



Water Monitoring Data - Monthly Summary									
Month and Year	July 2025							<div><div></div><div>LAING O'Rourke</div></div> <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	2	Y	NA	NA	NA	NA	NA	NA	01/07/2025 =21.6mm, 31/07/2025= 25.4mm. Visual inspection, no adverse impacts relating to JHLOR works observed during the period discharge off site.

Noise Monitoring Data - Monthly Summary			
Month and Year	July2025	 	
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 Appendix A- EPL R4.4 Validation Report		

Vibration Monitoring Data - Monthly Summary									
Month and Year	July2025							<div><div>LANG 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	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	2	Attended	Y	PPV	Mm/s		5.5	<7.5	Attended at Marrickville Station during old asphalt removal and plate compaction of new. No impact to heritage.

Appendix A- EPL R4.4 Validation Report

EPL 21147

R4.4 Validation Report

SWM3 2025 WE01

R5.5 Sydney Metro Possession (WE01, 6th of July 2025)

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	08/07/2025	Prepared for R4.4	Zhengyi Zhang	Lucas Dobrolot

Management reviews

Review date	Details	Reviewed by

Controlled: NO Copy no.: Uncontrolled: YES

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Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out on 6th of July 0800 to 1800 in Weekend 01 (WE01), noise activity:

- Track Works;
- Station Works; and
- Protection Screen Door (PSD) & Mechanical Gap Filler (MGF) Testing Works

being happened during possession on Sydney Metro's track (between Sydenham Station to Bankstown Station). Works were carried out under Condition L5.5 - Local Possessions.

Refer to **Attachment 1** for monitoring results.

R4.4(a) For activities permitted under Condition L5.5 & L5.6, 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:

- Track Works
 - Powered hand tool
 - Hi-rail Excavator
 - Track Welding Kit
 - Track Profile Grinder
- Station Works
 - Powered hand tool
 - Hi-rail EWP
- PSD & MGF Testing Works
 - Hand tool

2. **A copy of the community notification required under Condition L5.11**

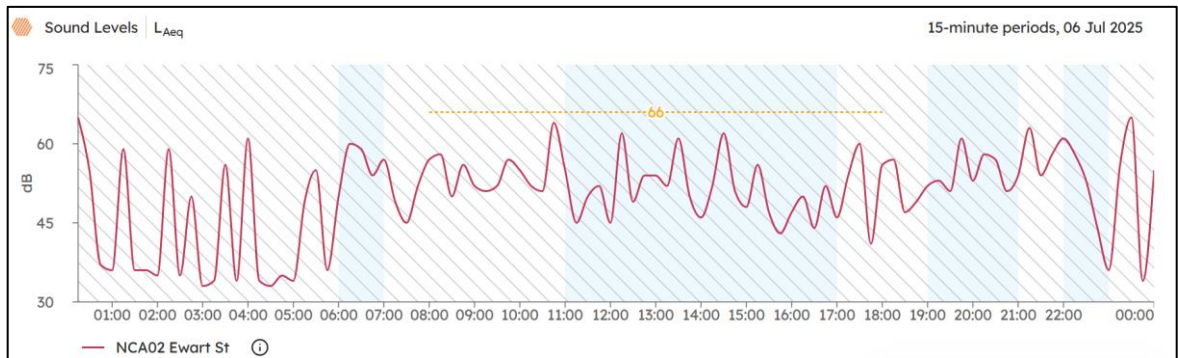
A copy of the community notification required under Condition L5.11 is appended as **Attachment 2**.

3. Noise monitoring as required by L5.7(d)

WE01 works noise monitoring was carried out at the following locations along the project corridor.

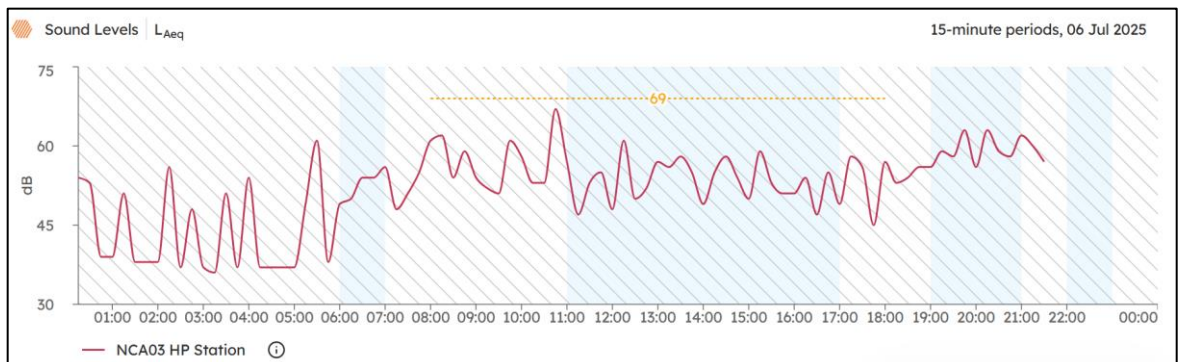
A. NCA 02 Noise Monitor (HEX-000631) is 10 m N of 73 Ewart Street, Dulwich Hill

	Distance to the Source of Noise (m)	Sunday Day, 06 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	22	66
Nearest Resident	27	64



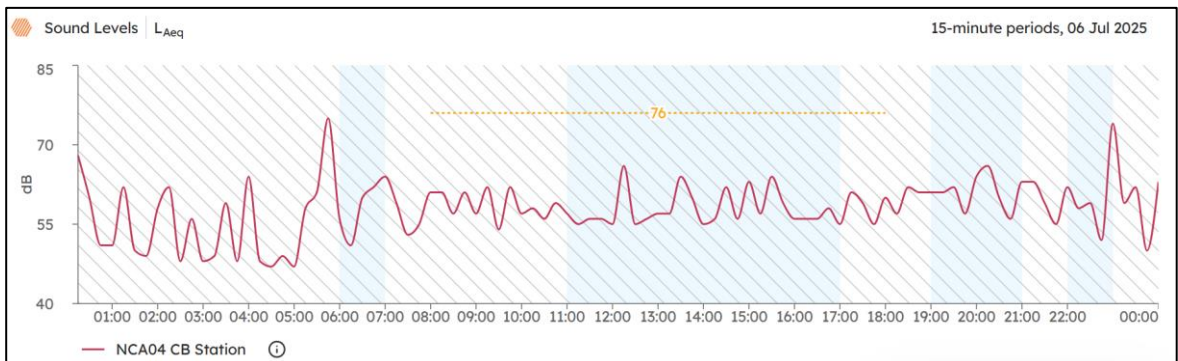
B. NCA 03 Noise Monitor (HEX-000760) is 9 m NW of 3A Commons Street, Hurlstone Park

	Distance to the Source of Noise (m)	Sunday Day, 06 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	41	69
Nearest Resident	46	68



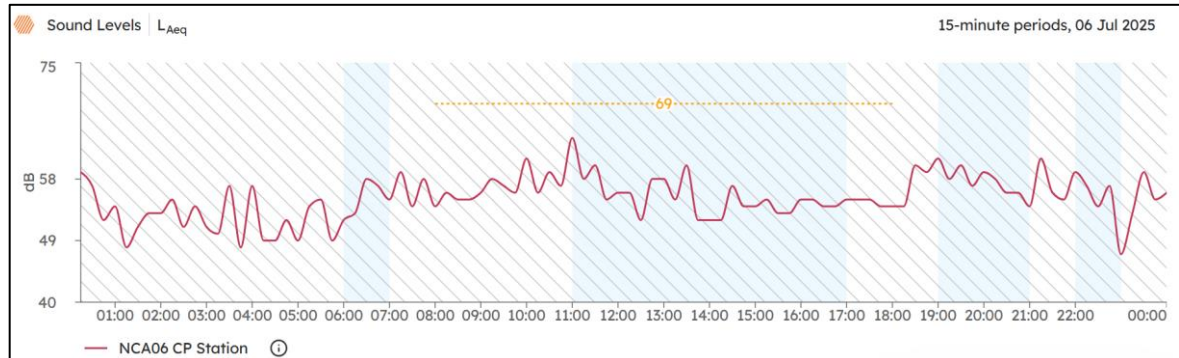
C. NCA 04 Noise Monitor (HEX-000296) is 10 m NE of 2A Charles Street, Canterbury

	Distance to the Source of Noise (m)	Sunday Day, 06 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	9	76
Nearest Resident	19	70



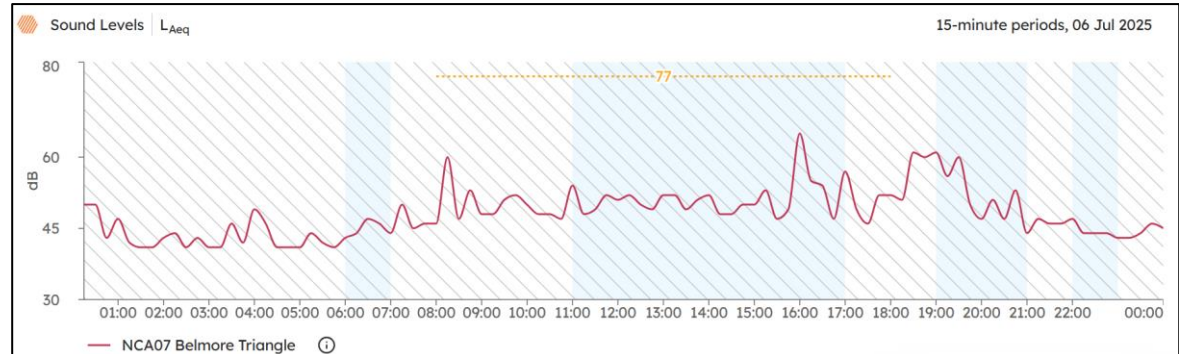
D. NCA 06 Noise Monitor (HEX-000743) is 11 m NE of 13-15 Anglo Road, Campsie

	Distance to the Source of Noise (m)	Sunday Day, 06 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	14	69
Nearest Resident	19	66



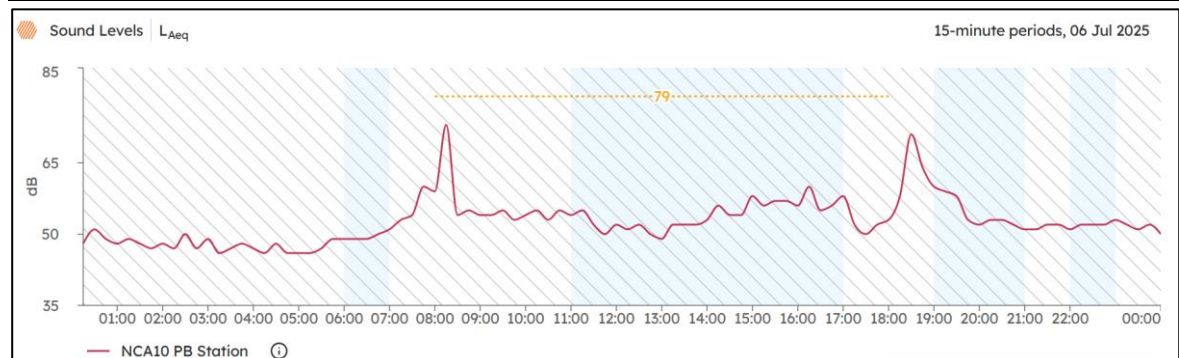
E. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore

	Distance to the Source of Noise (m)	Sunday Day, 06 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	3	77
Nearest Resident	7	70



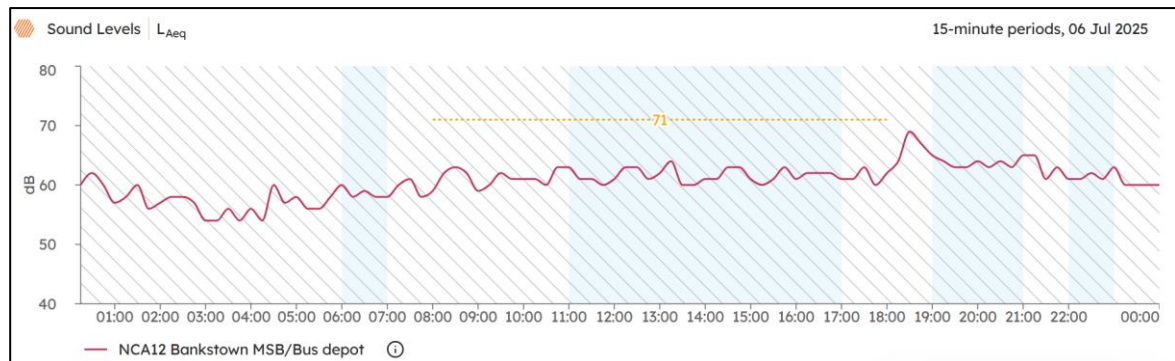
F. NCA 10 Noise Monitor (HEX-000246) is 107 m SW of 41 Urunga Parade, Punchbowl

	Distance to the Source of Noise (m)	Sunday Day, 06 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	4	79
Nearest Resident	106	51



G. NCA 12 Noise Monitor (HEX-000618) is 72 m NW of 2 West Terrace, Bankstown

	Distance to the Source of Noise (m)	Sunday Day, 06 July, 0800-1800 Prediction (L _{Aeq} 15 minutes)
Monitor	20	71
Nearest Resident	40	65



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 WE01, 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 L5.5 for the carrying out of works outside of standard construction hours in L5.1.

The works carried out on WE01 (6th of July 2025, 0800-1800) 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 L5.5 (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 L5.5 & L5.6 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.

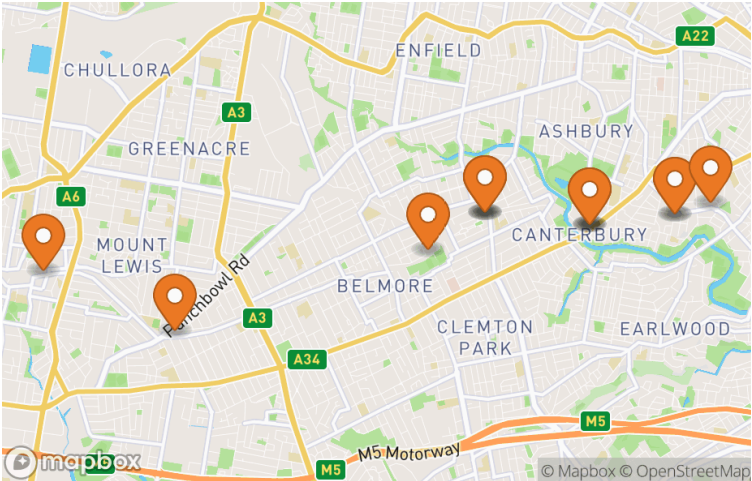
Attachment 1 – Noise Monitoring Locations & Results

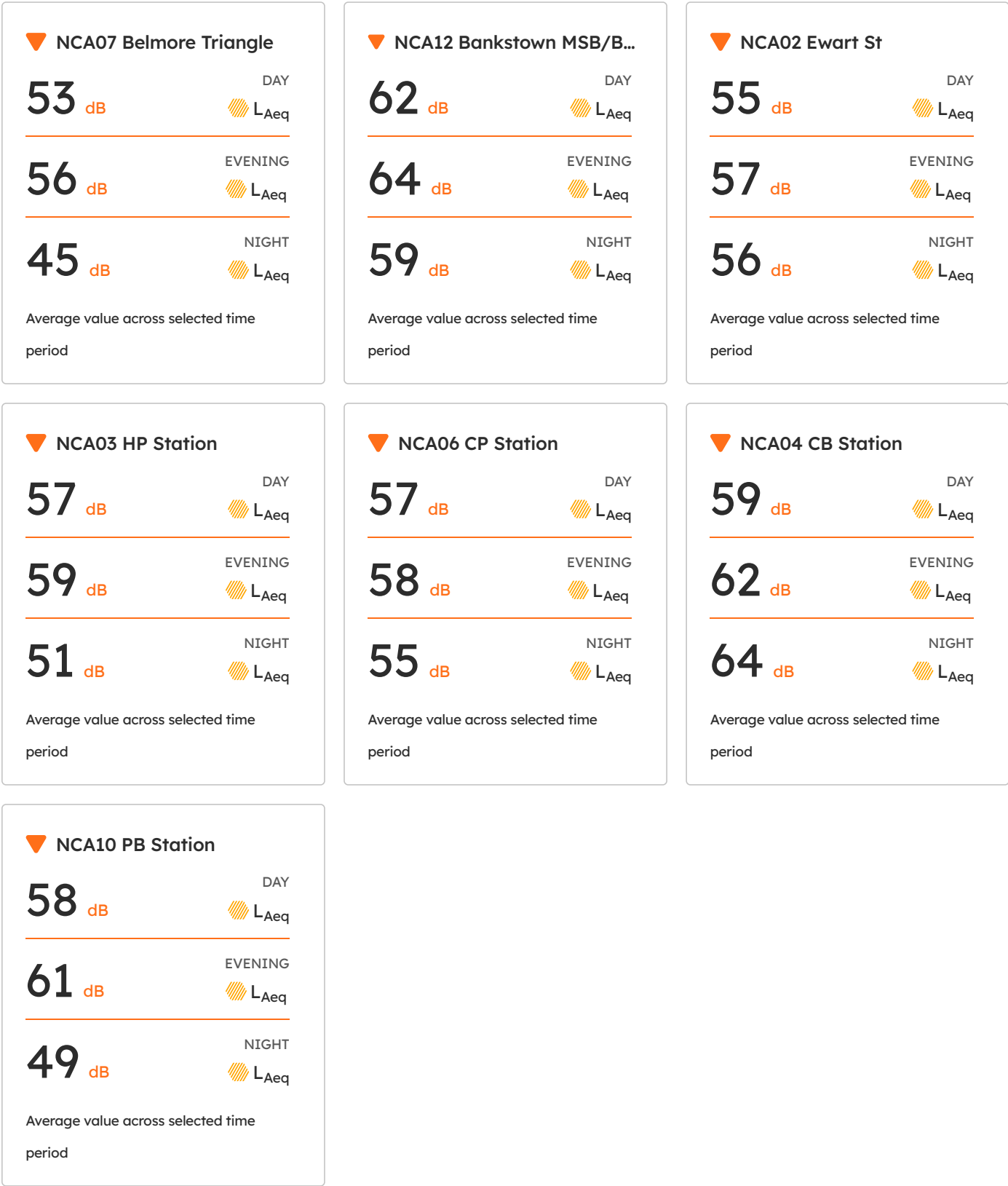
- Monitoring Result
- Monitoring Locations

