Southwest Metro Works Stage 3 Construction Monitoring Report 2

March 2025- August 2025

SMCSWSW8-JHL-WEC-EM-REP-000001

Document and Revision History

Document Details	
Title	Construction Monitoring Report
Client	Sydney Metro City & Southwest
Client reference no.	SMCSWSW8-JHL-WEC-EM-REP-000001
JHLOR JV contract no.	K44

Revisions

Revision	Date	Description	Prepared by	Reviewed by
Rev A1	10/03/2025	Initial Issue	Tom Buratti	Lucas Dobrolot
Rev A	25/03/2025	Response to comments from the ER and SM	Tom Buratti	Lucas Dobrolot
Rev B1	09/09/2025	Initial Issue	Ted Zhang	Lucas Dobrolot
Rev B	11/09/2025	Response to comments from the ER and SM	Lucas Dobrolot	Lucas Dobrolot

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Management reviews

Review date	Details	Reviewed by

1 Compliance Matrix

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

2 Introduction

The Construction Monitoring Program is being implemented to monitor impacts on surrounding surface water quality resources and impacts from noise and vibration on the surrounding areas during the construction phase. The surface water monitoring program and noise and vibration monitoring program are also both designed to assess the effectiveness of the mitigation measures applied as part of the Southwest Metro Works Stage 3 (SWM3). This is the 2nd construction monitoring report (CMR 002) to cover the Stage 3 works, which are a continuation of the SWM works. The reporting periods for each document are as follows:

- The Construction Monitoring Report 001 has been prepared for the period between September 2024 to February 2025
- The Construction Monitoring Report 002 has been prepared for the period between March 2025 to August 2025.

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

2.1 Submission Requirements

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

- City of Canterbury Bankstown
- Inner West Council
- New South Wales (NSW) Environment Protection Authority (EPA)
- NSW Department of Planning Housing & Infrastructure (DPHI)

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

2.2 Surface Water

The project site is located within the Sydney Metro rail corridor on the M1 North/West & Bankstown Line between Sydenham& Bankstown, NSW.

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

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

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

Surface water quality monitoring is undertaken in accordance with the Water Quality Monitoring Program within the Construction Soil and Water Management Plan (refer to Section 7).
Objectives for water quality management during construction are:

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

2.3 Noise and Vibration

The area surrounding the SWM3 project contains a variety of land-use types and receivers, including residential receivers, commercial, industrial, sensitive non-residential receivers. These land-uses are mixed within the identified noise catchments, though in general there are clusters of industrial and commercial areas surrounding stations, and primarily residential areas between stations. The area surrounding the project is affected by freight and passenger rail noise and vibration, when in operation.

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

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

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

Objectives for noise and vibration management on the project are to:

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

Construction noise levels for some SWM3 activities are expected to exceed the external noise management level at times, particularly during works outside of standard hours, resulting in noise impacts to outdoor spaces. Internal and external noise levels will be assessed as part of the Out of Hours Works (OOHW) protocol and monitored accordingly.

3 Methodology

3.1 Surface Water

Surface water quality monitoring is undertaken in accordance with the Water Quality Monitoring Program within the Construction Soil and Water Management Plan (refer to Section 7).
The water quality monitoring methodology as stated within the CSWMP is as follows;

"*Following rain events of greater than 20mm in a 24-hour period, JHLOR will undertake post rainfall inspections of monitoring locations to determine if there is any change in water quality post a significant first flush. An 'event' is defined as the first 20mm rainfall event within a 24-hour period. In the case of multiple consecutive events, only the first will be monitored. Monitoring will resume after a seven-day period of no rain. Visual inspections will include the following monitoring parameters:*

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

JHLOR will maintain a record of the inspections (including photographs) within the SWM3 Project drive.

Where water quality issues are visibly observed JHLOR will investigate further to determine if the source of the issue is related to JHLOR construction activities (where possible, noting safe access limitations). The JHLOR Environmental Manager or delegate will discuss changes in water quality associated with Construction with the JHLOR Construction Team to determine if further controls may be implemented, noting that any controls must be feasible and reasonable. Once works in a particular area have been completed and any disturbed ground (from the works) reinstated to a suitable condition the associated monitoring within the particular area will cease. It is noted that post-rainfall inspections within 24 hours of some drainage crossings and outlets may not be possible in some circumstances, including:

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

Weather monitoring will be conducted using data from the Canterbury Racecourse weather station, accessed via the bureau of Meteorology website (http://www.bom.gov.au)."
Water quality monitoring locations are included within Appendix F of the CSWMP. Canterbury

Racecourse BOM weather observations were used to determine the amount of rainfall in a 24hr period, forming the basis of when monitoring occurred.

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

The results of the Construction Water Quality Monitoring Program are included in Section 3.
There are currently no active sediment basins on the project, and none have been identified during the construction phase of the project to date.

3.2 Surface Water Baseline Data

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

Figure 1 - *Canterbury Compound (water quality location 8)*

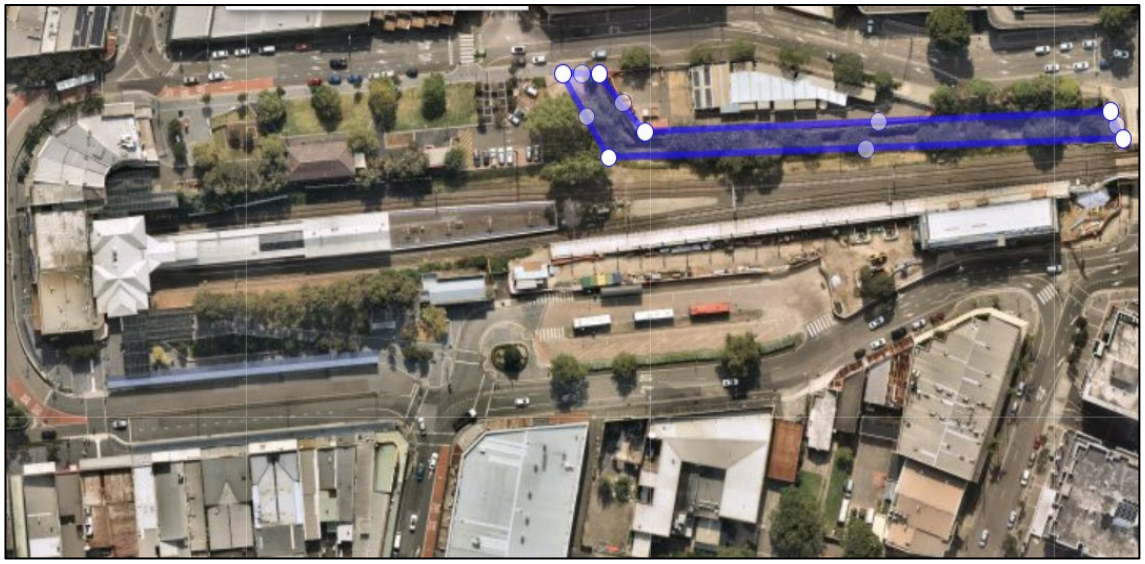


Figure 2 - Bankstown early works (water quality location 9)

Table 1 - *Surface Water Monitoring Baseline*

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

3.3 Noise and Vibration monitoring

As part of the Noise and Vibration Assessment within the Sydney Metro Sydenham to Bankstown Upgrade Environmental Impact Statement, the area surrounding the entire Project site was divided into 13 Noise Catchment Areas (NCAs). SWM3 works occur across all 13 NCA's depending on where works will reside, there are some locations where works are more consistent than others. Noise monitoring was undertaken in 2016 as part of the EIS to determine the Rating Background Level for the 16 noise catchments. The Rating Background Levels for all NCAs are shown in **Table 2**.

Table 2 - *RBLs for SWM3 Noise Catchment Areas*

NCA	Daytime RBL(7am to 6pm)	Evening RBL (6pm to10pm)	Night RBL (10pm to7am)
1	38	38	33
2	38	38	33
3	38	38	34
4	40	40	35
5	36	36	32
6	45	42	35
7	41	41	35
8	47	47	41
9	44	44	36
10	47	47	41
11	47	47	39
12	54	51	42
13	42	42	39
14	41	41	40
15	51	51	43
16	58	52	38

Based on planned work in the construction phase, impacts were largely spread across the noise catchments. Note: NCA17 not used for SWM3 works due to not using laydown in Yennora.

Figure 3 & Figure 4 below shows the noise catchment boundaries across the project.

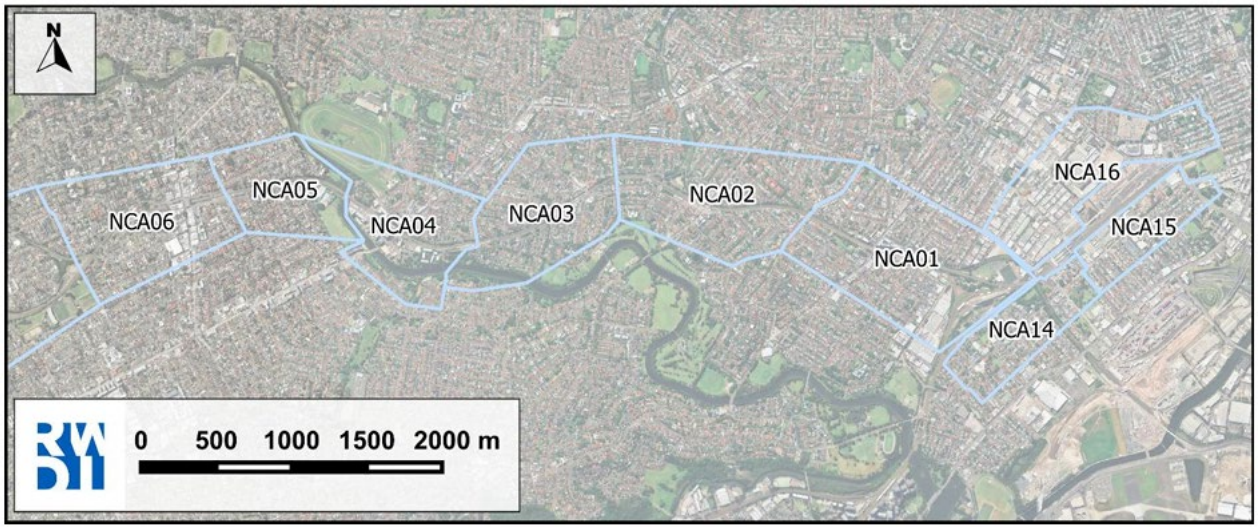


Figure 3: Sydenham to Bankstown Noise Catchment Areas-NCA 01 to NCA 06, NCA 14 to NCA16

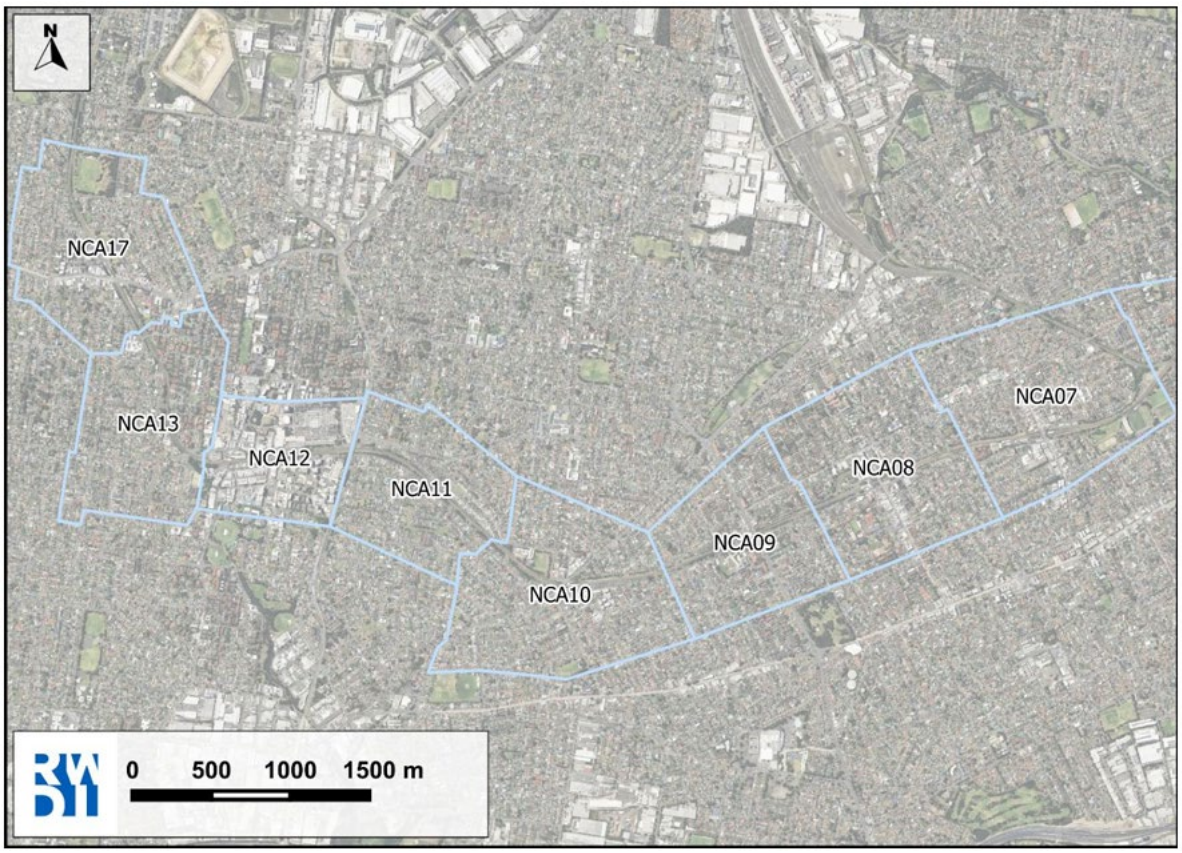


Figure 4 – Sydenham to Bankstown Noise Catchment Areas- NCA 07 to NCA 13, NCA 17

Monitoring is undertaken during construction activities (including out of hours works) where required in accordance with Section 8 of the CNVS and for validation purposes. Attended noise monitoring is undertaken in the event of a noise complaint. Where a complaint occurs, monitoring will be undertaken at the complainant's property, nearest to any work.
Vibration monitoring will be undertaken before and during works where buildings or structures exist within the safe work distances of vibratory plant. Monitoring will also be undertaken where vibration generating activities have the potential to impact on heritage items. Monitoring will be undertaken for vibration causing "activities" at a structure and applied as indicative across the project area in similar circumstances (e.g. the methods and plant used for the compaction of batters is consistent across the site, as such the monitoring at one structure is representative of the impacts at other structures). Representative monitoring should be undertaken at the most sensitive structure for which it is to be applied. In accordance with the requirements of the CNVS, the vibration limits have been set out in the British Standard BS 7385-2:1993.

4 Results

4.1 Surface Water

Water quality monitoring inspections were undertaken eight (8) times during this reporting period. These occurred between on the 29th of March 2025 and the 19th of August 2025 and was in response to rain events as follows;

- 29/03/2025, 30.8mm
- 23/04/2025, 32.6mm
- 27/04/2025, 43.8mm
- 19/05/2025, 20.4mm
-01/07/2025, 21.6mm
-31/07/2025, 25.4mm

-11/08/25, 73.6mm (over 3 days)
-19/08/2025, 21.8mm

There were no adverse impacts relating to JHLOR works observed during the period.

Refer to **Appendix A** full monitoring inspections, including commentary and photographs within the water monitoring report.

4.2 Noise and Vibration Monitoring

4.3.1 Noise Monitoring

Continuous real time noise monitoring with attended noise monitoring was undertaken as triggered by noise modelling.

Refer to **Appendix B – Noise Monitoring Report**.

The following noise monitoring events were undertaken for the below Out-of-hour works (OOHW):

- Emergency Night Works (05, 06 &10 Mar 2025)
- Final Conversion Stage-3 Part 2 (28 Feb -03 Mar & 07-09 Mar 2025)
- Y25 WE38 (22 Mar -23 Mar 2025)
- Y25 WE39 (28 Mar -30 Mar 2025)
- Y25 WE40 (05 Apr -06 Apr 2025)
- Y25 WE41 (12 Apr -13 Apr 2025)
- Y25 WK41 Local Area and Utility Works (14 Apr 2025)
- April Shut Stage 1 (27 April -05 May 2025)
- Y25 WK44-45 Local Area and Utility Works (03 May - 05 May 2025)
- April Shut Stage 2 (05 May -12 May 2025)
- Y25 WK45 Local Area and Utility Works (10 May 2025)
- Y25 WK45 Local Area and Utility Works (13 May - 15 May 2025)
- April Shut Stage 3 (12 May - 19 May 2025)
- April Shut Stage 4 (19 May - 26 May 2025)
- April Shut Stage 5 (26 May - 02 Jun 2025)
- April Shut Stage 6 (02 Jun -09 Jun 2025)
- April Shut Stage 7 (09 Jun -16 Jun 2025)
- April Shut Stage 8 (16 Jun -23 Jun 2025)
- Y25 WK50 Local Area and Utility Works (16 Jun 2025)
- April Shut Stage 9 (23 Jun -29 Jun 2025)
- Y25 WE01-02 (07 July - 13 July)
- Y25 WE02-03 (14 July - 20 July)
- Y25 WE03-04 (21 July - 27 July)
- Y25 WK04-WE05 (28 July- 3 Aug)
- Y25 WK05-WE06 (4-10 August)
- Y25 WK06-WE07 (11 -17 August)
- Y25 WE09 (30-31 August)

There were no exceedance during the monitoring period that required a change of mitigation measures.

Detailed noise monitoring results are attached in **Appendix B**. Throughout the works carried out over the reporting period (March 2025- August 2025). Actual noise (LAeq 15min) data was collected at the monitoring location and assessed for exceedances.
There were no exceedances of the original noise predictions for the current reporting period that required a change of mitigation measures.
Construction impacts as well as extraneous noise was recorded as impacting receivers and monitoring results. Frequent extraneous noise sources throughout the night included:

- Noise from passing freight trains on the ARTC line
- Road traffic, particularly rail replacement buses during rail possessions
- Air traffic, especially in the Sydenham/Marrickville area.

4.3.2 Vibration

As per the Construction Noise and Vibration Impact Statement, real time vibration monitoring is conducted when the works are predicted to exceed the building cosmetic damage vibration goals and/or human comfort vibration goals. No works throughout this reporting period indicated the need for vibration monitoring.
To date, there has been no exceedances of vibration from construction activities, and recorded vibration (PPV in mm/s) has been well below cosmetic vibration limits for affected structures. As above, attended noise and vibration monitoring has identified that external non-construction noise and vibration sources are frequent in the areas, which is also expected to reflect in the results of any real-time continuous monitoring.
Vibration monitoring was carried out three (3) times during the current reporting period.

- 18 June 2025, Bankstown Sydney Trains Station, platform re-surfacing
- 12 July 2025, Marrickville Station, Platform 2 asphalting (representative of all stations for this activity)
- 16 July 2025, Marrickville Station, Platform 2 asphalting

4.4 Complaints

There were fourteen (14) complaints throughout this 6 month reporting period. Seven (7) of the complaints were unrelated to S2B works (S2B had stopped recording complaints not related to its works) these complaints are shaded orange. Six (6) complaints were unavoidable. These complaints are shaded green. One (1) complaint resulted in a non-compliance. This complaint is shaded purple.

Complaint Id	Date received	Time received	Suburb complaint relates to	Construction site/work complaint relates to	Complaint description	Response provided to stakeholder by community team	Action/s taken by project team/team on site - If no action is taken, give reasons - If monitoring was undertaken, was it helpful in resolving the issue?	Status (E.g. Resolved, Ongoing, Monitoring)
ECO126	25/03/2025	13:18:00	Belmore	Notification	Belmore resident complaint about not receiving a respite offer for WE39	JHLOR CCRC spoke to resident and apologised that 2 Lark St was missed during the offers. Explained we will issue a respite voucher for 22/3 today and an offer of alternative accommodation has been triggered for 28 and 29 March. Resident replied he prefers to stay at home and would appreciate the voucher instead. JHLOR CCRC confirmed with the resident respite vouchers will be issued on Friday 28/8 for the upcoming possession works	JHLOR CCRC reviewed the noise model and with the JHLOR Environmental team identified that the property was missed. The model identified the property was triggered for AA WE38 & WE39. RO was offered as a preference of the resident. An additional quality control check was added to the process to prevent a recurrence.	Closed
ECO127	30/03/2025	16:24:00	Canterbury	WE39 Possession Noise	Canterbury resident complaining about construction noise	JHLOR CCRC contacted resident advising the construction noise was unrelated to the S2B works. The complaint was passed onto the other contractors working in that area.	No further action required as no works occurring in the area.	Closed.
ECO128	30/03/2025	15:13:00	Canterbury	WE39 Possession Noise	Canterbury resident complaining about construction noise over the weekend	JHLOR CCRC contacted resident advising the construction noise is unrelated to the S2B works. The complaint was passed onto the other contractors working in that area.	No further action required as no works occurring in the area.	Closed.
ECO129	30/03/2025	16:58:00	Canterbury	WE39 Possession Noise	Sleep disturbance	JHLOR CCRC spoke to resident and apologised for the disturbance, however it is not related to S2B. The complaint is being passed on to the responsible Contractor.	No further action required as no works occurring in the area.	Closed.
ECO130	30/03/2025	21:21:00	Canterbury	WE39 Possession Noise	Canterbury resident complaining about construction noise and unable to sleep	Complaint passed on to the responsible contractor, not related to S2B works.	No further action required as no works occurring in the area.	Closed.
ECO131	31/03/2025	23:14:00	Marrickville	WE39 Possession Noise	Excessive heavy machinery noise going since approx 8am today and still continuing.	Complaint passed on to the responsible contractor, not related to S2B works.	No further action required as no works occurring in the area.	Closed.

					unable to sleep.			
ECO132	31/03/2025	20:36:00	Canterbury	WE39 Possession Noise	Canterbury resident complaining of loud construction noise over the weekend	JHLOR CCRC contacted resident confirming JHLOR was not working in that location. Advised complaint would be forward ed to responsible contractor and they would be in touch.	No further action required as no works occurring in the area.	Closed.
ECO133	14/04/2025	21:07:00	Bankstown	OOH Noise	Bankstown resident complaining about out of hours noisy works	JHLOR CCRC contacted resident following up with noise complaint and will issue a respite voucher again	JHLOR CCRC reviewed the noise modelling and an offer of respite was offered to the resident and the noise levels produced were within low prediction. The offer was re-issued.	Closed.
ECO134	2/05/2025	03:35:00	Hurlstone Park	OOH Noise	Hurlstone Park resident complaint regarding lift alarm operating overnight	Although not related to JHLORJV, CRM responded to resident and advised that action has been taken to ensure that it doesn't happen again. Apologised for the inconvenience caused.	Investigation identified that due to overnight weather event lift well had flooded causing alarm to sound. Flooding likely caused by a defect which is to be investigated by lift company. Lift company has deactivated alarm and disconnected whilst defect is investigated and rectified (as lift is out of service).	Closed.
ECO135	5/05/2025	00:08:00	Canterbury	OOH Noise	Canterbury resident complaining of noisy OOHW	JHLOR CCRC phoned the resident apologising for the inconvenience and confirmed an offer of respite was provided to the resident and a respite voucher will be issued retrospectively	JHLOR CCRC reviewed the noise modelling, and an offer of respite was offered to the resident and the noise levels produced were within low prediction.	Closed.
ECO136	13/05/2025	15:21:00	Belmore	trucks accessing Belmore Triangle before 7am	trucks accessing Belmore Triangle before 7am	The complaint was received indirectly from DPHI-awaiting further context.	Noise monitoring identified one elevated isolated 15min period which would not trigger additional notifications, respite offers or sleep disturbance assessment. From the evidence reviewed unable to determine the responsible party. The Project team will be re-briefed on access requirements.	Closed.
ECO137	14/05/2025	10:59:00	Bankstown	Noise	Bankstown resident complaining of noisy works occurring near their residence	JHLORJV CRM phoned resident apologised for the disturbance explained that works were occurring during standard construction hours and that JHLORJV would be adhering to the requirement for high noise activity of 3hrs on 1 off.	JHLORJV CRM reviewed footage to confirm that requirement for high noise activity of 3hrs on 1 off was being adhered to.	Closed
ECO138	26/05/2025	21:00:00	Belmore	OOH Noise	Belmore resident complaining of OOH noise and driver behaviour	JHLORJV CRM reviewed trigger list and modelling to confirm resident was eligible for an additional mitigation measure offer of alternative accommodation however resident accepted respite vouchers in lieu.	No further action regarding noise complaint as appropriate mitigation was issued. This closes out issue related to EPL. Further information had been requested regarding the driver behaviour issue raised by resident (not related to EPL).	Closed

ECO139	13/07/2025	08:41:00	Marrickville	Odour	Asphalting causing odour	JHLORJV CRM cannot get through to caller for more information	Response to complainant via email: John Holland Laing O'Rourke engages the services of a Certified Occupational Hygienist (COH)® to provide governance over the performance of all occupational health and hygiene activities, including approval of Management Plans, Health Risk Assessments and Exposure Control Plans as required by Sydney Metro Principal Contractor Health & Safety Standard. As part of the sub-contractors Safe Work Method Statement a series of controls were reviewed for the work and the asphalting work was undertaken in a well-ventilated open area to ensure that the workers occupational exposure was managed accordingly. Whilst you may have experienced odour at your residence the risk is considered low compared to the occupational risk. In light of this we would be happy to retrospectively offer you respite for the work conducted last Sunday. These works will also be conducted this weekend and we would also be happy to offer respite vouchers so you can leave your house to receive respite from the works. Please let us know if you would like to receive this respite offer.	Closed

5 Mitigation Measures

5.1 Noise and Vibration

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

A total of three (3) non-compliance reports (NCRs) related to noise and vibration were provided to EPA, SM and the Environmental Representative (ER):
NCR 008 Unapproved OOH entry to Belmore Triangle WE35
NCR 010 Missed notification WE38/WE39
NCR 012 Unapproved OOH entry to Belmore Triangle

Note: Entry into Belmore Triangle before 7am is a non-conformance with the CEMP. The action of entry did not trigger mitigation measures.

5.2 Water

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

6 Conclusion

Pre-construction surface water monitoring began in March 2021, with results showing several instances of poor water quality due to detritus and turbidity. Monitoring during the March to August 2025 period indicated no adverse impacts associated with JHLOR activities.
Erosion-sediment control plans are maintained and reviewed regularly, and JHLOR conducts weekly and post rain environmental inspections. The Environment Representative also conducted bi-weekly inspections during this reporting period, and any observations are closed out within agreed timeframes.
Monitoring records have validated modelled noise and are consistent with the predicted impact of construction activities within the noise catchment areas on sensitive receivers.
There were zero (0) exceedances of the noise predictions for this reporting period that required additional mitigation.

Appendix A –Water Monitoring Report

SWMC and BEW. Water Quality Monitoring Programme - Environmental Condition Surveys (CoA C8b)

Inspection type	Rain Event 23/04/2025(#50)
Rainfall (in previous 24hrs)	9.6 + 33mm (to completion of inspection at +-11:00)
Inspection by	Andre Kruize
Date(s) of inspection	Wednesday 23/04/25 (07:00 onwards)
Other general notes	Cant Compound - Rain data, inspection and photos were taken through the corridor during the inspection Weather data from Canterbury Weather Station.

Latest Weather Observations for Canterbury

IDN60901

Issued at 12:02 pm EST Wednesday 23 April 2025 (issued every 10 minutes, with the page automatically refreshed every 10 minutes)

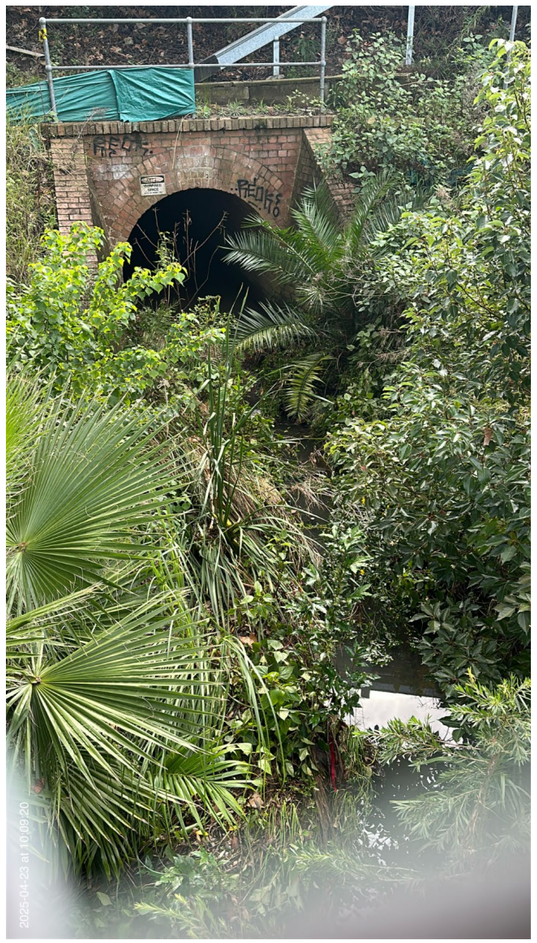
About weather observations | Map of Sydney area stations | Latest observations for Sydney area | Other Formats

Station Details ID: 066194 Name: CANTERBURY RACECOURSE AWS Lat: -33.91 Lon: 151.11 Height: 3.0 m

Data from the previous 72 hours. | See also: Recent months at Canterbury

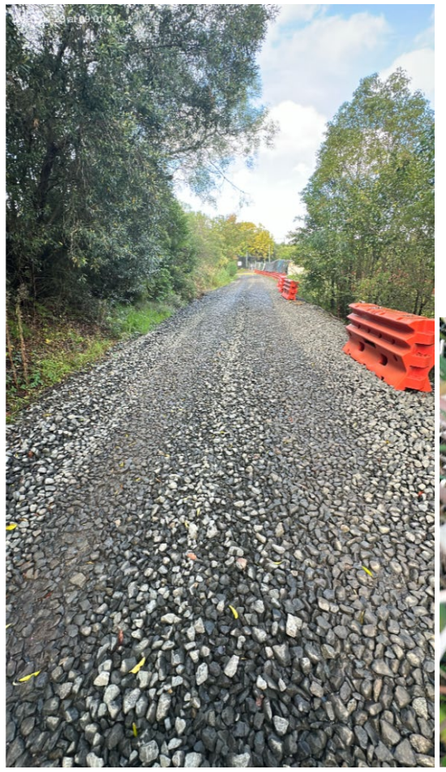
Date/Time EST	Temp °C	App Temp °C	Dew Point °C	Rel Hum %	Delta-T °C	Wind					Press QNH hPa	Press MSL hPa	Rain since 9am mm
						Dir	Spd km/h	Gust km/h	Spd kts	Gust kts			
23/12:00pm	21.6	19.8	15.9	70	3.4	ESE	20	37	11	20	-	-	0.0
23/11:30am	23.2	20.1	16.5	66	4.1	E	28	43	15	23	-	-	0.0
23/11:00am	23.9	21.5	16.4	63	4.6	E	24	35	13	19	-	-	0.0
23/10:30am	23.4	21.3	17.2	68	3.8	ESE	24	37	13	20	-	-	0.0
23/10:00am	23.2	21.0	17.0	68	3.8	E	24	33	13	18	-	-	0.0
23/09:30am	22.5	20.1	16.5	69	3.6	ESE	24	35	13	19	-	-	0.0
23/09:00am	22.5	21.3	17.4	73	3.1	ESE	20	28	11	15	-	-	33.0
23/08:30am	21.8	20.5	17.2	75	2.8	ESE	20	28	11	15	-	-	33.0
23/08:00am	20.9	20.1	17.1	79	2.3	ESE	17	24	9	13	-	-	33.0
23/07:30am	20.2	20.5	18.0	87	1.4	SE	13	20	7	11	-	-	33.0
23/07:00am	19.8	20.0	17.6	87	1.3	ESE	13	22	7	12	-	-	33.0
23/06:30am	18.7	19.6	17.5	93	0.7	SE	9	17	5	9	-	-	33.0
23/06:00am	18.1	18.8	17.0	93	0.7	SE	9	11	5	6	-	-	33.0
23/05:30am	17.7	17.8	16.6	93	0.7	ESE	11	15	6	8	-	-	33.0
23/05:00am	17.4	17.8	16.4	94	0.6	ESE	9	15	5	8	-	-	33.0
23/04:30am	17.5	16.8	16.4		0.7	ESE	15	30	8	16	-	-	32.8

22/08:17pm	19.9	19.2	18.2	90	1.1	SSE	19	37	10	20	-	-	27.0
22/08:00pm	20.0	20.0	19.0	94	0.6	SSE	17	26	9	14	-	-	26.2
22/07:30pm	19.8	20.0	18.6	93	0.7	S	15	33	8	18	-	-	26.2
22/07:00pm	19.7	20.2	18.4	92	0.8	S	13	22	7	12	-	-	25.8
22/06:30pm	19.4	19.5	18.4	94	0.6	SSE	15	22	8	12	-	-	25.8
22/06:00pm	18.9	18.7	17.7	93	0.7	S	15	24	8	13	-	-	25.8
22/05:30pm	19.0	18.1	18.2	95	0.5	SSE	20	39	11	21	-	-	25.6
22/05:00pm	19.1	18.3	18.1	94	0.6	SSE	19	35	10	19	-	-	25.4
22/04:40pm	18.9	18.7	18.4	97	0.3	SSE	17	26	9	14	-	-	25.4
22/04:30pm	18.8	18.6	18.5	98	0.2	SSE	17	26	9	14	-	-	25.4
22/04:00pm	19.3	19.2	17.8	91	0.9	SE	15	30	8	16	-	-	9.6
22/03:59pm	19.4	19.7	17.9	91	0.9	SE	13	20	7	11	-	-	9.4
22/03:50pm	19.9	19.4	17.9	88	1.2	SE	17	28	9	15	-	-	7.4
22/03:30pm	19.8	17.3	17.2	85	1.6	SE	26	48	14	26	-	-	7.2
22/03:24pm	20.2	17.2	16.8	81	2.1	SSE	28	48	15	26	-	-	6.6
22/03:23pm	20.4	17.3	16.6	79	2.3	SSE	28	48	15	26	-	-	6.4

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 1 Dulwich Hill MSB (Ewart Culvert), country side of commuter car park	JHLOR. Sporadic construction activities (sec fence) adjacent to culvert at 20m distance (no excavation). No upstream excavation activities at Ewart St on this day. Ewart St ERSED: Overland flow is arrested through a series of mid slope berms, coir logs and sediment fences. All pits are covered. No visible discharge of dirty water from site into existing water flow lines.	**Water clarity and colour:** Water in main culvert looks clean *Side inlet on LHS*: Not a clear line of sight due to vegetation growth Reduced visual BUT what can be seen looksl like clean flow (with no cloud plume showing in main culvert) *Side inlet on RHS:* Not a clear line of sight due to vegetation growth BUT no sign of dirty water plume showing in main culvert **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Currently low flow of water but signs of damage to vegetation - indicator of high volume flows. **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil **Other comments/description:** N/A	 **LHS Inlet** Not a clear line of sight – heavy vegetation growth, but what can be seen looks like clean flow. No cloud plume in main culvert. **RHS Inlet** Not a clear line of sight – heavy vegetation growth. No cloud plume in main culvert			
Location 2 Hurlstone Park, countryside	No JHLOR construction/excavation activities along the corridor near this location	**Water clarity and colour:** **Odour:** N/A **Description of flow and quantity/ Visible runoff (into the water body):** N/A **Oil and Grease:** N/A **Details of any foreign objects within the water:** N/A	**NO PO AVAILABLE, AREA LOCKED – AREA NOT INSPECTED**	Area alongside tracks and upstream from the open culvert are heavily vegetated.		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
		Other comments/description: N/A				
Location 3 West bank of Cook's River	No JHLOR construction/excavation activities along the corridor near this location or any work back to Campsie station. Corridor area is vegetated/stabilized all the way up to Campsie. Upstream photo (Wairoa) show slightly turbid water – not from JHLOR activities (old ST work area).	**Water clarity and colour**: Clean water at outlet of SW pipe. Water in pond and river is dirty. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Low flow **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	**SW oulet at River** 	Cooks River – low tide		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			Upstraem at Wairoa. Small sandy patch (not JHLOR) on nature strip causing minor discolouration of water in K&G. Doesn't look to come from corridor **Upstream near Park St.** No photos taken from up here as this upstream flow shows clean water down at Wairoa Intersection			
Location 4 Belmore Triangle Access Road	BelmoreT – There is a ballast access road alongside this open channel Access track opens into BelmoreT transit space and also into Stockpile area at BelmoreT Wedge	**Water clarity and colour**: Clean water through SW pipe. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** low flow. No visible signs of sediment flow from ballast access road. **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	**SW oulet alongside access/ballast road.**	This location is alongside a ballast stable track into BelmoreT **Belmore Triangle Area:** 1.Transit area. 2.Surface in the BelmoreT area is mostly covered by ballast. 3.There is a mid batter berm in place to divide catchment (concrete barrier divider placed). 4.Thick vegetated area around sed fence at bottom of area. Mulch berm added. 5.No stockpiling of spoil in this area as it is only a transit point for plant and vehicles to hi-rail pad and BelmoreT wedge. **Belmore Triangle Wedge Area:** Stockpiles (spoil and Engineered fill) are located on top of batter above the access road. No		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			Redman Pde – Upstream Status & Controls. Sweeper maintaining cleanliness of roadway. No stockpile works (ie minimal trucks going in/out). Some use of Engineering materials. **Toe of batter on side of ballast Access road** – Ponded rain water: no sign of turbidity. Obscured line of sight for photos is due to heavy vegetation growth 	sign of spoil movement down slope on ballast access road. Stockpile area is flat. Toe of spoil stockpile is surrounded by double barrier and geofab curtain over barriers		
Location 5 Lakemba, country side	Only JHLOR associated with Station works but no excavation work Some landscaping on the nature strip/outside of corridor (UP side) but ERSED in place	**Water clarity and colour:** **Odour:** N/A **Description of flow and quantity/ Visible runoff (into the water body):** N/A	**Nth side of corridor (UP side)** Drainage network below ground/road – water from road discharges into drop pit: no visual on quality of water in drainage pipes. **Sth side of corridor – Two culverts (Down Side)**			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
	No work on the inside of corridor (Upside) No construction activities on the DWN side of corridor both inside/outside of corridor.	**Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	Photos taken of the two culverts locations - vegetation obscures bottom of culvert. Water looked clean. 			
Location 6 Wiley Park, countryside.	No JHLOR excavation works on the UP & DWN side of the tracks Contractor (not JHGLOR) is using the WP3 access as laydown of plant, equipment & Engineering fill.	**Water clarity and colour:** Eastern culvert has clear water flowing. • **Downstream (Nth side):** See notes in photo section. • **Upstream (Sth side):** See notes in photo section. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** See notes in photo section. **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil. **Other comments/description:** Nil	**NORTH SIDE OF CORRIDOR (UP STREAM)** Area upstream of Culvert. Inside corridor and Gate WP3 is well stabilised – however contractor (not JHGLOR) is using this access as laydown of plant, equipment & Engineering fill. No water flow in concrete channel looks clean. **Western most culvert** Clean water in main culvert with no water from inlet flowing in western culvert. Leaf litter is stationary. Very low flow of water through culvert 			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			Middle culvert: No flow/standing water at this intersection. Very slightly turbid water in middle culvert. **Eastern most culvert** Low flow, clear water through main culvert. Slow seepage of water through two holes in adjacent western culvert as it seems blocked with garbage/leaf litter. No oil & grease. No odour. Photos show culvert on corridor side of Urunga Pde. 			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			SOUTH SIDE OF CORRIDOR **Western most culvert** - Low flow. Clean water. **Middle culvert** – Standing water is clean 			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			Eastern most Culvert - Low flow, clear water through main culvert. 			
Location 7 Bankstown	Nil activities in the area		**No PO available – not inspected – no JHLOR works in catchment.** NOTE: This flow line is below ground and runs across the corridor from Nth to Sth and can be seen through pits only. They are all inside corridor.			
Location 7ALT City side of Bankstown DOWN track (near Stacey St)	No JHLOR excavation activities have been carried out alongside the corridor near this location in the last couple of months. Area stable with heavy vegetation growth in corridor CESS and alongside culvert	**<u>Sth Side</u>** **Water clarity and colour:** low flow, clear water **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** see above. **Oil and Grease:** Nil **Details of any foreign objects within the water:** No debris in water **Other comments/description** Nil				

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 8 Canterbury Compound	No JHLOR construction/excavation activities along the corridor near this location	**Water clarity and colour from Culvert Under Corridor.** Low flow, slightly water. Signs of very high flow as damage to vegetation is across the whole width of culvert NOTE: There is clear water flow from compound hard stand/asphalt carpark into ballast drain at pit. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Clean water, med flow of water in eastern channel **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil **Other comments/description:** Nil	**Inside Canterbury Compound** Very low water flow through ballast channel. No odour and no oil & grease. Water is clean going into pit **Eastern Channel. Outside Canterbury Compound boundary alongside pedestrian footpath:** Upstream from JHLOR discharge point. Water observed to be slightly turbid.	No excavation activities along the corridor near this location		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 <u>Downstream from JHLOR discharge point:</u> Downstream water observed to be turbid. NOTE: Signs of batter slip on LHS of open channel.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 9 Bankstown Platform works	Culvert backfilled. No further inspections required for this waterway. Brick culvert filled in. No reporting & no photos required	**Water clarity and colour:** **Odour:** **Description of flow and quantity/ Visible runoff (into the water body):** **Oil and Grease:** **Details of any foreign objects within the water:** **Other comments/description**	**JHLOR site.** Brick culvert filled in. No reporting & no photos required			

SWMC and BEW. Water Quality Monitoring Programme - Environmental Condition Surveys (CoA C8b)

Inspection type	Rain Event 27/04/2025(#51)
Rainfall (in previous 24hrs)	43.8mm
Inspection by	Ted Zhang
Date(s) of inspection	Sunday 27/04/25 (commence 07:00 onwards)
Other general notes	Cant Compound - Rain data, inspection and photos were taken through the corridor during the inspection Weather data from Canterbury Weather Station.

Latest Weather Observations for Canterbury

IDN60901

Issued at 6:52 am EST Sunday 27 April 2025 (issued every 10 minutes, with the page automatically refreshed every 10 minutes)

About weather observations | Map of Sydney area stations | Latest observations for Sydney area | Other Formats

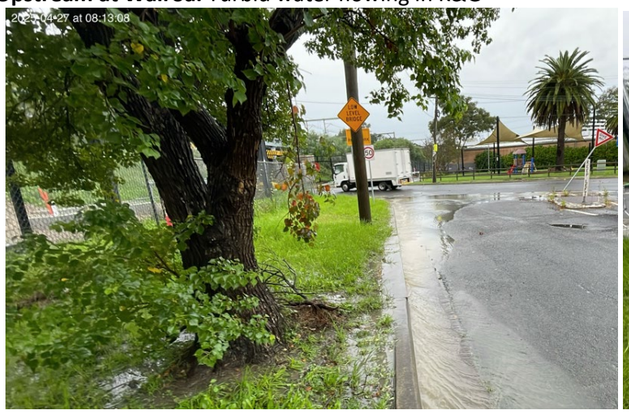
Station Details ID: 066194 Name: CANTERBURY RACECOURSE AWS Lat: -33.91 Lon: 151.11 Height: 3.0 m

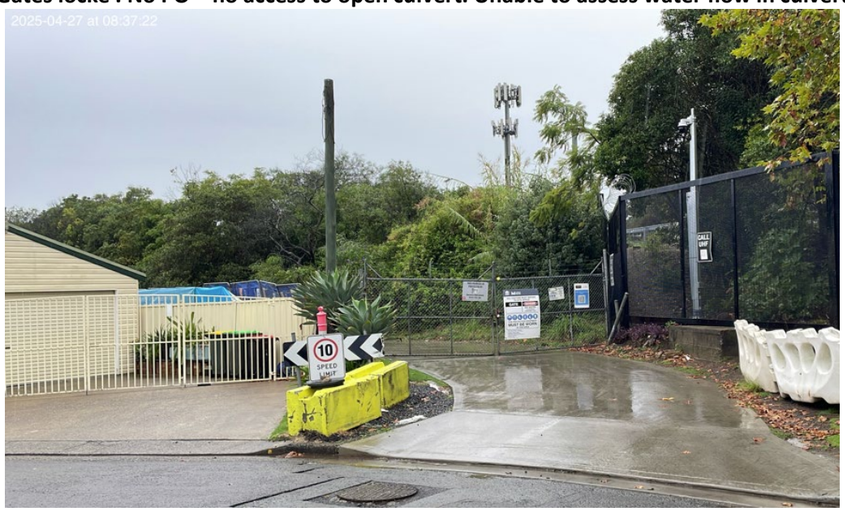
Data from the previous 72 hours. | See also: Recent months at Canterbury

Date/Time EST	Temp °C	App Temp °C	Dew Point °C	Rel Hum %	Delta-T °C	Wind					Press QNH hPa	Press MSL hPa	Rain since 9am mm
						Dir	Spd km/h	Gust km/h	Spd kts	Gust kts			
27/06:30am	17.5	19.0	17.5	100	0.0	W	6	11	3	6	-	-	43.8
27/06:28am	17.5	18.8	17.5	100	0.0	WSW	7	13	4	7	-	-	43.8
27/06:00am	17.2	16.8	17.2	100	0.0	SE	15	22	8	12	-	-	38.4
27/05:31am	17.2	19.7	17.2	100	0.0	CALM	0	6	0	3	-	-	14.0
27/05:30am	17.2	19.7	17.2	100	0.0	CALM	0	6	0	3	-	-	13.4
27/05:00am	17.2	18.5	17.2	100	0.0	WSW	6	9	3	5	-	-	12.8
27/04:30am	17.1	18.2	17.1	100	0.0	WSW	7	13	4	7	-	-	12.8
27/04:25am	17.1	18.2	17.1	100	0.0	WNW	7	13	4	7	-	-	12.8
27/04:00am	17.2	17.6	17.2	100	0.0	N	11	22	6	12	-	-	10.0
27/03:58am	17.3	18.5	17.3	100	0.0	NNW	7	19	4	10	-	-	9.2
27/03:30am	17.3	18.7	17.3	100	0.0	NW	6	7	3	4	-	-	6.6
27/03:00am	17.2	19.7	17.2	100	0.0	CALM	0	9	0	5	-	-	6.4
27/02:30am	17.1	19.5	17.1	100	0.0	CALM	0	0	0	0	-	-	6.4
27/02:00am	16.9	19.3	16.9	100	0.0	CALM	0	0	0	0	-	-	6.4
27/01:30am	16.6	18.8	16.6	100	0.0	CALM	0	0	0	0	-	-	6.4
27/01:00am	16.7	19.0	16.7	100	0.0	CALM	0	0	0	0	-	-	6.4
27/12:30am	16.9	19.3	16.9	100	0.0	CALM	0	0	0	0	-	-	6.4
27/12:00am	17.2	19.6	17.0	99	0.1	CALM	0	0	0	0	-	-	6.4

Date/Time EST	Temp °C	App Temp °C	Dew Point °C	Rel Hum %	Delta-T °C	Wind					Press QNH hPa	Press MSL hPa	Rain since 9am mm
						Dir	Spd km/h	Gust km/h	Spd kts	Gust kts			
26/11:30pm	17.1	19.3	16.6	97	0.3	CALM	0	0	0	0	-	-	6.2
26/11:00pm	17.5	18.7	16.9	96	0.4	NNW	6	9	3	5	-	-	5.8
26/10:30pm	18.2	18.1	17.9	98	0.2	N	15	24	8	13	-	-	5.6
26/10:05pm	18.5	19.1	18.5	100	0.0	NNE	13	19	7	10	-	-	5.2
26/10:00pm	18.5	19.4	18.3	99	0.1	NNE	11	19	6	10	-	-	4.8
26/09:49pm	18.6	19.1	18.3	98	0.2	NNE	13	24	7	13	-	-	4.0
26/09:39pm	18.6	18.6	18.1	97	0.3	NNE	15	26	8	14	-	-	2.8
26/09:34pm	18.6	19.2	17.8	95	0.5	NE	11	26	6	14	-	-	2.4
26/09:30pm	18.8	19.8	17.8	94	0.6	NE	9	15	5	8	-	-	1.0
26/09:17pm	18.8	19.0	17.6	93	0.7	ENE	13	19	7	10	-	-	1.0
26/09:02pm	19.1	18.5	17.6	91	0.9	ENE	17	30	9	16	-	-	0.4
26/09:00pm	19.3	18.4	17.8	91	0.9	E	19	30	10	16	-	-	0.2
26/08:30pm	18.4	21.2	17.9	97	0.3	CALM	0	0	0	0	-	-	0.0
26/08:00pm	19.1	22.0	18.3	95	0.5	CALM	0	0	0	0	-	-	0.0
26/07:30pm	19.5	22.2	17.8	90	1.0	CALM	0	0	0	0	-	-	0.0
26/07:00pm	20.6	22.4	18.4	87	1.4	E	6	13	3	7	-	-	0.0
26/06:30pm	20.7	22.2	18.1	85	1.6	E	7	11	4	6	-	-	0.0

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 1 Dulwich Hill MSB (Ewart Culvert), country side of commuter car park	JHLOR. Sporadic minor non-excavation construction activities (sec fence) adjacent to culvert at 20m distance (no excavation). No upstream excavation activities at Ewart St on this day. Ewart St ERSED: Overland flow is arrested through a series of mid slope berms, coir logs and sediment fences. All pits are covered. No visible discharge of dirty water from site into existing water flow lines. Area on city side of culvert – covered with geofab	**Water clarity and colour:** Water in main culvert looks slightly turbid *Side inlet on LHS*: Not a clear line of sight due to vegetation growth Reduced visual BUT what can be seen looksl like clean flow (with no cloud plume showing in main culvert) *Side inlet on RHS:* Not a clear line of sight due to vegetation growth BUT no sign of dirty water plume showing in main culvert **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Currently low flow of water but signs of limited damage to vegetation - indicator of med volume flows. **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil **Other comments/description:** N/A	 **LHS Inlet** Not a clear line of sight – heavy vegetation growth, but what can be seen looks like clean flow. No cloud plume in main culvert. **RHS Inlet** Not a clear line of sight – heavy vegetation growth. No cloud plume in main culvert			
Location 2 Hurlstone Park, countryside	No JHLOR construction/excavation activities along the corridor near this location	**Water clarity and colour:** **Odour:** N/A **Description of flow and quantity/ Visible runoff (into the water body):** N/A **Oil and Grease:** N/A	**NO PO AVAILABLE, AREA LOCKED – AREA NOT INSPECTED**	Area alongside tracks and upstream from the open culvert are heavily vegetated.		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
		Details of any foreign objects within the water: N/A **Other comments/description:** N/A				
location 3 West bank of Cook's River	No JHLOR construction/excavation activities along the corridor near this location or any work back to Campsie station. Corridor area is vegetated/stabilized all the way up to Campsie. Upstream photo (Wairoa) show turbid water – not from JHLOR activities (old ST work area up at Park St).	**Water clarity and colour**: Slightly turbid water at outlet of SW pipe. Water in river is dirty. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Low flow **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	 **SW oulet at River** **Upstream at Wairoa.** Turbid water flowing in K&G  **Upstream near Park St.** Turbid water flowing down K&G towards Wairoa Intersection. Source - from blocked pipes under track into open swale(inside corridor). ST tried to clear but not successful.	Cooks River – high tide		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 4 Belmore Triangle Access Road	BelmoreT – There is a ballast access road alongside the open channel Access track opens into BelmoreT transit space and also into Stockpile area at BelmoreT Wedge	**Water clarity and colour**: N/A **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** N/A **Oil and Grease:** N/A **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	**Gates locke . No PO – no access to open culvert. Unable to assess water flow in culvert** 			
Location 5 Lakemba, country side	Only JHLOR associated with Station works but no excavation work Some landscaping on the nature strip/outside of corridor (UP side) but ERSED in place No work on the inside of corridor (Upside) No construction activities on the DWN side of corridor both inside/outside of corridor.	**Water clarity and colour:** **Odour:** Clear **Description of flow and quantity/ Visible runoff (into the water body):** Low flow **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	**Nth side of corridor (UP side)** Drainage network below ground/road – water from road discharges into drop pit: no visual on quality of water in drainage pipes. **Sth side of corridor – Two culverts (Down Side)** Photos taken of the two culverts locations - vegetation obscures clear view of bottom of culvert. Water looked clean.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 6 Wiley Park, countryside.	No JHLOR excavation works on the UP & DWN side of the tracks Contractor (not JHGLOR) is using the WP3 access as laydown of plant, equipment & Engineering fill.	**Water clarity and colour:** Eastern culvert has clear water flowing. • **Downstream (Nth side):** See notes in photo section. • **Upstream (Sth side):** See notes in photo section. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** See notes in photo section. **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil.	 **NORTH SIDE OF CORRIDOR (UP STREAM)** Area upstream of Culvert. Inside corridor and Gate WP3 is well stabilised – however contractor (not JHGLOR) is using this access as laydown of plant, equipment & Engineering fill. Low water flow in concrete channel (road) looks clean.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
		Other comments/description: Nil	**Western most culvert** Turbid water in main culvert with slightly turbid water from inlet (unknown source) flowing into western culvert. Looks like standing water, no flow with leaf litter stationary. **Middle culvert:** Looks like no flow/standing water (high level)at this intersection. Turbid water in middle culvert.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action

Eastern most culvert

Low flow, slightly turbid water through main culvert. Slow seepage of water through two holes in adjacent western culvert as it seems blocked with garbage/leaf litter. No oil & grease. No odour. Photos show culvert on corridor side of Urunga Pde.

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			SOUTH SIDE OF CORRIDOR **Western most culvert** - high flow. Looks like slightly turbid water. **Middle culvert** – Standing water is turbid **Eastern most Culvert -** Low flow, looks like slightly turbid water through main culvert.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 7 Bankstown	Nil activities in the area		**No PO available – not inspected – no JHLOR works in catchment.** NOTE: This flow line is below ground and runs across the corridor from Nth to Sth and can be seen through pits only. They are all inside corridor.			
Location 7ALT City side of Bankstown DOWN track (near Stacey St)	No JHLOR excavation activities have been carried out alongside the corridor near this location in the last couple of months. Area stable with heavy vegetation growth in corridor CESS and alongside culvert	**<u>Sth Side</u>** **Water clarity and colour:** low flow, clear water **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** see above. **Oil and Grease:** Nil **Details of any foreign objects within the water:** No debris in water **Other comments/description** Nil				
Location 8 Canterbury Compound	No JHLOR construction/excavation activities along the corridor near this location	**Water clarity and colour from Culvert Under Corridor.** Low flow, slightly water. Signs of very high flow as damage to vegetation is across the whole width of culvert	**Inside Canterbury Compound** Medium, clear water flow through ballast channel. No odour and no oil & grease. Water is clean going into pit	No excavation activities along the corridor near this location		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
		NOTE: There is clear water flow from compound hard stand/asphalt carpark into ballast drain at pit. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Clean water, med flow of water in eastern channel **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil **Other comments/description:** Nil	 **Eastern Channel. Outside Canterbury Compound boundary alongside pedestrian footpath:** Upstream from JHLOR discharge point. Water observed to be very slightly turbid.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			  <u>Downstream from JHLOR discharge point:</u> No photos taken of this area			
Location 9 Bankstown Platform works	Culvert backfilled. No further inspections required for this waterway. Brick culvert filled in. No reporting & no photos required	**Water clarity and colour:** **Odour:** **Description of flow and quantity/ Visible runoff (into the water body):** **Oil and Grease:** **Details of any foreign objects within the water:** **Other comments/description**	**JHLOR site.** Brick culvert filled in. No reporting & no photos required			

Business

SWMC and BEW. Water Quality Monitoring Programme - Environmental Condition Surveys (CoA C8b)

Inspection type	Rain Event 19/05/2025(#52)
Rainfall (in previous 24hrs)	20.4mm
Inspection by	Ted Zhang
Date(s) of inspection	Monday 23/04/25 (07:30 onwards)
Other general notes	Cant Compound - Rain data, inspection and photos were taken through the corridor during the inspection Weather data from Canterbury Weather Station.

Latest Weather Observations for Canterbury

IDN60901

Issued at 2:03 pm EST Monday 19 May 2025 (issued every 10 minutes, with the page automatically refreshed every 10 minutes)

About weather observations | Map of weather stations | Latest weather observations for NSW | Other Formats

Station Details ID: 066194 Name: CANTERBURY RACECOURSE AWS Lat: -33.91 Lon: 151.11 Height: 3.0 m

Data from the previous 72 hours. | See also: Recent months at Canterbury

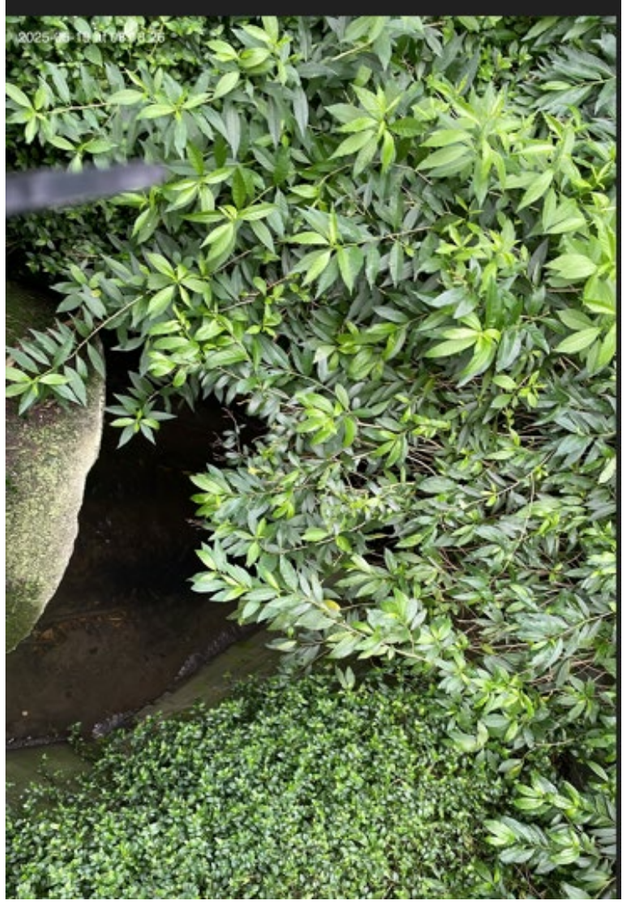
Date/Time EST	Temp °C	App Temp °C	Dew Point °C	Rel Hum %	Delta-T °C	Wind					Press QNH hPa	Press MSL hPa	Rain since 9am mm
						Dir	Spd km/h	Gust km/h	Spd kts	Gust kts			
19/02:00pm	14.9	9.1	10.7	76	2.2	SE	32	57	17	31	-	-	0.0
19/01:55pm	15.4	10.1	10.0	70	2.8	SSE	28	57	15	31	-	-	0.0
19/01:30pm	16.3	11.8	10.2	67	3.2	S	24	41	13	22	-	-	0.0
19/01:00pm	16.5	10.8	9.7	64	3.6	SSE	30	52	16	28	-	-	0.0
19/12:30pm	16.9	11.3	8.6	58	4.3	SSE	28	46	15	25	-	-	0.0
19/12:00pm	17.1	11.4	8.3	56	4.5	SSE	28	48	15	26	-	-	0.0
19/11:30am	17.1	10.5	7.7	54	4.7	SSE	32	54	17	29	-	-	0.0
19/11:00am	17.4	11.5	7.5	52	5.0	SSE	28	46	15	25	-	-	0.0
19/10:55am	17.3	11.4	7.6	53	4.9	SSE	28	46	15	25	-	-	0.0
19/10:30am	17.2	11.7	7.5	53	4.9	SSE	26	44	14	24	-	-	0.0
19/10:02am	16.8	10.9	7.7	55	4.6	SSE	28	50	15	27	-	-	0.0
19/10:00am	16.8	11.7	7.7	55	4.6	SSE	24	50	13	27	-	-	0.0
19/09:30am	16.7	11.5	7.4	54	4.6	SSE	24	35	13	19	-	-	0.0
19/09:00am	16.5	11.7	7.2	54	4.6	SSE	22	33	12	18	-	-	20.4
19/08:30am	16.1	10.0	8.1	59	4.0	SSE	30	48	16	26	-	-	20.4
19/08:29am	16.1	10.2	7.6	57	4.2	SSE	28	48	15	26	-	-	20.4
19/08:00am	16.0	11.2	5.6	50	5.0	SSE	20	32	11	17	-	-	20.4
19/07:30am	16.1	11.0	7.6	57	4.2	SSE	24	39	13	21	-	-	20.4
19/07:00am	16.2	11.9	7.7	57	4.3	SSE	20	37	11	20	-	-	20.4
19/06:30am	16.3	11.0	7.0	54	4.6	SSE	24	35	13	19	-	-	20.4
19/06:00am	15.8	11.0	8.8	63	3.6	SSE	24	39	13	21	-	-	20.4
19/05:30am	14.4	9.7	10.6	78	2.0	SSE	26	46	14	25	-	-	20.4
19/05:15am	15.7	10.3	9.6	67	3.2	SSE	28	61	15	33	-	-	20.2
19/05:00am	15.7	11.2	10.2	70	2.9	SSE	24	43	13	23	-	-	20.2
19/04:30am	15.8	12.3	10.8	72	2.7	SSE	20	35	11	19	-	-	20.2
19/04:00am	15.4	11.3	10.2	71	2.7	SSE	22	37	12	20	-	-	20.2
19/03:30am	14.9	11.0	10.7	76	2.2	SSE	22	35	12	19	-	-	20.2
19/03:00am	13.3	8.5	11.5	89	1.0	SSE	28	46	15	25	-	-	20.0
19/02:53am	13.3	8.3	11.0	86	1.2	SSE	28	46	15	25	-	-	19.2
19/02:30am	13.5	10.1	12.4	93	0.6	SSE	22	37	12	20	-	-	17.8
19/02:00am	13.4	9.9	12.3	93	0.6	SSE	22	35	12	19	-	-	15.8
19/01:30am	13.7	9.5	12.3	91	0.8	SE	26	43	14	23	-	-	13.8
19/01:29am	13.7	9.5	12.3	91	0.8	SE	26	43	14	23	-	-	13.8
19/01:00am	13.4	11.1	13.1	98	0.2	SE	17	28	9	15	-	-	10.2
19/12:30am	13.0	10.3	11.7	92	0.7	SSW	17	26	9	14	-	-	4.8
19/12:00am	13.9	10.8	12.1	89	1.0	SSE	20	32	11	17	-	-	3.8

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 1 Dulwich Hill MSB (Ewart Culvert), country side of commuter car park	JHLOR. Sporadic minor non-excavation construction activities (sec fence panels & UTO gate) in area. No upstream excavation activities at Ewart St on this day. Ewart St ERSED: Overland flow is arrested through a series of mid slope berms, coir logs and sediment fences. All pits are covered. No visible discharge of dirty water from site into existing water flow lines.	**Water clarity and colour:** Water in main culvert looks clear *Side inlet on LHS:* clear flow (with no cloud plume showing in main culvert) *Side inlet on RHS:* No sign of dirty water plume showing in main culvert **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Currently low flow of clear water but signs of damage to vegetation - indicator of high volume flows. **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil **Other comments/description:** N/A	 **LHS Inlet** line of sight – looks like clean flow. No cloud plume in main culvert. **RHS Inlet (Black pipe)** line of sight – No cloud plume in main culvert			
Location 2 Hurlstone Park, countryside	No JHLOR construction/excavation activities along the corridor near this location	**Water clarity and colour:** **Odour:** N/A **Description of flow and quantity/ Visible runoff (into the water body):** N/A **Oil and Grease:** N/A **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	**NO PO AVAILABLE, AREA LOCKED – AREA NOT INSPECTED**	Area alongside tracks and upstream from the open culvert are heavily vegetated.		
Location 3 West bank of Cook's River	No JHLOR construction/excavation activities along the corridor near this location or any work	**Water clarity and colour**: Looks like slightly turbid water at outlet of SW pipe. Water in pond is turbid.	**SW oulet at River**	Cooks River – low tide		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
	back to Campsie station. Corridor area is vegetated/stabilized all the way up to Campsie. Upstream photo (Wairoa) show slightly turbid water – not from JHLOR activities (old ST work area).	**Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Low flow **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	 **Upstream at Wairoa.** Waterflow from corridor GLT across small sandy patch (not JHLOR) on nature strip causing minor discolouration of water in K&G and flowing into pit on corner. 			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			  Upstream near Park St. upstream area from around Park St shows slightly turbid water flowing down to Wairoa Intersection 			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 4 Belmore Triangle Access Road	BelmoreT – There is a ballast access road alongside this open channel Access track opens into BelmoreT transit space and also into Stockpile area at BelmoreT Wedge	**Water clarity and colour**: Clear water through SW pipe. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** low flow. No visible signs of sediment flow from ballast access road. **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	**SW oulet alongside access/ballast road.** **Redman Pde – Upstream Status & Controls.** Sweeper maintaining cleanliness of roadway. No stockpile works (ie minimal trucks going in/out). Some use of Engineering materials. 	This location is alongside a ballast stable track into BelmoreT		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 5 Lakemba, country side	Only JHLOR associated with Station works but no excavation work Some landscaping on the nature strip/outside of corridor (UP side) but ERSED in place No work on the inside of corridor (Upside) No construction activities on the DWN side of corridor both inside/outside of corridor.	**Water clarity and colour: Odour:** N/A **Description of flow and quantity/ Visible runoff (into the water body):** N/A **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	**Nth side of corridor (UP side)** Drainage network below ground/road – water from road discharges into drop pit: no visual on quality of water in drainage pipes. **Sth side of corridor – Two culverts (Down Side)** Photos taken of the two culverts locations - vegetation obscures bottom of culvert. Water looked clear in the one that can be seen. 2025-05-19_08-18-20_Wet_weather_inspection.jpg 2025-05-19_08-18-37_Wet_weather_inspection.jpg 			
Location 6 Wiley Park, countryside.	No JHLOR excavation works on the UP & DWN side of the tracks Contractor (not JHGLOR) is using the WP3 access as laydown of plant, equipment & Engineering fill.	**Water clarity and colour:** Eastern culvert has clear water flowing. • **Downstream (Nth side):** See notes in photo section.	**NORTH SIDE OF CORRIDOR (UP STREAM)** Area upstream of Culvert. Inside corridor and Gate WP3 is well stabilised – however contractor (not JHGLOR) is using this access as laydown of plant, equipment & Engineering fill. Water flow in from the upstream concrete channel (In road) looks clear.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
		• **Upstream (Sth side):** See notes in photo section. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** See notes in photo section. **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil. **Other comments/description:** Nil	 **Western most culvert** Turbid water in main culvert with slightly turbid water from inlet (unknown source flowing into western culvert. Looks like standing water, no flow with leaf litter stationary. 			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			Middle culvert: Looks like no flow/standing water (high level) at this middle intersection. Turbid water in middle culvert. **Eastern most culvert** Low flow, clear looking water through main culvert. Slow seepage of water through two holes in adjacent western culvert as it seems blocked with garbage/leaf litter. No oil & grease. No odour. Photos show culvert on corridor side of Urunga Pde. 			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			SOUTH SIDE OF CORRIDOR **Western most culvert** - Low flow, turbid water. **Middle culvert** – Standing water is turbid 			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			Eastern most Culvert - Low flow, looks clear water through main culvert. 			
Location 7 Bankstown	Nil activities in the area		**No PO available – not inspected – no JHLOR works in catchment.** NOTE: This flow line is below ground and runs across the corridor from Nth to Sth and can be seen through pits only. They are all inside corridor.			
Location 7ALT City side of Bankstown DOWN track (near Stacey St)	No JHLOR excavation activities have been carried out alongside the corridor near this location in the last couple of months. Area stable with heavy vegetation growth in corridor CESS and alongside culvert	**<u>Sth Side</u>** **Water clarity and colour:** low flow, clear water **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** see above. **Oil and Grease:** Nil **Details of any foreign objects within the water:** No debris in water **Other comments/description** Nil				

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 8 Canterbury Compound	No JHLOR construction/excavation activities along the corridor near this location	**Water clarity and colour from Culvert Under Corridor.** Low flow, slightly turbid water. No signs of high flow as damage to vegetation cannot be seen across the whole width of culvert **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Slightly turbid water, low flow of water in eastern channel **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil **Other comments/description:** Nil	**Inside Canterbury Compound** No photos taken in this area **Eastern Channel. Outside Canterbury Compound boundary alongside pedestrian footpath:** Upstream from JHLOR discharge point. Water observed to be slightly turbid. 2025-05-19_14-22-08_Wet_weather_inspection.jpg 	No excavation activities along the corridor near this location		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			<u>Downstream from JHLOR discharge point:</u> Downstream water observed to be slightly turbid. 2025-05-19_09-09-03_Wet_weather_inspection.jpg 			
Location 9 Bankstown Platform works	Culvert backfilled. No further inspections required for this waterway. Brick culvert filled in. No reporting & no photos required	**Water clarity and colour:** **Odour:** **Description of flow and quantity/ Visible runoff (into the water body):** **Oil and Grease:** **Details of any foreign objects within the water:** **Other comments/description**	**JHLOR site.** Brick culvert filled in. No reporting & no photos required			

SWMC and BEW. Water Quality Monitoring Programme - Environmental Condition Surveys (CoA C8b)

Inspection type	Rain Event 01/07/2025(#53)
Rainfall (in previous 24hrs)	21.6mm (during time of inspection). See below for Total rain during 2day period.
Inspection by	Andre Kruize and Ted Zhang
Date(s) of inspection	Monday 01/07/25 (07:00 onwards)
Other general notes	Cant Compound - Rain data, inspection and photos were taken through the corridor during the inspection Weather data from Canterbury Weather Station.

Latest Weather Observations for Canterbury

IDN60901

Issued at 12:51 pm EST Tuesday 1 July 2025 (issued every 10 minutes, with the page automatically refreshed every 10 minutes)

About weather observations | Map of Sydney area stations | Latest observations for Sydney area | Other Formats

Station Details ID: 066194 Name: CANTERBURY RACECOURSE AWS Lat: -33.91 Lon: 151.11 Height: 3.0 m

Data from the previous 72 hours. | See also: Recent months at Canterbury

Date/Time EST	Temp °C	App Temp °C	Dew Point °C	Rel Hum %	Delta-T °C	Wind					Press QNH hPa	Press MSL hPa	Rain since 9am mm
						Dir	Spd km/h	Gust km/h	Spd kts	Gust kts			
01/12:30pm	11.5	7.4	11.3	99	0.1	WSW	24	37	13	20	-	-	7.6
01/12:19pm	11.4	8.0	11.2	99	0.1	WSW	20	32	11	17	-	-	7.4
01/12:00pm	11.3	8.1	11.1	99	0.1	SW	19	32	10	17	-	-	6.0
01/11:39am	11.5	8.1	11.2	98	0.2	WSW	20	33	11	18	-	-	2.2
01/11:30am	11.7	8.5	11.2	97	0.3	WSW	19	32	10	17	-	-	1.0
01/11:00am	11.7	8.3	11.1	96	0.3	WSW	20	35	11	19	-	-	0.8
01/10:30am	12.1	8.8	10.8	92	0.7	SW	19	33	10	18	-	-	0.0
01/10:00am	11.9	8.7	11.1	95	0.4	WSW	19	32	10	17	-	-	0.0
01/09:30am	12.2	9.6	10.8	91	0.7	WSW	15	30	8	16	-	-	0.0
01/09:00am	12.6	9.3	10.8	89	0.9	SW	19	28	10	15	-	-	14.0
01/08:30am	12.3	9.5	11.2	93	0.6	SW	17	28	9	15	-	-	14.0
01/08:00am	12.1	9.4	11.6	97	0.3	SW	17	30	9	16	-	-	13.8

Canterbury, New South Wales
July 2025 Daily Weather Observations

Date	Day	Temps		Rain	Evap	Sun	Max wind gust			9 am						3 pm					
		Min	Max				Dir	Spd	Time	Temp	RH	Cld	Dir	Spd	MSLP	Temp	RH	Cld	Dir	Spd	MSLP
		°C	°C	mm	mm	hours		km/h	local	°C	%	8th		km/h	hPa	°C	%	8th		km/h	hPa
1	Tu	10.3	16.4	14.0			W	57	14:39	12.6	89		SW	19		11.0	97		W	28	
2	We	10.4	18.2	62.6			SSW	59	05:21	14.4	93		SW	24		15.6	74		SW	19	
3	Th	12.6	18.6	3.2			WSW	52	01:51	14.4	63		WSW	17		18.2	40		SW	17	
4	Fr	7.4	19.6	0			WSW	26	10:26	12.6	62		W	9		16.9	53		SE	15	
5	Sa	3.7		0						9.8	100		NW	9		16.8	65		ENE	17	
6	Su									12.8	94		WNW	4		21.2	50		NNW	17	

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 1 Dulwich Hill MSB (Ewart Culvert), country side of commuter car park	JHLOR. No upstream excavation activities at Ewart St on this day. Ewart St ERSED: Overland flow is arrested through a series of mid slope berms, coir logs and sediment fences. All pits are covered. No visible discharge of dirty water from site into existing water flow lines.	**Water clarity and colour:** Water in main culvert looks clean *Side inlet on LHS*: looks like cloud plume showing in main culvert from this outlet. *Side inlet on RHS:* No sign of dirty water plume showing in main culvert from this outlet. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Currently low flow of water but signs of damage to vegetation. **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil **Other comments/description:** N/A	 **LHS Inlet (Concrete Headwall)** Cloud plume in main culvert from inlet on LHS – unknown upstream source. **RHS Inlet (Black pipe)** No cloud plume in main culvert from inlet on RHS			
Location 2 Hurlstone Park, countryside	No JHLOR construction/excavation activities along the corridor near this location	**Water clarity and colour:** **Odour:** N/A **Description of flow and quantity/ Visible runoff (into the water body):** N/A **Oil and Grease:** N/A **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	**NO PO AVAILABLE, AREA LOCKED – AREA NOT INSPECTED**	Area alongside tracks and upstream from the open culvert are very heavily vegetated.		
Location 3 West bank of Cook's River	No JHLOR construction/excavation activities along the corridor near this location or any work	**Water clarity and colour**: Clean water at outlet of SW pipe. Water in pond and river is dirty.	**SW oulet at River**	Cooks River – low tide		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
	back to Campsie station. Corridor area is vegetated/stabilized all the way up to Campsie. Upstream photo (Wairoa) – no photos taken.	**Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Low flow didn't look turbid from pipe but pool of water is cloudy **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	 **Upstream at Wairoa.** No photos taken			
Location 4 Belmore Triangle Access Road	Belmore Triangle – There is a ballast access road alongside this open channel Access track opens into Belmore Triangle transit space and also into Stockpile area at Belmore Triangle Wedge	**Water clarity and colour**: Clean water through SW pipe. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** medium. No visible signs of sediment flow from ballast access road. **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	 **SW oulet alongside access/ballast road.**	This water outlet location is alongside a stabilized ballast track that allows access into Belmore Triangle Area **Belmore Triangle Area:** 1.Transit area. 2.Surface in the Belmore Triangle area is mostly covered by ballast. 3.There is a mid batter berm in place to divide catchment (concrete barrier divider placed). 4.Thick vegetated area around sed fence at bottom of area. Mulch berm added. 5.No stockpiling of spoil in this area as it is only a transit point for plant and vehicles to hi-rail pad and Belmore Triangle wedge.		

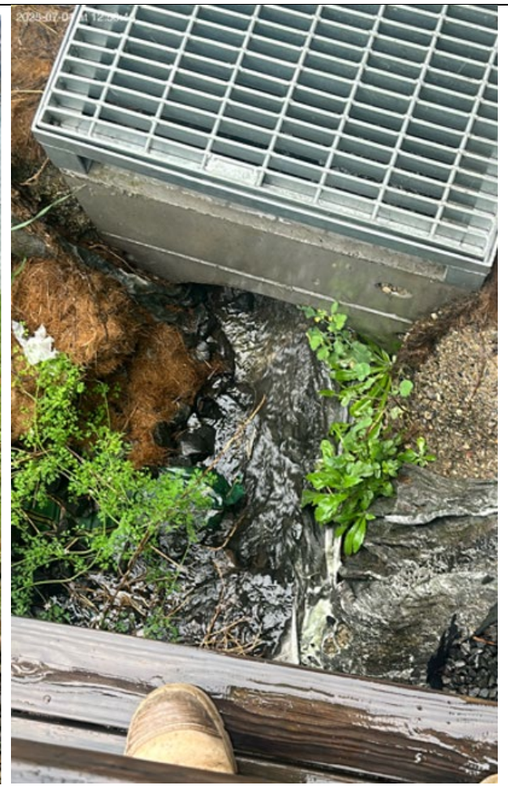
Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			Redman Pde – Upstream Status & Controls. Lifted ERSED controls atbdrainage pit in readiness for the forecast rain and flooding in road. Sweeper maintaining cleanliness of roadway. No stockpile works (ie minimal trucks going in/out). **Toe of batter on side of ballast Access road** – Ponded rain water (photo from 3/7/25): no sign of turbidity.	**Belmore Triangle Wedge Area:** Stockpiles (spoil and Engineered fill) are located on top of batter above the access road. No sign of spoil movement down slope on ballast access road – see ponded water on side of ballast access track Stockpile area is flat. Top of batter at the spoil stockpiles is surrounded by double barrier and geofab curtain over barriers.		
Location 5 Lakemba, country side	Only JHLOR associated with Station works. Landscaping on the nature strip/outside of corridor (UP side) but ERSED in place. Exposed surfaces are covered – see photos. No excavation type work on the inside of corridor (Upside) No construction activities on the DWN side of corridor both	**Water clarity and colour: Odour:** N/A **Description of flow and quantity/ Visible runoff (into the water body):** N/A **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	**Nth side of corridor (UP side)** Drainage network below ground/road – water from road discharges into drop pit: no visual on quality of water in drainage pipes. Photos below show exposed surfaces(aver landscaping area) covered.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
	inside/outside of corridor.		 **Sth side of corridor – Two culverts (Down Side)** Photos taken of the two culverts locations - vegetation obscures bottom of culvert. Water looked clean. 			
Location 6 Wiley Park, countryside.	No JHLOR excavation works on the UP & DWN side of the tracks other than a small slab	**Water clarity and colour:** Eastern culvert has clear water flowing.	**NORTH SIDE OF CORRIDOR** Area upstream of Culvert. Inside corridor and Gate WP3 is well stabilised – however contractor (not JHGLOR) is using this access as laydown of plant, equipment & Engineering fill. No water flow in concrete channel looks clean.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
	removal from city side of the MSB. Contractor (not JHGLOR) is using the WP3 access as laydown of plant, equipment & Engineering fill.	• **Downstream (Nth side):** See notes in photo section. • **Upstream (Sth side):** See notes in photo section. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** See notes in photo section. **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil. **Other comments/description:** Nil	 **Western most culvert** Turbid water in main culvert with clean water from inlet on RHS. Leaf litter is stationary. Very low flow of water through culvert **Middle culvert:** No flow/standing water at this intersection. Slightly turbid water in middle culvert. **Eastern most culvert**			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			Med flow, clear water through main culvert. Slow seepage of water through RHS/LHS adjacent inlets. No oil & grease. No odour. Photos show culvert on corridor side of Urunga Pde. **SOUTH SIDE OF CORRIDOR** **Western most culvert** - Low flow. Clean water.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 Middle culvert – Standing water is clean **Eastern most Culvert -** Low flow, clear water through main culvert.			
Location 7 Bankstown	Nil activities in the area		**No PO available – not inspected – no JHLOR works in catchment.** NOTE: This flow line is below ground and runs across the corridor from Nth to Sth and can be seen through pits only. They are all inside corridor.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 7ALT City side of Bankstown DOWN track (near Stacey St)	No JHLOR excavation activities have been carried out alongside the corridor near this location in the last couple of months. Area stable with heavy vegetation growth in corridor CESS and alongside culvert	**<u>Sth Side</u>** **Water clarity and colour:** low flow, clear water **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** see above. **Oil and Grease:** Nil **Details of any foreign objects within the water:** No debris in water **Other comments/description** Nil				
Location 8 Canterbury Compound	No JHLOR construction/excavation activities along the corridor near this location	**Water clarity and colour from Culvert Under Corridor.** Low/med flow, slightly water. NOTE: There is clean water flow from compound hard stand/asphalt carpark into ballast drain at pit. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Clean water, med flow of water in eastern channel **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil **Other comments/description:** Nil	 **Inside Canterbury Compound** Medium water flow through ballast channel. No odour and no oil & grease. Water is clean going into pit	No excavation activities along the corridor near this location		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			Eastern Channel. Outside Canterbury Compound boundary alongside pedestrian footpath: . Upstream from JHLOR discharge point. Water observed to be slightly turbid Downstream from JHLOR discharge point: Downstream water observed to be turbid. NOTE: Signs of batter slip on LHS of open channel.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 9 Bankstown Platform works	Culvert backfilled. No further inspections required for this waterway. Brick culvert filled in. No reporting & no photos required	**Water clarity and colour:** **Odour:** **Description of flow and quantity/ Visible runoff (into the water body):** **Oil and Grease:** **Details of any foreign objects within the water:** **Other comments/description**	**JHLOR site.** Brick culvert filled in. No reporting & no photos required			

SWMC and BEW. Water Quality Monitoring Programme - Environmental Condition Surveys (CoA C8b)

Inspection type	Rain Event 31/07/2025(#54)
Rainfall (in previous 24hrs)	Up to 25.4mm (during time of inspection).
Inspection by	Andre Kruize and Mathew Neeson
Date(s) of inspection	Thursday 31/07/25 (09:30 onwards)
Other general notes	Cant Compound - Rain data, inspection and photos were taken through the corridor during the inspection Weather data from Canterbury Weather Station.

Latest Weather Observations for Canterbury

IDN60901

Issued at 2:01 pm EST Thursday 31 July 2025 (issued every 10 minutes, with the page automatically refreshed every 10 minutes)

About weather observations | Map of Sydney area stations | Latest observations for Sydney area | Other Formats

Station Details ID: 066194 Name: CANTERBURY RACECOURSE AWS Lat: -33.91 Lon: 151.11 Height: 3.0 m

Data from the previous 72 hours | See also: Recent months at Canterbury

Date/Time EST	Temp °C	App Temp °C	Dew Point °C	Rel Hum %	Delta-T °C	Wind					Press QNH hPa	Press MSL hPa	Rain since 9am mm
						Dir	Spd km/h	Gust km/h	Spd kts	Gust kts			
31/02:00pm	12.5	8.5	9.0	79	1.8	SSW	26	33	11	18	-	-	0.2
31/01:30pm	13.7	9.5	8.3	70	2.7	S	20	35	11	19	-	-	0.2
31/01:00pm	12.2	6.4	7.9	75	2.1	S	28	46	15	25	-	-	0.2
31/01:00pm	14.0	9.2	7.5	65	3.2	SSW	22	32	12	17	-	-	0.0
31/12:30pm	13.3	9.1	8.4	72	2.4	SSW	20	35	11	19	-	-	0.0
31/12:00pm	13.5	10.1	9.2	75	2.2	SSW	17	30	9	16	-	-	0.0
31/11:30am	12.9	9.1	9.2	78	1.9	S	19	32	10	17	-	-	0.0
31/11:00am	13.2	8.6	8.3	72	2.4	SSW	22	39	12	21	-	-	0.0
31/10:30am	13.3	9.4	8.8	74	2.3	SSW	19	37	10	20	-	-	0.0
31/10:00am	12.9	9.6	9.4	79	1.8	SSW	17	35	9	19	-	-	0.0
31/09:30am	11.4	7.8	10.0	91	0.7	SSW	19	32	10	17	-	-	0.0
31/09:00am	10.6	7.8	10.0	96	0.3	SSW	15	24	8	13	-	-	25.4
31/08:53am	10.7	8.3	10.1	96	0.3	SSW	13	22	7	12	-	-	24.8
31/08:30am	10.7	7.5	9.9	95	0.4	SW	17	28	9	15	-	-	24.4
31/08:29am	10.7	7.5	9.9	95	0.4	SW	17	28	9	15	-	-	24.4
31/08:00am	10.6	7.7	9.8	95	0.4	SW	15	26	8	14	-	-	24.4
31/07:30am	10.7	7.4	9.8	93	0.6	SW	17	32	9	17	-	-	23.8
31/07:00am	10.7	7.8	9.6	93	0.6	SW	15	28	8	15	-	-	23.4
31/06:30am	10.6	7.7	9.5	93	0.6	SW	15	24	8	13	-	-	23.4
31/06:00am	10.6	7.6	9.4	92	0.6	SW	15	24	8	13	-	-	23.2
31/05:30am	10.5	8.3	9.3	92	0.6	SW	11	26	6	14	-	-	23.0
31/05:00am	10.7	7.7	9.1	90	0.8	SSW	15	22	8	12	-	-	23.0

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 1 Dulwich Hill MSB (Ewart Culvert), country side of commuter car park	JHLOR. No upstream excavation activities at Ewart St on this day. Surfaces on the: • west side around the culvert is stabilised – vegetation and heavy leaf litter. • East side stabilised with vegetation and geofab cover .	**Water clarity and colour:** Low flow water in main culvert looks slightly cloudy *Side inlet on LHS*: Water from this outlet looks like a similar cloudy colour as water in main culvert *Side inlet on RHS:* No sign of dirty water plume showing in main culvert from this outlet. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Currently low flow of water but signs of damage to vegetation. **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil **Other comments/description:** N/A	 **LHS Inlet (Concrete Headwall)** Inlet on LHS – unknown upstream source. Water from this outlet looks like a similar cloudy colour as water in main culvert **RHS Inlet (Black pipe)** No cloud plume in main culvert from inlet on RHS			
Location 2 Hurlstone Park, countryside	No JHLOR construction/excavation activities along the corridor near this location	**Water clarity and colour:** **Odour:** N/A **Description of flow and quantity/ Visible runoff (into the water body):** N/A **Oil and Grease:** N/A **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	**NO PO AVAILABLE, AREA LOCKED – AREA NOT INSPECTED Photos below are from corridor maintenance crew working alongside culvert - dated 29/7/25**	Area alongside tracks and upstream from the this open culvert are very heavily vegetated.		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 3 West bank of Cook's River	No JHLOR construction/excavation activities along the corridor near this location or any work back to Campsie station. Corridor area is vegetated/stabilized all the way up to Campsie. Upstream photo (Wairoa) – no photos taken.	**Water clarity and colour**: Clean water at outlet of SW pipe. Water in pond and river is dirty. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Low flow didn't look turbid from pipe but pool of water is cloudy **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	 **SW oulet at River** **Upstream at Wairoa.** No photos taken	Cooks River – low tide		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 4 Belmore Triangle Access Road	Belmore Triangle – There is a ballast access road alongside this open channel Access track opens into Belmore Triangle transit space and also into Stockpile area at Belmore Triangle Wedge	**Water clarity and colour**: Clean water through SW pipe. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** medium. No visible signs of sediment flow from ballast access road. **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	 **SW oulet alongside access/ballast road.** **Redman Pde – Upstream Status & Controls. Lifted ERSED controls at drainage pit. No access along Redan Pde …. Blocked by Council Work Site**	This water outlet location is alongside a stabilized ballast track that allows access into Belmore Triangle Area **Belmore Triangle Area:** 1.Transit area. 2.Surface in the Belmore Triangle area is mostly covered by ballast. 3.There is a mid batter berm (mulch) in place to divide catchment (concrete barrier divider placed). 4.Thick vegetated area around lower sed fence at bottom of area. Mulch berm added. 5.No stockpiling of spoil in this area as it is only a transit point for plant and vehicles to hi-rail pad and Belmore Triangle wedge. **Belmore Triangle Wedge Area:** Stockpiles (spoil and Engineered fill) are located on top of batter above the access road. No sign of spoil movement down slope on ballast access road – see ponded water on side of ballast access track Stockpile area is flat. Top of batter at the spoil stockpiles is surrounded by double barrier and geofab curtain over barriers.		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			Toe of batter on side of ballast Access road – Ponded rain water (photos from 30/7/25): No sign of turbidity.			
Location 5 Lakemba, country side	Only JHLOR work up at Station. Landscaping on the nature strip/outside of corridor (UP side) but ERSED in place. Exposed surfaces are covered. No excavation type work on the inside of corridor (Upside) No construction activities on the DWN side of corridor both inside/outside of corridor.	**Water clarity and colour:** **Odour:** N/A **Description of flow and quantity/ Visible runoff (into the water body):** N/A **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	**Nth side of corridor (UP side)** Drainage network below ground/road – water from road discharges into drop pit: no visual on quality of water in drainage pipes. **Sth side of corridor – Two culverts (Down Side)** Photos taken of the two culverts locations - vegetation obscures bottom of culvert. Water looked clean. 			
Location 6	No JHLOR excavation works on the UP & DWN side of the tracks other	**Water clarity and colour:** Eastern culvert	**NORTH SIDE OF CORRIDOR** Area upstream of Culvert. Inside corridor and Gate WP3 is well stabilised – however contractor (not JHGLOR) is using this access as laydown of plant, equipment & Engineering fill. No water flow in concrete channel. Looks clean.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Wiley Park, countryside.	than a small slab removal from city side of the MSB. Contractor (not JHGLOR) is using the WP3 access as laydown of plant, equipment & Engineering fill.	has clear water flowing. • **Downstream (Nth side):** See notes in photo section. • **Upstream (Sth side):** See notes in photo section. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** See notes in photo section. **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil. **Other comments/description:** Nil	 			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 Western most culvert Low flow, clean water in main culvert with no water flow from inlet on RHS. Leaf litter on sides is stationary. Low flow of water through culvert. NOTE: Sediment (DGB type) in flow line on inside if corridor – unknown source. Not seen before. **Middle culvert:** No flow/standing water at this intersection. Slightly turbid water in middle culvert.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 Eastern most culvert Low flow, clear water through main culvert. No oil & grease. No odour. Photos show culvert on corridor side of Urunga Pde. **SOUTH SIDE OF CORRIDOR** **Western most culvert** - Low flow. Clean water.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 Middle culvert – Only leaf litter. **Eastern most Culvert -** Low flow, clear water through main culvert.			
Location 7 Bankstown	Nil activities in the area		**No PO available – not inspected – no JHLOR works in catchment.** NOTE: This flow line is below ground and runs across the corridor from Nth to Sth and can be seen through pits only. They are all inside corridor.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 7ALT City side of Bankstown DOWN track (near Stacey St)	No JHLOR excavation activities have been carried out alongside the corridor near this location in the last couple of months. Area stable with heavy vegetation growth in corridor CESS and alongside culvert	**<u>Sth Side</u>** **Water clarity and colour:** low flow, clear water **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** see above. **Oil and Grease:** Nil **Details of any foreign objects within the water:** No debris in water **Other comments/description** Nil				
Location 8 Canterbury Compound	No JHLOR construction/excavation activities along the corridor near this location	**Water clarity and colour from Culvert Under Corridor.** Low flow, slightly turbid water. NOTE: There is clean water flow from compound hard stand/asphalt carpark into ballast drain at pit. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Clean water, med flow of water in eastern channel **Oil and Grease: Y**es. From corridor pipes flowing under tracks. **Details of any foreign objects within the water:** Nil **Other comments/description:** Nil	**Inside Canterbury Compound** Low water flow through ballast channel. No odour and no oil & grease. Water is clean going into pit **Eastern Channel. Outside Canterbury Compound boundary alongside pedestrian footpath:** .	No excavation activities along the corridor near this location		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 Upstream from JHLOR discharge point. Water observed to have oil on surface Downstream from JHLOR discharge point: Downstream water observed to be turbid. NOTE: Signs of batter slip on LHS of open channel.			

