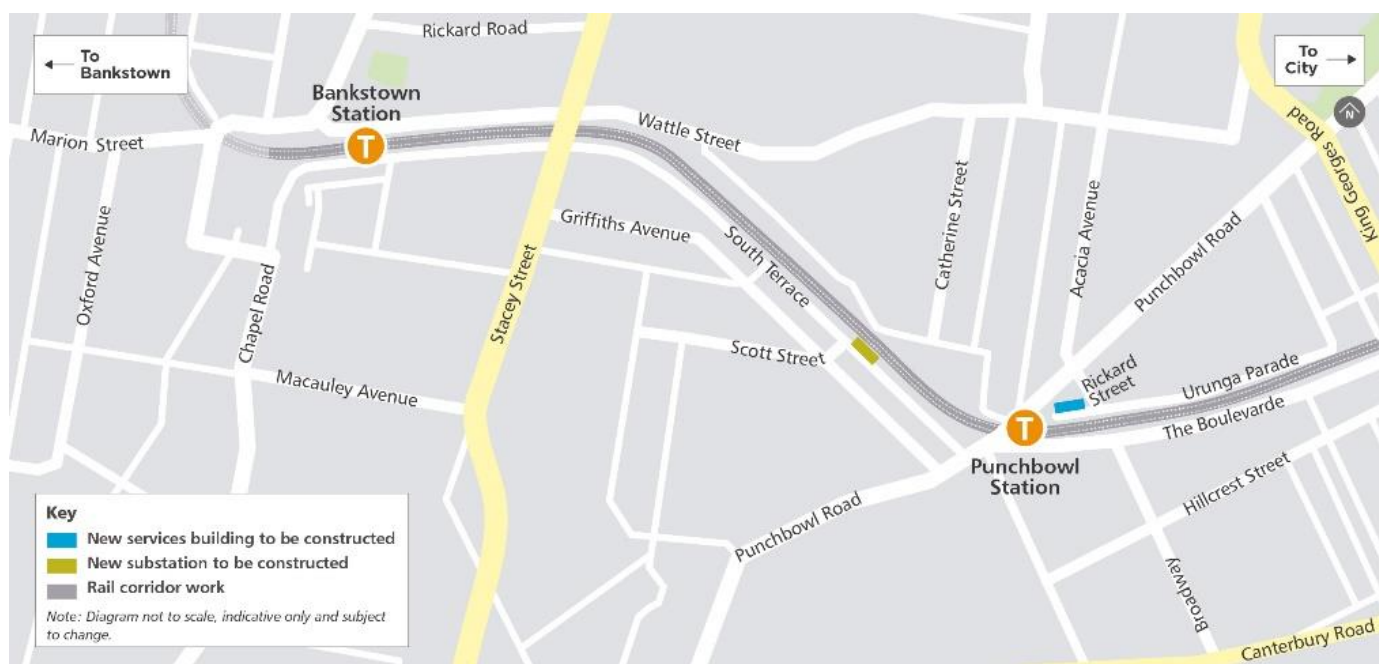


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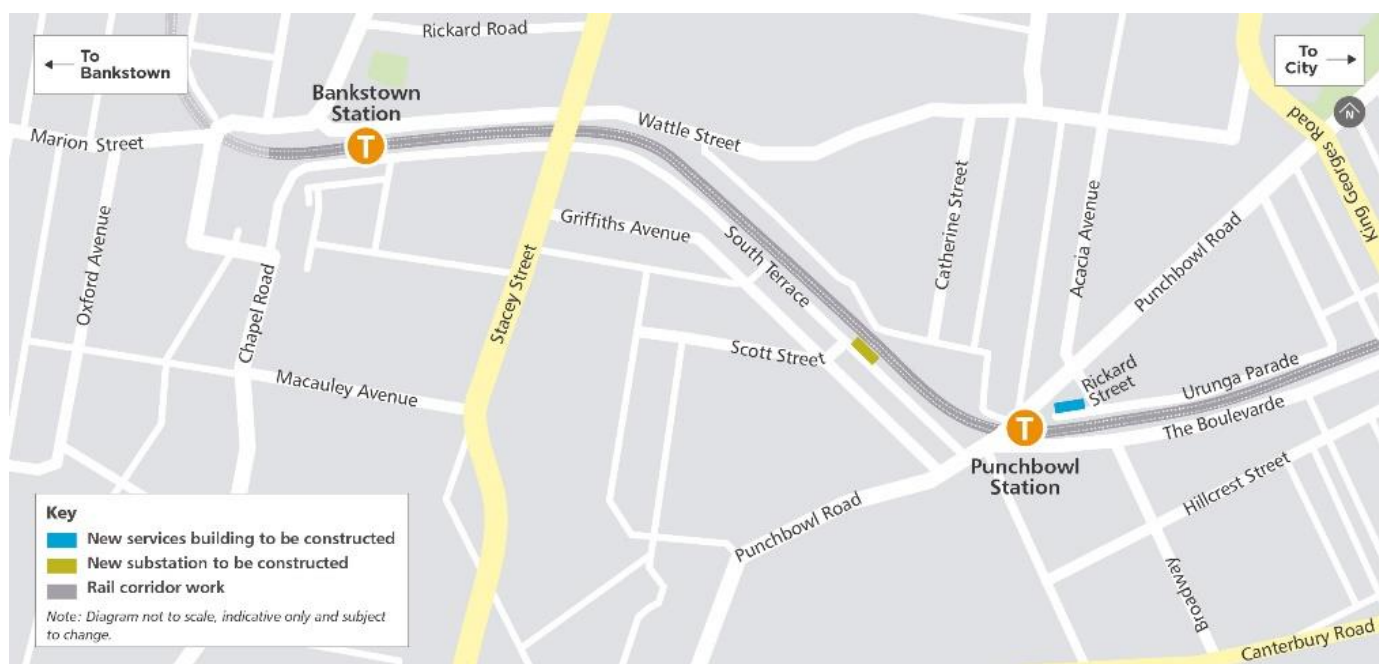


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Vibration Monitoring Data - Monthly Summary									
Month and Year	May2025								
Project	Sydney Metro SWM3								
EPL license No.	21147								
EPL Weblink	https://apps.epa.nsw.gov.au/prpoeoapp/Detail.aspx?instid=21147&id=21147&option=licence&searchrange=licence&range=POEO%20licence&prp=no&status=Issued								
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