Monitoring Devices

Date Range 06 Jul 2025

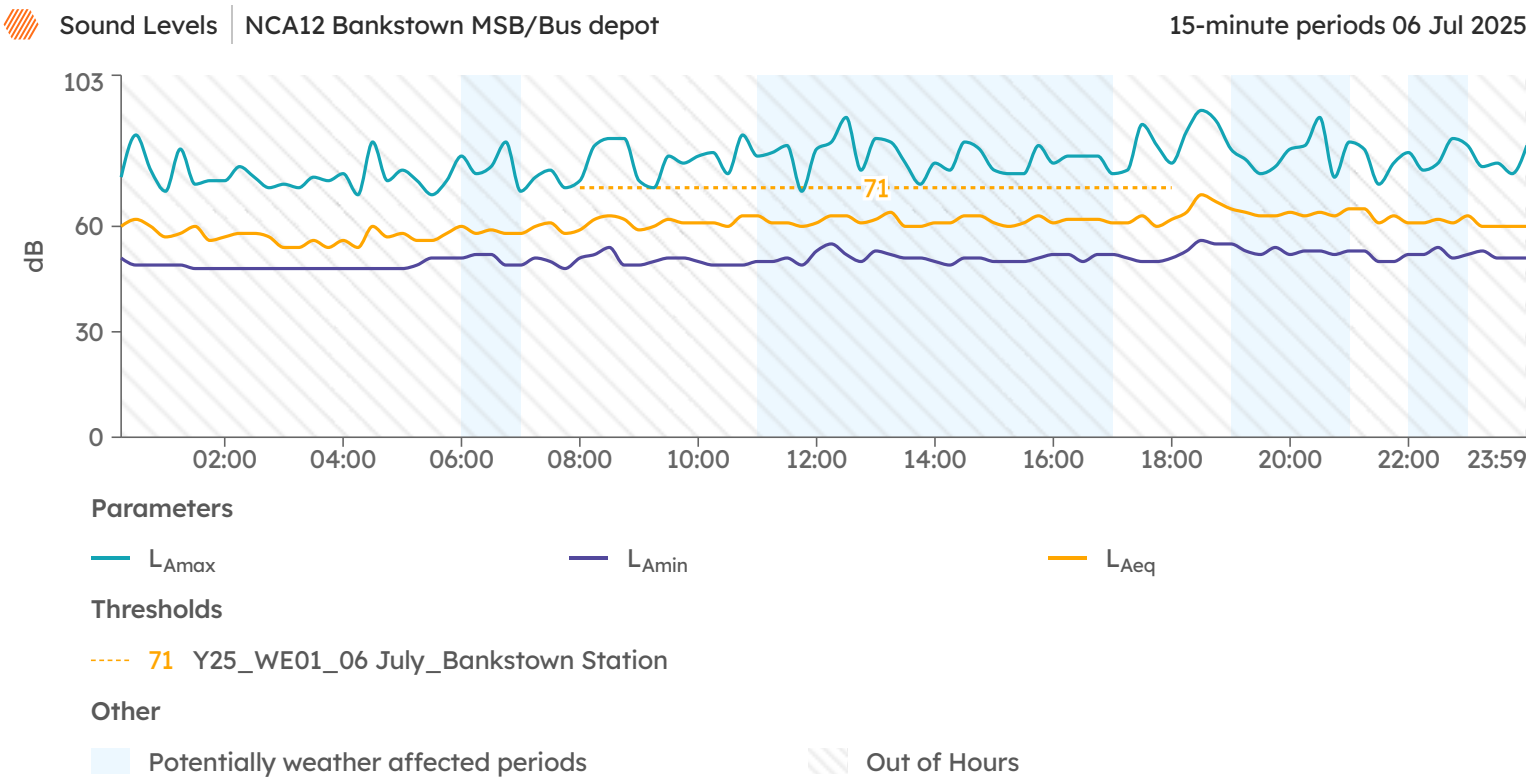
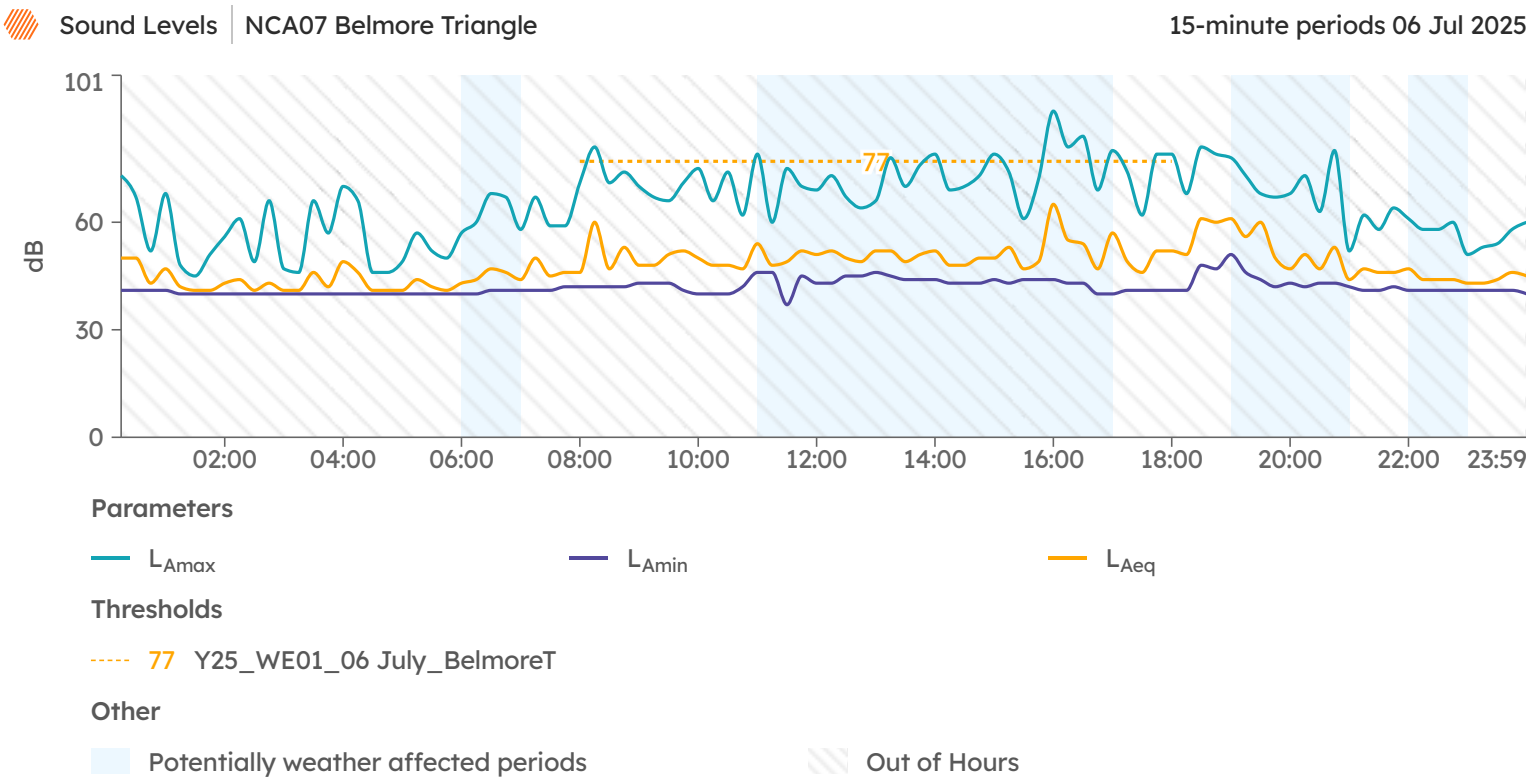
Device Serial	Monitoring Points
HEX-000296	NCA04 CB Station
HEX-000516	-
HEX-000667	-
HEX-000713	-
HEX-000531	NCA07 Belmore Triangle
HEX-000321	-
HEX-000743	NCA06 CP Station
HEX-000760	NCA03 HP Station
HEX-000618	NCA12 Bankstown MSB/Bus depot
HEX-000631	NCA02 Ewart St
HEX-000246	NCA10 PB Station
HEX-000249	-

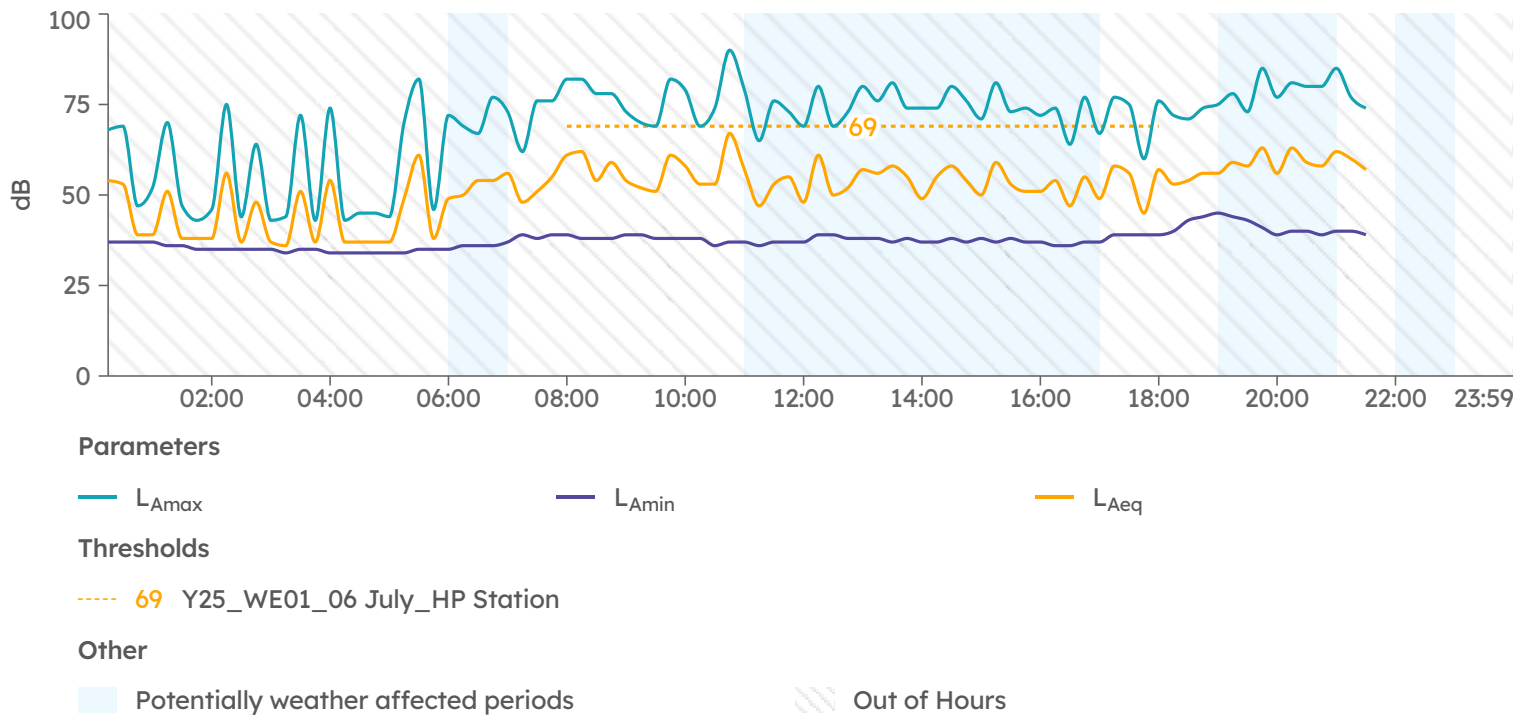
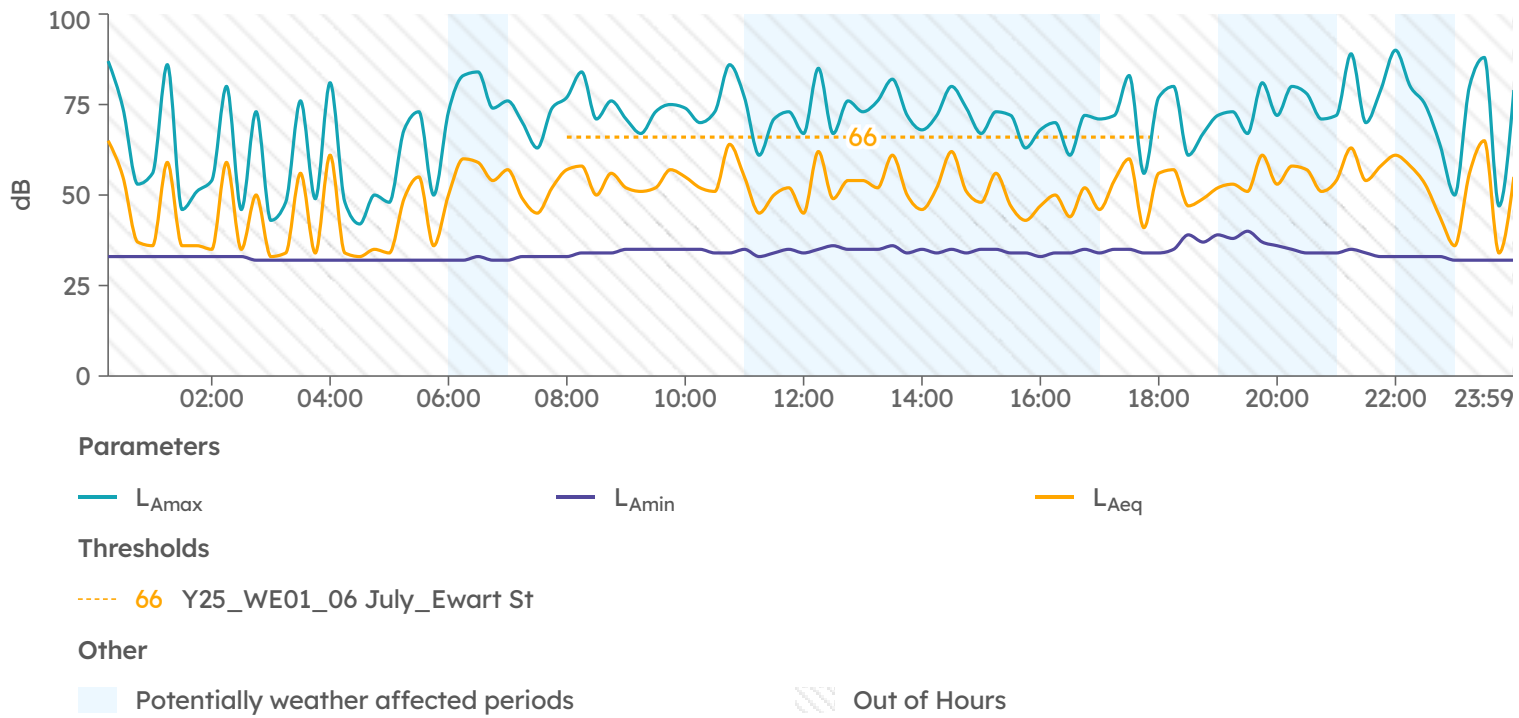


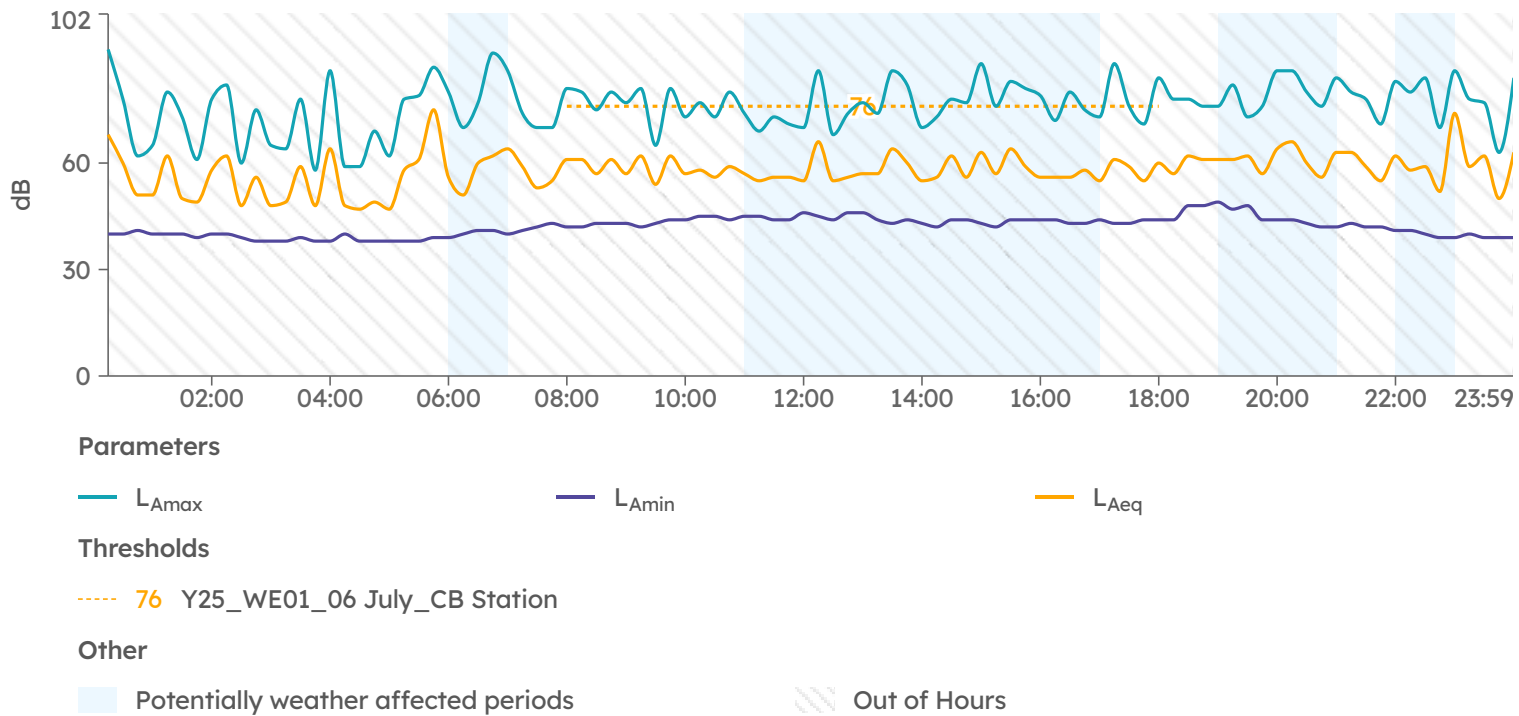
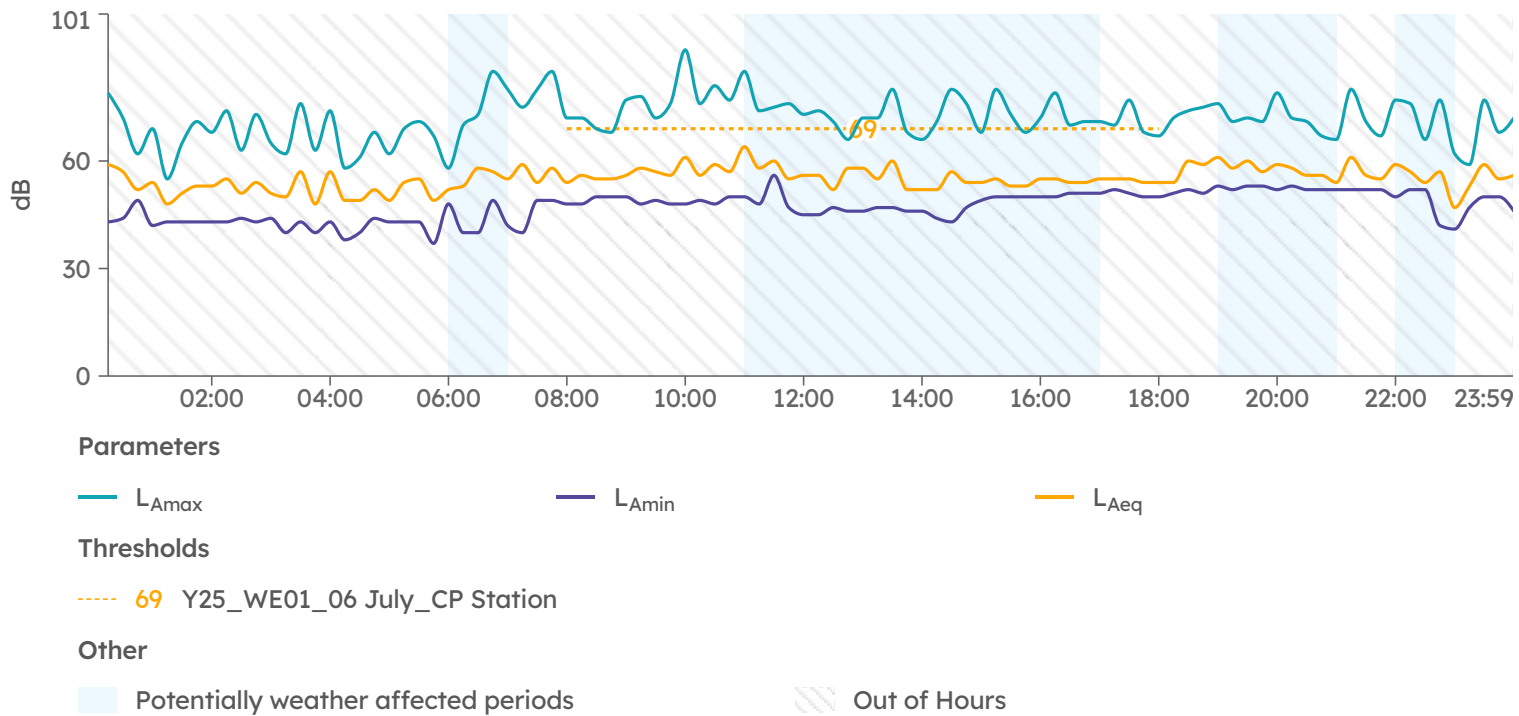