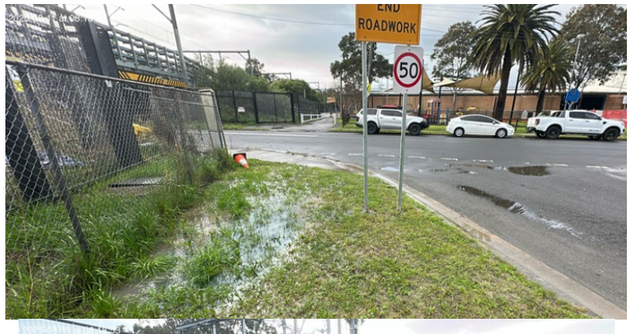
Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 9 Bankstown Platform works	Culvert backfilled. No further inspections required for this waterway. Brick culvert filled in. No reporting & no photos required	**Water clarity and colour:** **Odour:** **Description of flow and quantity/ Visible runoff (into the water body):** **Oil and Grease:** **Details of any foreign objects within the water:** **Other comments/description**	**JHLOR site.** Brick culvert filled in. No reporting & no photos required			

SWMC and BEW. Water Quality Monitoring Programme - Environmental Condition Surveys (CoA C8b)

Inspection type	Rain Event 11/08/2025(#55)
Rainfall (in previous 24hrs)	Up to 73.6mm (over 3 days 9,10 & 11).
Inspection by	Andre Kruize
Date(s) of inspection	Thursday 11/8/25 (07:30 onwards)
Other general notes	Cant Compound - Rain data, inspection and photos were taken through the corridor during the inspection Weather data from Canterbury Weather Station. **Latest Weather Observations for Canterbury** IDN60901 Issued at 8:21 am EST Monday 11 August 2025 (issued every 10 minutes, with the page automatically refreshed every 10 minutes) About weather observations | Map of Sydney area stations | Latest observations for Sydney area | Other Formats **Station Details** ID: 066194 Name: CANTERBURY RACECOURSE AWS Lat: -33.91 Lon: 151.11 Height: 3.0 m Data from the previous 72 hours. | See also: Recent months at Canterbury

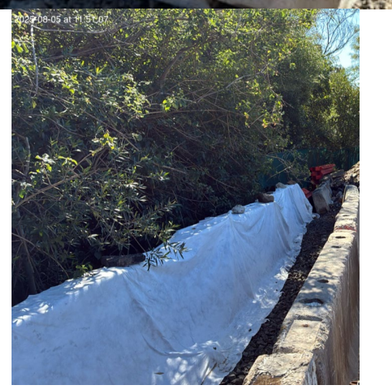
Date/Time EST	Temp °C	App Temp °C	Dew Point °C	Rel Hum %	Delta-T °C	Wind					Press QNH hPa	Press MSL hPa	Rain since 9am mm
						Dir	Spd km/h	Gust km/h	Spd kts	Gust kts			
11/08:00am	9.0	8.4	9.0	100	0.0	N	2	7	1	4	-	-	18.2
11/07:30am	8.4	6.7	8.4	100	0.0	NNW	7	9	4	5	-	-	18.2
11/07:00am	8.5	7.0	8.5	100	0.0	W	6	11	3	6	-	-	18.2
11/06:30am	8.8	7.4	8.8	100	0.0	NW	6	9	3	5	-	-	17.8
11/06:00am	9.4	8.5	9.4	100	0.0	S	4	7	2	4	-	-	17.8
11/05:30am	9.8	9.4	9.8	100	0.0	SSW	2	7	1	4	-	-	17.8
11/05:00am	9.9	8.2	9.9	100	0.0	S	9	15	5	8	-	-	17.8
10/10:05am	12.7	12.3	12.5	99	0.1	S	6	9	3	5	-	-	3.6
10/10:03am	12.7	12.3	12.5	99	0.1	SSW	6	11	3	6	-	-	3.6
10/10:00am	12.6	12.0	12.4	99	0.1	SSW	7	15	4	8	-	-	3.6
10/09:35am	12.8	11.8	12.2	96	0.3	S	9	20	5	11	-	-	1.2
10/09:30am	13.4	12.6	12.8	96	0.3	SSW	9	17	5	9	-	-	0.0
10/09:00am	13.0	11.9	13.0	100	0.0	SSW	11	17	6	9	-	-	25.2
10/08:30am	11.1	10.3	11.1	100	0.0	WNW	6	9	3	5	-	-	25.2
10/08:00am	10.5	9.4	10.5	100	0.0	W	7	11	4	6	-	-	25.2
10/07:30am	10.5	9.4	10.5	100	0.0	WNW	7	11	4	6	-	-	25.2
10/07:00am	10.2	9.2	10.2	100	0.0	NW	6	9	3	5	-	-	25.2
10/06:33am	10.6	9.5	10.6	100	0.0	WNW	7	11	4	6	-	-	24.8
10/06:30am	10.6	9.5	10.6	100	0.0	WNW	7	11	4	6	-	-	24.8
10/06:00am	10.6	10.1	10.6	100	0.0	NNW	4	7	2	4	-	-	21.8
10/05:58am	10.6	10.1	10.6	100	0.0	NW	4	7	2	4	-	-	21.6
10/05:52am	10.6	9.7	10.6	100	0.0	WSW	6	9	3	5	-	-	21.0
10/05:30am	10.6	9.5	10.6	100	0.0	W	7	11	4	6	-	-	20.8
10/05:07am	10.5	9.6	10.5	100	0.0	NW	6	11	3	6	-	-	18.0
10/05:00am	10.5	9.4	10.5	100	0.0	WNW	7	11	4	6	-	-	16.6
10/04:57am	10.5	9.4	10.5	100	0.0	WNW	7	11	4	6	-	-	16.6
10/04:30am	10.2	8.6	10.2	100	0.0	NE	9	19	5	10			14.8
09/10:04am	14.0	13.1	13.8	99	0.1	S	11	17	6	9	-	-	0.8
09/10:00am	13.9	13.0	13.7	99	0.1	S	11	20	6	11	-	-	0.8
09/09:47am	13.4	11.9	13.1	98	0.2	S	13	26	7	14	-	-	0.2
09/09:30am	13.7	12.3	13.5	99	0.1	SSW	13	26	7	14	-	-	0.2
09/09:00am	12.4	11.4	12.4	100	0.0	WSW	9	13	5	7	-	-	30.2
09/08:38am	12.1	11.6	12.1	100	0.0	WSW	6	9	3	5	-	-	29.4
09/08:30am	12.1	11.6	12.1	100	0.0	WSW	6	11	3	6	-	-	29.0
09/08:00am	12.2	11.7	12.2	100	0.0	WSW	6	9	3	5	-	-	28.4
09/07:30am	12.0	11.2	11.8	99	0.1	N	7	11	4	6	-	-	28.4
09/07:25am	12.0	11.5	12.0	100	0.0	NNE	6	11	3	6	-	-	28.4
09/07:00am	11.9	10.3	11.7	99	0.1	S	11	19	6	10	-	-	26.8
09/06:55am	11.9	10.0	11.7	99	0.1	S	13	19	7	10	-	-	26.2
09/06:30am	11.7	10.1	11.5	99	0.1	SSW	11	17	6	9	-	-	25.6
09/06:00am	11.7	10.9	11.7	100	0.0	S	7	11	4	6	-	-	24.2
09/05:58am	11.7	10.8	11.5	99	0.1	S	7	11	4	6	-	-	24.2
09/05:41am	11.6	10.0	11.4	99	0.1	S	11	20	6	11	-	-	23.8
09/05:30am	11.7	10.1	11.5	99	0.1	S	11	17	6	9	-	-	23.0
09/05:00am	11.5	9.9	11.5	100	0.0	SSW	11	17	6	9	-	-	22.8
09/04:30am	11.5	11.2	11.5	100	0.0	SSE	4	7	2	4	-	-	22.0

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 1 Dulwich Hill MSB (Ewart Culvert), country side of commuter car park	JHLOR. Establishment of OHCB (temporary work/platform installation) on site up at city side of Ewart St over the last week. Very minor catchment – small site at this stage. Surfaces on the: • west side around the culvert is stabilised – vegetation and heavy leaf litter. • East side stabilised with vegetation and geofab cover .	**Water clarity and colour:** Low flow water in main culvert looks cloudy *Side inlet on LHS*: Water from this outlet looks clear *Side inlet on RHS:* No sign of dirty water plume showing in main culvert from this outlet. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Currently low flow of water but signs of damage to vegetation. **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil **Other comments/description:** N/A	 **LHS Inlet (Concrete Headwall)** Inlet on LHS – unknown upstream source. Water from this outlet looks clear. **RHS Inlet (Black pipe)** No cloud plume in main culvert from inlet on RHS			
Location 2 Hurlstone Park, countryside	No JHLOR construction/excavation activities along the corridor near this location	**Water clarity and colour:** **Odour:** N/A **Description of flow and quantity/ Visible runoff (into the water body):** N/A **Oil and Grease:** N/A **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	**NO PO AVAILABLE, AREA LOCKED – AREA NOT INSPECTED Photos below are from corridor maintenance crew working alongside culvert - dated 29/7/25**	Area alongside tracks and upstream from the this open culvert are very heavily vegetated.		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 3 West bank of Cook's River	No JHLOR construction/excavation activities along the corridor near this location or any work back to Campsie station. Corridor area is vegetated/stabilized all the way up to Campsie. Upstream photos taken (Wairoa)	**Water clarity and colour**: Slightly turbid water at outlet of SW pipe. Water in pond and river is dirty. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Low flow **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	 **SW oulet at River**  	Cooks River – tide is in. NOTE: Building contractor pumping water into open swale alongside corridor. 		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 Upstream at Wairoa. Slightly turbid water drains from corridor GLT. No flow from acess gate CB6			
Location 4 Belmore Triangle Access Road	Belmore Triangle – There is a ballast access road alongside this open channel Access track opens into Belmore Triangle transit space and also into Stockpile area at Belmore Triangle Wedge	**Water clarity and colour**: Dirty water through SW pipe. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** medium. No visible signs of sediment flow from ballast access road. Dirty water on track side of road is from truck wash along ballast road. None of this is draining into open culvert - see swale is clean with no dirty water flow. It stays on this side and settles in vegetated pond. **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	 **SW oulet alongside access/ballast road.** Dirty water flows from inside culvert pipe.	This water outlet location is alongside a stabilized ballast track that allows access into Belmore Triangle Area **Belmore Triangle Area:** 1.Transit area. 2.Surface in the Belmore Triangle area is mostly covered by ballast. 3.There is a mid batter berm (mulch) in place to divide catchment (concrete barrier divider placed). 4.Thick vegetated area around lower sed fence at bottom of area. Mulch berm added. 5.No stockpiling of spoil in this area as it is only a transit point for plant and vehicles to hi-rail pad and Belmore Triangle wedge. **Belmore Triangle Wedge Area:** Stockpiles (spoil and Engineered fill) are located on top of batter above the access road. No sign of spoil movement down slope on ballast access road – see ponded water on side of ballast access track Stockpile area is flat. Top of batter at the spoil stockpiles is surrounded by double barrier and geofab curtain over barriers.		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 Redman Pde – Upstream Status & Controls. Lifted ERSED controls at drainage pit on Redman Pde. No access along Redman Pde …. blocked by Council Work Site **Toe of batter on side of ballast Access road** – Ponded rain water (Signs of turbidity from truck wheels). Dirty water does not drain to open culvert. Vegettated swale was checked – no signs of dirty water Photos from top of batter above the ballast accesss road.- Double barrier & geofab ERSED controls 05/08/25			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			  			
Location 5 Lakemba, country side	Only JHLOR work up at Station. Landscaping on the nature strip/outside of corridor (UP side) is mostly completed. ERSED in place. Exposed surfaces are covered. No excavtion type work on the inside of corridor (Upside) No construction activities on the DWN side of corridor both inside/outside of corridor.	**Water clarity and colour:** **Odour:** N/A **Description of flow and quantity/ Visible runoff (into the water body):** N/A **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	 **Nth side of corridor (UP side)** Drainage network below ground/road – water from road discharges into drop pit: no visual on quality of water in drainage pipes.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			   Sth side of corridor – Two culverts (Down Side) Photos taken of the two culverts locations - vegetation obscures bottom of western culvert. Water looked clean on eastern culvert.			
Location 6 Wiley Park, countryside.	No JHLOR excavation works on the UP & DWN side of the tracks other than a small slab removal from city side of the MSB. Contractor (not JHGLOR) is using the WP3 access as laydown of plant, equipment & Engineering fill (DGB).	**Water clarity and colour:** Eastern culvert has clear water flowing. • **Downstream (Nth side):** See notes in photo section. • **Upstream (Sth side):** See notes in photo section. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** See notes in photo section. **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil.	 **NORTH SIDE OF CORRIDOR**			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
		Other comments/description: Nil	Area upstream of Culvert. Inside corridor and Gate WP3 is well stabilised – however contractor (not JHGLOR) is using this access as laydown of plant, equipment & Engineering fill (DGB). Very low flow of water in concrete channel down to western culvert. Water looks clean. **Western most culvert** Very low flow, clean water through main culvert with very low water flow from inlet on RHS. Leaf litter on sides is stationary. NOTE: Sediment (DGB type) in flow line on inside if corridor – unknown source. Similar in previous inspection 31/7/25.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 Middle culvert: No flow/standing water at this intersection. Clean water accumulated in middle culvert. **Eastern most culvert** Low flow, clear water through main culvert. No oil & grease. No odour. Photos show culvert on corridor side of Urunga Pde. **SOUTH SIDE OF CORRIDOR**			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			Western most culvert – Very low flow. Clean water. **Middle culvert** – Only moist leaf litter.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			Eastern most Culvert - Low flow, clear water through main culvert.			
Location 7 Bankstown	Nil activities in the area		**No PO available – not inspected – no JHLOR works in catchment.** NOTE: This flow line is below ground and runs across the corridor from Nth to Sth and can be seen through pits only. They are all inside corridor.			
Location 7ALT City side of Bankstown DOWN track (near Stacey St)	No JHLOR excavation activities have been carried out alongside the corridor near this location in the last couple of months. Area stable with heavy vegetation growth in corridor CESS and alongside culvert	**<u>Sth Side</u>** **Water clarity and colour:** low flow, clear water **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** see above. **Oil and Grease:** Nil **Details of any foreign objects within the water:** No debris in water **Other comments/description** Nil				
Location 8 Canterbury Compound	No JHLOR construction/excavation activities along the corridor near this location	**Water clarity and colour from Culvert Under Corridor.** Low flow, slightly turbid water. NOTE: There is clean water flow from	**Inside Canterbury Compound** Clear, Low water flow through ballast channel. No odour and no oil & grease. Water is clean going into pit	No excavation activities along the corridor near this location		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
		compound hard stand/asphalt carpark into ballast drain at pit. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Clean water, med flow of water in eastern channel **Oil and Grease: Y**es. From corridor pipes flowing under tracks. **Details of any foreign objects within the water:** Nil **Other comments/description:** Nil	 **Eastern Channel. Outside Canterbury Compound boundary alongside pedestrian footpath:** . Upstream from JHLOR discharge point. Slightly turbid water flow in channel.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			<u>Downstream from JHLOR discharge point:</u> Downstream water observed to be turbid. NOTE: Appears there is more batter slip on LHS of open channel.	This photo shows previous status of downstream batter on event dated 31/7/25. Batter showed signs of slip.		
Location 9 Bankstown Platform works	Culvert backfilled. No further inspections required for this waterway. Brick culvert filled in. No reporting & no photos required	**Water clarity and colour:** **Odour:** **Description of flow and quantity/ Visible runoff (into the water body):** **Oil and Grease:** **Details of any foreign objects within the water:** **Other comments/description**	**JHLOR site.** Brick culvert filled in. No reporting & no photos required			

SWMC and BEW. Water Quality Monitoring Programme - Environmental Condition Surveys (CoA C8b)

Inspection type	Rain Event 19/08/2025(#56)
Rainfall (in previous 24hrs)	Up to 21.8mm (overnight).
Inspection by	Andre Kruize
Date(s) of inspection	Tuesday 19/8/25 (11:00 onwards)
Other general notes	Cant Compound - Rain data, inspection and photos were taken through the corridor during the inspection Weather data from Canterbury Weather Station.

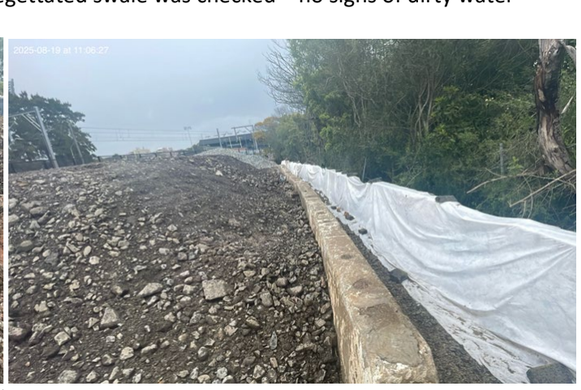
19/01:00pm	14.6	12.6	10.0	74	2.4	S	11	22	6	12	-	-	0.8
19/12:30pm	14.7	13.1	11.5	81	1.7	S	11	17	6	9	-	-	0.8
19/12:00pm	13.7	12.4	11.4	86	1.2	SSW	9	15	5	8	-	-	0.8
19/11:30am	12.8	11.2	11.4	91	0.7	SW	11	19	6	10	-	-	0.8
19/11:00am	13.3	10.3	10.5	83	1.5	SSW	17	30	9	16	-	-	0.4
19/10:30am	13.6	11.5	11.3	86	1.2	SW	13	20	7	11	-	-	0.4
19/10:00am	13.1	11.1	11.5	90	0.8	SW	13	20	7	11	-	-	0.4
19/09:30am	12.3	11.2	12.1	99	0.1	WNW	9	15	5	8	-	-	0.4
19/09:21am	11.6	10.4	11.6	100	0.0	WNW	9	15	5	8	-	-	0.4
19/09:03am	10.6	9.7	10.6	100	0.0	WNW	6	9	3	5	-	-	0.2
19/09:00am	10.6	9.5	10.6	100	0.0	WNW	7	11	4	6	-	-	21.8
19/08:30am	10.1	8.8	10.1	100	0.0	NW	7	9	4	5	-	-	21.6
19/08:00am	9.8	8.7	9.8	100	0.0	NW	6	11	3	6	-	-	21.6
19/07:30am	9.0	7.6	9.0	100	0.0	NW	6	13	3	7	-	-	21.6
19/07:00am	8.8	8.5	8.8	100	0.0	CALM	0	6	0	3	-	-	21.6
19/06:30am	8.9	7.0	8.9	100	0.0	W	9	13	5	7	-	-	21.6
19/06:00am	8.9	7.5	8.9	100	0.0	WNW	6	9	3	5	-	-	21.4
19/05:30am	8.9	7.5	8.9	100	0.0	WNW	6	9	3	5	-	-	20.8
19/05:00am	8.6	7.0	8.6	100	0.0	W	7	13	4	7	-	-	20.6
19/04:30am	8.8	6.8	8.8	100	0.0	WNW	9	13	5	7	-	-	20.6
19/04:00am	9.1	7.2	9.1	100	0.0	WNW	9	13	5	7	-	-	20.6
19/03:53am	9.3	7.8	9.3	100	0.0	W	7	13	4	7			20.6

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 1 Dulwich Hill MSB (Ewart Culvert), country side of commuter car park	JHLOR. Establishment of OHCB (temporary work/platform installation) on site up at city side of Ewart St over the last week. Very minor catchment – small site at this stage. Surfaces alongside this culvert on the: • west side around the culvert is stabilised – vegetation and heavy leaf litter. • East side (alongside MSB) stabilised with vegetation and geofab cover .	**Water clarity and colour:** Low flow water in main culvert looks slightly turbid. *Side inlet on LHS*: Water from this outlet looks clear. No sign of dirty water plume showing in main culvert from this outlet *Side inlet on RHS:* No sign of dirty water plume showing in main culvert from this outlet. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Currently low flow of water but signs of damage to vegetation. **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil **Other comments/description:** N/A	 **LHS Inlet (Concrete Headwall)** Unknown upstream source. Water from this outlet looks clear. No cloud plume in main culvert from inlet **RHS Inlet (Black pipe)** No cloud plume in main culvert from inlet on RHS. Water from this outlet looks clear.			
Location 2 Hurlstone Park, countryside	No JHLOR construction/excavation activities along the corridor near this location	**Water clarity and colour:** **Odour:** N/A **Description of flow and quantity/ Visible runoff (into the water body):** N/A **Oil and Grease:** N/A	**NO PO AVAILABLE, AREA LOCKED – AREA NOT INSPECTED Photos below are from corridor maintenance crew working alongside culvert - dated 29/7/25**	Area alongside tracks and upstream from the this open culvert are very heavily vegetated.		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
		Details of any foreign objects within the water: N/A **Other comments/description:** N/A				
Location 3 West bank of Cook's River	No JHLOR construction/excavation activities along the corridor near this location or any work back to Campsie station. Corridor area is vegetated/stabilized all the way up to Campsie other than alongside the concrete crash barrier (Martinus). Upstream photos taken at Wairoa, CB6 and location near Gould St (ST old work behind concrete barrier)	**Water clarity and colour**: Slightly turbid water at outlet of SW pipe. Water in pond and river is dirty. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Low flow **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	 **SW oulet at River**	Cooks River – tide is in.		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			Upstream at Wairoa. No flow from acess gate CB6. **Area at Gould St.** Slightly turbid water drains from corridor GLT (ST old work behind concrete barrier where they excavated into the open channel to release water)			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 4 Belmore Triangle Access Road	BelmoreT – There is a ballast access road alongside this open channel Access track opens into BelmoreT transit space and also into Stockpile area at BelmoreT Wedge	**Water clarity and colour**: Clean water through SW culvert. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** medium. No visible signs of sediment flow from ballast access road. Dirty water on track side of road is from truck wash along ballast road. None of this is draining into open culvert - It stays on this side and settles in vegetated pond. **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	 **SW oulet alongside access/ballast road.** Clean water flows from inside culvert pipe. **Redman Pde – Upstream Status & Controls.** Lifted ERSED controls at drainage pit on Redman Pde. No access along Redman Pde for JHLOR trucks …. blocked by Council Work Site	This water outlet location is alongside a stabilized ballast track that allows access into BelmoreT Area **Belmore Triangle Area:** 1.Transit area. 2.Surface in the BelmoreT area is mostly covered by ballast. 3.There is a mid batter berm (mulch) in place to divide catchment (concrete barrier divider placed). 4.Thick vegetated area around lower sed fence at bottom of area. Mulch berm added. 5.No stockpiling of spoil in this area as it is only a transit point for plant and vehicles to hi-rail pad and BelmoreT wedge. **Belmore Triangle Wedge Area:** Stockpiles (spoil and Engineered fill) are located on top of batter above the access road. No sign of spoil movement down slope onto ballast access road – see ponded water on side of ballast access track Stockpile area is flat. Top of batter at the spoil stockpiles is surrounded by double barrier and geofab curtain over barriers.		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 Toe of batter on side of ballast Access road – Water ponds in this location (the signs of turbidity is from truck wheels). NOTE: Dirty water does not drain to open culvert. Vegettated swale was checked – no signs of dirty water  **BelmoreT Wedge Stockpile area**. Photos from top of batter above the ballast accesss road.- Double barrier & geofab ERSED controls			
Location 5 Lakemba, country side	Only JHLOR work up at Station. Landscaping on the nature strip/outside of corridor (UP side) is mostly completed. ERSED in place. Exposed surfaces are covered. No excavtion type work on the inside of corridor (Upside) No construction activities on the DWN side of corridor both	**Water clarity and colour:** **Odour:** N/A **Description of flow and quantity/ Visible runoff (into the water body):** N/A **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	**Nth side of corridor (UP side)** No photos taken Drainage network below ground/road – water from road discharges into drop pit **Sth side of corridor – Two culverts (Down Side)** No photos taken of the two culverts locations - vegetation obscures bottom of western culvert.			

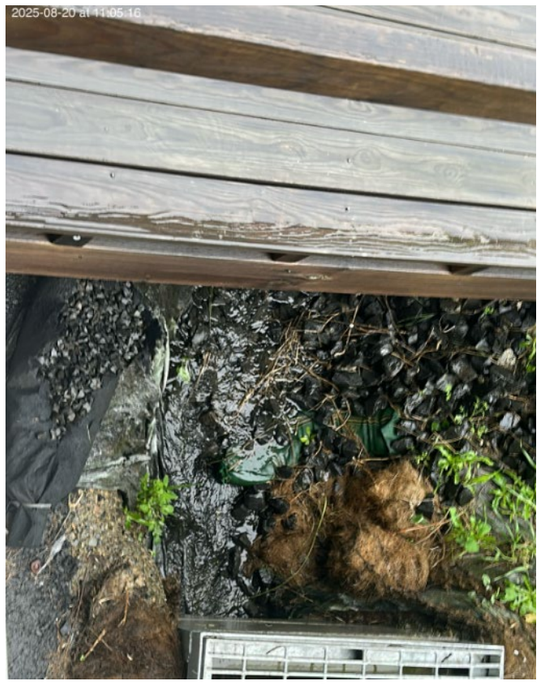
Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
	inside/outside of corridor.					
Location 6 Wiley Park, countryside.	No JHLOR excavation works on the UP & DWN side of the tracks Contractor (not JHGLOR) is using the WP3 access as laydown of plant, equipment & Engineering fill (DGB).	**Water clarity and colour:** Eastern culvert has slightly turbid water flowing. • **Downstream (Nth side):** See notes in photo section. • **Upstream (Sth side):** See notes in photo section. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** See notes in photo section. **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil. **Other comments/description:** Nil	**NORTH SIDE OF CORRIDOR** Area upstream of Culvert on outside corridor 			

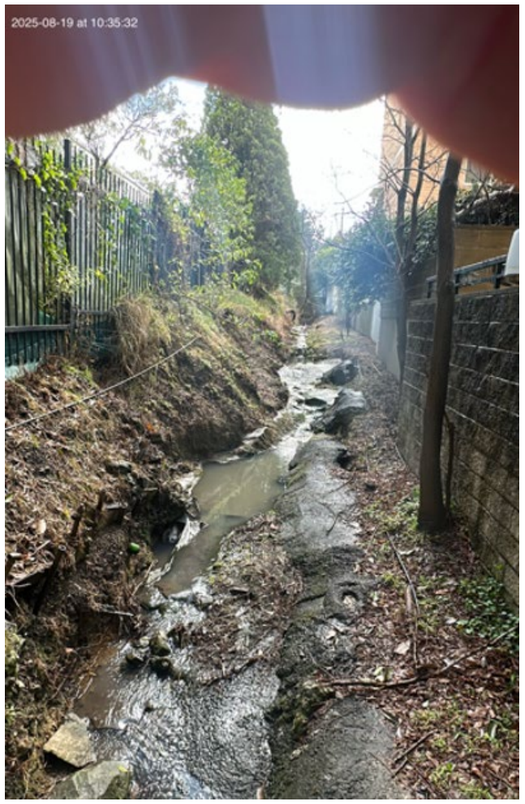
Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 Western most culvert Low flow, clean water through main culvert with very clean low water flow from inlet on RHS. **Middle culvert:** No flow/standing water at this intersection. Turbid water accumulated in middle culvert.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 Eastern most culvert High flow, slightly turbid water through main culvert. No oil & grease. No odour. Photos show culvert on corridor side of Urunga Pde. **SOUTH SIDE OF CORRIDOR** 			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			Western most culvert – Low flow. Clean water. **Middle culvert** – Only moist leaf litter. **Eastern most Culvert –** high flow, slightly turbid water through main culvert.			

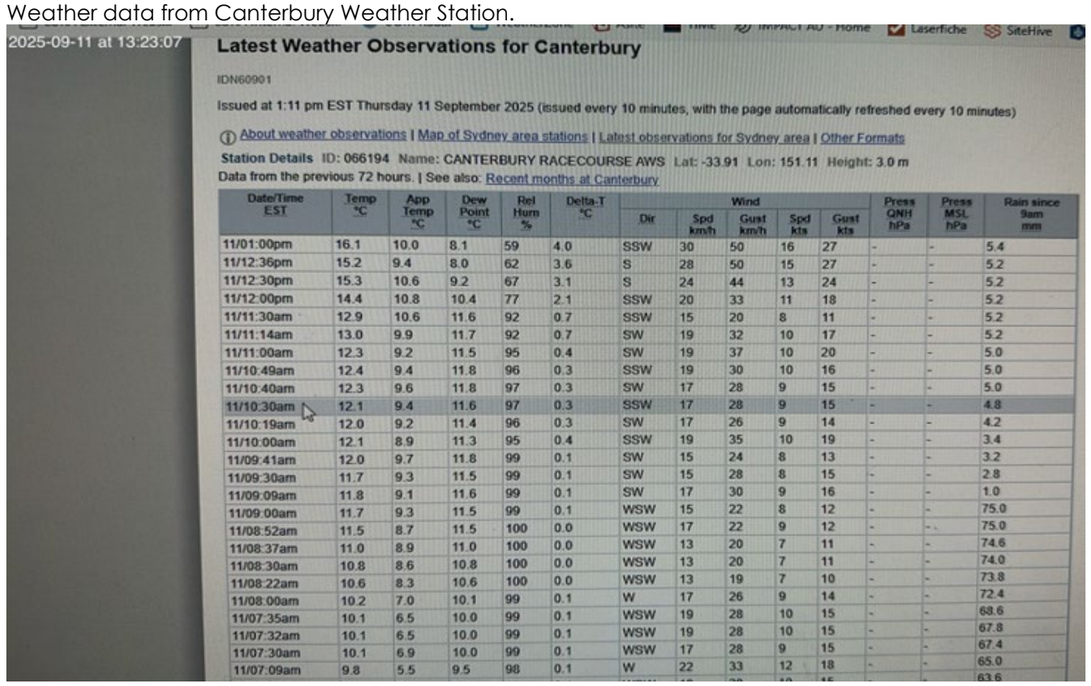
Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 7 Bankstown	Nil activities in the area		**No PO available – not inspected – no JHLOR works in catchment.** NOTE: This flow line is below ground and runs across the corridor from Nth to Sth and can be seen through pits only. They are all inside corridor.			
Location 7ALT City side of Bankstown DOWN track (near Stacey St)	No JHLOR excavation activities have been carried out alongside the corridor near this location in the last couple of months. Area stable with heavy vegetation growth in corridor CESS and alongside culvert	**<u>Sth Side</u>** **Water clarity and colour:** medium flow, clear water **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** see above. **Oil and Grease:** Nil **Details of any foreign objects within the water:** No debris in water **Other comments/description** Nil				
Location 8 Canterbury Compound	No JHLOR construction/excavation activities along the corridor near this location	**Water clarity and colour from Culvert Under Corridor.** Low flow, slightly turbid water. NOTE: There is clean water flow from compound hard stand/asphalt carpark into ballast drain at pit. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** turbid water, low flow of water in eastern channel **Oil and Grease: Y**es. From corridor pipes flowing under tracks.	**Inside Canterbury Compound** Photos from 19/8/25	No excavation activities along the corridor near this location		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
		Details of any foreign objects within the water: Nil **Other comments/description:** Nil	 Additional photos from rain event on 20/8/25 after 25mm (overnight) Low water flow through ballast channel. No odour and no oil & grease. Water is clean going into pit **Outside Canterbury Compound** Eastern Channel. Outside Canterbury Compound boundary alongside pedestrian footpath: <u>Upstream from JHLOR discharge point.</u> Slightly turbid water flow in channel.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 <u>Downstream from JHLOR discharge point:</u> Downstream water observed to be slightly turbid			
Location 9 Bankstown Platform works	Culvert backfilled. No further inspections required for this waterway. Brick culvert filled in. No reporting & no photos required	**Water clarity and colour:** **Odour:** **Description of flow and quantity/ Visible runoff (into the water body):** **Oil and Grease:** **Details of any foreign objects within the water:** **Other comments/description**	**JHLOR site.** Brick culvert filled in. No reporting & no photos required			

SWMC and BEW. Water Quality Monitoring Programme - Environmental Condition Surveys (CoA C8b)

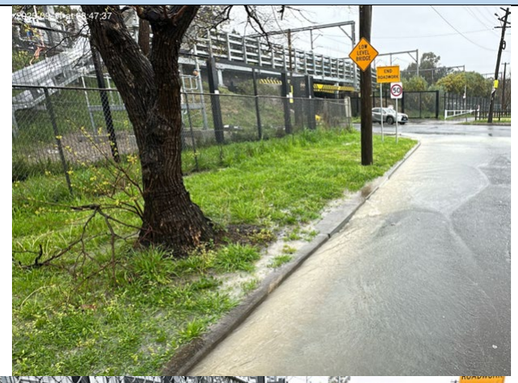
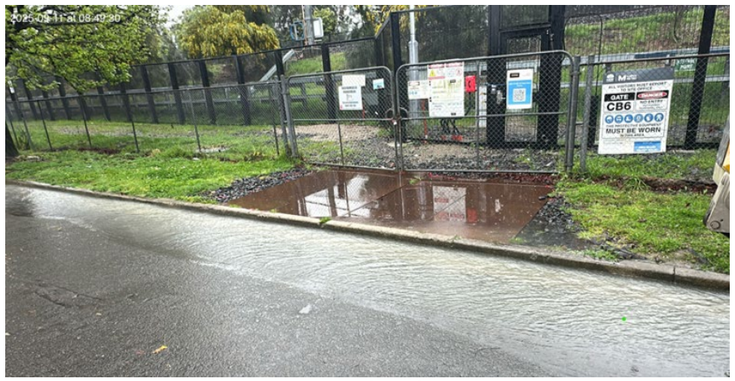
Inspection type	Rain Event 11/09/2025(#57)
Rainfall (in previous 24hrs)	75mm+
Inspection by	Andre Kruize
Date(s) of inspection	Thursday 11/9/25 (07:30 onwards)
Other general notes	Cant Compound - Rain data, inspection and photos were taken through the corridor during the inspection Weather data from Canterbury Weather Station.



Date/Time EST	Temp °C	App Temp °C	Dew Point °C	Rel Hum %	Delta-T °C	Wind Dir	Wind Spd km/h	Wind Gust km/h	Wind Spd kts	Wind Gust kts	Press QNH hPa	Press MSL hPa	Rain since 9am mm
11/01:00pm	16.1	10.0	8.1	59	4.0	SSW	30	50	16	27	-	-	5.4
11/12:36pm	15.2	9.4	8.0	62	3.6	S	28	50	15	27	-	-	5.2
11/12:30pm	15.3	10.6	9.2	67	3.1	S	24	44	13	24	-	-	5.2
11/12:00pm	14.4	10.8	10.4	77	2.1	SSW	20	33	11	18	-	-	5.2
11/11:30am	12.9	10.6	11.6	92	0.7	SSW	15	20	8	11	-	-	5.2
11/11:14am	13.0	9.9	11.7	92	0.7	SW	19	32	10	17	-	-	5.2
11/11:00am	12.3	9.2	11.5	95	0.4	SW	19	37	10	20	-	-	5.0
11/10:49am	12.4	9.4	11.8	96	0.3	SSW	19	30	10	16	-	-	5.0
11/10:40am	12.3	9.6	11.8	97	0.3	SW	17	28	9	15	-	-	5.0
11/10:30am	12.1	9.4	11.6	97	0.3	SSW	17	28	9	15	-	-	4.8
11/10:19am	12.0	9.2	11.4	96	0.3	SW	17	26	9	14	-	-	4.2
11/10:00am	12.1	8.9	11.3	95	0.4	SSW	19	35	10	19	-	-	3.4
11/09:41am	12.0	9.7	11.8	99	0.1	SW	15	24	8	13	-	-	3.2
11/09:30am	11.7	9.3	11.5	99	0.1	SW	15	28	8	15	-	-	2.8
11/09:09am	11.8	9.1	11.6	99	0.1	SW	17	30	9	16	-	-	1.0
11/09:00am	11.7	9.3	11.5	99	0.1	WSW	15	22	8	12	-	-	75.0
11/08:52am	11.5	8.7	11.5	100	0.0	WSW	17	22	9	12	-	-	75.0
11/08:37am	11.0	8.9	11.0	100	0.0	WSW	13	20	7	11	-	-	74.6
11/08:30am	10.8	8.6	10.8	100	0.0	WSW	13	20	7	11	-	-	74.0
11/08:22am	10.6	8.3	10.6	100	0.0	WSW	13	19	7	10	-	-	73.8
11/08:00am	10.2	7.0	10.1	99	0.1	W	17	26	9	14	-	-	72.4
11/07:35am	10.1	6.5	10.0	99	0.1	WSW	19	28	10	15	-	-	68.6
11/07:32am	10.1	6.5	10.0	99	0.1	WSW	19	28	10	15	-	-	67.8
11/07:30am	10.1	6.9	10.0	99	0.1	WSW	17	28	9	15	-	-	67.4
11/07:09am	9.8	5.5	9.5	98	0.1	W	22	33	12	18	-	-	65.0
													63.6

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 1 Dulwich Hill MSB (Ewart Culvert), country side of commuter car park	No work in this area in +- last 3 weeks Surfaces alongside this culvert on the: • west side around the culvert is stabilised – vegetation and heavy leaf litter. • East side (alongside MSB) stabilised with vegetation and geofab cover .	**Water clarity and colour:** High flow water in main culvert looks slightly turbid. *Side inlet on LHS*: Unknown upstream source. Unable to determine if turbid as too much white water. No cloud plume in main culvert from inlet *Side inlet on RHS:* Unable to determine if turbid as too much white water. No cloud plume in main culvert from inlet on RHS. **Odour:** Nil				

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
		Description of flow and quantity/ Visible runoff (into the water body): Currently high flow of water with signs of damage to vegetation. **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil **Other comments/description:** N/A	 **LHS Inlet (Concrete Headwall)** Unknown upstream source. Unable to determine if turbid as too much white water. No cloud plume in main culvert from inlet **RHS Inlet (Black pipe)** Unable to determine if turbid as too much white water. No cloud plume in main culvert from inlet on RHS.			
Location 2 Hurlstone Park, countryside	No JHLOR construction/excavation activities along the corridor near this location	**Water clarity and colour:** **Odour:** N/A **Description of flow and quantity/ Visible runoff (into the water body):** N/A **Oil and Grease:** N/A **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	**NO PO AVAILABLE, AREA LOCKED – AREA NOT INSPECTED**	Area alongside tracks and upstream from the this open culvert are very heavily vegetated.		
Location 3 West bank of Cook's River	No JHLOR construction/excavation activities along the corridor near this location or any work back to Campsie station. Corridor area is vegetated/stabilized all the way up to Campsie other than alongside the concrete crash barrier (Martinus). Upstream photos taken at Wairoa, CB6 and location near Gould St (ST old work behind concrete barrier)	**Water clarity and colour**: Slightly turbid water at outlet of SW pipe. Water in pond and river is dirty. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Low flow **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A	 **SW oulet at River**	Cooks River – tide is in.		

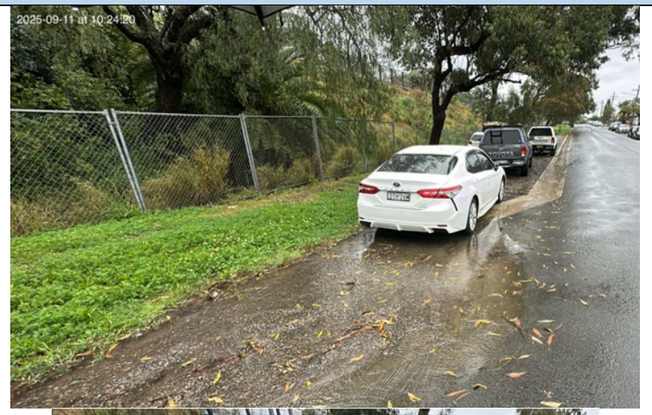
Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
		Other comments/description: N/A	  **Upstream at Wairoa.** No flow from acess gate CB6.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			   Area at Gould/Park St. Slightly turbid water drains from corridor (ST old work behind concrete barrier where they excavated into the open channel to release water)			
Location 4 Belmore Triangle Access Road	BelmoreT – There is a ballast access road alongside this open channel Access track opens into BelmoreT transit space and also into Stockpile area at BelmoreT Wedge	**Water clarity and colour**: Very Slightly turbid water through SW culvert. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** medium. No visible signs of sediment flow from ballast access road. Dirty water on track side of road is from truck wash along ballast road. None of this is draining into open culvert - It stays on this side and settles in vegetated pond. **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A	 **SW oulet alongside access/ballast road.** Very Slightly turbid water flows from inside culvert pipe.	This water outlet location is alongside a stabilized ballast track that allows access into BelmoreT Area **Belmore Triangle Area:** 1.Transit area. 2.Surface in the BelmoreT area is mostly covered by ballast. 3.There is a mid batter berm (mulch) in place to divide catchment (concrete barrier divider placed). 4.Thick vegetated area around lower sed fence at bottom of area. Mulch berm added. 5.No stockpiling of spoil in this area as it is only a transit point for plant and vehicles to hi-rail pad and BelmoreT wedge. **Belmore Triangle Wedge Area:** Stockpiles (spoil and Engineered fill) are located on top of batter above the access road. No sign of spoil movement down slope onto ballast access road – see ponded water on side of ballast access track Stockpile area is flat.		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
		Other comments/description: N/A	**Redman Pde – Upstream Status & Controls.** Lifted ERSED controls at drainage pit on Redman Pde. No access along Redman Pde for JHLOR trucks …. blocked by Council Work Site. Clear water flowing in kerb	Top of batter at the spoil stockpiles is surrounded by double barrier and geofab curtain over barriers.		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 Toe of batter on side of ballast Access road – Water ponds in this location (the signs of turbidity is from truck wheels). NOTE: Dirty water does not drain to open culvert. Vegatated swale was checked alongside access – no signs of dirty water 			

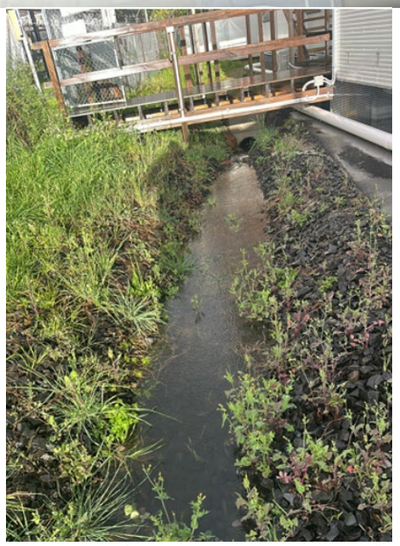
Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			BelmoreT Wedge Stockpile area. Photos from top of batter above the ballast accesss road.- Double barrier & geofab ERSED controls			
Location 5 Lakemba, country side	Only JHLOR work up at Station. Landscaping on the nature strip/outside of corridor (UP side) is mostly completed. ERSED in place. Exposed surfaces are covered. No excavtion type work on the inside of corridor (Upside) No construction activities on the DWN side of corridor both inside/outside of corridor.	**Water clarity and colour:** **Odour:** N/A **Description of flow and quantity/ Visible runoff (into the water body):** N/A **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	**Nth side of corridor (UP side)** No photos taken Drainage network below ground/road – water from road discharges into drop pit **Sth side of corridor – Two culverts (Down Side)** No photos taken of the two culverts locations - vegetation obscures bottom of culverts.			
Location 6 Wiley Park, countryside.	No JHLOR excavation works on the UP & DWN side of the tracks Contractor (not JHGLOR) is using the WP3 access as laydown of plant, equipment & Engineering fill (DGB).	**Water clarity and colour:** Eastern culvert has slightly turbid water flowing. • **Downstream (Nth side):** See notes in photo section. • **Upstream (Sth side):** See notes in photo section. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** See notes in photo section. **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil. **Other comments/description:** Nil	**NORTH SIDE OF CORRIDOR** Area upstream of Culvert. Inside corridor and Gate WP3 is well stabilised – however contractor (not JHGLOR) is using this access as laydown of plant, equipment & Engineering fill (DGB). Very low flow of water in concrete channel down to western culvert. Water looks clear.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 Area upstream of Culvert on outside corridor – clear water flowing in channel			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			   Western most culvert High level, looks like standing water without flow. Turbid water through main culvert with very slightly turbid water flow from inlet on RHS. **Middle culvert:** High level, looks like standing water without flow. Turbid water through middle culvert			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 Eastern most culvert High flow, slightly turbid water through main culvert. No oil & grease. No odour. Photos show culvert on corridor side of Urunga Pde. **SOUTH SIDE OF CORRIDOR** **Western most culvert** – High flow. Turbid water through main culvert.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 Middle culvert – Turbid water draining off batters. Leaf litter on surface. **Eastern most Culvert –** high flow, slightly turbid water through main culvert.			
Location 7 Bankstown	Nil activities in the area		**No PO available – not inspected – no JHLOR works in catchment.** NOTE: This flow line is below ground and runs across the corridor from Nth to Sth and can be seen through pits only. They are all inside corridor.			
Location 7ALT City side of Bankstown DOWN track (near Stacey St)	No JHLOR excavation activities have been carried out alongside the corridor near this location in the last couple of months. Area stable with heavy vegetation growth in corridor CESS and alongside culvert	**<u>Sth Side</u>** **Water clarity and colour:** high flow, clear water **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** see above. **Oil and Grease:** Nil **Details of any foreign objects within the water:** No debris in water **Other comments/description** Nil				

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 8 Canterbury Compound	No JHLOR construction/excavation activities along the corridor near this location	**Water clarity and colour from Culvert Under Corridor.** High flow, slightly turbid water at downstream exit (potentially from batter scour). NOTE: There is clear water flow from compound hard stand/asphalt carpark into ballast drain at pit. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** turbid water, high flow of water in eastern channel **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil **Other comments/description:** Nil	**Inside Canterbury Compound**  Photos from rain period on 10/9/25 at +-16:45 (after 21.2mm) High water flow through ballast channel. No odour and no oil & grease. Water is clear going into pit **Outside Canterbury Compound** Eastern Channel. Outside Canterbury Compound boundary alongside pedestrian footpath:	No excavation activities along the corridor near this location		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 Upstream from JHLOR discharge point. High water flow in channel appears clear. Downstream from JHLOR discharge point: Downstream water observed to be very slightly turbid - potentially from scour on batter.	 This photo shows previous status of downstream batter during event dated 11/8/25. Batter showed signs of slip.		
Location 9 Bankstown	Culvert backfilled.	**Water clarity and colour:**	**JHLOR site.** Brick culvert filled in. No reporting & no photos required			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Platform works	No further inspections required for this waterway. Brick culvert filled in. No reporting & no photos required	**Odour:** **Description of flow and quantity/ Visible runoff (into the water body):** **Oil and Grease:** **Details of any foreign objects within the water:** **Other comments/description**				

Appendix B – Noise Monitoring Report

EPL 21147
R4.4 Validation Report
SWM3 Final Conversion Stage-3
2025 WE40

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

Document and Revision History

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

Revisions

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

Management reviews

Review date	Details	Reviewed by

Controlled: NO Copy no.: Uncontrolled: YES

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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) 3
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. 7

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

Attachment 1 – Noise Monitoring Locations & Results **8**

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

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

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

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

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

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

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

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

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

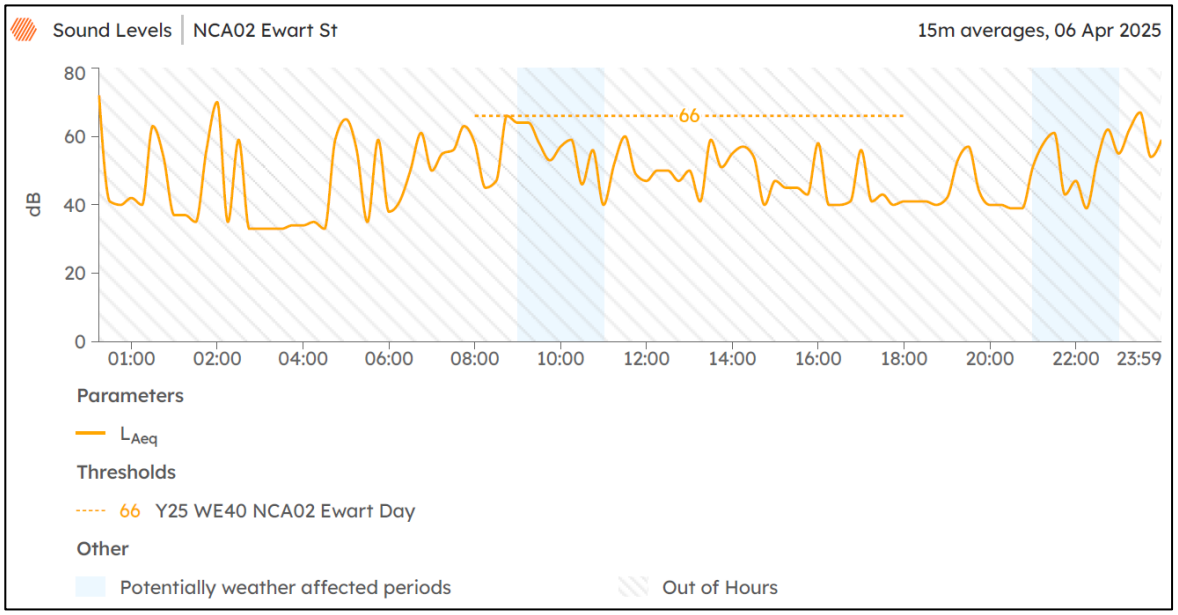
A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

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

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

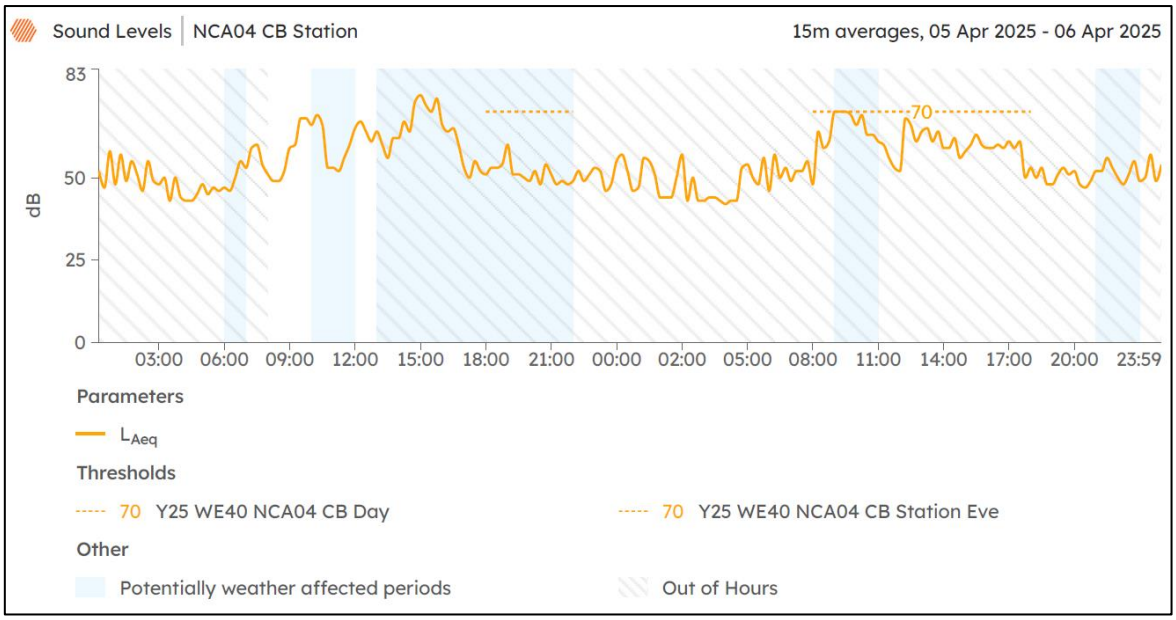
A. NCA 02 Noise Monitor (HEX-000631) is 11 m N of 73 Ewart Street, Dulwich Hill

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



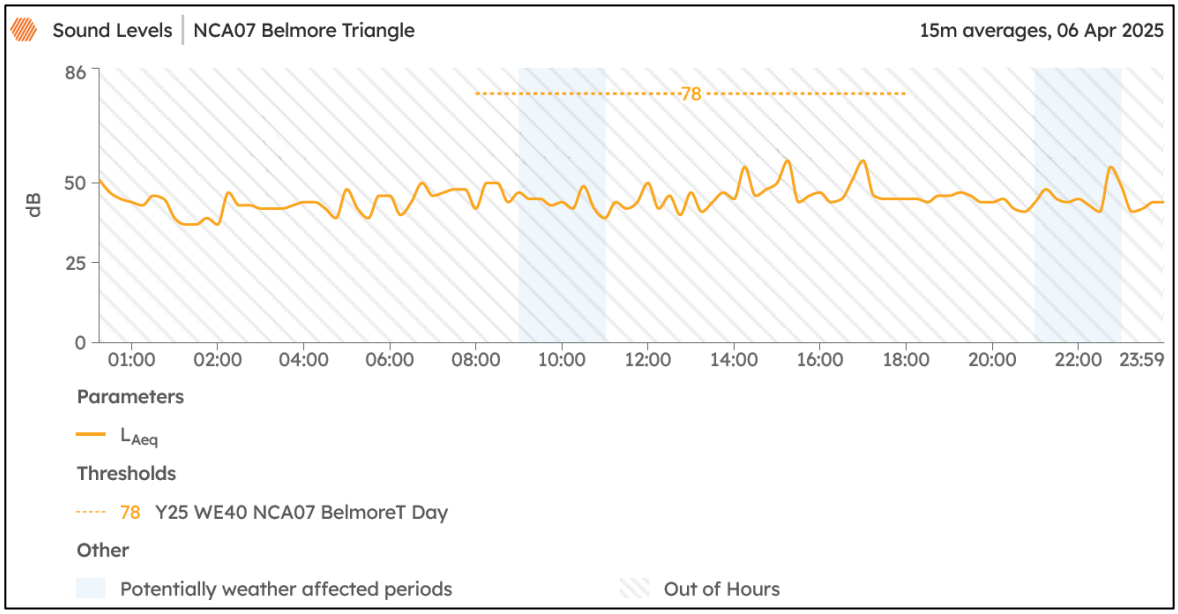
B. NCA 04 Noise Monitor (HEX-000516) is 14 m N of 2A Charles Street, Canterbury

	Distance to the Source of Noise (m)	Saturday 1800-2200 Prediction (L_{Aeq} 15 minutes)	Sunday 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	11	70	70
Nearest Resident	13	69	69



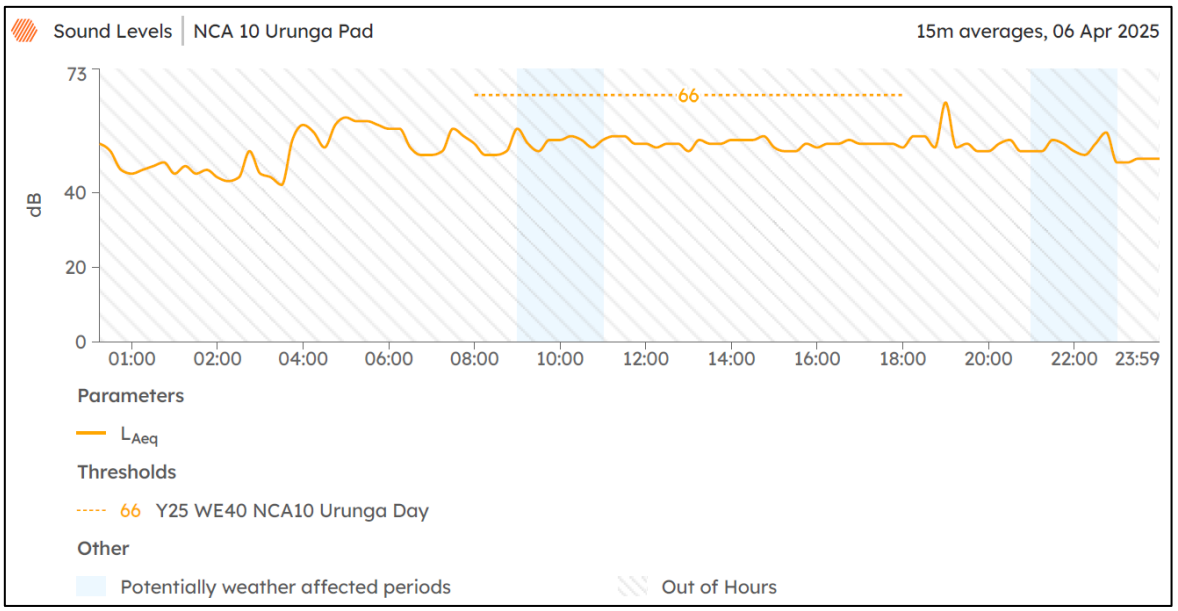
C. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore 2192

	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	2	78
Nearest Resident	6	71



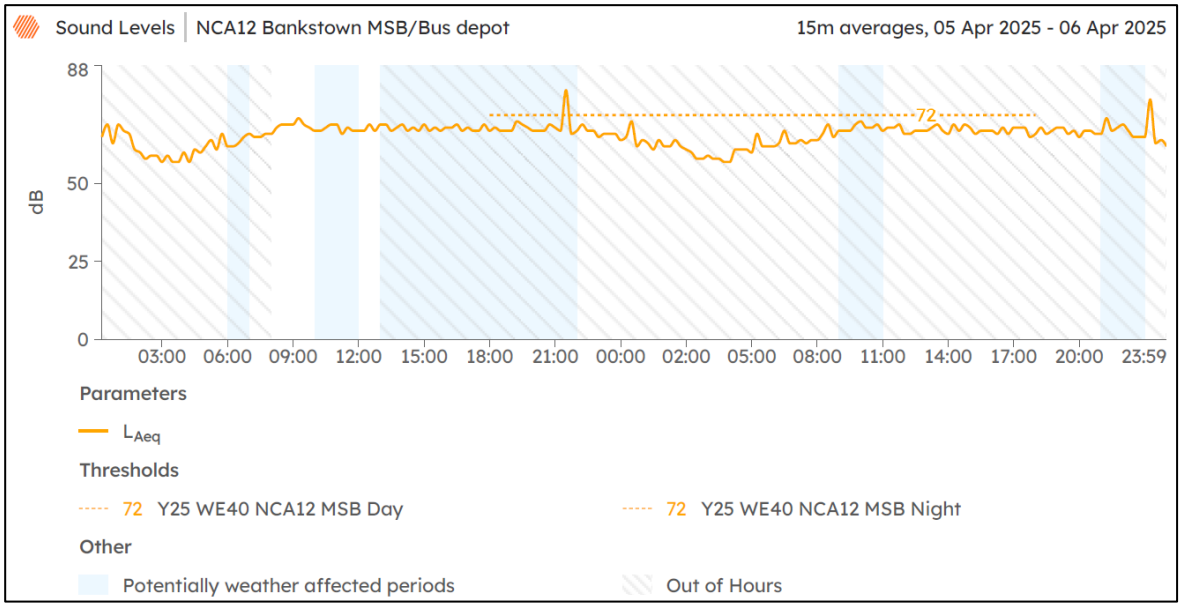
D. NCA 10 Noise Monitor (HEX-000594) is 27 m S of 33 Urunga Parade, Punchbowl

	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	21	66
Nearest Resident	36	61



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

	Distance to the Source of Noise (m)	Saturday 1800-0800 Prediction (L_{Aeq} 15 minutes)	Sunday 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	24	72	72
Nearest Resident	90	61	61



- Urban traffic adjacent to Monitoring point identified:
  - Noise monitor detect highest LAeq15min value at 80dB above the prediction (72dB), between 2115 to 2130.

  Above observed related to Urban Traffic. Not related to JHLOR activities.

Refer to attachment 1 for detailed Monitoring Result & Locations.

A. Details of any exceedances of predicted noise levels;

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

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

The mitigation measures that were implemented included:

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

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

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

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

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

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

All feasible and reasonable at-source noise controls were implements 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).

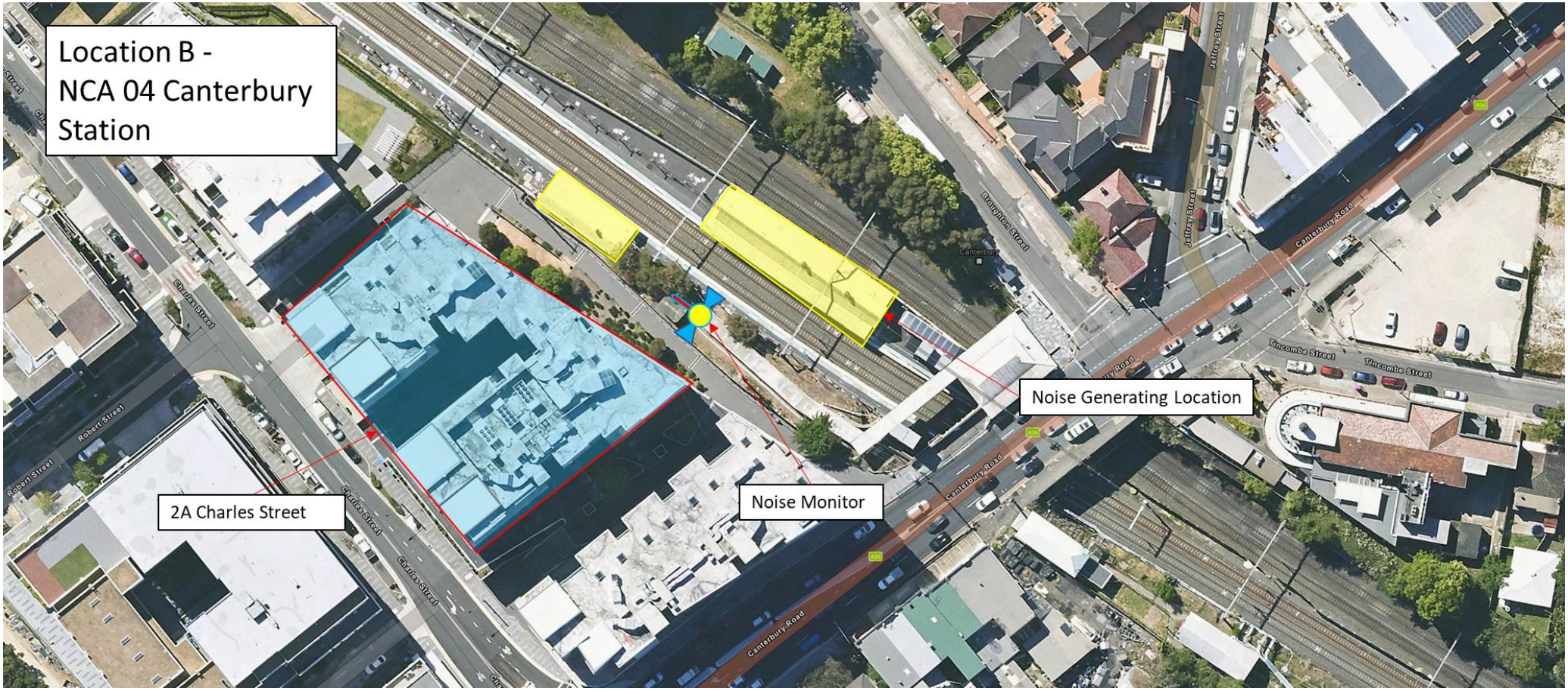
R4.4 (b) The validation report must be submitted to the EPA fortnightly from the commencement of the works permitted by L5.6 & L5.7 by no later than 2 business days from the end of each fortnight.

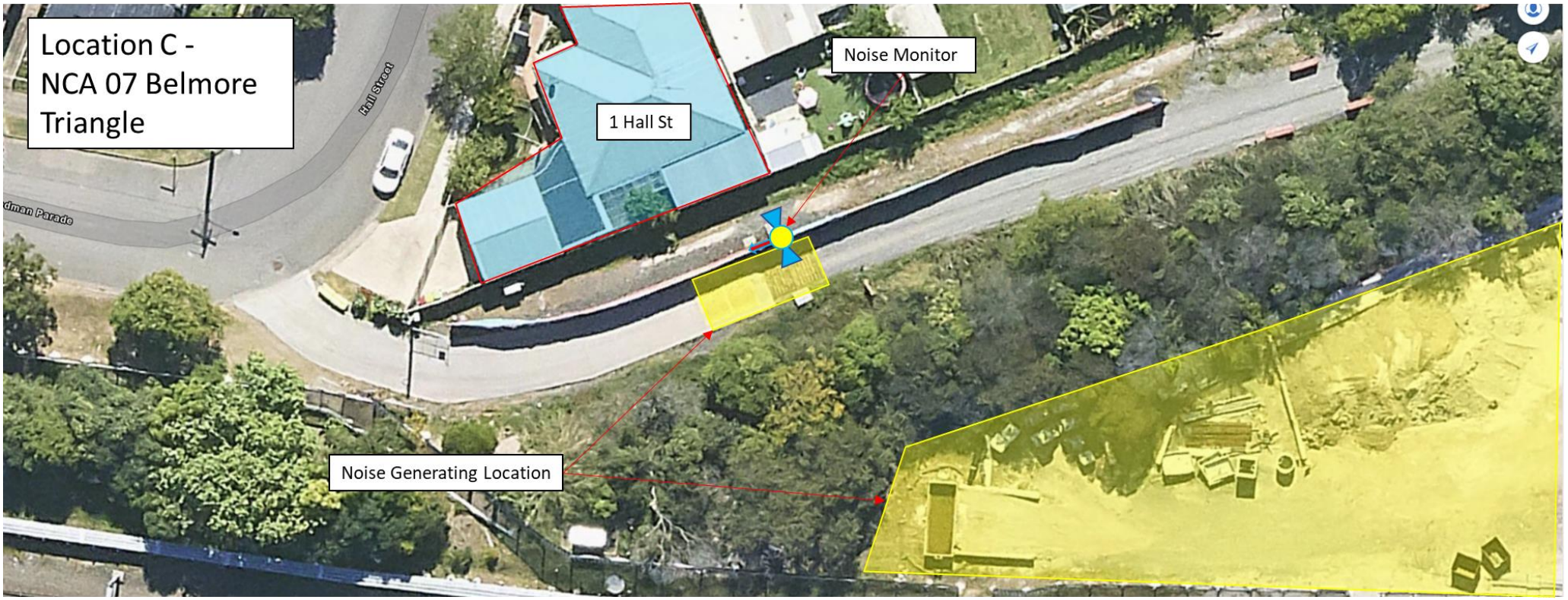
This R4.4 Validation report has been submitted to EPA by no later than two business days after the end of the fortnight.

Attachment 1 – Noise Monitoring Locations & Results

- Monitoring Result
- Monitoring Locations

Location A -
NCA 02 Ewart St
Noise Monitor
73 Ewart Street
Noise Generating Location
Ewart Street
Ewart Street
Ewart Street
Ewart Street
Ness Avenue
Ness Avenue


Location B -
NCA 04 Canterbury Station
Noise Generating Location
2A Charles Street
Noise Monitor
Canterbury Road
Tincombe Street
Jeffrey Street
Broughton Street
Robert Street
Charles Street


Location C -
NCA 07 Belmore
Triangle
Hall Street
1 Hall St
Noise Monitor
Noise Generating Location

Location D -
NCA 02 Ewart St
33 Urunga Parade
Noise Monitor
Noise Generating Location
Dudley Street
Urunga Parade
Urunga Parade
Urunga Parade
Urunga Parade
Urunga Parade
Urunga Parade

Location E -
NCA 12 Bankstown
MSB & Bus Depot
Noise Generating Location
Noise Monitor
2 West Terrace
South Terrace
West Terrace

JHLORJV

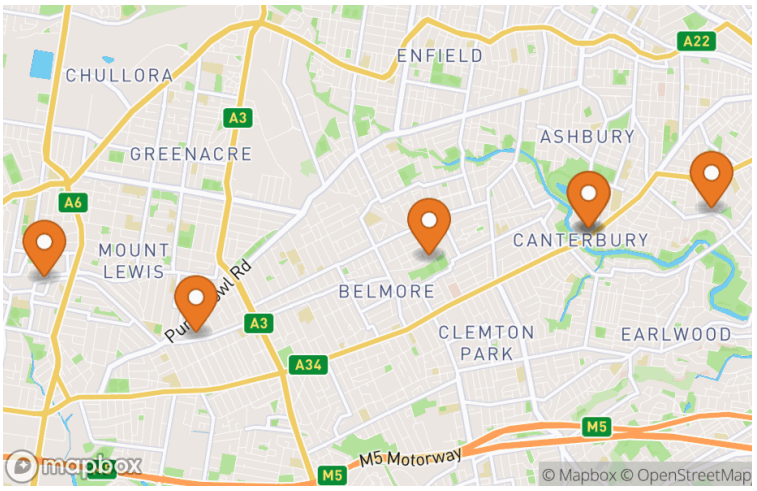
Sydney Metro S2B

Y25 WE40 Sydenham to Bankstown

Monitoring Devices

Date Range 05 Apr 2025 - 06 Apr 2025

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



Noise Monitoring Statistics

NCA07 Belmore Triangle

49 dB	DAY L_{Aeq}
47 dB	EVENING L_{Aeq}
47 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA12 Bankstown MSB/B...