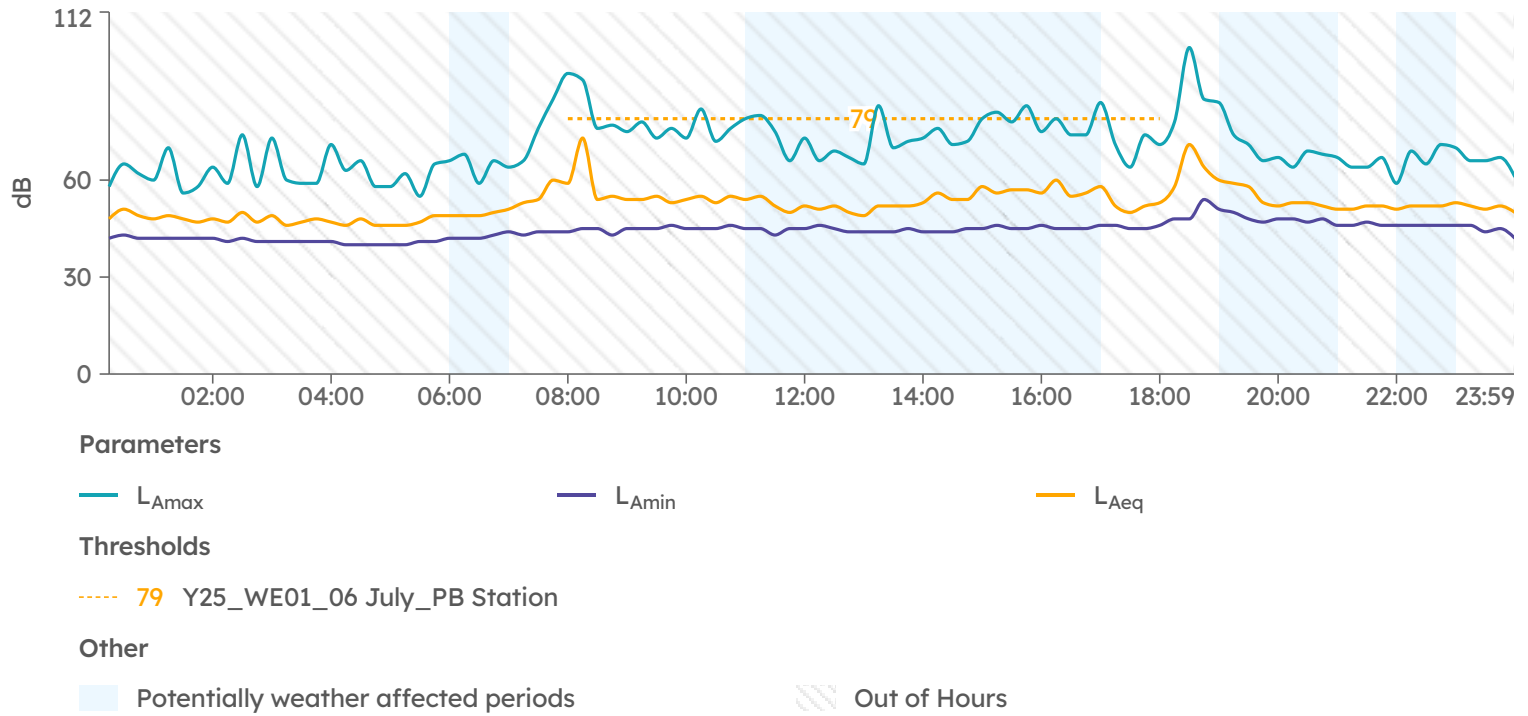
Average value across selected time period. Time of Day Periods: Day (7am to 6pm) Evening (6pm to 10pm) Night (10pm to 7am).

Noise Monitoring Graphs





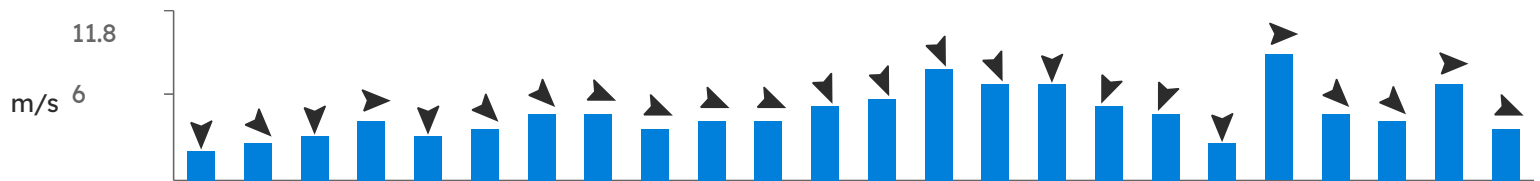




Weather Graphs 06 Jul 2025

Source [\[icon\]](#)

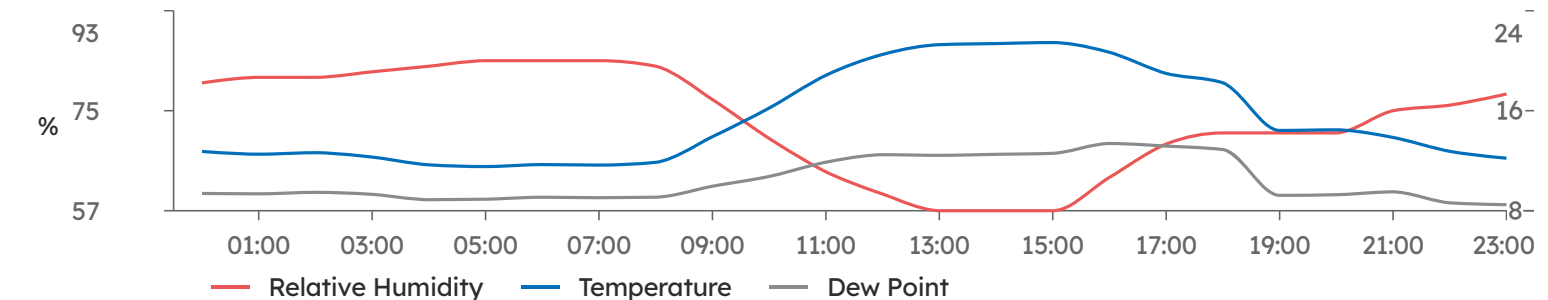
Wind Hourly max speed and dominant direction



Rainfall Hourly cumulative



Humidity / Temp / Dew Point Hourly max



Noise Explained Events

No explanations for this period

Daily Notes

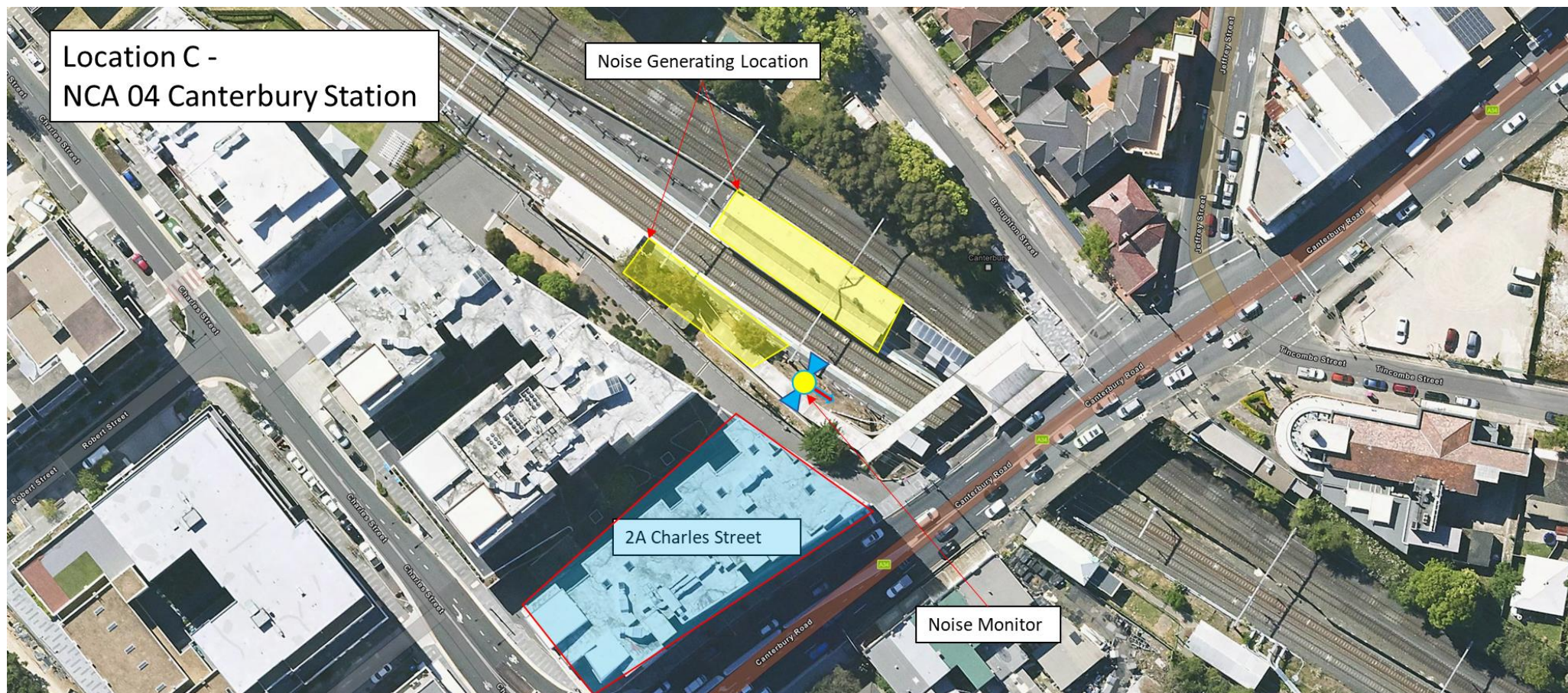
No notes for this period

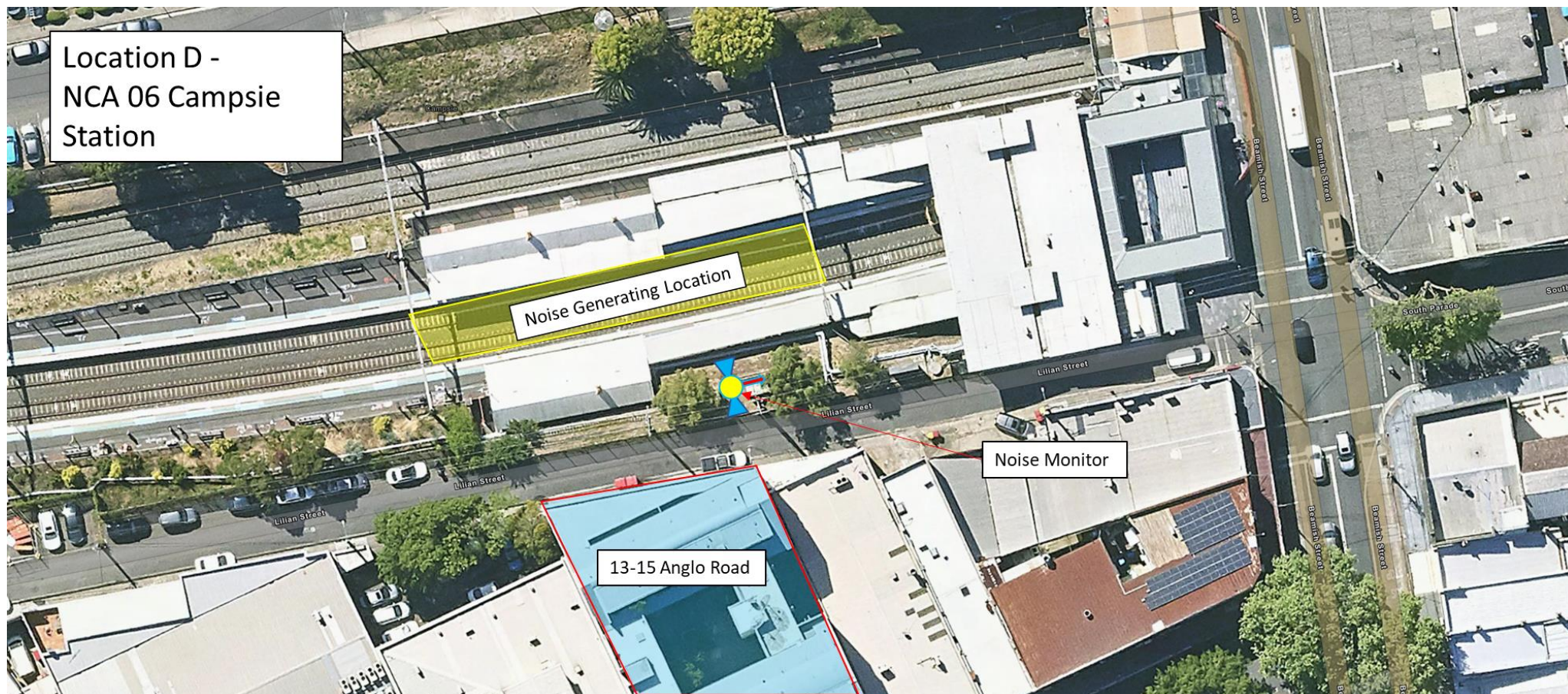
Device Details

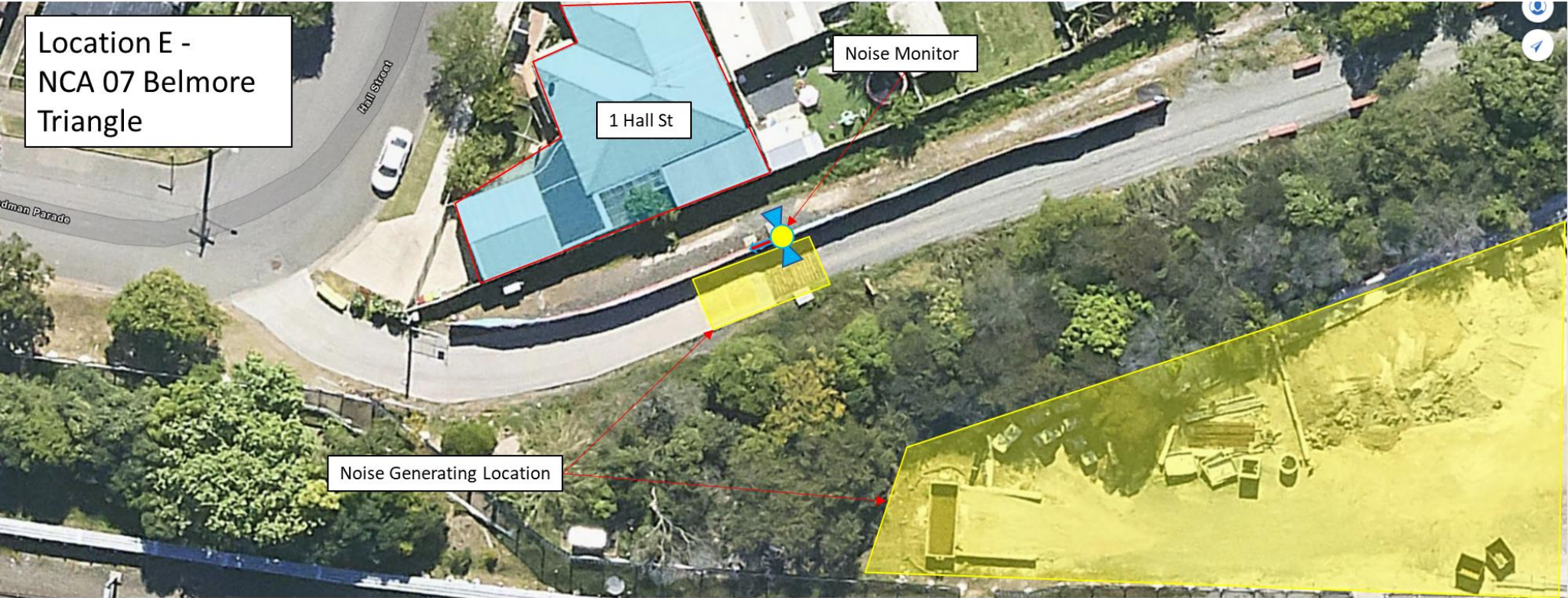
Device Serial	Monitoring Points	Model	Calibration Date	Calibration Due
HEX-000296	NCA04 CB Station	SiteHive Hexanode	19 Mar 2025	19 Mar 2027
HEX-000516	-	SiteHive Hexanode	03 Jun 2024	03 Jun 2026
HEX-000667	-	SiteHive Hexanode	10 Feb 2025	10 Feb 2027
HEX-000713	-	SiteHive Hexanode	31 Mar 2025	31 Mar 2027
HEX-000531	NCA07 Belmore Triangle	SiteHive Hexanode	03 Jun 2024	03 Jun 2026
HEX-000321	-	SiteHive Hexanode	07 Apr 2025	07 Apr 2027
HEX-000743	NCA06 CP Station	SiteHive Hexanode	19 Mar 2025	19 Mar 2027
HEX-000760	NCA03 HP Station	SiteHive Hexanode	24 Mar 2025	24 Mar 2027
HEX-000618	NCA12 Bankstown MSB/Bus depot	SiteHive Hexanode	03 Jun 2024	03 Jun 2026
HEX-000631	NCA02 Ewart St	SiteHive Hexanode	12 Sep 2024	12 Sep 2026
HEX-000246	NCA10 PB Station	SiteHive Hexanode	19 Mar 2025	19 Mar 2027
HEX-000249	-	SiteHive Hexanode	07 Apr 2025	07 Apr 2027