68 dB	DAY L_{Aeq}
69 dB	EVENING L_{Aeq}
65 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA02 Ewart St

57 dB	DAY L_{Aeq}
57 dB	EVENING L_{Aeq}
60 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA04 CB Station

65 dB	DAY L_{Aeq}
52 dB	EVENING L_{Aeq}
51 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA 10 Urunga Pad

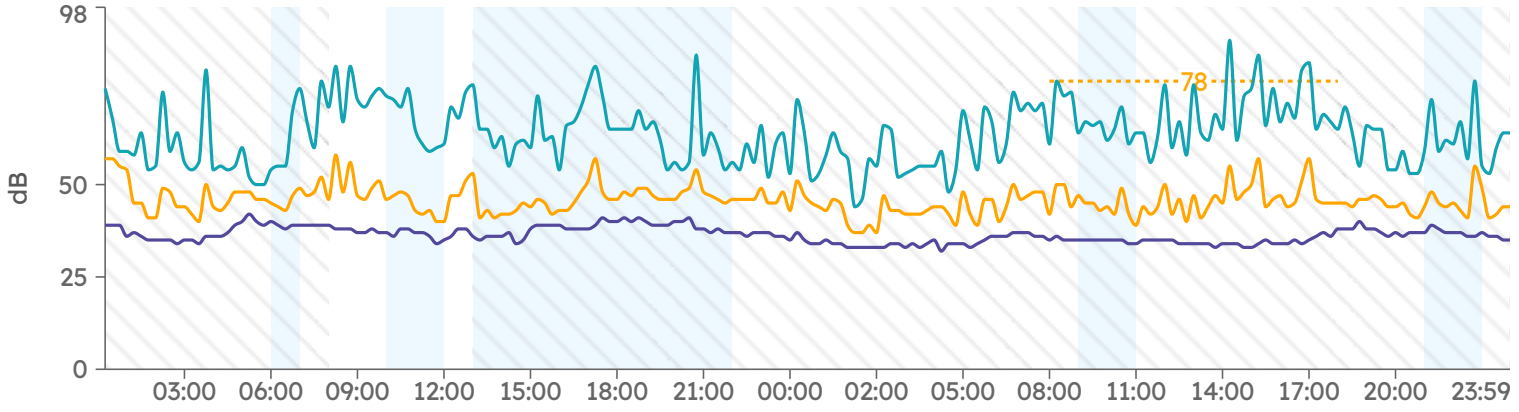
54 dB	DAY L_{Aeq}
58 dB	EVENING L_{Aeq}
52 dB	NIGHT L_{Aeq}

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

Sound Levels | NCA07 Belmore Triangle — 15m averages, 05 Apr 2025 - 06 Apr 2025



Parameters

- L_{Amax}
- L_{Amin}
- L_{Aeq}

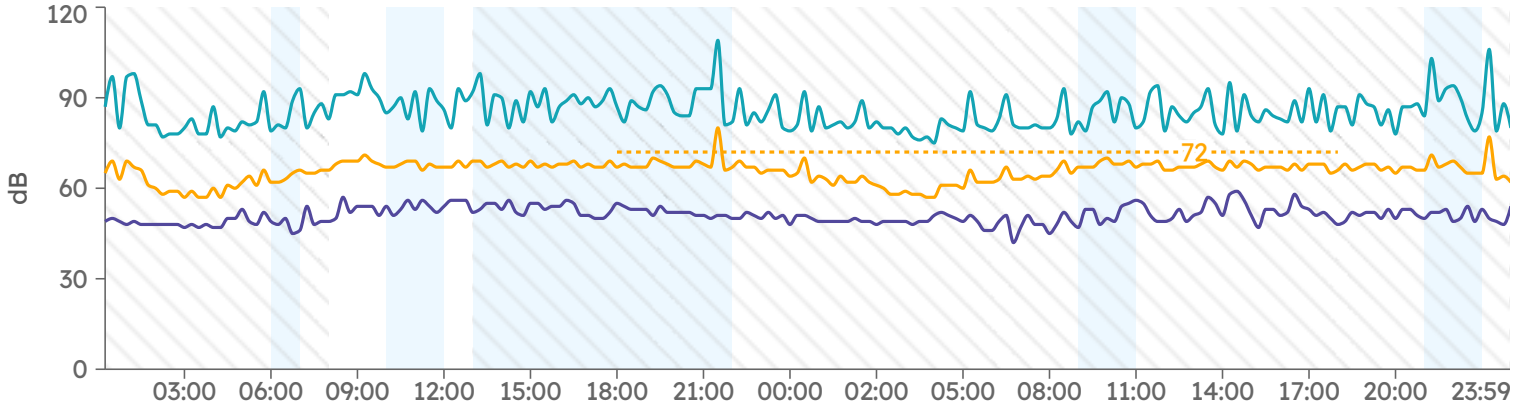
Thresholds

- 78 Y25 WE40 NCA07 BelmoreT Day

Other

- Potentially weather affected periods
- Out of Hours

Sound Levels | NCA12 Bankstown MSB/Bus depot — 15m averages, 05 Apr 2025 - 06 Apr 2025



Parameters

- L_{Amax}
- L_{Amin}
- L_{Aeq}

Thresholds

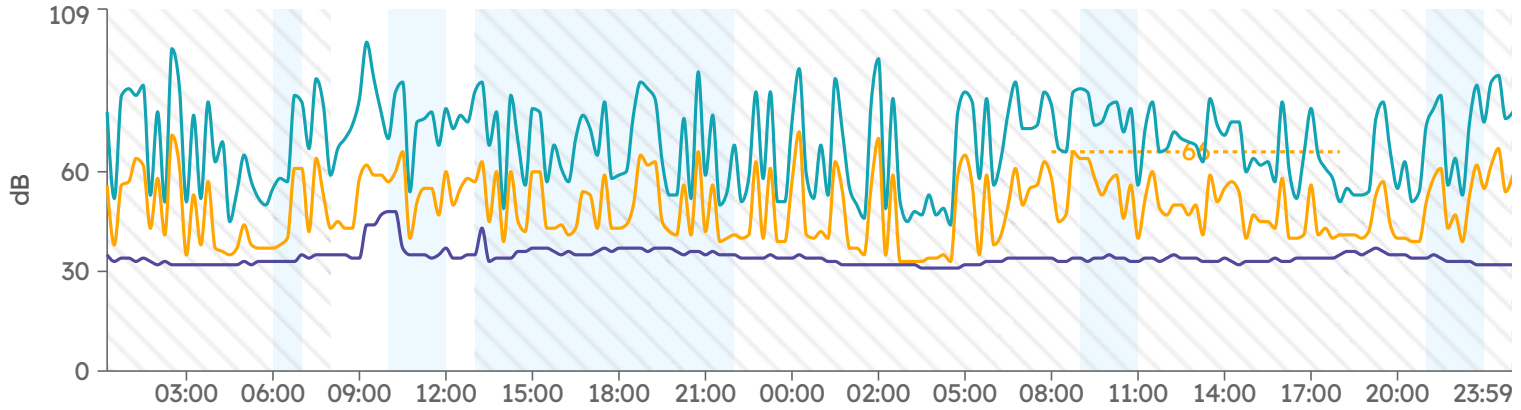
- 72 Y25 WE40 NCA12 MSB Day
- 72 Y25 WE40 NCA12 MSB Night

Other

- Potentially weather affected periods
- Out of Hours

Sound Levels | NCA02 Ewart St

15m averages, 05 Apr 2025 - 06 Apr 2025



Parameters

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

Thresholds

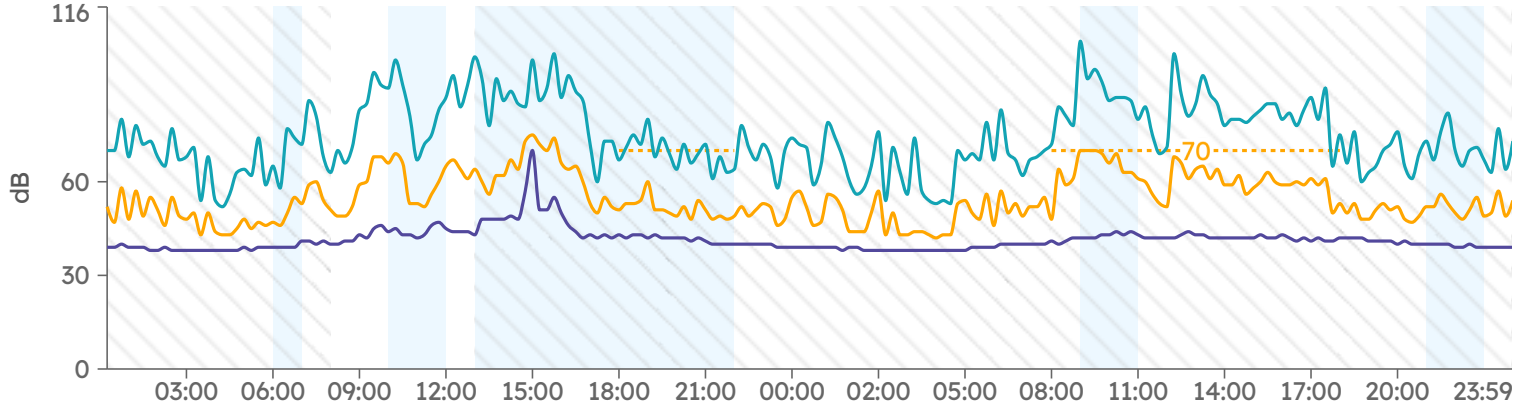
66 Y25 WE40 NCA02 Ewart Day

Other

Potentially weather affected periods Out of Hours

Sound Levels | NCA04 CB Station

15m averages, 05 Apr 2025 - 06 Apr 2025



Parameters

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

Thresholds

70 Y25 WE40 NCA04 CB Day

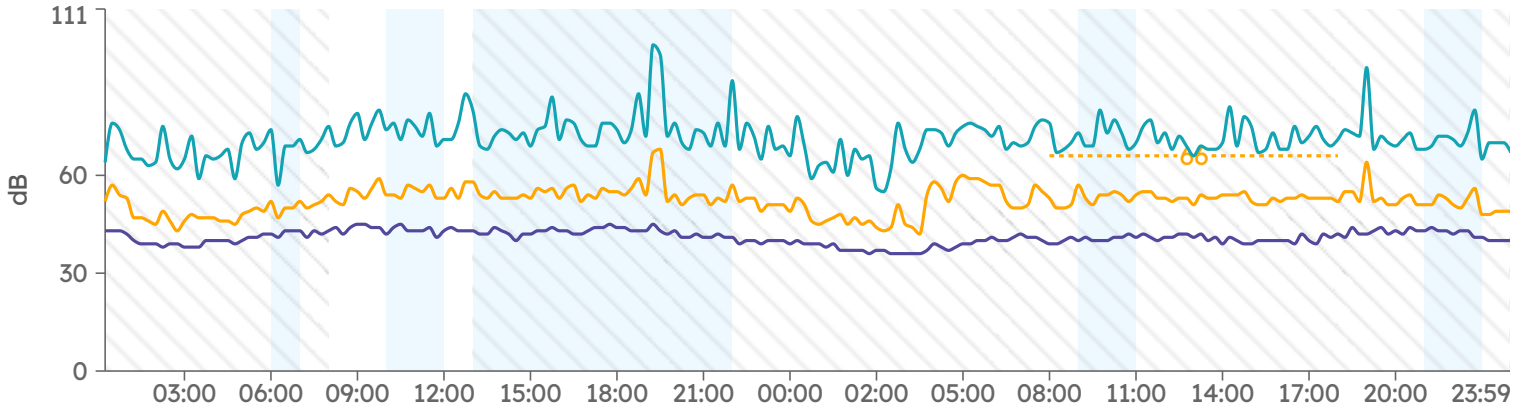
70 Y25 WE40 NCA04 CB Station Eve

Other

Potentially weather affected periods Out of Hours

Sound Levels | NCA 10 Urunga Pad

15m averages, 05 Apr 2025 - 06 Apr 2025



Parameters

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

Thresholds

66 Y25 WE40 NCA10 Urunga Day

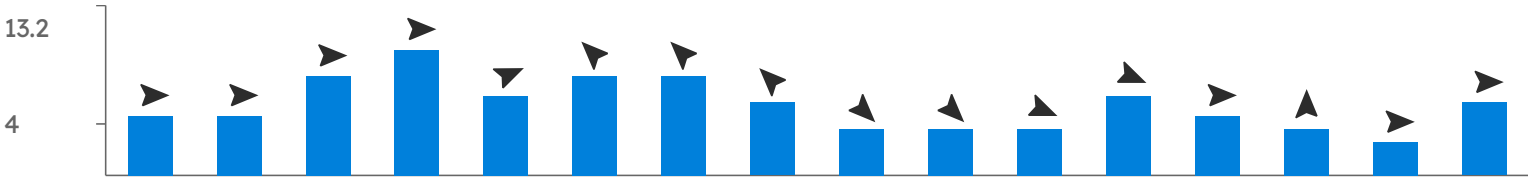
Other

Potentially weather affected periods Out of Hours

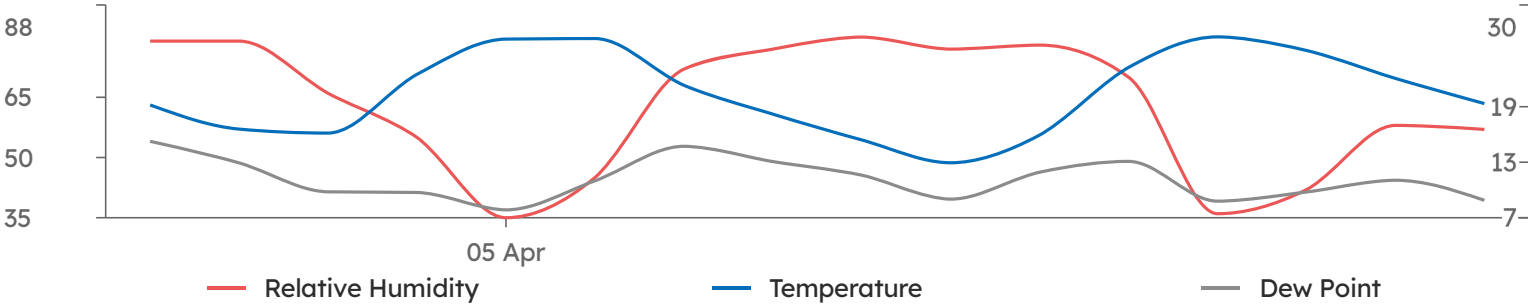
Weather Graphs 05 Apr 2025 - 06 Apr 2025

mm **Rainfall** Hourly cumulative Source

m/s **Wind** Hourly max speed and dominant direction



% **Humidity / Temp / Dew Point** Hourly max °C



Relative Humidity Temperature Dew Point

Noise Explained Events

No explanations for this period

Daily Notes

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

Device Details

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

Attachment 2 – Community Notification

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

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

Sydney Metro City & Southwest

Monthly Notification – Bankstown Station

April 2025

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

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

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

Sydney Metro work during April and May

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

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

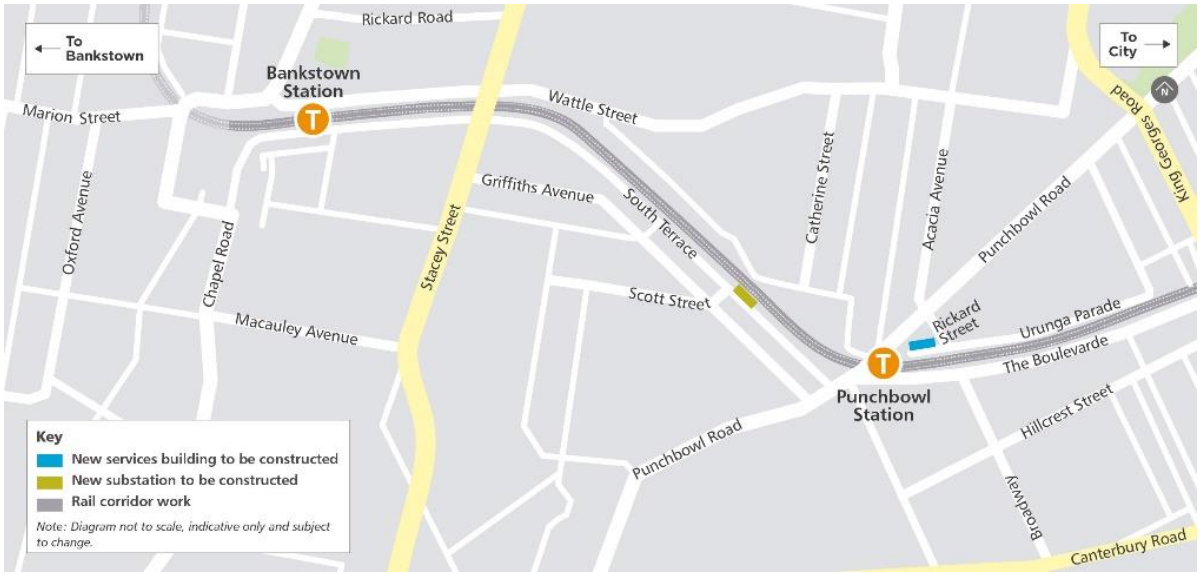
Hours of work

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

What to expect

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

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



Contact us

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

southwestmetro@transport.nsw.gov.au

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

Translating and interpreting service

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Sydney Metro City & Southwest

Monthly Notification – Belmore Station

April 2025

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

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

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

Sydney Metro work during April/May

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

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

Hours of work

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

What to expect

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

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

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Sydney Metro City & Southwest

Monthly Notification – Campsie Station

April 2025

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

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

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

Sydney Metro work during April/May

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

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

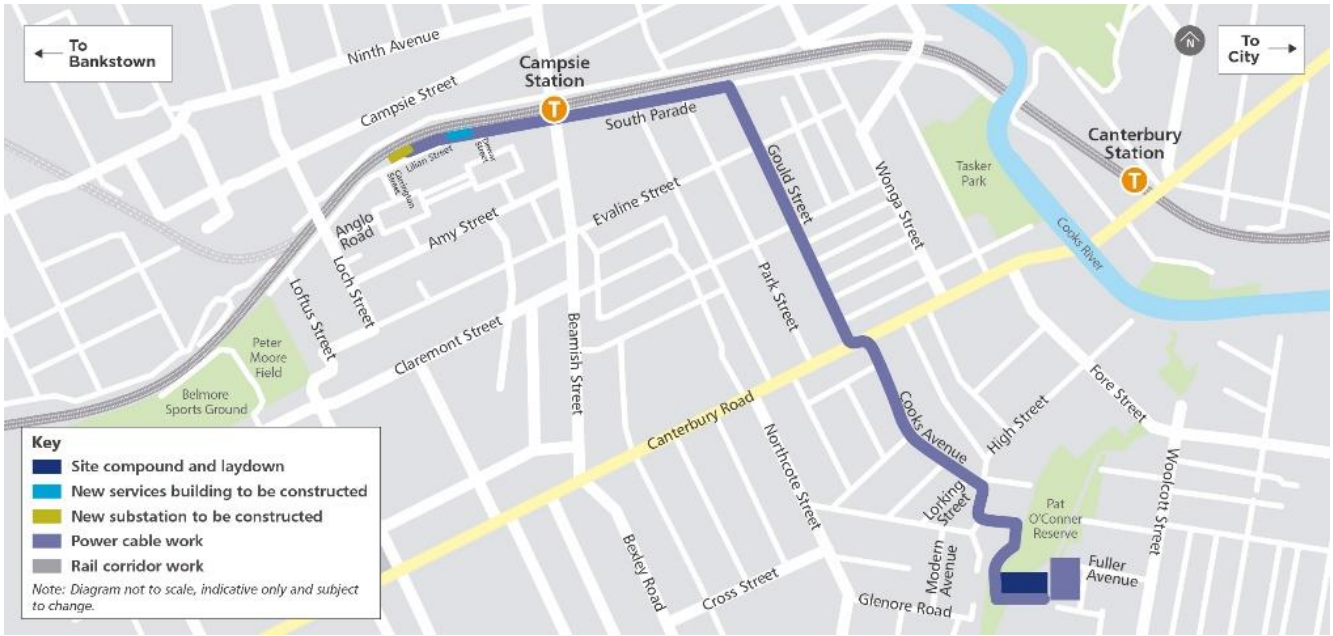
Hours of work

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

What to expect

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

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



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Sydney Metro City & Southwest

Monthly Notification – Canterbury Station

April 2025

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

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

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

Sydney Metro work during April/May

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

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

Hours of work

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

What to expect

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

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

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Sydney Metro City & Southwest

Monthly Notification – Dulwich Hill Station

April 2025

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

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

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

Sydney Metro work during April and May

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

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

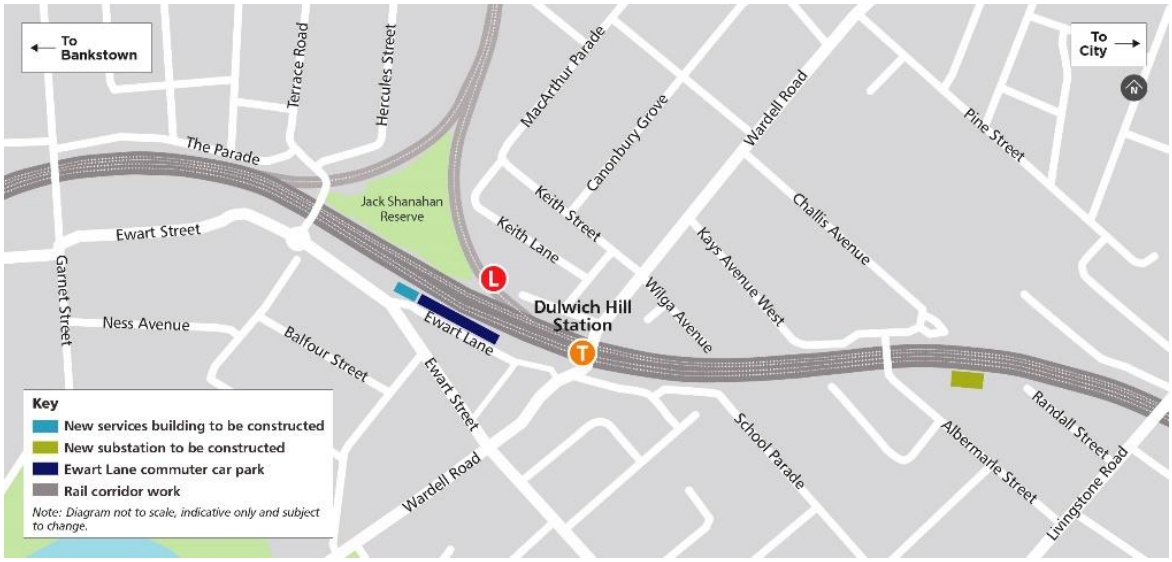
Hours of work

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

What to expect

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

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



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Sydney Metro City & Southwest

Monthly Notification – Hurlstone Park Station

April 2025

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

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

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

Sydney Metro work during April and May

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

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

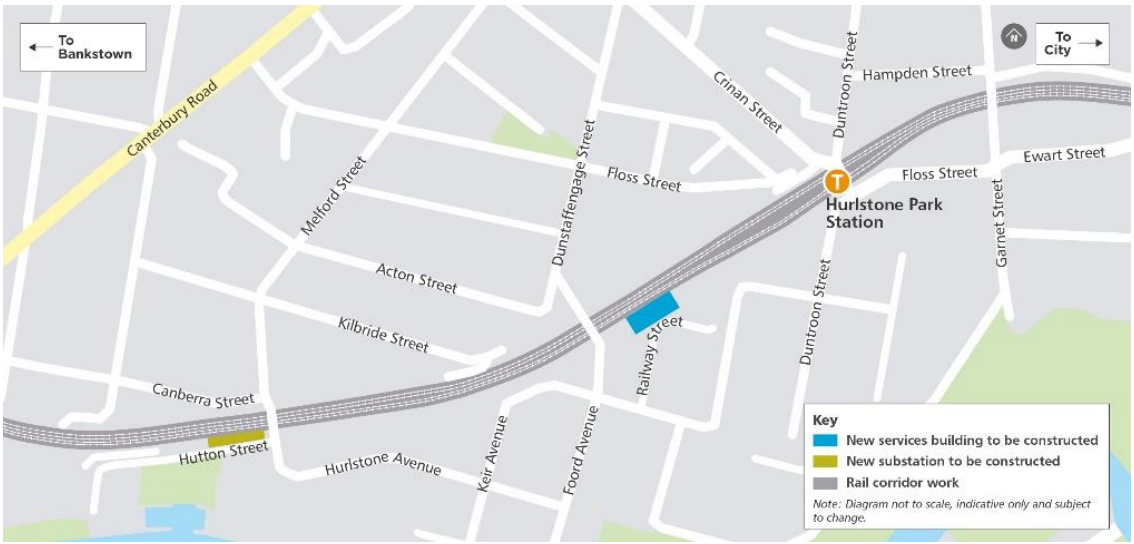
Hours of work

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

What to expect

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

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



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Sydney Metro City & Southwest

Monthly Notification – Lakemba Station

April 2025

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

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

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

Sydney Metro work during April and May

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

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

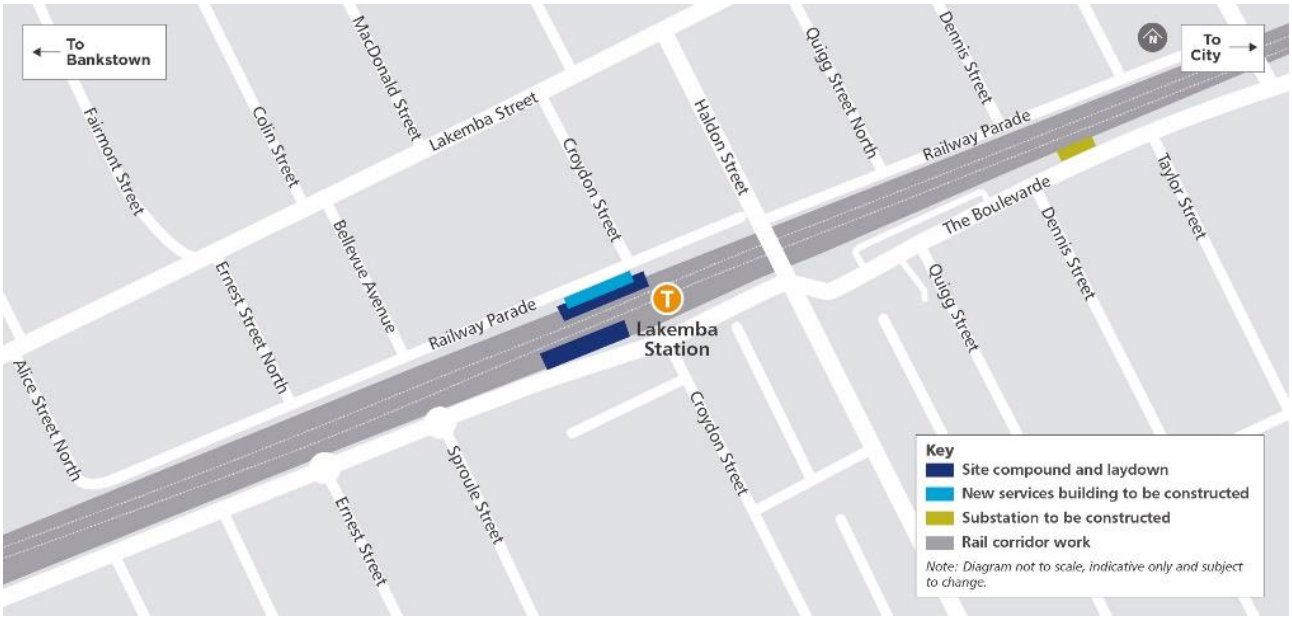
Hours of work

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

What to expect

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

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



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Sydney Metro City & Southwest

Monthly Notification – Marrickville Station

April 2025

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

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

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

Sydney Metro work during April and May

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

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

Hours of work

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

What to expect

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

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

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Sydney Metro City & Southwest

Monthly Notification – Punchbowl Station

April 2025

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

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

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

Sydney Metro work during April and May

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

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

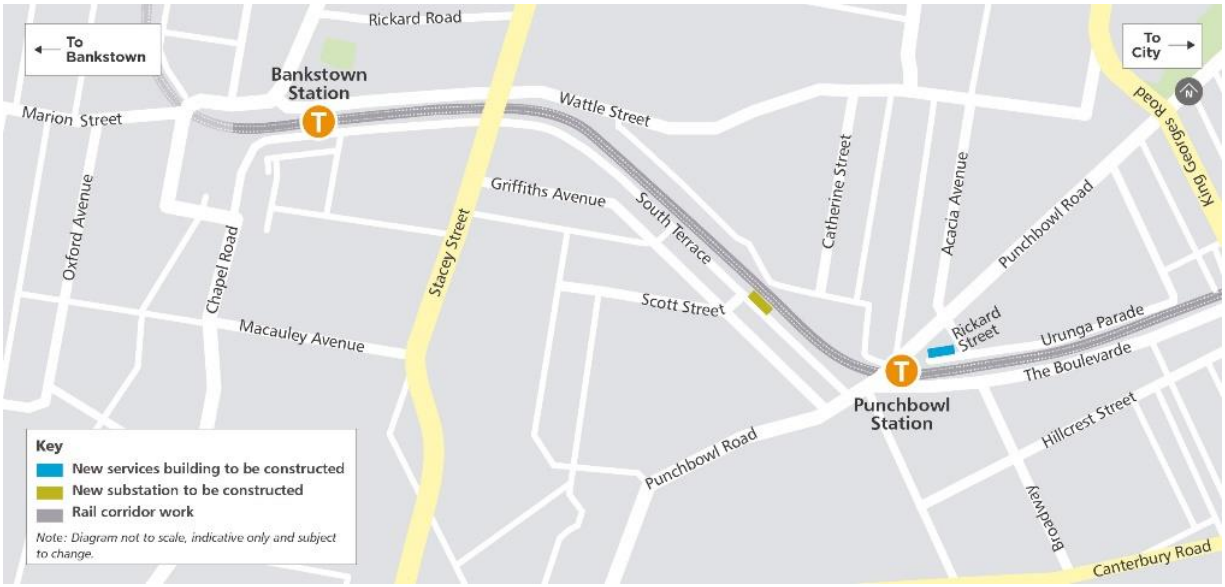
Hours of work

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

What to expect

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

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



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Sydney Metro City & Southwest

Monthly Notification – Wiley Park Station

April 2025

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

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

Sydney Metro work during April and May

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

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

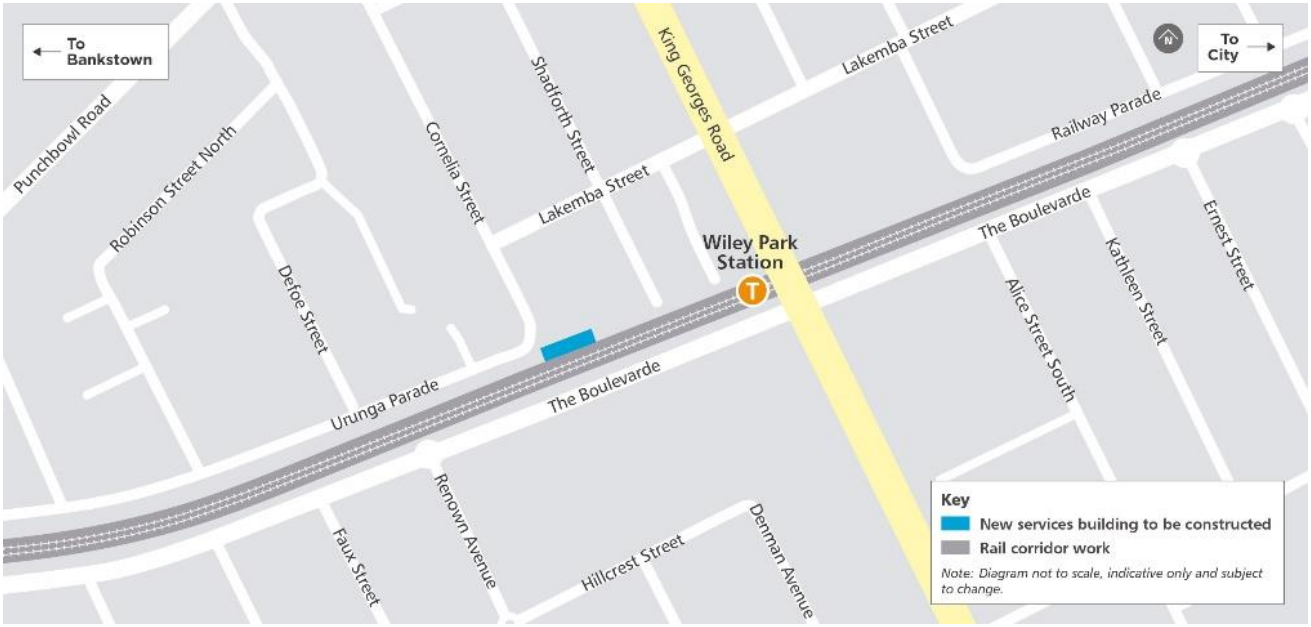
Hours of work

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

What to expect

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

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



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EPL 21147
R4.4 Validation Report
SWM3 Final Conversion Stage-3
2025 WE41

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

Document and Revision History

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

Revisions

Revision	Date	Description	Prepared by	Reviewed by
01	14/04/2025	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)..... 3
4. Details of any exceedances of predicted noise levels; 8
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..... 8
6. The justification required under L5.6 for the carrying out of works outside of standard construction hours in L5.1. 8

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. **8**

Attachment 1 – Noise Monitoring Locations & Results **9**

Attachment 2 – Community Notification **18**

Introduction

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

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

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

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

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

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

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

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

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

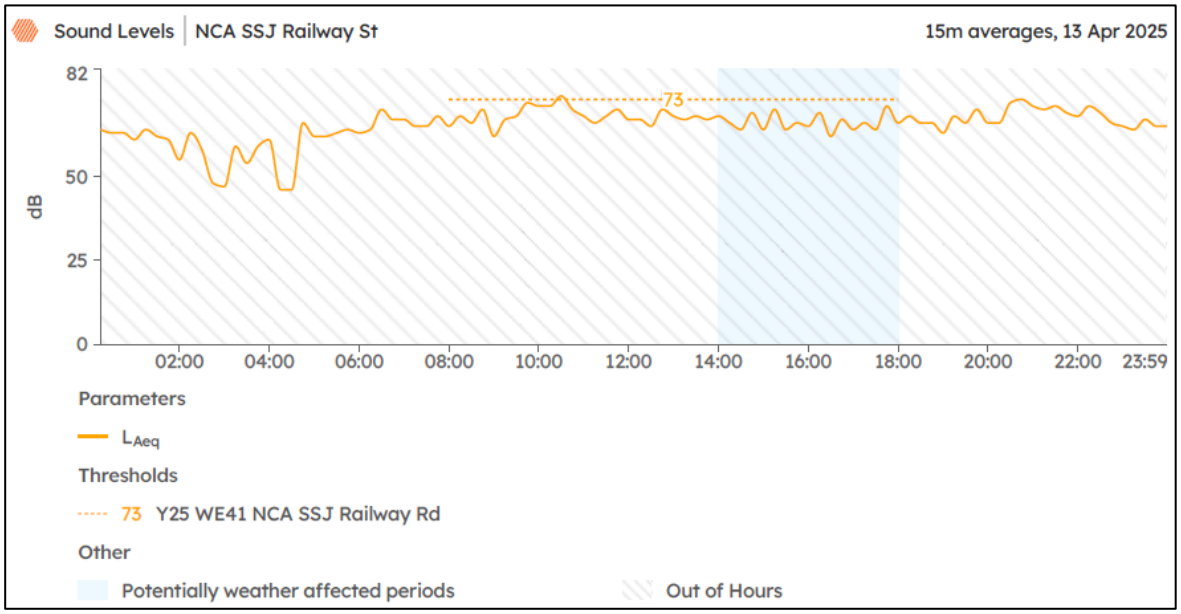
A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

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

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

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

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

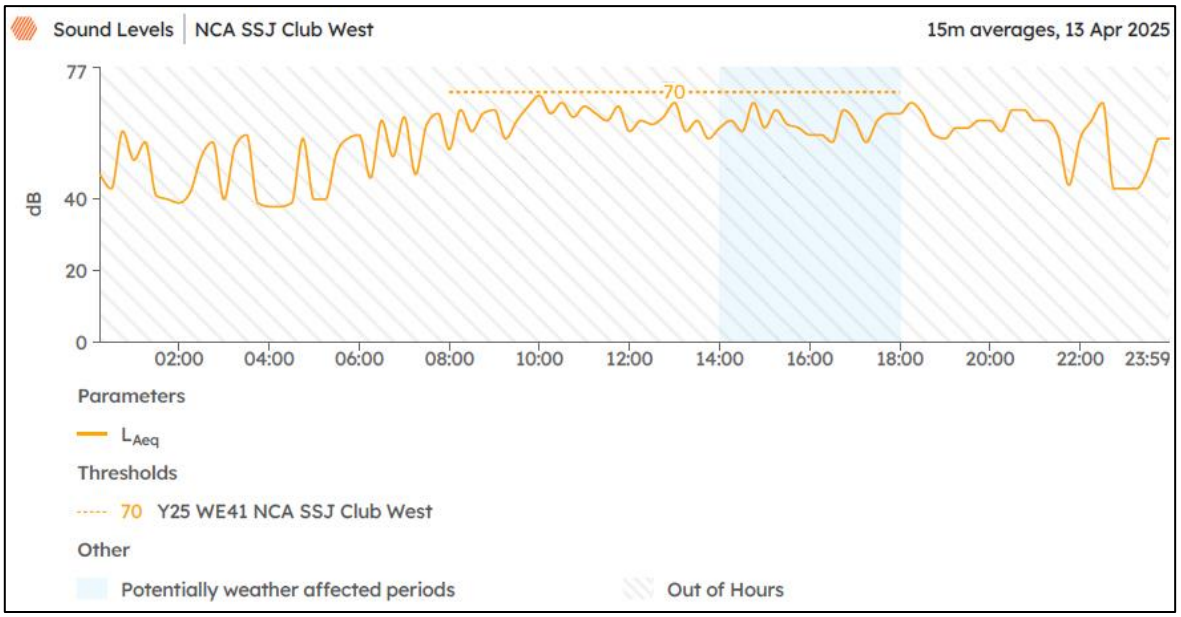


➢ Monitoring point identified Aircraft Plane:

- Noise monitor detect highest LAeq15min value at 74dB above the prediction (73dB), between 1015 to 1030. Above observed related to Aircraft Plane. Not related to JHLOR activities.

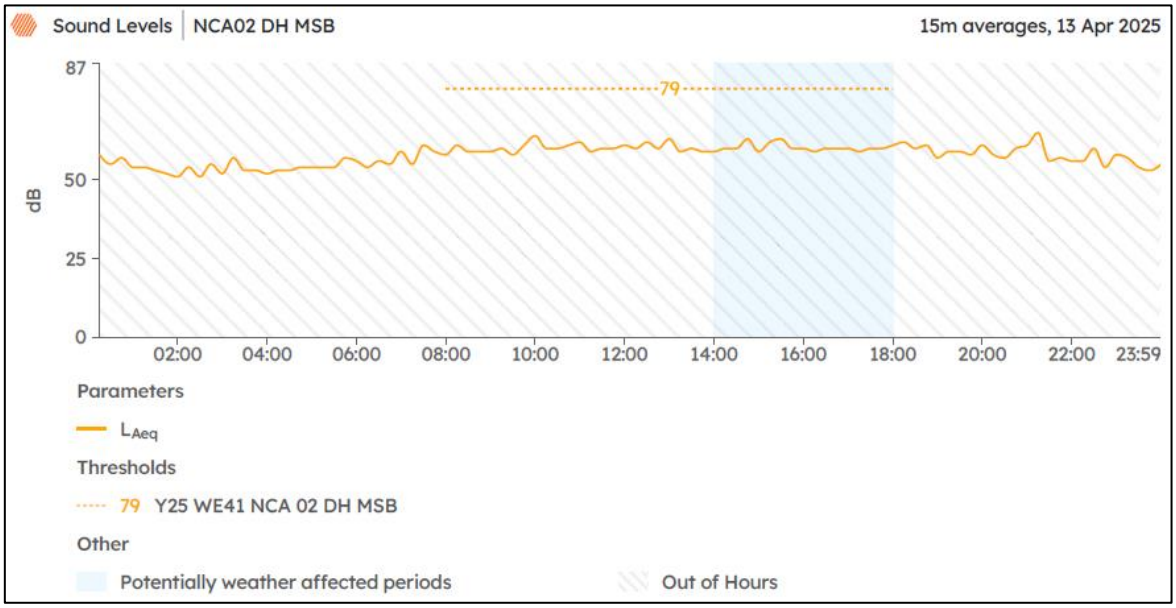
B. NCA 14 Noise Monitor (HEX-000758) is 88 m SW of 133 Meeks Road, Marrickville

	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	19	70
Nearest Resident	104	55



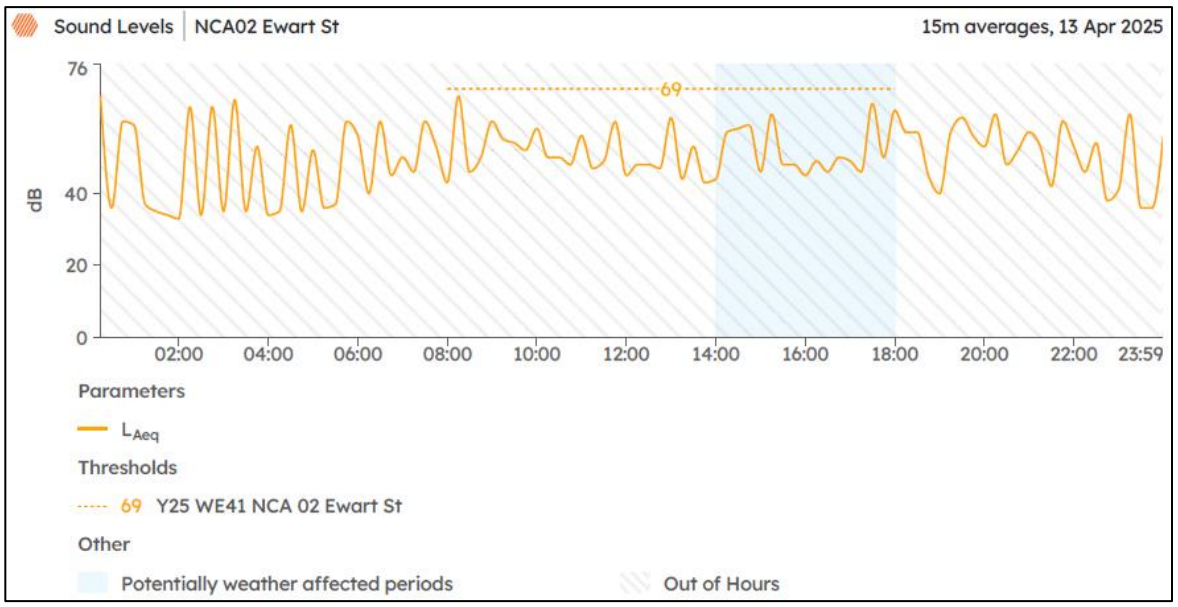
C. NCA 02 Noise Monitor (HEX-000421) is 25 m NW of 71 Ewart St, Dulwich Hill

	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	12	79
Nearest Resident	35	70



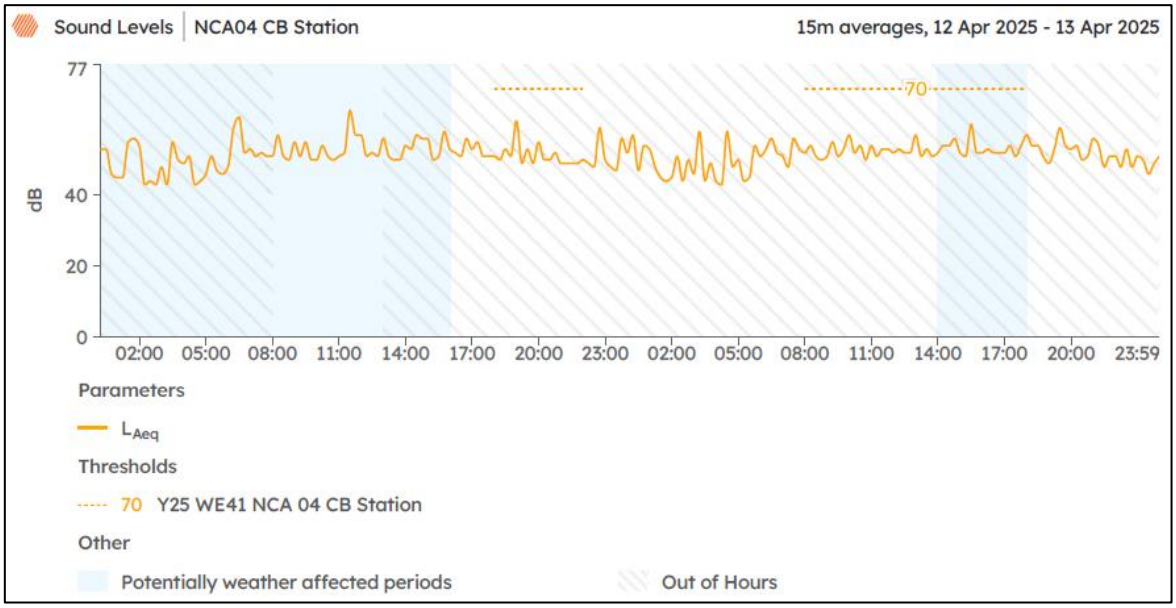
D. NCA 02 Noise Monitor (HEX-000631) is 11 m N of 73 Ewart Street, Dulwich Hill

	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	22	69
Nearest Resident	27	67



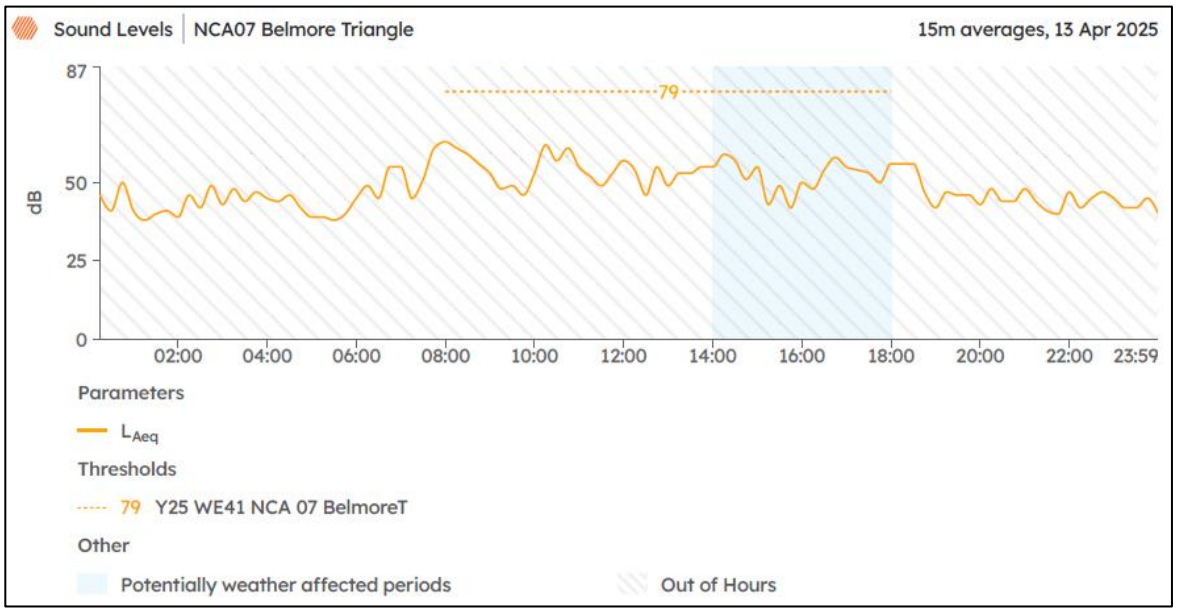
E. NCA 04 Noise Monitor (HEX-000516) is 14 m N of 2A Charles Street, Canterbury

	Distance to the Source of Noise (m)	Saturday 1800-2200 Prediction (L_{Aeq} 15 minutes)	Sunday 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	11	70	70
Nearest Resident	13	69	69



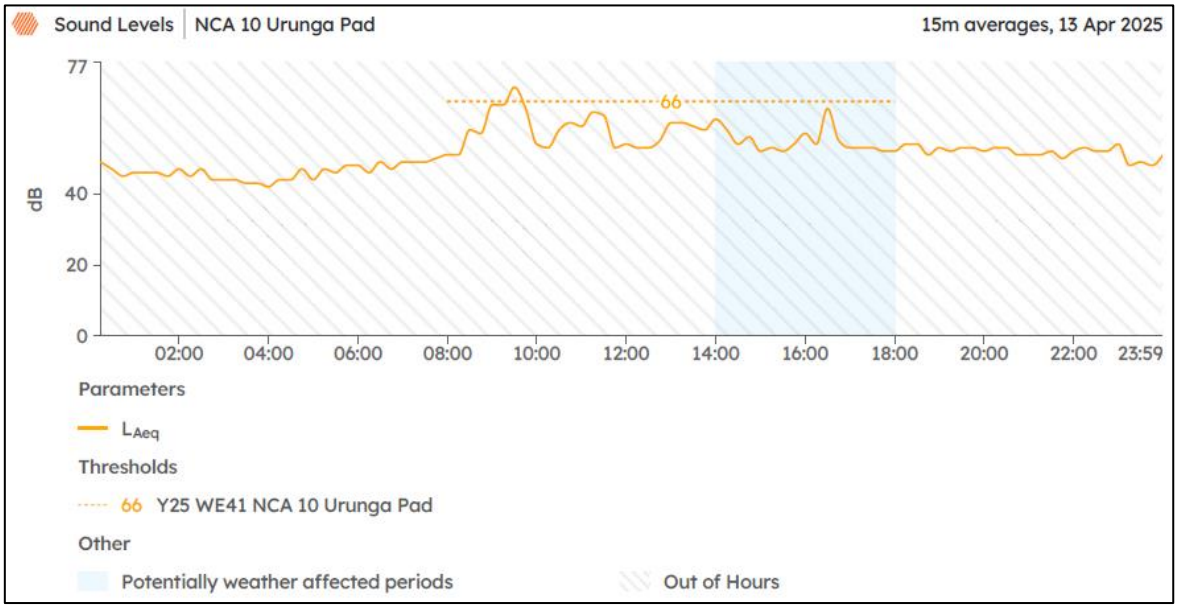
F. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore

	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	2	79
Nearest Resident	6	72



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

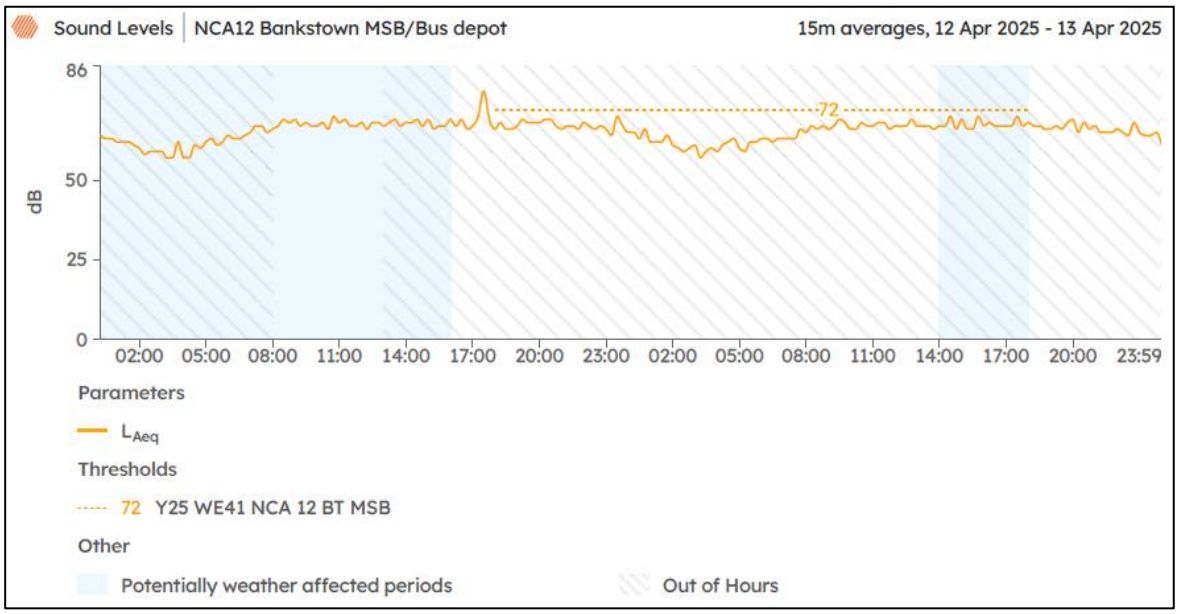
	Distance to the Source of Noise (m)	Sunday 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	21	66
Nearest Resident	36	61



- Noise monitor detect highest LAeq15min value related to construction at 0915 to 0930 (70dB) above predictions (66dB).
  Predicted noise levels (Dayshift works) in this area did not trigger offers for additional mitigation measures.
  Actual noise levels (Dayshift works) in this area did not trigger offers above the Respite limit.
  Appropriate mitigation measures being offered. No further additional mitigation measures required.

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

	Distance to the Source of Noise (m)	Saturday 1800-0800 Prediction (L_{Aeq} 15 minutes)	Sunday 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	24	72	72
Nearest Resident	90	61	61



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

A. Details of any exceedances of predicted noise levels;

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

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

The mitigation measures that were implemented included:

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

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

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

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

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

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

All feasible and reasonable at-source noise controls were implements 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

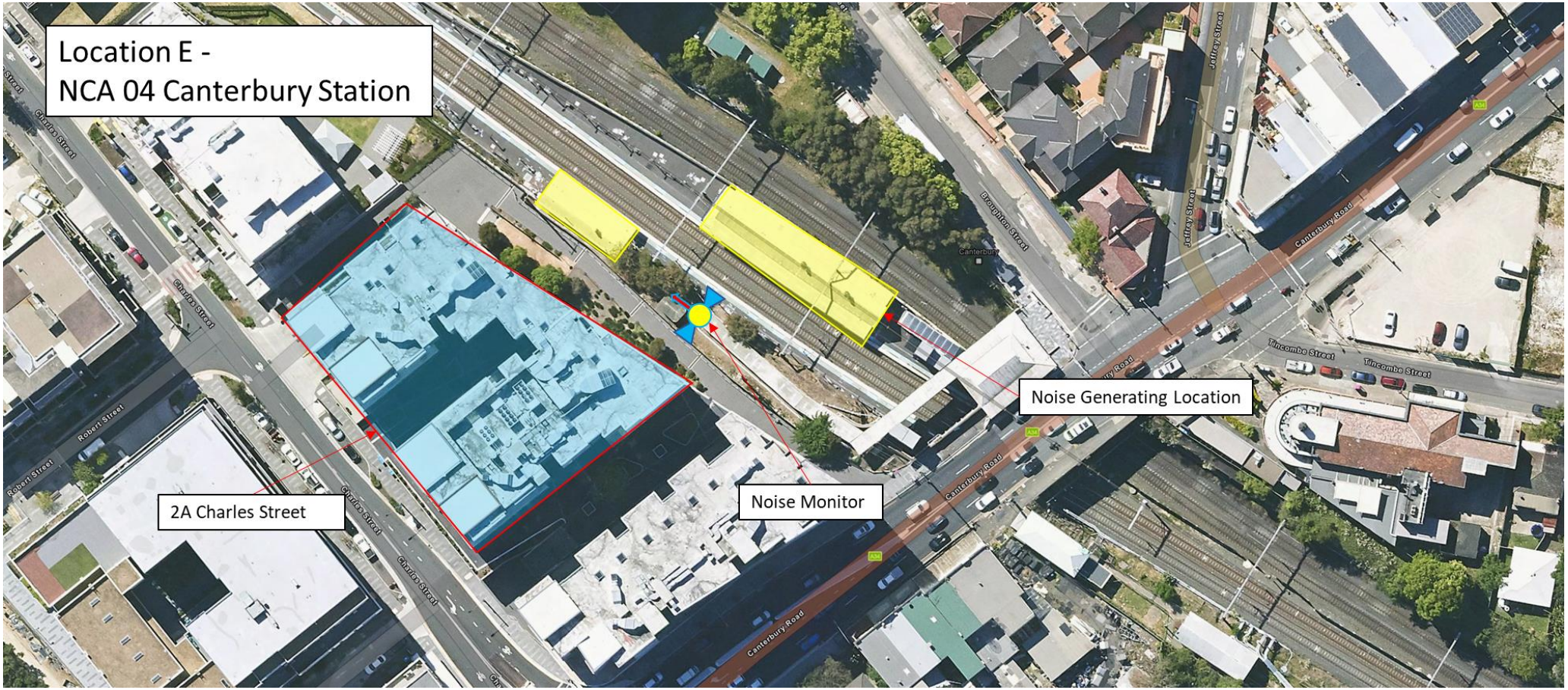
- Monitoring Result
- Monitoring Locations

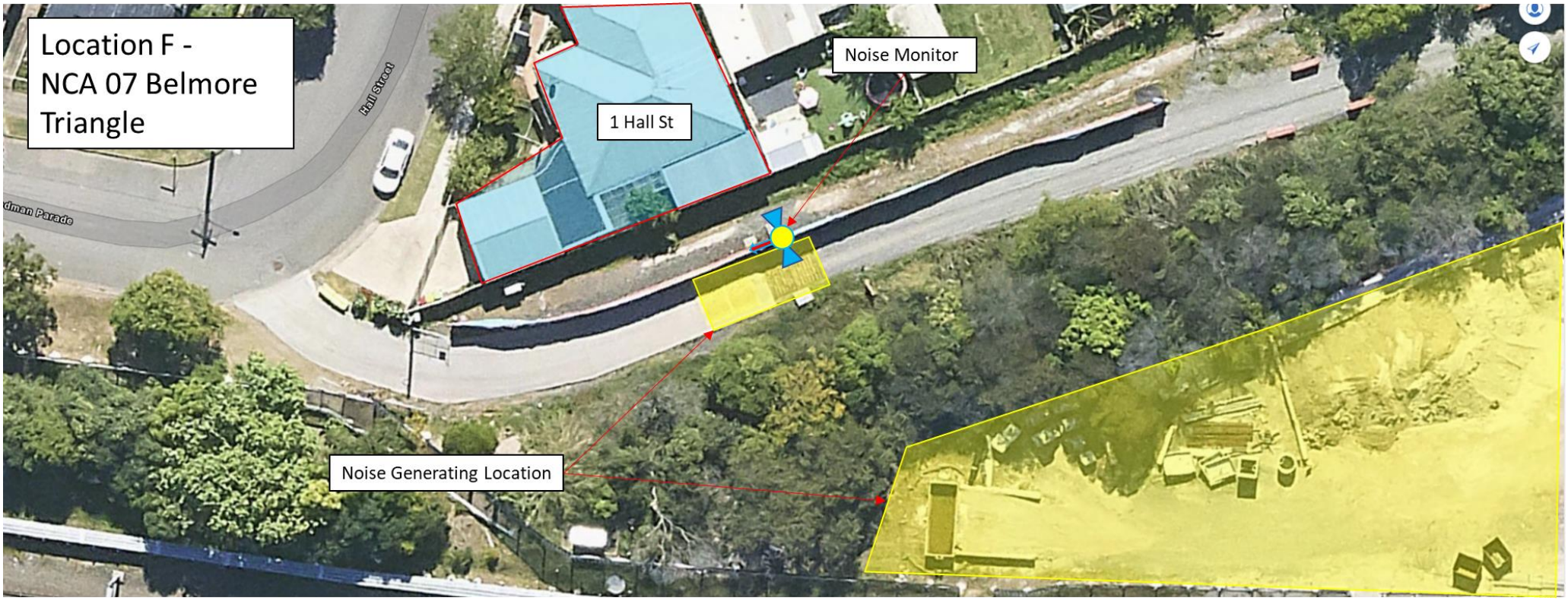
Location A -
NCA SSJ Railway Rd
Noise Generating Location
Railway Road
Railway Road
Noise Monitor
110 Railway Rd
Railway Road

Location B -
NCA SSJ Club West
Meeks Road
Meeks Lane
Maud Lane
133 Meeks Road
Noise Monitor
Noise Generating Location

Location C -
NCA 02 Dulwich Hill MSB
Noise Generating Location
Noise Monitor
71 Ewart St
Ewart Lane
Ewart Lane
Ewart Lane
Ewart Street
Ewart Street
Ewart Street
Ewart Street
Ewart Street

Location D -
NCA 02 Ewart St
Noise Monitor
73 Ewart Street
Noise Generating Location
Ewart Street
Ewart Street
Ewart Street
Ewart Street
Ewart Street
Nass Avenue
Nass Avenue


Location E -
NCA 04 Canterbury Station
Noise Generating Location
Noise Monitor
2A Charles Street
Charles Street
Robert Street
Canterbury Road
Jeffrey Street
Tincombe Street
Brougham Street


Location F -
NCA 07 Belmore
Triangle
Hall Street
1 Hall St
Noise Monitor
Noise Generating Location

Location G -
NCA 10 Urunga Pad
33 Urunga Parade
Noise Monitor
Noise Generating Location
Dudley Street
Urunga Parade
Urunga Parade
Urunga Parade
Urunga Parade
Urunga Parade
Urunga Parade

Location H -
NCA 12 Bankstown
MSB & Bus Depot
Noise Generating Location
Noise Monitor
2 West Terrace
South Terrace
West Terrace

JHLORJV

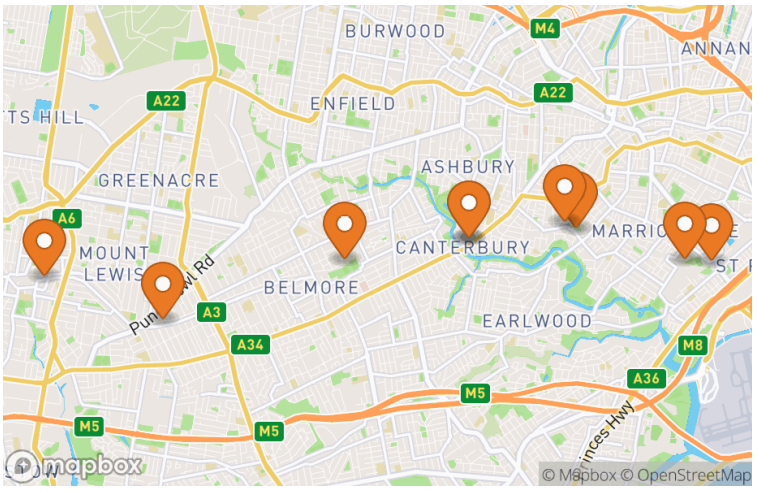
Sydney Metro S2B

Y25 WE41 Sydenham to Bankstown

Monitoring Devices

Date Range 12 Apr 2025 - 13 Apr 2025

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



Noise Monitoring Statistics

NCA07 Belmore Triangle

57 dB	DAY L_{Aeq}
52 dB	EVENING L_{Aeq}
46 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA12 Bankstown MSB/B...

68 dB	DAY L_{Aeq}
67 dB	EVENING L_{Aeq}
63 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA SSJ Club West

61 dB	DAY L_{Aeq}
59 dB	EVENING L_{Aeq}
55 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA02 Ewart St

57 dB	DAY L_{Aeq}
57 dB	EVENING L_{Aeq}
59 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA SSJ Railway St

67 dB	DAY L_{Aeq}
68 dB	EVENING L_{Aeq}
64 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA04 CB Station

54 dB	DAY L_{Aeq}
53 dB	EVENING L_{Aeq}
52 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA 10 Urunga Pad

59 dB	DAY L_{Aeq}
53 dB	EVENING L_{Aeq}
50 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA02 DH MSB

60 dB	DAY L_{Aeq}
59 dB	EVENING L_{Aeq}
55 dB	NIGHT L_{Aeq}

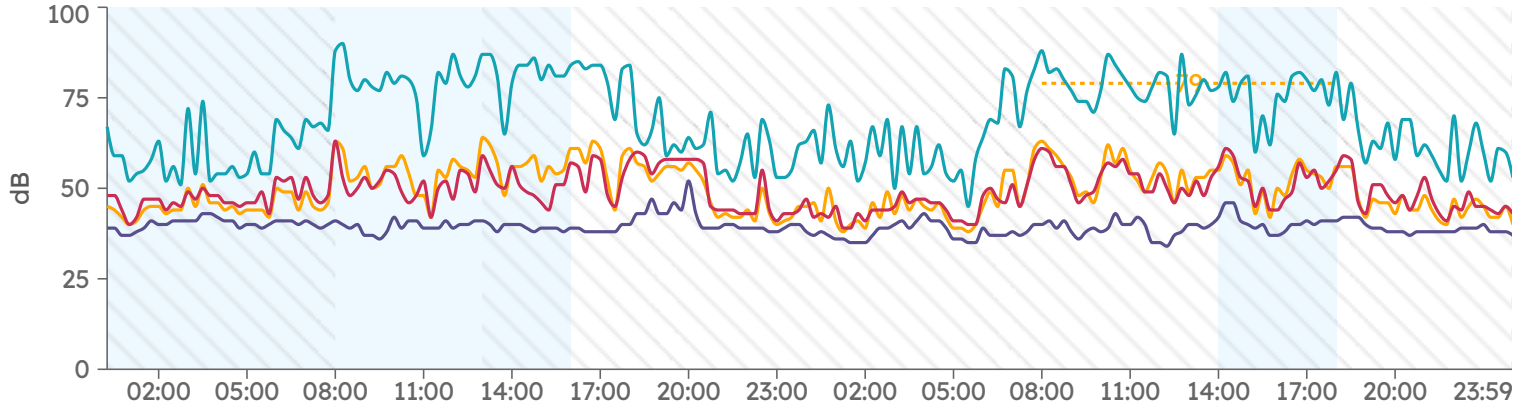
Average value across selected time period

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

Sound Levels | NCA07 Belmore Triangle

15m averages, 12 Apr 2025 - 13 Apr 2025



Parameters

L_{Amax} L_{Aeq} L_{A10} L_{A90}

Thresholds

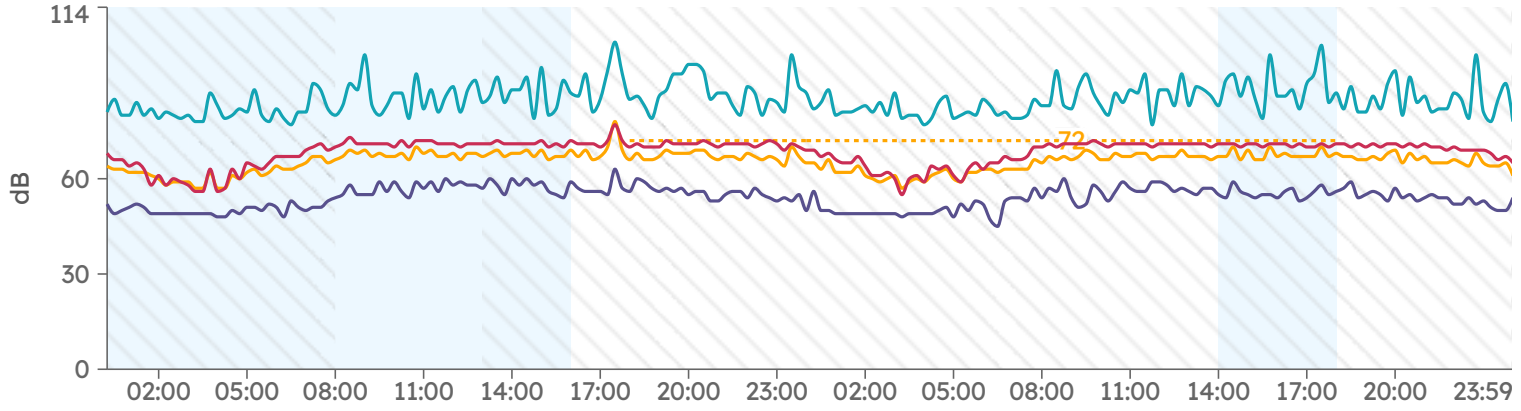
79 Y25 WE41 NCA 07 BelmoreT

Other

Potentially weather affected periods Out of Hours

Sound Levels | NCA12 Bankstown MSB/Bus depot

15m averages, 12 Apr 2025 - 13 Apr 2025



Parameters

L_{Amax} L_{Aeq} L_{A10} L_{A90}

Thresholds

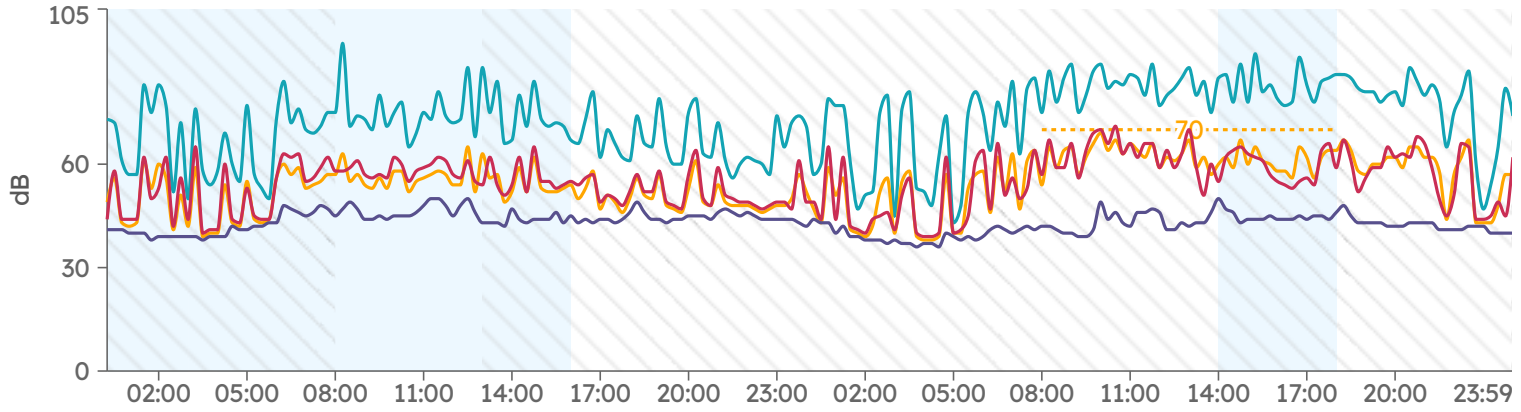
72 Y25 WE41 NCA 12 BT MSB

Other

Potentially weather affected periods Out of Hours

Sound Levels | NCA SSJ Club West

15m averages, 12 Apr 2025 - 13 Apr 2025



Parameters

L_{Amax} L_{Aeq} L_{A10} L_{A90}

Thresholds

70 Y25 WE41 NCA SSJ Club West

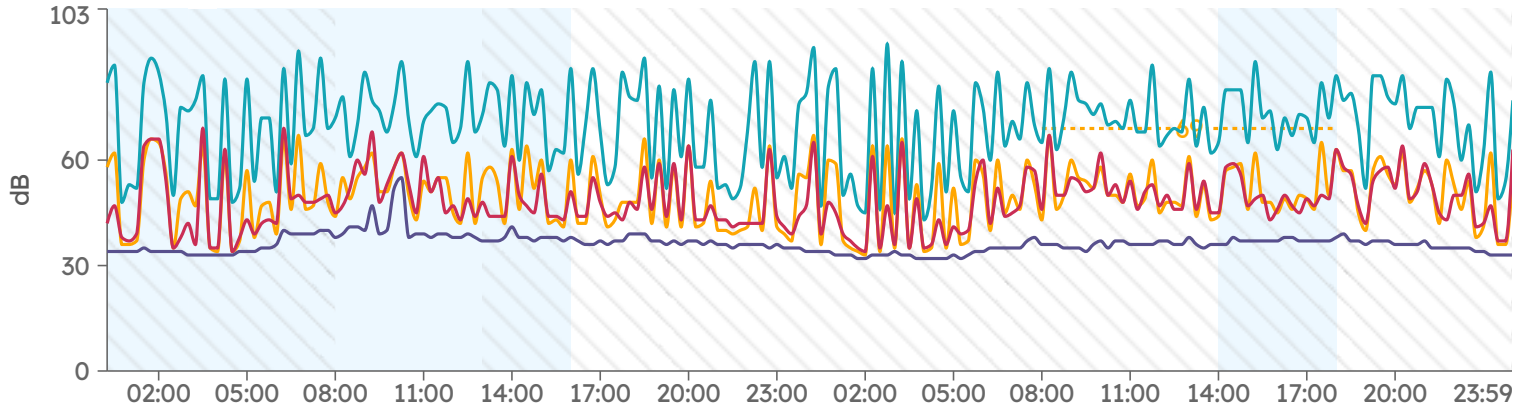
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA02 Ewart St

15m averages, 12 Apr 2025 - 13 Apr 2025



Parameters

L_{Amax} L_{Aeq} L_{A10} L_{A90}

Thresholds

69 Y25 WE41 NCA 02 Ewart St

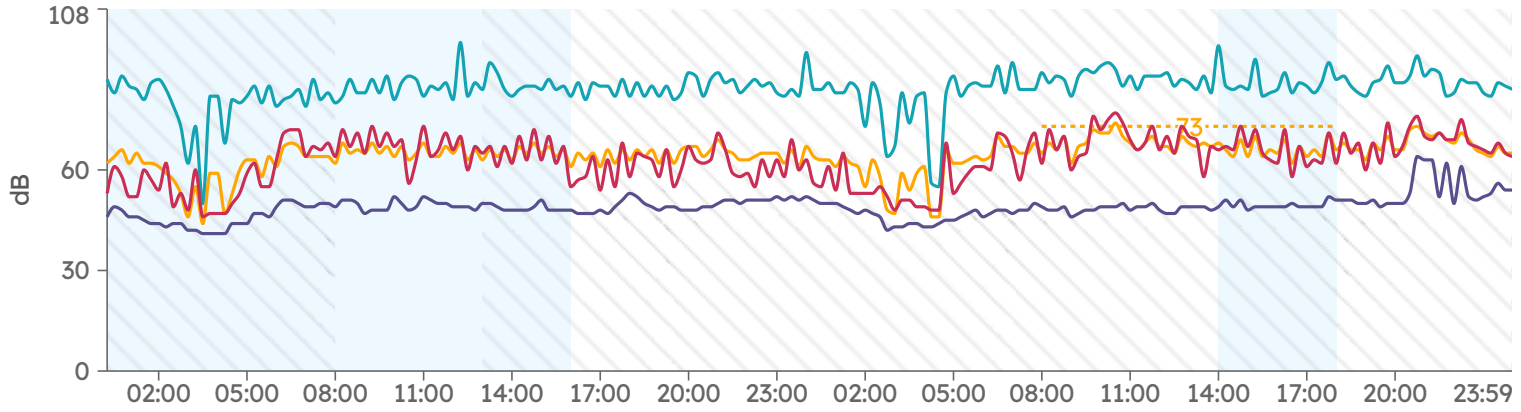
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA SSJ Railway St

15m averages, 12 Apr 2025 - 13 Apr 2025



Parameters

L_{Amax} L_{Aeq} L_{A10} L_{A90}

Thresholds

73 Y25 WE41 NCA SSJ Railway Rd

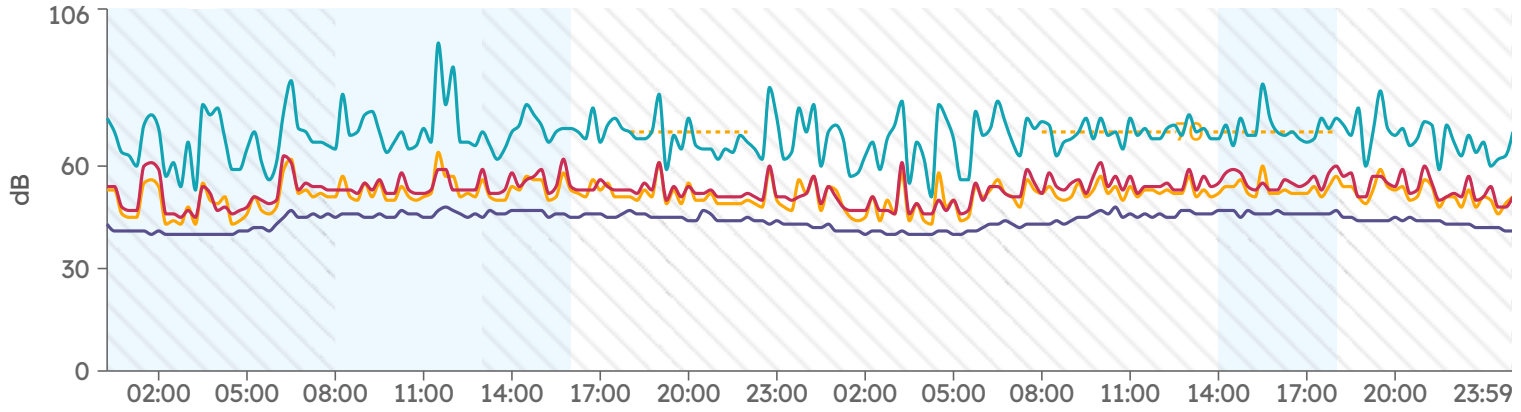
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA04 CB Station

15m averages, 12 Apr 2025 - 13 Apr 2025



Parameters

L_{Amax} L_{Aeq} L_{A10} L_{A90}

Thresholds

70 Y25 WE41 NCA 04 CB Station

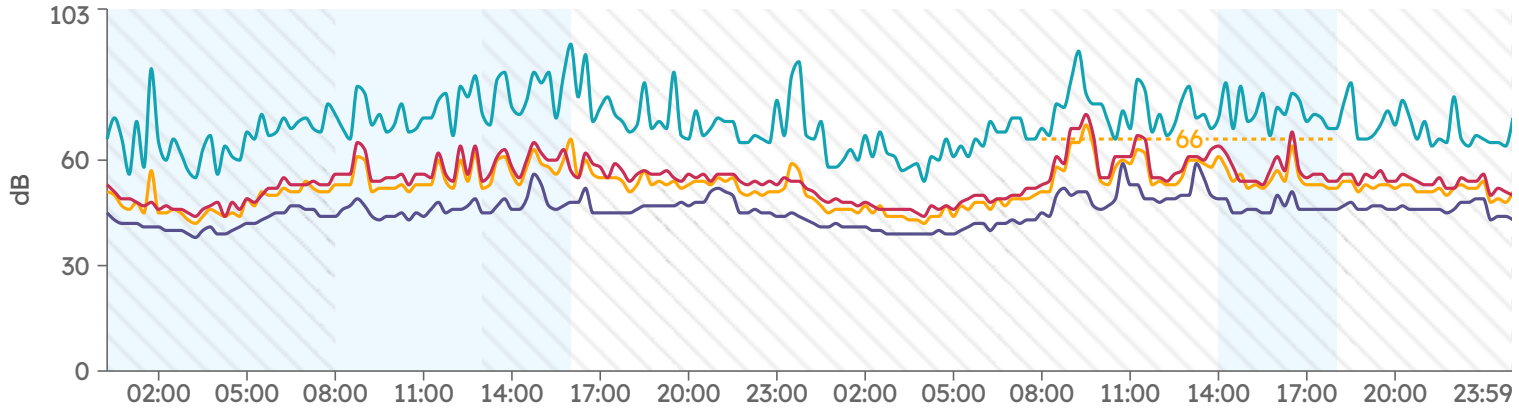
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA 10 Urunga Pad

15m averages, 12 Apr 2025 - 13 Apr 2025



Parameters

L_{Amax} L_{Aeq} L_{A10} L_{A90}

Thresholds

66 Y25 WE41 NCA 10 Urunga Pad

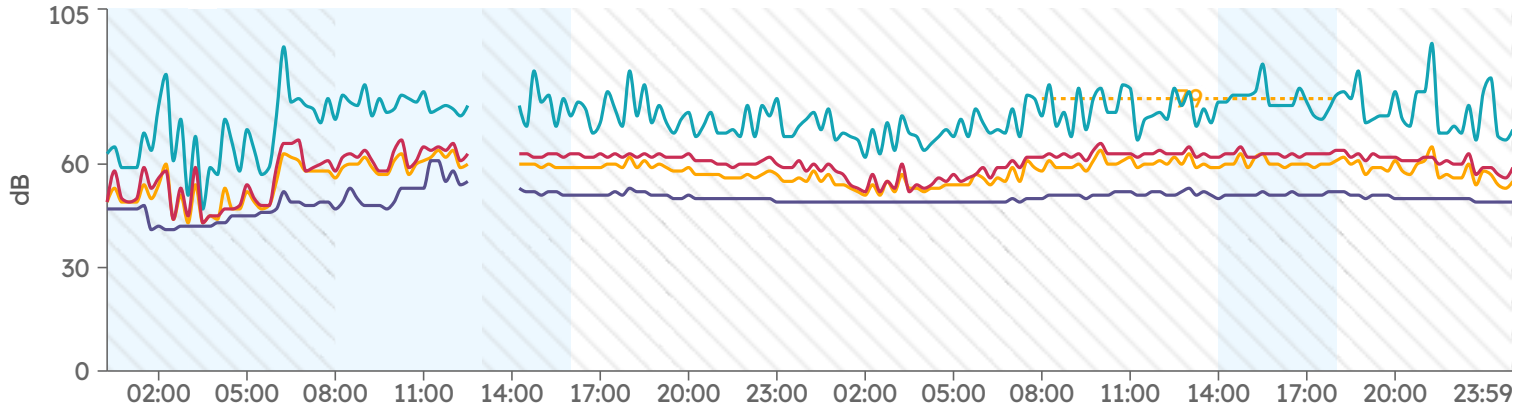
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA02 DH MSB

15m averages, 12 Apr 2025 - 13 Apr 2025



Parameters

L_{Amax} L_{Aeq} L_{A10} L_{A90}

Thresholds

79 Y25 WE41 NCA 02 DH MSB

Other

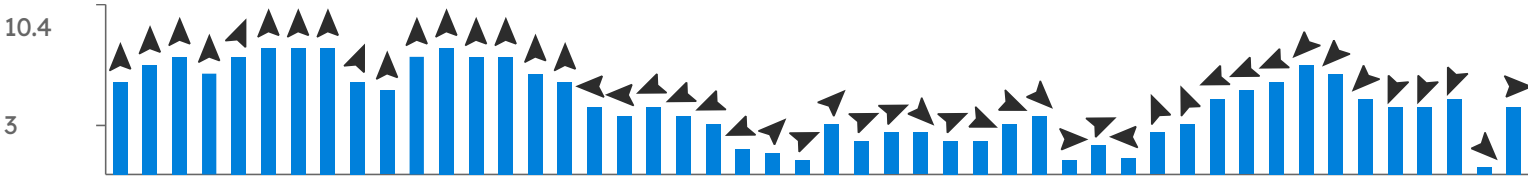
Potentially weather affected periods

Out of Hours

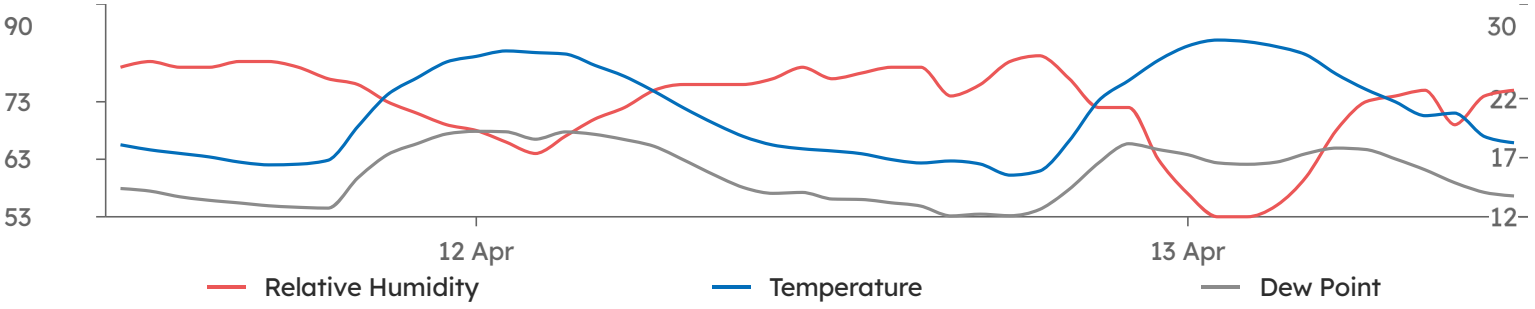
Weather Graphs 12 Apr 2025 - 13 Apr 2025

mm **Rainfall** Hourly cumulative Source

m/s **Wind** Hourly max speed and dominant direction



% **Humidity / Temp / Dew Point** Hourly max °C



Noise Explained Events

No explanations for this period

Daily Notes

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

Device Details

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

Attachment 2 – Community Notification

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

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

Sydney Metro City & Southwest

Monthly Notification – Bankstown Station

April 2025

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

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

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

Sydney Metro work during April and May

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

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

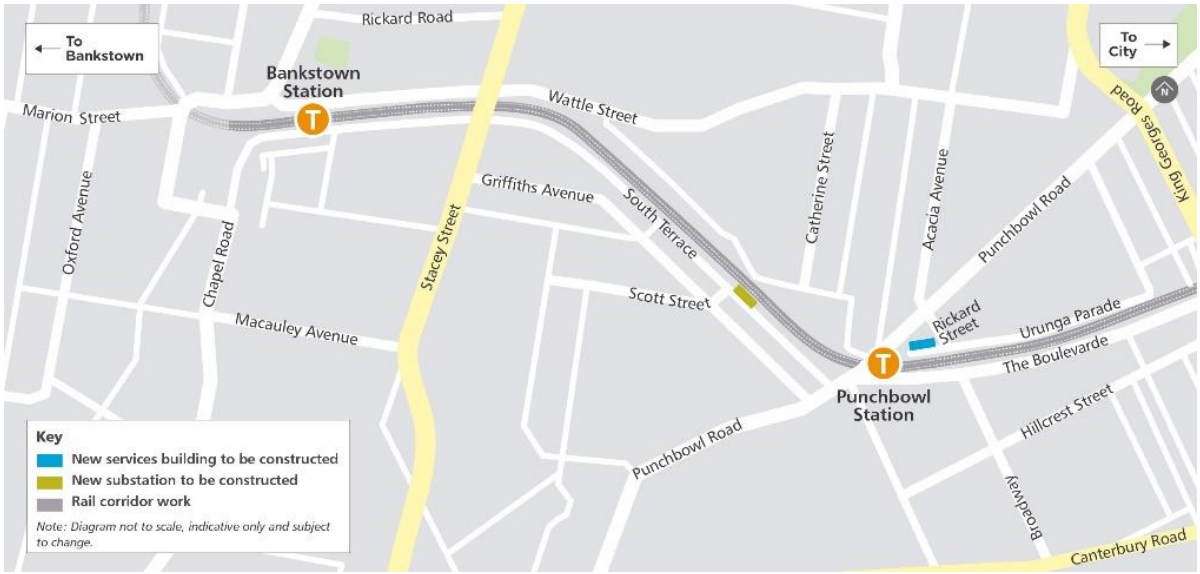
Hours of work

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

What to expect

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

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



Contact us

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Sydney Metro City & Southwest

Monthly Notification – Belmore Station

April 2025

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

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

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

Sydney Metro work during April/May

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

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

Hours of work

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

What to expect

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

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

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Sydney Metro City & Southwest

Monthly Notification – Campsie Station

April 2025

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

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

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

Sydney Metro work during April/May

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

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

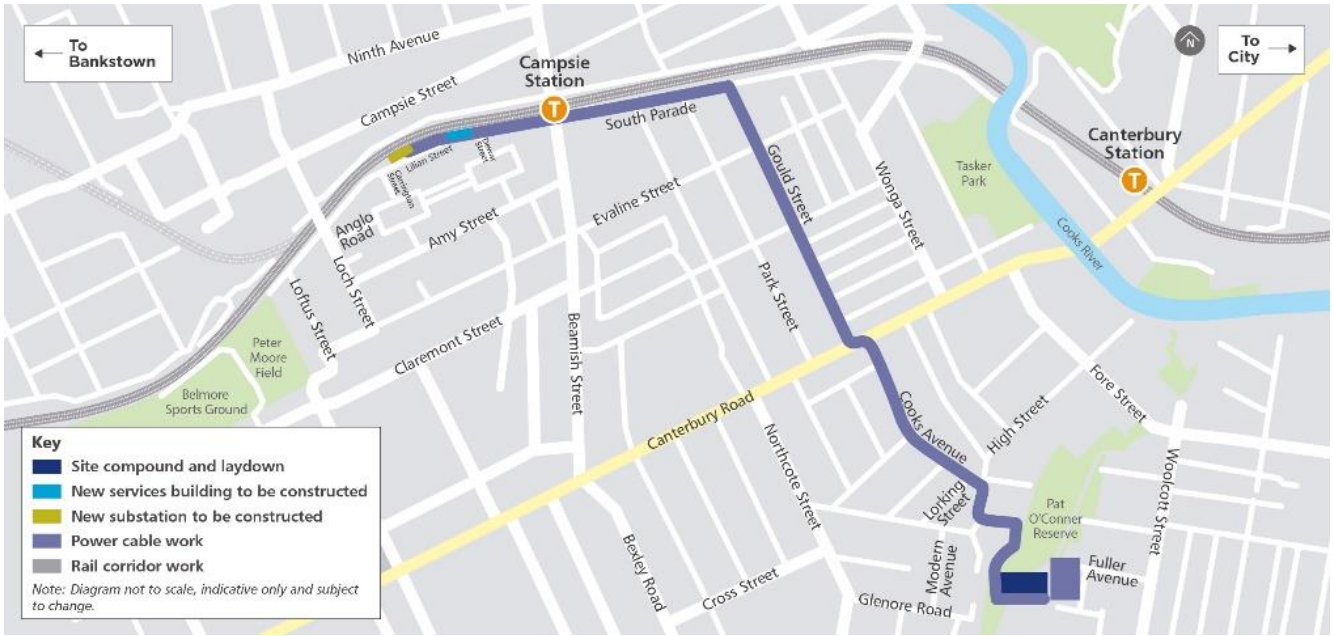
Hours of work

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

What to expect

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

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



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Sydney Metro City & Southwest

Monthly Notification – Canterbury Station

April 2025

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

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

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

Sydney Metro work during April/May

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

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

Hours of work

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

What to expect

- Equipment used includes, but is not limited to excavators (including rock hammering equipment), concrete trucks and pumps, concrete vibrators, mobile cranes, elevated work platforms, loaders, rail tamper, hammer drill, rail grinder, hi-rail vehicles, generators, lighting towers, milling machine, paver, water cart, light and heavy vehicles, tippers, dump and delivery trucks, hand-held and electric tools, demolition and road saws, jack hammers, power drills, vacuum truck, asphalt paver, welding equipment, rail and circular saws and compaction equipment including a roller.
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- Train testing activities will be undertaken during the day and at night.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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

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Sydney Metro City & Southwest

Monthly Notification – Dulwich Hill Station

April 2025

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

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

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

Sydney Metro work during April and May

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

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

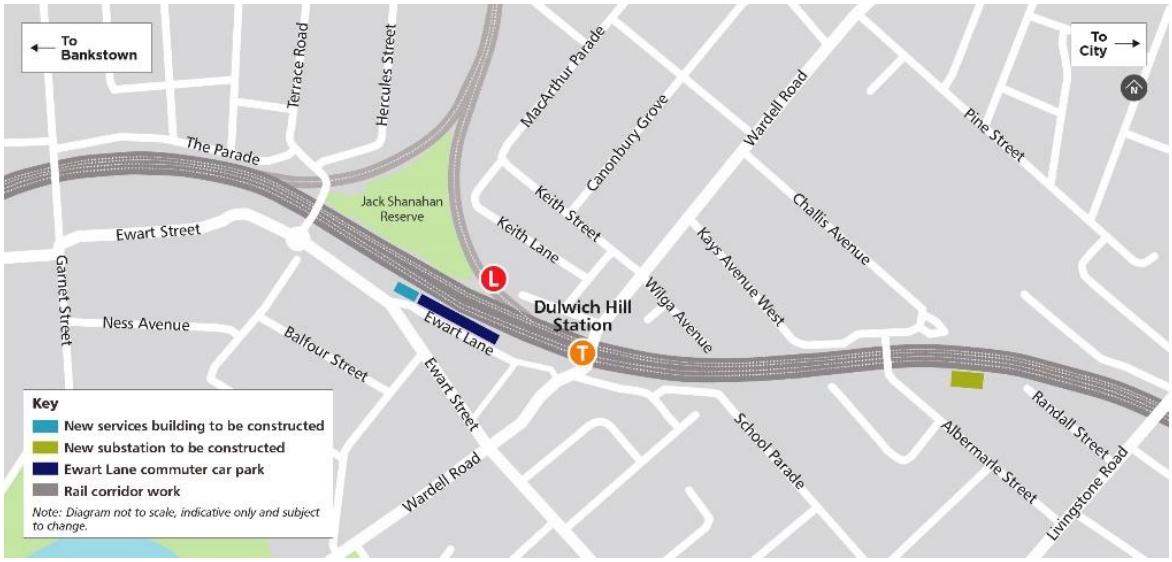
Hours of work

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

What to expect

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

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



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Sydney Metro City & Southwest

Monthly Notification – Hurlstone Park Station

April 2025

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

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

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

Sydney Metro work during April and May

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

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

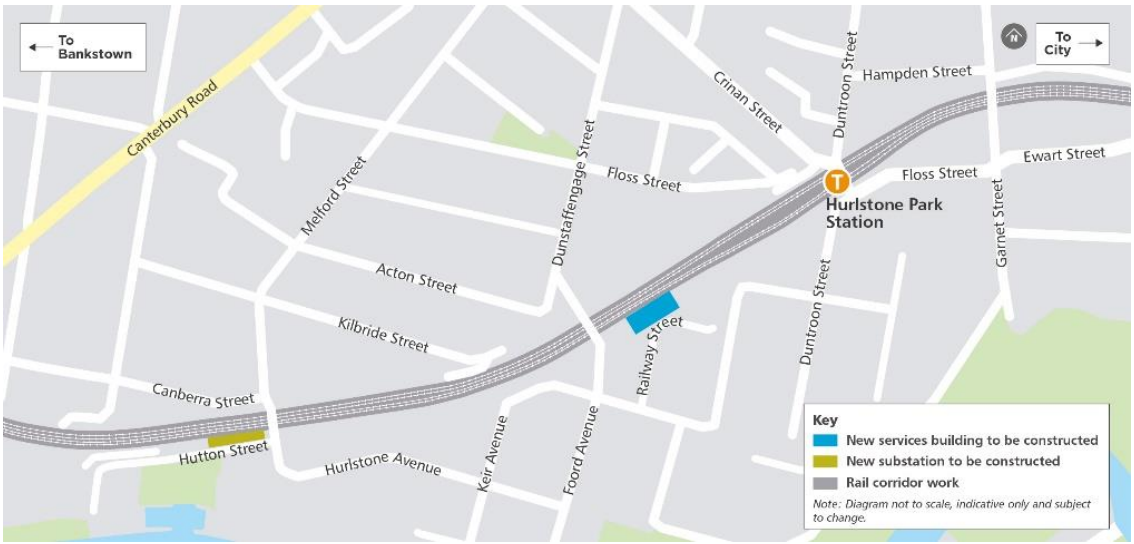
Hours of work

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

What to expect

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

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



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Sydney Metro City & Southwest

Monthly Notification – Lakemba Station

April 2025

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

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

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

Sydney Metro work during April and May

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

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

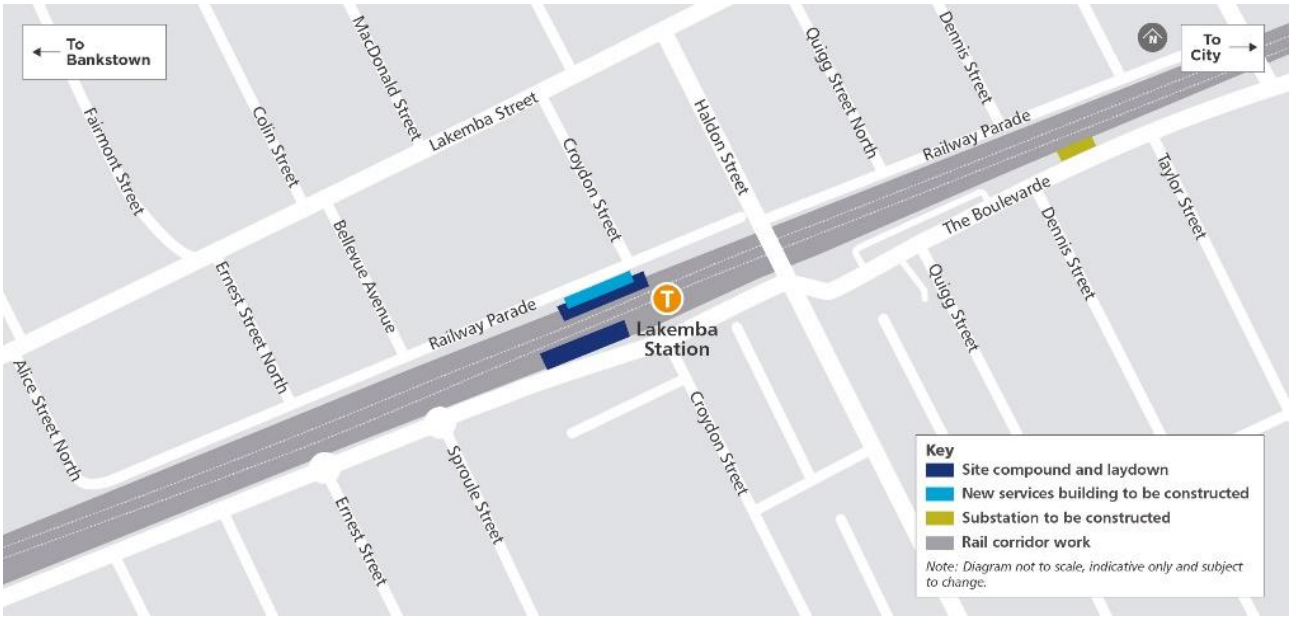
Hours of work

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

What to expect

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

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



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Sydney Metro City & Southwest

Monthly Notification – Marrickville Station

April 2025

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

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

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Sydney Metro work during April and May

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

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

Hours of work

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

What to expect

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

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

Contact us

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

southwestmetro@transport.nsw.gov.au

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

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Sydney Metro City & Southwest

Monthly Notification – Punchbowl Station

April 2025

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

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

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

Sydney Metro work during April and May

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

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

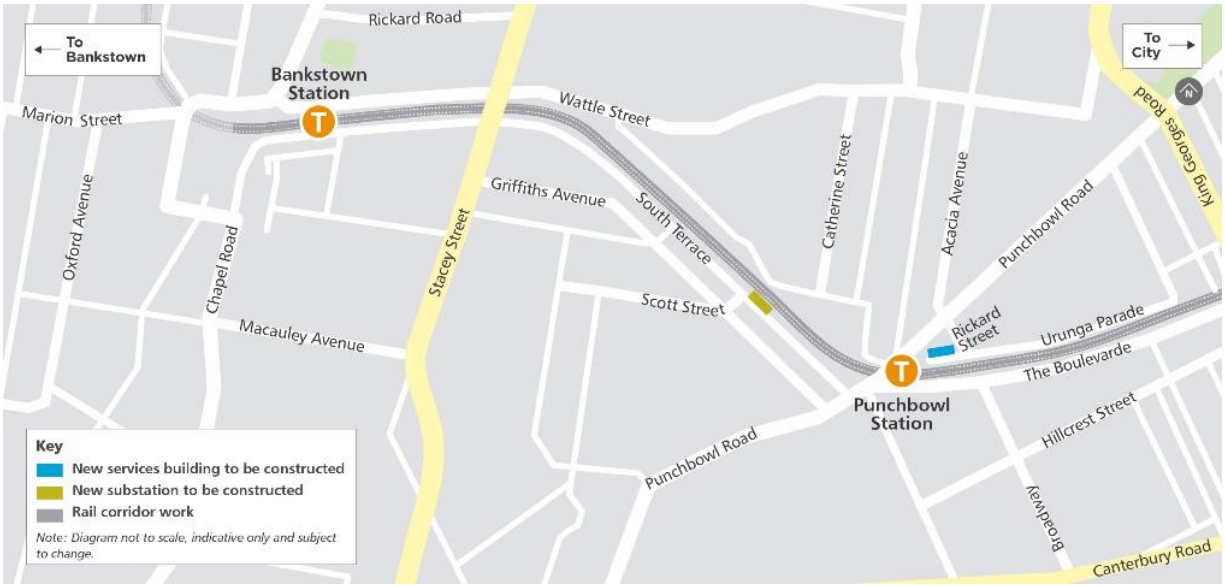
Hours of work

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

What to expect

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

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



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Sydney Metro City & Southwest

Monthly Notification – Wiley Park Station

April 2025

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

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

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

Sydney Metro work during April and May

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

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

Hours of work

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

What to expect

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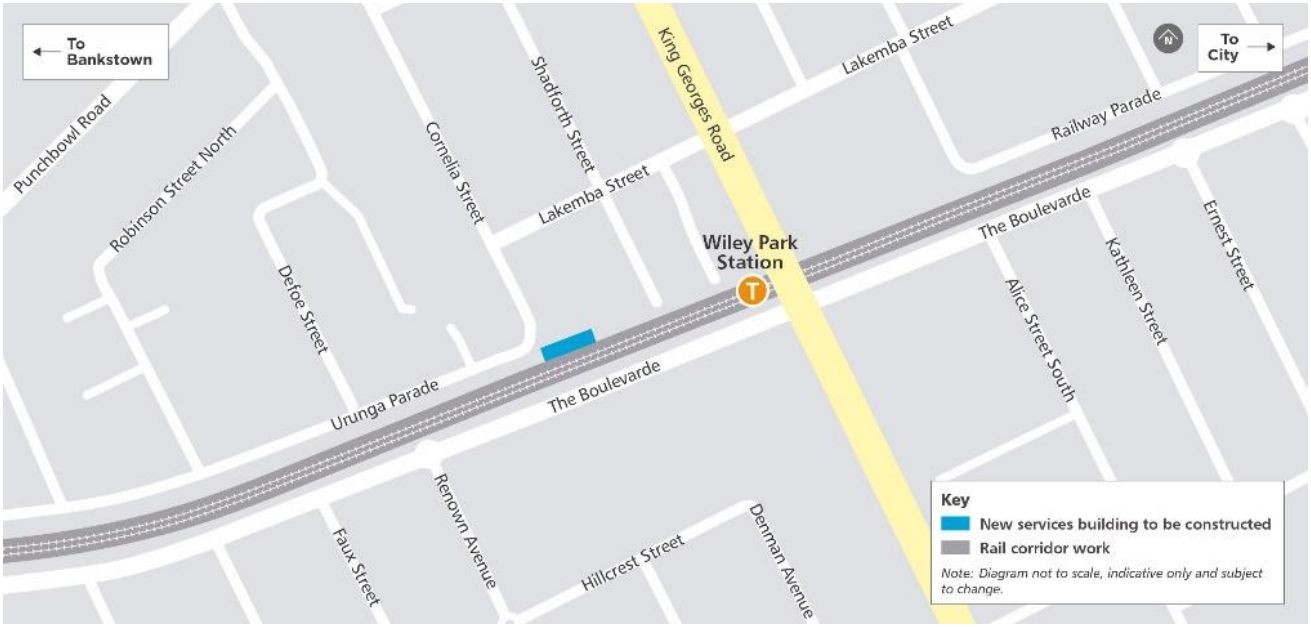

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EPL 21147
R4.4 Validation Report
SWM3 Final Conversion Stage-3
2025 WE41

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

Document and Revision History

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

Revisions

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

Management reviews

Review date	Details	Reviewed by

Controlled: NO Copy no.: Uncontrolled: YES

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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) 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 L5.1. 4

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

Attachment 1 – Noise Monitoring Locations & Results **5**

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Introduction

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

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

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

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

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

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

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

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

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

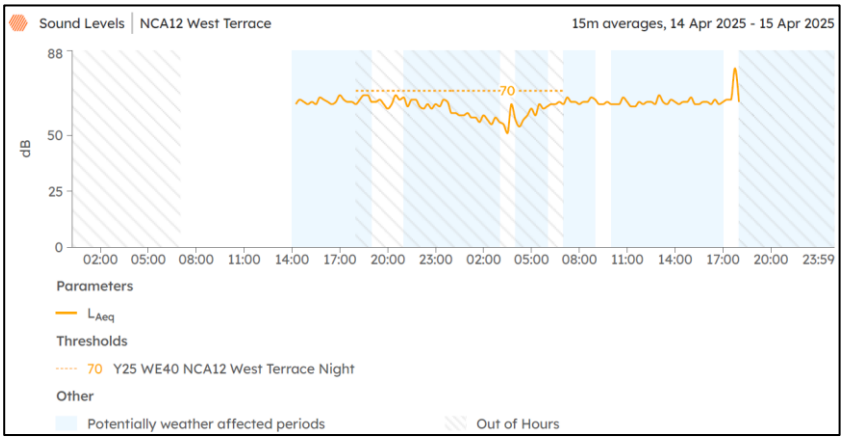
A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

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

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

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

	Distance to the Source of Noise (m)	14 April 1800- 15 April 0700 Prediction (L_{Aeq} 15 minutes)
Monitor	22	70
Nearest Resident	49	63



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

A. Details of any exceedances of predicted noise levels;

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

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

The mitigation measures that were implemented included:

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

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

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

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

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

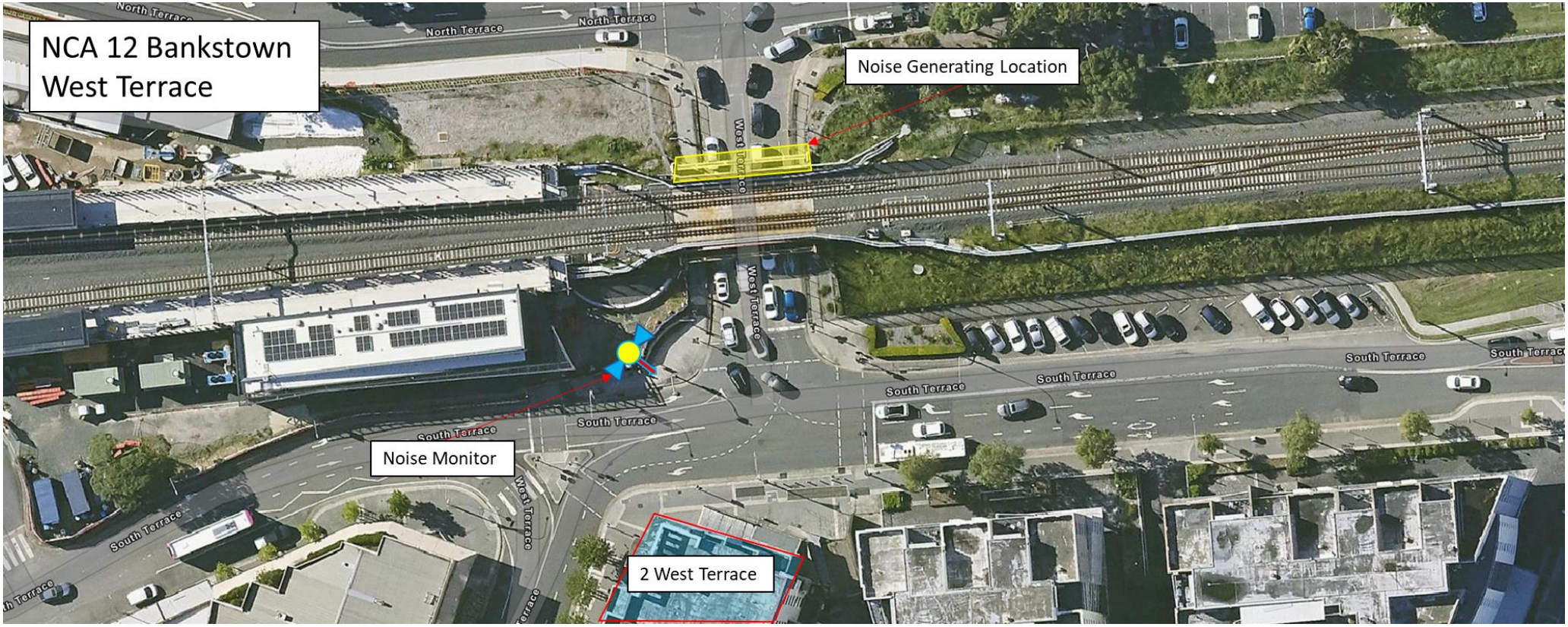
All feasible and reasonable at-source noise controls were implements in accordance with Condition L4.1, and noise mitigation measures were implemented in accordance with JHLORJV's CNVIS and Interim Construction Noise Guideline (DECC 2009).

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


NCA 12 Bankstown West Terrace
Noise Generating Location
Noise Monitor
2 West Terrace
North Terrace
West Terrace
South Terrace

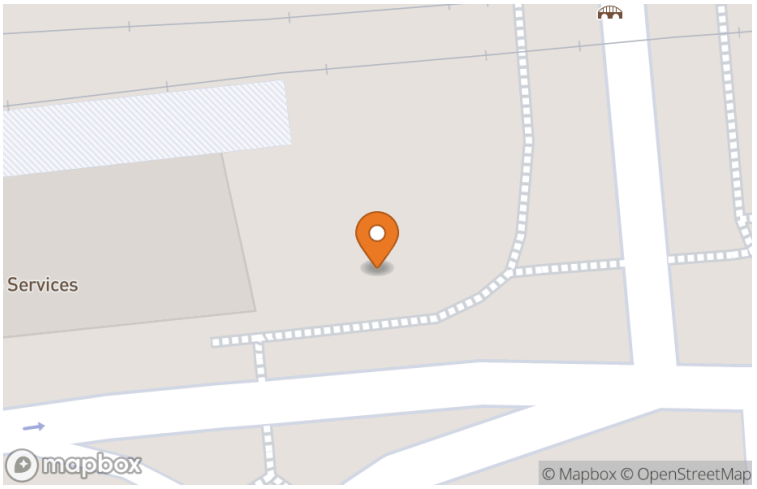
JHLORJV

Sydney Metro S2B

Monitoring Devices

Date Range 14 Apr 2025 - 15 Apr 2025

Device Serial	Monitoring Points
HEX-000421	NCA12 West Terrace



Noise Monitoring Statistics

NCA12 West Terrace

67 dB — DAY L_{Aeq}

66 dB — EVENING L_{Aeq}

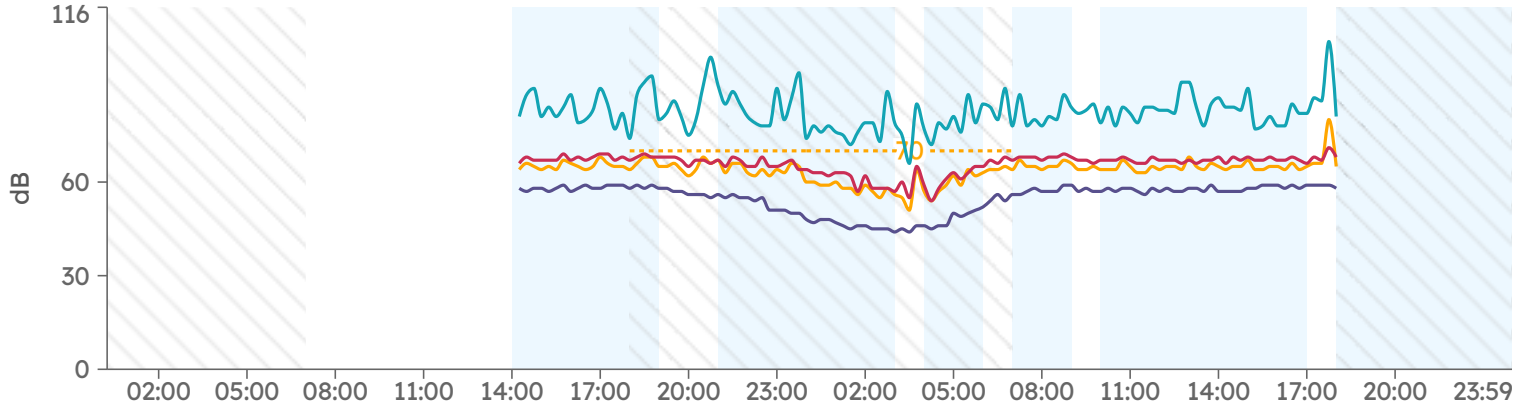
61 dB — NIGHT L_{Aeq}

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

Sound Levels | NCA12 West Terrace — 15m averages, 14 Apr 2025 - 15 Apr 2025



Parameters

L_{Amax} L_{Aeq} L_{A10} L_{A90}

Thresholds

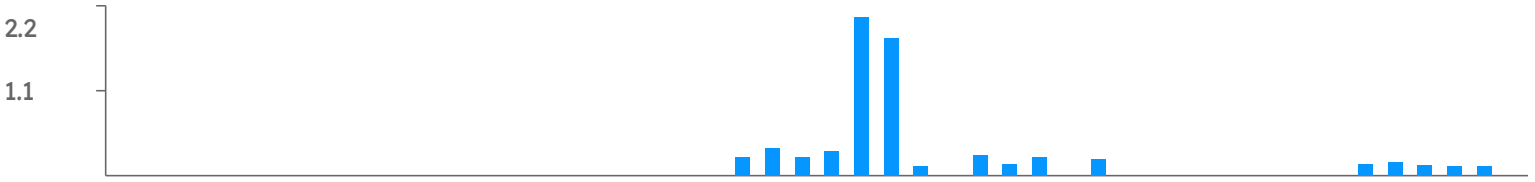
70 Y25 WE40 NCA12 West Terrace Night

Other

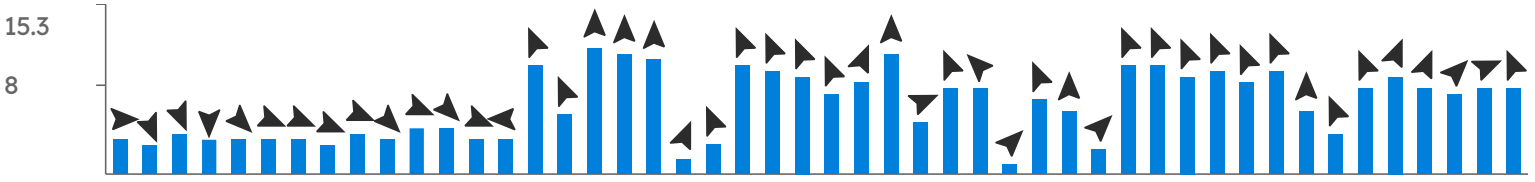
Potentially weather affected periods Out of Hours

Weather Graphs 14 Apr 2025 - 15 Apr 2025

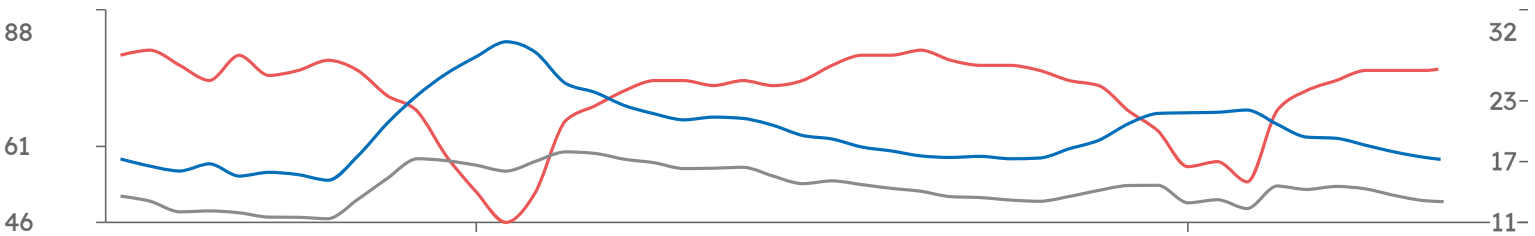
mm **Rainfall** Hourly cumulative — Source



m/s **Wind** Hourly max speed and dominant direction



% **Humidity / Temp / Dew Point** Hourly max — °C



Relative Humidity Temperature Dew Point

Noise Explained Events

No explanations for this period

Daily Notes

No notes for this period

Device Details

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

Attachment 2 – Community Notification

Community Notifications were provided to residents of Punchbowl to Bankstown.

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

Sydney Metro City & Southwest

Monthly Notification – Punchbowl Station

April 2025

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

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Sydney Metro work during April and May

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

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

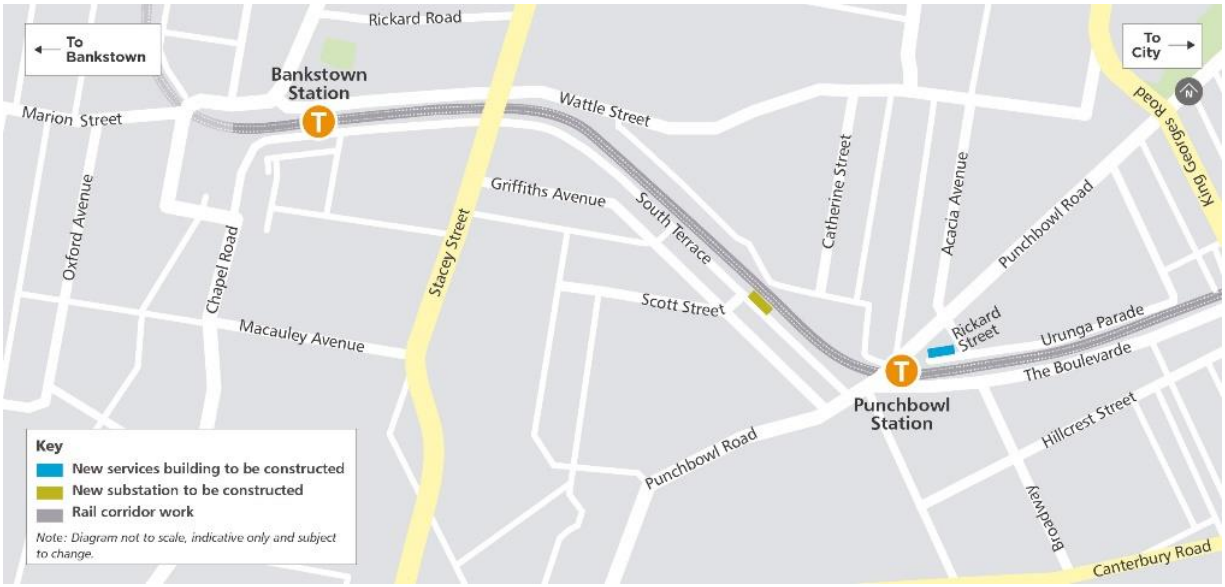
Hours of work

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

What to expect

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

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



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Sydney Metro work during April and May

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

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

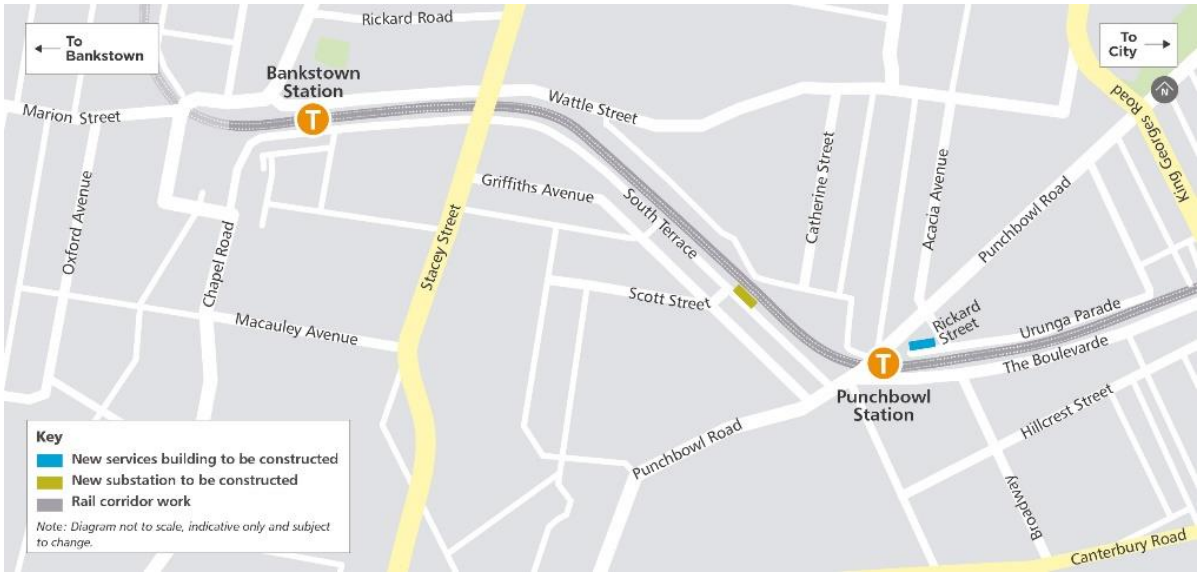
Hours of work

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

What to expect

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

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



Contact us

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

southwestmetro@transport.nsw.gov.au

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 April Shut Stage-1
2025 WE43-44

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

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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**

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

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Introduction

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

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

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

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

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

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

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

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

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

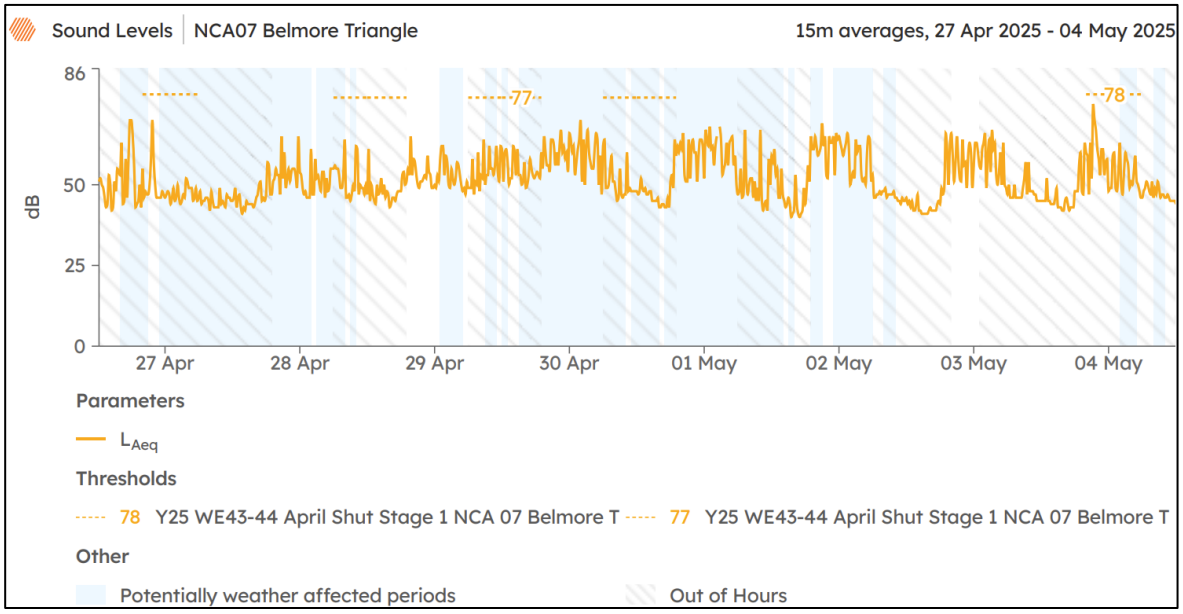
A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

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

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

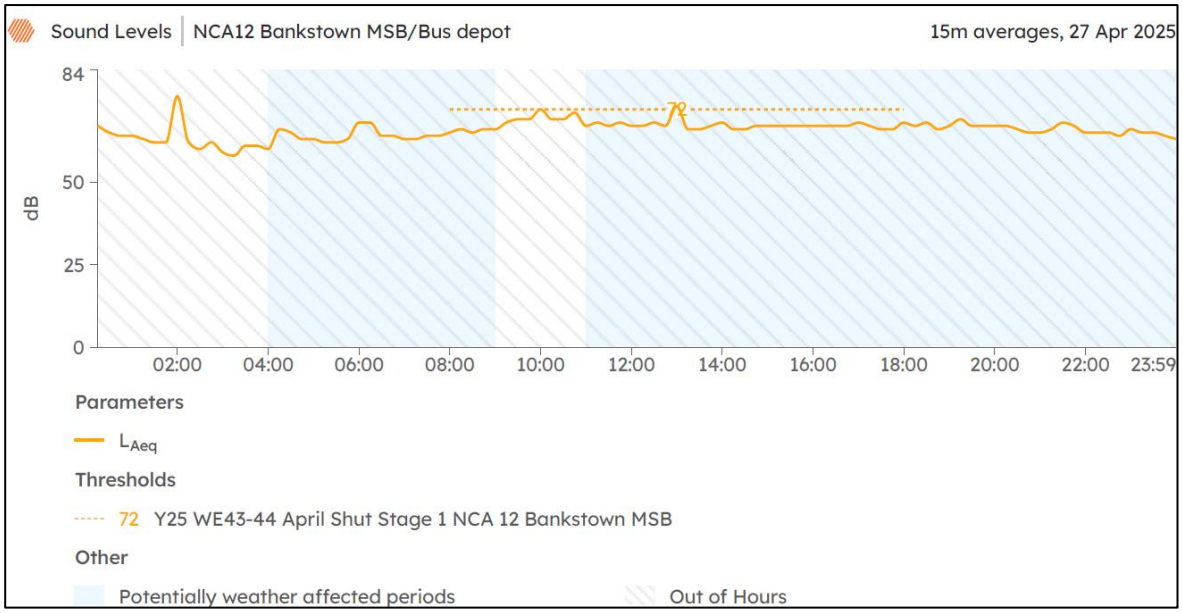
A. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore

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



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

	Distance to the Source of Noise (m)	Sunday Day, 27 April, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	24	72
Nearest Resident	90	61

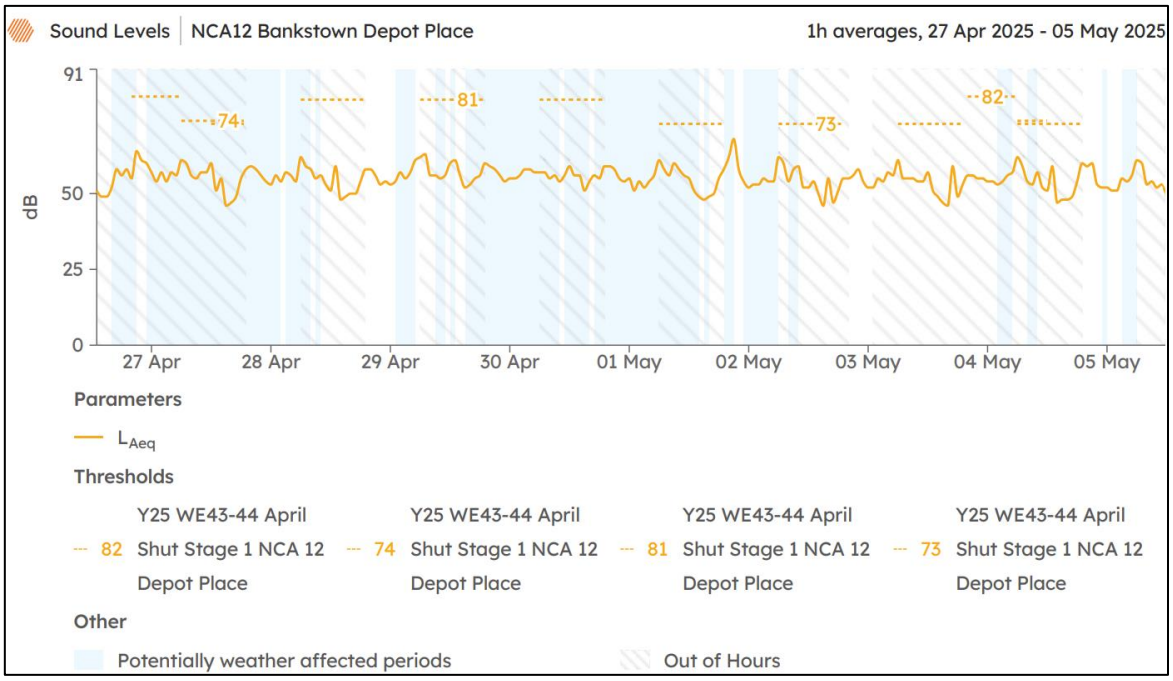


➢ Monitoring point identified **Urban Traffic**:

- Noise monitor detect highest LAeq15min value at 73dB above the prediction (72dB), between 1245 to 1300. Above observed related to Aircraft Plane. Not related to JHLOR activities.

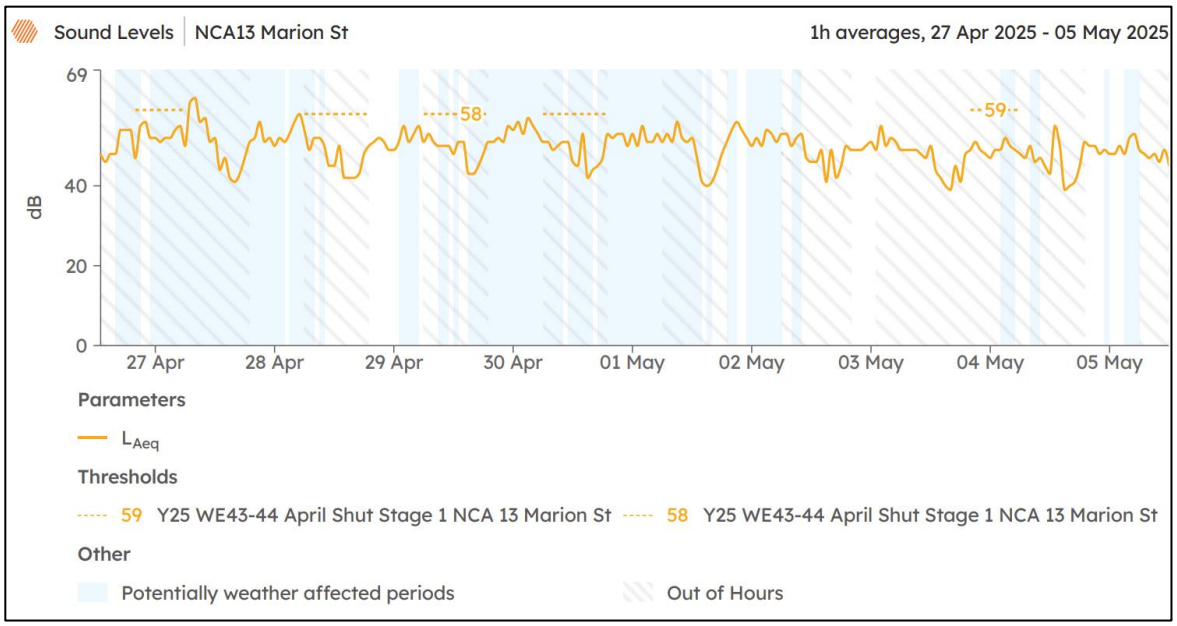
C. NCA 12 Noise Monitor (HEX-000630) is 67 m S of 21 Bungalow Cres, Bankstown

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



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

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



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

A. Details of any exceedances of predicted noise levels;

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

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

The mitigation measures that were implemented included:

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

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

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

accommodation offered for receivers with potential noise exceedance of over 30dB.

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

The works carried out on WE43-44 (27th April and 5th 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 implements 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

JHLORJV

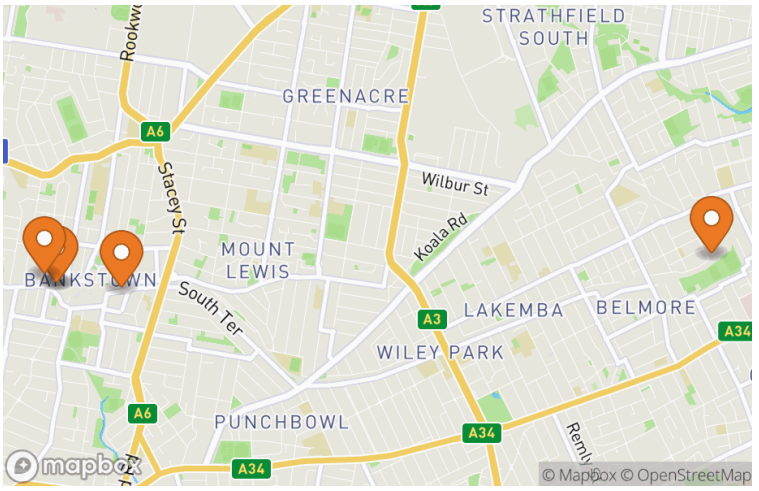
Sydney Metro S2B

Y25 WE43-44 April Shut Stage 1

Monitoring Devices

Date Range 27 Apr 2025 - 05 May 2025

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



Noise Monitoring Statistics

NCA07 Belmore Triangle

61 dB	DAY L_{Aeq}
54 dB	EVENING L_{Aeq}
54 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA12 Bankstown MSB/B...

69 dB	DAY L_{Aeq}
68 dB	EVENING L_{Aeq}
66 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA12 Bankstown Depot ...

58 dB	DAY L_{Aeq}
57 dB	EVENING L_{Aeq}
55 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA13 Marion St

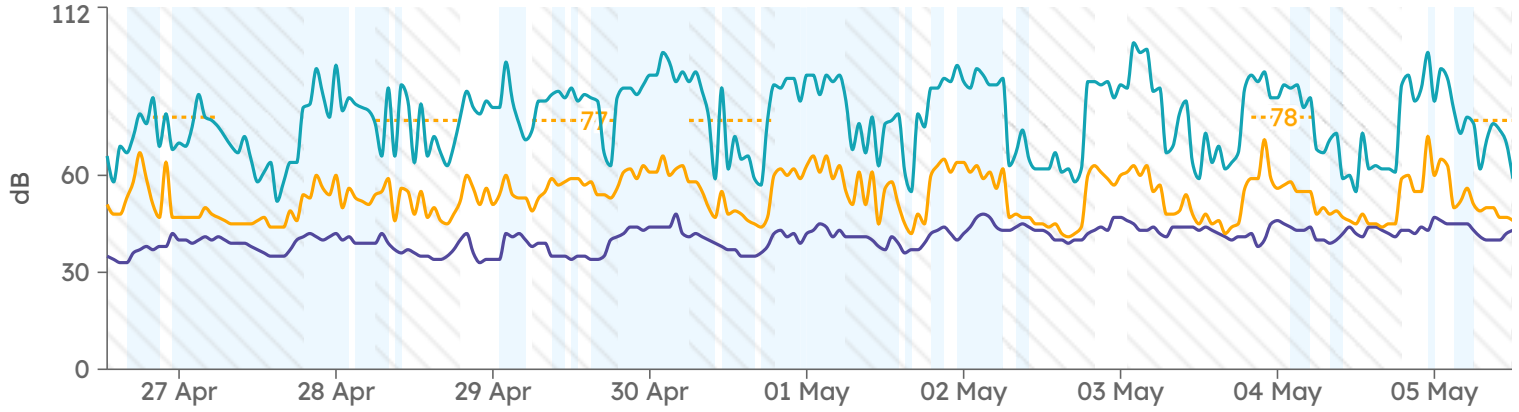
52 dB	DAY L_{Aeq}
53 dB	EVENING L_{Aeq}
48 dB	NIGHT L_{Aeq}

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

Sound Levels | NCA07 Belmore Triangle — 1h averages, 27 Apr 2025 - 05 May 2025



Parameters

- L_{Amax}
- L_{Amin}
- L_{Aeq}

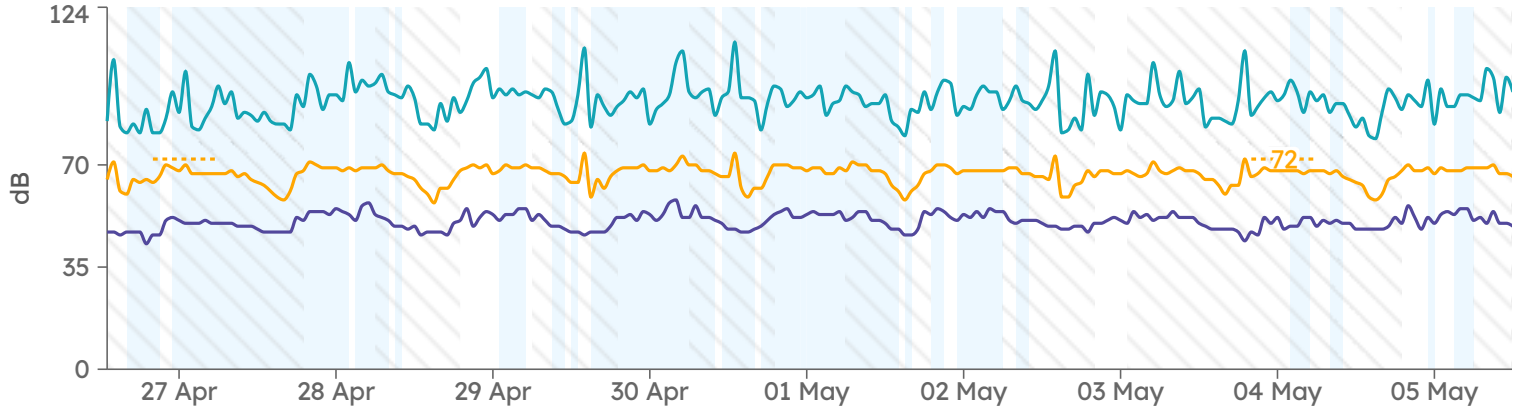
Thresholds

- 78 Y25 WE43-44 April Shut Stage 1 NCA 07 Belmore T
- 77 Y25 WE43-44 April Shut Stage 1 NCA 07 Belmore T

Other

- Potentially weather affected periods
- Out of Hours

Sound Levels | NCA12 Bankstown MSB/Bus depot — 1h averages, 27 Apr 2025 - 05 May 2025



Parameters

- L_{Amax}
- L_{Amin}
- L_{Aeq}

Thresholds

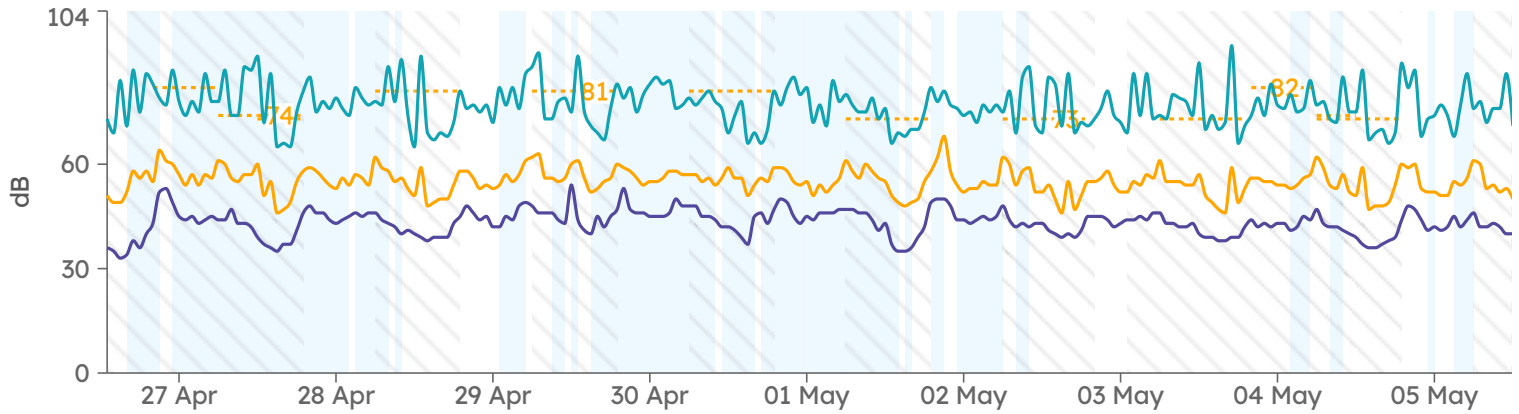
- 72 Y25 WE43-44 April Shut Stage 1 NCA 12 Bankstown MSB

Other

- Potentially weather affected periods
- Out of Hours

Sound Levels | NCA12 Bankstown Depot Place

1h averages, 27 Apr 2025 - 05 May 2025



Parameters

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

Thresholds

--- 82 Y25 WE43-44 April Shut Stage 1 NCA 12 Depot Place

--- 74 Y25 WE43-44 April Shut Stage 1 NCA 12 Depot Place

--- 81 Y25 WE43-44 April Shut Stage 1 NCA 12 Depot Place

--- 73 Y25 WE43-44 April Shut Stage 1 NCA 12 Depot Place

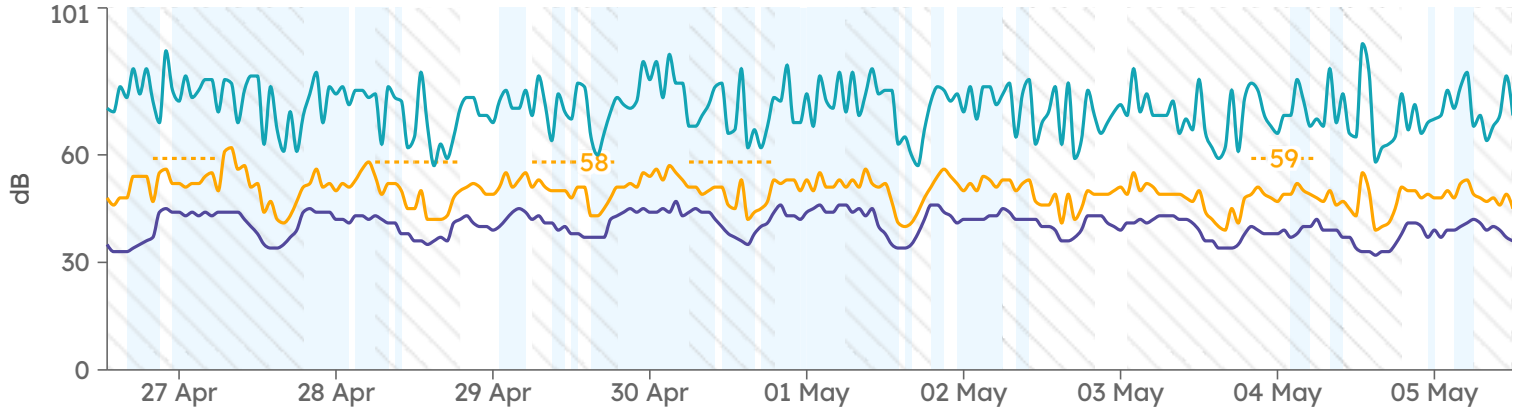
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA13 Marion St

1h averages, 27 Apr 2025 - 05 May 2025



Parameters

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

Thresholds

----- 59 Y25 WE43-44 April Shut Stage 1 NCA 13 Marion St

----- 58 Y25 WE43-44 April Shut Stage 1 NCA 13 Marion St

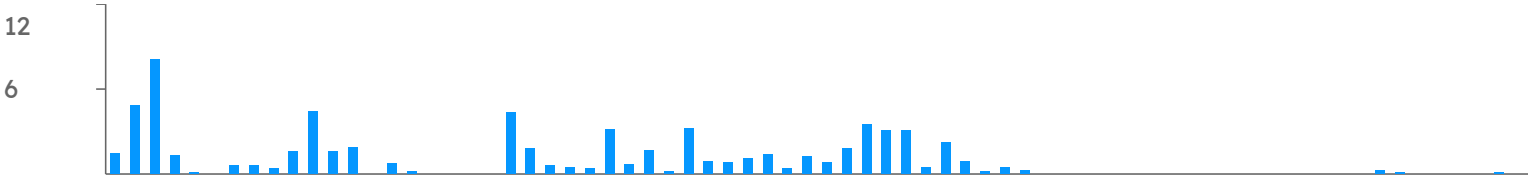
Other

Potentially weather affected periods

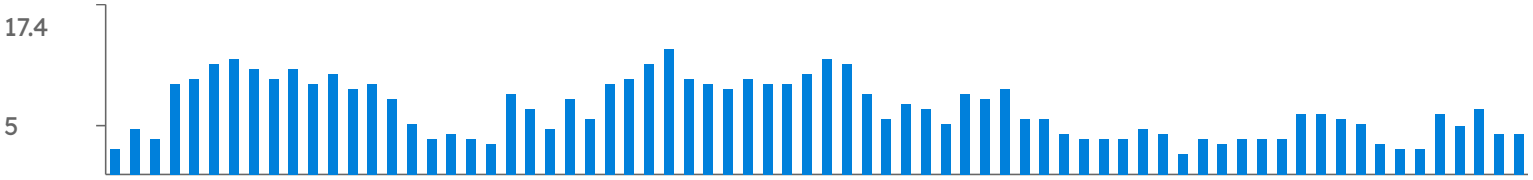
Out of Hours

Weather Graphs 27 Apr 2025 - 05 May 2025

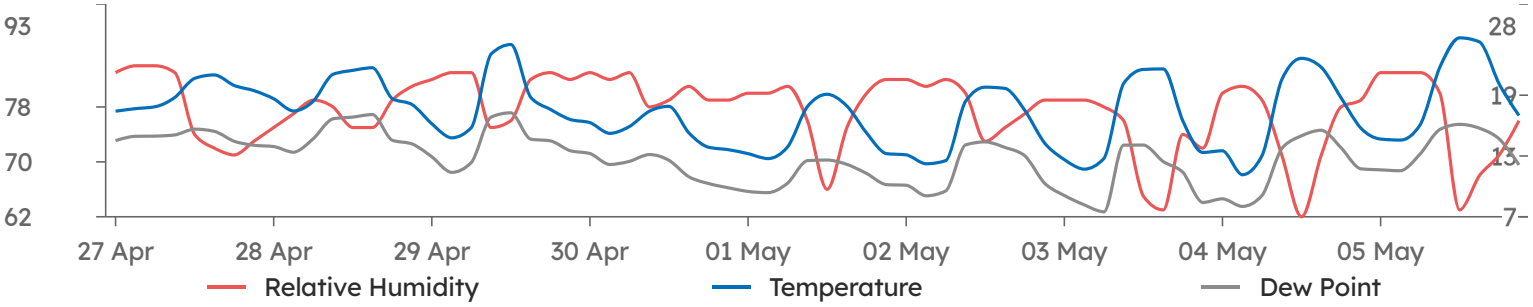
mm **Rainfall** Daily cumulative Source



m/s **Wind** Daily max speed and dominant direction



% **Humidity / Temp / Dew Point** Daily max °C



Noise Explained Events

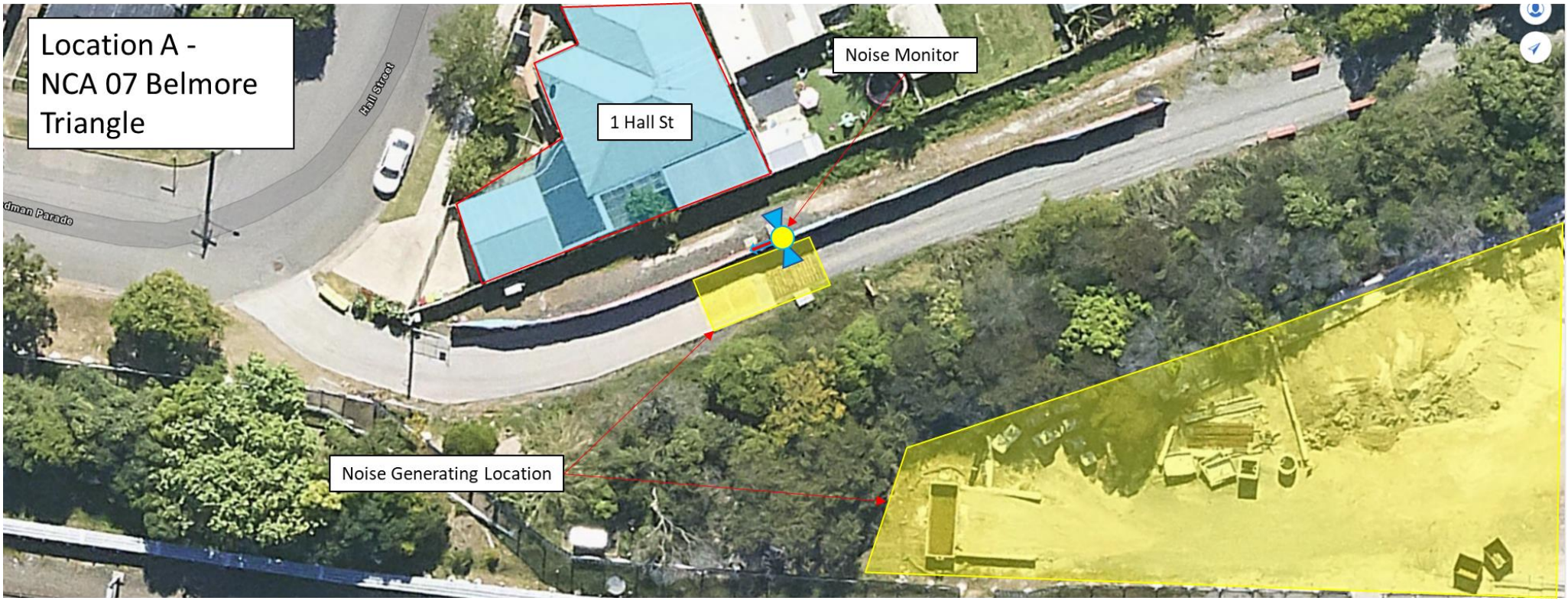
No explanations for this period

Daily Notes

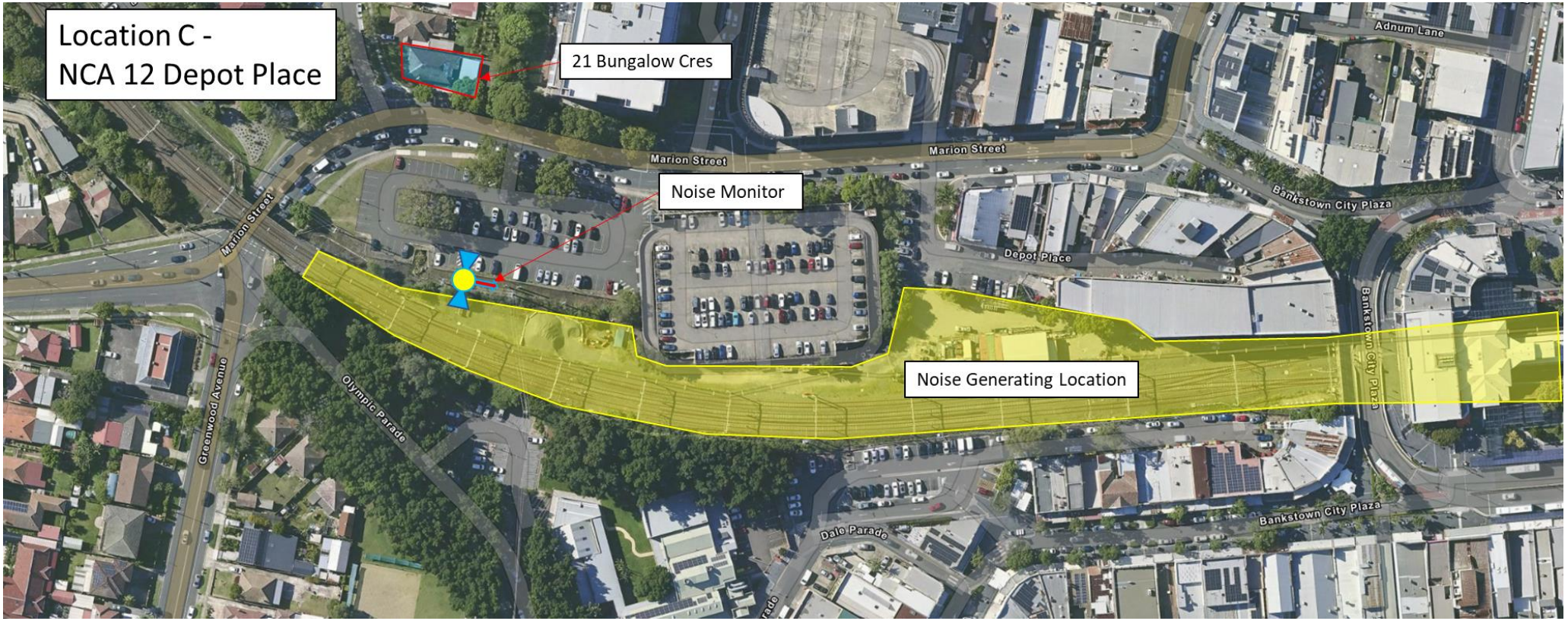
Date and time	By	Monitoring Point(s)	Note
27 Apr 2025	Ted Z	NCA12 Bankstown MSB/Bus depot	Monitoring point identified Urban Traffic: - Noise monitor detect highest LAeq15min value at 73dB above the prediction (72dB), between 1245 to 1300 (12:58). Above observed related to Aircraft Plane. Not related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

Device Details

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


Location A -
NCA 07 Belmore
Triangle
Noise Monitor
1 Hall St
Noise Generating Location

Location B -
NCA 12 Bankstown
MSB & Bus Depot
Noise Generating Location
Noise Monitor
2 West Terrace
South Terrace
West Terrace


Location C -
NCA 12 Depot Place
21 Bungalow Cres
Noise Monitor
Noise Generating Location
Marion Street
Marion Street
Marion Street
Adnum Lane
Bankstown City Plaza
Depot Place
Bankstown City Plaza
Greenwood Avenue
Olympic Parade
Dale Parade
Bankstown City Plaza

Location D -
NCA 13 Marion St
5 Weigand Avenue
Noise Monitor
Noise Generating Location
Weigand Avenue
Weigand Avenue
Brancourt Avenue
Winspear Avenue
Marion Street
Marion Street
Marion Street
Marion Street
Meredith Street
Meredith Street
Kitchener Parade
Cole Lane
Depot Place
Olympic Parade

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.

Sydney Metro City & Southwest

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**

Sydney Metro City & Southwest

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:

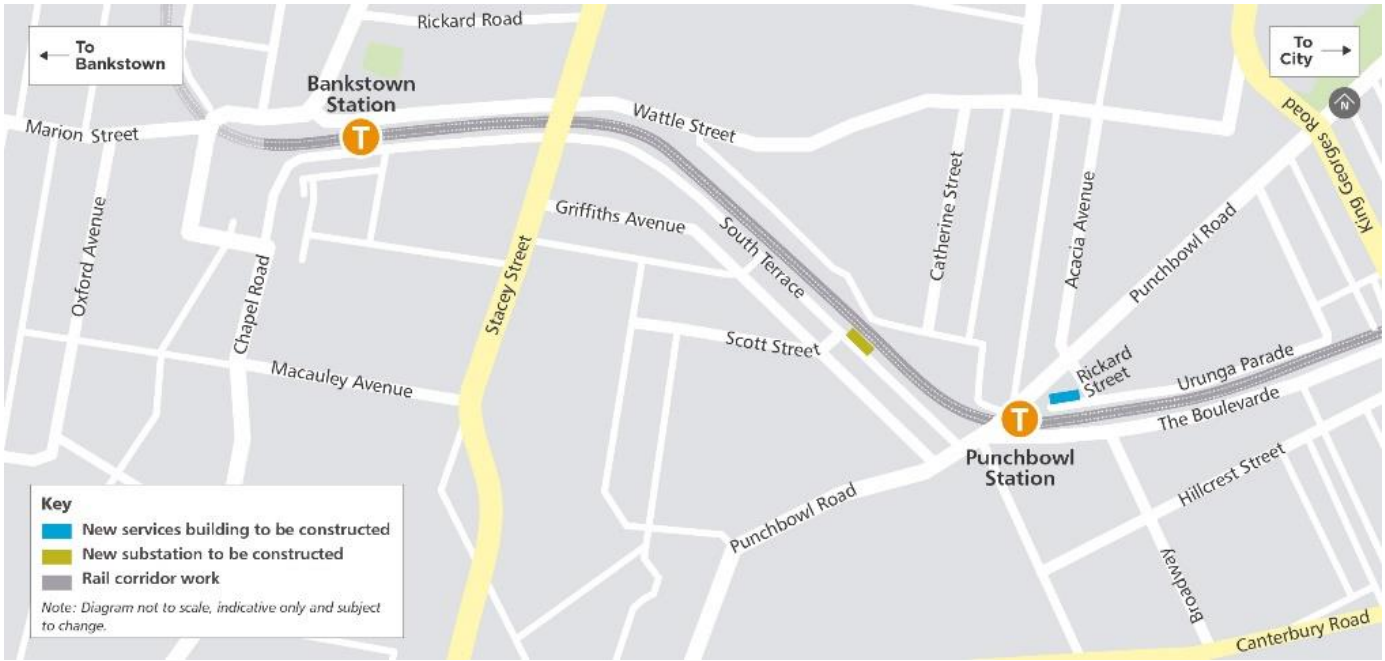
- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, substations and stations
- Delivery and storage of materials and equipment using light and heavy vehicles
- Installation of cables and communications equipment in station platforms, buildings and 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**

southwestmetro@transport.nsw.gov.au

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

Translating and interpreting service

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Sydney Metro City & Southwest

Monthly Notification – Belmore Station

April 2025

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

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

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

Sydney Metro work during April/May

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

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

Hours of work

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

What to expect

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

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

Contact us

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Sydney Metro City & Southwest

Monthly Notification – Bankstown Station

April 2025

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

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

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

Sydney Metro work during April and May

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

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

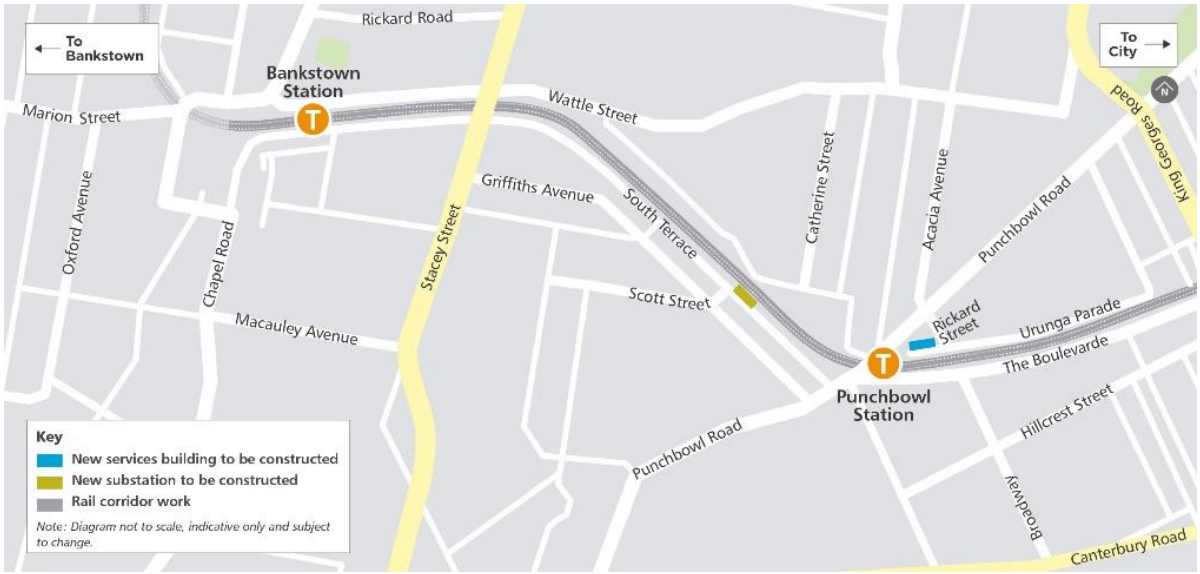
Hours of work

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

What to expect

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

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



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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

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

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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

> 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

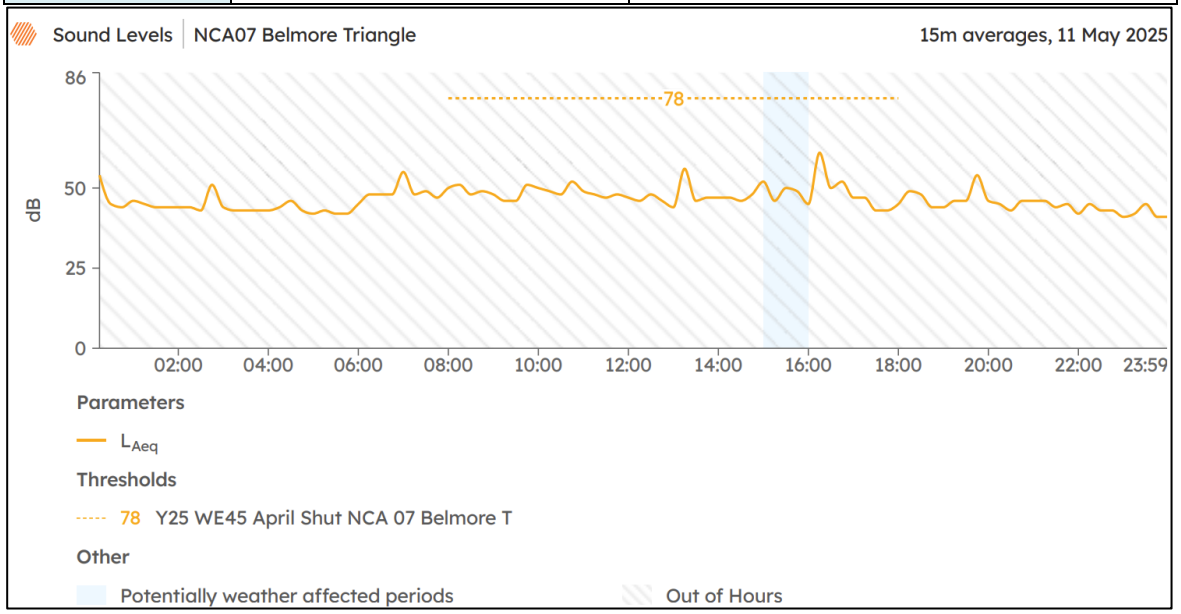
A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

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.

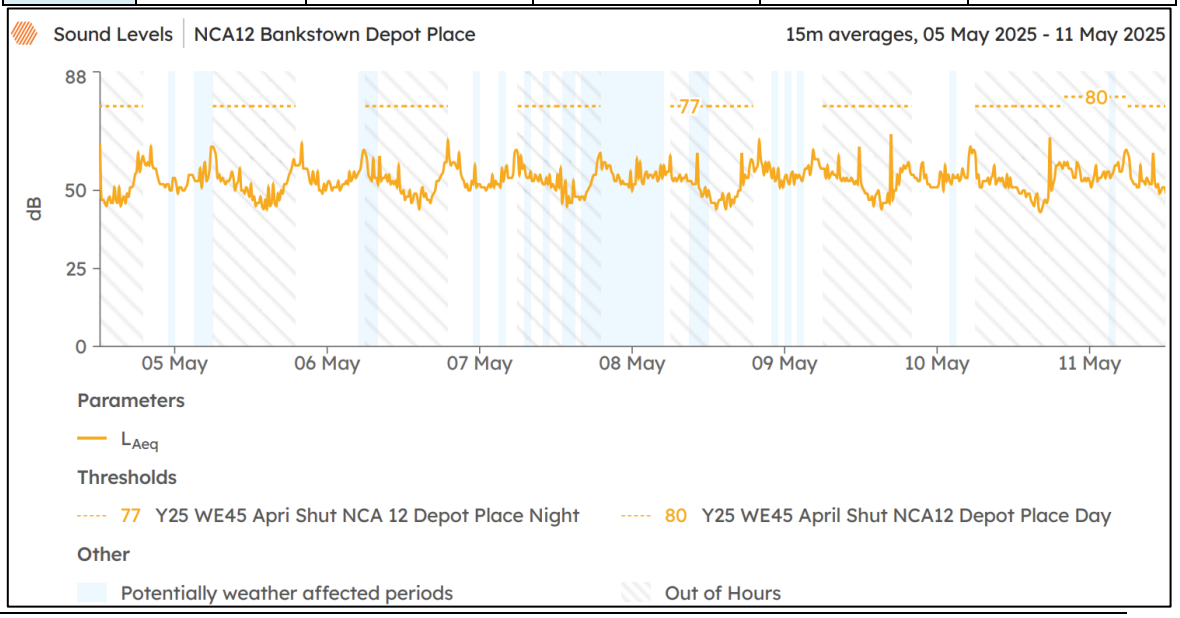
A. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore

	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



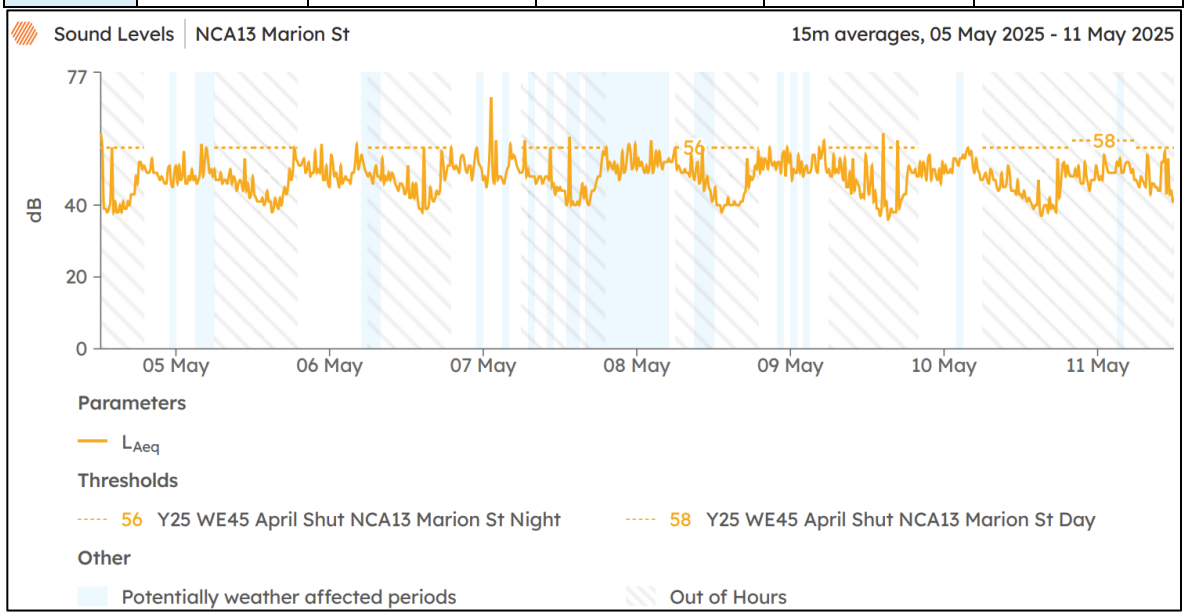
B. NCA 12 Noise Monitor (HEX-000630) is 67 m S of 21 Bungalow Cres, Bankstown

	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 LAeq15min value at 60dB above the prediction (56dB), between **0000 to 0015** related to **Urban Siren**
- **07 May 2025**, Noise monitor detect highest LAeq15min value at 58dB above the prediction (56dB), between **1815 to 1830** related to **Urban Siren**
- **08 May 2025**, Noise monitor detect highest LAeq15min value at 59dB above the prediction (56dB), between **0115 to 0130** related to **Urban Traffic**
- **10 May 2025**, Noise monitor detect highest LAeq15min value at 60dB above the prediction (56dB), between **0215 to 0230** related to **Urban Traffic**
- **10 May 2025**, Noise monitor detect highest LAeq15min 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 implements 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

JHLORJV

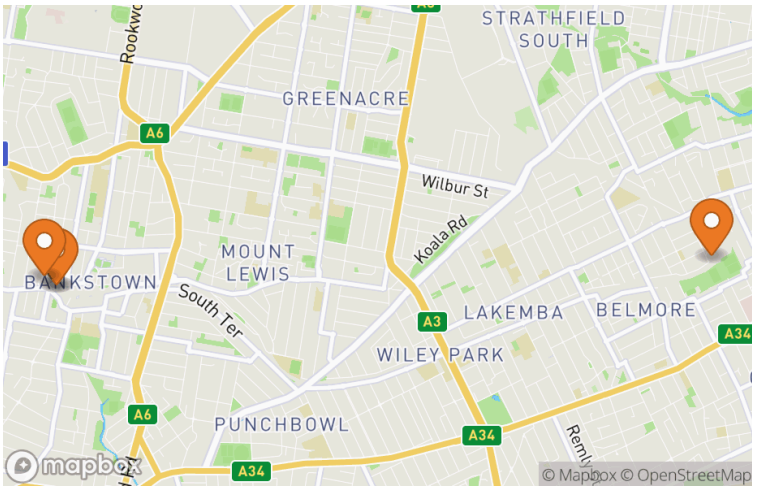
Sydney Metro S2B

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



Noise Monitoring Statistics

NCA07 Belmore Triangle

59 dB	DAY L_{Aeq}
48 dB	EVENING L_{Aeq}
49 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA12 Bankstown Depot ...

57 dB	DAY L_{Aeq}
55 dB	EVENING L_{Aeq}
54 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA13 Marion St

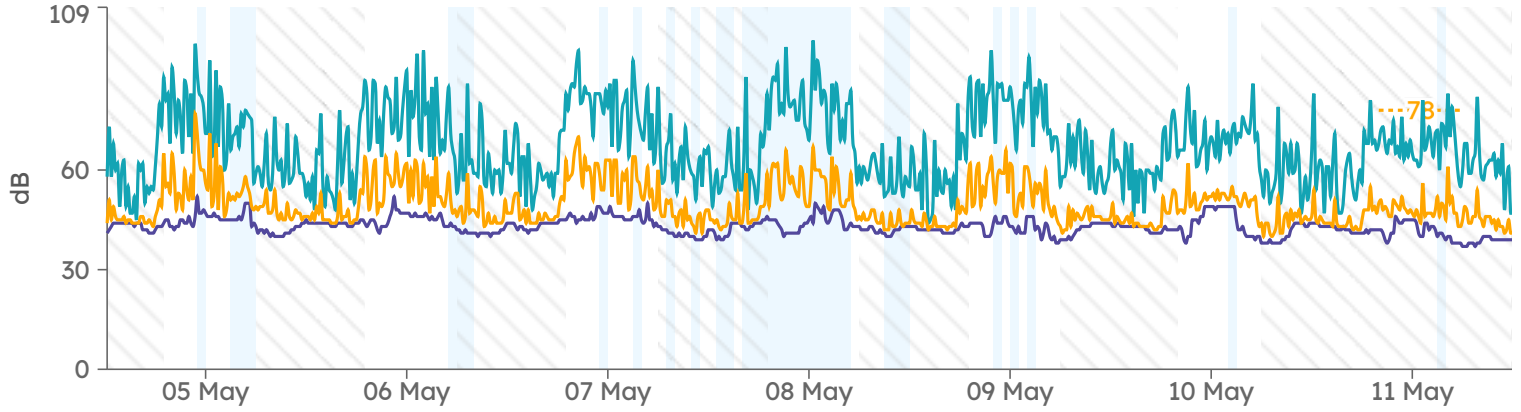
52 dB	DAY L_{Aeq}
49 dB	EVENING L_{Aeq}
48 dB	NIGHT L_{Aeq}

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

Sound Levels | NCA07 Belmore Triangle — 15m averages, 05 May 2025 - 11 May 2025



Parameters

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

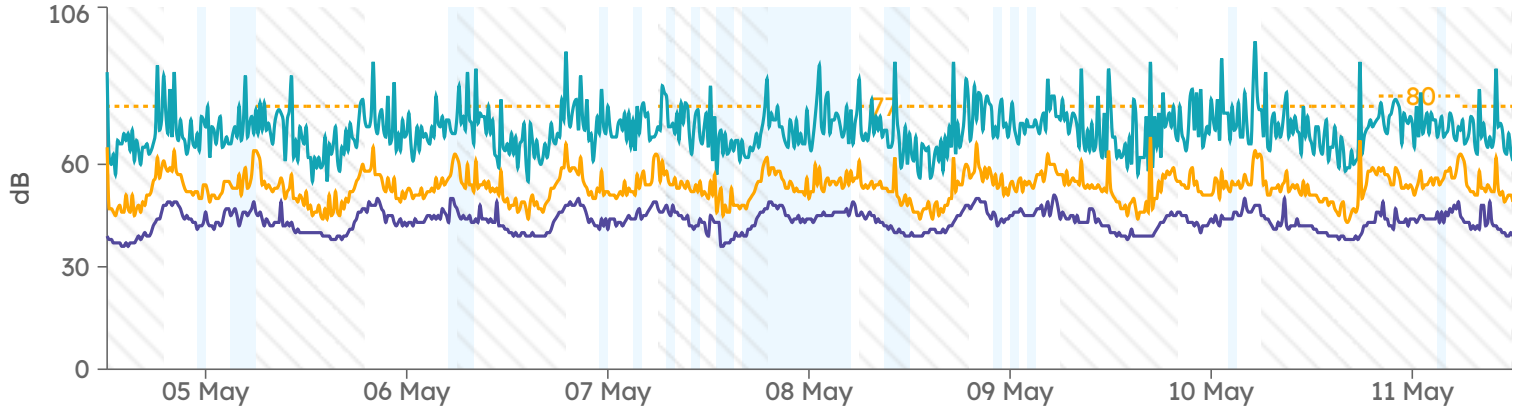
Thresholds

78 Y25 WE45 April Shut NCA 07 Belmore T

Other

Potentially weather affected periods — Out of Hours

Sound Levels | NCA12 Bankstown Depot Place — 15m averages, 05 May 2025 - 11 May 2025



Parameters

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

Thresholds

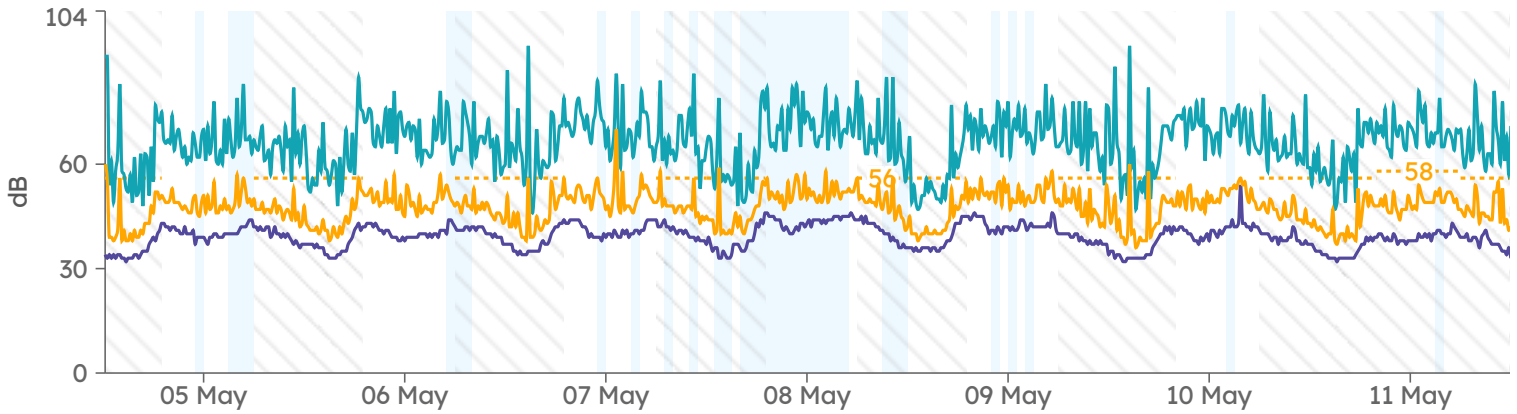
77 Y25 WE45 Apri Shut NCA 12 Depot Place Night — 80 Y25 WE45 April Shut NCA12 Depot Place Day

Other

Potentially weather affected periods — Out of Hours

Sound Levels | NCA13 Marion St

15m averages, 05 May 2025 - 11 May 2025



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

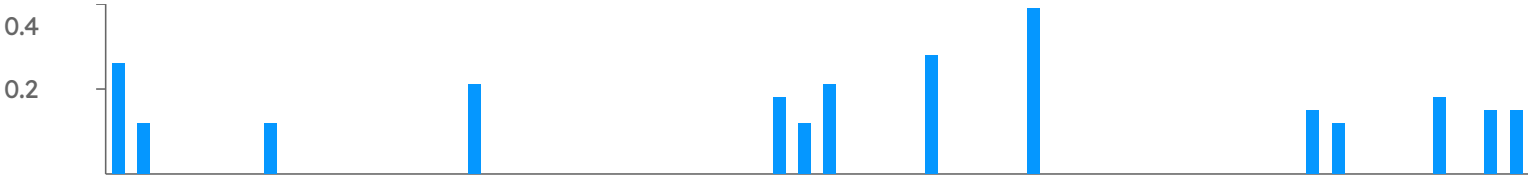
Potentially weather affected periods

Out of Hours

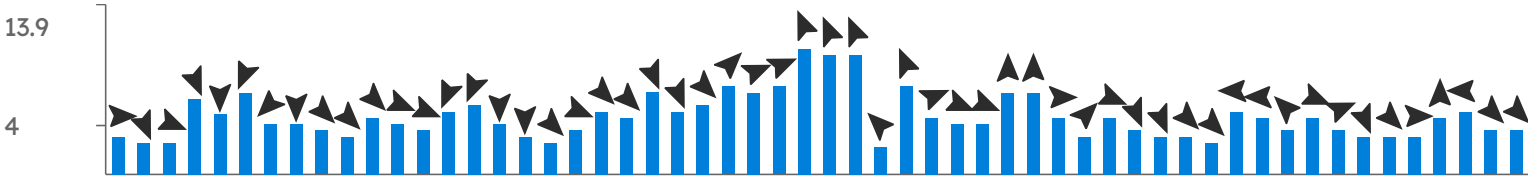
Weather Graphs 05 May 2025 - 11 May 2025

mm **Rainfall** 3 Hourly cumulative

Source

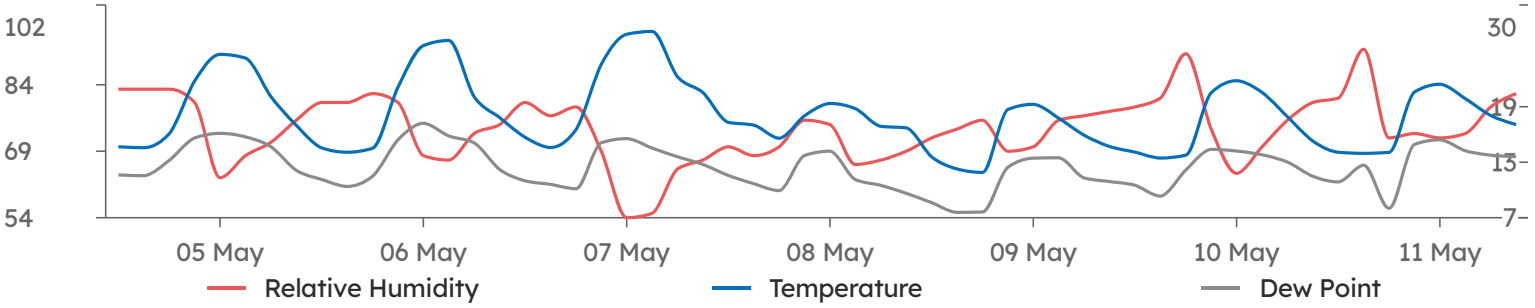


m/s **Wind** 3 Hourly max speed and dominant direction



% **Humidity / Temp / Dew Point** 3 Hourly max

°C



Relative Humidity Temperature Dew Point

Noise Explained Events

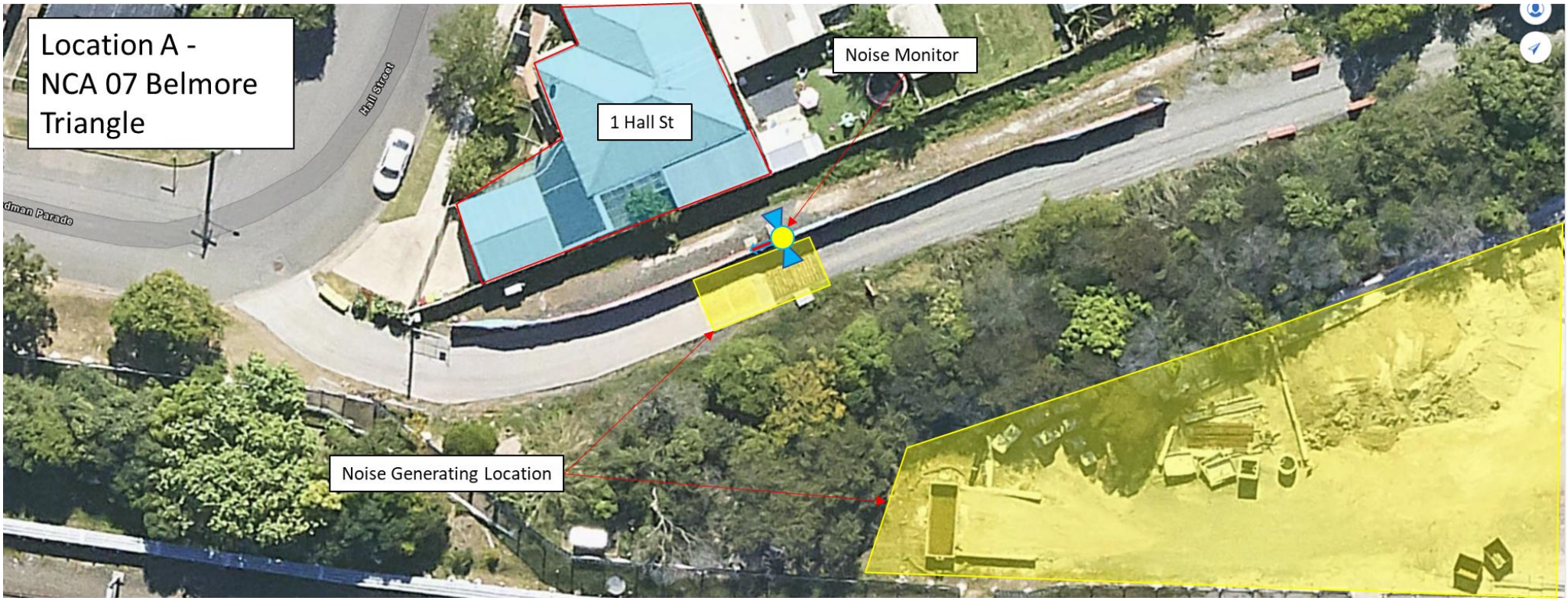
No explanations for this period

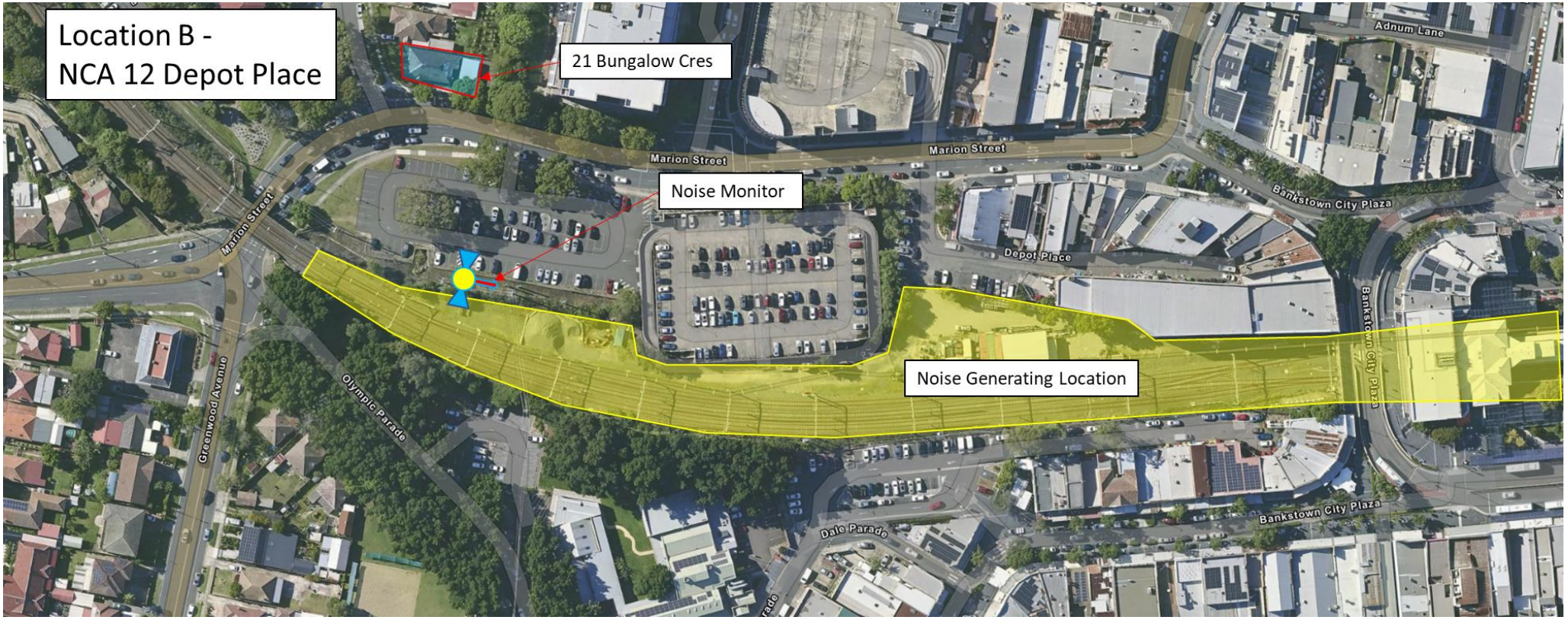
Daily Notes

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


Location A -
NCA 07 Belmore
Triangle
Noise Monitor
1 Hall St
Noise Generating Location


Location B -
NCA 12 Depot Place
21 Bungalow Cres
Noise Monitor
Noise Generating Location
Marion Street
Marion Street
Marion Street
Adnum Lane
Bankstown City Plaza
Depot Place
Bankstown City Plaza
Greenwood Avenue
Olympic Parade
Dale Parade
Bankstown City Plaza

Location C -
NCA 13 Marion St
5 Weigand Avenue
Noise Monitor
Noise Generating Location
Weigand Avenue
Weigand Avenue
Brancourt Avenue
Winspear Avenue
Marion Street
Marion Street
Marion Street
Marion Street
Meredith Street
Meredith Street
Kitchener Parade
Cole Lane
Depot Place
Olympic Parade

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.