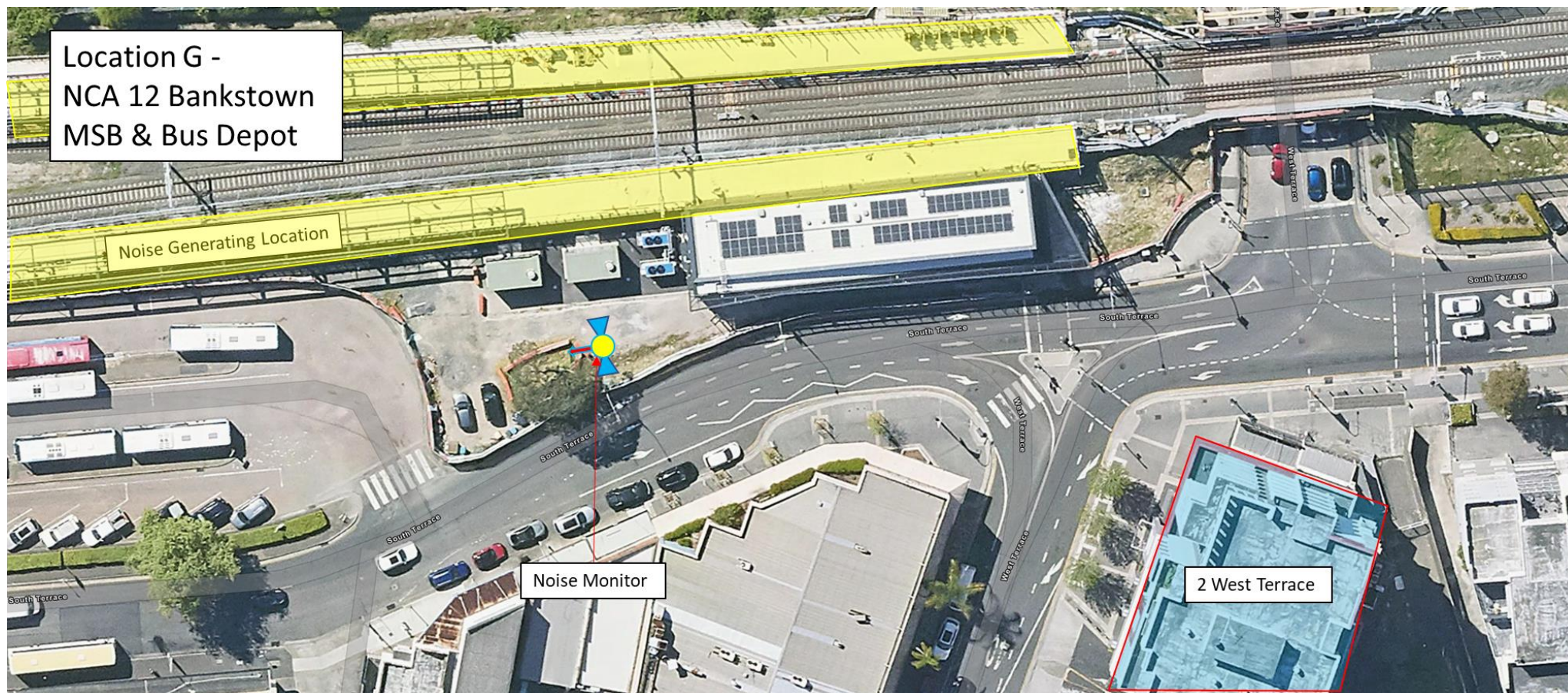












Attachment 2 – Community Notification

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

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

Monthly Notification – Bankstown Station

July 2025

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

Fare free Southwest Link buses will 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 July & August

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

- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, substations and stations
- Delivery 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
- Adjustments to corridor boundary gates and track signal equipment
- 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.
- 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
- Additional work related to overhead wiring, high and low voltage wiring and local utilities, including utility adjustments work on Stacey Street and North Terrace
- Concrete work and improvements at Stacey Street, involving footpath closures with diversions in place and parking changes continuing on the Stacey Street on ramp and Stacey Street temporary compound work area
- Additional work demolishing the footpath and other related street scaping works on North and South Terrace
- Finishing work requiring night work and lane changes to facilitate line marking and other demobilisation works at the Stacey Street overbridge structure
- Parking removal to facilitate plant and truck operation along the rail corridor in various locations and within nearby carparks to build securing barriers
- 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
- Work related to Bankstown platform extension, track upgrades and wiring upgrades
- Delivery and installation of shutters, equipment and anti-throw screens

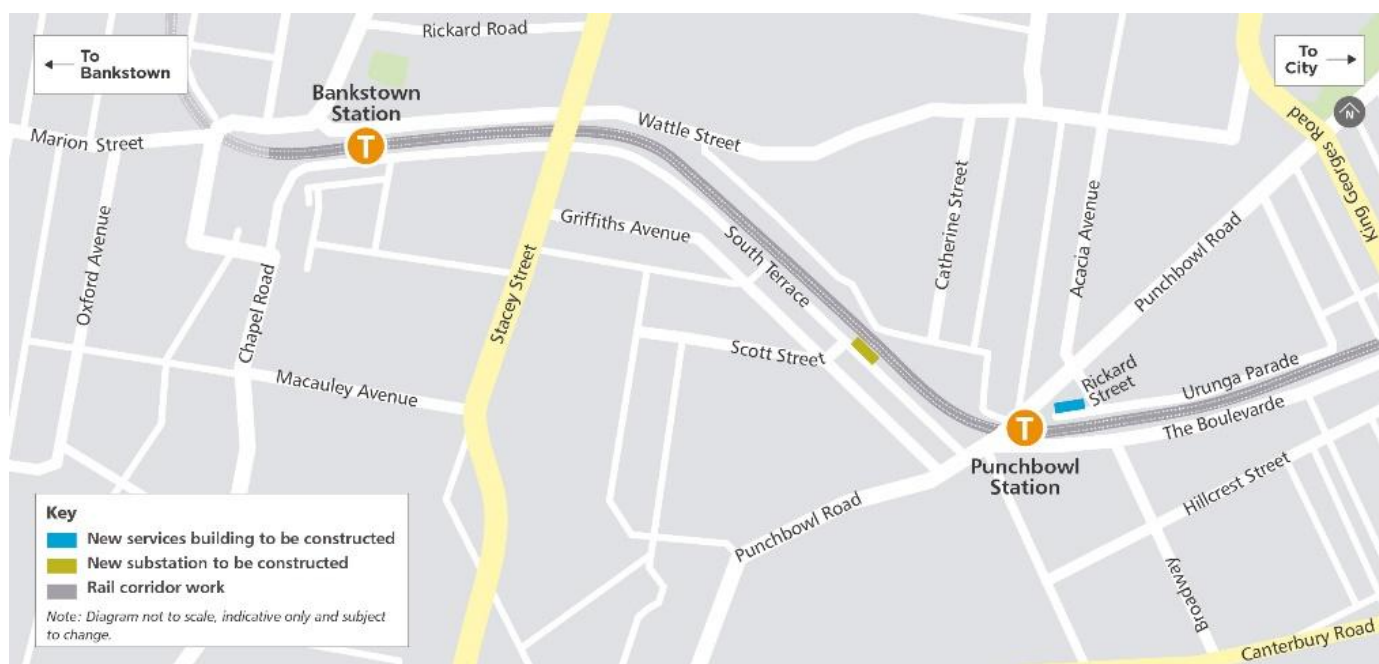


Hours of work

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**



southwestmetro@transport.nsw.gov.au



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



Translating and interpreting service

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Monthly Notification – Belmore Station

July 2025

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

Fare free Southwest Link buses will 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 July and August

Work will continue during and outside of standard construction hours within and around Belmore Station during July & August.

The main activities will include:

- Modification of cable service route, cables, overhead wire and equipment in the rail corridor, substations and the station
- Delivery 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
- Adjustments to corridor boundary gates and track signal equipment
- 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
- 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, at various corridor locations and within nearby carparks to build securing barriers
- 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
- Work related to the finishing of corridor safeguarding and associated demobilisation
- Additional work relating to the reinstatement of public areas near the Belmore Station
- 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
- Defect rectification as required and modification of services within service building



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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Monthly Notification – Campsie Station

July 2025

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

Fare free Southwest Link buses will 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 July and August

Work will continue during and outside of standard construction hours within and around Campsie Station during July and August. 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 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
- Adjustments to corridor boundary gates and track signal equipment
- 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
- 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 and to build and install barriers
- 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 works as required
- Modification of services within service building
- Work related to the finishing of corridor safeguarding and associated demobilisation
- Footpath closures with diversions in place around Loch Street with parking changes continuing as needed for pavement works

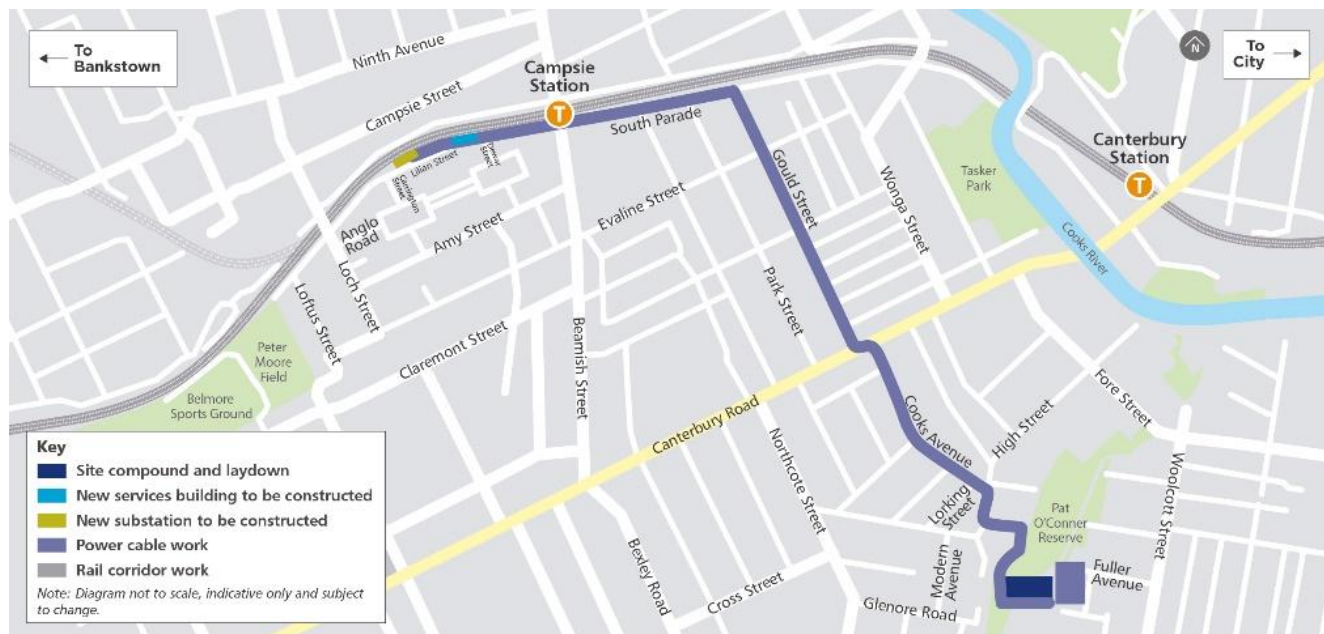
Hours of work

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



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Monthly Notification – Canterbury Station

July 2025

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

Fare free Southwest Link buses will 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 July and August

Work will continue during and outside of standard construction hours within and around Canterbury Station during July and August. 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 of materials and equipment using light/heavy vehicles, mobilisation and demobilisation of plant and materials
- Installation of cables and communications equipment in station platforms, buildings and concourse
- Energisation of equipment in stations, service buildings and corridor boundary gates
- Adjustments to corridor boundary gates and track signal equipment
- 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
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Work related to security and segregation fence installation and signalling
- Work at station buildings and platforms including mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring and high and low voltage wiring
- Work related to local utilities
- Work on various bridges along the corridor
- Defect rectification work as required
- Civil, electrical and containment works at station buildings/platforms
- Parking removal and lane changes to facilitate plant and truck operation around the station, Canterbury Road and along adjacent streets
- Additional work relating to the kerbside, paving, utility and brick work including at night. Drilling and excavating of footpath and kerb are noisy and will be completed during the day where possible.
- Finishing work requiring the removal of temporary structures, concrete barriers, concrete pours and reinstatement of traffic poles including at night
- Remediation and reinstatement work including on the rail corridor at the overbridge
- Utility cut over and removal of redundant cabling and services including at night involving traffic changes
- Concrete pouring for parapet wall on Canterbury Road overbridge
- Strengthening of the overbridge involving piling into the ground including at night and at weekends

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.

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Monthly Notification – Dulwich Hill Station

July 2025

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

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

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Sydney Metro work during July and August

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

- Modification of cable service routes, cables, overhead wires and equipment in the rail corridor, substations and at the station
- Mobilisation and demobilisation of plant and materials
- Delivery 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
- Adjustments to corridor boundary gates and track signal equipment
- 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
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Work related to security and segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operations around the station and at corridor locations
- Work at station buildings and platforms including mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring and high and low voltage wiring and local utilities
- Work on various bridges along the corridor
- Landscaping and civil work outside Dulwich Hill Station on Wardell Road (including night works), pedestrian diversions may be in place
- Landscaping work outside the Light Rail stop on Bedford Crescent, access and bike parking maintained
- Installation of new bollards at the Dulwich Hill station entrance involving pedestrian changes as required
- Safety screen installation work and work on the Wardell Road overbridge involving associated temporary bus stop changes
- Access to the rail corridor through entrance gates at The Parade and Ewart Street
- Work related to the finishing of corridor safeguarding and associated demobilisation including changes to the roadway around Dulwich Hill Station
- Work related to handing over the completed Garnet Street overbridge upgrade
- Associated footpath and pedestrian crossing closures, partial lane closures and pedestrian detours on the Wardell, Albermarle and Garnet Street overbridges
- Asphaltting, line marking and remediation at the overbridges including at night
- Safety screens installation and remediation of the Albermarle Street overbridge involving traffic and pedestrian changes
- Work related to the finishing of corridor safeguarding and associated demobilisation at Albermarle Street overbridge
- Additional work relating to reinstatement of the garden beds and associated landscaping work at Albermarle overbridge
- Defect rectification works as required



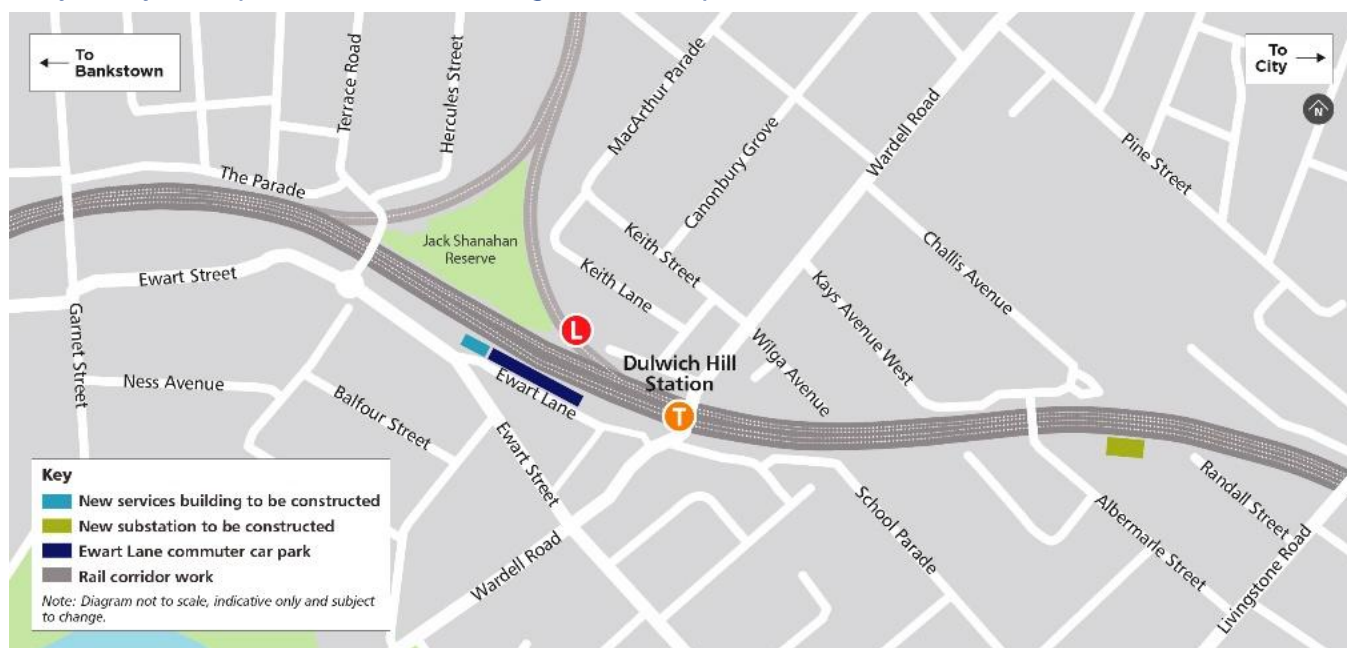
Hours of work

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What to expect

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

July 2025

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

Fare free Southwest Link buses will 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 July and August