Sydney Metro City & Southwest

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**

Sydney Metro City & Southwest

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:

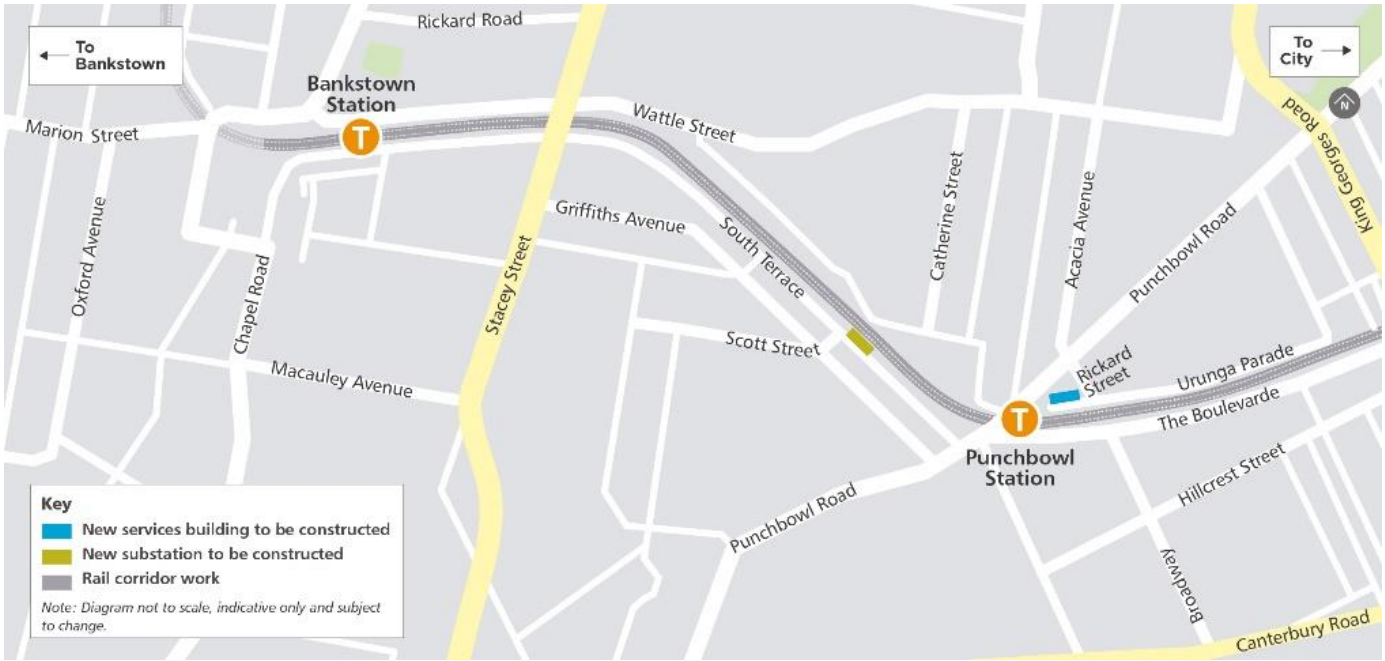
- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, substations and stations
- Delivery and storage of materials and equipment using light and heavy vehicles
- Installation of cables and communications equipment in station platforms, buildings and 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 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

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

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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

- 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

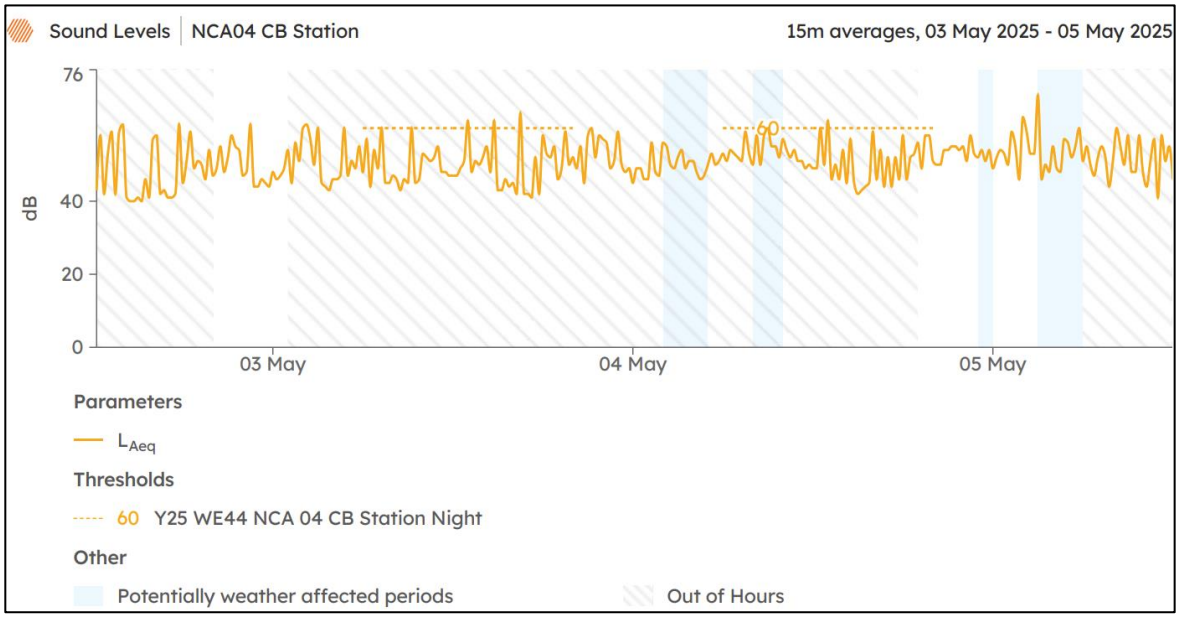
A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

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

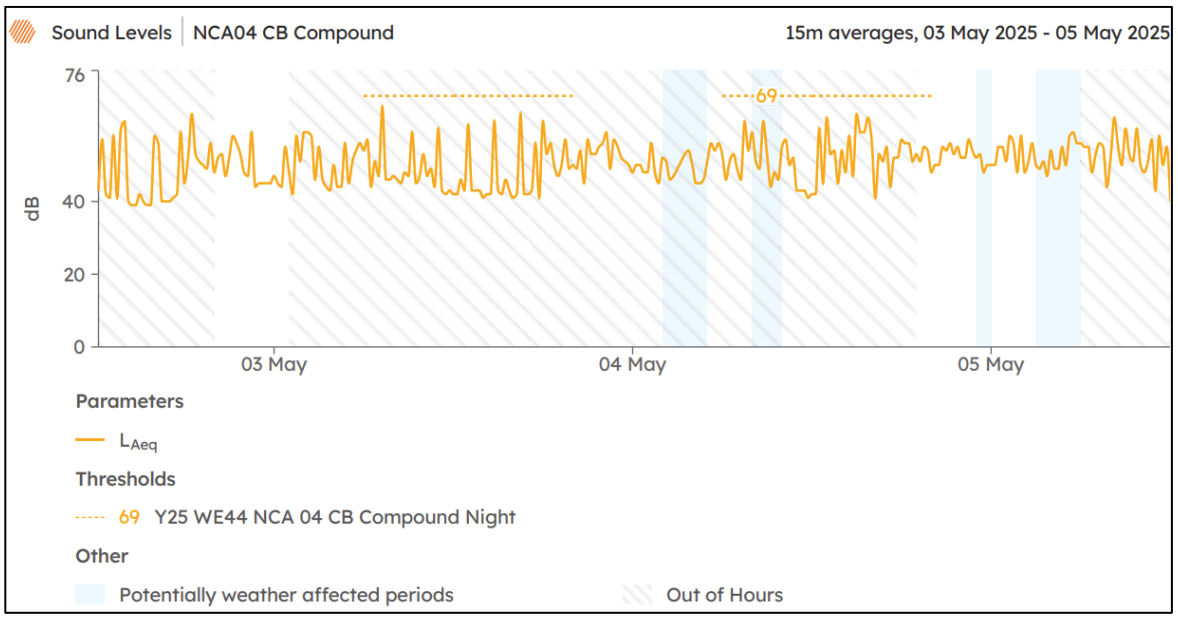


- Monitoring point identified ARTC Train:
  - Noise monitor detect highest LAeq15min value at 62dB above the prediction (70dB), between 0045 to 0100 (04 May @ 0052).
  - Noise monitor detect highest LAeq15min value at 62dB above the prediction (70dB), between 0230 to 0245 (04 May @ 0230)
  - Noise monitor detect highest LAeq15min value at 64dB above the prediction (70dB), between 0415 to 0430 (04 May @ 0417)
  - Noise monitor detect highest LAeq15min 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.

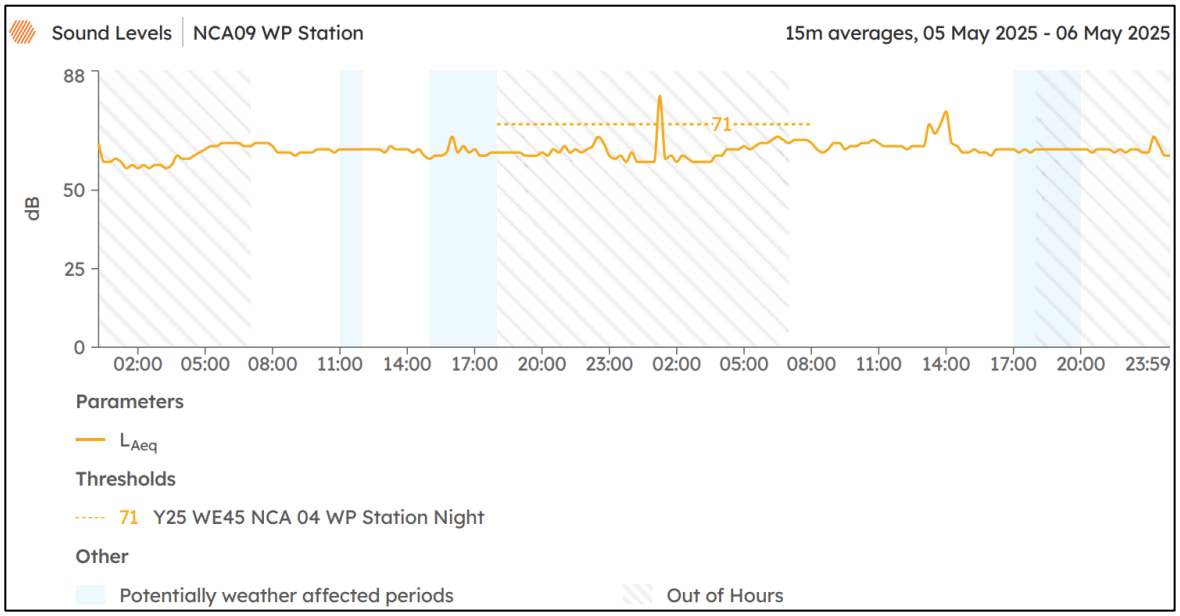
B. NCA 04 Noise Monitor (HEX-000321) is 20 m NW of 20 Close St, Canterbury

	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 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.

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 implements 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

JHLORJV

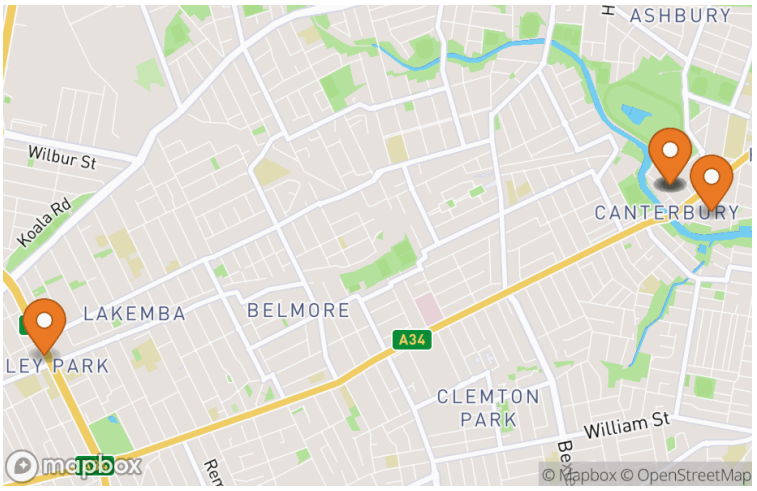
Sydney Metro S2B

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 Statistics

NCA04 CB Station

55 dB	DAY L_{Aeq}
54 dB	EVENING L_{Aeq}
54 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA09 WP Station

63 dB	DAY L_{Aeq}
62 dB	EVENING L_{Aeq}
63 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA04 CB Compound

54 dB	DAY L_{Aeq}
55 dB	EVENING L_{Aeq}
55 dB	NIGHT L_{Aeq}

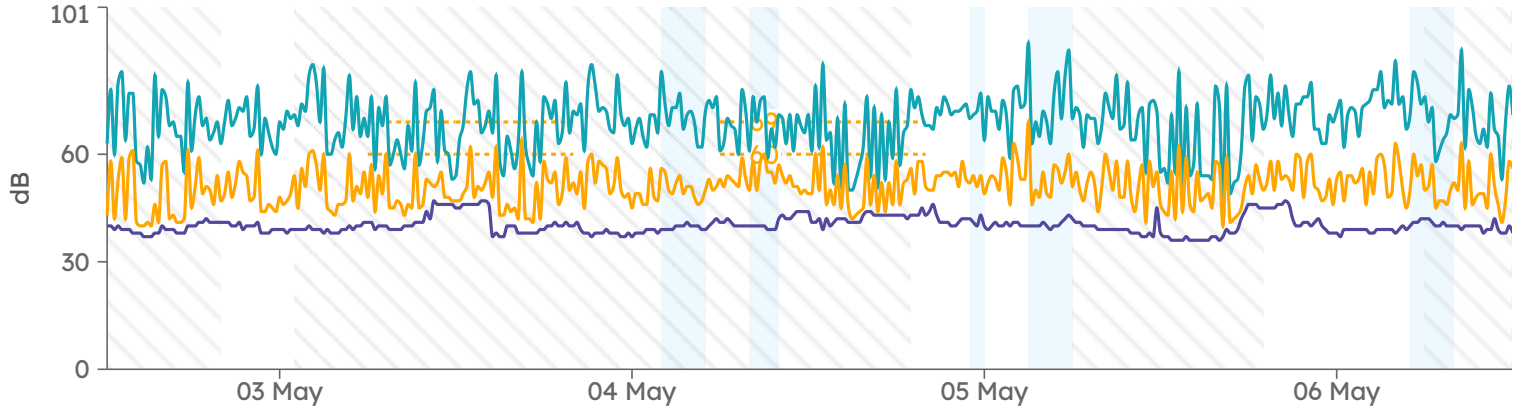
Average value across selected time period

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

Sound Levels | NCA04 CB Station

15m averages, 03 May 2025 - 06 May 2025



Parameters

- L_{Amax}
- L_{Amin}
- L_{Aeq}

Thresholds

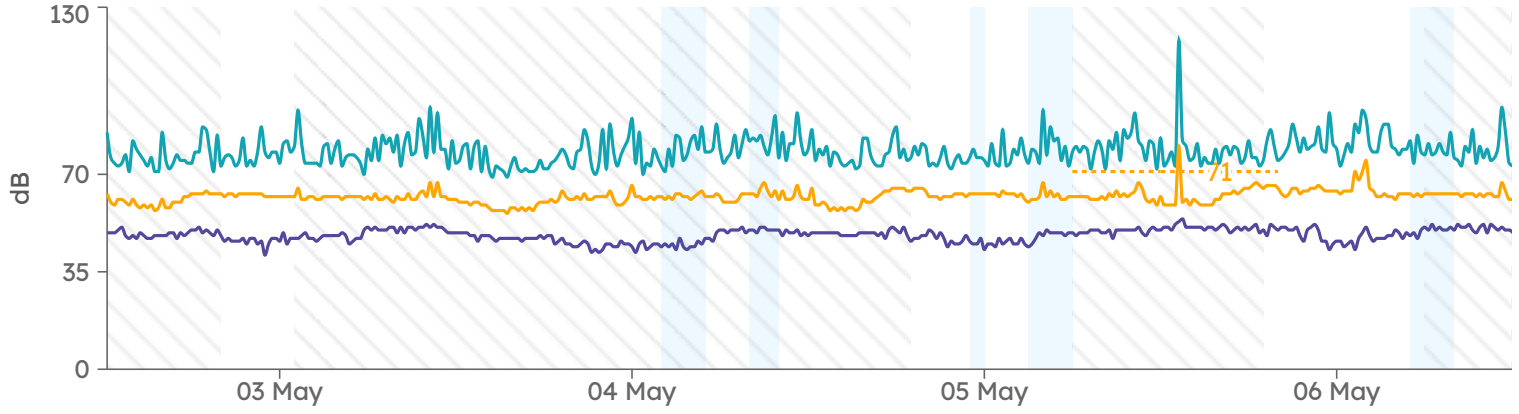
- 60 Y25 WE44 NCA 04 CB Station Night
- 69 Y25 WE44 NCA 04 CB Compound Night

Other

- Potentially weather affected periods
- Out of Hours

Sound Levels | NCA09 WP Station

15m averages, 03 May 2025 - 06 May 2025



Parameters

- L_{Amax}
- L_{Amin}
- L_{Aeq}

Thresholds

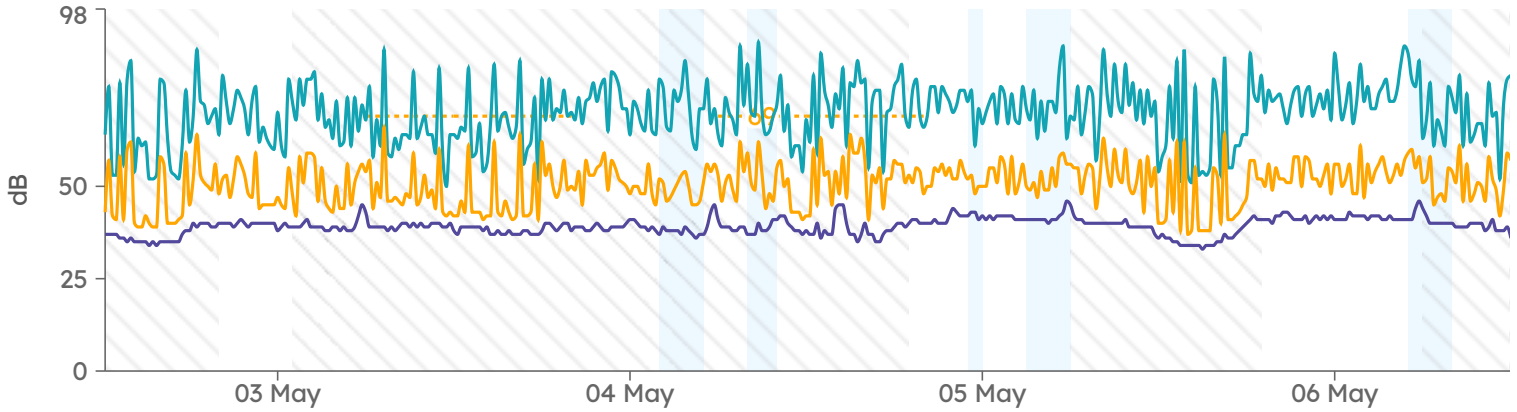
- 71 Y25 WE45 NCA 04 WP Station Night

Other

- Potentially weather affected periods
- Out of Hours

Sound Levels | NCA04 CB Compound

15m averages, 03 May 2025 - 06 May 2025



Parameters

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

Thresholds

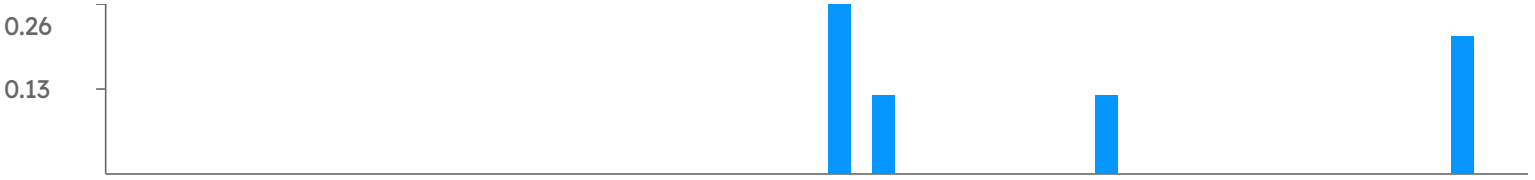
69 Y25 WE44 NCA 04 CB Compound Night

Other

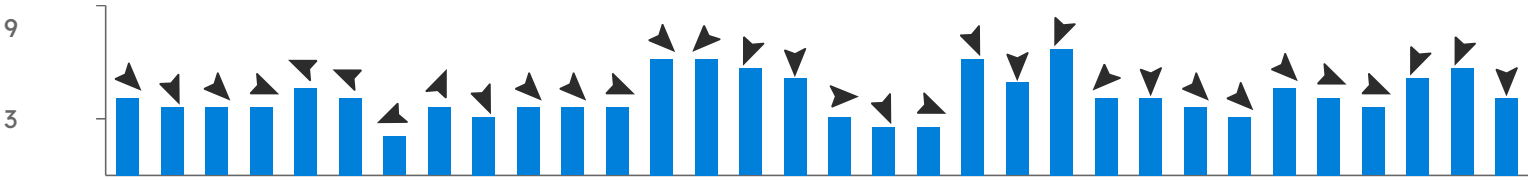
Potentially weather affected periods Out of Hours

Weather Graphs 03 May 2025 - 06 May 2025

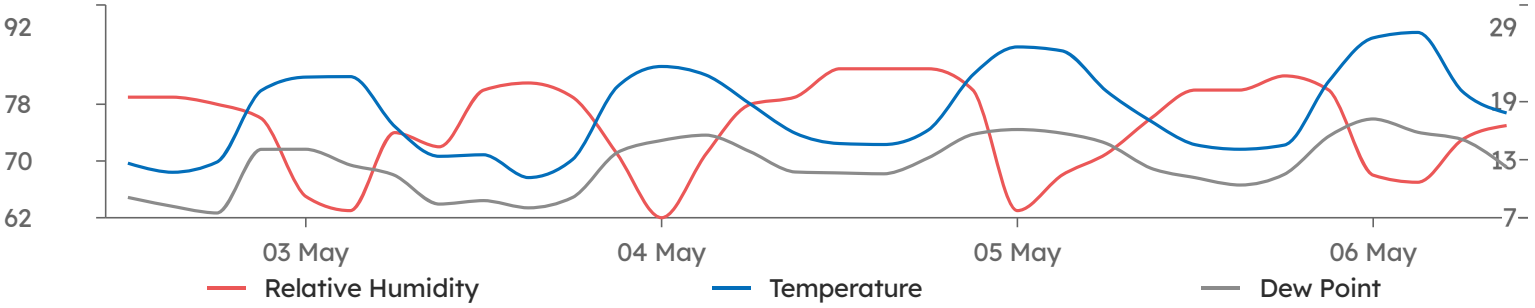
mm **Rainfall** 3 Hourly cumulative Source



m/s **Wind** 3 Hourly max speed and dominant direction



% **Humidity / Temp / Dew Point** 3 Hourly max °C



Relative Humidity Temperature Dew Point

Noise Explained Events

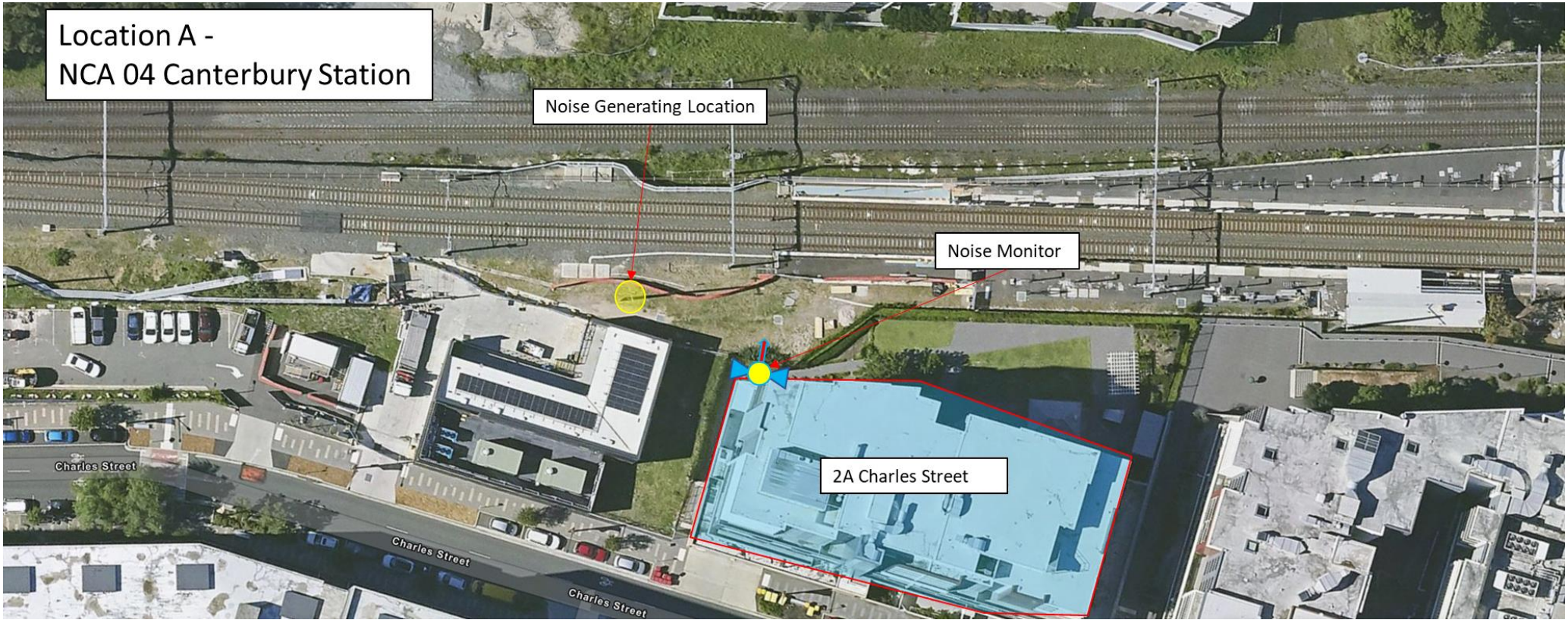
No explanations for this period

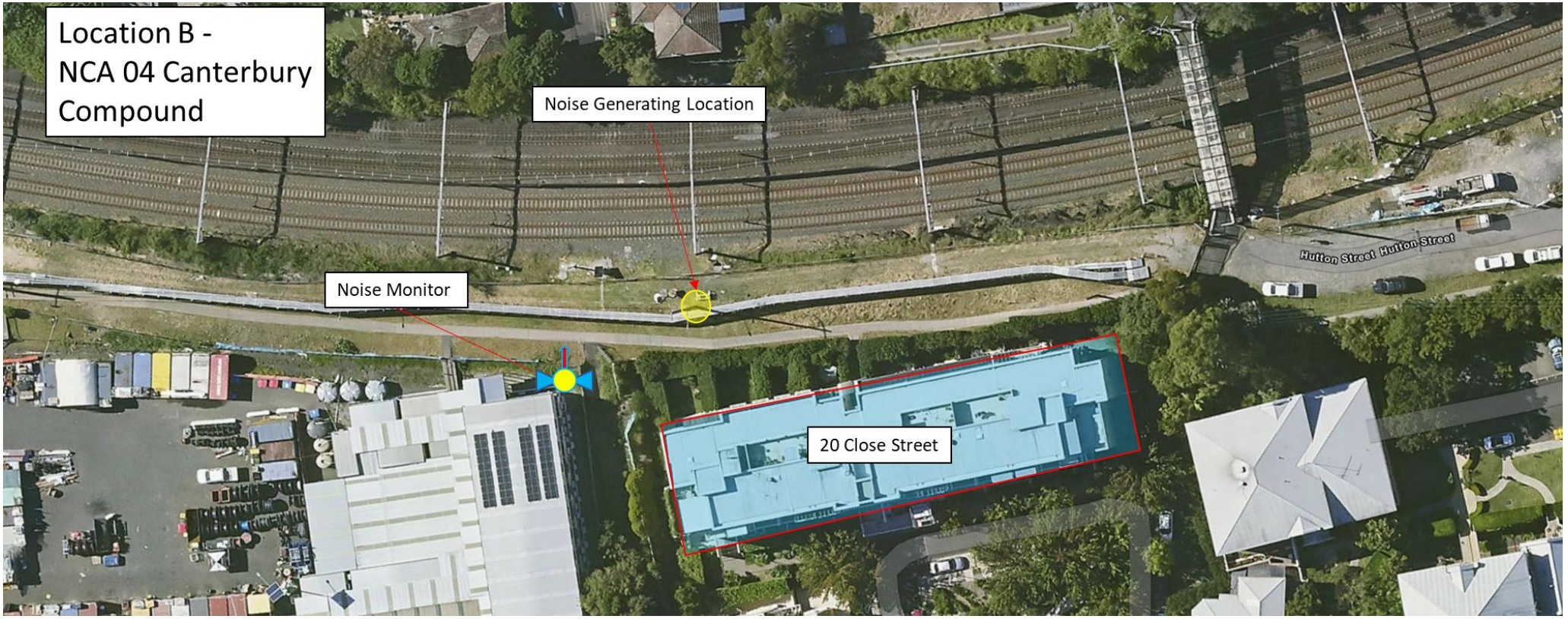
Daily Notes

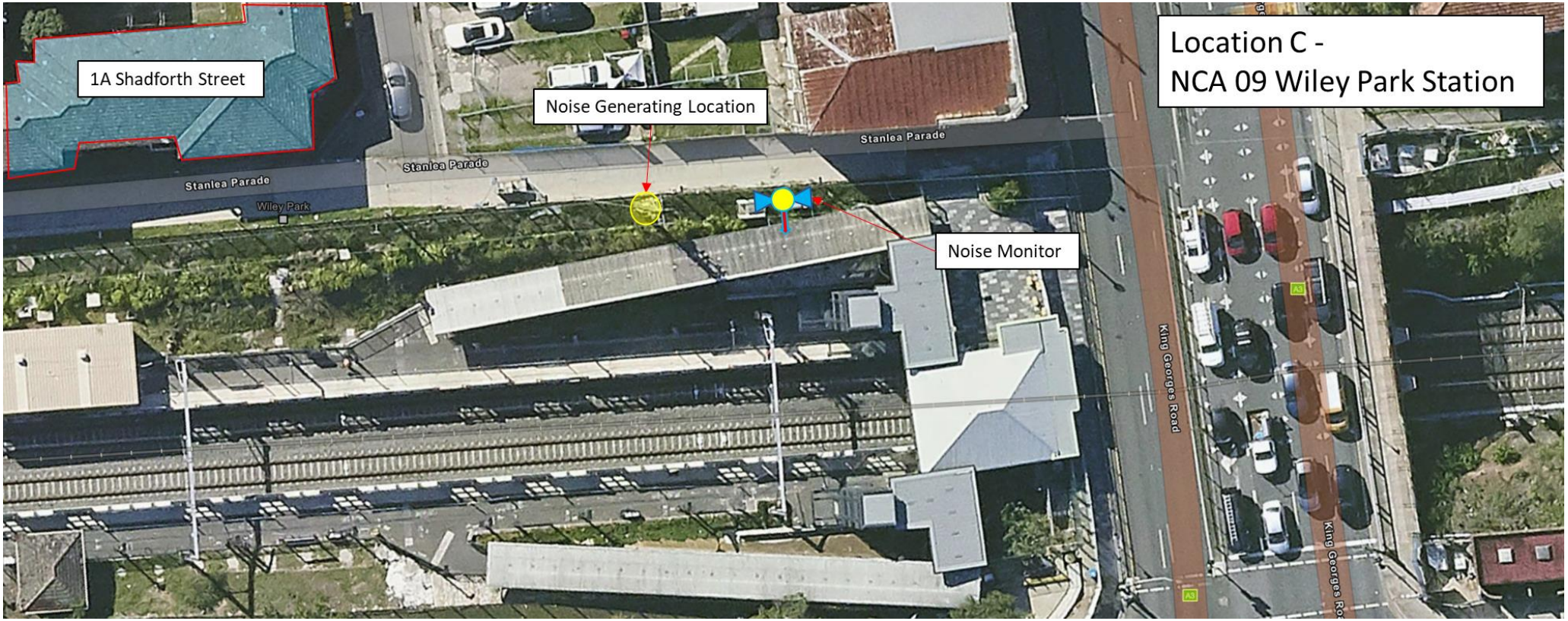
Date and time	By	Monitoring Point(s)	Note
04 May 2025	Ted Z	NCA04 CB Station	Monitoring point identified ARTC Train: - Noise monitor detect highest LAeq15min value at 62dB above the prediction (70dB), between 0045 to 0100 (04 May @ 0052). Above observed related to Aircraft Plane. Not related to JHLOR 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


Location A -
NCA 04 Canterbury Station
Noise Generating Location
Noise Monitor
2A Charles Street
Charles Street
Charles Street
Charles Street


Location B -
NCA 04 Canterbury
Compound
Noise Generating Location
Noise Monitor
20 Close Street
Hutton Street Hutton Street


1A Shadforth Street
Noise Generating Location
Noise Monitor
Location C -
NCA 09 Wiley Park Station
Stanlea Parade
Stanlea Parade
Stanlea Parade
Wiley Park
King Georges Road
A3

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.

Sydney Metro City & Southwest

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

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Sydney Metro City & Southwest

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 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 thorughout 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**

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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 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

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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) 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 L5.1. 4

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

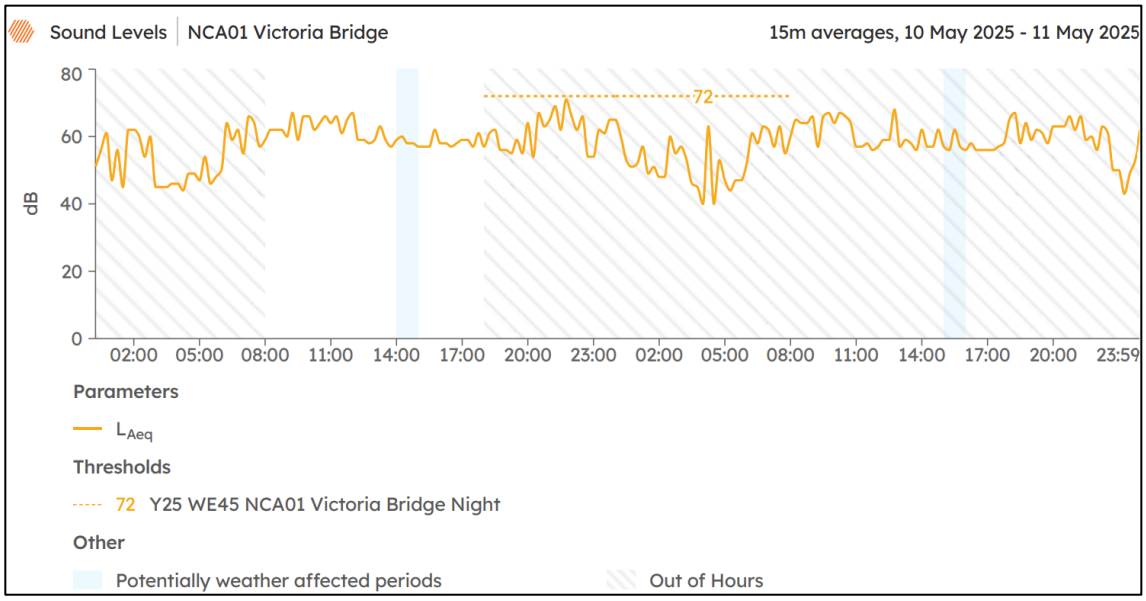
A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

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 implements 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

JHLORJV

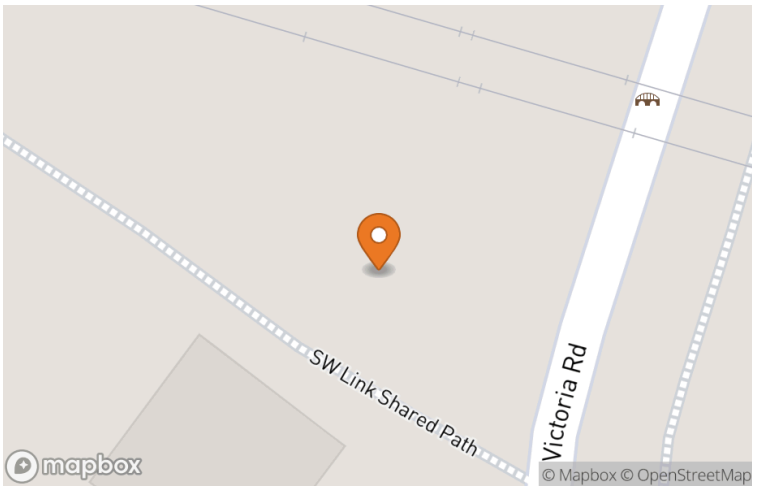
Sydney Metro S2B

WE45 L5.7

Monitoring Devices

Date Range 10 May 2025 - 11 May 2025

Device Serial	Monitoring Points
HEX-000797	NCA01 Victoria Bridge



Noise Monitoring Statistics

NCA01 Victoria Bridge

62 dB — DAY L_{Aeq}

64 dB — EVENING L_{Aeq}

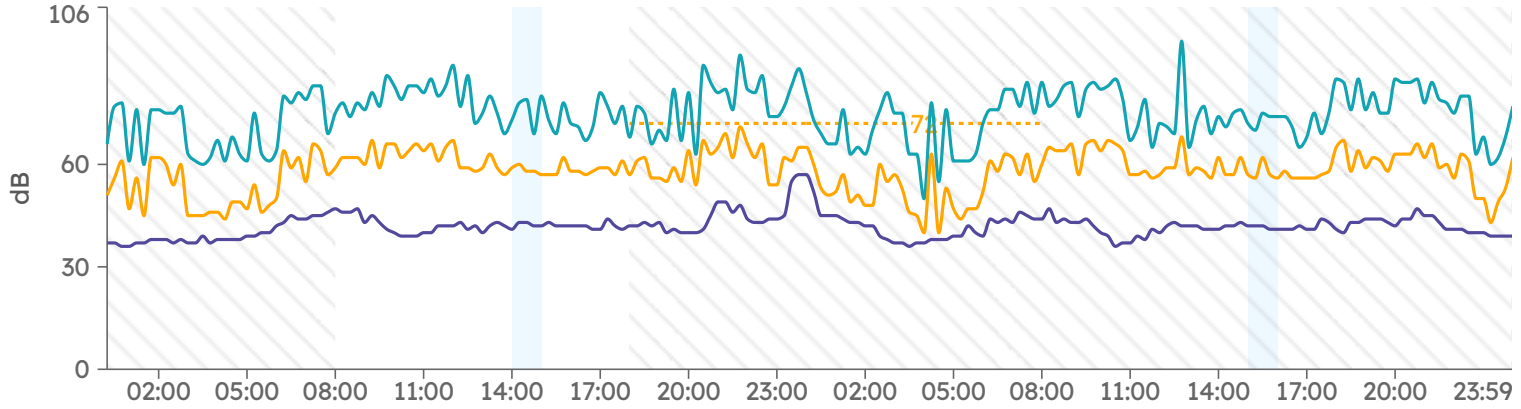
58 dB — NIGHT L_{Aeq}

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

Sound Levels | NCA01 Victoria Bridge — 15m averages, 10 May 2025 - 11 May 2025



Parameters

- L_{Amax}
- L_{Amin}
- L_{Aeq}

Thresholds

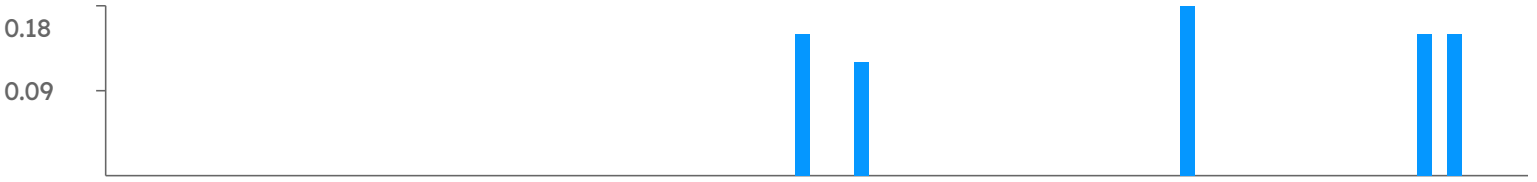
- 72 Y25 WE45 NCA01 Victoria Bridge Night

Other

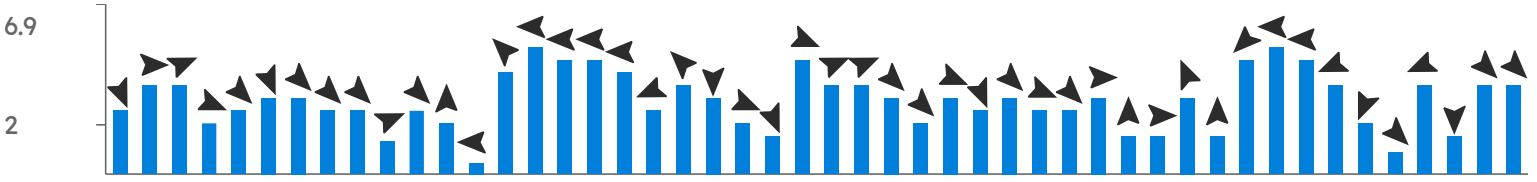
- Potentially weather affected periods
- Out of Hours

Weather Graphs 10 May 2025 - 11 May 2025

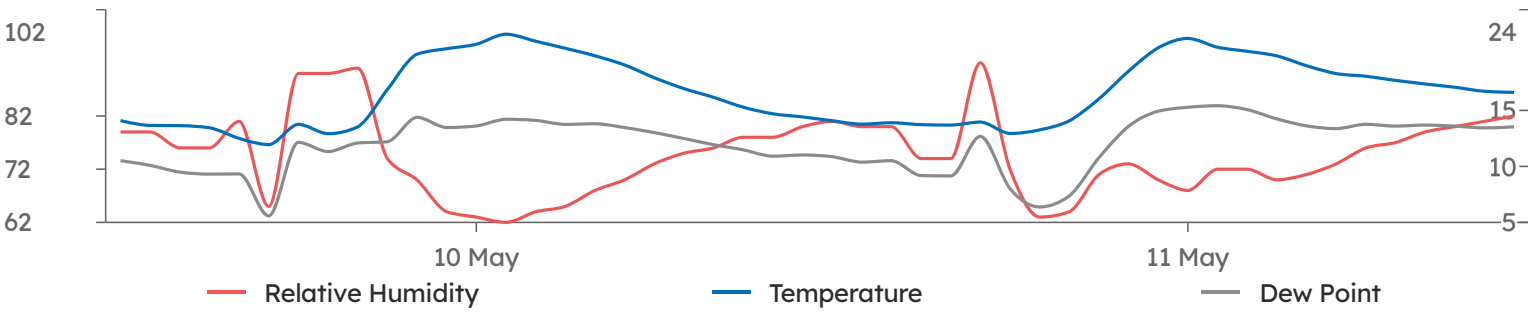
mm **Rainfall** Hourly cumulative — Source



m/s **Wind** Hourly max speed and dominant direction



% **Humidity / Temp / Dew Point** Hourly max — °C



- Relative Humidity
- Temperature
- Dew Point

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

Location A -
NCA 01 Victoria Bridge
Noise Generating Location
Noise Monitor
21 Riverdale Avenue
Riverdale Avenue
Riverdale Avenue
Victoria Road
Victoria Road

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.

Sydney Metro City & Southwest

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

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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

Revisions

Revision	Date	Description	Prepared by	Reviewed by
01	26/05/2025	Prepared for R4.4	Zhengyi Zhang	Lucas Dobrolot

Management reviews

Review date	Details	Reviewed by

Controlled: NO Copy no.: Uncontrolled: YES

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Introduction 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) 3
4. Details of any exceedances of predicted noise levels; 4
5. Details of the noise and vibration mitigation measures that were implemented as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite 5
6. The justification required under L5.6 for the carrying out of works outside of standard construction hours in L5.1. 5

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

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.

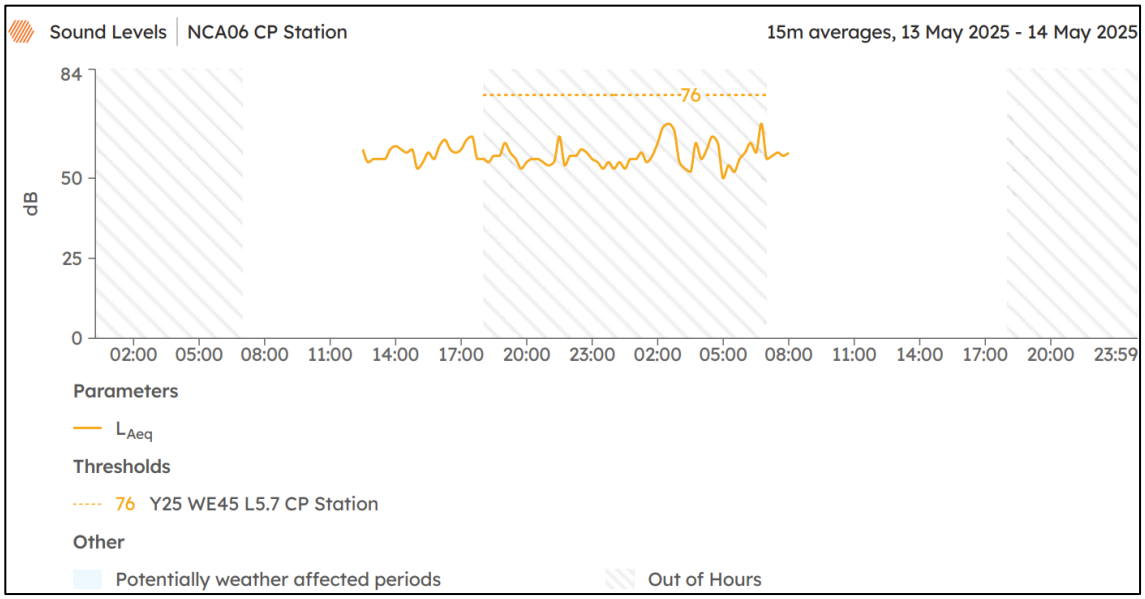
3. Noise monitoring as required by L5.8(d)

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.

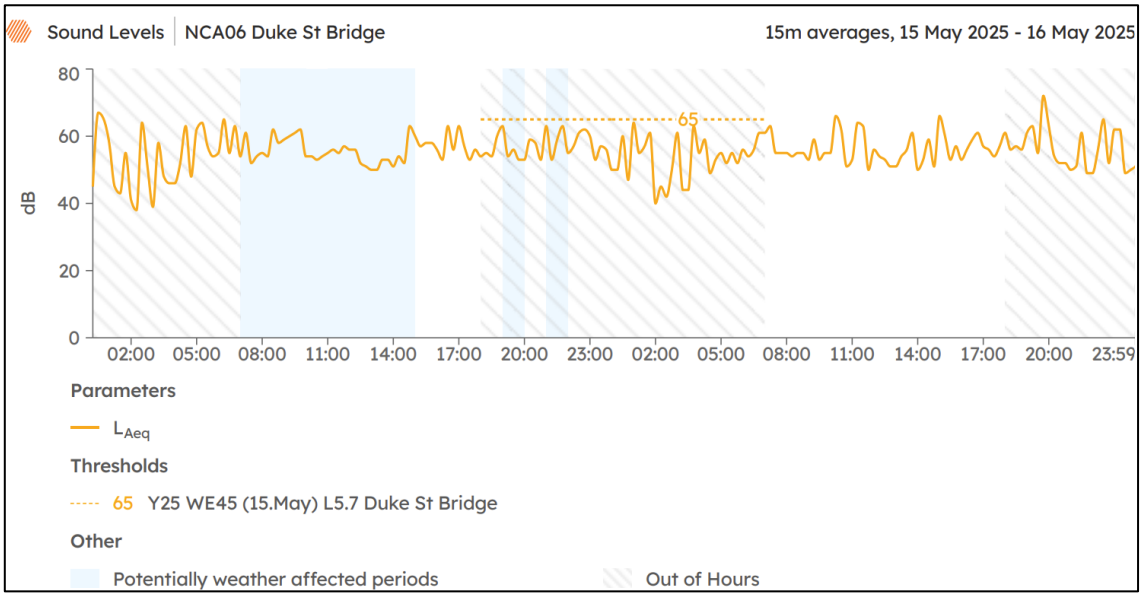
A. NCA 06 Noise Monitor (HEX-000321) is 12 m NW of 13-15 Anglo Road, Campsie (90m west of Beamish Street, 13 May 2025)

	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 implements 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

JHLORJV

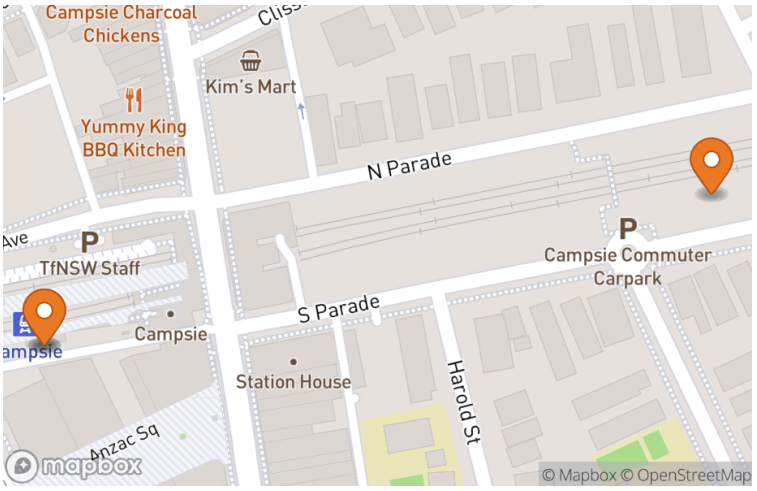
Sydney Metro S2B

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



Noise Monitoring Statistics

NCA06 CP Station

58 dB	DAY L_{Aeq}
57 dB	EVENING L_{Aeq}
60 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA06 Duke St Bridge

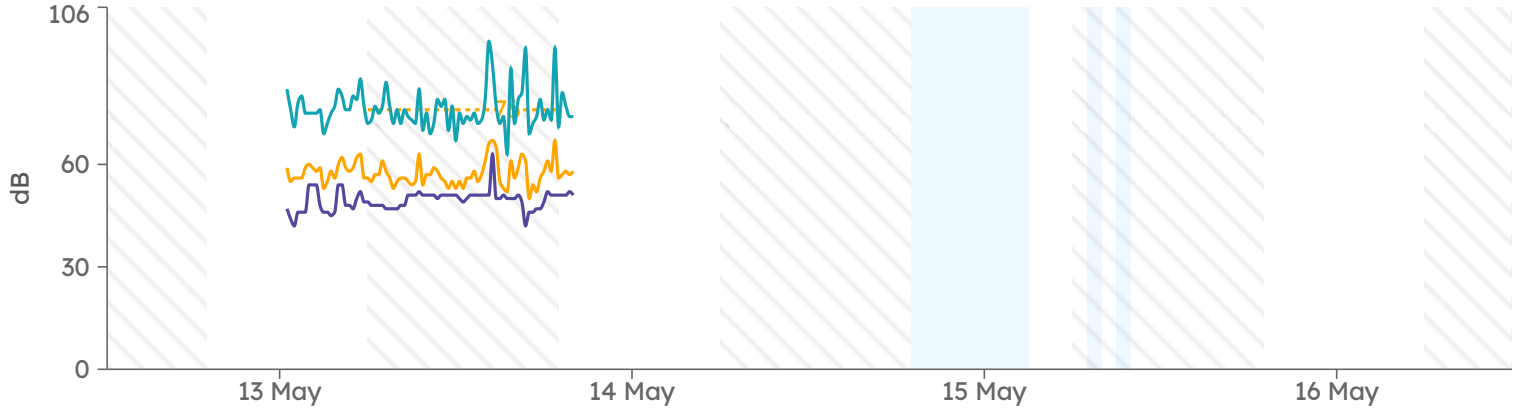
58 dB	DAY L_{Aeq}
61 dB	EVENING L_{Aeq}
59 dB	NIGHT L_{Aeq}

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

Sound Levels | NCA06 CP Station — 15m averages, 13 May 2025 - 16 May 2025



Parameters

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

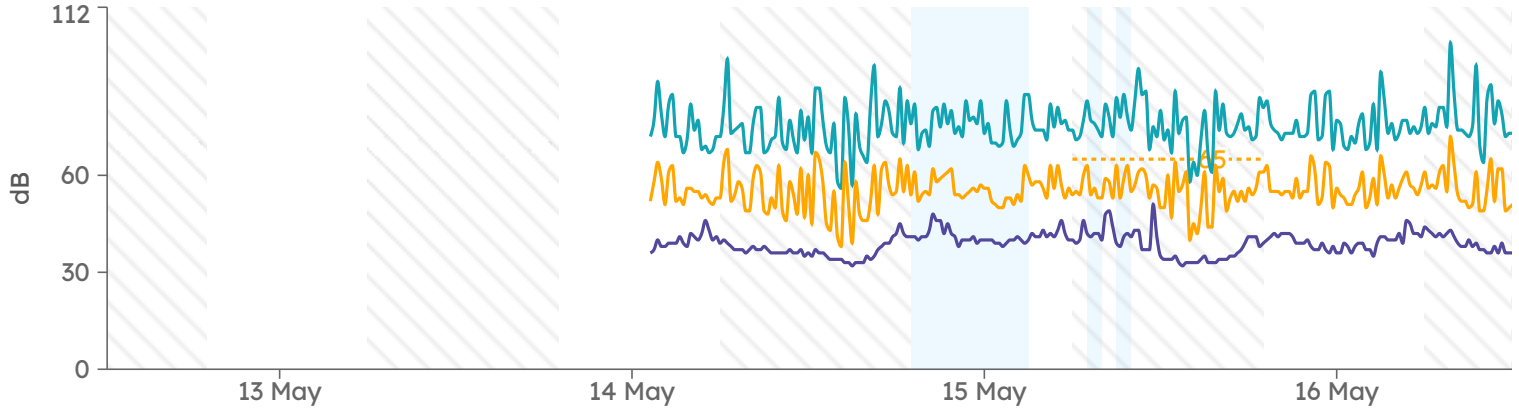
Thresholds

76 Y25 WE45 L5.7 CP Station

Other

Potentially weather affected periods — Out of Hours

Sound Levels | NCA06 Duke St Bridge — 15m averages, 13 May 2025 - 16 May 2025



Parameters

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

Thresholds

65 Y25 WE45 (15.May) L5.7 Duke St Bridge

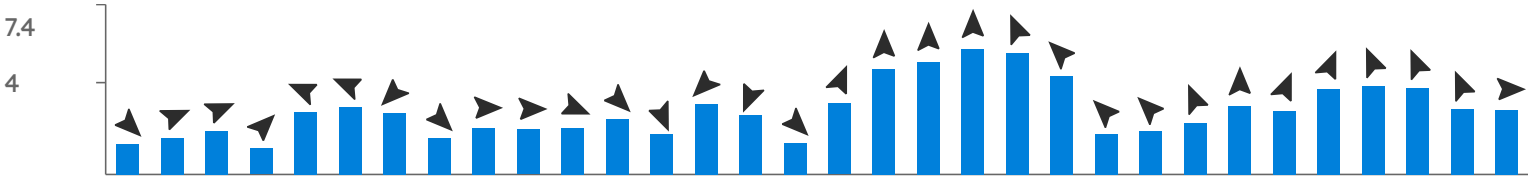
Other

Potentially weather affected periods — Out of Hours

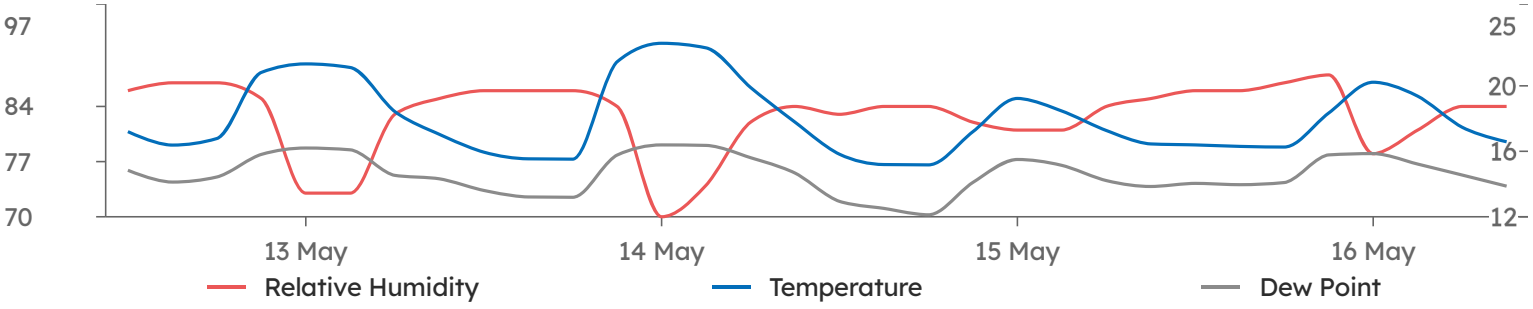
Weather Graphs 13 May 2025 - 16 May 2025

mm **Rainfall** 3 Hourly cumulative Source

m/s **Wind** 3 Hourly max speed and dominant direction



% **Humidity / Temp / Dew Point** 3 Hourly max °C

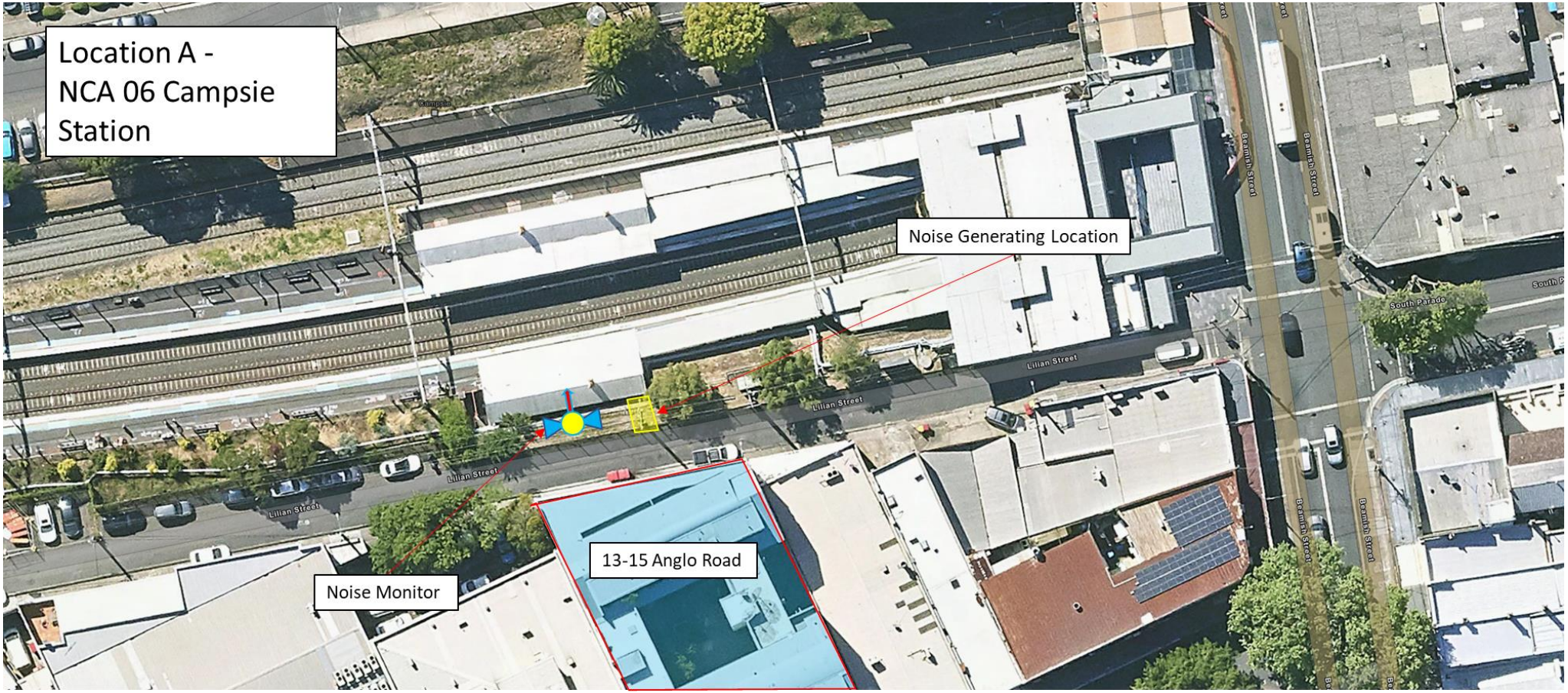


Noise Explained Events

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


Location A -
NCA 06 Campsie
Station
Noise Generating Location
13-15 Anglo Road
Noise Monitor
Lilian Street
Lilian Street
Lilian Street
Lilian Street
Beamish Street
Beamish Street
Beamish Street
South Parade

Location B -
NCA 06 Duke Street
Bridge
Noise Generating Location
Noise Monitor
36 South Parade
North Parade
South Parade
Beamish Street
Lillian Street
Duke Street
Park Street
St Mels Primary

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.

Sydney Metro City & Southwest

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

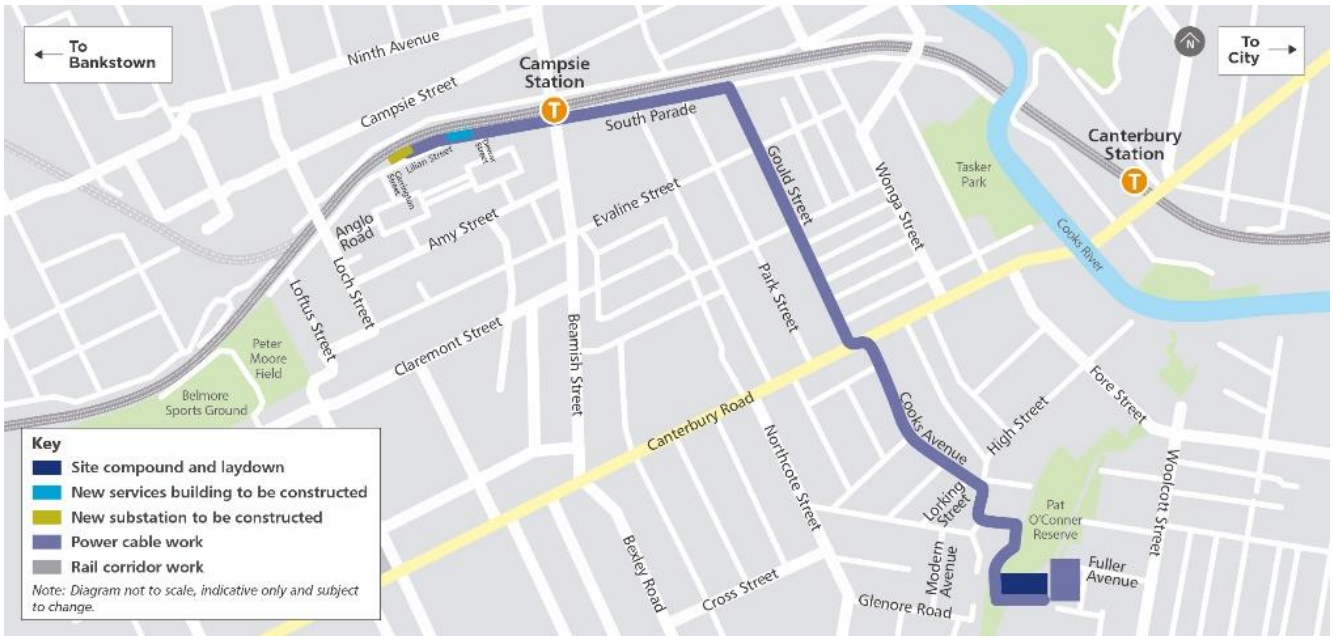
Hours of work

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 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

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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; 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 L5.1. 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**

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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

> 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

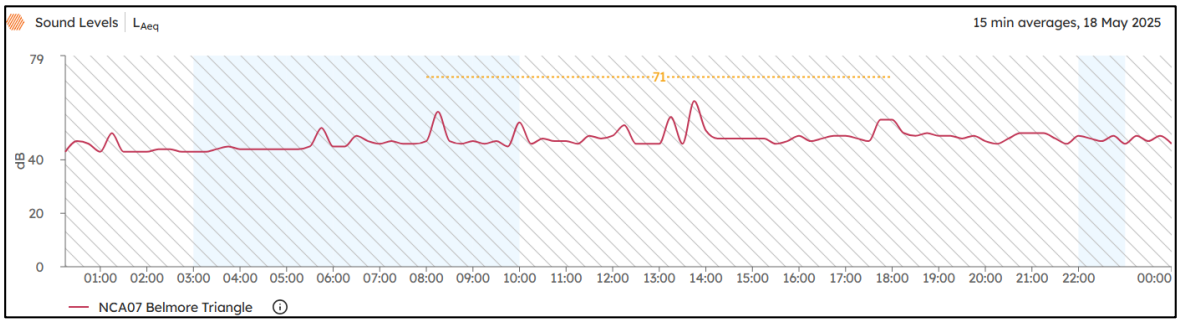
A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

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.

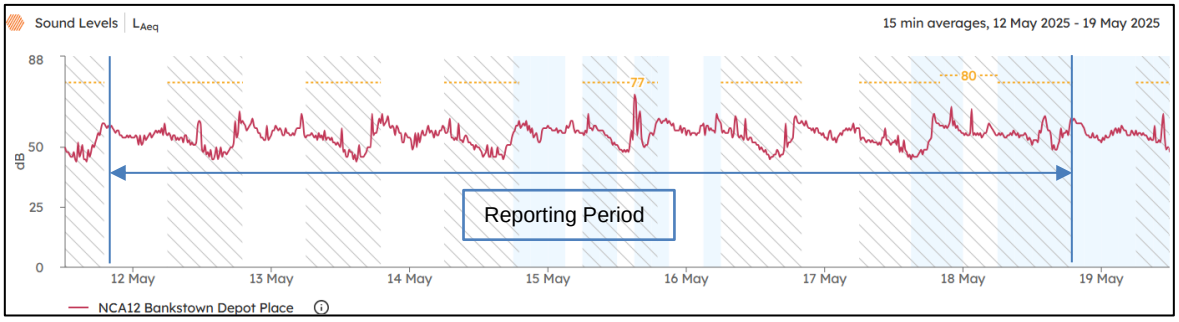
A. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore

	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



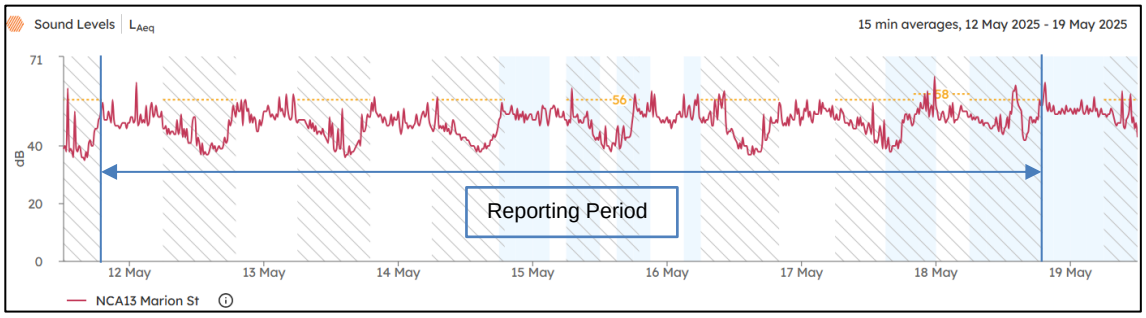
B. NCA 12 Noise Monitor (HEX-000630) is 67 m S of 21 Bungalow Cres, Bankstown

	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 (58dB), between **1015 to 1030** related to **Aircraft**
- **18 May 2025**, Noise monitor detect highest LAeq15min value at 64dB above the prediction (58dB), 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 implements 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

JHLORJV

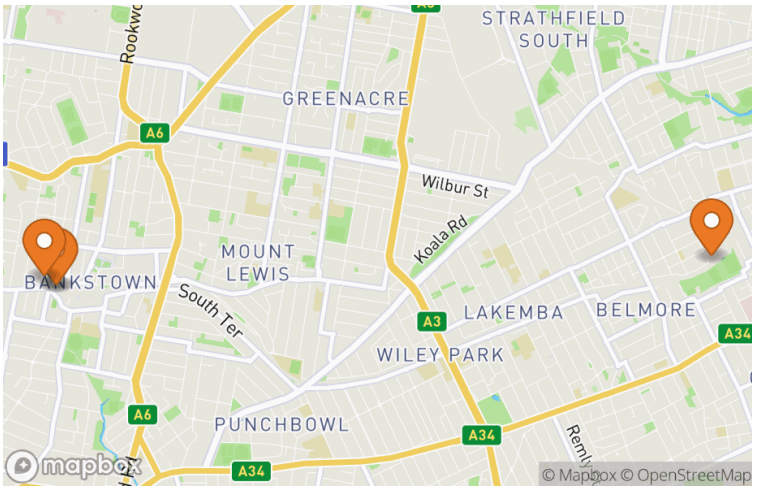
Sydney Metro S2B

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



Noise Monitoring Statistics

NCA07 Belmore Triangle

58 dB	DAY L_{Aeq}
50 dB	EVENING L_{Aeq}
51 dB	NIGHT L_{Aeq}

Average value across selected time period

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

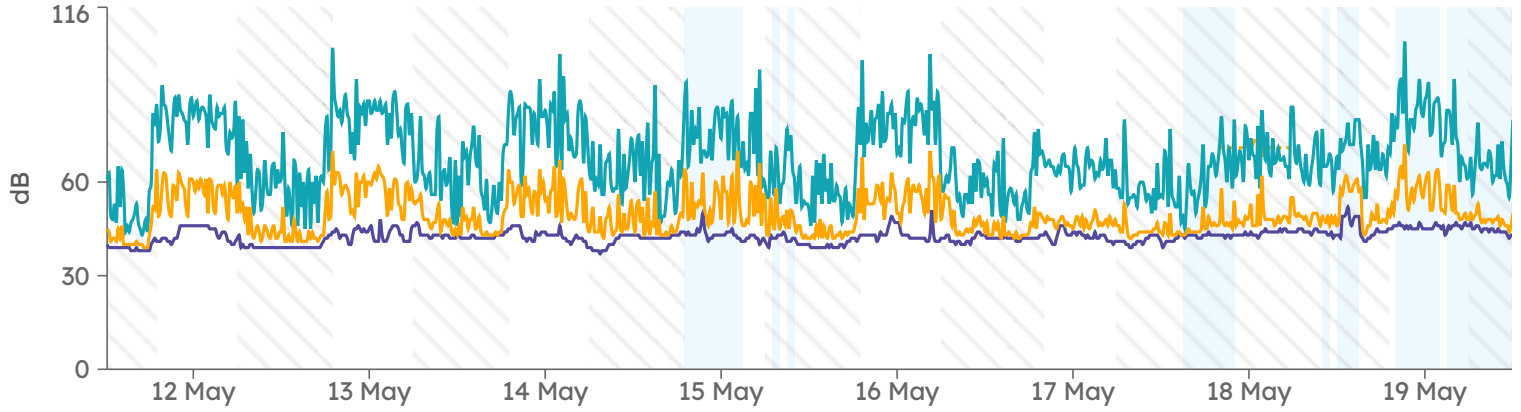
52 dB	DAY L_{Aeq}
50 dB	EVENING L_{Aeq}
48 dB	NIGHT L_{Aeq}

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

Sound Levels | NCA07 Belmore Triangle — 15m averages, 12 May 2025 - 19 May 2025



Parameters

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

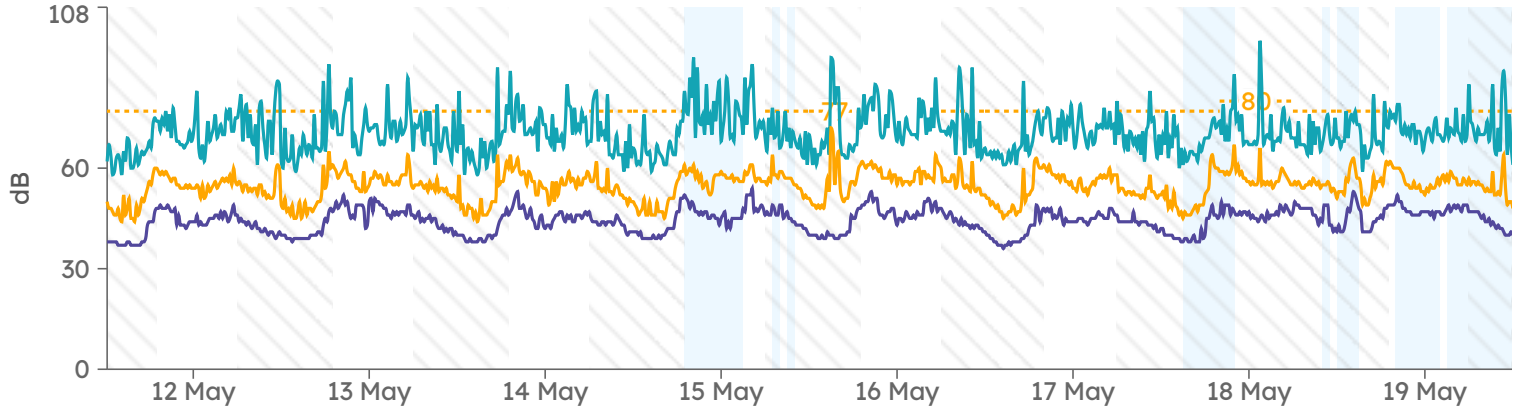
Thresholds

71 Y25 WE46 18.May Belmore T Day

Other

Potentially weather affected periods — Out of Hours

Sound Levels | NCA12 Bankstown Depot Place — 15m averages, 12 May 2025 - 19 May 2025



Parameters

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

Thresholds

77 Y25 WE45-46 12-18.May Depot Place Night

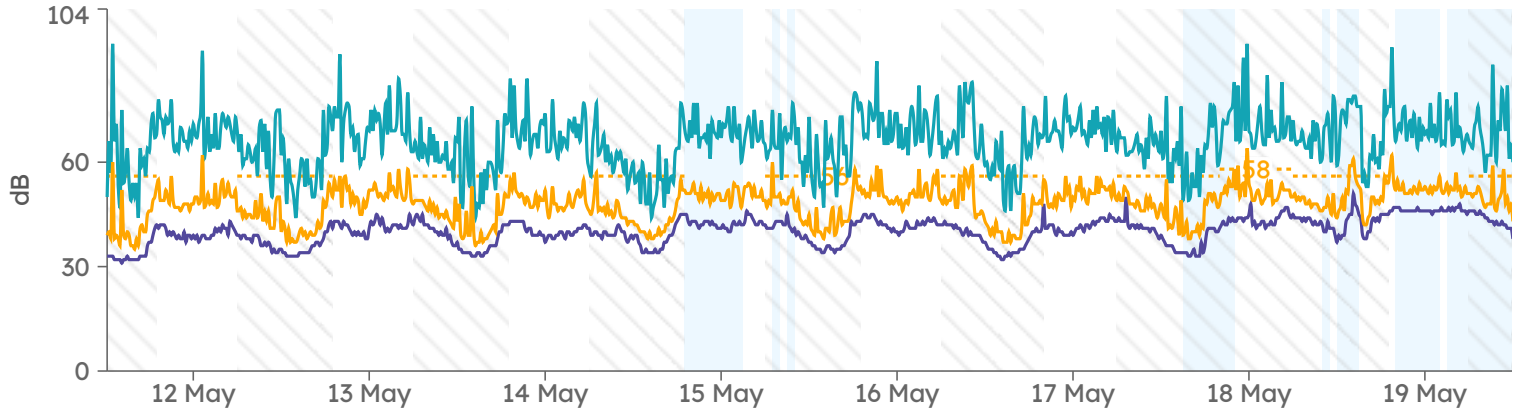
80 Y25 WE46 18.May Depot Place Day

Other

Potentially weather affected periods — Out of Hours

Sound Levels | NCA13 Marion St

15m averages, 12 May 2025 - 19 May 2025



Parameters

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

Thresholds

56 Y25 WE45-46 12-18.May Marion St Night

58 Y25 WE46 18.May Marion St Day

Other

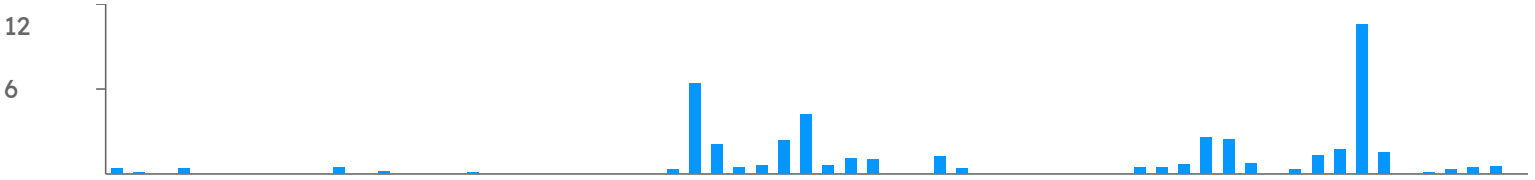
Potentially weather affected periods

Out of Hours

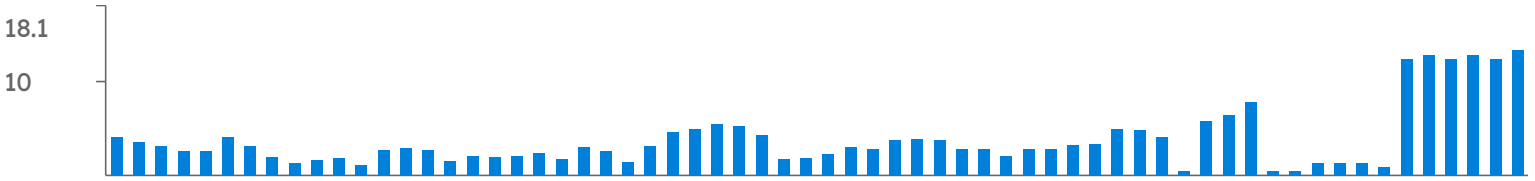
Weather Graphs 12 May 2025 - 19 May 2025

mm **Rainfall** 3 Hourly cumulative

Source

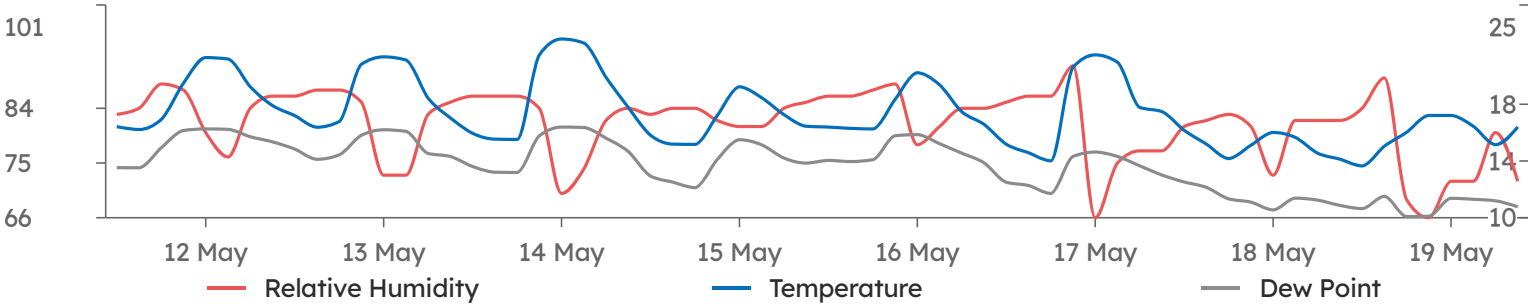


m/s **Wind** 3 Hourly max speed and dominant direction



% **Humidity / Temp / Dew Point** 3 Hourly max

°C

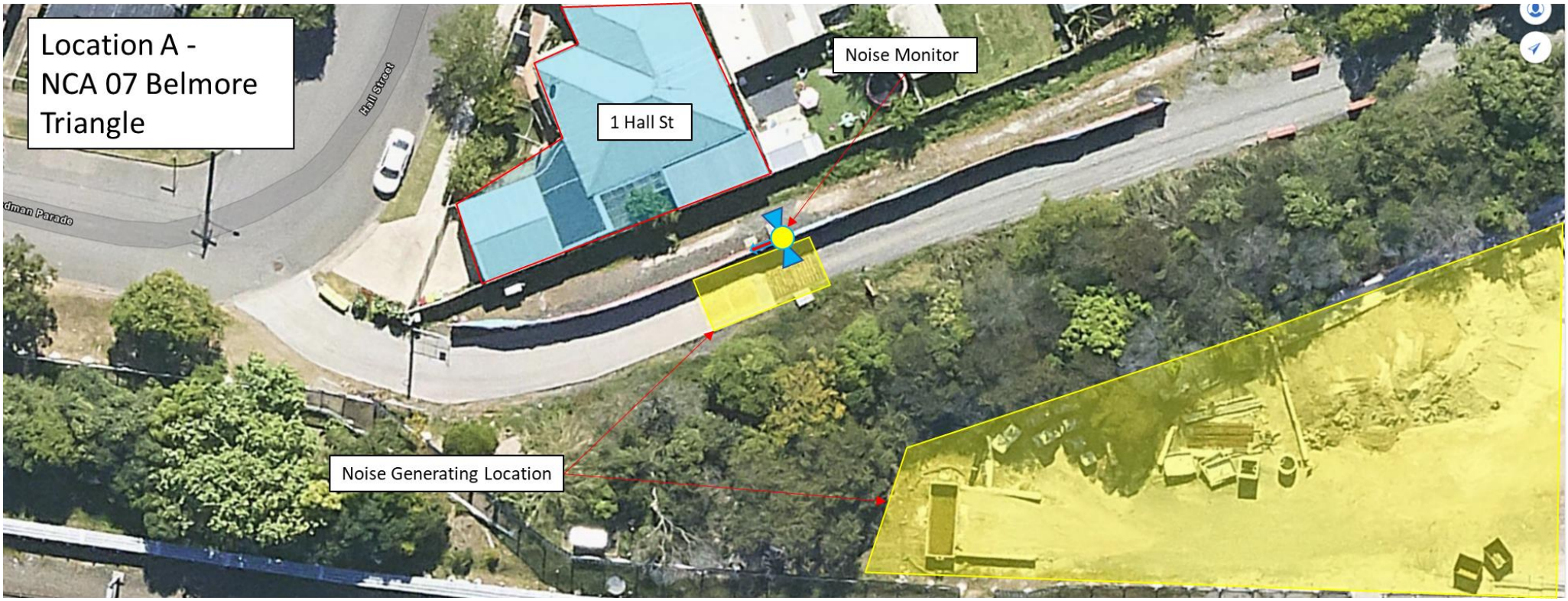


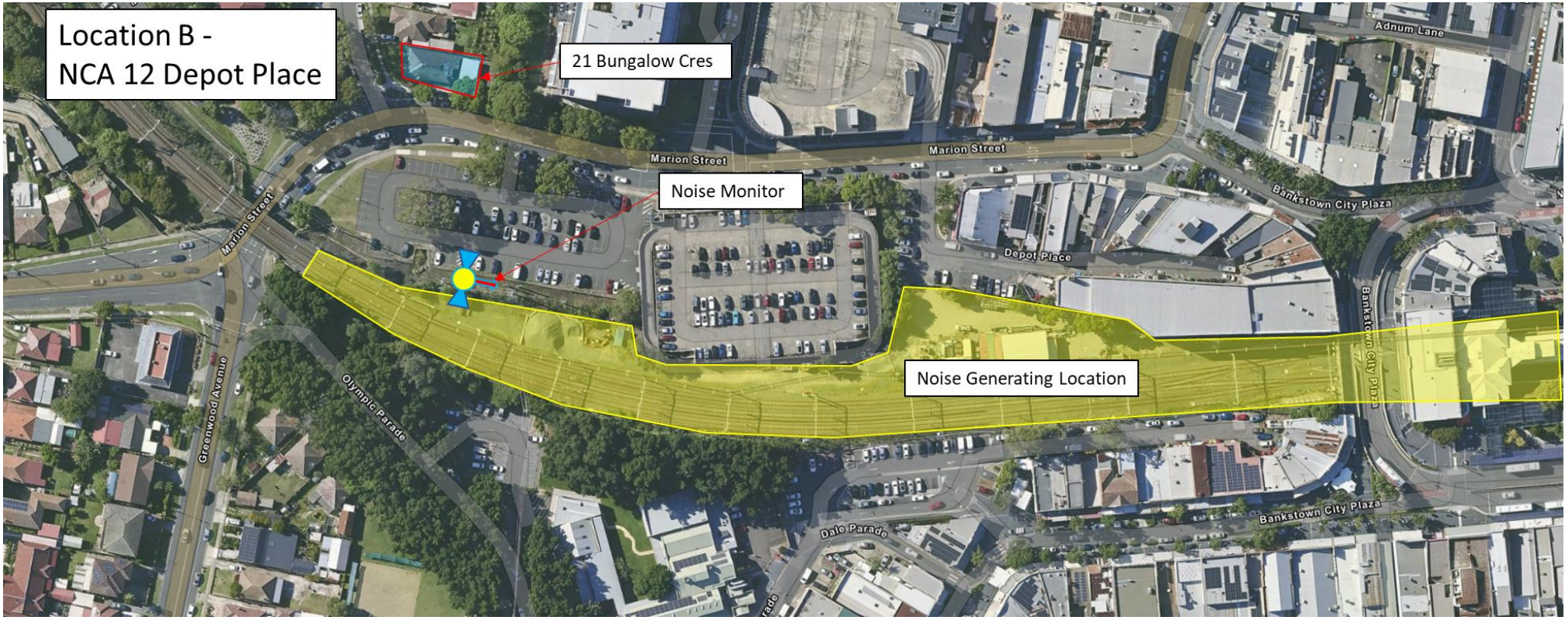
Daily Notes

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


Location A -
NCA 07 Belmore
Triangle
Noise Monitor
1 Hall St
Noise Generating Location


Location B -
NCA 12 Depot Place
21 Bungalow Cres
Noise Monitor
Noise Generating Location
Marion Street
Marion Street
Marion Street
Adnum Lane
Bankstown City Plaza
Depot Place
Bankstown City Plaza
Greenwood Avenue
Olympic Parade
Dale Parade
Bankstown City Plaza

Location C -
NCA 13 Marion St
5 Weigand Avenue
Noise Monitor
Noise Generating Location
Weigand Avenue
Weigand Avenue
Brancourt Avenue
Winspear Avenue
Marion Street
Marion Street
Marion Street
Marion Street
Meredith Street
Meredith Street
Kitchener Parade
Cole Lane
Depot Place
Olympic Parade

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.