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

- Modification of cable service routes, cables, overhead wires and equipment in rail corridor, at substations and at the station
- Delivery 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
- Adjustments to corridor boundary gates and track signal equipment
- 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
- Site investigations, surveys and associated activities and building and containment works
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security and segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation and work areas around the station and at various locations
- Work at station buildings and platforms installing electrical works, mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring, high and low voltage wiring
- Work at station buildings, platforms and access ways
- Continued work at the corners of the overbridge and use of worker amenities facilities
- Safety screens and barrier installation involving associated bus stop and pedestrian changes and remediation work at the Hurlstone Park Station overbridge
- Work related to the finishing of corridor safeguarding and associated demobilisation including changes to the roadway and pedestrian routes around Hurlstone Park Station
- Installation of containment and electrical services on platform buildings
- Testing and commissioning of services and electrical works within the metro services building
- Modification of services within service building
- Defect rectification work



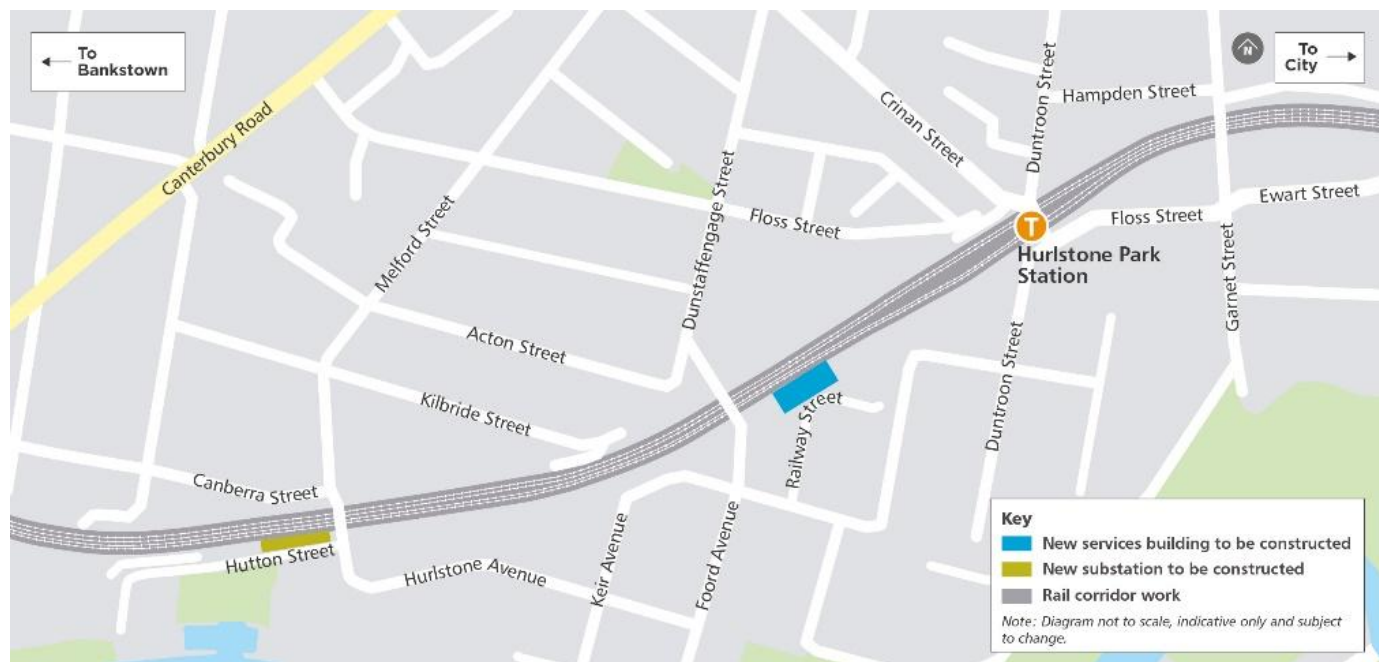
Hours of work

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

What to expect

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

July 2025

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

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

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Sydney Metro work during July and August

Work will continue during and outside of standard construction hours within and around Lakemba Station during July and August.

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 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
- Adjustments to corridor boundary gates and track signal equipment
- 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
- 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
- Work at station buildings and platforms including installing mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to local utilities and overhead wiring
- Work on various bridges along the corridor
- Station landscaping works pedestrian diversions in place
- Piling, steel and concrete works related to securing the Haldon Street overbridge (involving temporary traffic changes, parking removal and pedestrian detours during work periods)
- Parking removal and lane changes to facilitate plant and truck operation around the station, Haldon Street and along adjacent streets and at car parks
- Work related to the finishing of corridor safeguarding and associated demobilisation at Moreton, Melford and Haldon Street overbridges
- 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.

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Monthly Notification – Marrickville Station

July 2025

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

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

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Sydney Metro work during July and August

Work will continue during and outside of standard construction hours within and around Marrickville Station during July and August. 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
- Works 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
- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, trackside substations and the stations
- Delivery 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
- Adjustments to corridor boundary gates and track signal equipment
- 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
- Removal of fencing and reinstatement of the footpath and lane closures involving demolition and remediation to the Livingstone Road overbridge
- Additional work relating to reinstatement of the overbridge adjacent to properties at Livingstone Road overbridge
- Reinstatement of footpath and pedestrian access around the Marrickville Station overbridge
- Completion of bridge works at Illawarra Road overbridge
- Operating temporary minor work areas involving use of generators for site sheds and amenities at Livingstone Road
- Work on the barrier and footpath including at night at the Livingstone Road and Illawarra Road overbridges
- Traffic changes at the Albermarle Street overbridge involving use of a boom gate at Challis Avenue
- Finishing work at the Albermarle Street overbridge
- Mobilisation and demobilisation of plant and materials throughout the corridor
- Work related to security and segregation fencing as well as signalling and track related construction activities
- Parking removal and lane closures to facilitate plant and truck operation and work areas around the station and rail corridor
- 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.
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Monthly Notification – Punchbowl Station

July 2025

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Sydney Metro work during July and August

Work will continue during and outside of standard construction hours within and around Punchbowl station during July and August. 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 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
- Adjustments to corridor boundary gates and track signal equipment
- 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
- Site investigations, surveys and associated activities
- Mobilisation and demobilisation of plant and materials
- Work related to security fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and along the corridor
- Work at station buildings and platforms including demolition of redundant station structures and ongoing work on mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring and high and low voltage wiring and local utilities
- Civil related street scaping works in Bruest Pl. Temporary single lane closure of Bruest Pl and changes to Quine Ln from two-way to one-way traffic. Follow signed detours and traffic control directions, pedestrian diversions will also be in place.
- 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)
- Continuing the installation of retaining wall at the corners of the overbridge including piling, drilling, concrete pile cap foundation and backfilling
- Accessing the rail corridor involving equipment and work vehicles moving from Loder Lane
- Closure of the Punchbowl Station pedestrian underpass for accessibility upgrades
- Piling, concrete, paving and bollard installation works related to securing the Punchbowl Road overbridge.
- Work related to the finishing of corridor safeguarding and associated demobilisation.
- Concreting and reinstatement of footpaths along Punchbowl Road near the overbridge
- Defect rectification works as required

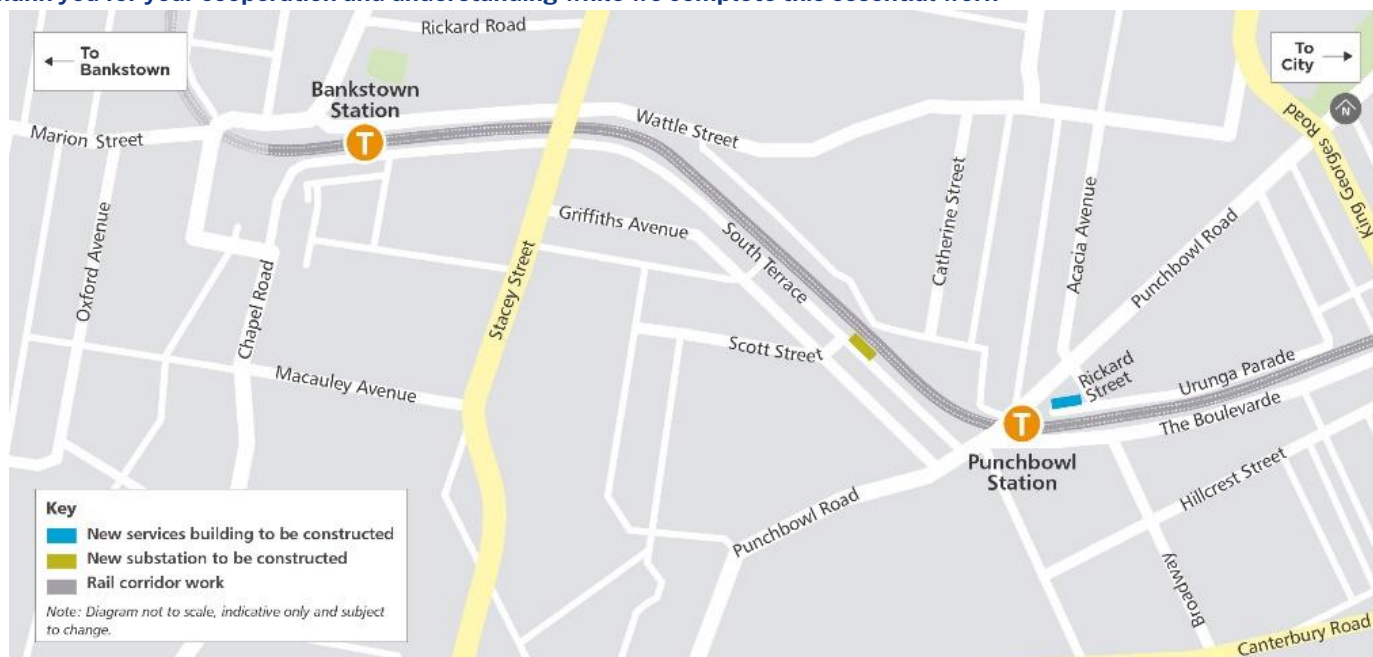
Hours of work

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What to expect

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

July 2025

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Sydney Metro work during July and August

Work will continue during and outside of standard construction hours within and around Wiley Park station during July and August. 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 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
- Adjustments to corridor boundary gates and track signal equipment
- 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
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and various corridor locations
- Work at station buildings and platforms including updating gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring and high and low voltage wiring and local utilities
- 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
- Continued operation of the site compound area at The Boulevarde during work times
- Continued work on the concrete barriers at Wiley Park overbridge
- Parking removal on The Boulevarde to enable fencing works to occur along the rail corridor during June
- Installation of temporary screens and isolation fencing at Wiley Park rail overbridge throughout June
- Streetscaping and related paving and landscaping work around the station entrance and near the King Georges Road interchange
- Work related to the finishing of corridor safeguarding and associated demobilisation
- Additional work to complete the streetscape and King Georges Road upgrades
- Testing and commissioning of services in station and service buildings
- Defect rectification work as required



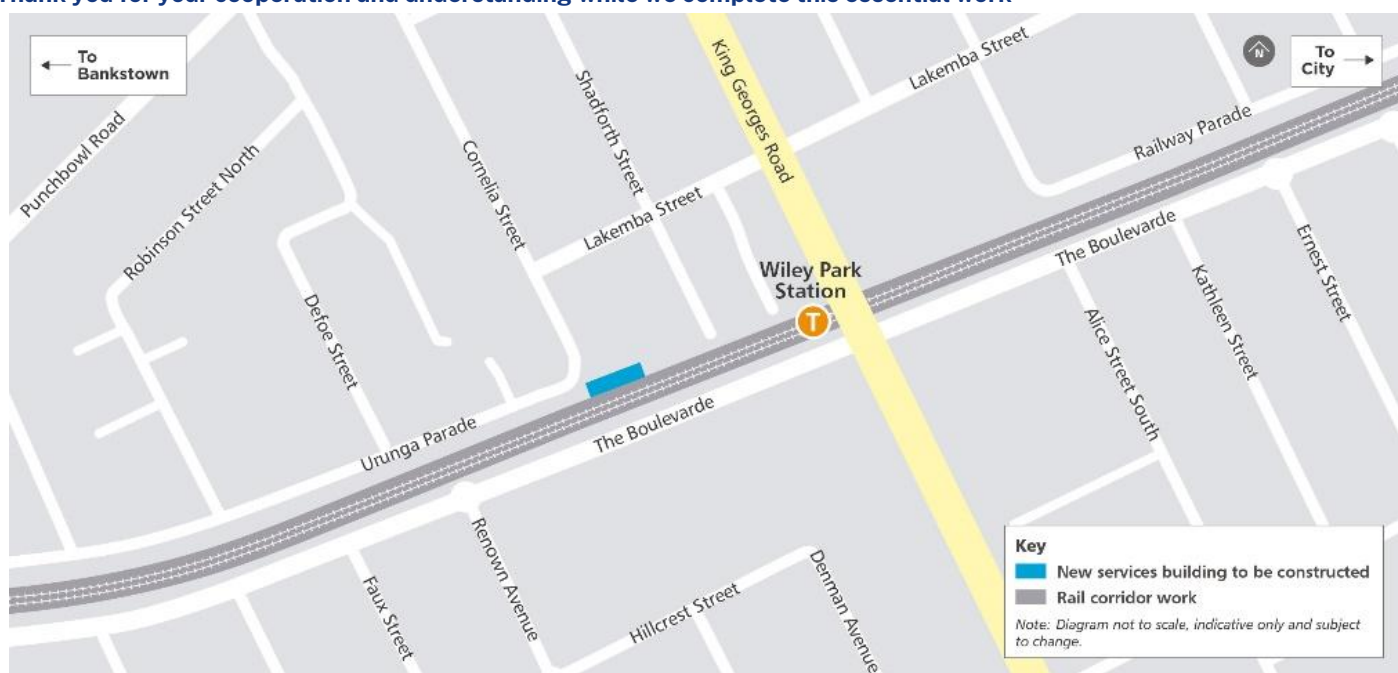
Hours of work

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



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 2025 WE02 & 03

R4.4 Sydney Metro Possession (WE02, 13th WK 02, 14th – 16th & WE03 20th of July 2025)

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	24/07/2025	Prepared for R4.4	Lucas Dobrolot	Andre Kruize

Management reviews

Review date	Details	Reviewed by

Controlled: NO

Copy no.:

Uncontrolled: YES

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Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out on 13th of July 0800 to 1800 in Weekend 02 (WE02), 14th – 16th of July in WK02 & 20th July in WE03, noise activities:

- Track Works;
- Station Works; and
- Protection Screen Door (PSD) & Mechanical Gap Filler (MGF) Testing Works
- Utility works

Occurred during possession on Sydney Metro's track (between Sydenham Station to Bankstown Station). Works were carried out under Condition L5.5 - Local Possessions. The works that occurred WK02 were carried out under Condition L5.6- Local Area and Utility.

Refer to **Attachment 1** for monitoring results.

R4.4(a) For activities permitted under Condition L5.5 & L5.6, 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:

- Track Works
 - Powered hand tool
 - Hi-rail Excavator
 - Track Welding Kit
 - Track Profile Grinder
- Station Works
 - Powered hand tool
 - Hi-rail EWP
 - Excavators with hammer attachments
 - Hydremas
 - Generators
- PSD & MGF Testing Works
 - Hand tool
 - d
- Utility investigation
 - Vacuum Truck

2. **A copy of the community notification required under Condition L5.11**

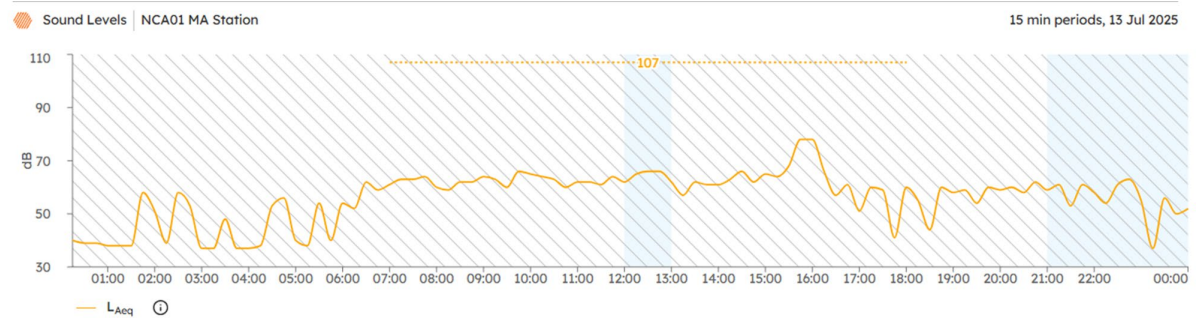
A copy of the community notification required under Condition L5.11 is appended as **Attachment 2**.

3. Noise monitoring as required by L5.7(d)

WE02 works noise monitoring was carried out at the following locations along the project corridor.