Sydney Metro City & Southwest

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**

Sydney Metro City & Southwest

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:

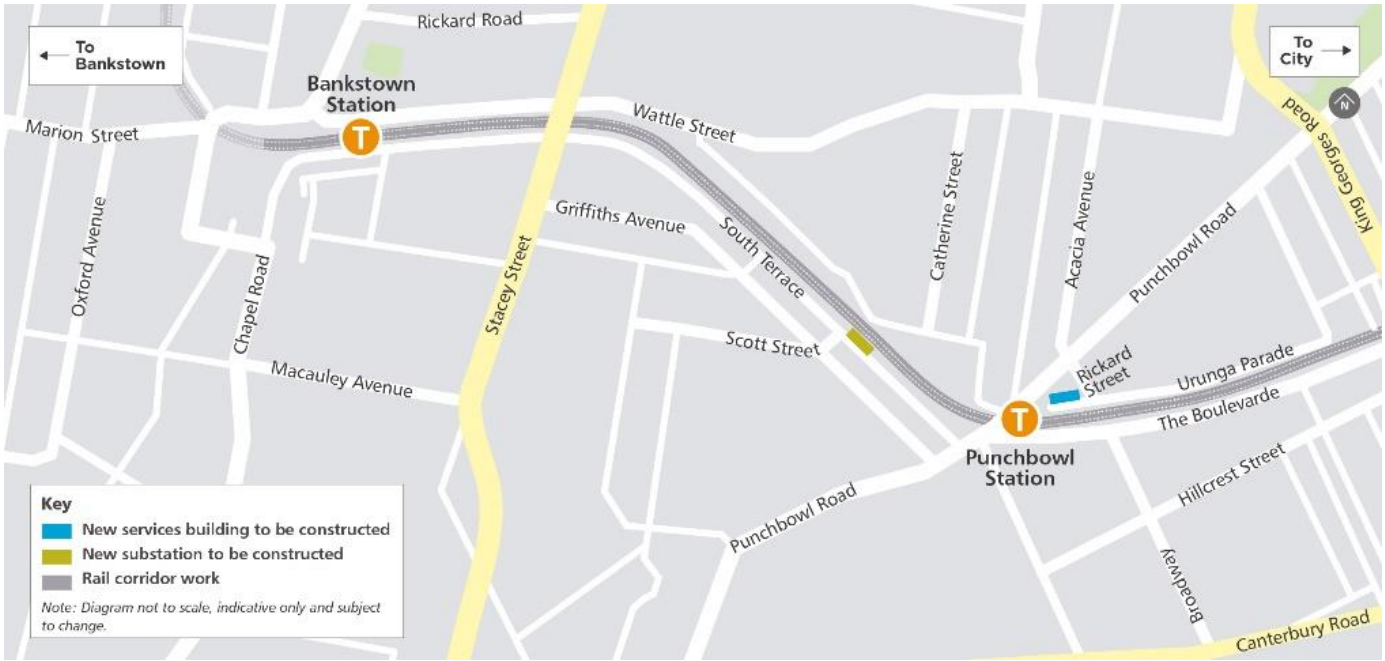
- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, substations and stations
- Delivery and storage of materials and equipment using light and heavy vehicles
- Installation of cables and communications equipment in station platforms, buildings and 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**

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 Final Conversion Stage-3
2025 WE50

L5.7 - Local Area and Utility Works (WE50, 16th of 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	24/06/2025	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)..... 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 L5.1. 5

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

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

- 16th of June 1800 to 17th of June 0700 in Week 50 (WE50), noise activity (pad mount transformer removal) being happened during Ausgrid planned outage (South-East corner of Canterbury Station footbridge, adjacent to Canterbury Road, outside of corridor). 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:

WE50 Canterbury (16th of June 1800 to 17th of June 0700) - Condition L5.7 - Utility & Local Area:

- Pad mount transformer removal
  - Hand Tool
  - Crane truck

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

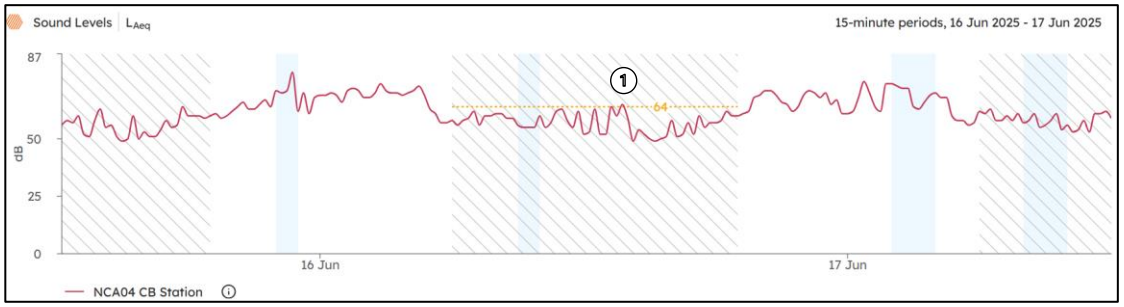
A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

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

WE50 pad mount transformer removal works was carried out in one (1) night. One (1) monitoring location selected, and one (1) monitoring event has been carried out to represent the noise impact of the work.

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

	Distance to the Source of Noise (m)	Tuesday, Night, 1800-0700 Prediction (L_{Aeq} 15 minutes)
Monitor	8	64
Nearest Resident	8	64



Monitoring point identified the following events:

1. 17 June 2025, Noise monitor detect highest LAeq15min value at 65dB above the prediction (64dB), between 0130 to 0145 related to ARTC Fright Train

Above observation 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 WE50 between 16th of June to 17th of June, 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 WE50 (16th of June to 17th of June) 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 implements 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

JHLORJV

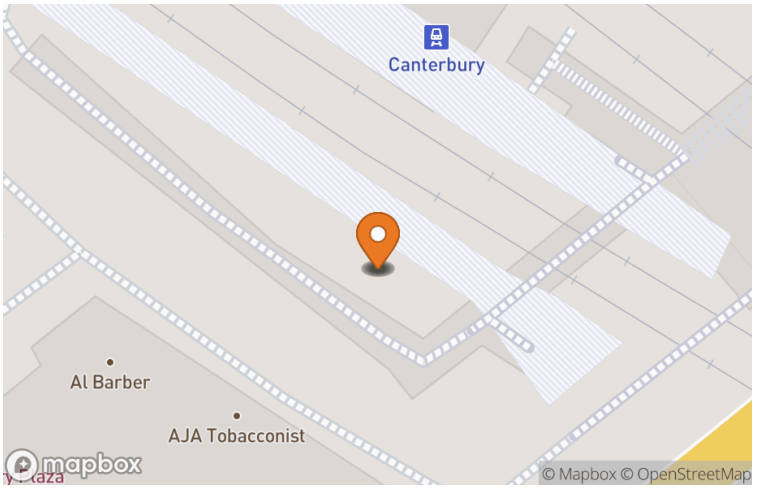
Sydney Metro S2B

Y25 WE50 Canterbury L5.7

Monitoring Devices

Date Range 16 Jun 2025 - 17 Jun 2025

Device Serial	Monitoring Points
HEX-000296	NCA04 CB Station
HEX-000516	-
HEX-000249	-



Noise Monitoring Statistics

NCA04 CB Station

69 dB	DAY L_{Aeq}
59 dB	EVENING L_{Aeq}
58 dB	NIGHT L_{Aeq}

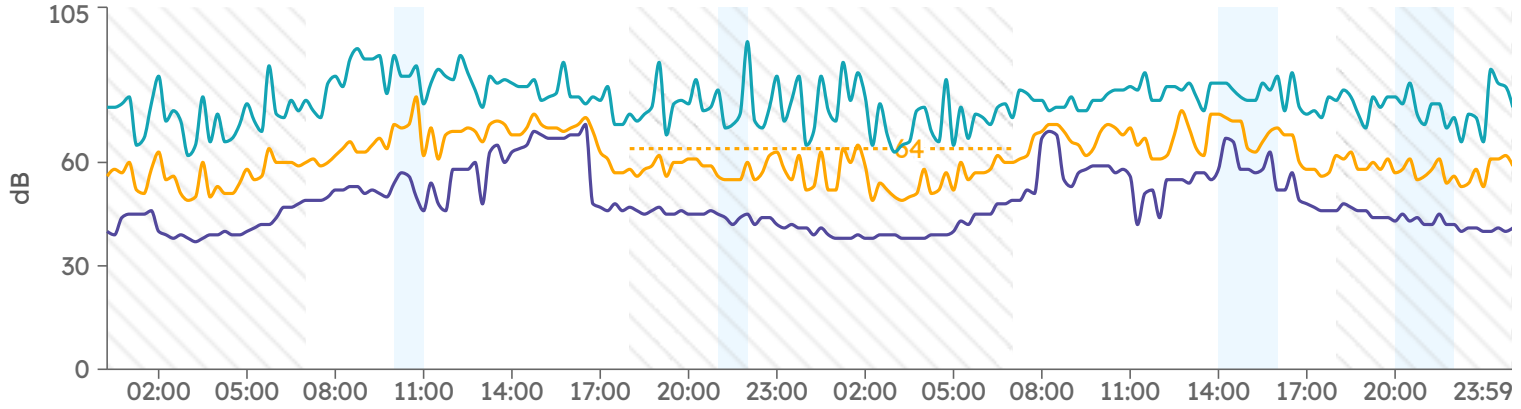
Average value across selected time period

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

Sound Levels | NCA04 CB Station

15-minute periods 16 Jun 2025 - 17 Jun 2025



Parameters

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

Thresholds

64 Y25_WE50_16.June_Canterbury Station_L5.7_Night

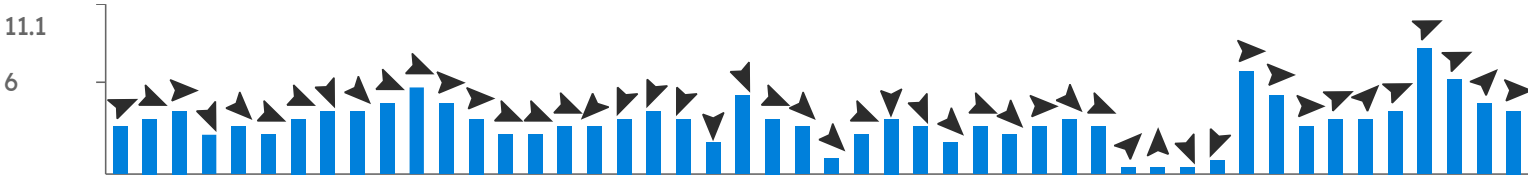
Other

Potentially weather affected periods Out of Hours

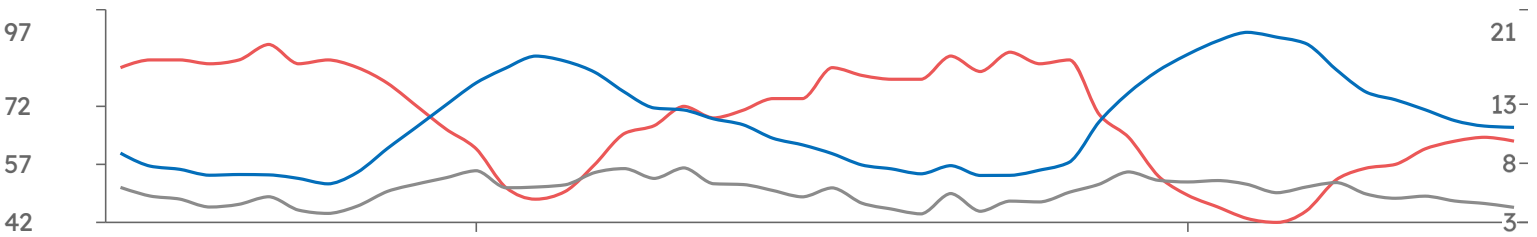
Weather Graphs 16 Jun 2025 - 17 Jun 2025

mm **Rainfall** Hourly cumulative Source

m/s **Wind** Hourly max speed and dominant direction



% **Humidity / Temp / Dew Point** Hourly max °C



Relative Humidity Temperature Dew Point

Noise Explained Events

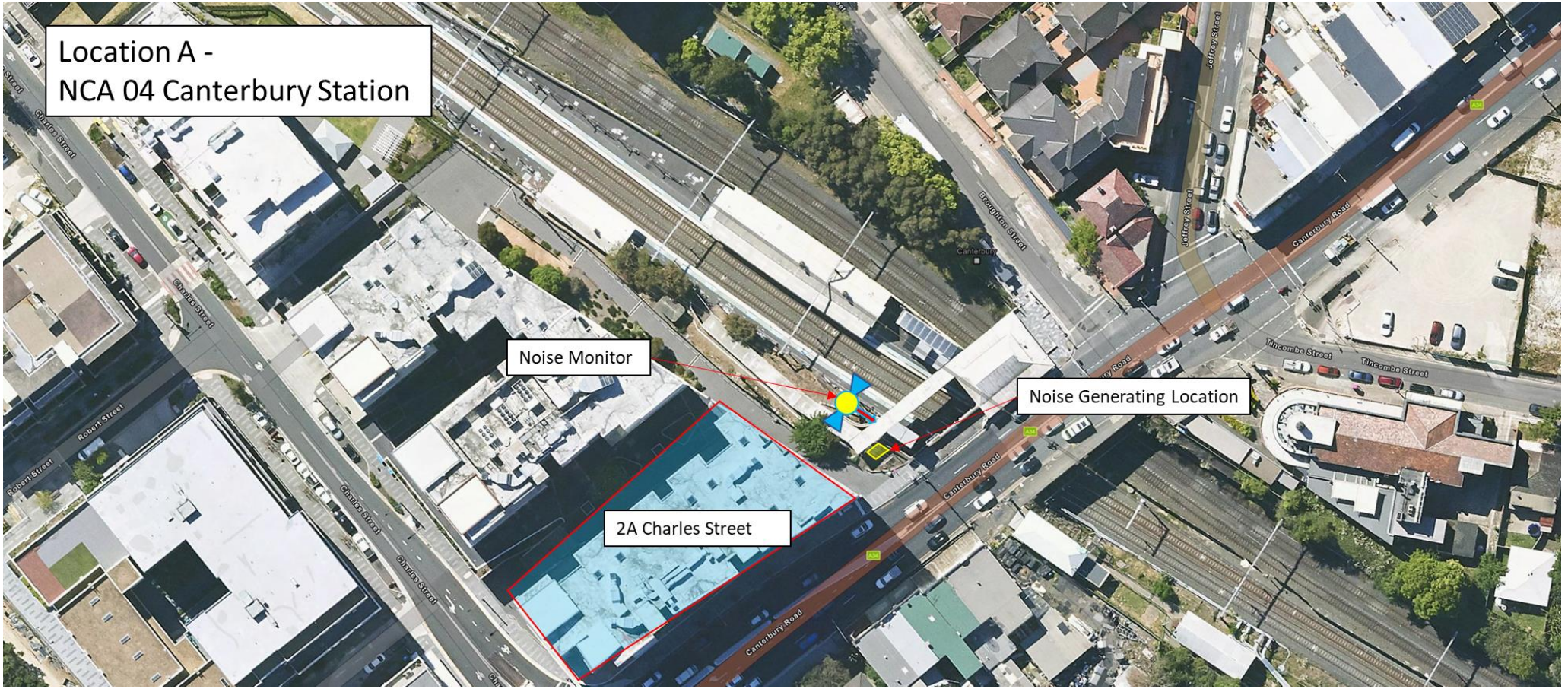
No explanations for this period

Daily Notes

Date and time	By	Monitoring Point(s)	Note
17 Jun 2025	Ted Z	NCA04 CB Station	Monitoring point identified the following events: 17 June 2025, Noise monitor detects highest LAeq15min value at 65dB above the prediction (64dB), between 0130 to 0145 related to ARTC Fright Train Above observation 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-000249	-	SiteHive Hexanode	07 Apr 2025	07 Apr 2027


Location A -
NCA 04 Canterbury Station
Noise Monitor
Noise Generating Location
2A Charles Street
Charles Street
Robert Street
Canterbury Road
Broughton Street
Jeffrey Street
Tincombe Street

Attachment 2 – Community Notification

Community Notifications were provided to residents of Canterbury.

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

Sydney Metro City & Southwest

Monthly Notification – Canterbury Station

June 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 June and July

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

- Modification of cable service routes, cables, wiring and 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. 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, high and low voltage wiring and local utilities
- Work on various bridges along the corridor
- Defect rectification work as required
- Civil, electrical and containment works at station buildings/platforms
- Remediation work including in the rail corridor and at the overbridge
- Concrete pours, deliveries and installation of protection screens involving ground anchors into the ground at the overbridge
- Reinstatement of footpath paving and installation of bike racks
- Utility cut over and removal of redundant cabling and services
- Concrete pouring for parapet wall on Canterbury Road overbridge
- Installation of ground anchors for barrier footings

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**

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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

Table of Contents

Introduction **3**

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: **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 L5.11 3

3. Noise monitoring as required by L5.7(d) 4

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

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 6

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**

Attachment 1 – Noise Monitoring Locations & Results **8**

Attachment 2 – Community Notification **16**

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

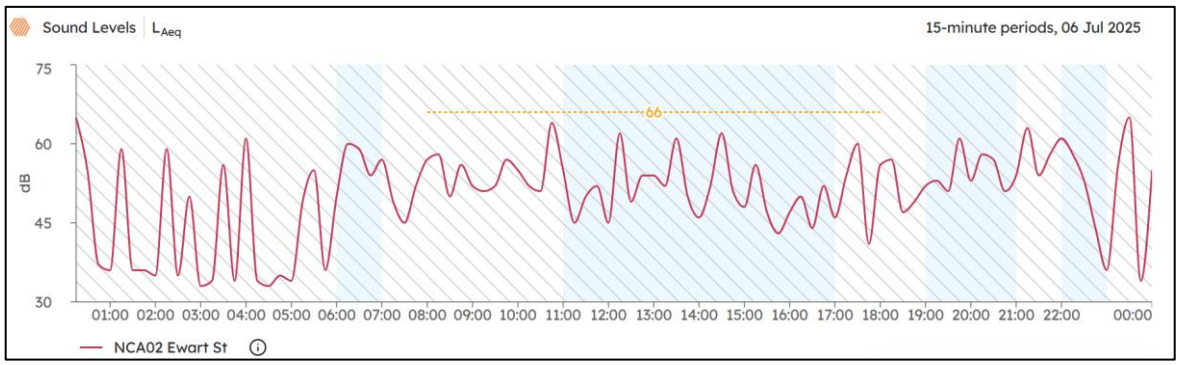
A copy of the community notification required under Condition L5.11 is appended as **Attachment 2**.

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

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

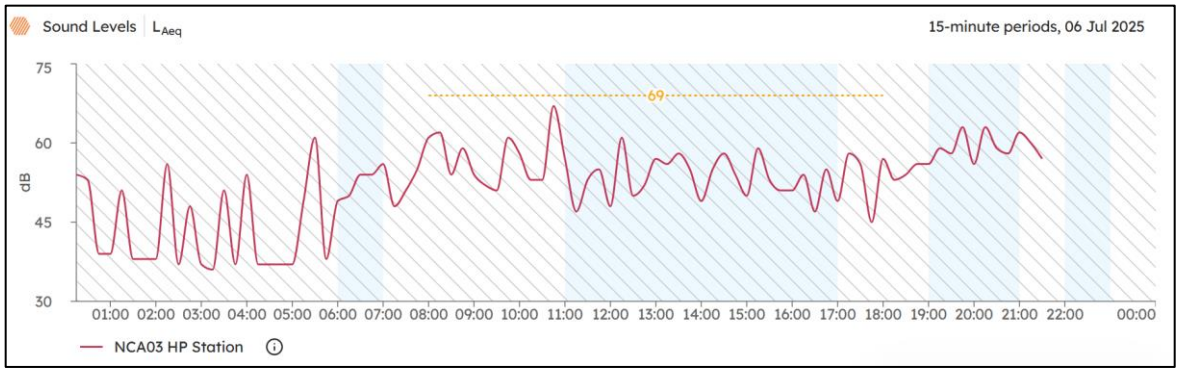
A. NCA 02 Noise Monitor (HEX-000631) is 10 m N of 73 Ewart Street, Dulwich Hill

	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



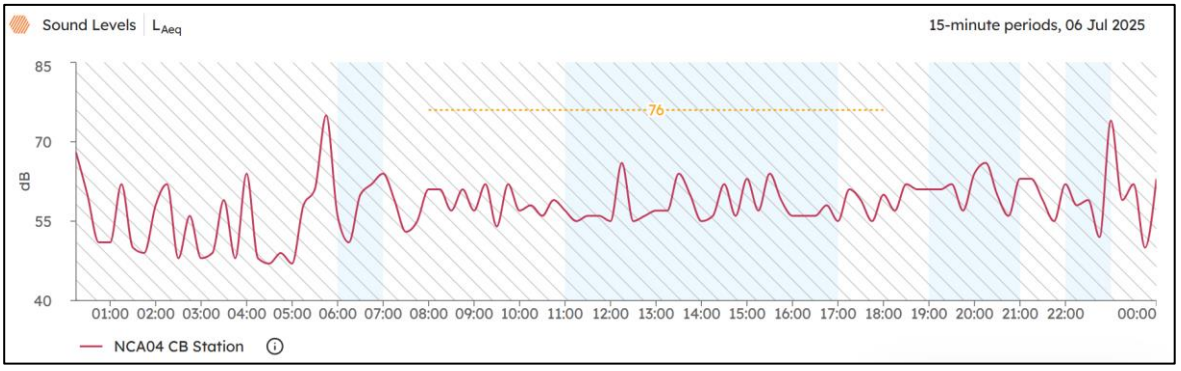
B. NCA 03 Noise Monitor (HEX-000760) is 9 m NW of 3A Commons Street, Hurlstone Park

	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



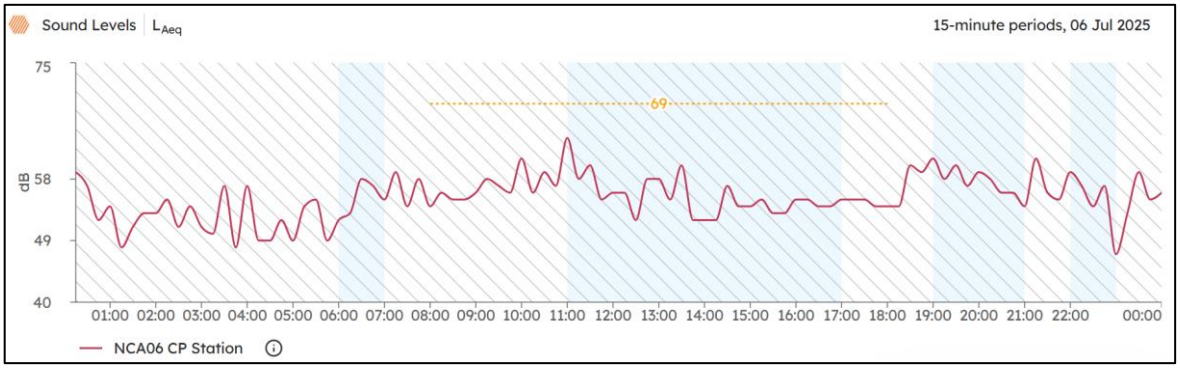
C. NCA 04 Noise Monitor (HEX-000296) is 10 m NE of 2A Charles Street, Canterbury

	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



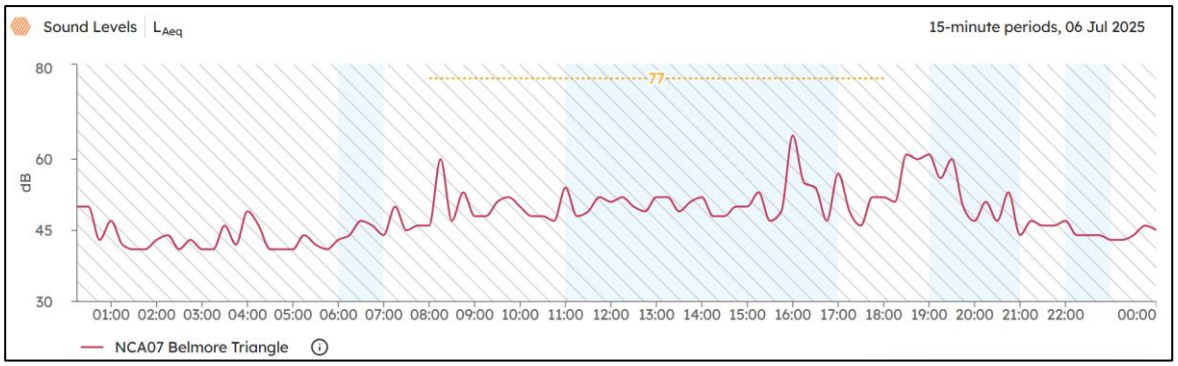
D. NCA 06 Noise Monitor (HEX-000743) is 11 m NE of 13-15 Anglo Road, Campsie

	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



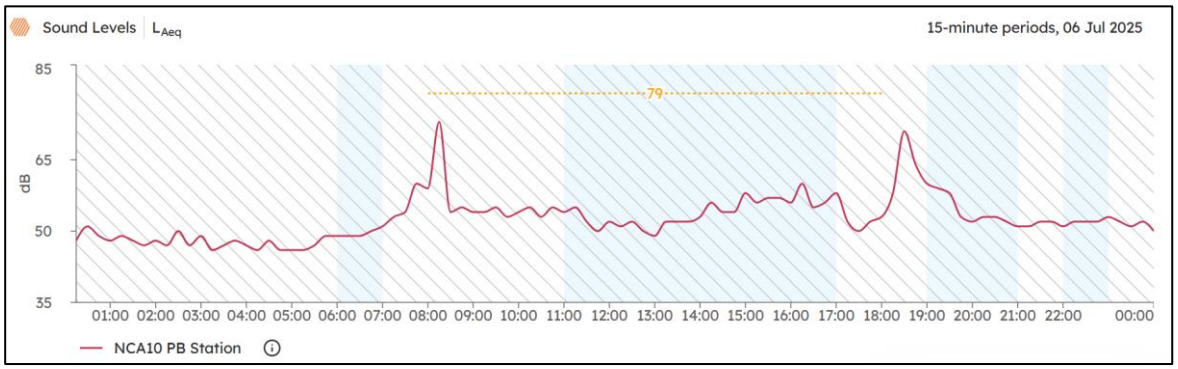
E. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore

	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



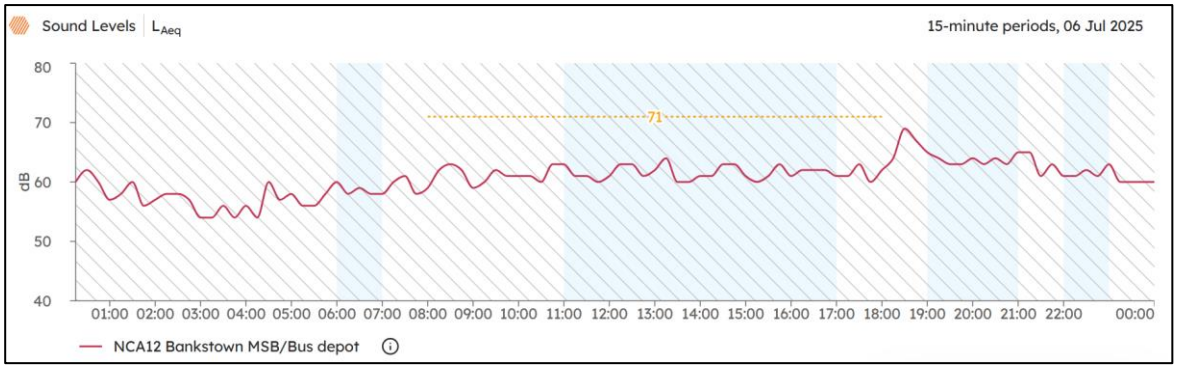
F. NCA 10 Noise Monitor (HEX-000246) is 107 m SW of 41 Urunga Parade, Punchbowl

	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 implements 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

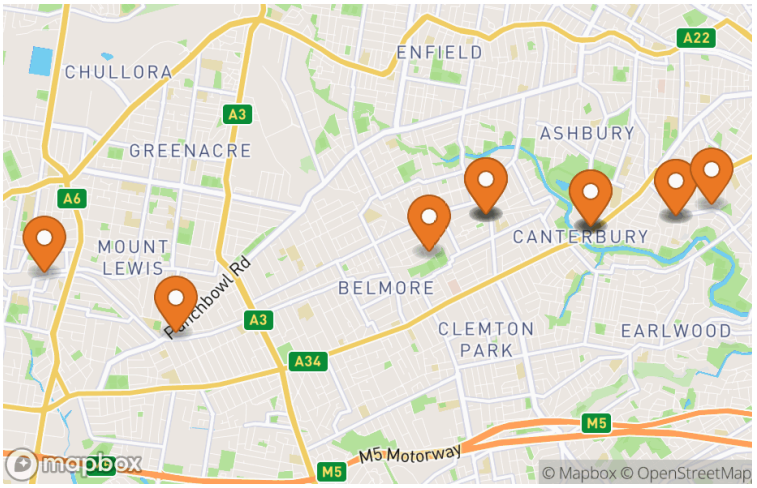
Sydney Metro S2B

JHLORJV

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	-



Noise Monitoring Statistics

NCA07 Belmore Triangle

53 dB	DAY L_{Aeq}
56 dB	EVENING L_{Aeq}
45 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA12 Bankstown MSB/B...

62 dB	DAY L_{Aeq}
64 dB	EVENING L_{Aeq}
59 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA02 Ewart St

55 dB	DAY L_{Aeq}
57 dB	EVENING L_{Aeq}
56 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA03 HP Station

57 dB	DAY L_{Aeq}
59 dB	EVENING L_{Aeq}
51 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA06 CP Station

57 dB	DAY L_{Aeq}
58 dB	EVENING L_{Aeq}
55 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA04 CB Station

59 dB	DAY L_{Aeq}
62 dB	EVENING L_{Aeq}
64 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA10 PB Station

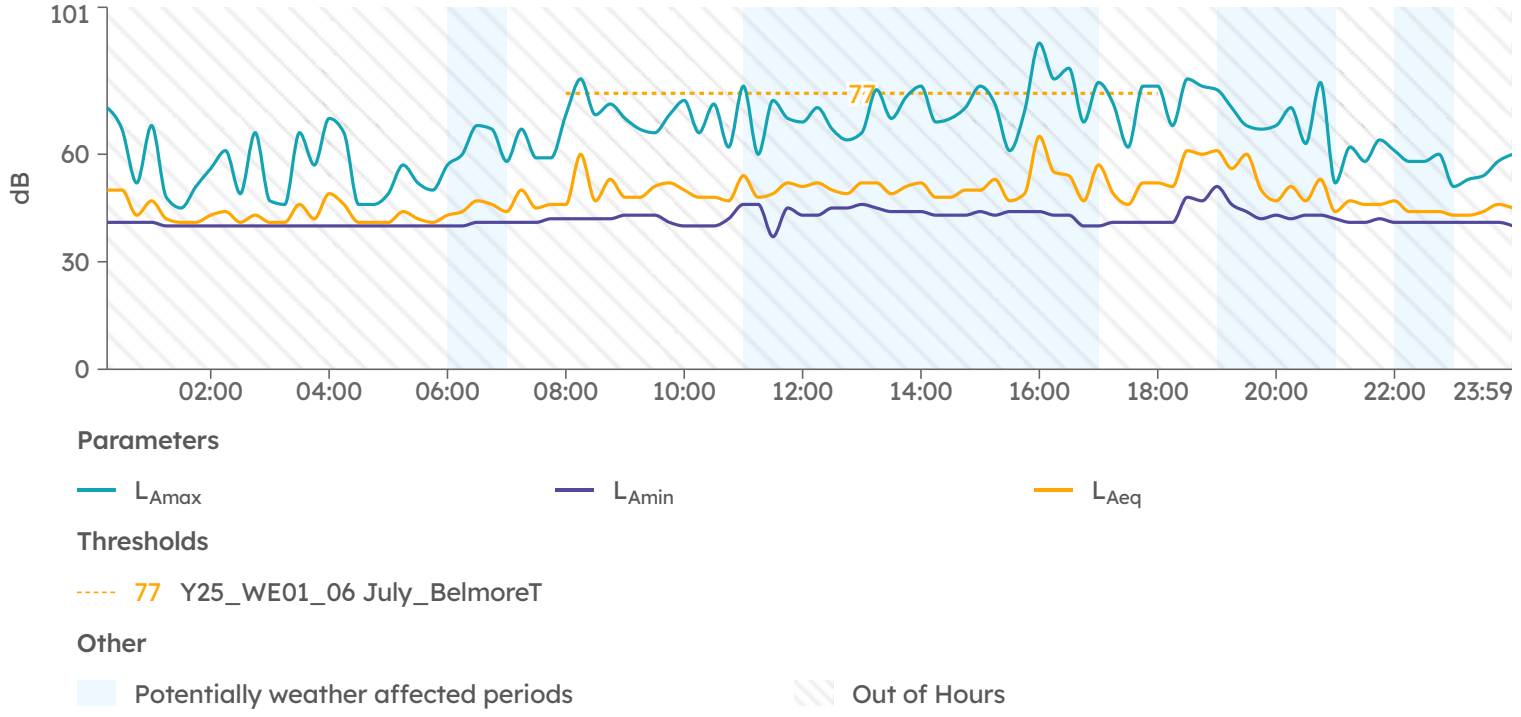
58 dB	DAY L_{Aeq}
61 dB	EVENING L_{Aeq}
49 dB	NIGHT L_{Aeq}

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

Sound Levels | NCA07 Belmore Triangle — 15-minute periods 06 Jul 2025



Parameters

- L_{Amax}
- L_{Amin}
- L_{Aeq}

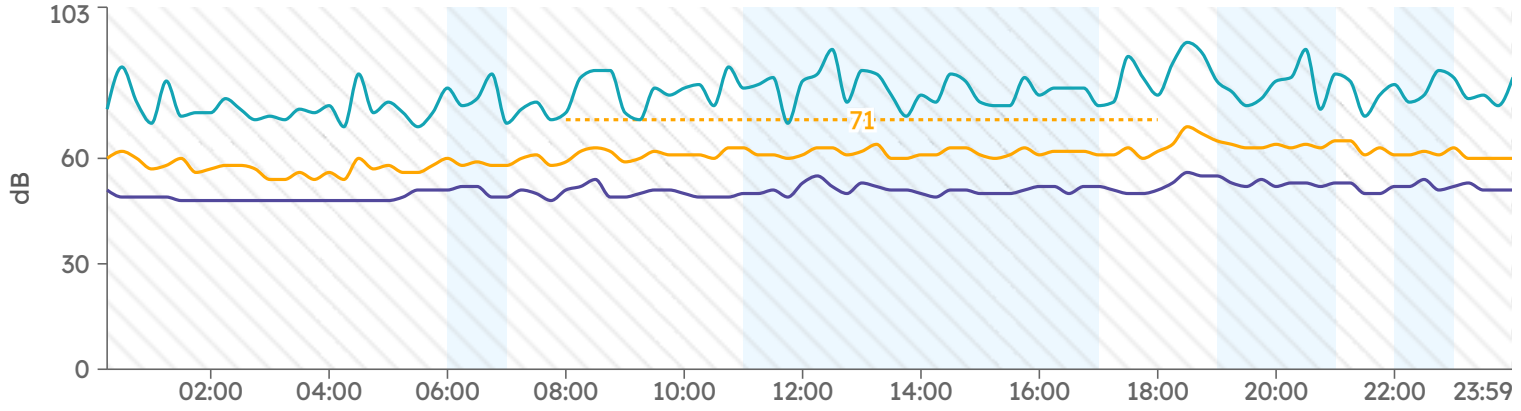
Thresholds

- 77 Y25_WE01_06 July_BelmoreT

Other

- Potentially weather affected periods
- Out of Hours

Sound Levels | NCA12 Bankstown MSB/Bus depot — 15-minute periods 06 Jul 2025



Parameters

- L_{Amax}
- L_{Amin}
- L_{Aeq}

Thresholds

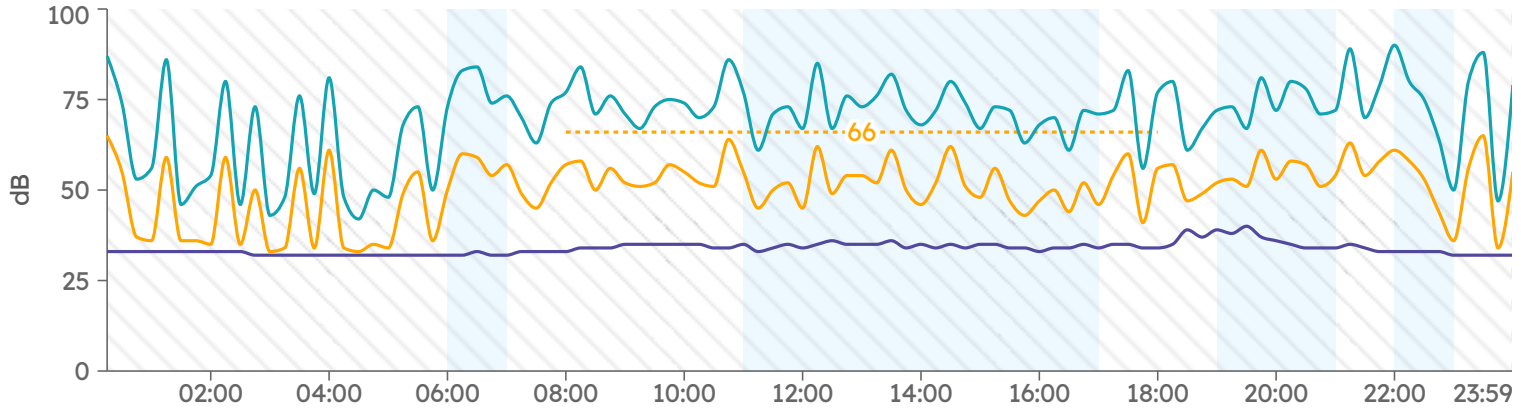
- 71 Y25_WE01_06 July_Bankstown Station

Other

- Potentially weather affected periods
- Out of Hours

Sound Levels | NCA02 Ewart St

15-minute periods 06 Jul 2025



Parameters

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

Thresholds

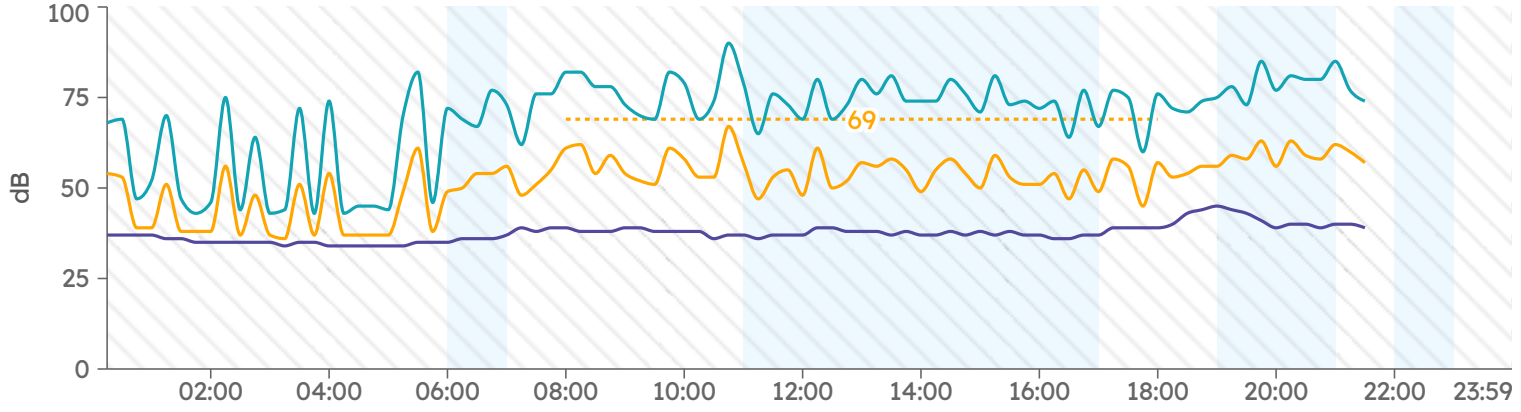
66 Y25_WE01_06 July_Ewart St

Other

Potentially weather affected periods Out of Hours

Sound Levels | NCA03 HP Station

15-minute periods 06 Jul 2025



Parameters

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

Thresholds

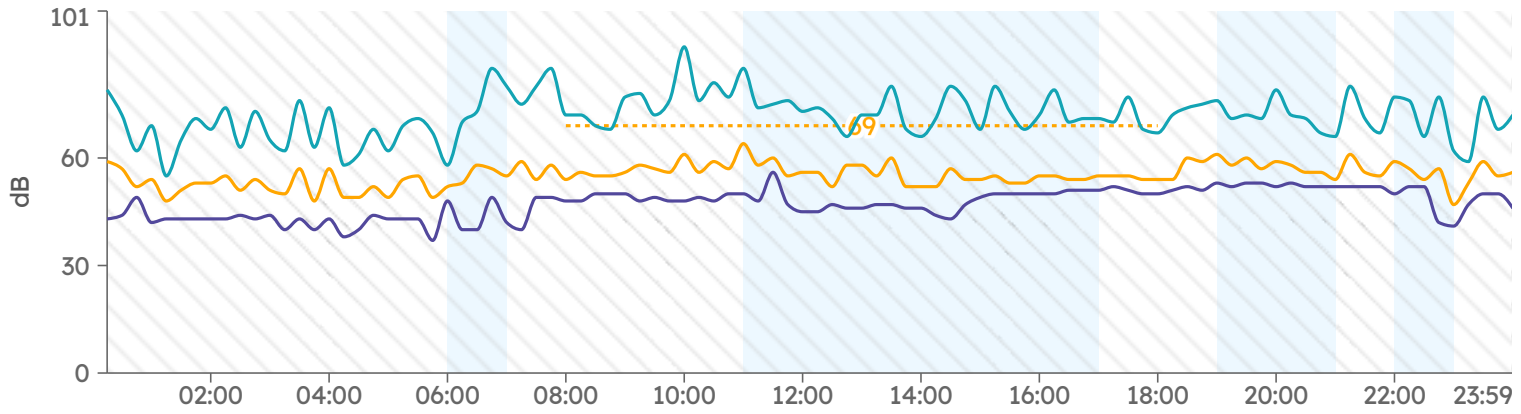
69 Y25_WE01_06 July_HP Station

Other

Potentially weather affected periods Out of Hours

Sound Levels | NCA06 CP Station

15-minute periods 06 Jul 2025



Parameters

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

Thresholds

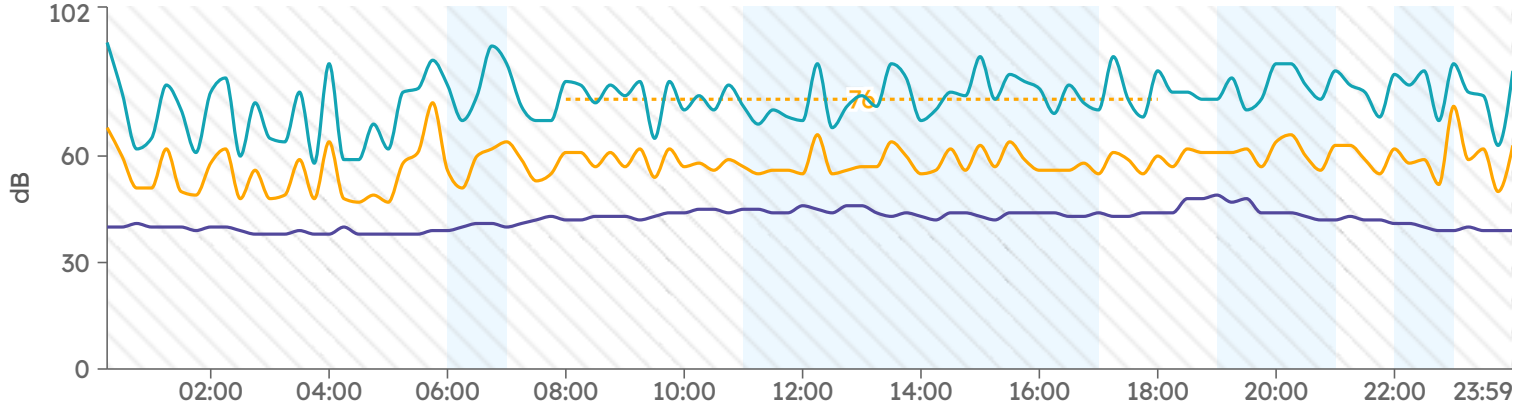
69 Y25_WE01_06 July_CP Station

Other

Potentially weather affected periods Out of Hours

Sound Levels | NCA04 CB Station

15-minute periods 06 Jul 2025



Parameters

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

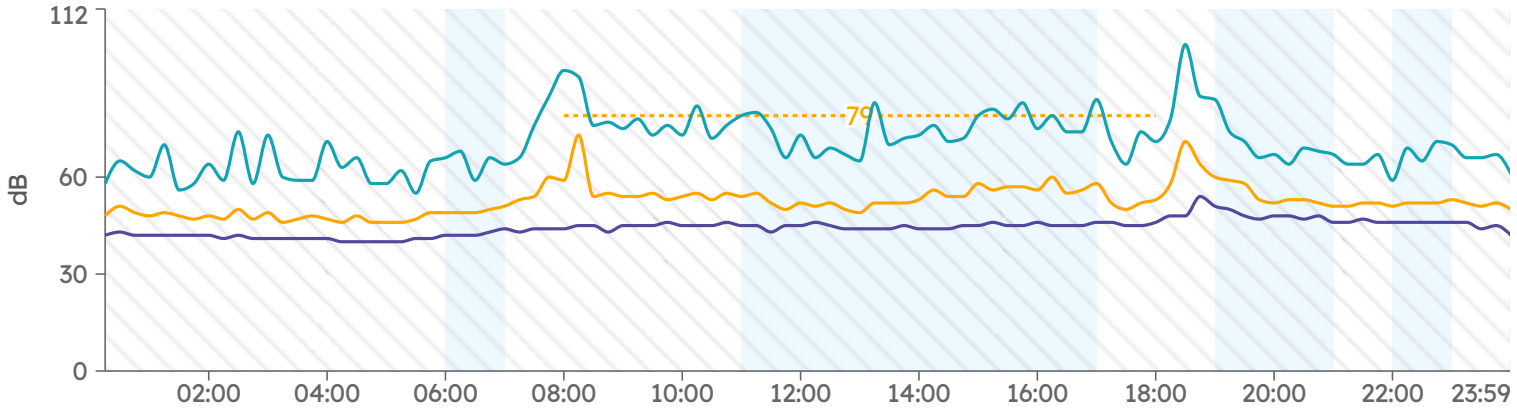
Thresholds

76 Y25_WE01_06 July_CB Station

Other

Potentially weather affected periods Out of Hours

Sound Levels | NCA10 PB Station 15-minute periods 06 Jul 2025



Parameters

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

Thresholds

79 Y25_WE01_06 July_PB Station

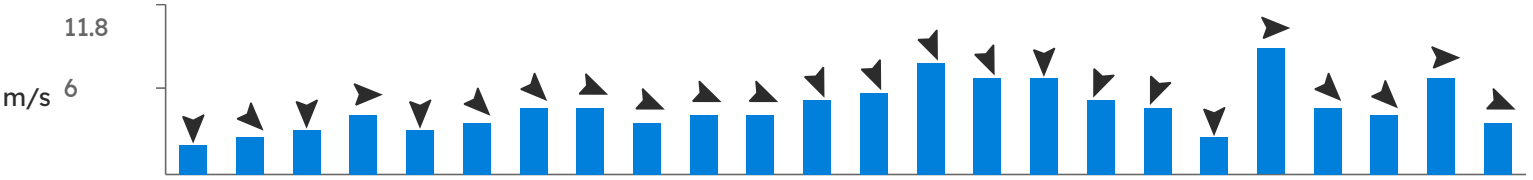
Other

Potentially weather affected periods Out of Hours

Weather Graphs 06 Jul 2025

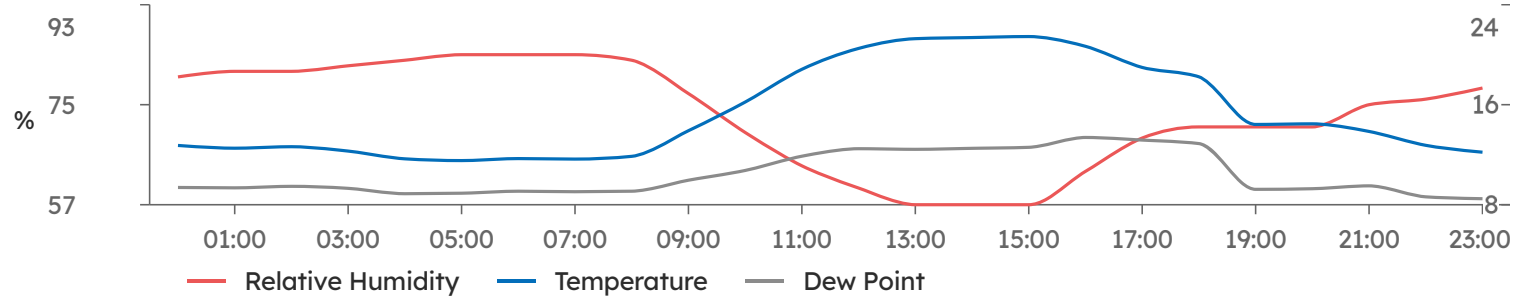
Source

Wind Hourly max speed and dominant direction



Rainfall Hourly cumulative

Humidity / Temp / Dew Point Hourly max °C



Relative Humidity Temperature Dew Point

Noise Explained Events

No explanations for this period

Daily Notes

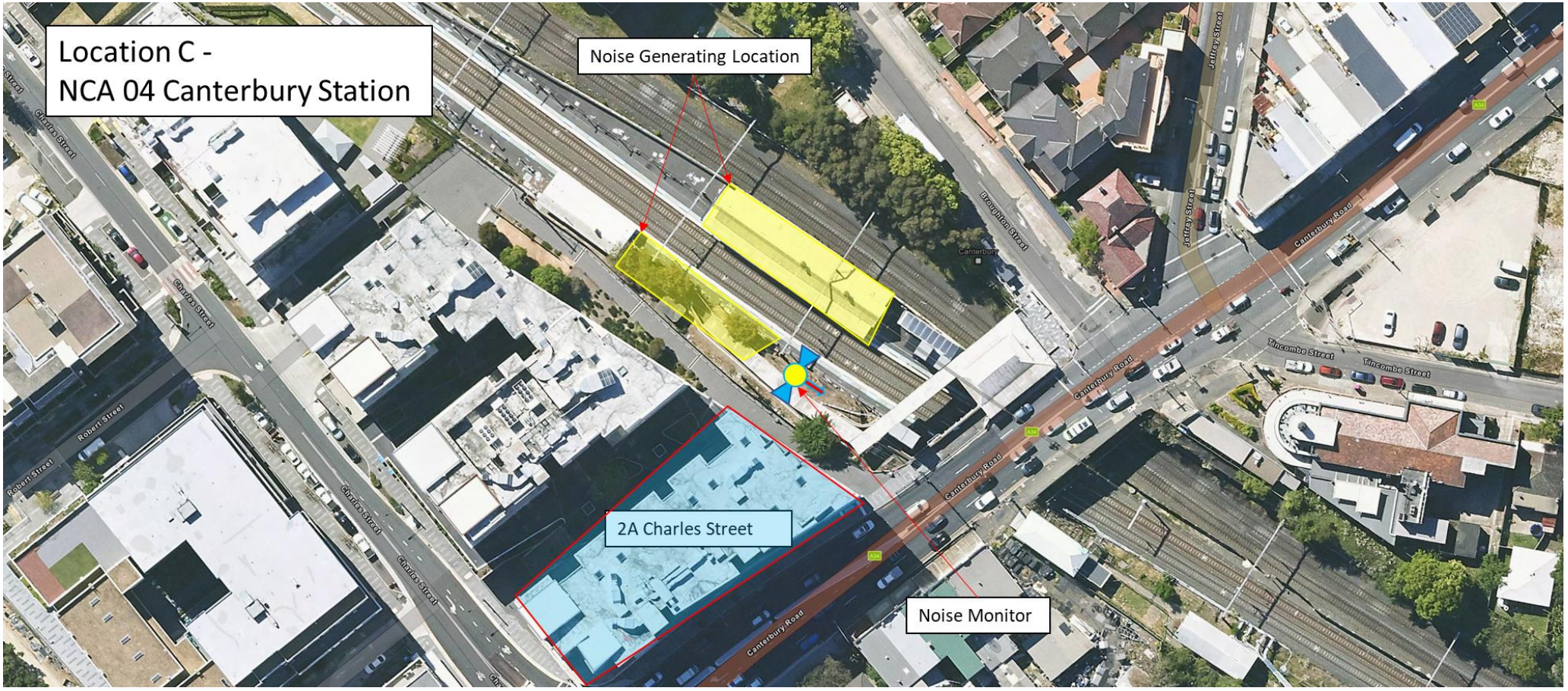
No notes for this period

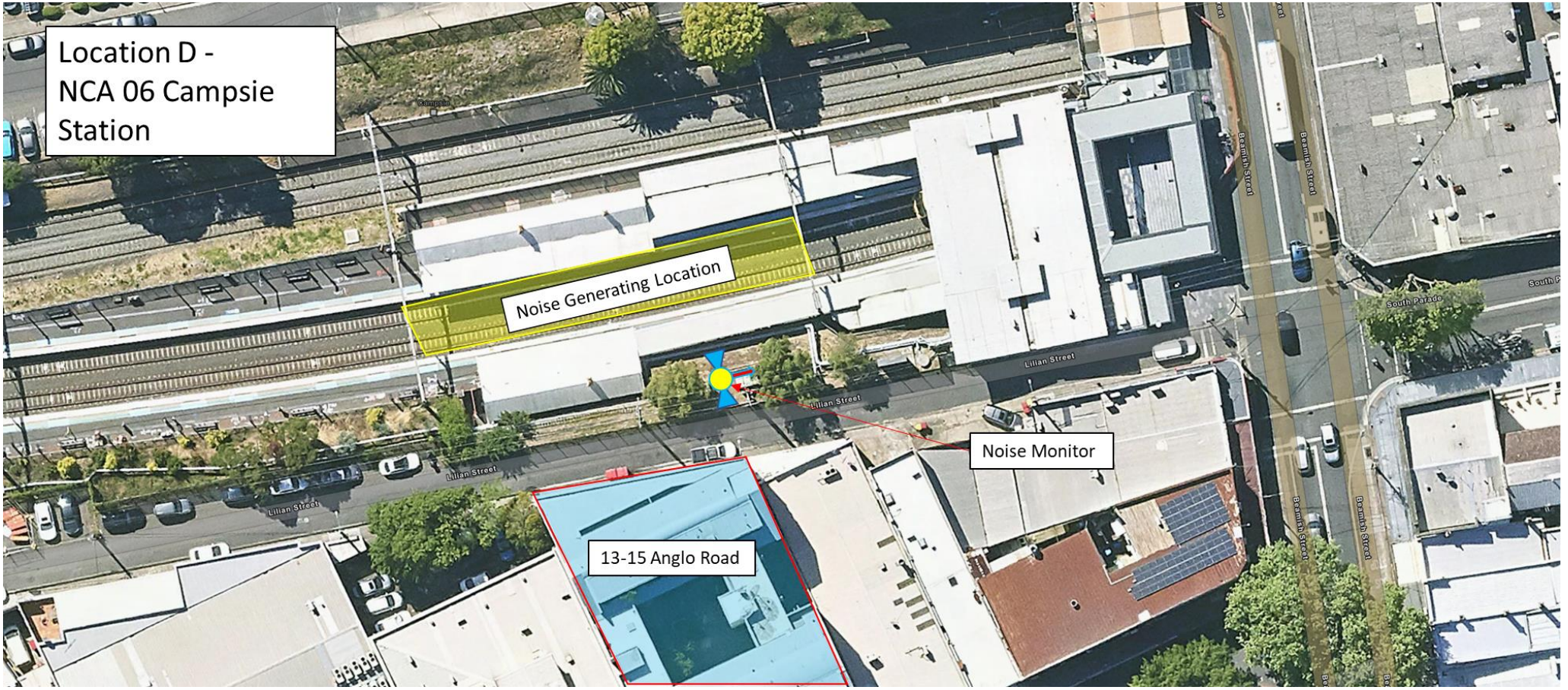
Device Details

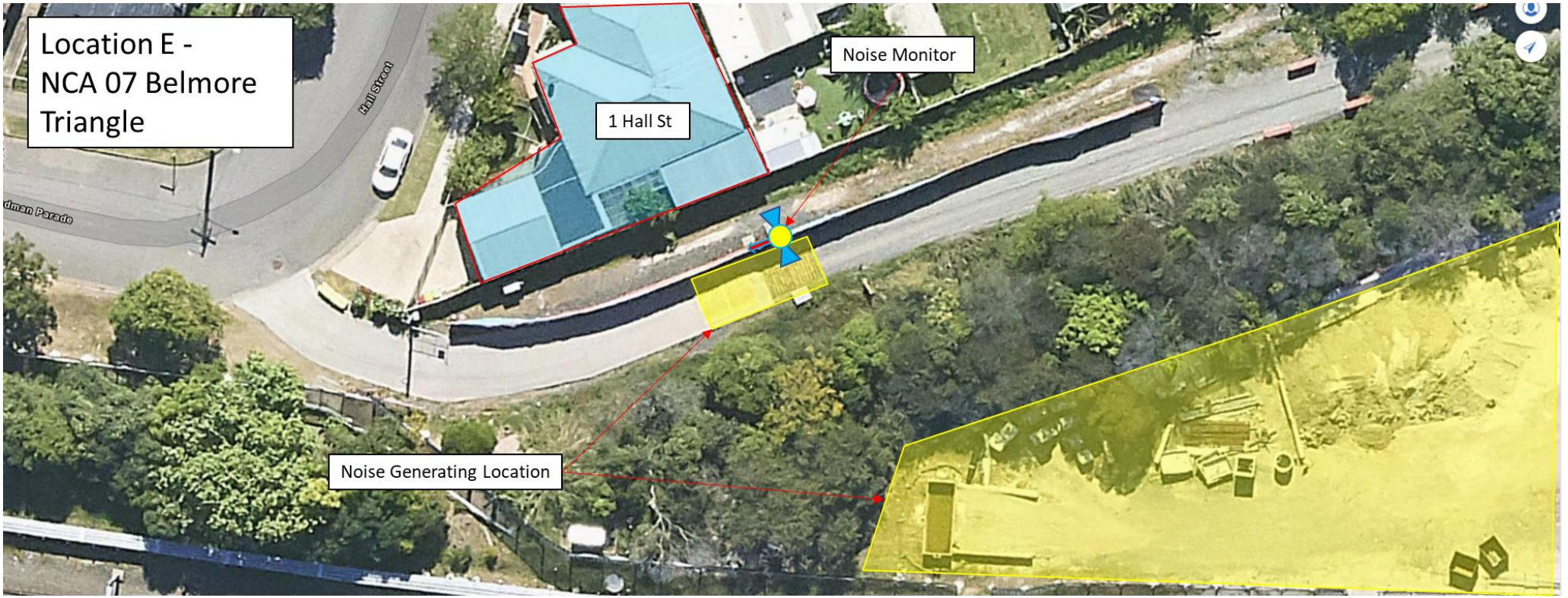
Device Serial	Monitoring Points	Model	Calibration Date	Calibration Due
HEX-000296	NCA04 CB Station	SiteHive Hexanode	19 Mar 2025	19 Mar 2027
HEX-000516	-	SiteHive Hexanode	03 Jun 2024	03 Jun 2026
HEX-000667	-	SiteHive Hexanode	10 Feb 2025	10 Feb 2027
HEX-000713	-	SiteHive Hexanode	31 Mar 2025	31 Mar 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

Location A -
NCA 02 Ewart St
Noise Monitor
73 Ewart Street
Noise Generating Location
Ewart Street
Ewart Street
Ewart Street
Ewart Street
Ewart Street
Ness Avenue
Ness Avenue

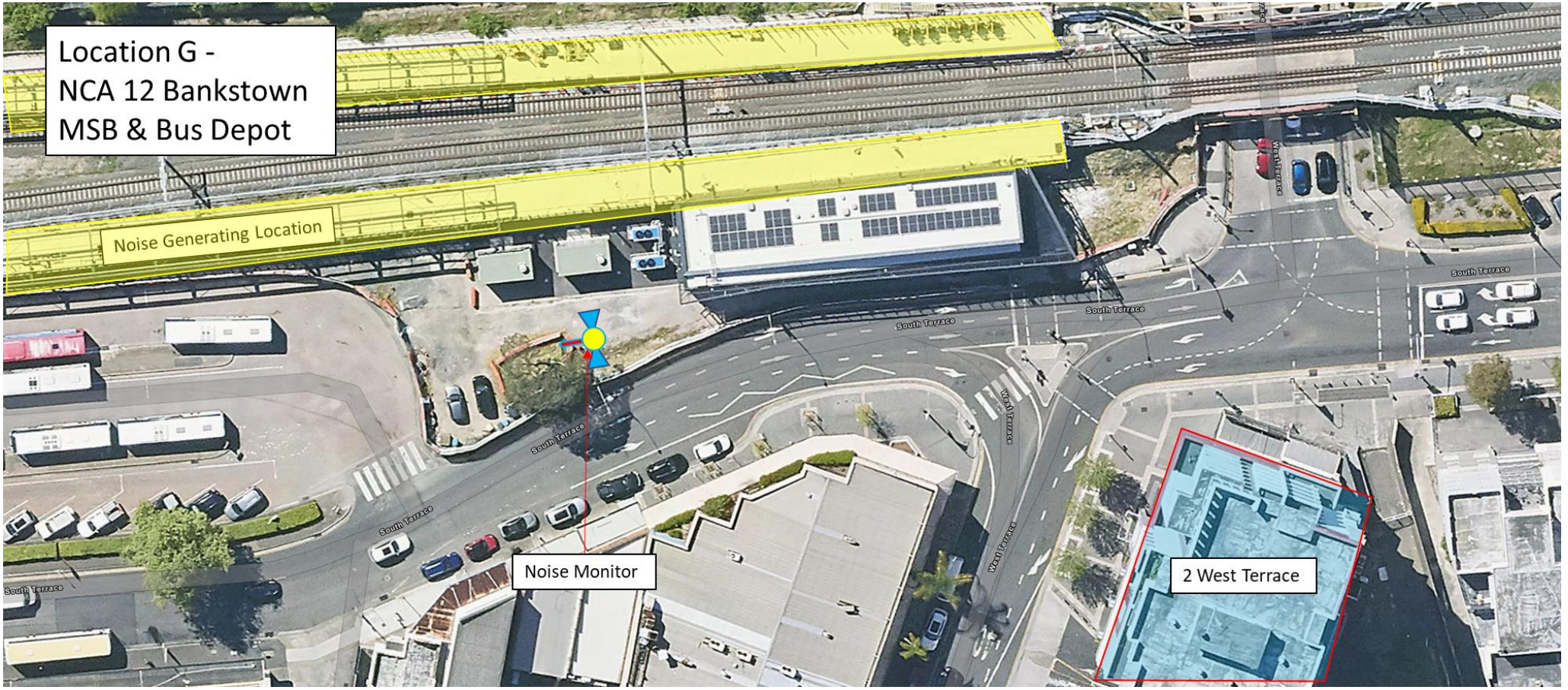
Location B -
NCA 03 Hurlstone
Park Station
Noise Generating Location
Noise Monitor
3A Commons Street
Duntroon Street
Commons Street


Location C -
NCA 04 Canterbury Station
Noise Generating Location
2A Charles Street
Noise Monitor
Charles Street
Robert Street
Canterbury Road
Broughton Street
Jeffrey Street
Tincombe Street


Location D -
NCA 06 Campsie
Station
Noise Generating Location
Noise Monitor
13-15 Anglo Road
Lilian Street
Lilian Street
Lilian Street
Lilian Street
Beamish Street
Beamish Street
Beamish Street
Beamish Street
South Parade


Location E -
NCA 07 Belmore
Triangle
Hall Street
1 Hall St
Noise Monitor
Noise Generating Location

Location F -
NCA 10 Punchbowl Station
Noise Generating Location
41 Urunga Parade
Noise Monitor
Urunga Parade
Punchbowl Station
The Boulevarde
Punchbowl
Kiss and Ride
Taxi
Canterbury & Bankstown
Australia Post
Broadway Plaza


Location G -
NCA 12 Bankstown
MSB & Bus Depot
Noise Generating Location
Noise Monitor
2 West Terrace
South Terrace
West Terrace

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.

Sydney Metro City & Southwest

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:

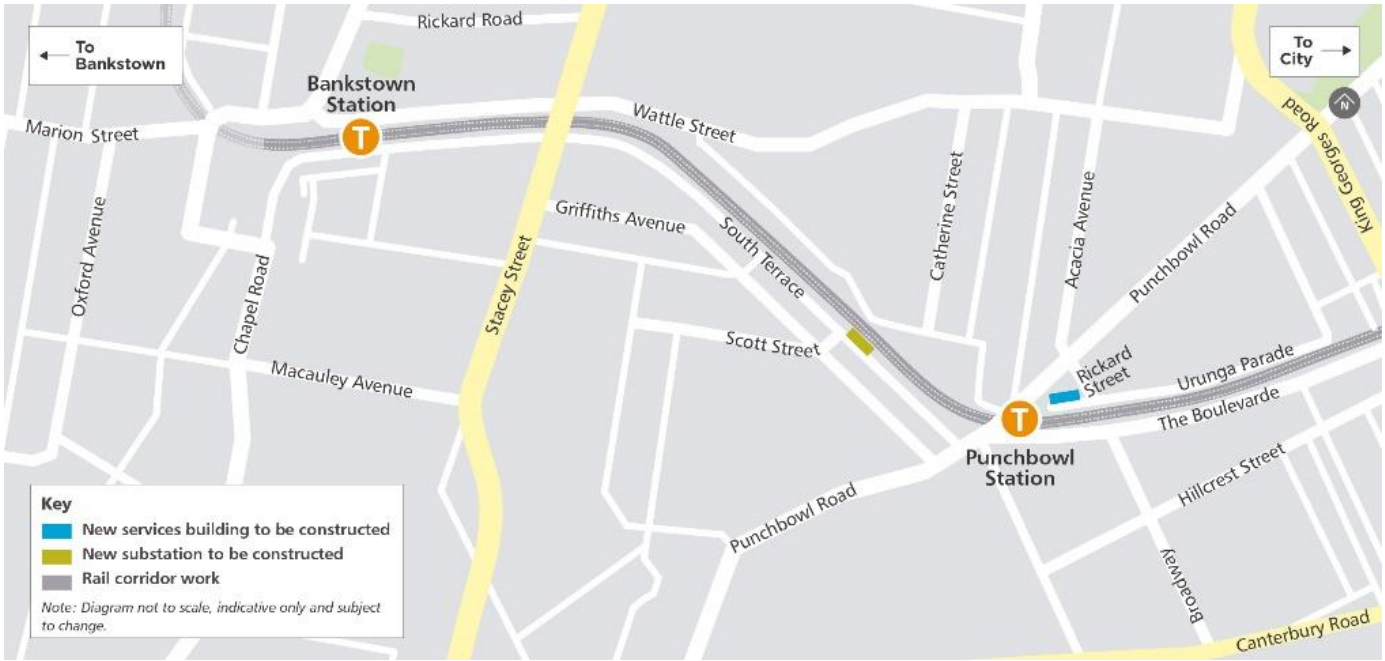
- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, substations and stations
- Delivery of materials and equipment using light and heavy vehicles
- Installation of cables and communications equipment in station platforms, buildings and concourse
- 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

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**

Sydney Metro City & Southwest

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**

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

Translating and interpreting service

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Sydney Metro City & Southwest

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

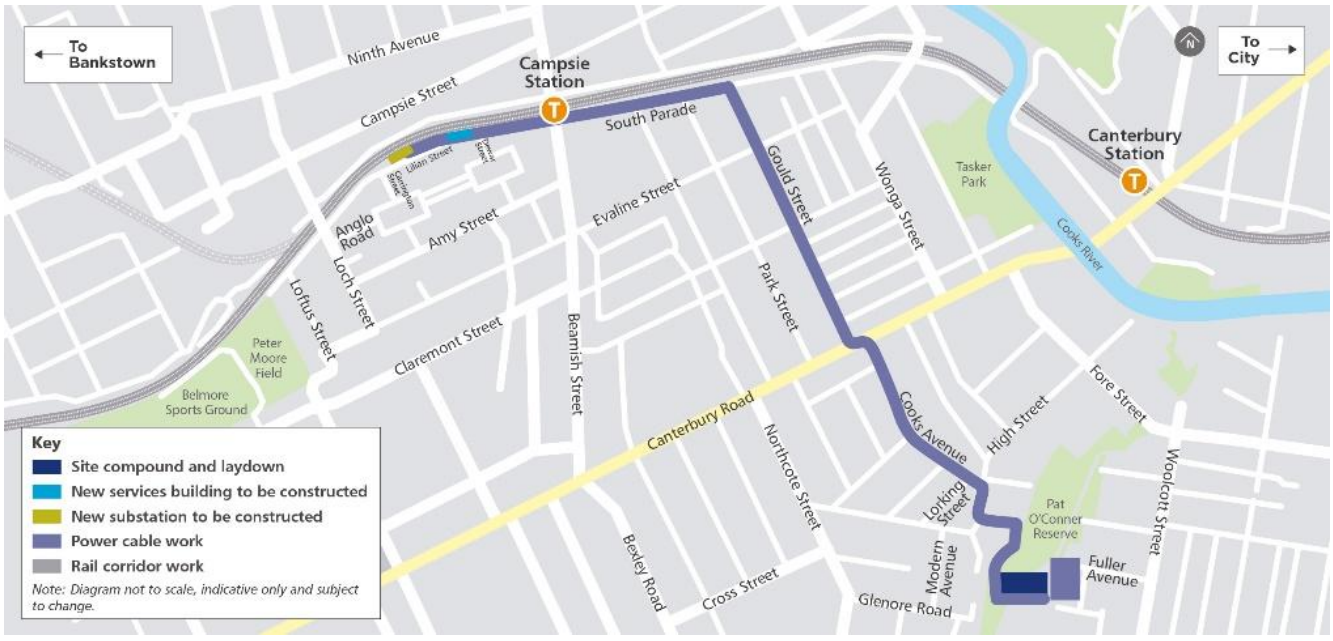
Hours of work

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.



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Sydney Metro City & Southwest

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.

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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.
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Sydney Metro City & Southwest

Monthly Notification – Dulwich Hill 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 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 Hil 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
- Asphalting, line marking and remediaton 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

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

What to expect

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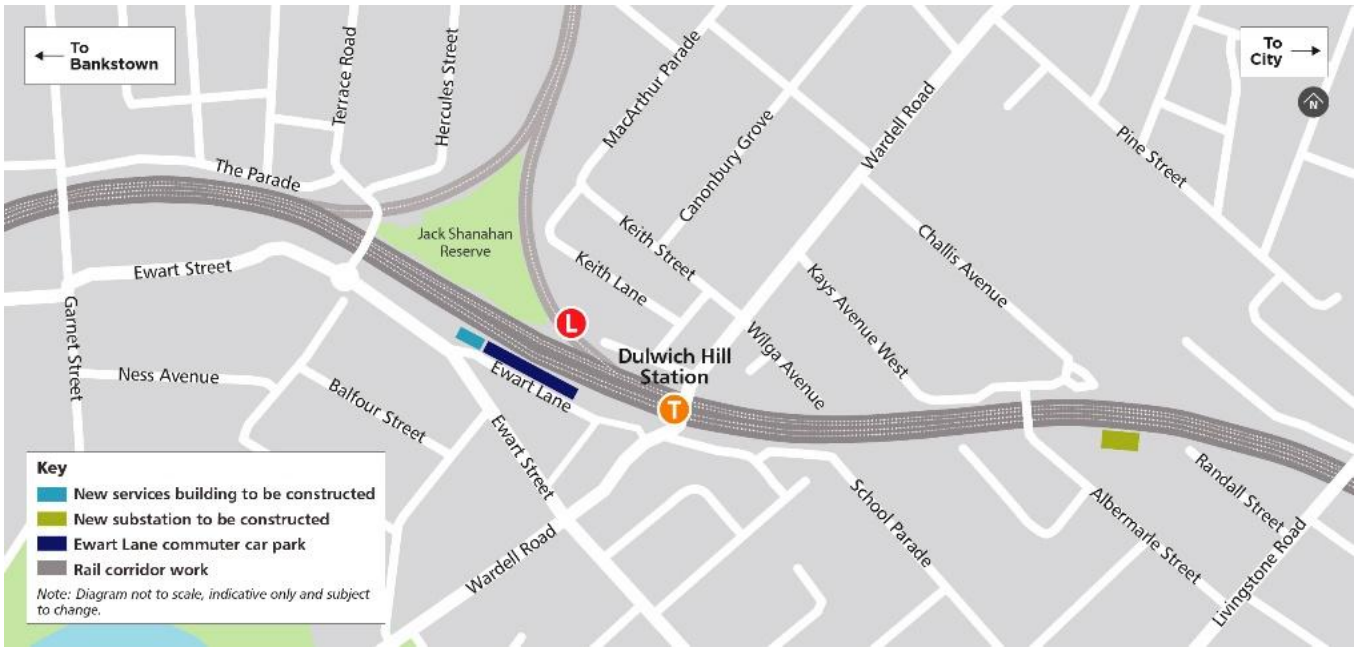

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Sydney Metro City & Southwest

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.
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Sydney Metro City & Southwest

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.

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 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 pedrestrian diversions in place
- Piling, steel and concrete works related to securing the Haldon Street overbridge (involving temporray traffic changes, parking removal and pedestrian detours duirng 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.
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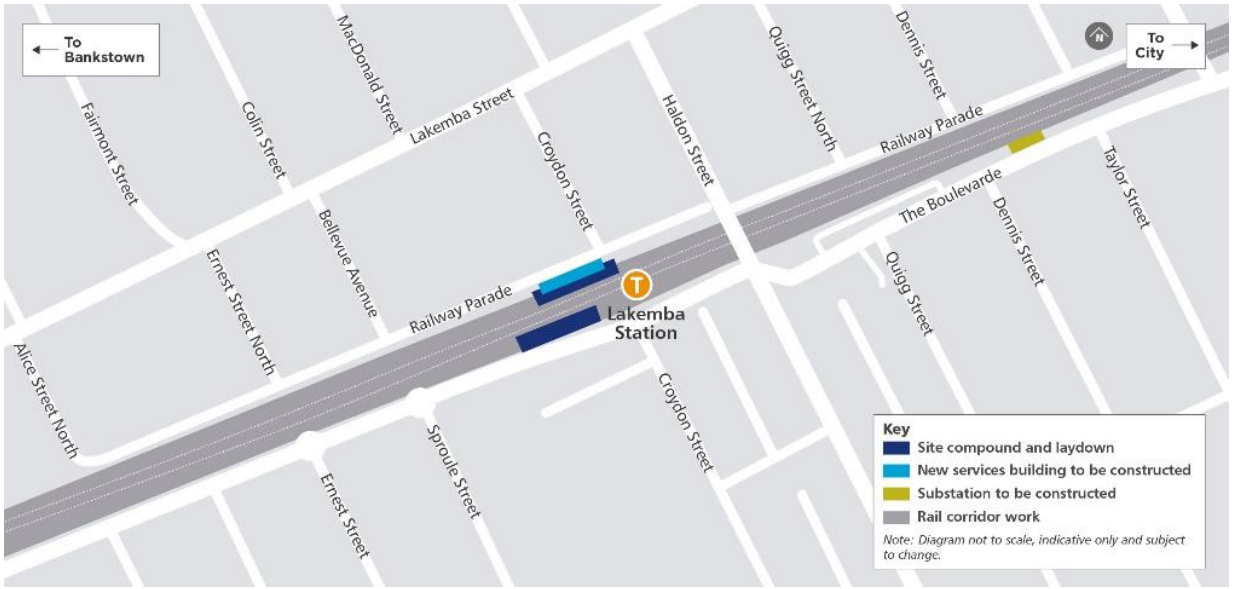
- Some construction and testing activities will take place **at night and on weekends,** depending on the program schedule and worker safety considerations.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized 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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Sydney Metro City & Southwest

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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Sydney Metro City & Southwest

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

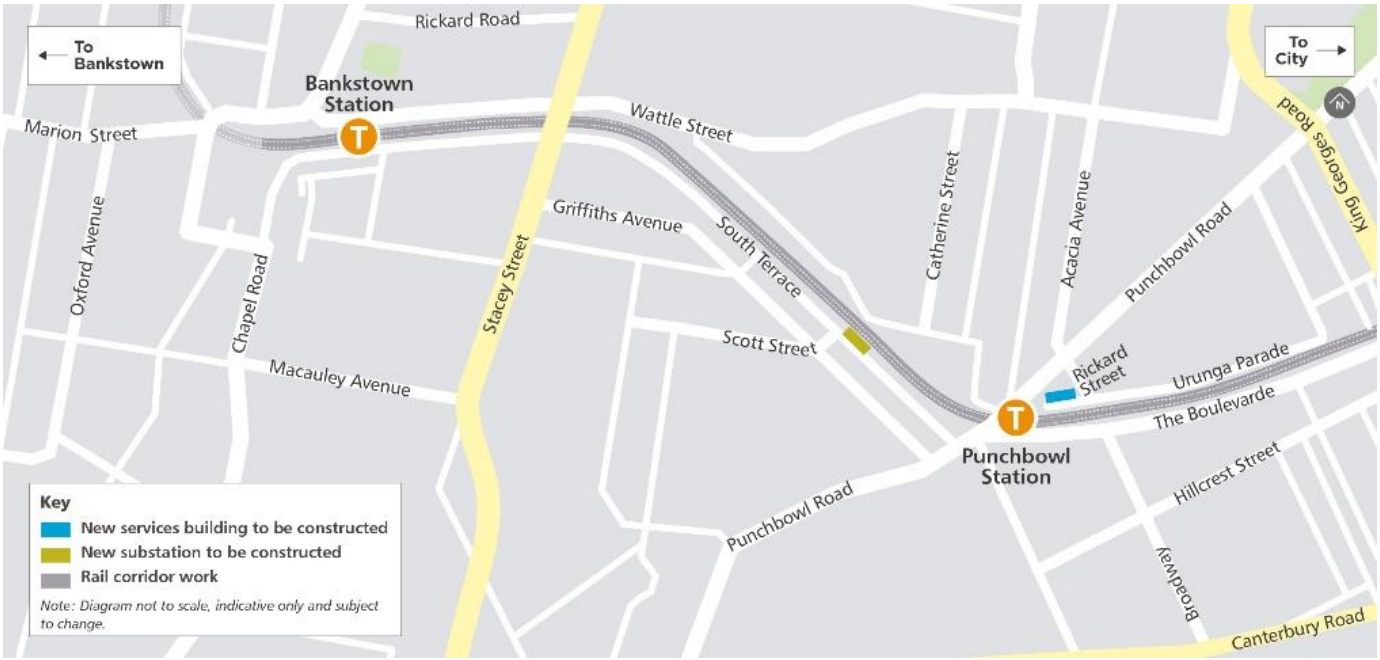
Hours of work

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**

Sydney Metro City & Southwest

Monthly Notification – Wiley 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 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

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Haymarket NSW 1240

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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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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. **9**

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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

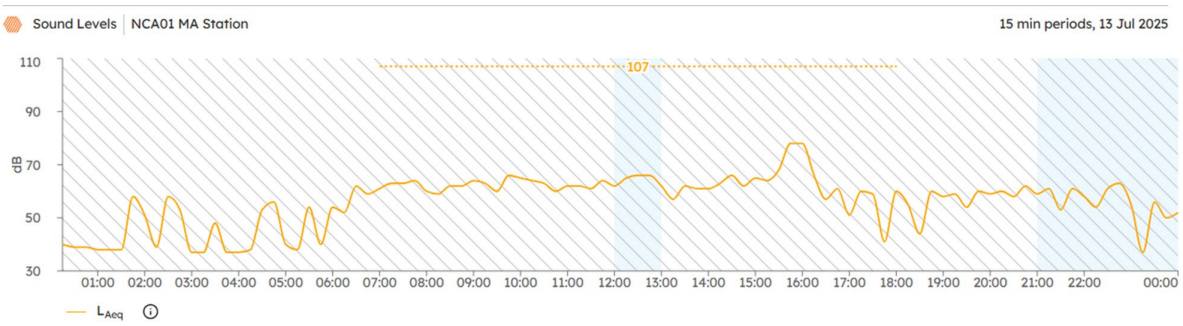
A copy of the community notification required under Condition L5.11 is appended as **Attachment 2**.

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

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

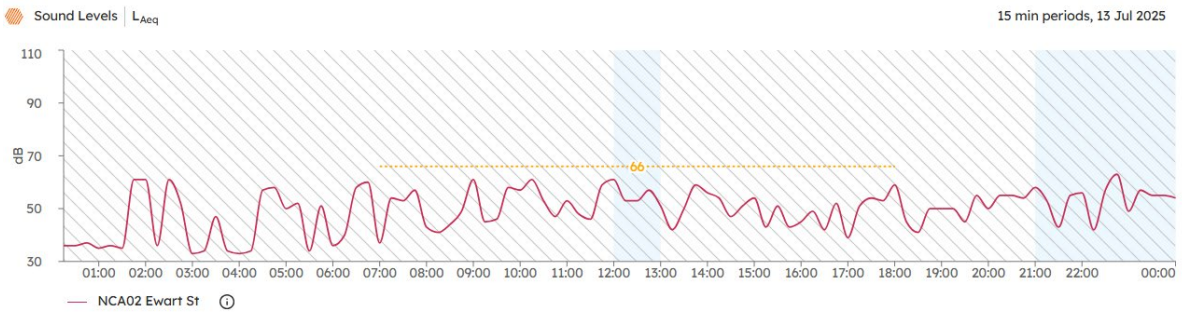
A. NCA 01 Noise Monitor (HEX-000421) is 18 m N of 13 Leofrene Ave Marrickville

	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



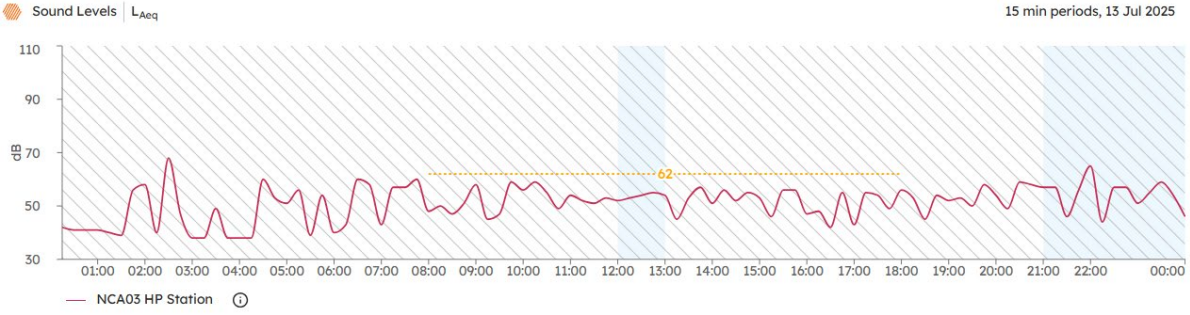
B. NCA 02 Noise Monitor (HEX-000631) is 15 m N of 73 Ewart Street, Dulwich Hill

	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



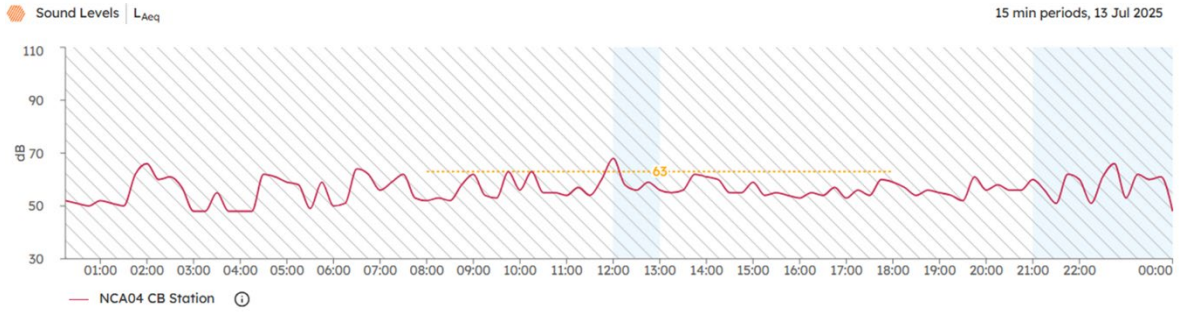
C. NCA 03 Noise Monitor (HEX-000760) is 5 m NW of 3A Commons Street, Hurlstone Park

	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

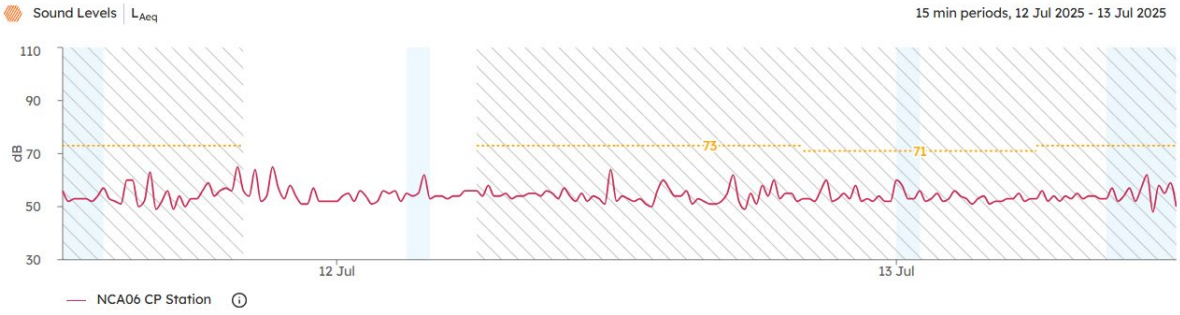
	Distance to the Source of Noise (m)	Sunday Day, 13 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	7	71
Nearest Resident	17	63



Note: Exceedance is likely ARTC train passing.