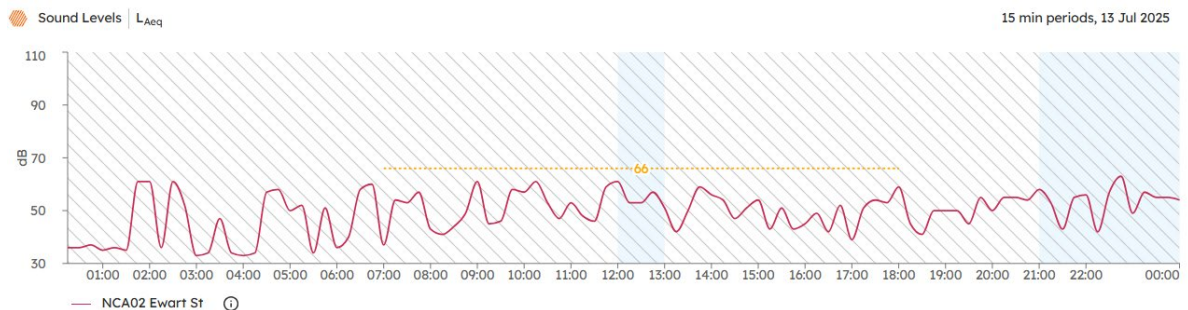
A. NCA 01 Noise Monitor (HEX-000421) is 18 m N of 13 Leofrene Ave Marrickville

	Distance to the Source of Noise (m)	Sunday Day, 13 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	1	107
Nearest Resident	18	82



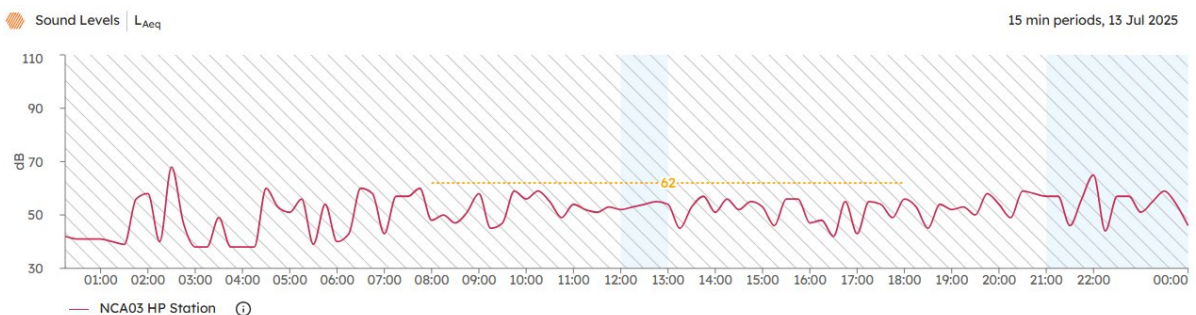
B. NCA 02 Noise Monitor (HEX-000631) is 15 m N of 73 Ewart Street, Dulwich Hill

	Distance to the Source of Noise (m)	Sunday Day, 13 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	15	66
Nearest Resident	15	66



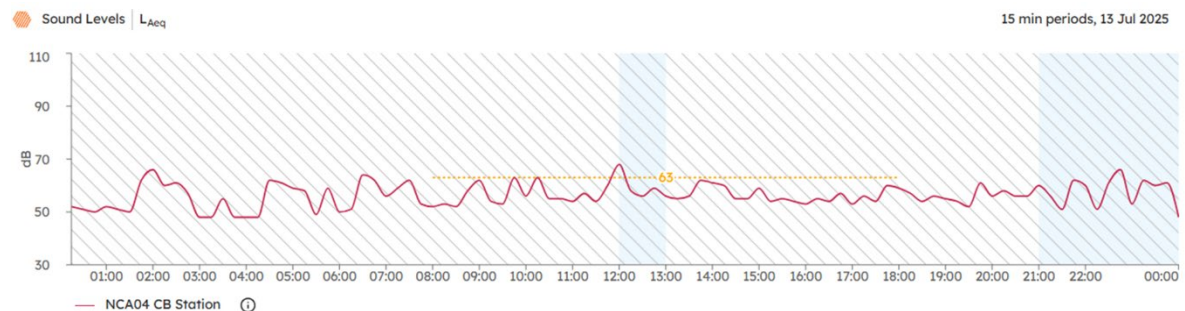
C. NCA 03 Noise Monitor (HEX-000760) is 5 m NW of 3A Commons Street, Hurlstone Park

	Distance to the Source of Noise (m)	Sunday Day, 13 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	41	69
Nearest Resident	46	68



D. NCA 04 Noise Monitor (HEX-000296) is 10 m NE of 2A Charles Street, Canterbury

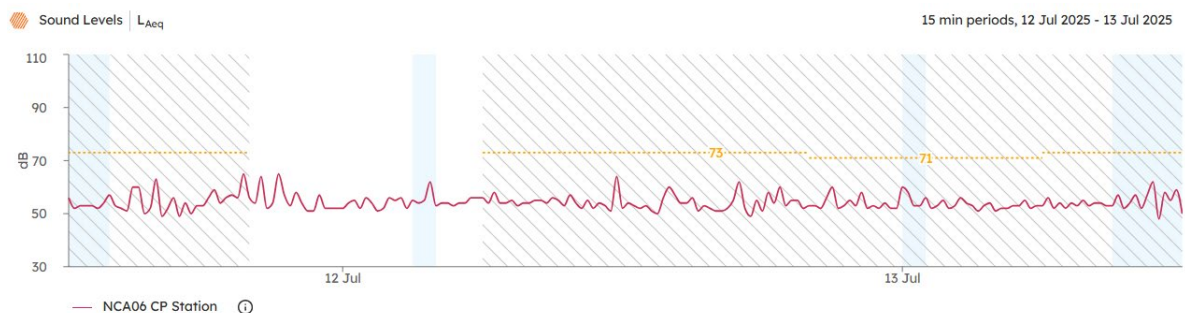
	Distance to the Source of Noise (m)	Sunday Day, 13 July, 0800-1800 Prediction (L _{Aeq} 15 minutes)
Monitor	7	71
Nearest Resident	17	63



Note: Exceedance is likely ARTC train passing.

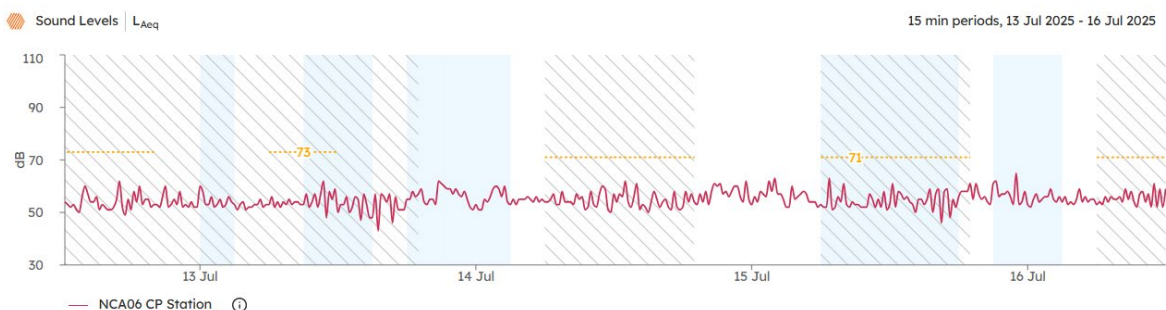
E. NCA 06 Noise Monitor (HEX-000743) is 11 m NE of 13-15 Anglo Road, Campsie

	Distance to the Source of Noise (m)	Sunday Day, 13 July, 0800-1800 Prediction (L _{Aeq} 15 minutes)
Monitor	14	74 (Saturday night 1800-0800, Sunday night 1800-0700= 76)
Nearest Resident	19	71(Saturday night 1800-0800, Sunday night 1800-0700= 73)



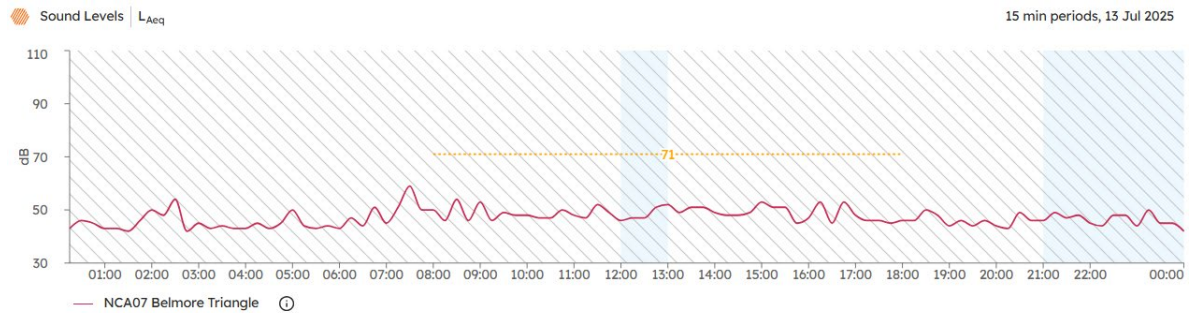
F. NCA 06 Noise Monitor (HEX-000743) is 11 m NE of 13-15 Anglo Road, Campsie

	Distance to the Source of Noise (m)	Week Nights, 14-16 July, 1800-0700 Prediction (L _{Aeq} 15 minutes)
Monitor	62	78
Nearest Resident	27	71



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

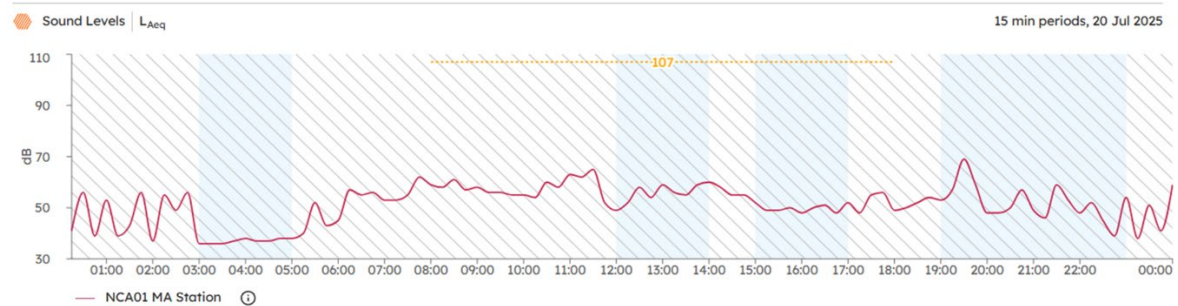
	Distance to the Source of Noise (m)	Sunday Day, 13 July, 0800-1800 Prediction (L _{Aeq} 15 minutes)
Monitor	3	78
Nearest Resident	7	71



WE03 works noise monitoring was carried out at the following locations along the project corridor.

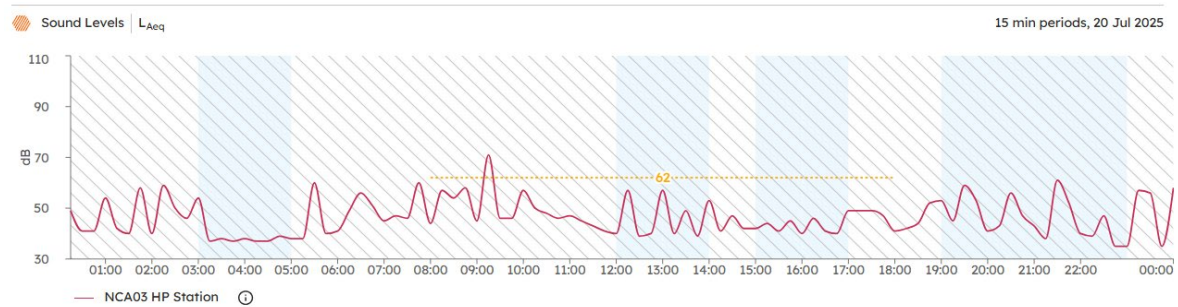
A. NCA 01 Noise Monitor (HEX-000421) is 18 m N of 13 Leofrene Ave Marrickville

	Distance to the Source of Noise (m)	Sunday Day, 20 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	1	107
Nearest Resident	18	82



B. NCA 03 Noise Monitor (HEX-000760) is 5 m NW of 3A Commons Street, Hurlstone Park

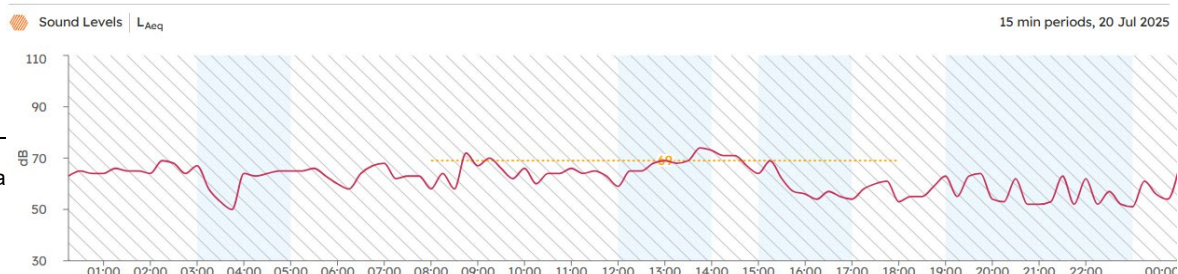
	Distance to the Source of Noise (m)	Sunday Day, 20 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	41	62
Nearest Resident	46	61



Note: Exceedance were likely due to ARTC train passing.

C. NCA 04 Noise Monitor (HEX-000296) is 10 m NE of 2A Charles Street, Canterbury

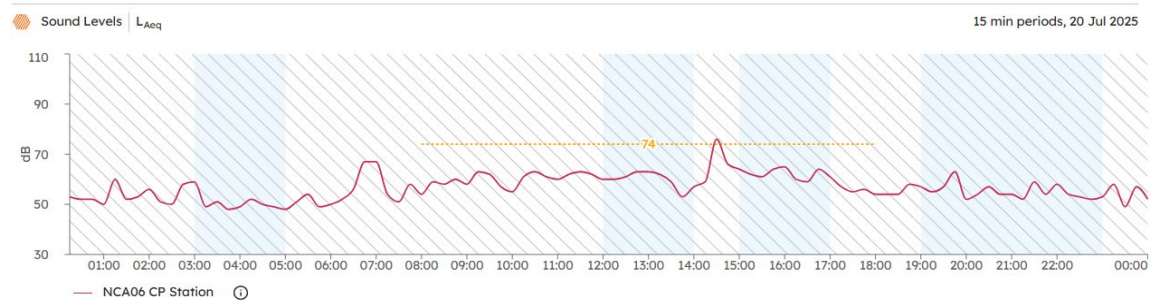
	Distance to the Source of Noise (m)	Sunday Day, 20 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	9	69
Nearest Resident	19	63



Note: Some exceedance were likely due to ARTC train passing, others as a result of works happening in close proximity to logger. Respite offers issued, no change to mitigation measures proposed.

D. NCA 06 Noise Monitor (HEX-000743) is 11 m NE of 13-15 Anglo Road, Campsie

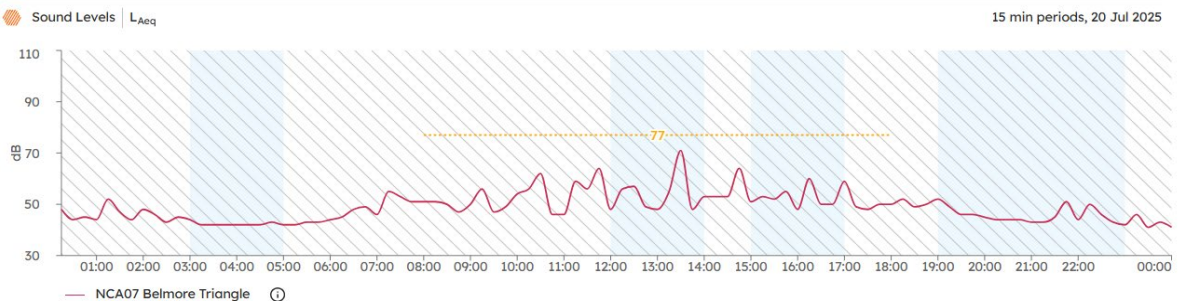
	Distance to the Source of Noise (m)	Sunday Day, 20 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	14	74
Nearest Resident	19	71



Note: Exceedance in 15min period was likely due to works in close proximity to logger. Prediction adequate in the context of the whole Day OOH period. No change proposed.

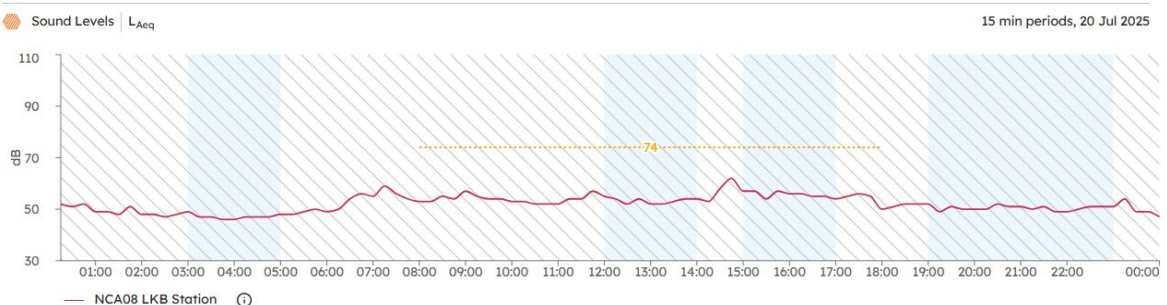
E. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore

	Distance to the Source of Noise (m)	Sunday Day, 20 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	3	77
Nearest Resident	7	70



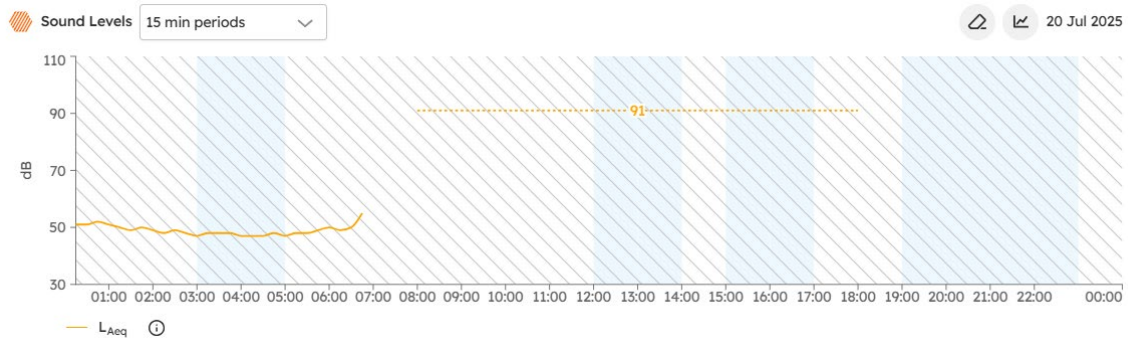
F. NCA 08 Noise Monitor (HEX-000758) is 36 m N of 15-19 Croydon St, Lakemba

	Distance to the Source of Noise (m)	Sunday Day, 20 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	36	74
Nearest Resident	51	71



G. NCA 10 Noise Monitor (HEX-000246) is 107 m SW of 41 Urunga Parade, Punchbowl

	Distance to the Source of Noise (m)	Sunday Day, 20 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	4	91
Nearest Resident	106	63



Note: Device failure. No complaints anticipated or received.

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

A. Details of any exceedances of predicted noise levels;

For exceedances of the noise predictions in OOH due to construction activity refer to graphs 2D, 3B, 3C and 3D above. Some exceedance were likely due to ARTC train passing, others as a result of works happening in close proximity to logger. Prediction adequate in the context of the whole Day OOH period as the appropriate level of respite offers issued and no change to mitigation measures proposed.

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:

- Planning process reduce OOH in more sensitive periods where possible
- 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 L5.5 for the carrying out of works outside of standard construction hours in L5.1.

The works carried out on WE02 (12/13th of July 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 L5.5 Local Possession (as dynamic testing is occurring during the week). 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).

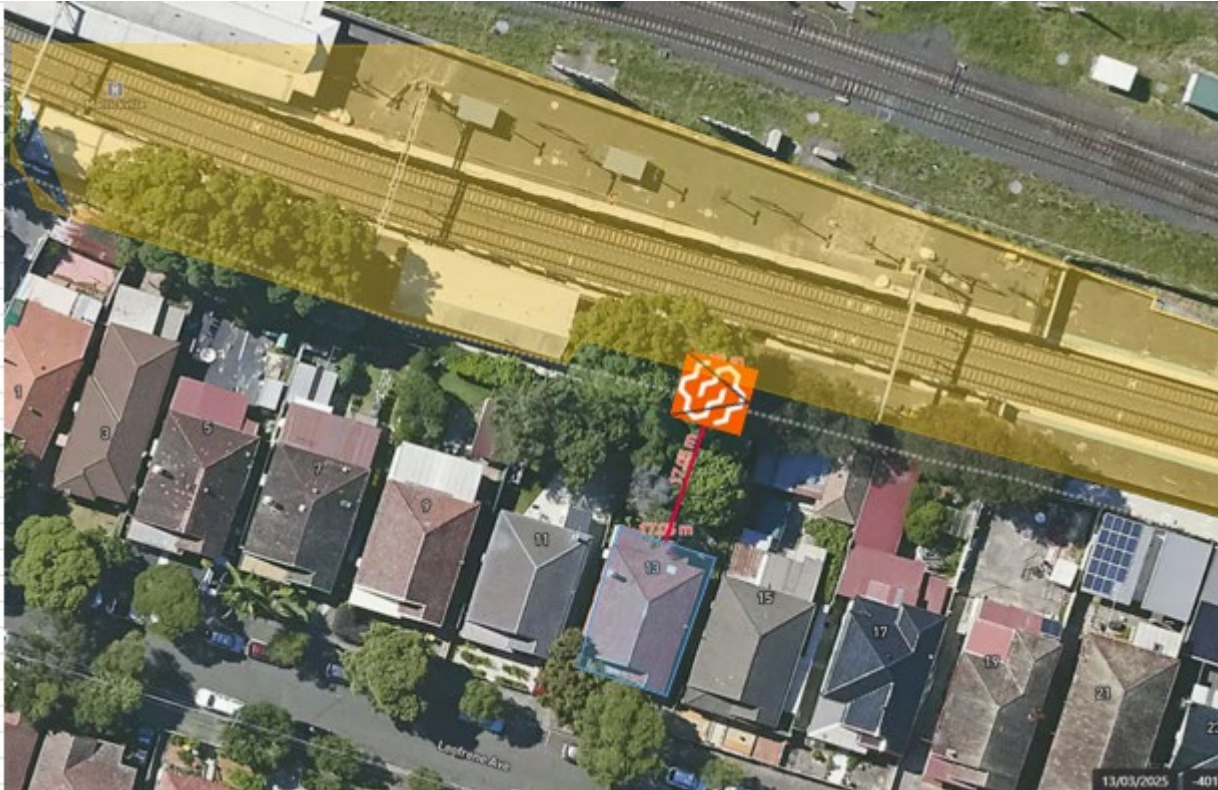
R4.4 (b) The validation report must be submitted to the EPA fortnightly from the commencement of the works permitted by L5.5 & L5.6 by no later than 2 business days from the end of each fortnight.

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

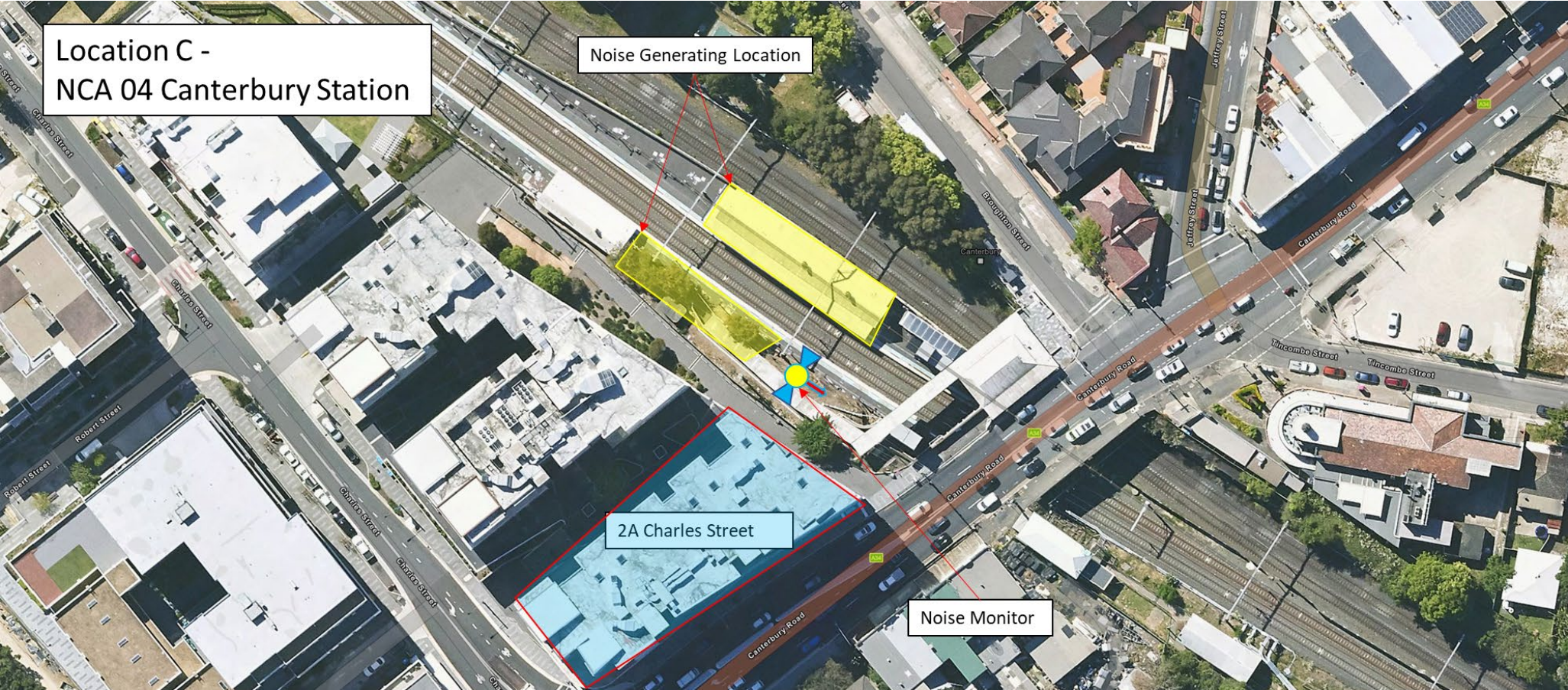
- Monitoring Result
- Monitoring Locations

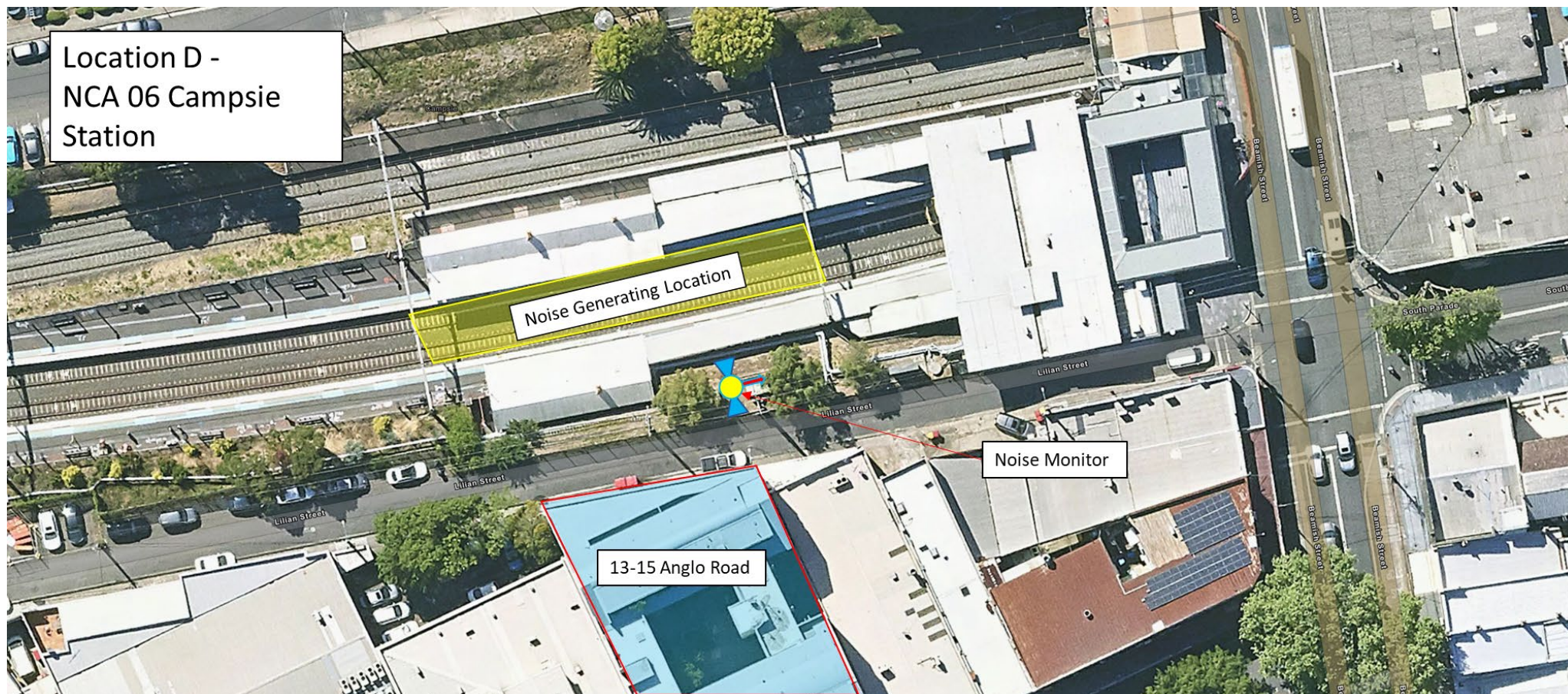
NCA01 Marrickville















Attachment 2 – Community Notification

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

Community notifications for works undertaken at the previously stated locations available upon request.

EPL 21147

R4.4 Validation Report

SWM3 2025 WE04

R4.4 Sydney Metro Possession (WE04, 26th to 27th July 2025)

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	28/07/2025	Prepared for R4.4	Lucas Dobrolot	Andre Kruize

Management reviews

Review date	Details	Reviewed by

Controlled: NO Copy no.: Uncontrolled: YES

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A. Details of any exceedances of predicted noise levels;	6
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C. The justification required under L5.5 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 L5.5 & L5.6 by no later than 2 business days from the end of each fortnight.	7
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Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out on 27th of July 0800 to 1800 in Weekend 04 (WE04) across the corridor and stations, and 48hr works at Lakemba Station WE04, noise activities:

Low Impact Works (L5.1)

- Vegetation removal and maintenance
- Track & OHW Works investigation;
- Station Works (refresh);
- Protection Screen Door (PSD) & Mechanical Gap Filler (MGF) Testing Works
- Testing and commissioning equipment

Possession Works (L5.5)

- Asphaltting
- Rock anchors
- Screen installation
- High pressure roof cleaning
- Industrial painting

Occurred during possession on Sydney Metro's track (between Sydenham Station to Bankstown Station). Works were carried out under Condition L5.5 - Local Possessions.

Refer to **Attachment 1** for monitoring results.

R4.4(a) For activities permitted under Condition L5.5 & L5.6, 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:

- Track Works/OHW
 - Powered hand tool
 - Hi-rail Excavator
 - Track Welding Kit
 - Track Profile Grinder
 - Hi rail EWP
- Station Works
 - Powered hand tool
 - Hi-rail EWP
 - Excavators with hammer attachments
 - Hydremas
 - Generators
- PSD & MGF Testing and commissioning works
 - Hand tool

2. **A copy of the community notification required under Condition L5.11**

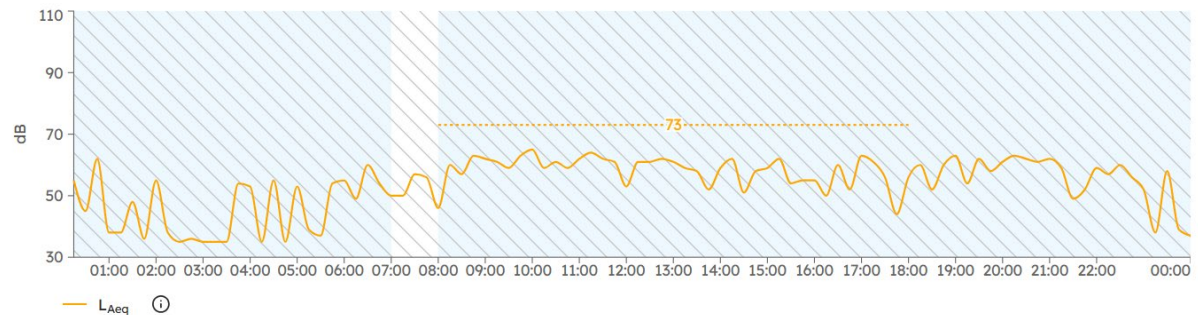
A copy of the community notification required under Condition L5.11 is appended as **Attachment 2**.

3. Noise monitoring as required by L5.7(d)

WE04 works noise monitoring was carried out at the following locations along the project corridor.

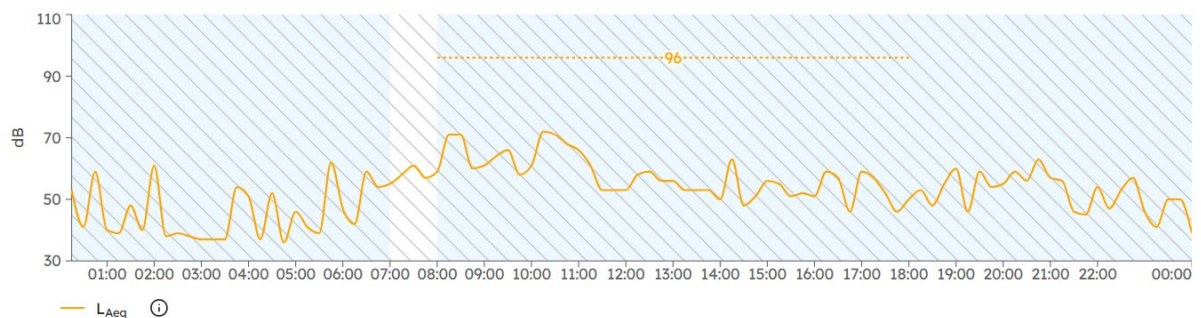
A. NCA 01 Noise Monitor (HEX-000421) is 16 m N of 9 Leofrene Ave Marrickville

	Distance to the Source of Noise (m)	Sunday Day, 27 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	16	73
Nearest Resident	18	72



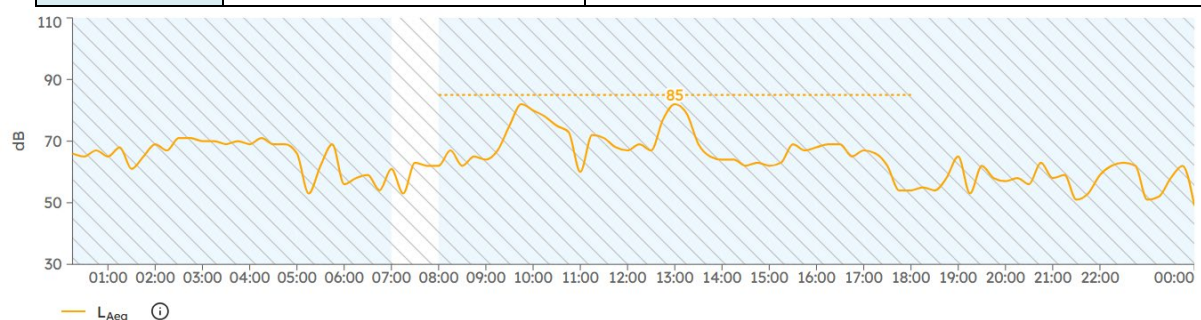
B. NCA 03 Noise Monitor (HEX-000760) is 14 m NE of 3A Commons Street, Hurlstone Park

	Distance to the Source of Noise (m)	Sunday Day, 27 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	1	96
Nearest Resident	14	73



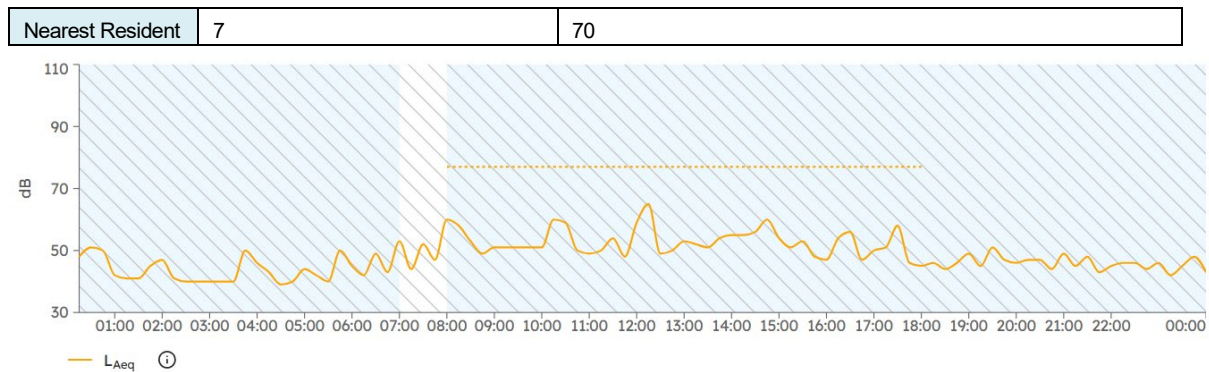
C. NCA 04 Noise Monitor (HEX-000296) is 10 m NE of 2A Charles Street, Canterbury