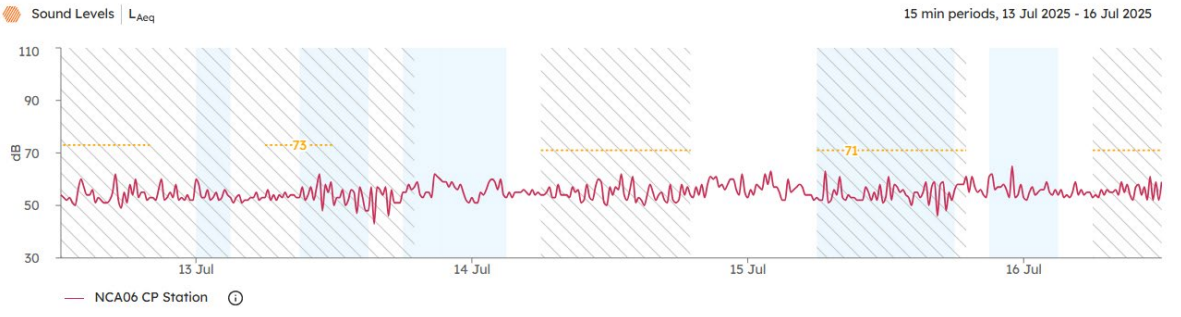
E. NCA 06 Noise Monitor (HEX-000743) is 11 m NE of 13-15 Anglo Road, Campsie

	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)



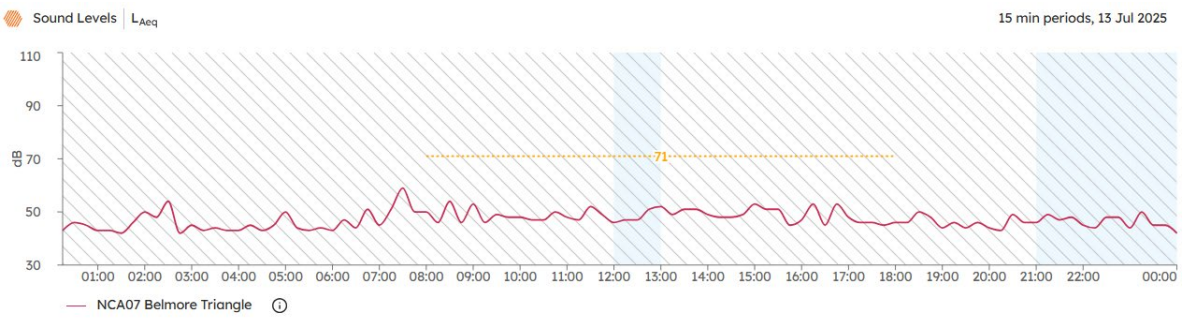
F. NCA 06 Noise Monitor (HEX-000743) is 11 m NE of 13-15 Anglo Road, Campsie

	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

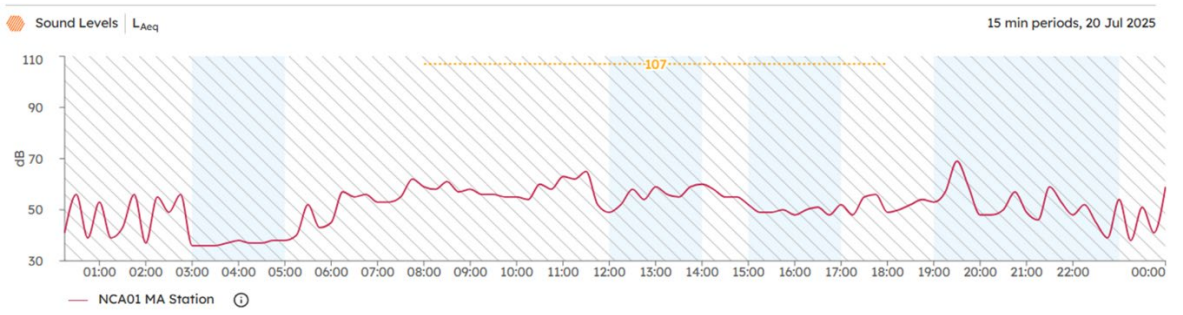
	Distance to the Source of Noise (m)	Sunday Day, 13 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	3	78
Nearest Resident	7	71



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

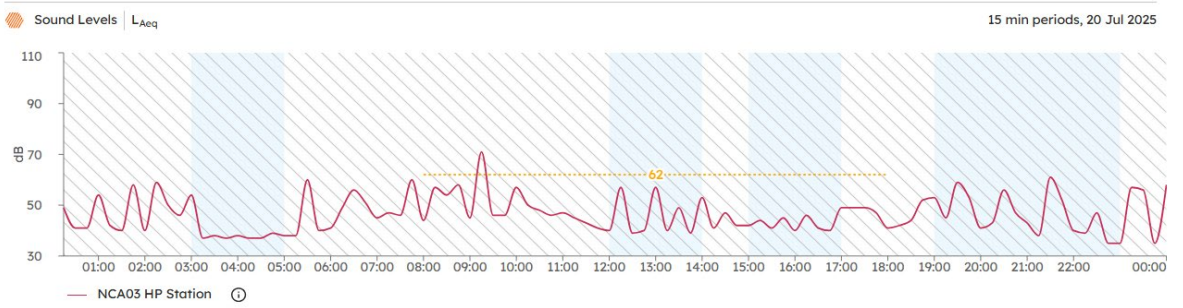
A. NCA 01 Noise Monitor (HEX-000421) is 18 m N of 13 Leofrene Ave Marrickville

	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

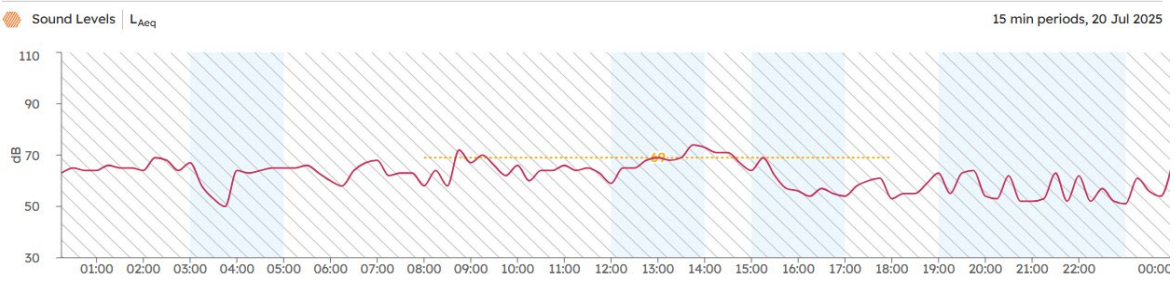
	Distance to the Source of Noise (m)	Sunday Day, 20 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	41	62
Nearest Resident	46	61



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

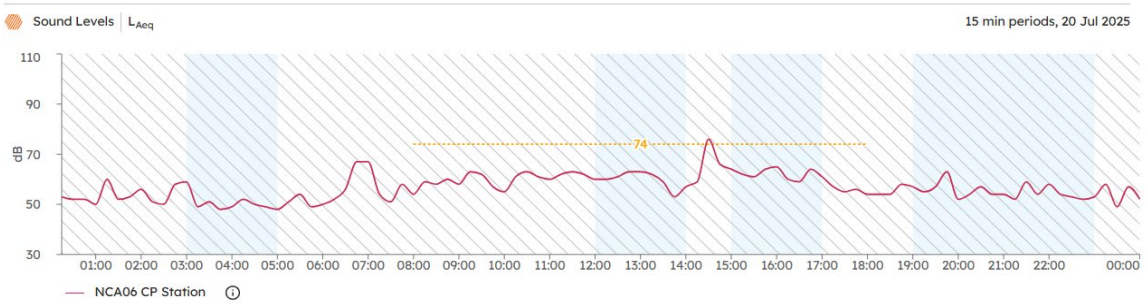
	Distance to the Source of Noise (m)	Sunday Day, 20 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	9	69
Nearest Resident	19	63



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

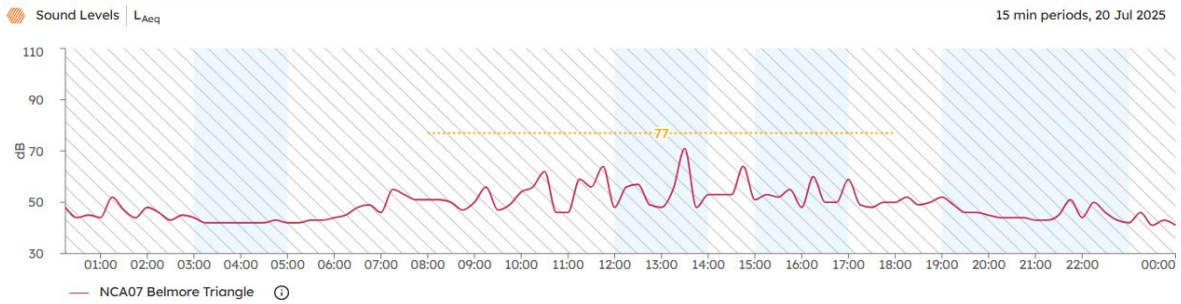
	Distance to the Source of Noise (m)	Sunday Day, 20 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	14	74
Nearest Resident	19	71



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.

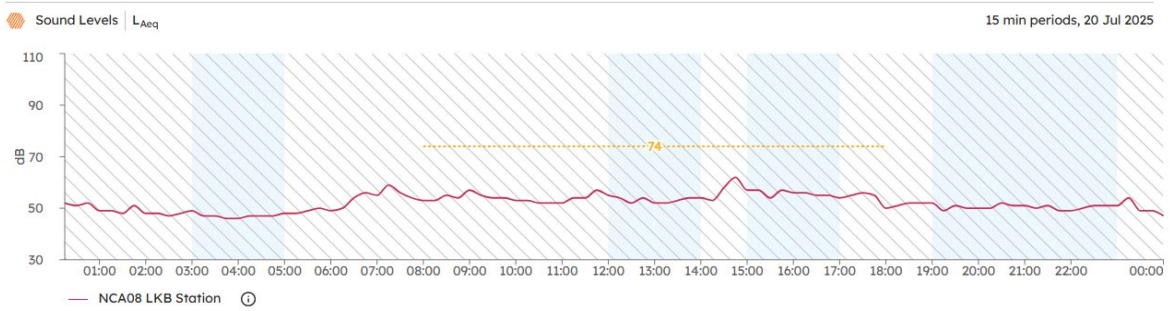
E. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore

	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



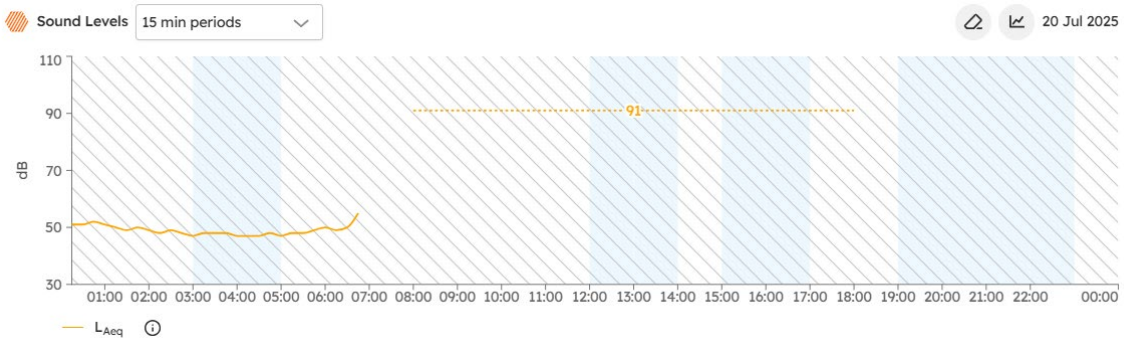
F. NCA 08 Noise Monitor (HEX-000758) is 36 m N of 15-19 Croydon St, Lakemba

	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 implements 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).

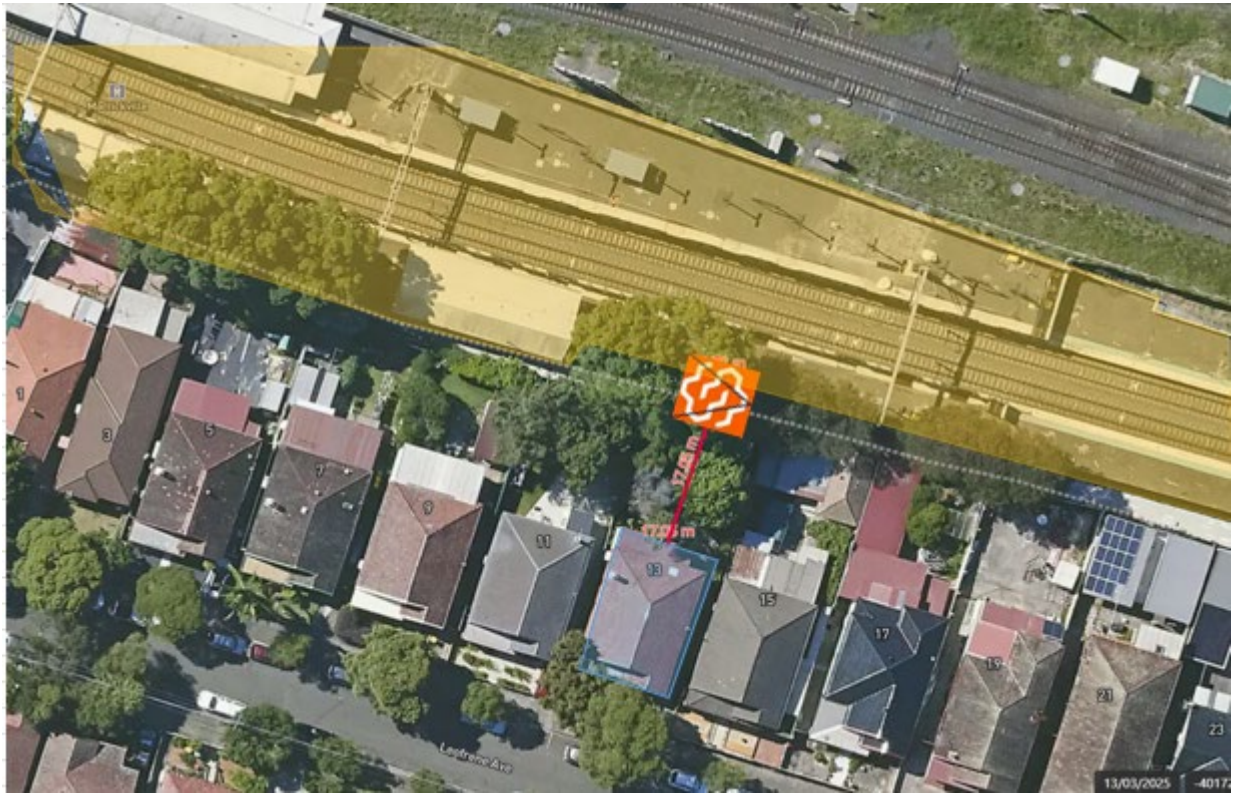
R4.4 (b) The validation report must be submitted to the EPA fortnightly from the commencement of the works permitted by L5.5 & L5.6 by no later than 2 business days from the end of each fortnight.

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

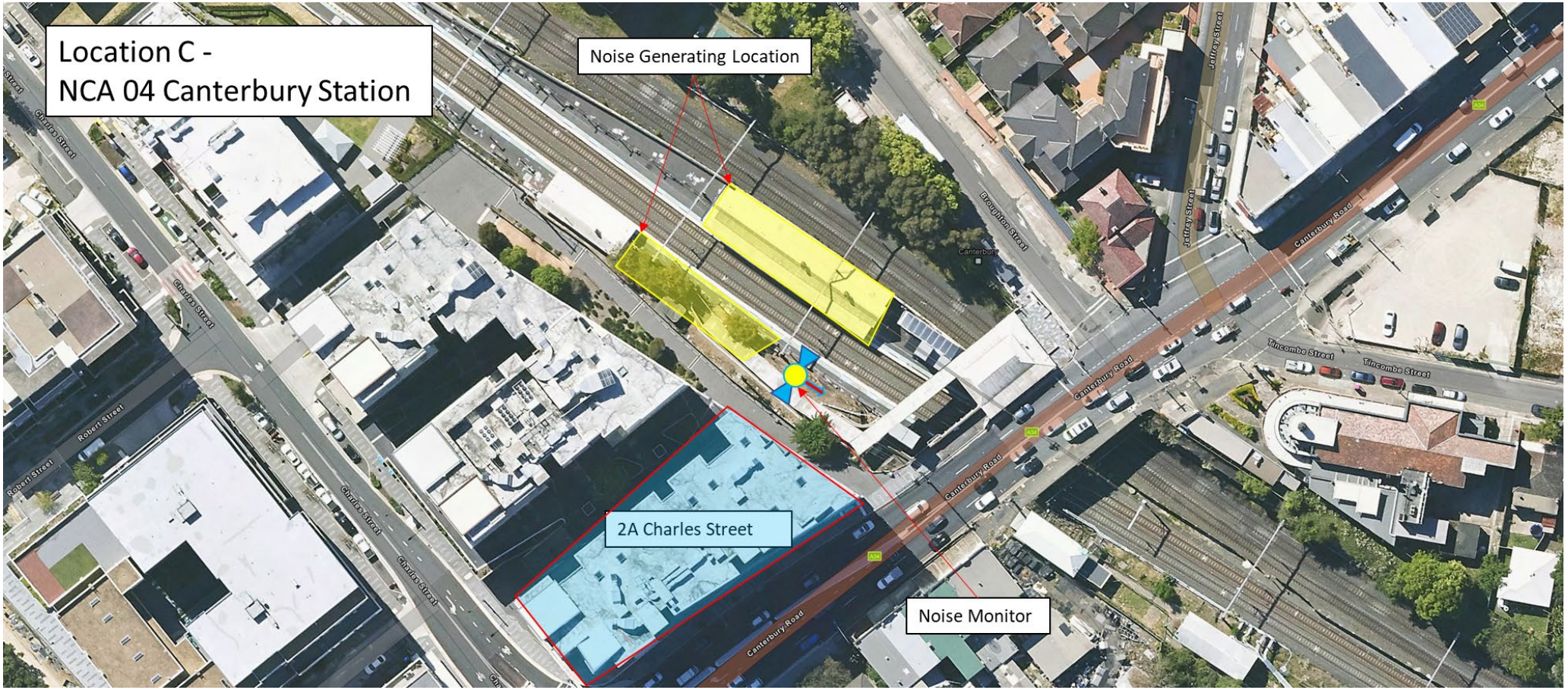
- Monitoring Result
- Monitoring Locations

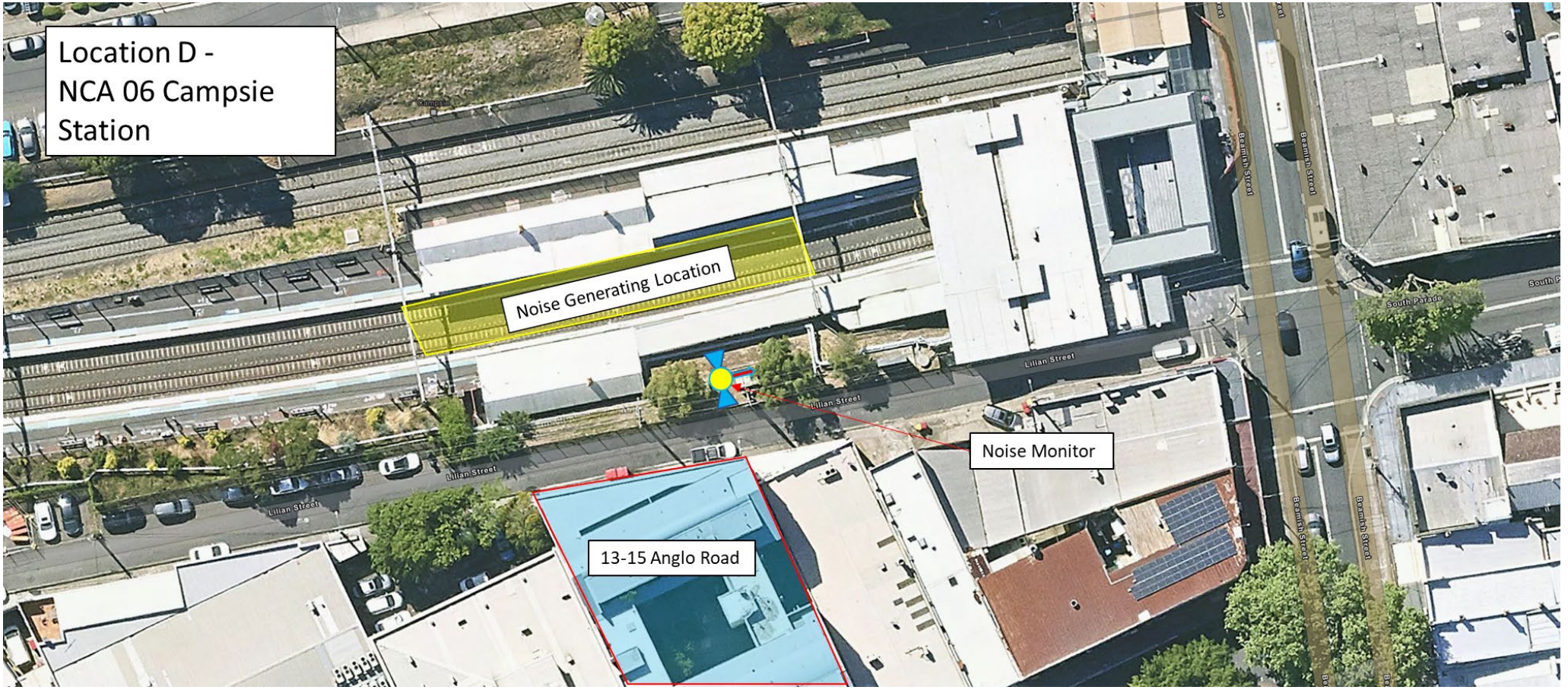
NCA01 Marrickville

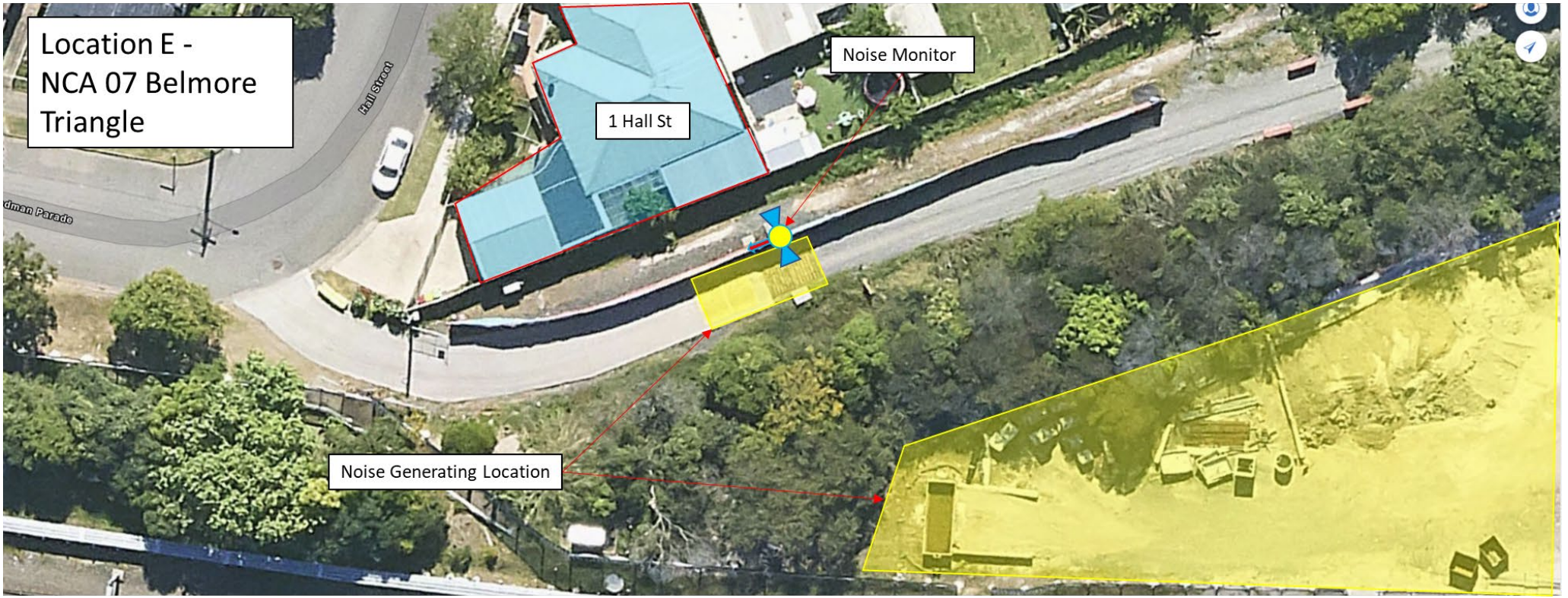


Location A -
NCA 02 Ewart St
Noise Monitor
73 Ewart Street
Noise Generating Location
Ewart Street
Ewart Street
Ewart Street
Ewart Street
Ewart Street

Location B -
NCA 03 Hurlstone
Park Station
Noise Generating Location
Noise Monitor
3A Commons Street
Commons Street
Duntroon Street


Location C -
NCA 04 Canterbury Station
Noise Generating Location
2A Charles Street
Noise Monitor
Charles Street
Robert Street
Canterbury Road
Broughton Street
Jeffrey Street
Tincombe Street


Location D -
NCA 06 Campsie
Station
Noise Generating Location
Noise Monitor
13-15 Anglo Road
Lilian Street
Lilian Street
Lilian Street
Beamish Street
Beamish Street
South Parade


Location E -
NCA 07 Belmore
Triangle
Hall Street
1 Hall St
Noise Monitor
Noise Generating Location

Location F -
NCA 10 Punchbowl Station
Noise Generating Location
41 Urunga Parade
Noise Monitor
Punchbowl Station
Urunga Parade
The Boulevarde
Kiss and Ride
Taxi
Canterbury & Bankstown
Australia Post
Broadway Plaza

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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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: **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

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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)
- Asphalting
- 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

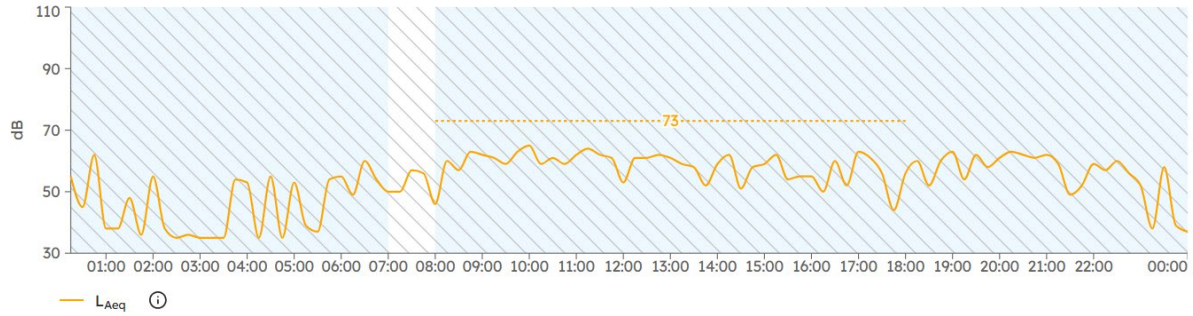
A copy of the community notification required under Condition L5.11 is appended as **Attachment 2**.

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

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

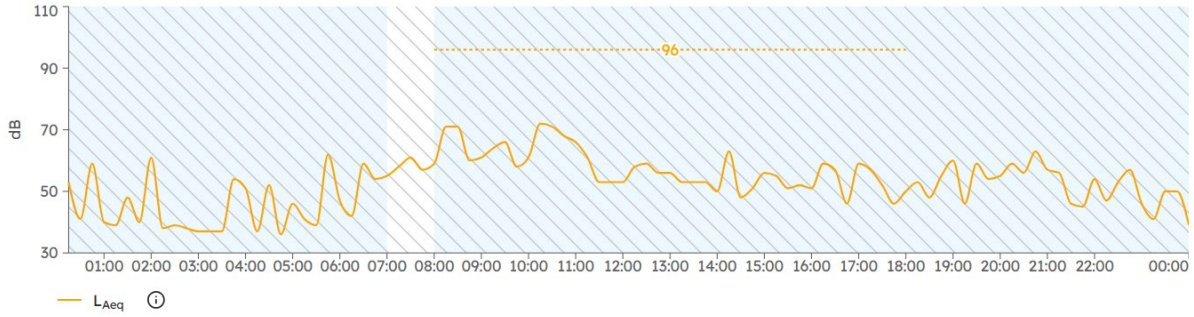
A. NCA 01 Noise Monitor (HEX-000421) is 16 m N of 9 Leofrene Ave Marrickville

	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



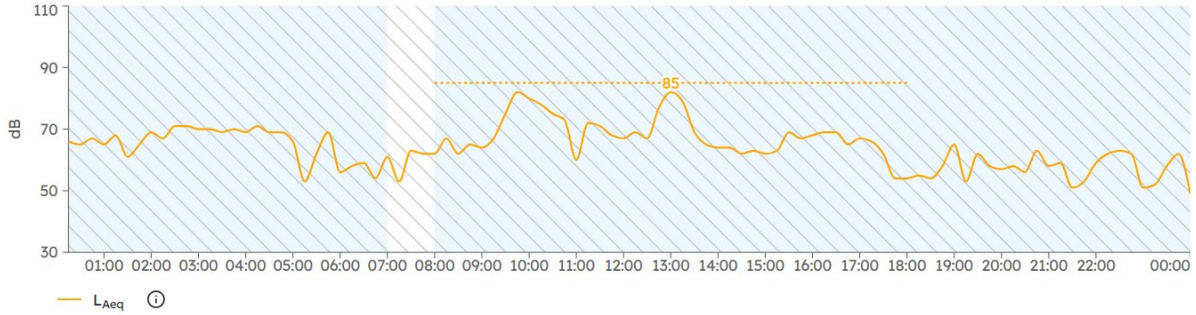
B. NCA 03 Noise Monitor (HEX-000760) is 14 m NE of 3A Commons Street, Hurlstone Park

	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

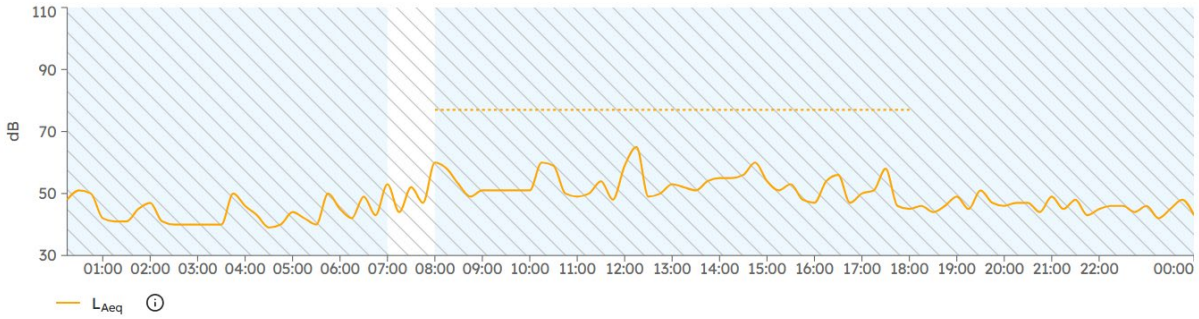
	Distance to the Source of Noise (m)	Sunday Day, 27 July, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	9	85
Nearest Resident	19	79



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

Nearest Resident	7	70



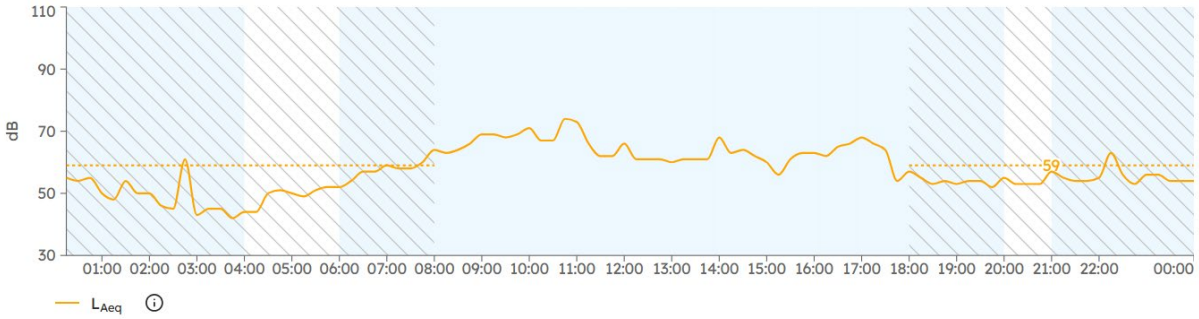
E. NCA 08 Noise Monitor (HEX-000758) is 33 m N of 15-19 Railway Parade, Lakemba

	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

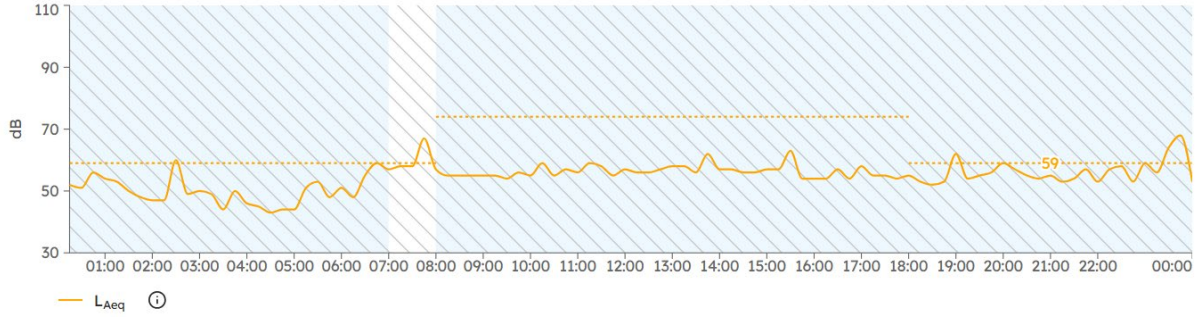
	Distance to the Source of Noise (m)	Saturday/Sunday Night, 26-27 July, 1800-0800, Prediction (L_{Aeq} 15 minutes)
Monitor	57	59
Nearest Resident	83	56

Saturday



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

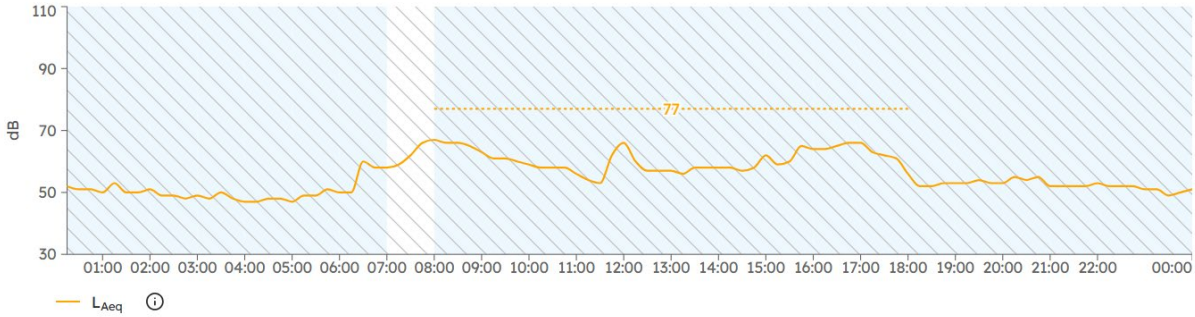
Sunday



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 implements 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.

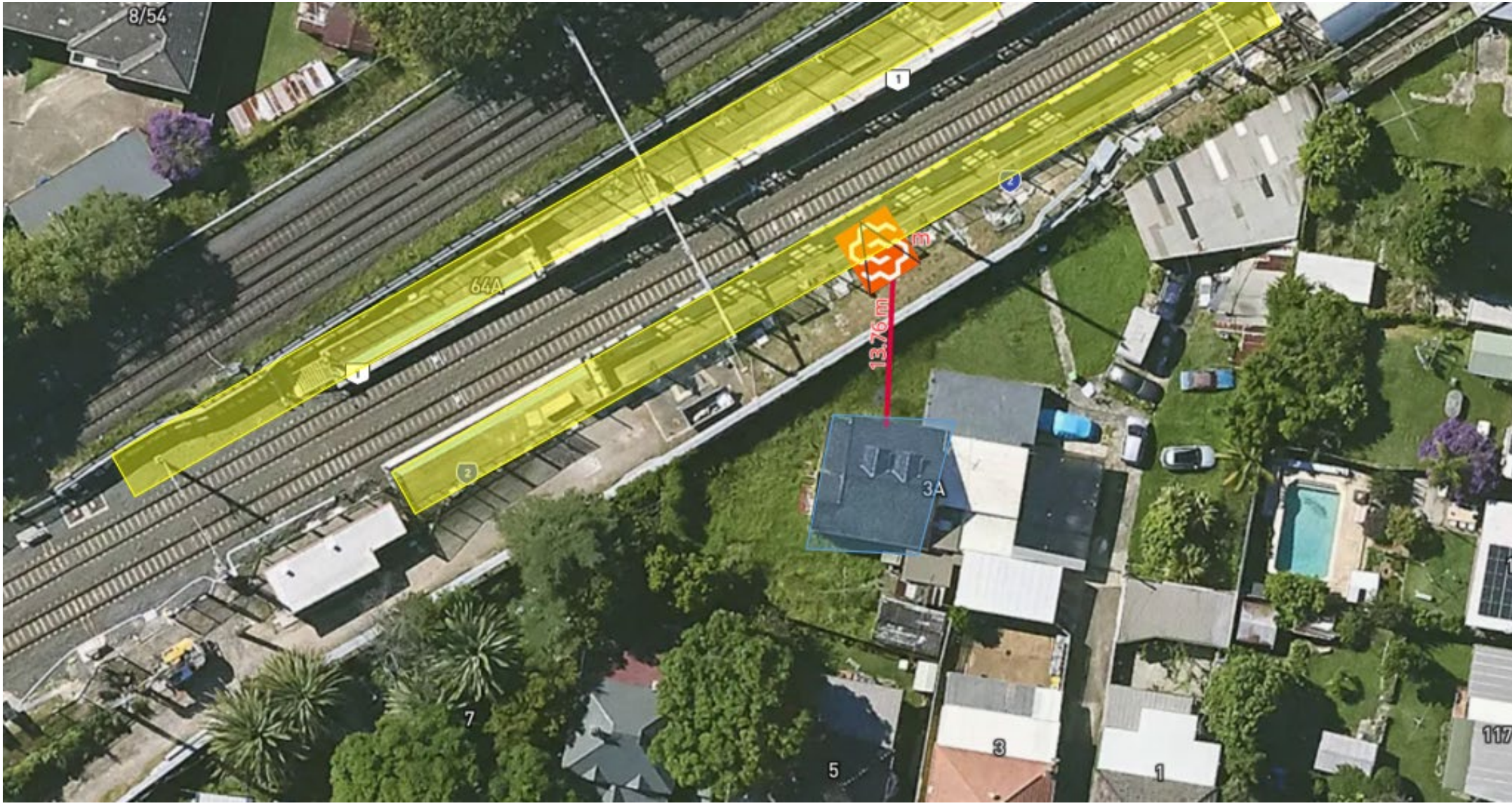
This R4.4 Validation report has been submitted to EPA by no later than two business days after the end of the fortnight.

Attachment 1 – Noise Monitoring Locations & Results

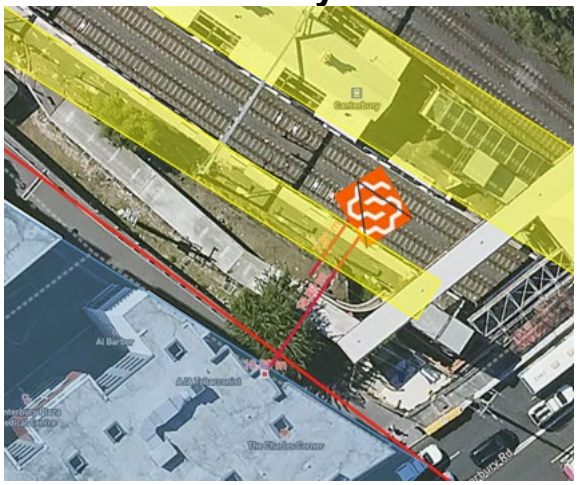
- Monitoring Result
- Monitoring Locations

NCA01 Marrickville Station

NCA03 Hurlstone Park Station

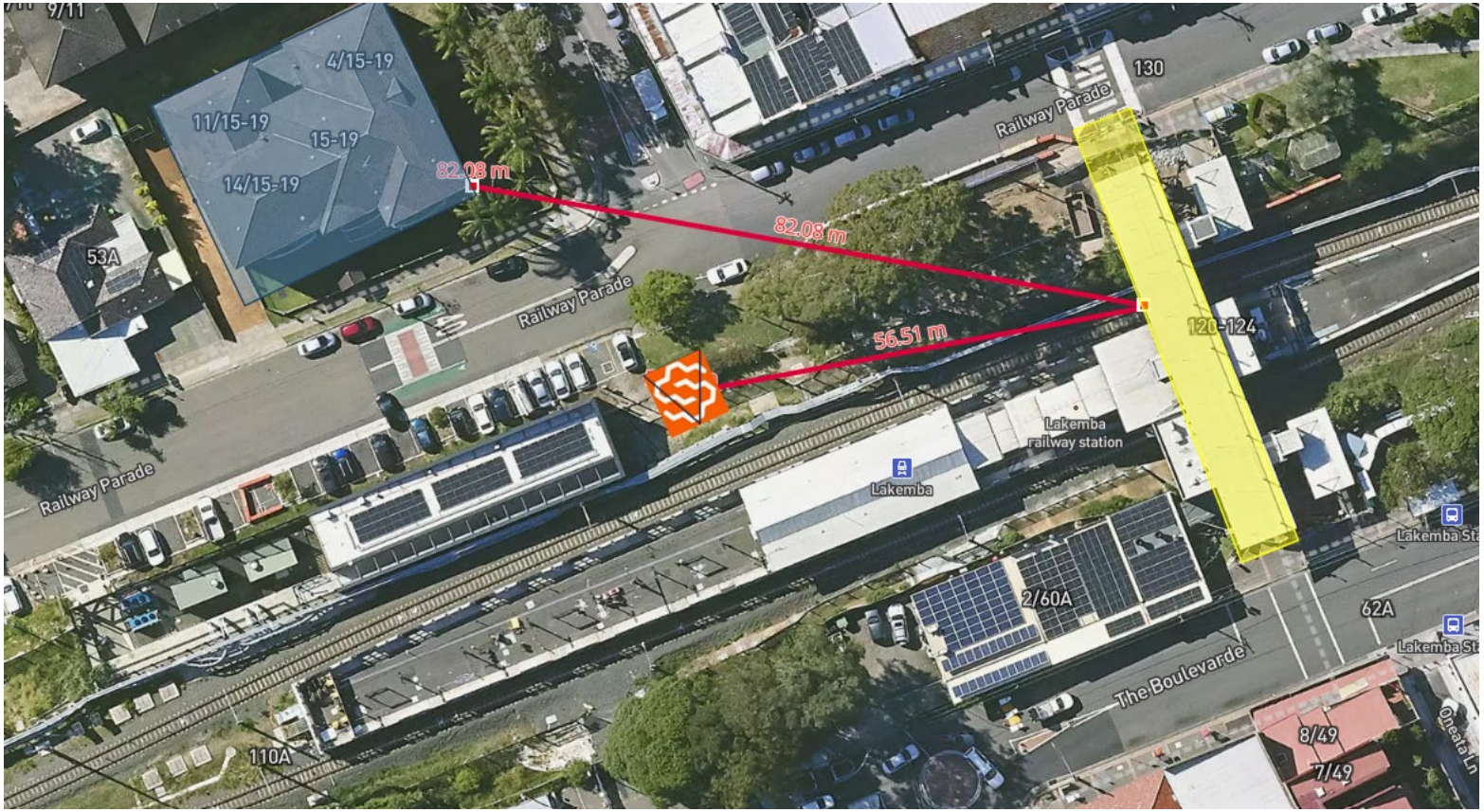


NCA04 Canterbury Station



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.

EPL 21147
R4.4 Validation Report
SWM3 2025 WE05

R4.4 Sydney Metro Possession (WE05, 2nd & 3rd August 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	04/08/2025	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 **3**

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: **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 L5.11 4

3. Noise monitoring as required by L5.7(d) 4

A. Details of any exceedances of predicted noise levels; 9

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 9

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R4.4 (b) The validation report must be submitted to the EPA fortnightly from the commencement of the works permitted by L5.5 & L5.6 by no later than 2 business days from the end of each fortnight. **10**

Attachment 1 – Noise Monitoring Locations & Results **11**

Attachment 2 – Community Notification **20**

Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out on 2nd August 0600 to 0800 & 3rd August 0600 to 1800 in Weekend 05 (WE05) across the corridor and stations, 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)
- Site access 0600 to 0800 Saturday & Sunday (vehicle movement, not work)
- Asphalting
- 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.

Note: all noise monitoring results were impacted by inclement weather with;
- 17.2mm of rain by 9am Saturday
- 13mm of rain by 9am Sunday
- 28.2mm of rain by 6pm Sunday

A lot of the works were limited due to the weather, especially the asphalting.

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
  - Sennebogen
  - Track Welding Kit
  - Track Profile Grinder
  - Hi rail EWP
- Station Works
  - Powered hand tool
  - Hi-rail EWP
  - Excavators with hammer attachments

- Hydremas
- Mini hydremas
- Generators

- PSD & MGF Testing and commissioning works
  - Hand tool

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

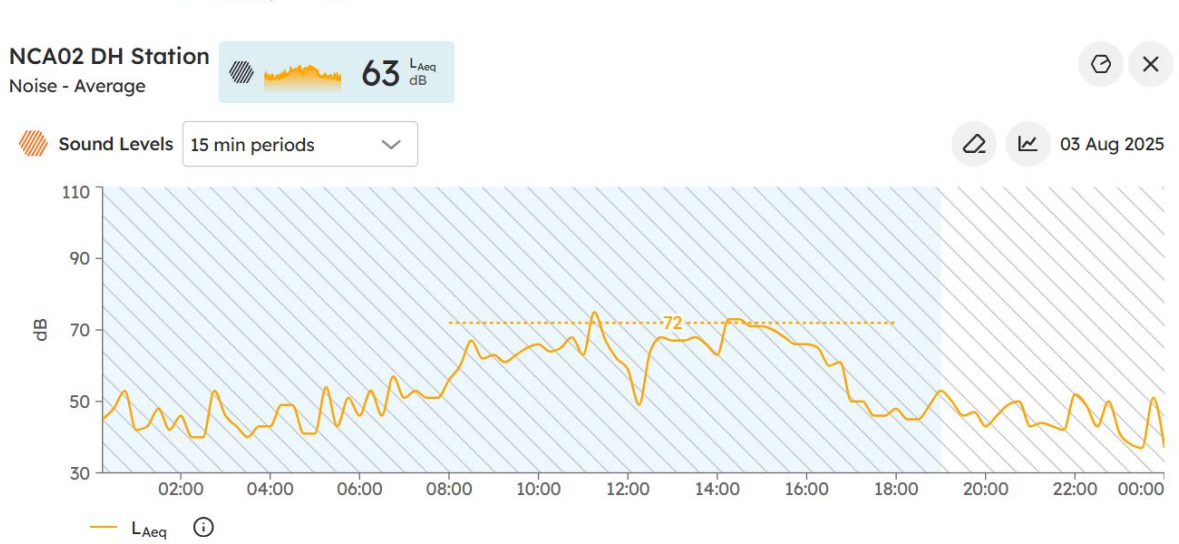
A copy of the community notification required under Condition L5.11 is appended as **Attachment 2**.

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

WE05 works noise monitoring was carried out at the following locations along the project corridor.

A. NCA 02 Noise Monitor (HEX-000465) is 22 m S of 57A Ewart St, Dulwich Hill

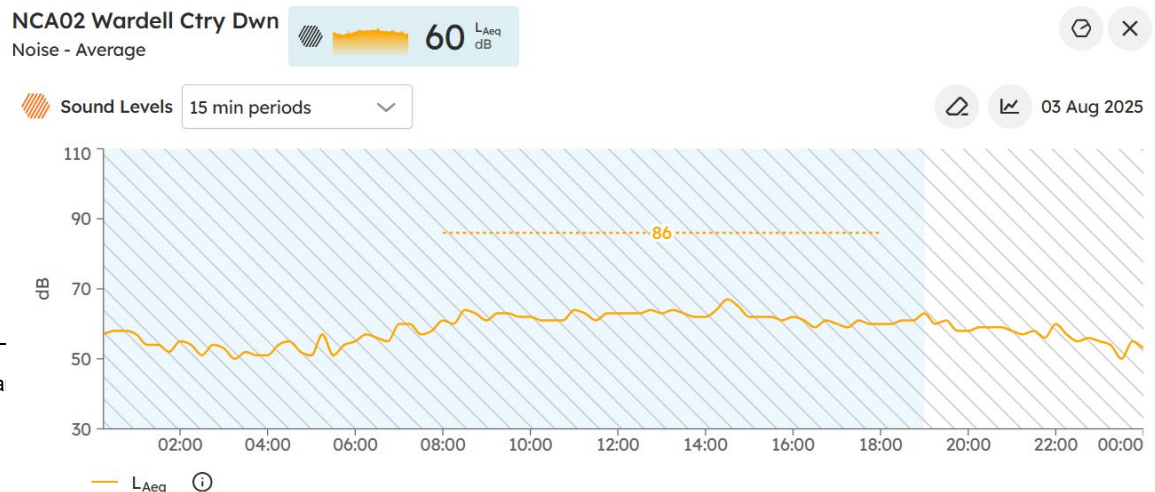
	Distance to the Source of Noise (m)	Sunday Day, 3 August, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	79	72
Nearest Resident	72	73



Note: exceedances due to construction plant and equipment working in close proximity to the noise logger. The appropriate notification and additional mitigations were offered to the impacted receivers. Inclement weather is thought to also have influenced the results. No complaints received.

B. NCA 02 Noise Monitor (HEX-000516) is 35 m NW of 2 Dudley St, Dulwich Hill

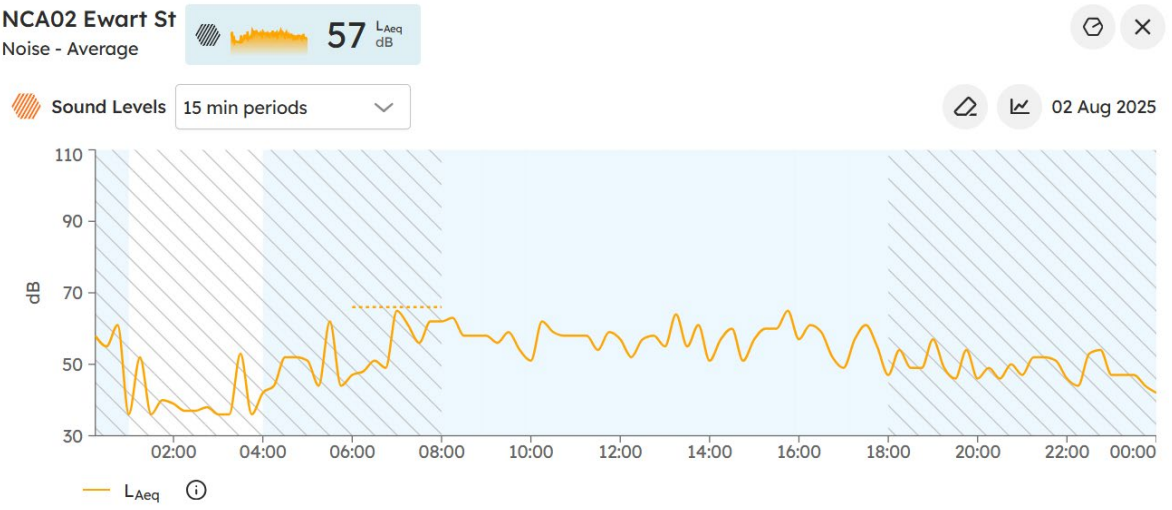
	Distance to the Source of Noise (m)	Sunday Day, 3 August, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	13	86
Nearest Resident	43	76



Note: Reduced works due to inclement weather.

C. NCA 02 Noise Monitor (HEX-000516) is 15 m SW of 73 Ewart St, Dulwich Hill

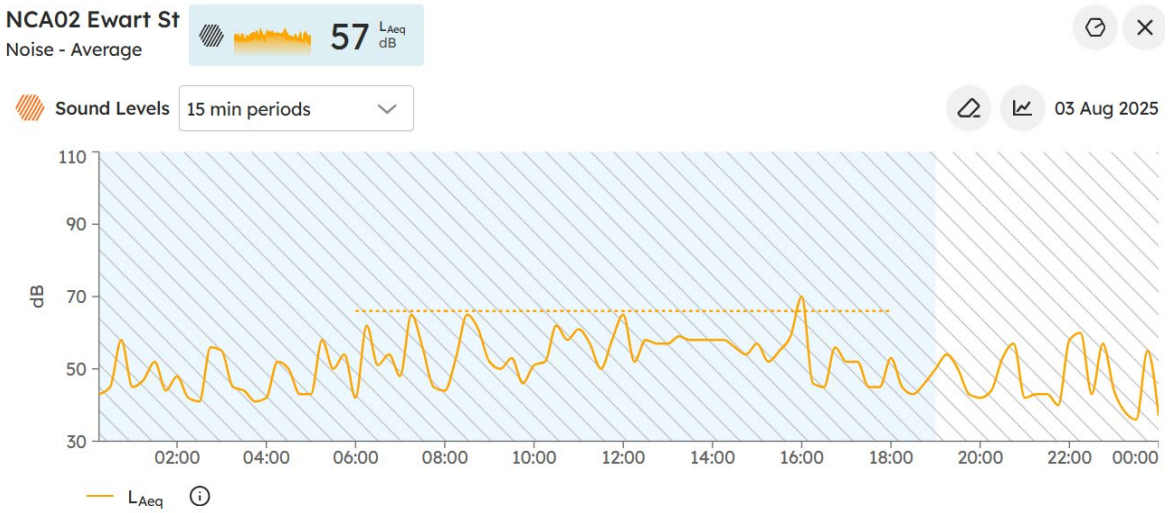
	Distance to the Source of Noise (m)	Saturday Day, 2 August, 0600-0800 Prediction (L_{Aeq} 15 minutes)
Monitor	15	66 (60 based on monitoring data from WE02)
Nearest Resident	15	66 (60 based on monitoring data from WE02)



Note: Dominant noise source is the ARTC.

D. NCA 02 Noise Monitor (HEX-000516) is 15 m SW of 73 Ewart St, Dulwich Hill

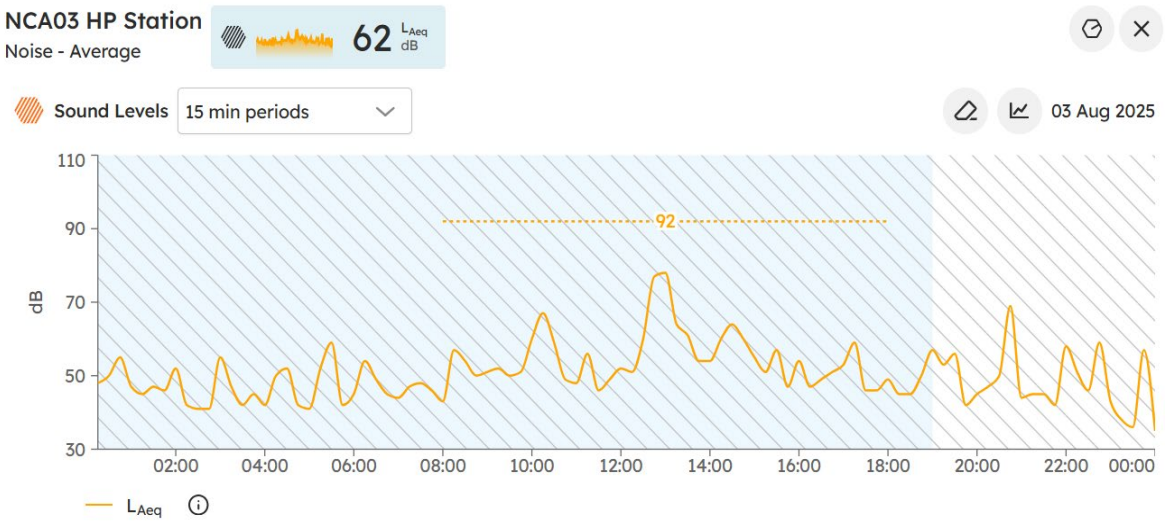
	Distance to the Source of Noise (m)	Sunday Night/Day, 2 August, 0600-0800 Prediction (L_{Aeq} 15 minutes)
Monitor	15	66 (60 based on monitoring data from WE02)
Nearest Resident	15	66 (60 based on monitoring data from WE02)



Note: Dominant noise source is the ARTC.

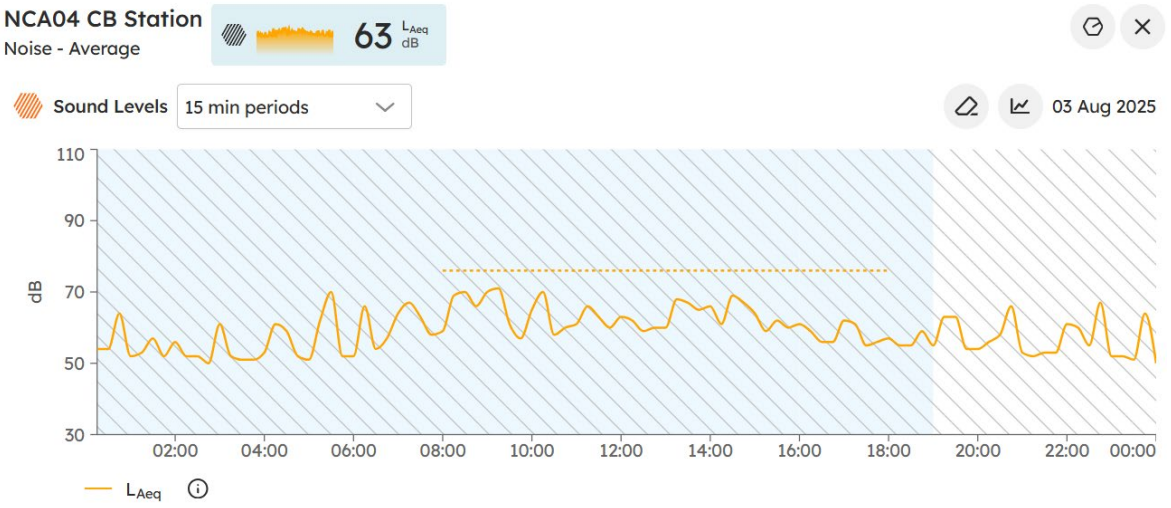
E. NCA 03 Noise Monitor (HEX-000760) is 13 m N of 3A Commons St, Hurlstone Park

	Distance to the Source of Noise (m)	Sunday Day, 3 August, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	1	92
Nearest Resident	14	69



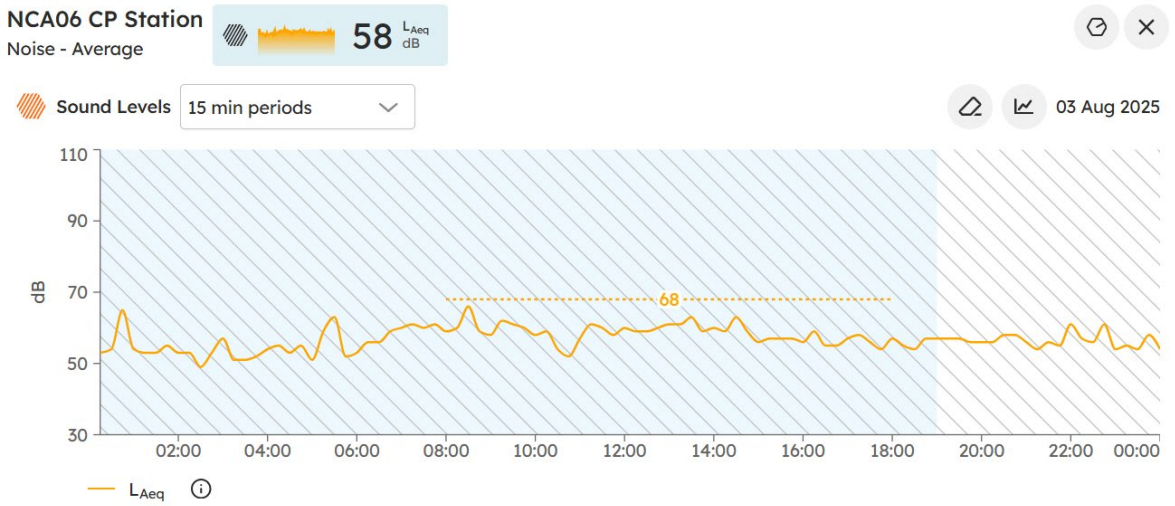
F. NCA 04 Noise Monitor (HEX-000296) is 10 m NE of 2A Charles Street, Canterbury

	Distance to the Source of Noise (m)	Sunday Day, 3 August, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	9	76
Nearest Resident	19	70



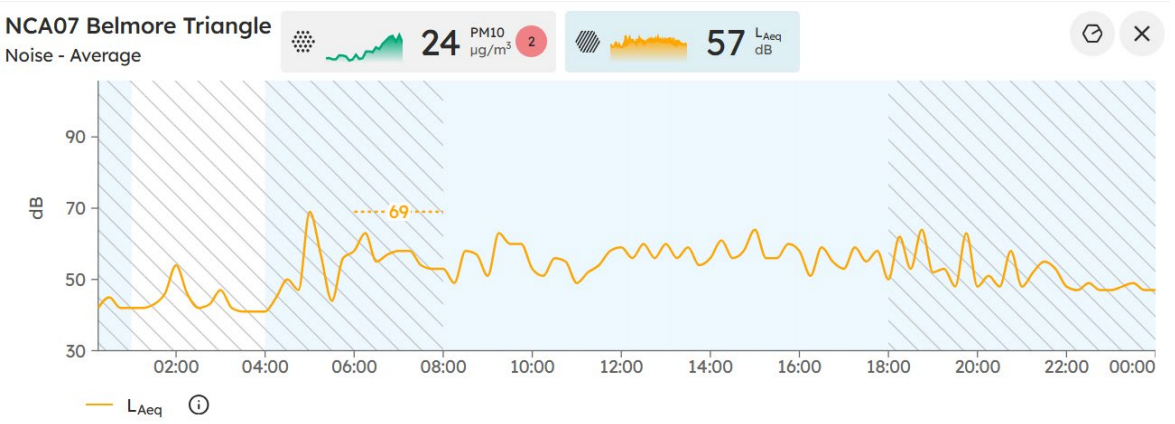
G. NCA 06 Noise Monitor (HEX-000531) is 9m S of 1 13-15 Anglo Road, Campsie

	Distance to the Source of Noise (m)	Sunday Day, 3 August, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	14	68
Nearest Resident	13	65



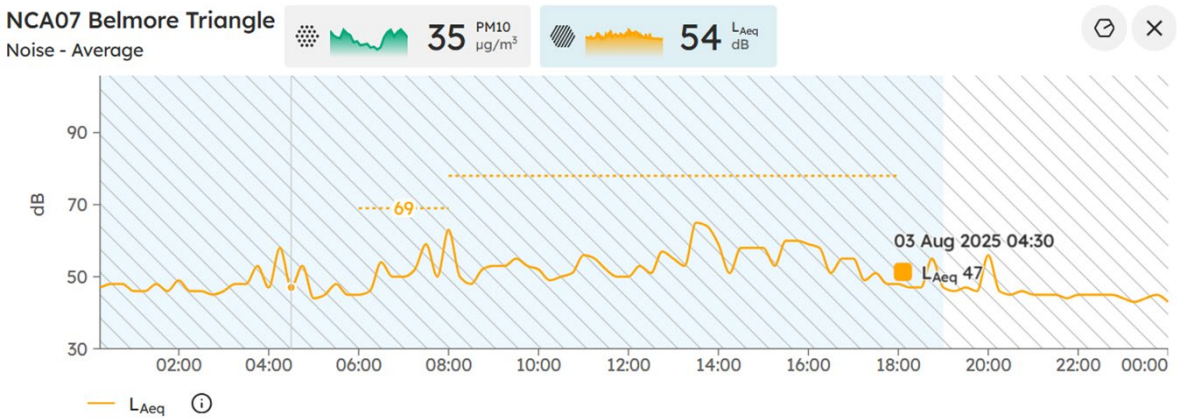
H. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore

	Distance to the Source of Noise (m)	Saturday Day, 2 August, 0600-0800 Prediction (L_{Aeq} 15 minutes)
Monitor	3	69
Nearest Resident	7	62



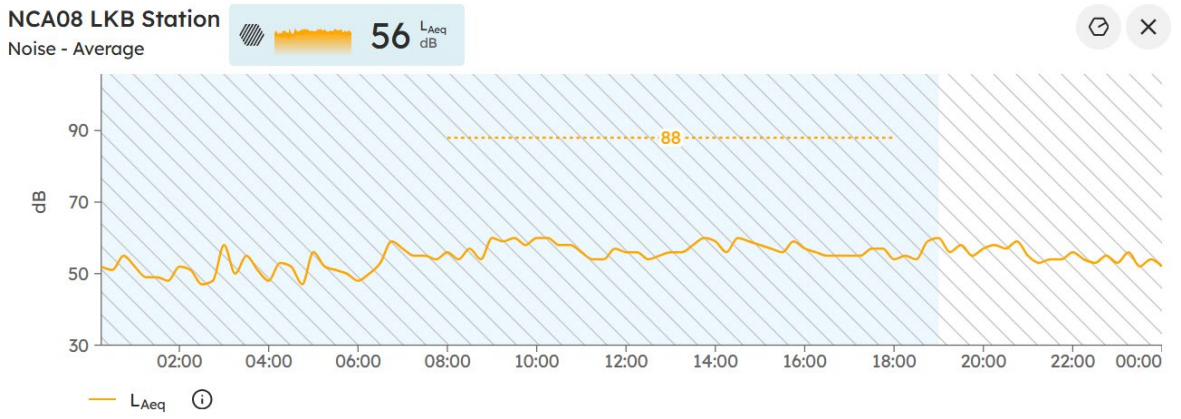
I. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore

	Distance to the Source of Noise (m)	Sunday Night/Day, 2 & 3 August, 0600-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	3	0600-0800: 69dB, 0800-1800: 77dB
Nearest Resident	7	0600-0800: 62dB, 0800-1800: 70dB



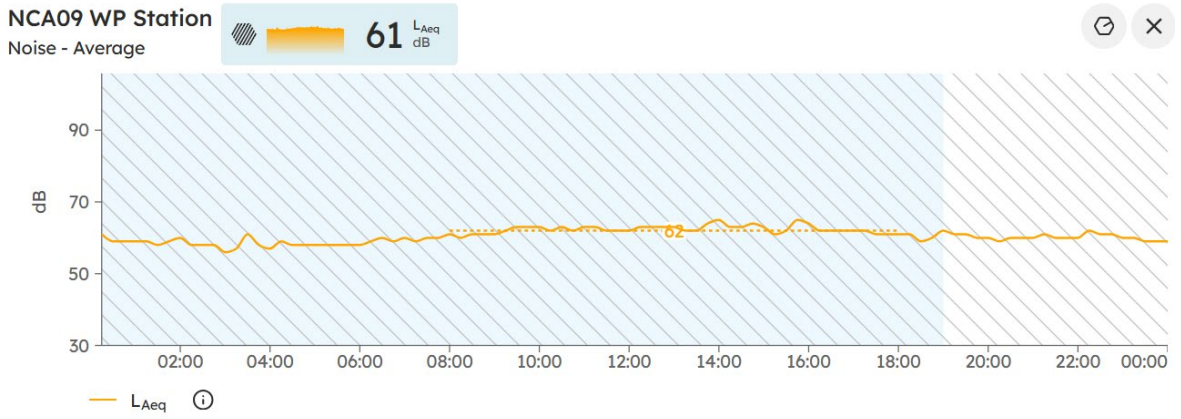
J. NCA 08 Noise Monitor (HEX-000758) is 29 m N of 15-19 Railway Parade, Lakemba

	Distance to the Source of Noise (m)	Sunday Day, 3 August, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	16	88
Nearest Resident	50	78



K. NCA 09 Noise Monitor (HEX-000558) is 4 m N of 89 King Georges Rd, Wiley Park

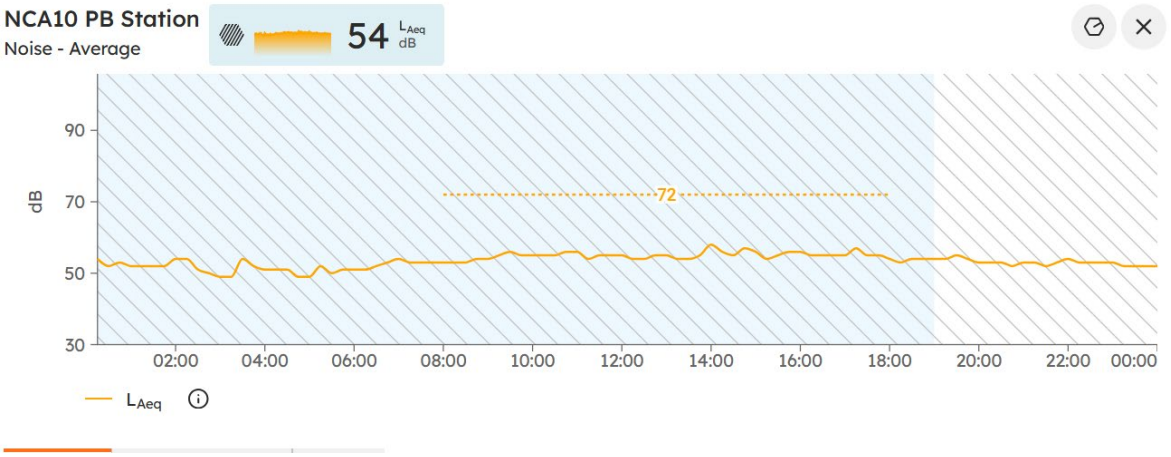
	Distance to the Source of Noise (m)	Sunday Day, 3 August, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	9	59
Nearest Resident	13	62



Note: exceedances due to extraneous noise sources, likely rain and road traffic.

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

	Distance to the Source of Noise (m)	Sunday Day, 3 August, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	78	72
Nearest Resident	15	58



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 that would require additional notification or mitigation.

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 WE05 (2/3rd August 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 implements 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.

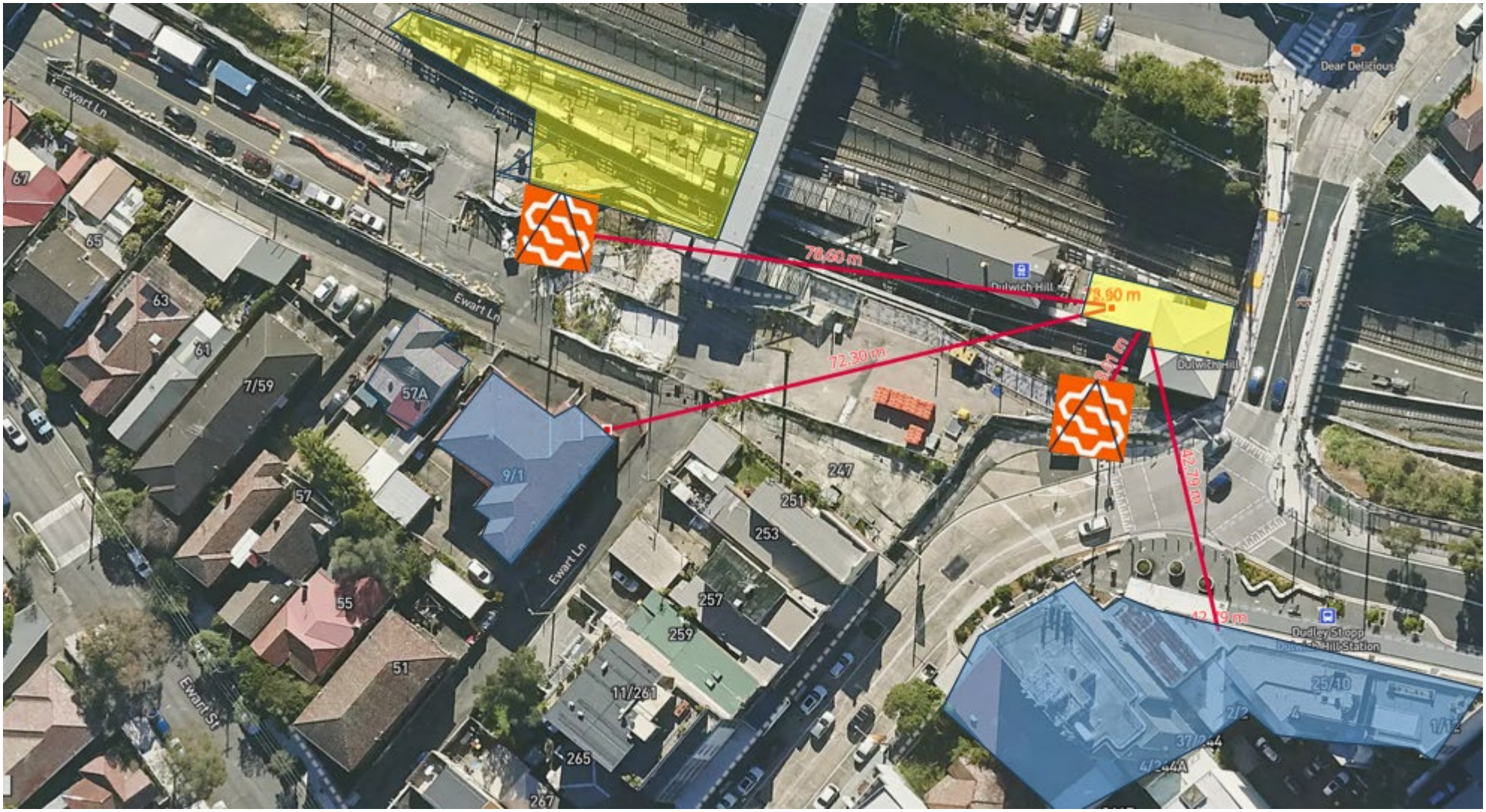
This R4.4 Validation report has been submitted to EPA by no later than two business days after the end of the fortnight.

Attachment 1 – Noise Monitoring Locations & Results

- Monitoring Locations

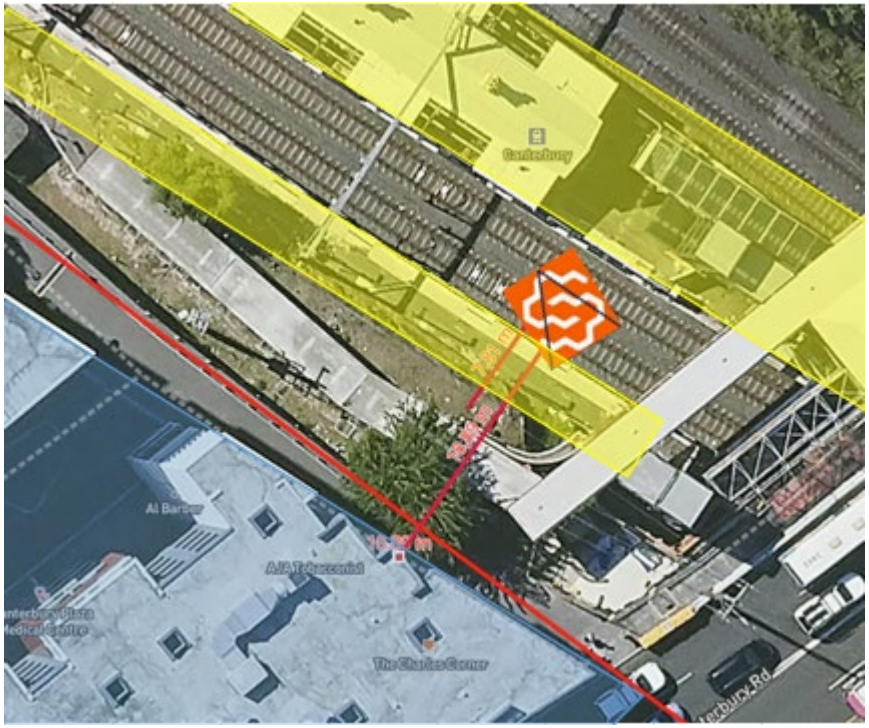
A. NCA 02 Noise Monitor (HEX-000465) is 22 m S of 57A Ewart St, Dulwich Hill

B. NCA 02 Noise Monitor (HEX-000516) is 35 m NW of 2 Dudley St, Dulwich Hill
C. NCA 02 Noise Monitor (HEX-000516) is 15 m SW of 73 Ewart St, Dulwich Hill
D. NCA 02 Noise Monitor (HEX-000516) is 15 m SW of 73 Ewart St, Dulwich Hill

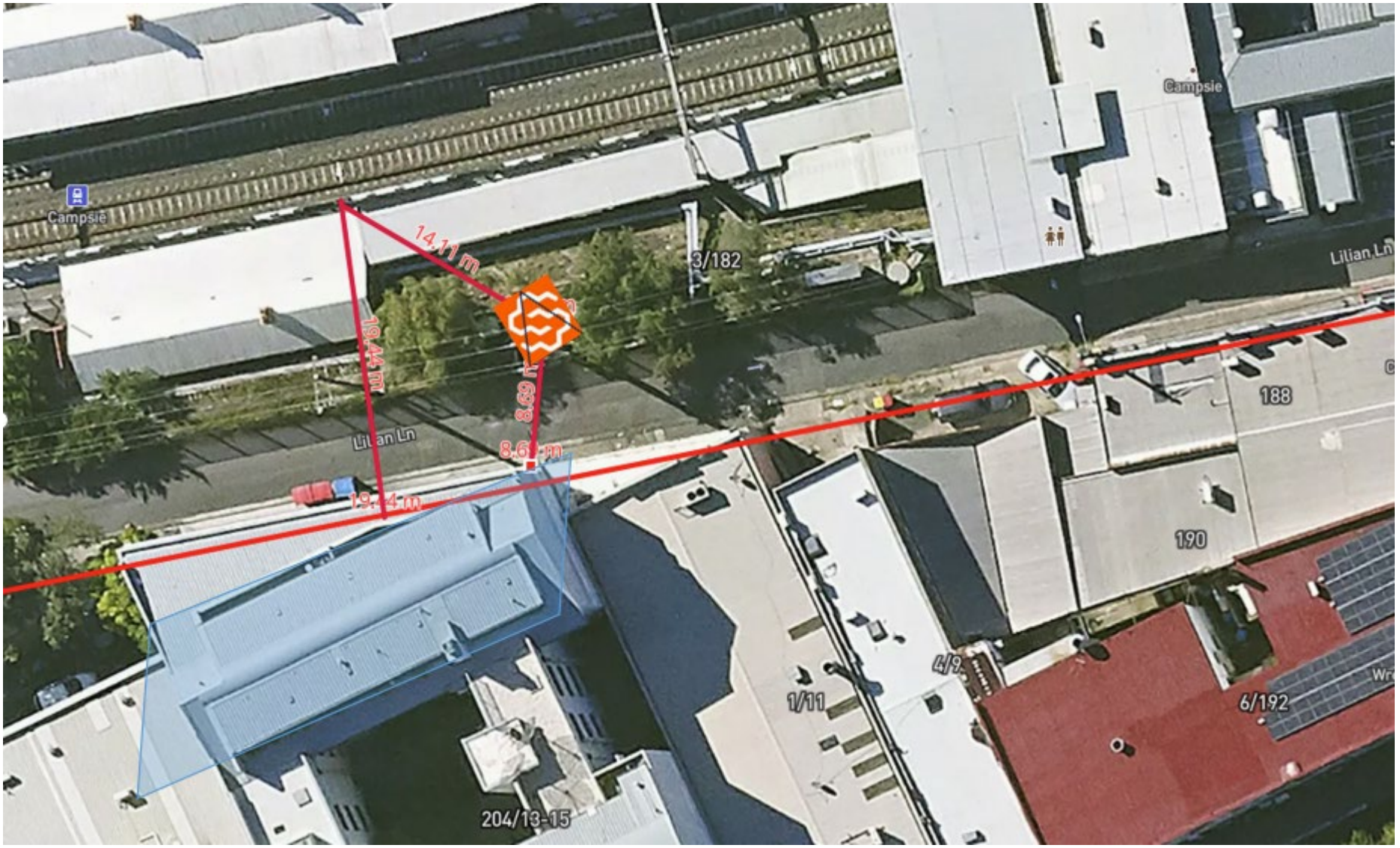


E. NCA 03 Noise Monitor (HEX-000760) is 13 m N of 3A Commons St, Hurlstone Park

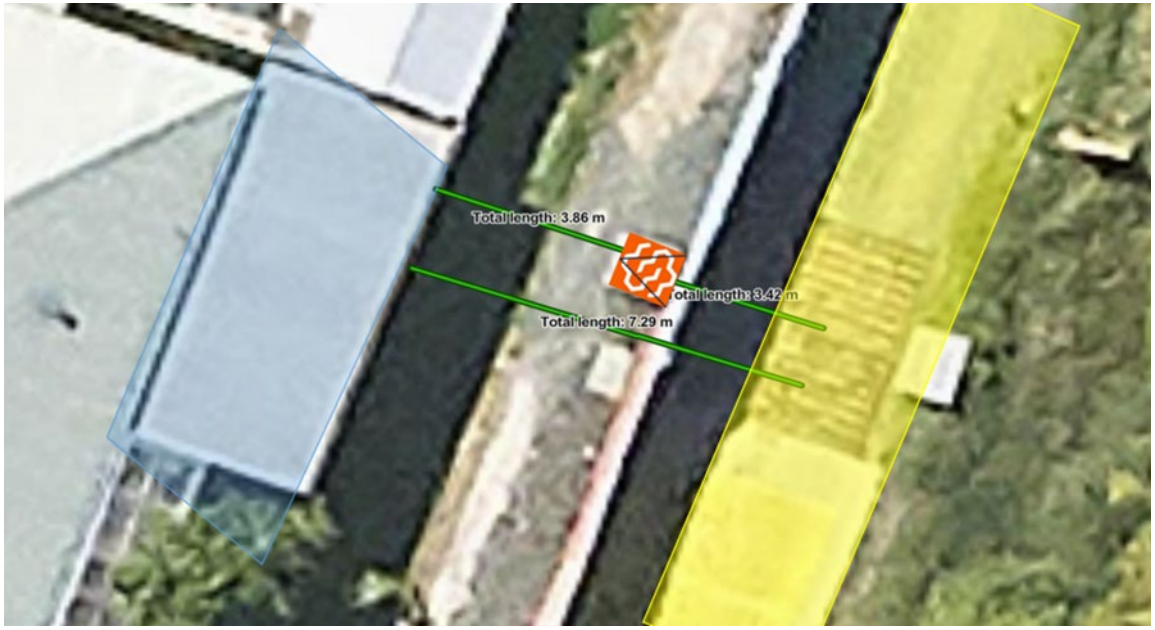
F. NCA 04 Noise Monitor (HEX-000296) is 10 m NE of 2A Charles Street, Canterbury



G. NCA 06 Noise Monitor (HEX-000531) is 9m S of 1 13-15 Anglo Road, Campsie



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



J. NCA 08 Noise Monitor (HEX-000758) is 29 m N of 15-19 Railway Parade, Lakemba

K. NCA 09 Noise Monitor (HEX-000246) is 69 m NE of 42 Urunga Parade, Punchbowl
L. NCA 10 Noise Monitor (HEX-000246) is 69 m NE of 42 Urunga Parade, Punchbowl

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 WE06

R4.4 Sydney Metro Possession (WE06, 9th & 10th August 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	011/08/2025	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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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: **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 L5.11 4

3. Noise monitoring as required by L5.7(d) 4

A. Details of any exceedances of predicted noise levels; 7

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 7

C. The justification required under L5.5 for the carrying out of works outside of standard construction hours in L5.1 7

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. **8**

Attachment 1 – Noise Monitoring Locations & Results **9**

Attachment 2 – Community Notification **16**

Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out on 10th August 0600 to 1800 in Weekend 06 (WE06) across the corridor and stations, noise activities:

Low Impact Works (L5.1)

- Site access 0600 to 0800 Saturday & Sunday (pre-start, vehicle movement, set up, some low impact work)
- 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)

- Asphalting
- 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.

Note: all noise monitoring results were impacted by inclement weather with;

- 30.2mm of rain by 9am Saturday
- 25.2mm of rain by 9am Sunday
- 14.8mm of rain by 6pm Sunday

A lot of the works were limited due to the weather and delayed design, especially the asphalting.

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
  - Sennebogen
  - Track Welding Kit
  - Track Profile Grinder
  - Hi rail EWP
- Station Works
  - Powered hand tool
  - Hi-rail EWP

- Excavators with hammer attachments
- Hydremas
- Mini hydremas
- Generators

- PSD & MGF Testing and commissioning works
  - Hand tool

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

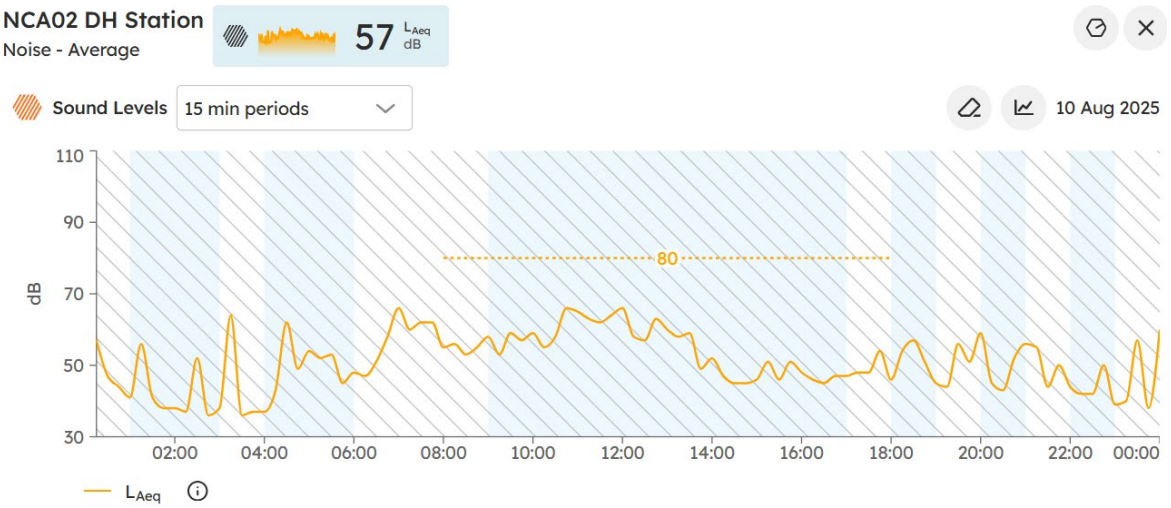
A copy of the community notification required under Condition L5.11 is appended as **Attachment 2**.