	Distance to the Source of Noise (m)	Sunday Day, 27 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	9	85
Nearest Resident	19	79



D. 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 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	3	77



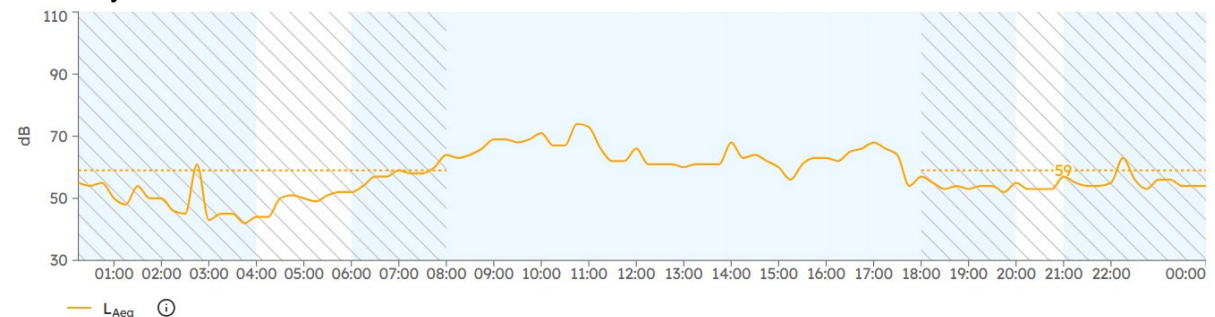
E. NCA 08 Noise Monitor (HEX-000758) is 33 m N of 15-19 Railway Parade, Lakemba

	Distance to the Source of Noise (m)	Sunday Day, 27 July, 0800-1800 Prediction (L _{Aeq} 15 minutes)
Monitor	14	74
Nearest Resident	19	71

F. NCA 08 Noise Monitor (HEX-000758) is 33 m N of 15-19 Railway Parade, Lakemba

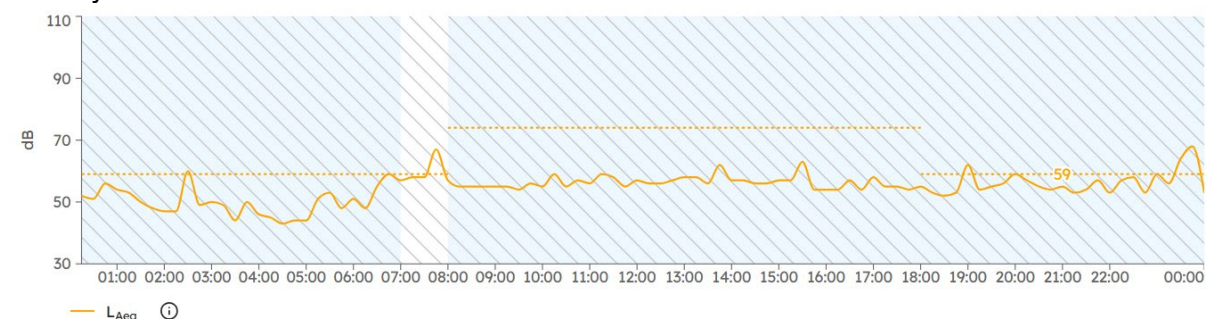
	Distance to the Source of Noise (m)	Saturday/Sunday Night, 26-27 July, 1800-0800, Prediction (L _{Aeq} 15 minutes)
Monitor	57	59
Nearest Resident	83	56

Saturday



02:45 (61dB)- Non construction related
 08:00 (64dB)- Pneumatic alarm and horn
 22:15 (63dB)- Motorbike

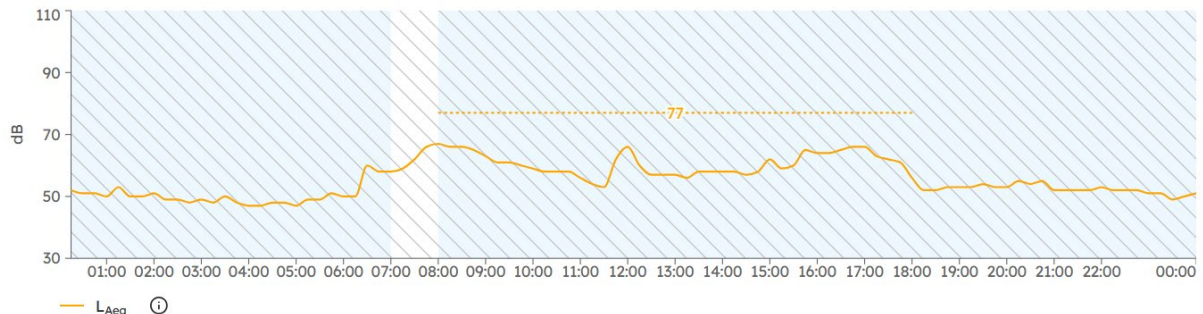
Sunday



02:30 (60dB)- Heavy vehicle or plant passing by
 07:45 (67dB)- Magpie
 19:00 (62dB)- Traffic horn
 23:30-23:45 (64dB & 68dB)- Motorbike

G. NCA 10 Noise Monitor (HEX-000246) is 69 m NE of 42 Urunga Parade, Punchbowl

	Distance to the Source of Noise (m)	Sunday Day, 27 July, 0800-1800 Prediction (L _{Aeq} 15 minutes)
Monitor	14	74
Nearest Resident	19	71



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

A. Details of any exceedances of predicted noise levels;

There were no exceedances of the noise predictions in OOH 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:

- Planning process reduce OOH in more sensitive periods where possible
- 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 L5.5 for the carrying out of works outside of standard construction hours in L5.1.

The works carried out on WE04 (26/27th of July 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 L5.5 Local Possession (as dynamic testing is occurring during the week). 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).

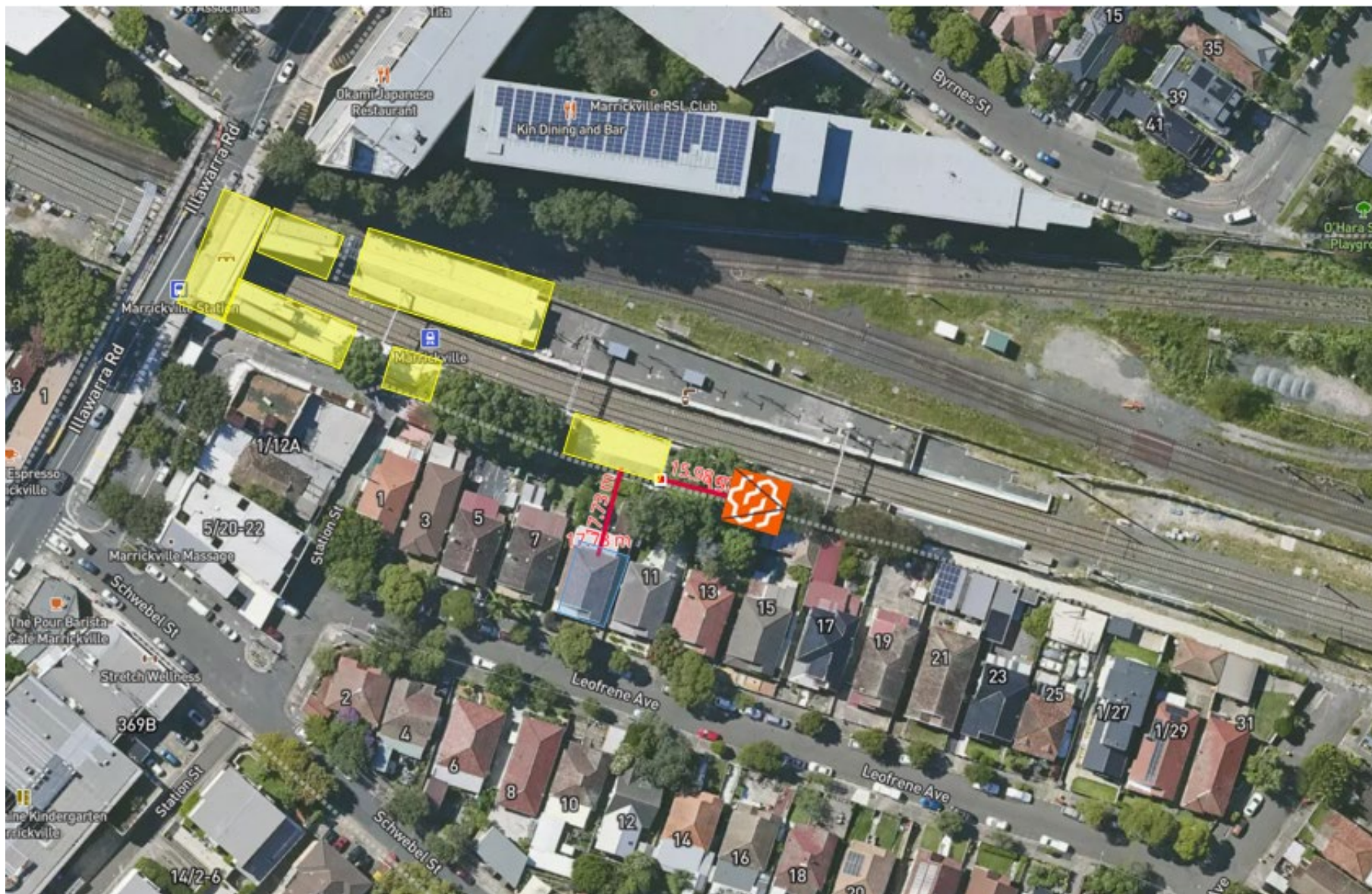
R4.4 (b) The validation report must be submitted to the EPA fortnightly from the commencement of the works permitted by L5.5 & L5.6 by no later than 2 business days from the end of each fortnight.

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

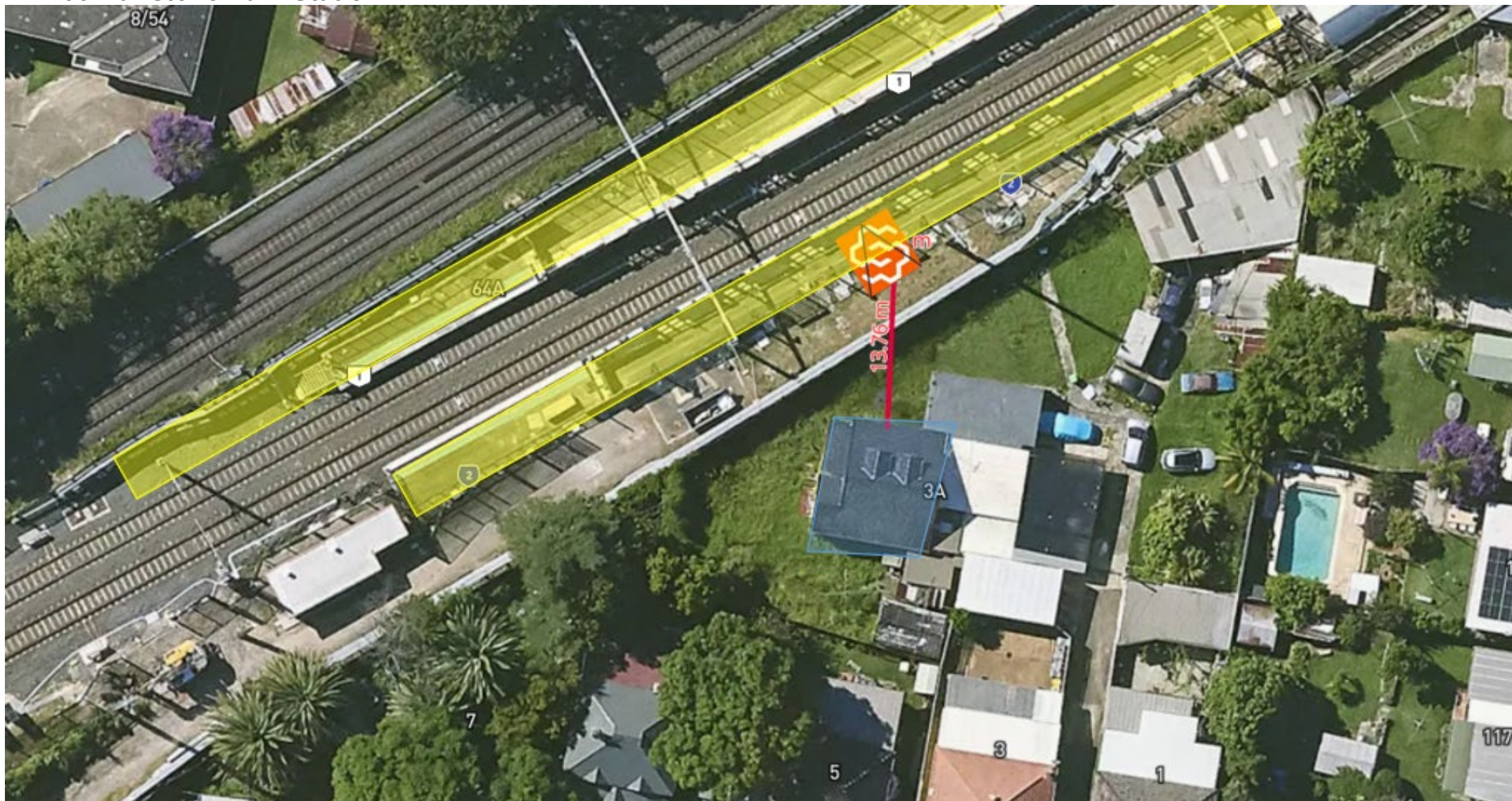
Attachment 1 – Noise Monitoring Locations & Results

- Monitoring Result
- Monitoring Locations

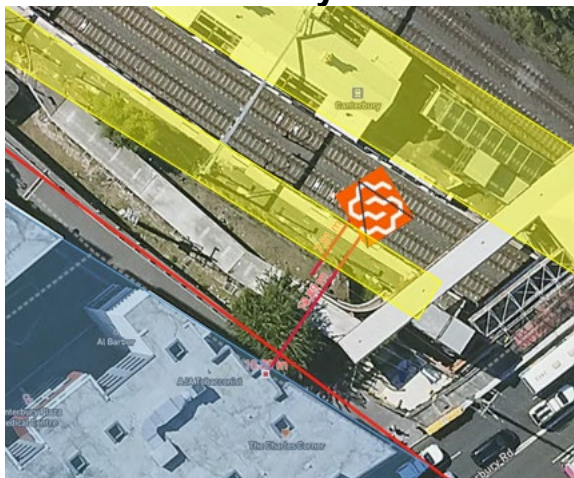
NCA01 Marrickville Station



NCA03 Hurlstone Park Station



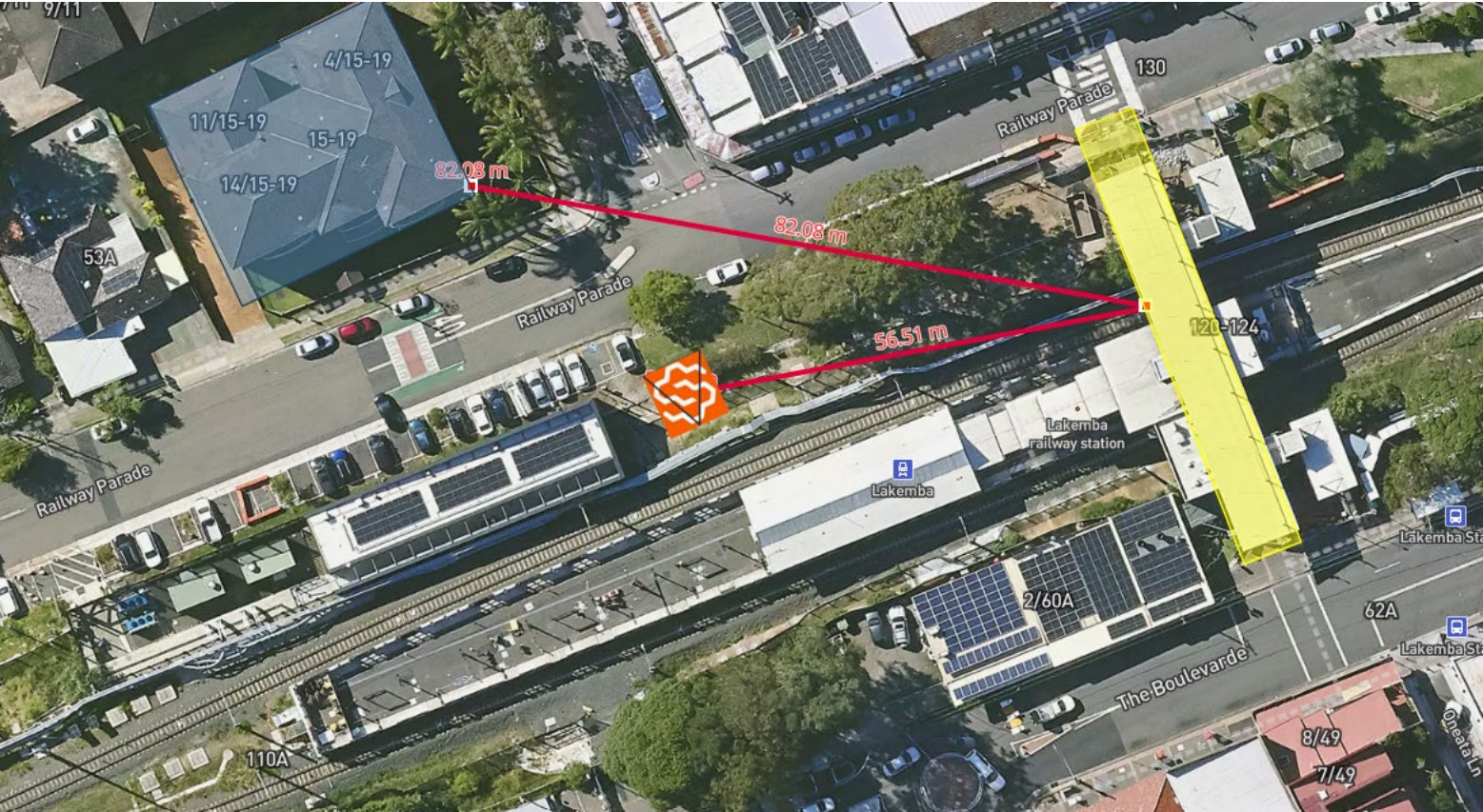
NCA04 Canterbury Station



NCA07 Belmore Triangle



NCA08 Lakemba Station



NCA10 Punchbowl Station



Attachment 2 – Community Notification

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

Community notifications for works undertaken at the previously stated locations available upon request.