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

WE06 works noise monitoring was carried out at the following locations along the project corridor.

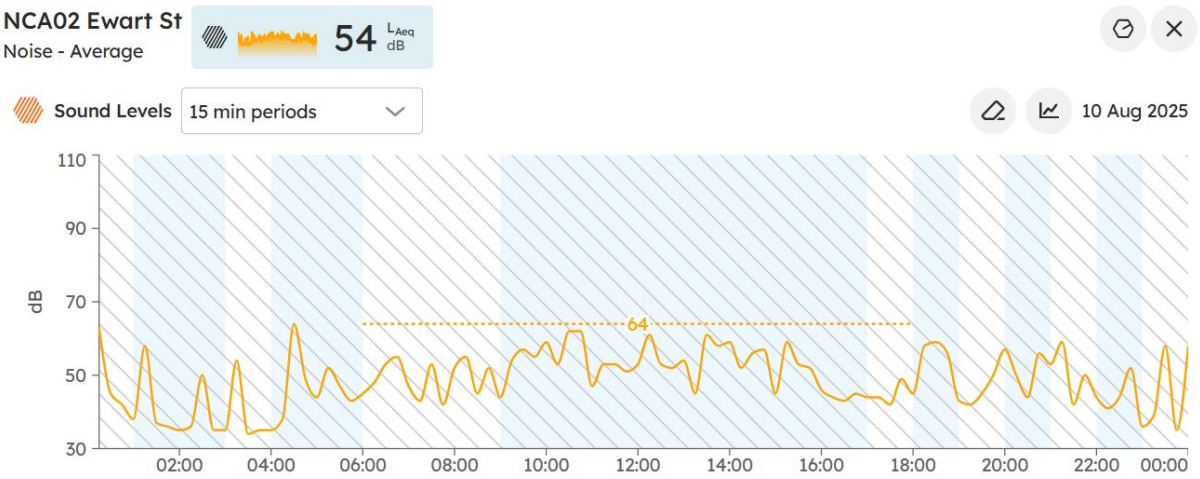
A. NCA 02 Noise Monitor (HEX-000465) is 22 m S of 57A Ewart St, Dulwich Hill

	Distance to the Source of Noise (m)	Sunday Day, 10 August, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	16	80
Nearest Resident	36	73



B. NCA 02 Noise Monitor (HEX-000516) is 10 m SW of 73 Ewart St, Dulwich Hill

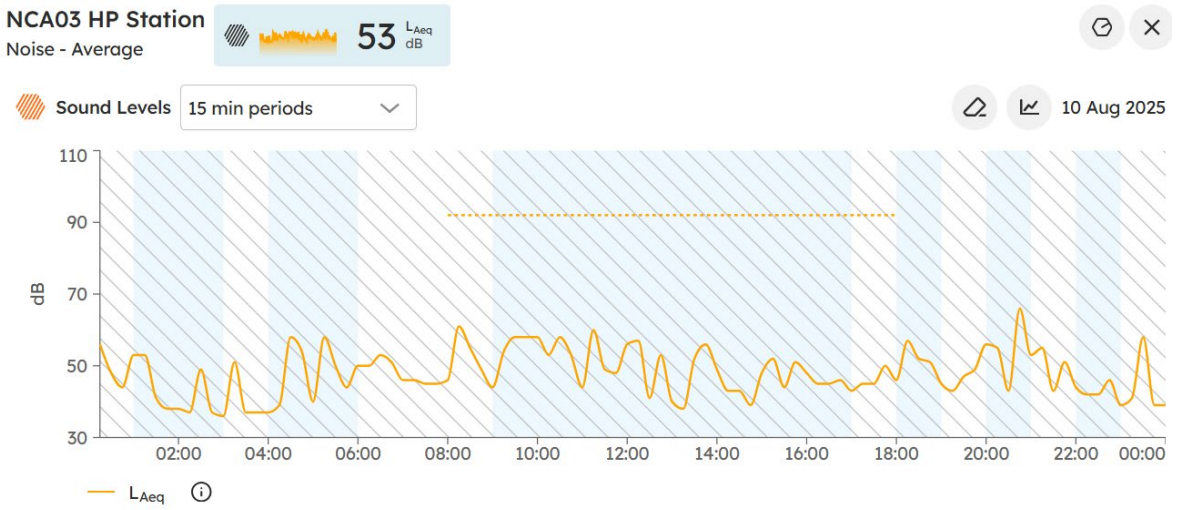
	Distance to the Source of Noise (m)	Sunday Day, 10 August, 0600-0800 Prediction (L_{Aeq} 15 minutes)
Monitor	10	64
Nearest Resident	10	64



C. NCA 03 Noise Monitor (HEX-000760) is 14 m N of 3A Commons St, Hurlstone Park

	Distance to the Source of Noise (m)	Sunday Day, 10 August, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	1	92
Nearest Resident	14	69

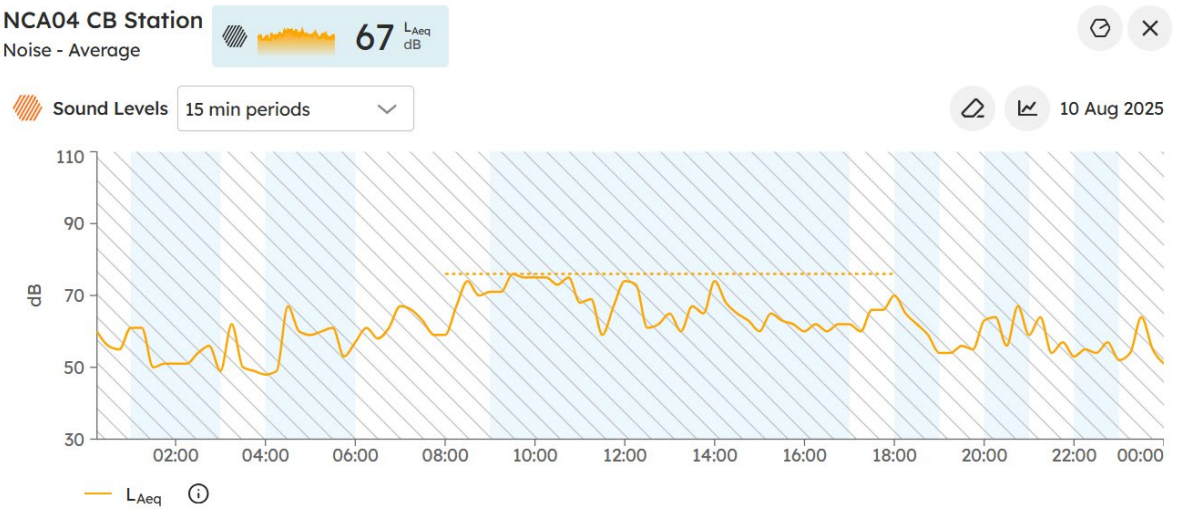
Note: ARTC dominant noise source.



Note: Hurlstone Park works cancelled due to program change.

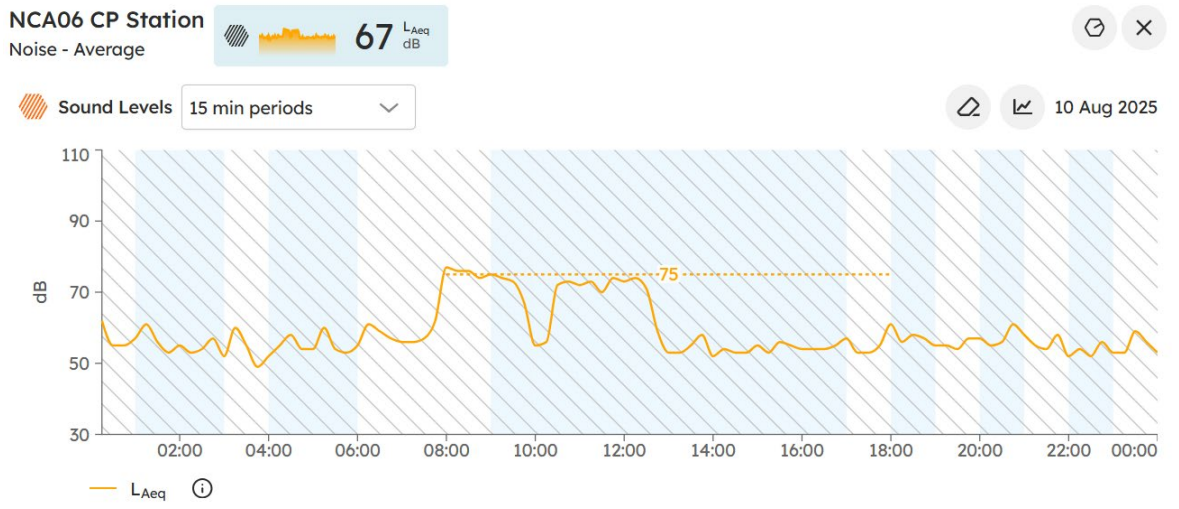
D. NCA 04 Noise Monitor (HEX-000296) is 10 m NE of 2A Charles Street, Canterbury

	Distance to the Source of Noise (m)	Sunday Day, 10 August, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	9	76
Nearest Resident	19	70



E. NCA 06 Noise Monitor (HEX-000531) is 9m S of 1 13-15 Anglo Road, Campsie

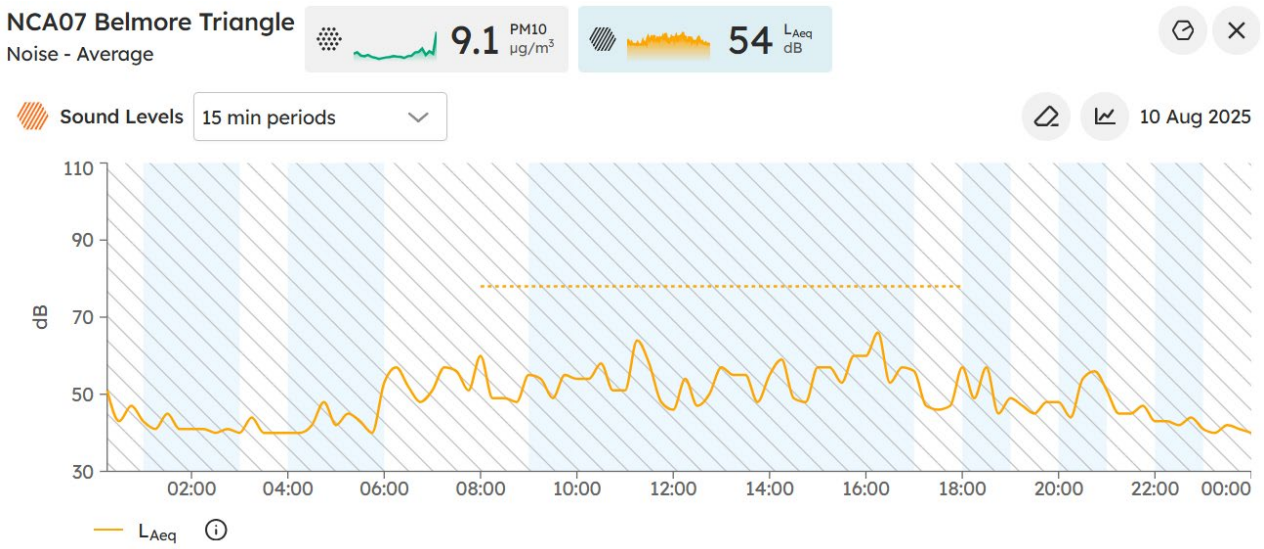
	Distance to the Source of Noise (m)	Sunday Day, 10 August, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	14	75
Nearest Resident	13	72



Note: Minor exceedance due to woks occuring closer to the logger, this is unlikely have resulted in an exceedance at the sensitive receiver.

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

	Distance to the Source of Noise (m)	Sunday Day, 10th August, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	3	78
Nearest Resident	7	71



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

A. Details of any exceedances of predicted noise levels;

There was one minor exceedance due to works occurring closer to the logger, this is unlikely to have resulted in an exceedance at the sensitive receiver. were no exceedances of the noise predictions in OOH due to construction activity that would require additional notification or mitigation.

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 WE06 (9/10th August 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 implements 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.

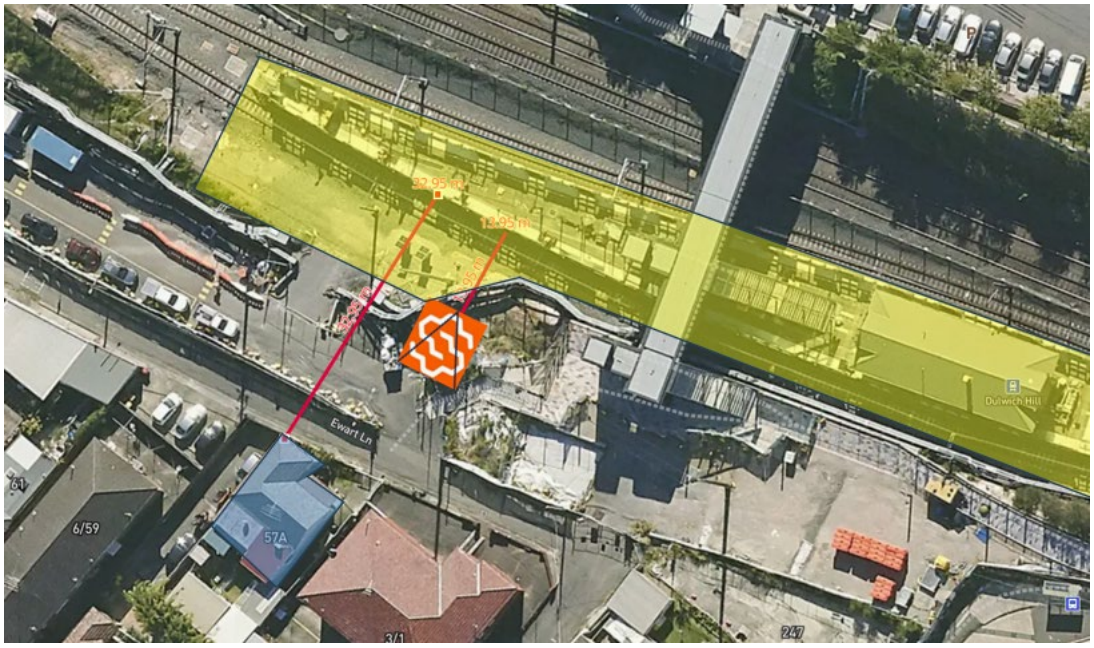
This R4.4 Validation report has been submitted to EPA by no later than two business days after the end of the fortnight.

Attachment 1 – Noise Monitoring Locations & Results

- Monitoring Locations

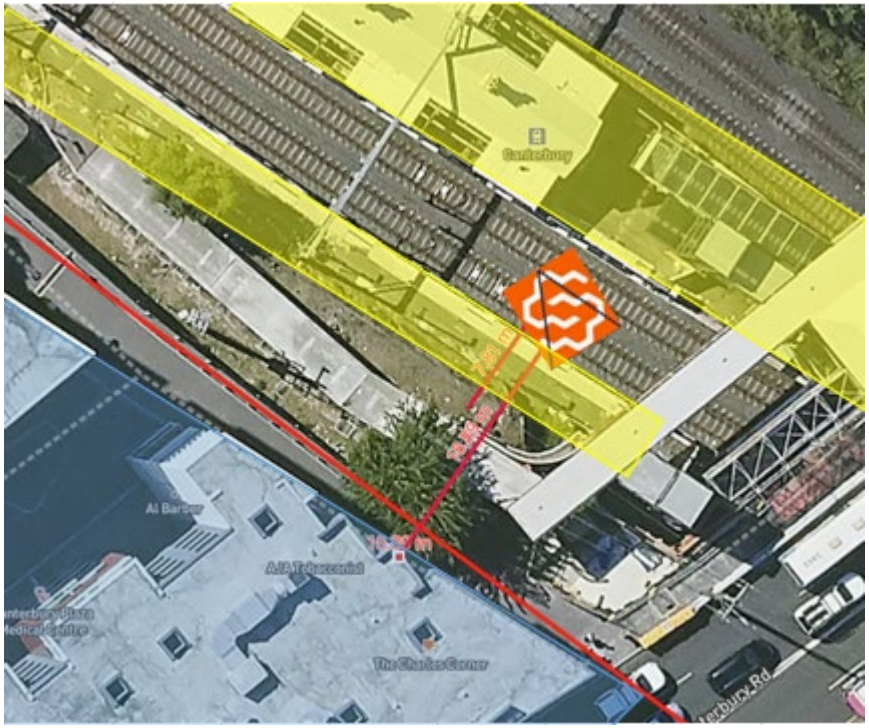
A. NCA 02 Noise Monitor (HEX-000465) is 10 m N of 57A Ewart St, Dulwich Hill

B. NCA 02 Noise Monitor (HEX-000516) is 20 m SW of 57A Ewart St, Dulwich Hill

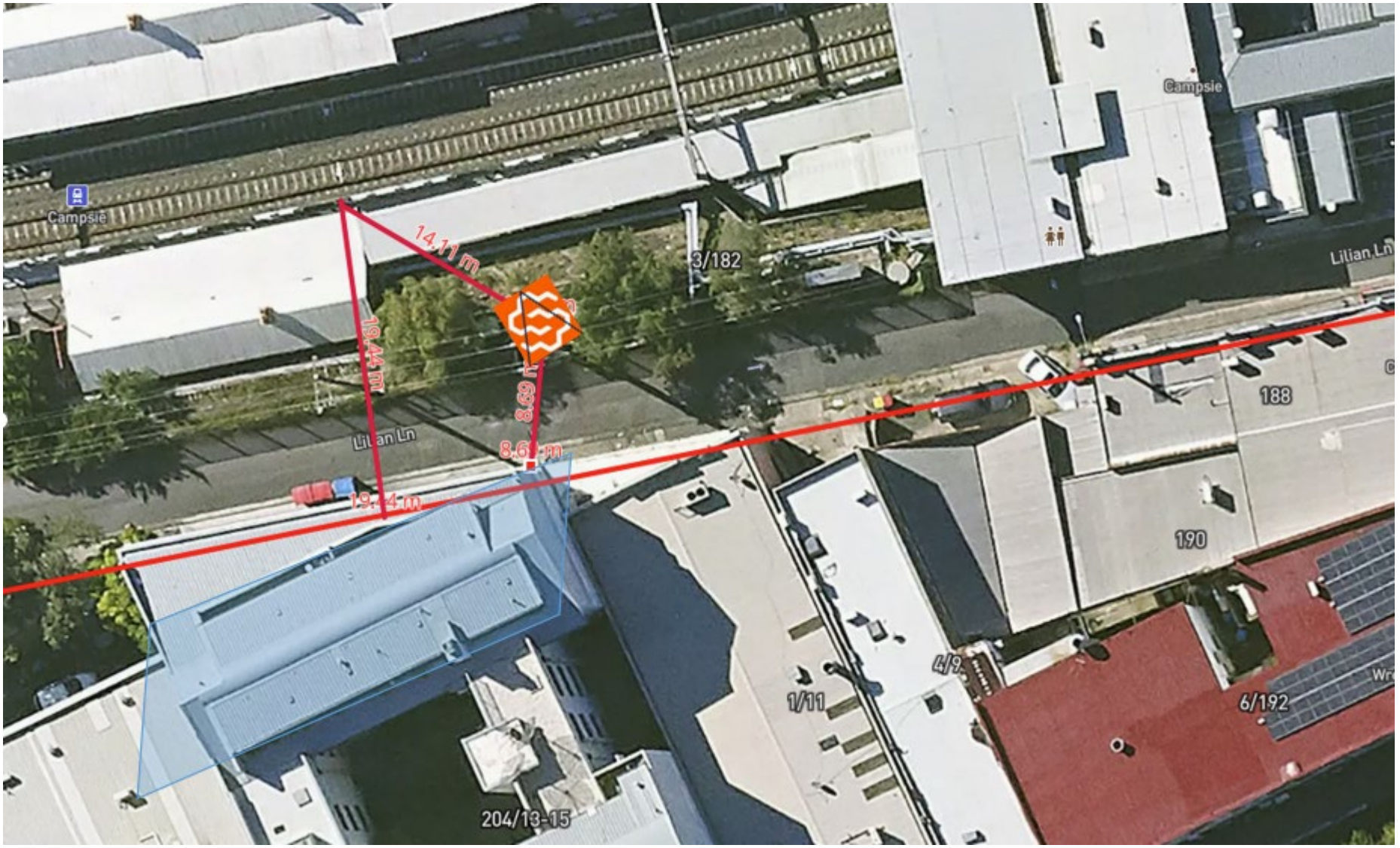


C. NCA 03 Noise Monitor (HEX-000760) is 13 m N of 3A Commons St, Hurlstone Park

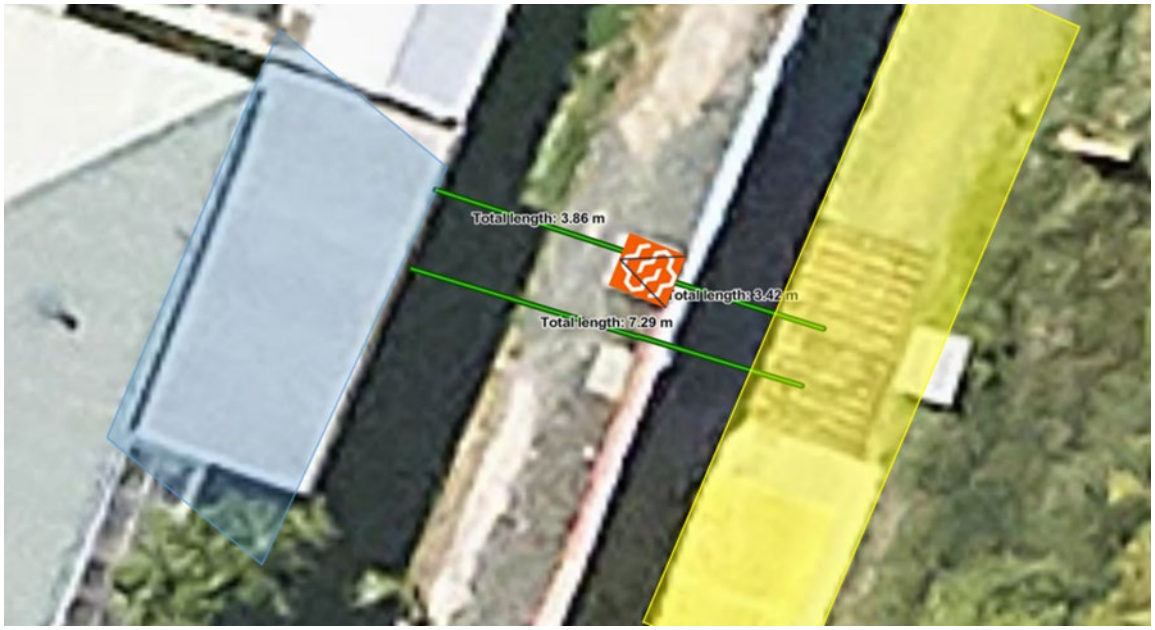
D. NCA 04 Noise Monitor (HEX-000296) is 10 m NE of 2A Charles Street, Canterbury



E. NCA 06 Noise Monitor (HEX-000531) is 9m S of 1 13-15 Anglo Road, Campsie



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



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 WE07

R4.4 Sydney Metro Possession (WK06, 13th August 2025) & (WE07, 16th & 17th August 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	18/08/2025	Prepared for R4.4	Lucas Dobrolot	Ted Zhang

Management reviews

Review date	Details	Reviewed by

Controlled: NO Copy no.: Uncontrolled: YES

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Introduction **3**

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: **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 L5.11 4

3. Noise monitoring as required by L5.7(d) 4

A. Details of any exceedances of predicted noise levels; 15

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 15

C. The justification required under L5.5 for the carrying out of works outside of standard construction hours in L5.1 16

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. **16**

Attachment 1 – Community Notification **17**

Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out on 13th August 0000 to 0700 in Week 06 (WE06) & 16th and 17th August, Weekend 07 (WE07) across the corridor and stations, noise activities:

Low Impact Works (L5.1)

- Site access 0600 to 0800 Saturday & Sunday (pre-start, vehicle movement, set up, some low impact work)
- 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)

- Asphalting
- 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.

Utility and Local Area Works (L5.6)

- Batton removal at Beamish St Campsie which was subject to ROL.

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:

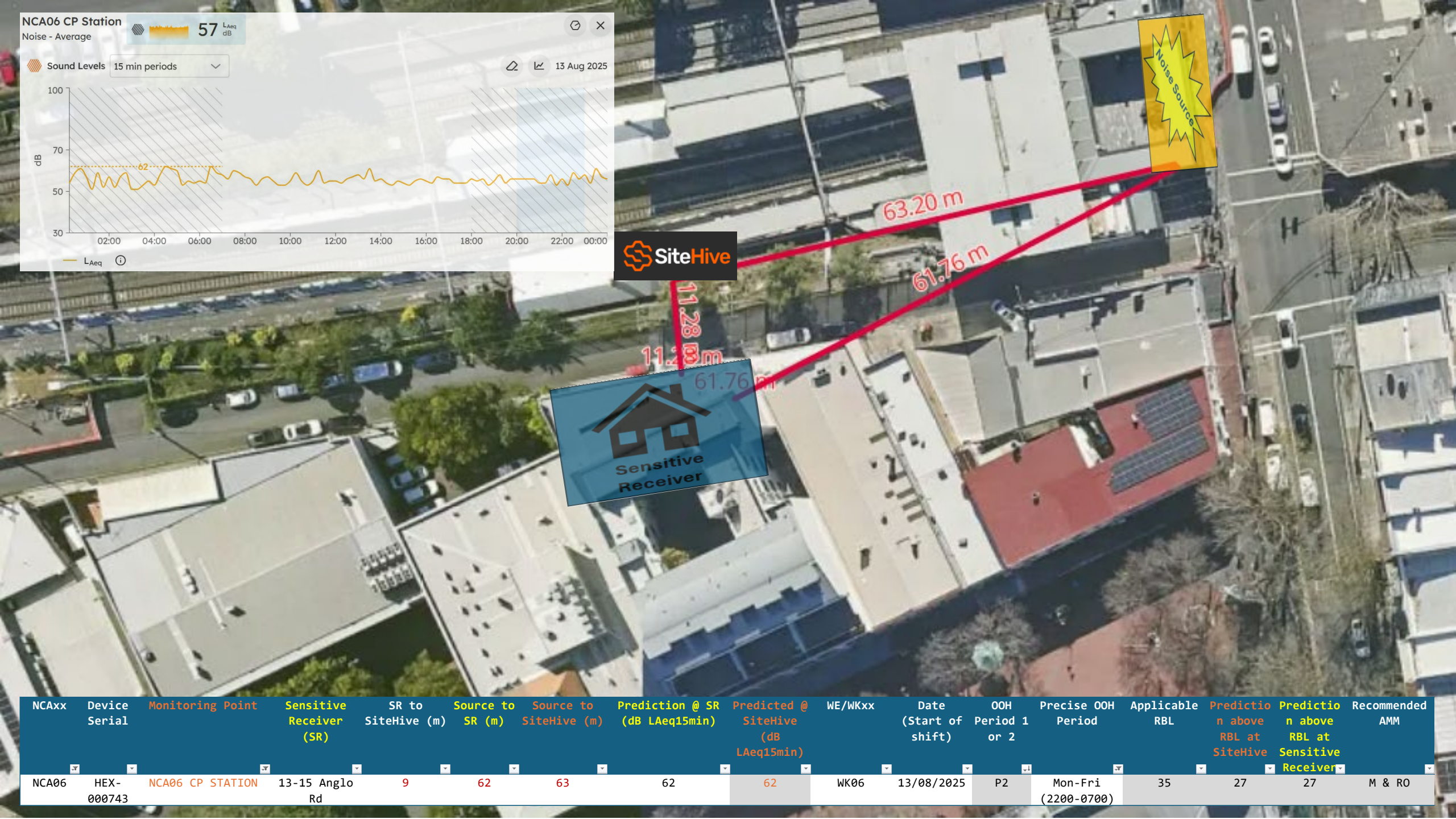
- Track Works/OHW
  - Powered hand tool
  - Hi-rail Excavator
  - Sennebogen
  - Track Welding Kit
  - Track Profile Grinder
  - Hi rail EWP
- Station Works
  - Powered hand tool
  - Hi-rail EWP
  - Excavators with hammer attachments
  - Hydremas/Mini hydremas
  - Generators
- PSD & MGF Testing and commissioning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

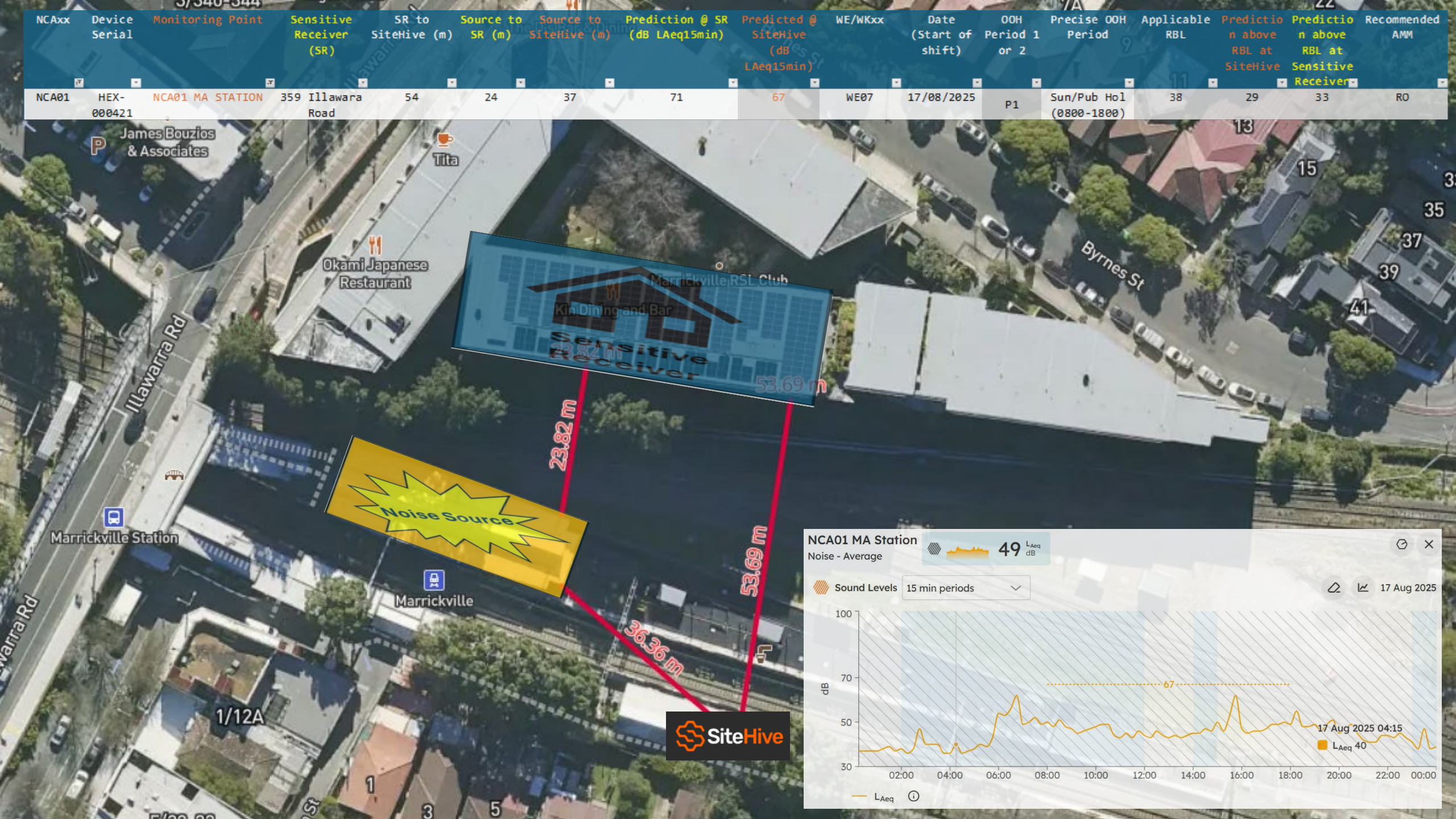
WK06 works noise monitoring was carried out at the following locations along the project corridor.



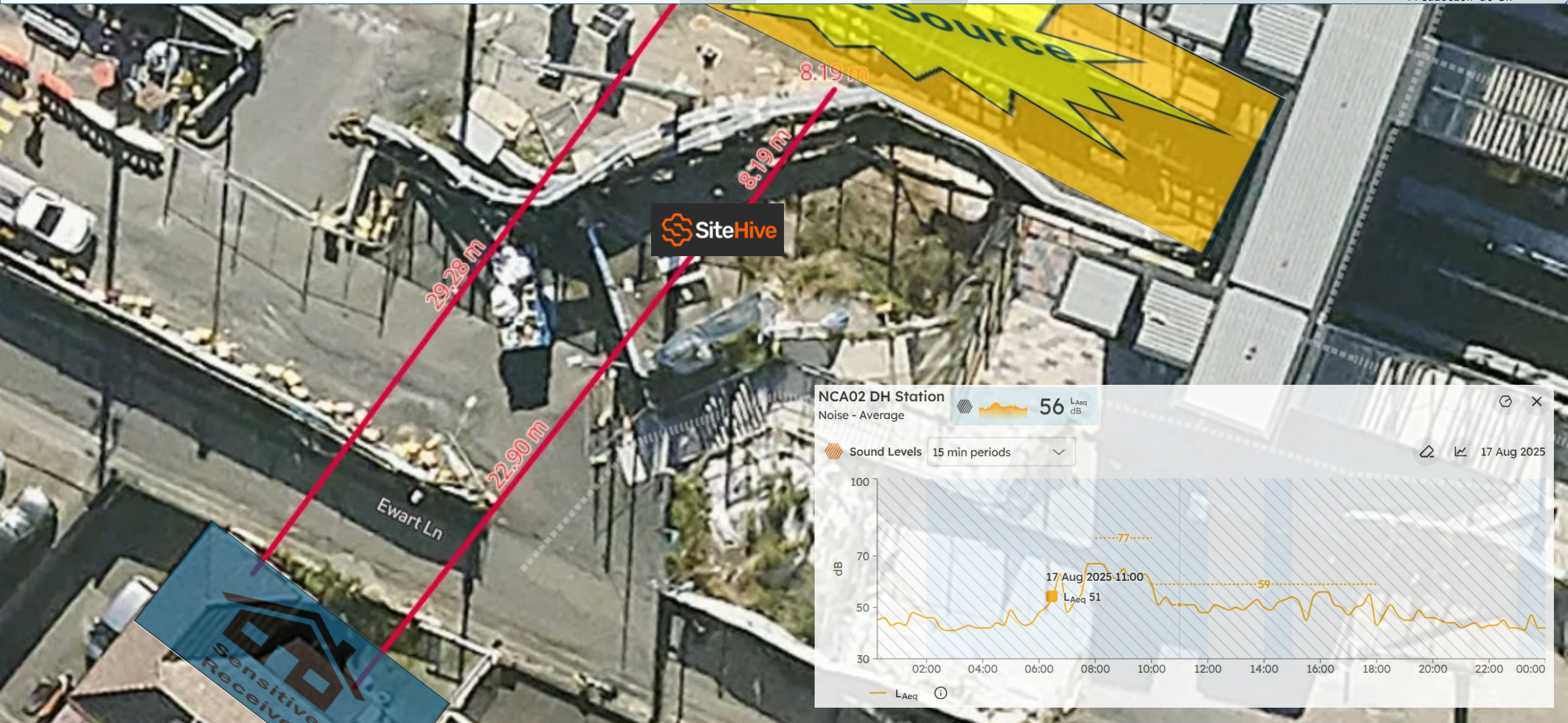
NCAxx	Device Serial	Monitoring Point	Sensitive Receiver (SR)	SR to SiteHive (m)	Source to SR (m)	Source to SiteHive (m)	Prediction @ SR (dB LAeq15min)	Predicted @ SiteHive (dB LAeq15min)	WE/WKxx	Date (Start of shift)	OOH Period 1 or 2	Precise OOH Period	Applicable RBL	Prediction above RBL at SiteHive	Prediction above RBL at Sensitive Receiver	Recommended AMM
NCA06	HEX-000743	NCA06 CP STATION	13-15 Anglo Rd	9	62	63	62	62	WK06	13/08/2025	P2	Mon-Fri (2200-0700)	35	27	27	M & RO

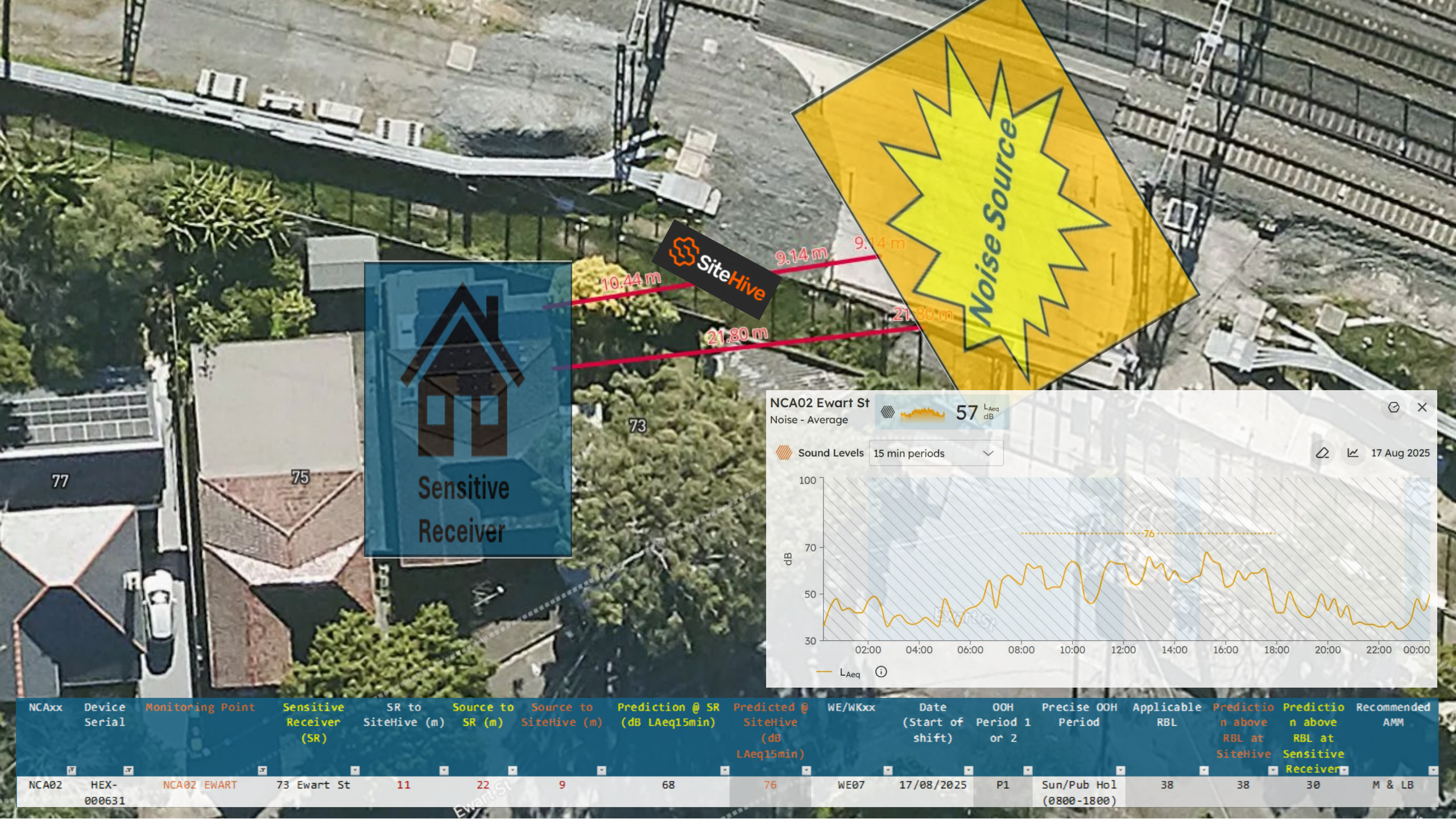
WE07 works noise monitoring was carried out at the following locations along the project corridor.

NCAxx	Device Serial	Monitoring Point	Sensitive Receiver (SR)	SR to SiteHive (m)	Source to SR (m)	Source to SiteHive (m)	Prediction @ SR (dB LAeq15min)	Predicted @ SiteHive (dB LAeq15min)	WE/WKxx	Date (Start of shift)	OOH Period 1 or 2	Precise OOH Period	Applicable RBL	Prediction above RBL at SiteHive	Prediction above RBL at Sensitive Receiver	Recommended AMM
NCA01	HEX-000421	NCA01 MA STATION	359 Illawara Road	54	24	37	71	67	WE07	17/08/2025	P1	Sun/Pub Hol (0800-1800)	38	29	33	RO



NCAxx	Device Serial	Monitoring Point	Sensitive Receiver (SR)	SR to SiteHive (m)	Source to SR (m)	Source to SiteHive (m)	Prediction @ SR (dB LAeq15min)	Predicted @ SiteHive (dB LAeq15min)	WE/WKxx	Date (Start of shift)	OOH Period 1 or 2	Precise OOH Period	Applicable RBL	Prediction above RBL at SiteHive	Prediction above RBL at Sensitive Receiver	Recommended AMM	Note
NCA02	HEX-000465	NCA02 DH STATION	57A Ewart St	29	29	1	48	77	WE07	17/08/2025	P1	Sun/Pub Hol (0800-1800)	38	39	10	nil	Prediction based on SiteHive Location- No change to Prediction at SR
NCA02	HEX-000465	NCA02 DH STATION	57A Ewart St	23	29	8	48	59	WE07	17/08/2025	P1	Sun/Pub Hol (0800-1800)	38	21	10	nil	Prediction based on SiteHive Location- No change to Prediction at SR

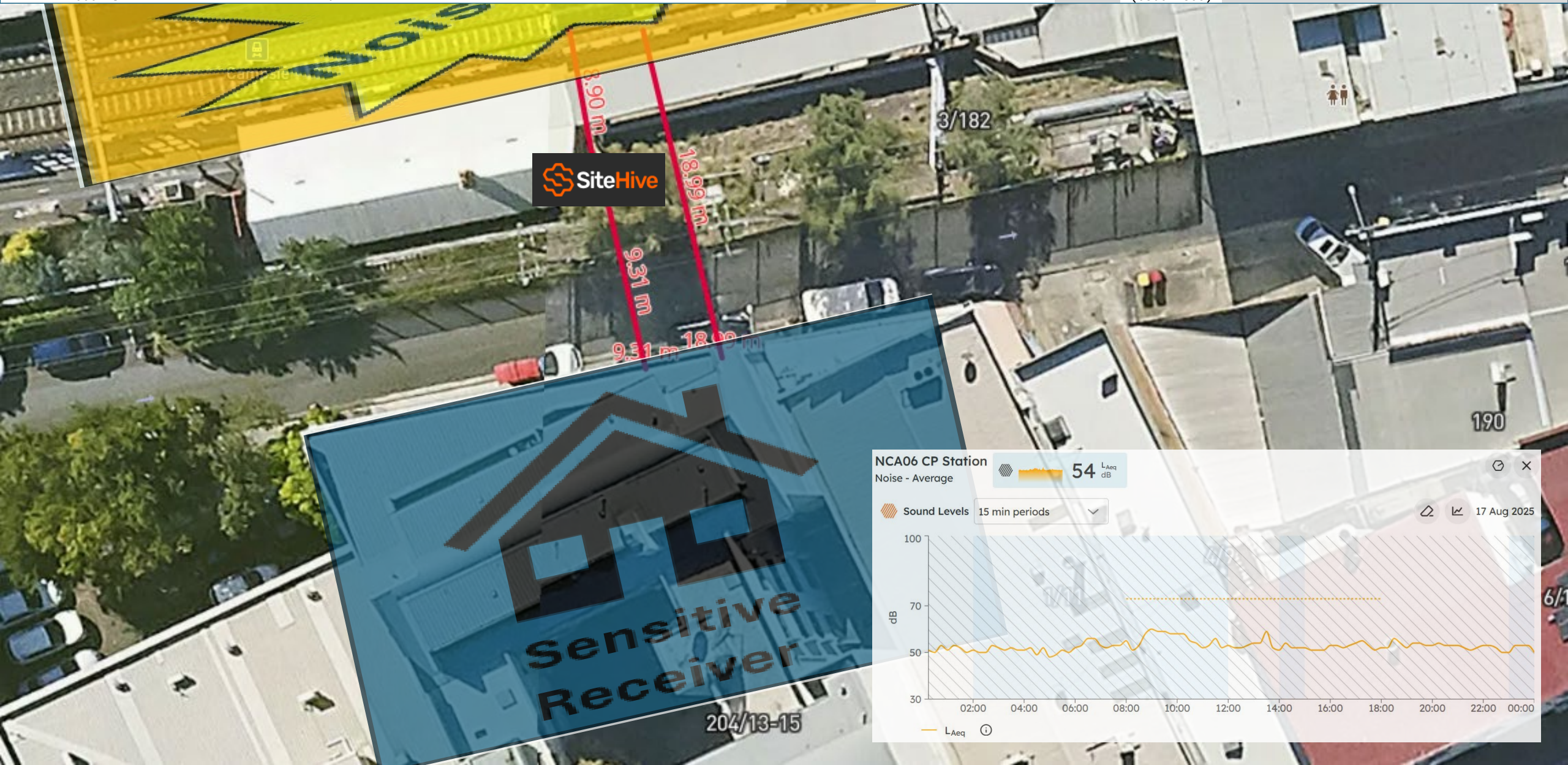


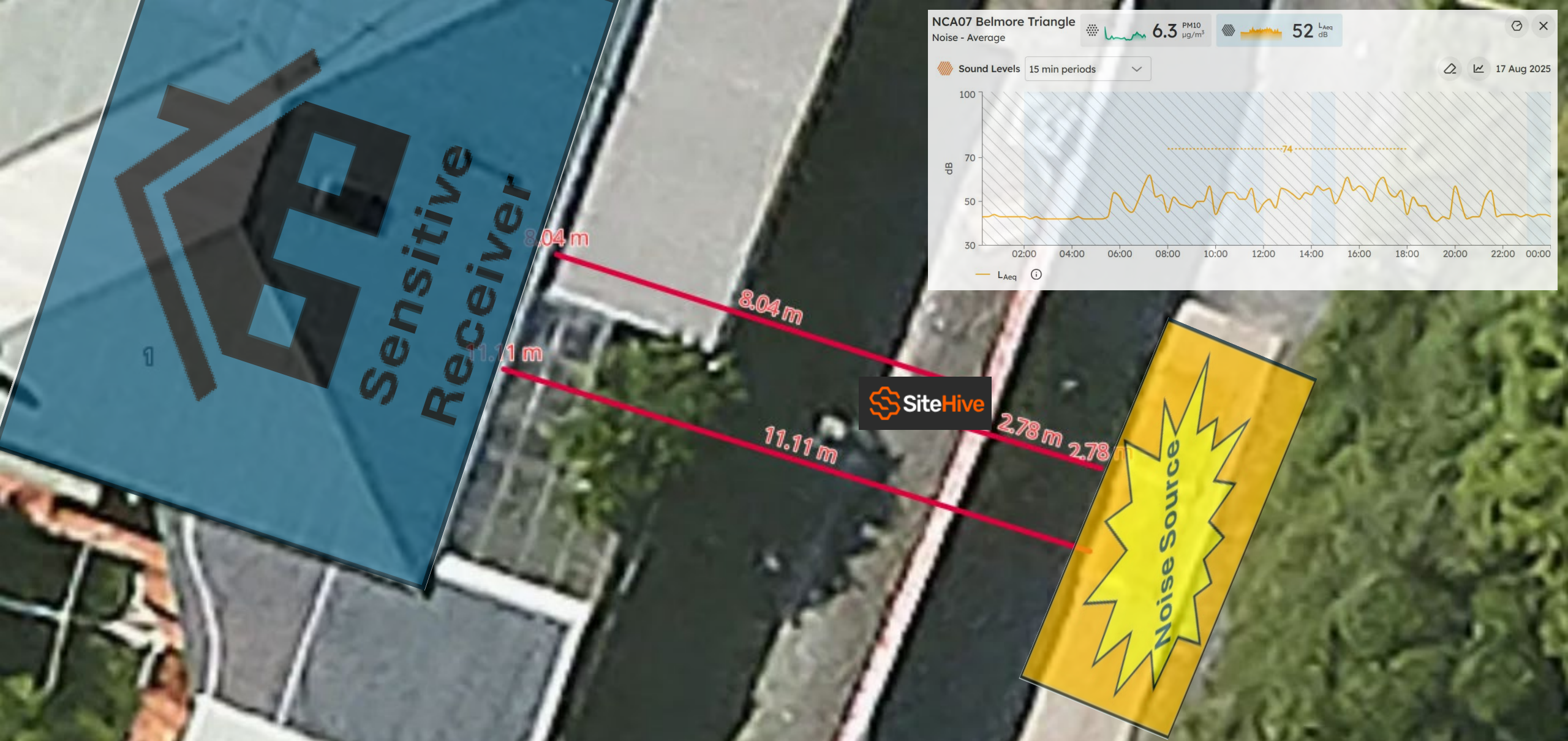


NCAxx	Device Serial	Monitoring Point	Sensitive Receiver (SR)	SR to SiteHive (m)	Source to SR (m)	Source to SiteHive (m)	Prediction @ SR (dB LAeq15min)	Predicted @ SiteHive (dB LAeq15min)	WE/WKxx	Date (Start of shift)	OOH Period 1 or 2	Precise OOH Period	Applicable RBL	Prediction above RBL at SiteHive	Prediction above RBL at Sensitive Receiver	Recommended AMM
NCA02	HEX-000631	NCA02 EWART	73 Ewart St	11	22	9	68	76	WE07	17/08/2025	P1	Sun/Pub Hol (0800-1800)	38	38	30	M & LB

NCAxx	Device Serial	Monitoring Point	Sensitive Receiver (SR)	SR to SiteHive (m)	Source to SR (m)	Source to SiteHive (m)	Prediction @ SR (dB LAeq15min)	Predicted @ SiteHive (dB LAeq15min)	WE/WKxx	Date (Start of shift)	OOH Period 1 or 2	Precise OOH Period	Applicable RBL	Prediction above RBL at SiteHive	Prediction above RBL at Sensitive Receiver	Recommended AMM	Note
NCA03	HEX-000760	NCA03 HP STATION	3A Commons St	14	46	37	67	69	WE07	16/08/2025	P2	Sat (2200-0800)	34	35	33	RO, AA	46 Floss- 32dB
NCA03	HEX-000760	NCA03 HP STATION	3A Commons St	14	46	37	67	69	WE07	17/08/2025	P1	Sun/Pub Hol (0800-1800)	38	31	29	M & LB	

NCAxx	Device Serial	Monitoring Point	Sensitive Receiver (SR)	SR to SiteHive (m)	Source to SR (m)	Source to SiteHive (m)	Prediction @ SR (dB LAeq15min)	Predicted @ SiteHive (dB LAeq15min)	WE/WKxx	Date (Start of shift)	OOH Period 1 or 2	Precise OOH Period	Applicable RBL	Prediction above RBL at SiteHive	Prediction above RBL at Sensitive Receiver	Recommended AMM
NCA06	HEX-000743	NCA06 CP STATION	13-15 Anglo Rd	9	19	9	67	73	WE07	17/08/2025	P1	Sun/Pub Hol (0800-1800)	45	28	22	M & LB





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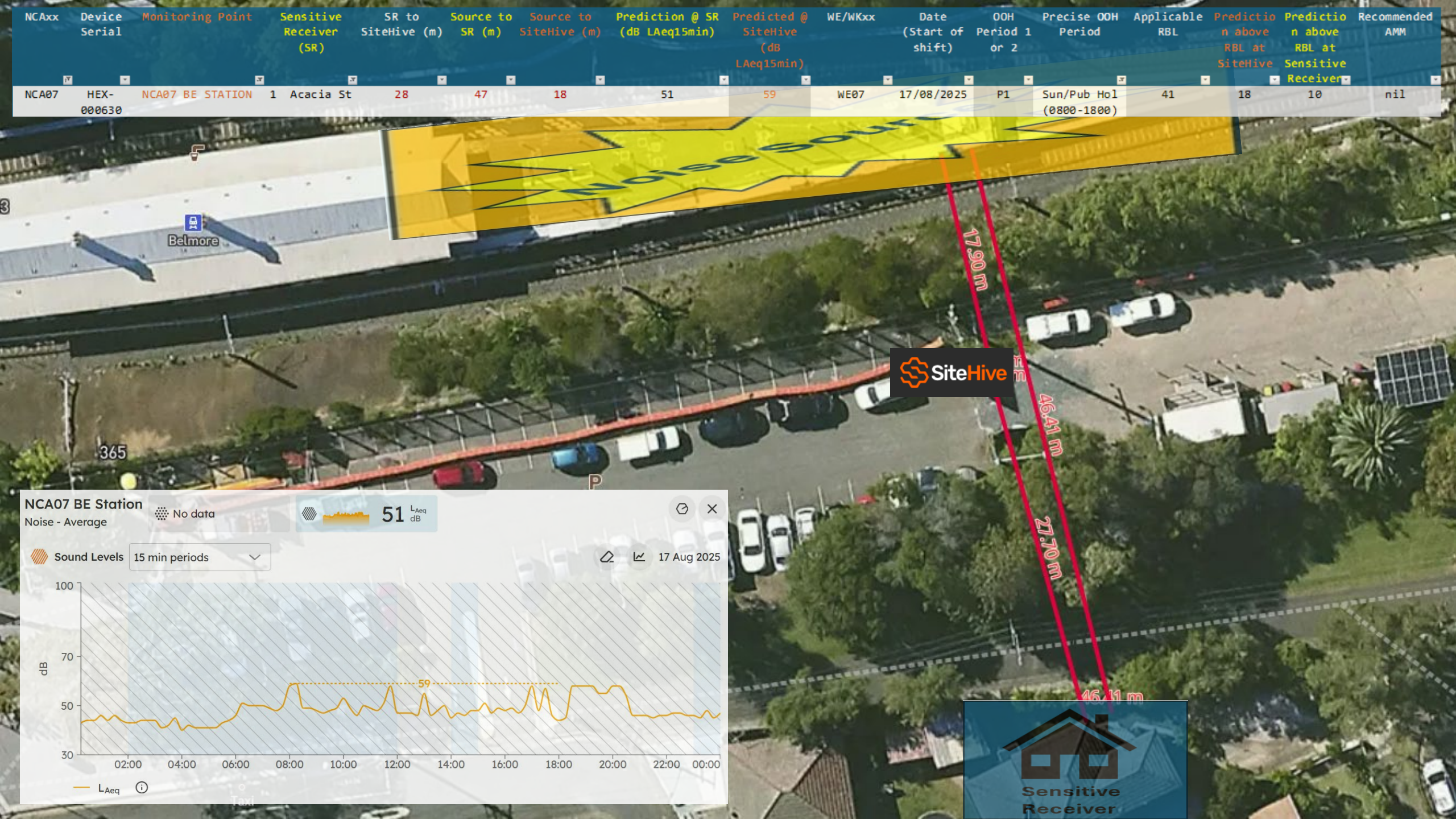
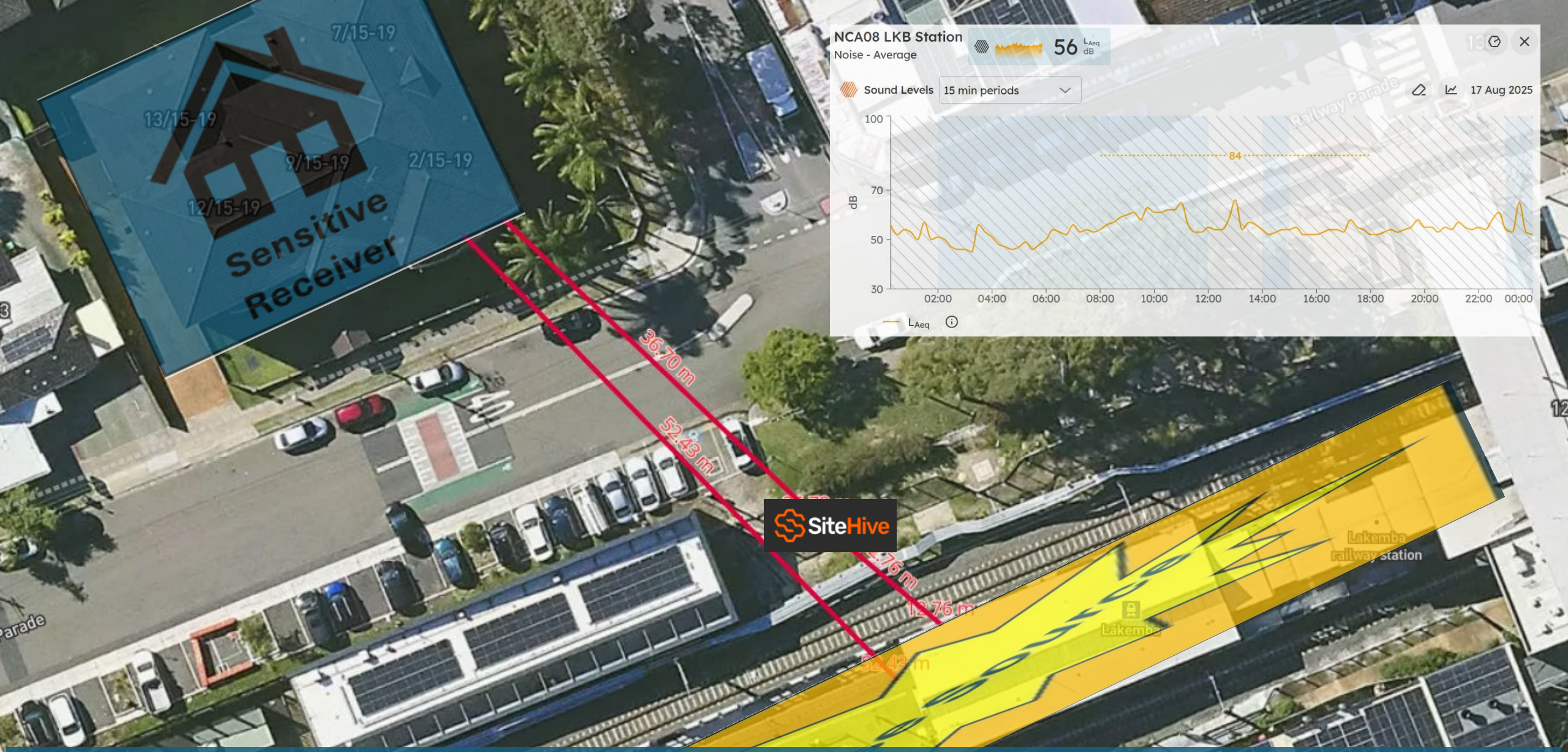
NCA07	HEX-000531	NCA07 BELMORE TRIANGLE	1 Hall St	8	11	3	63	74	WE07	17/08/2025	P1	Sun/Pub Hol (0800-1800)	41	33	22	M & LB

NCAxx	Device Serial	Monitoring Point	Sensitive Receiver (SR)	SR to SiteHive (m)	Source to SR (m)	Source to SiteHive (m)	Prediction @ SR (dB LAeq15min)	Predicted @ SiteHive (dB LAeq15min)	WE/WKxx	Date (Start of shift)	OOH Period 1 or 2	Precise OOH Period	Applicable RBL	Prediction above RBL at SiteHive	Prediction above RBL at Sensitive Receiver	Recommended AMM
NCA07	HEX-000630	NCA07 BE STATION	1 Acacia St	28	47	18	51	59	WE07	17/08/2025	P1	Sun/Pub Hol (0800-1800)	41	18	10	nil





NCAxx	Device Serial	Monitoring Point	Sensitive Receiver (SR)	SR to SiteHive (m)	Source to SR (m)	Source to SiteHive (m)	Prediction @ SR (dB LAeq15min)	Predicted @ SiteHive (dB LAeq15min)	WE/WKxx	Date (Start of shift)	OOH Period 1 or 2	Precise OOH Period	Applicable RBL	Prediction above RBL at SiteHive	Prediction above RBL at Sensitive Receiver	Recommended AMM
NCA08	HEX-000758	NCA08 LKB STATION	15-19 Croydon St	37	52	13	72	84	WE07	17/08/2025	P1	Sun/Pub Hol (0800-1800)	47	37	25	M & LB

NCAxx	Device Serial	Monitoring Point	Sensitive Receiver (SR)	SR to SiteHive (m)	Source to SR (m)	Source to SiteHive (m)	Prediction @ SR (dB LAeq15min)	Predicted @ SiteHive (dB LAeq15min)	WE/WKxx	Date (Start of shift)	OOH Period 1 or 2	Precise OOH Period	Applicable RBL	Prediction above RBL at SiteHive	Prediction above RBL at Sensitive Receiver	Recommended AMM
NCA09	HEX-000558	NCA09 WP STATION	1-3 Shadforth Street	36	19	52	71	62	WE07	17/08/2025	P1	Sun/Pub Hol (0800-1800)	44	18	27	M & LB

A. Details of any exceedances of predicted noise levels;

There were no exceedance due to works occurring.

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 (mostly Day OOH)
- 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 WK06 (13th August 2025) could only be safely conducted during road occupancy in accordance with Condition L5.6.

The works carried out on WE07 (16/17th August 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.

All feasible and reasonable at-source noise controls were implements 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 – 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 WE09

R4.4 Sydney Metro Possession (WE09, 31st August 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	02/09/2025	Prepared for R4.4	Ted Zhang	Lucas Dobrolot

Management reviews

Review date	Details	Reviewed by

Controlled: NO Copy no.: Uncontrolled: YES

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Introduction **3**

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: **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 L5.11 4

3. Noise monitoring as required by L5.7(d)..... 4

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

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..... 5

C. The justification required under L5.5 for the carrying out of works outside of standard construction hours in L5.1. 5

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

Attachment 1 – Community Notification **6**

Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out on 31st August 0800 to 1800 in Weekend 07 (WE07) across the corridor and stations, noise activities:

Low Impact Works (L5.1)

- Site access 0600 to 0800 Saturday & Sunday (pre-start, vehicle movement, set up, some low impact work)
- 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)

- Asphalting
- Vegetation Clearing
- Anti-throw Screen installation
- Industrial painting
- Bridge Inspection
- Tiling & Glazing installation

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
  - Sennebogen
  - Track Welding Kit
  - Track Profile Grinder
  - Hi rail EWP
- Station Works
  - Powered hand tool
  - Hi-rail EWP
  - Excavators with hammer attachments
  - Hydremas/Mini 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)

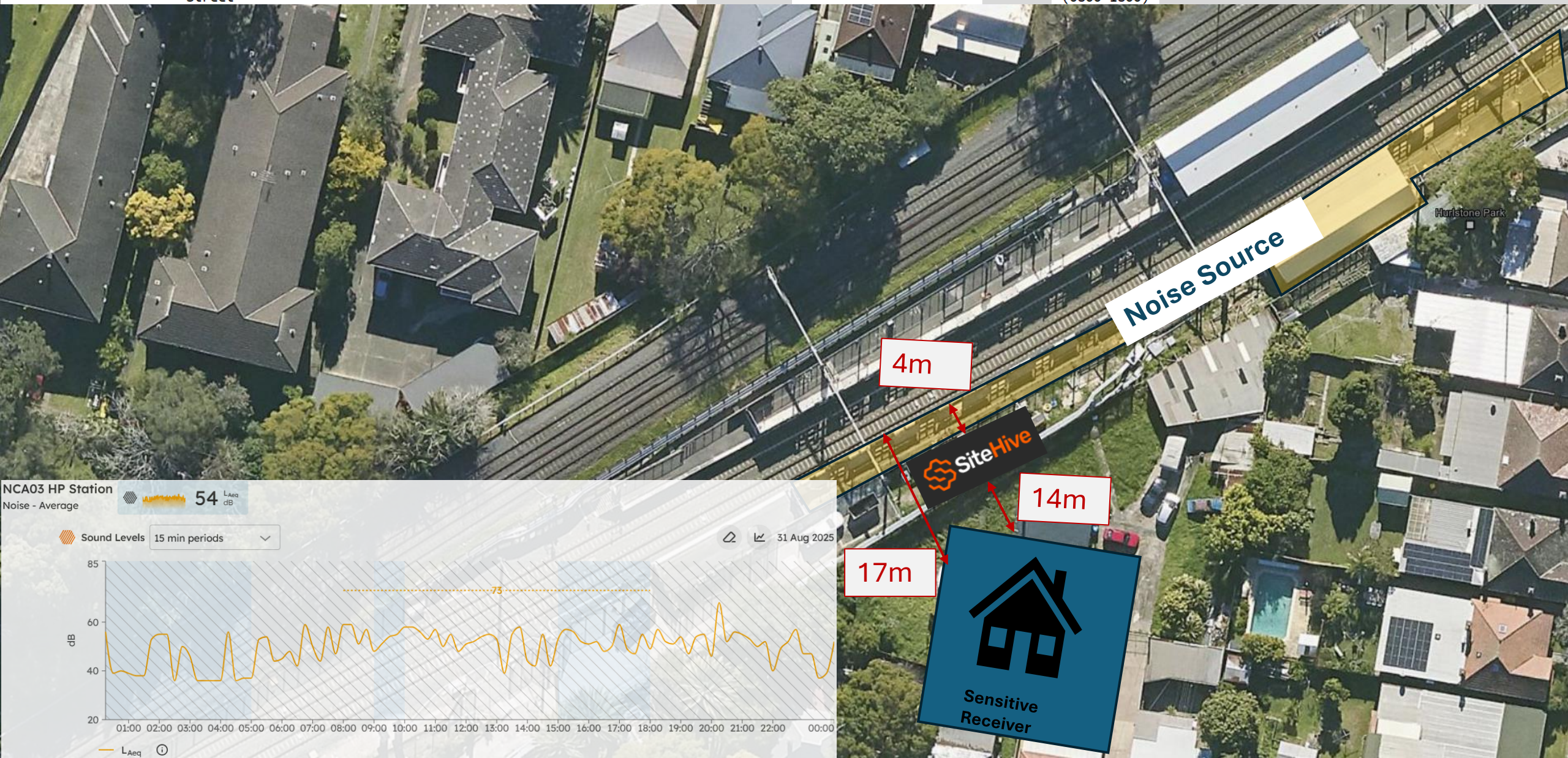
WE09 works noise monitoring was carried out at the following locations along the project corridor.

Monitoring Point	Sensitive Receiver (SR)	SR to SiteHive (m)	Source to SR (m)	Source to SiteHive (m)	Prediction @ SR (dB LAeq15min)	Predicted @ SiteHive (dB LAeq15min)	WE/WKxx	Date (Start of shift)	OOH Period 1 or 2	Precise OOH Period	Applicable RBL	Prediction above RBL at SiteHive	Prediction above RBL at Sensitive Receiver	Recommended AMM
NCA01 MA STATION	15 Leofrene Avenue	5	18	13	67	70	WE09	31/08/2025	P1	Sun/Pub Hol (0800-1800)	38	32	29	M & LB

Monitoring Point	Sensitive Receiver (SR)	SR to SiteHive (m)	Source to SR (m)	Source to SiteHive (m)	Prediction @ SR (dB LAeq15min)	Predicted @ SiteHive (dB LAeq15min)	WE/WKxx	Date (Start of shift)	OOH Period 1 or 2	Precise OOH Period	Applicable RBL	Prediction above RBL at SiteHive	Prediction above RBL at Sensitive Receiver	Recommended AMM
NCA02 DH STATION	51A Ewart Lane	20	32	12	62	71	WE09	31/08/2025	P1	Sun/Pub Hol (0800-1800)	38	33	24	M & LB

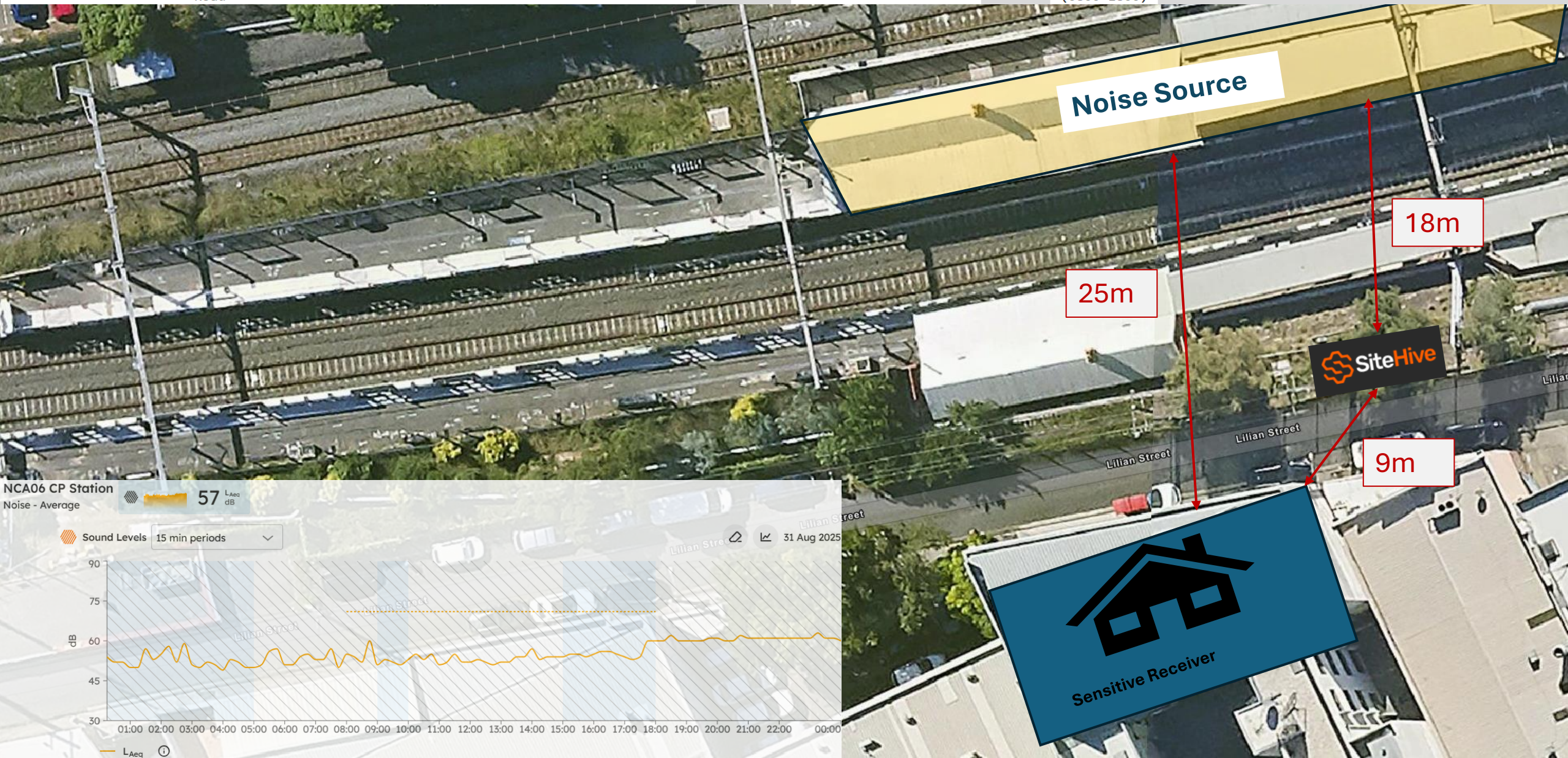
Monitoring Point	Sensitive Receiver (SR)	SR to SiteHive (m)	Source to SR (m)	Source to SiteHive (m)	Prediction @ SR (dB LAeq15min)	Predicted @ SiteHive (dB LAeq15min)	WE/WKxx	Date (Start of shift)	OOH Period 1 or 2	Precise OOH Period	Applicable RBL	Prediction above RBL at SiteHive	Prediction above RBL at Sensitive Receiver	Recommended AMM
NCA02 EWART	73 Ewart Street	11	22	9	73	81	WE09	31/08/2025	P1	Sun/Pub Hol (0800-1800)	38	43	35	RO

Monitoring Point	Sensitive Receiver (SR)	SR to SiteHive (m)	Source to SR (m)	Source to SiteHive (m)	Prediction @ SR (dB LAeq15min)	Predicted @ SiteHive (dB LAeq15min)	WE/WKxx	Date (Start of shift)	OOH Period 1 or 2	Precise OOH Period	Applicable RBL	Prediction above RBL at SiteHive	Prediction above RBL at Sensitive Receiver	Recommended AMM
NCA03 HP STATION	3A Commons Street	14	17	4	60	73	WE09	31/08/2025	P1	Sun/Pub Hol (0800-1800)	38	35	22	M & LB



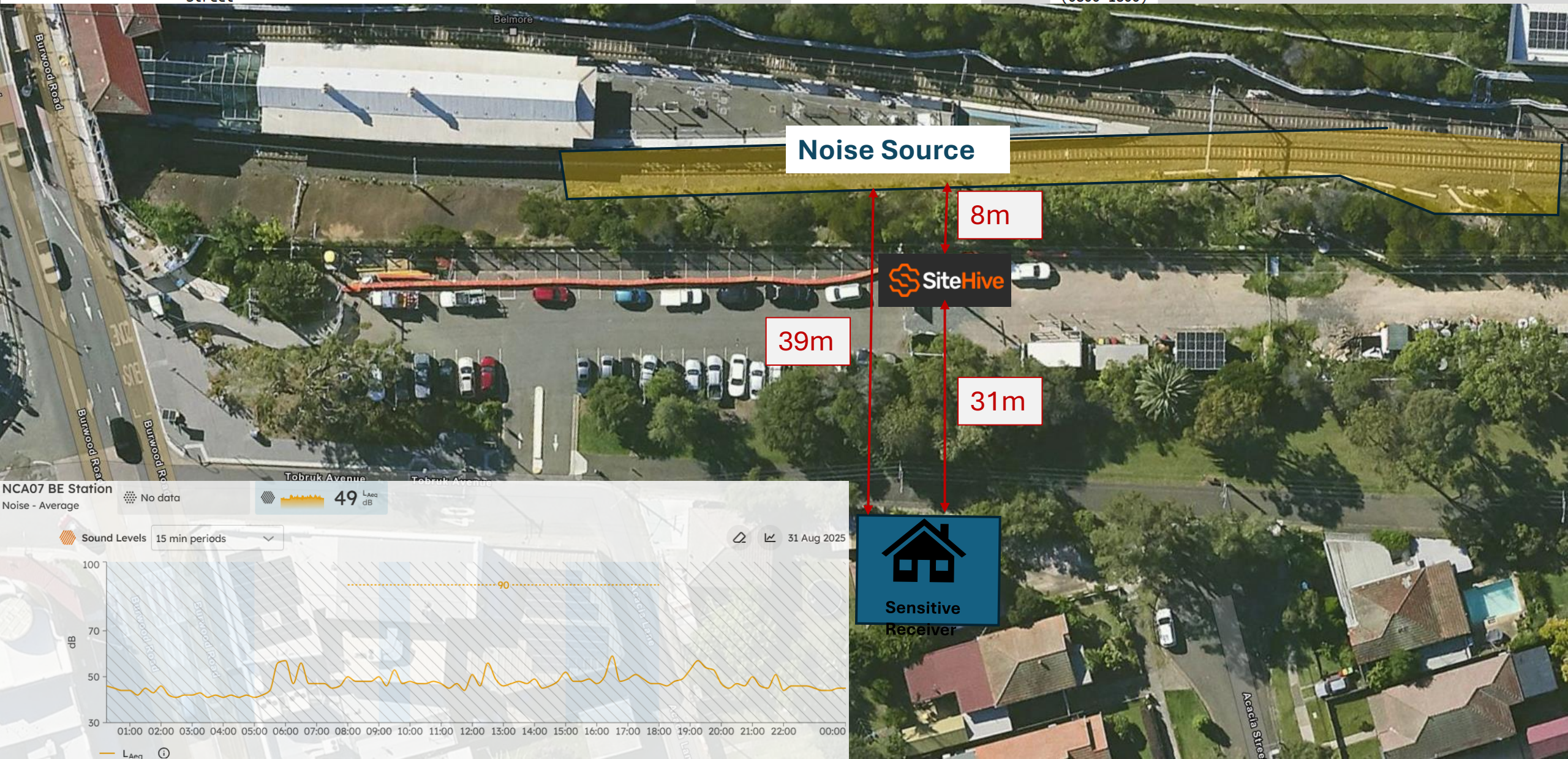
Monitoring Point	Sensitive Receiver (SR)	SR to SiteHive (m)	Source to SR (m)	Source to SiteHive (m)	Prediction @ SR (dB LAeq15min)	Predicted @ SiteHive (dB LAeq15min)	WE/WKxx	Date (Start of shift)	OOH Period 1 or 2	Precise OOH Period	Applicable RBL	Prediction above RBL at SiteHive	Prediction above RBL at Sensitive Receiver	Recommended AMM
NCA04 CB STATION	2A Charles Street	10	29	18	76	80	WE09	31/08/2025	P1	Sun/Pub Hol (0800-1800)	40	40	36	RO

Monitoring Point	Sensitive Receiver (SR)	SR to SiteHive (m)	Source to SR (m)	Source to SiteHive (m)	Prediction @ SR (dB LAeq15min)	Predicted @ SiteHive (dB LAeq15min)	WE/WKxx	Date (Start of shift)	OOH Period 1 or 2	Precise OOH Period	Applicable RBL	Prediction above RBL at SiteHive	Prediction above RBL at Sensitive Receiver	Recommended AMM
NCA06 CP STATION	13-15 Anglo Road	9	25	18	68	71	WE09	31/08/2025	P1	Sun/Pub Hol (0800-1800)	45	26	23	M & LB



Monitoring Point	Sensitive Receiver (SR)	SR to SiteHive (m)	Source to SR (m)	Source to SiteHive (m)	Prediction @ SR (dB LAeq15min)	Predicted @ SiteHive (dB LAeq15min)	WE/WKxx	Date (Start of shift)	OOH Period 1 or 2	Precise OOH Period	Applicable RBL	Prediction above RBL at SiteHive	Prediction above RBL at Sensitive Receiver	Recommended AMM
NCA07 BELMORE TRIANGLE	1 Hall Street	8	11	3	79	90	WE09	31/08/2025	P1	Sun/Pub Hol (0800-1800)	41	49	38	RO

Monitoring Point	Sensitive Receiver (SR)	SR to SiteHive (m)	Source to SR (m)	Source to SiteHive (m)	Prediction @ SR (dB LAeq15min)	Predicted @ SiteHive (dB LAeq15min)	WE/WKxx	Date (Start of shift)	OOH Period 1 or 2	Precise OOH Period	Applicable RBL	Prediction above RBL at SiteHive	Prediction above RBL at Sensitive Receiver	Recommended AMM
NCA07 BE STATION	1 Acacia Street	31	39	8	76	90	WE09	31/08/2025	P1	Sun/Pub Hol (0800-1800)	41	49	35	RO



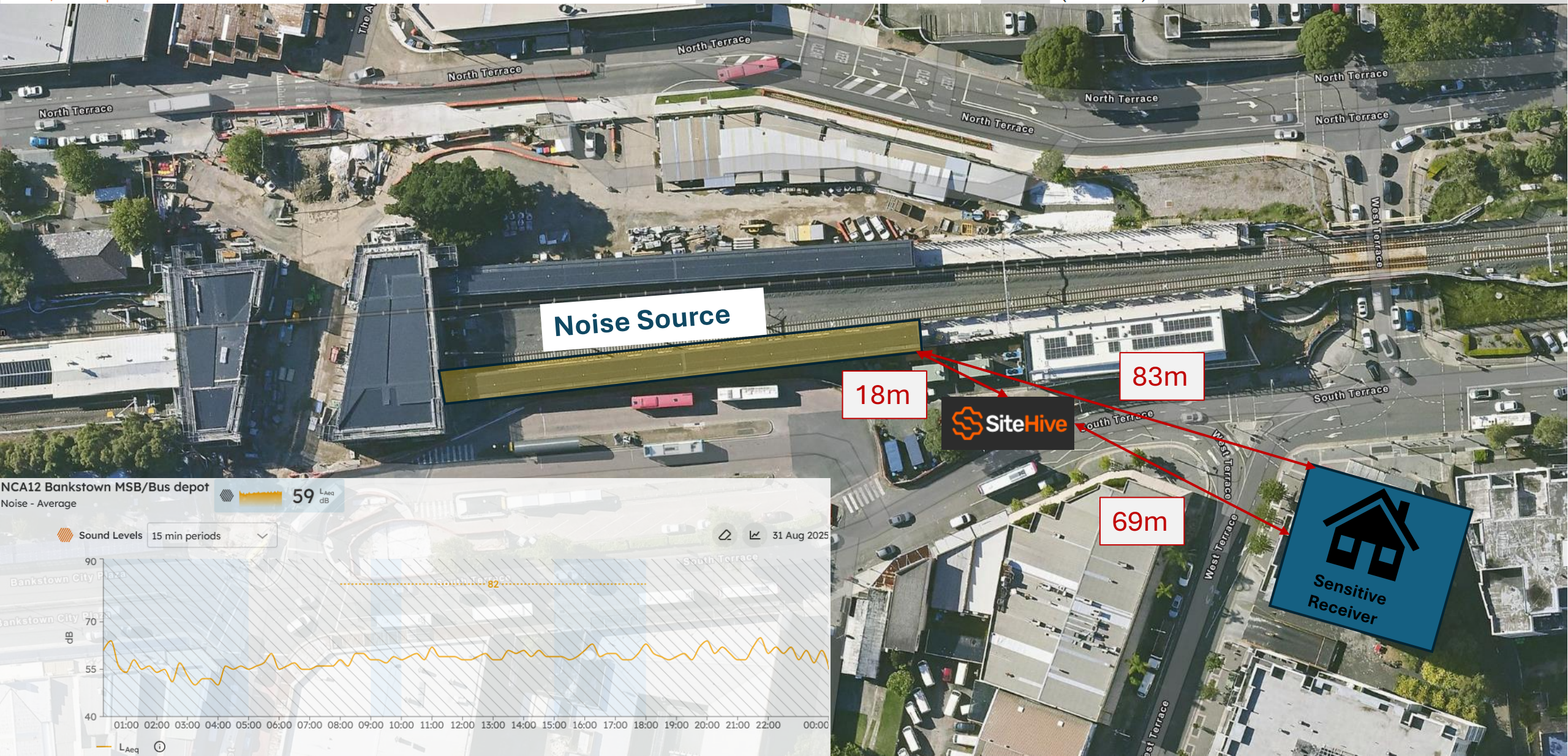
Monitoring Point	Sensitive Receiver (SR)	SR to SiteHive (m)	Source to SR (m)	Source to SiteHive (m)	Prediction @ SR (dB LAeq15min)	Predicted @ SiteHive (dB LAeq15min)	WE/WKxx	Date (Start of shift)	OOH Period 1 or 2	Precise OOH Period	Applicable RBL	Prediction above RBL at SiteHive	Prediction above RBL at Sensitive Receiver	Recommended AMM
NCA08 LKB STATION	15-19 Croydon	47	84	43	55	61	WE09	31/08/2025	P1	Sun/Pub Hol (0800-1800)	47	14	8	nil

Following activities has been identified not related to JHLOR JV construction:

1. Animal Activity identified at 13:28, Laeq of the 15 minutes period recorded as 63 dB
2. Resident Vehicle identified at 14:32, Laeq of the 15 minutes period recorded as 64 dB
3. Animal Activity identified at 14:47, Laeq of the 15 minutes period recorded as 67 dB
4. Resident Activity identified at 17:22, Laeq of the 15 minutes period recorded as 65 dB

Monitoring Point	Sensitive Receiver (SR)	SR to SiteHive (m)	Source to SR (m)	Source to SiteHive (m)	Prediction @ SR (dB LAeq15min)	Predicted @ SiteHive (dB LAeq15min)	WE/WKxx	Date (Start of shift)	OOH Period 1 or 2	Precise OOH Period	Applicable RBL	Prediction above RBL at SiteHive	Prediction above RBL at Sensitive Receiver	Recommended AMM
NCA10 PB STATION	41 Urunga Parade	100	110	16	52	69	WE07	17/08/2025	P1	Sun/Pub Hol (0800-1800)	47	22	5	nil

Monitoring Point	Sensitive Receiver (SR)	SR to SiteHive (m)	Source to SR (m)	Source to SiteHive (m)	Prediction @ SR (dB LAeq15min)	Predicted @ SiteHive (dB LAeq15min)	WE/WKxx	Date (Start of shift)	OOH Period 1 or 2	Precise OOH Period	Applicable RBL	Prediction above RBL at SiteHive	Prediction above RBL at Sensitive Receiver	Recommended AMM
NCA12 Bankstown MSB/Bus depot	2 West Terrace	69	83	18	69	82	WE09	31/08/2025	P1	Sun/Pub Hol (0800-1800)	54	28	15	LB



A. Details of any exceedances of predicted noise levels;

There were no exceedance due to works occurring.

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 (mostly Day OOH)
- 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 WE09 (31st August 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.

All feasible and reasonable at-source noise controls were implements 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 – 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 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

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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 4

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

> 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

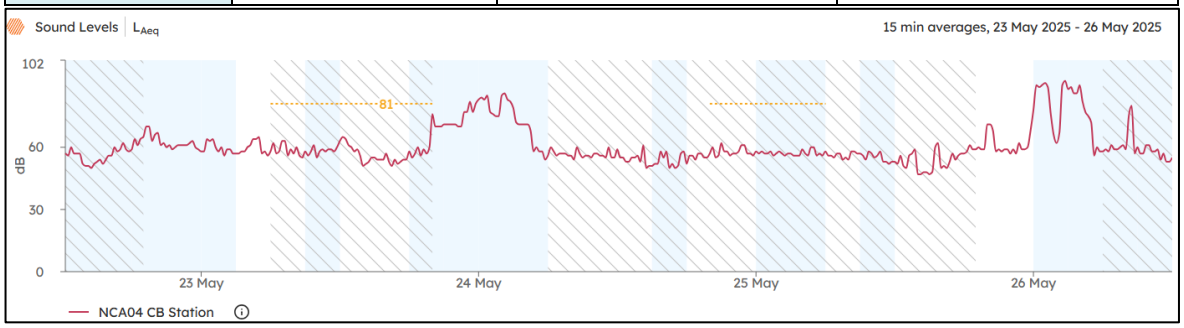
A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

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.

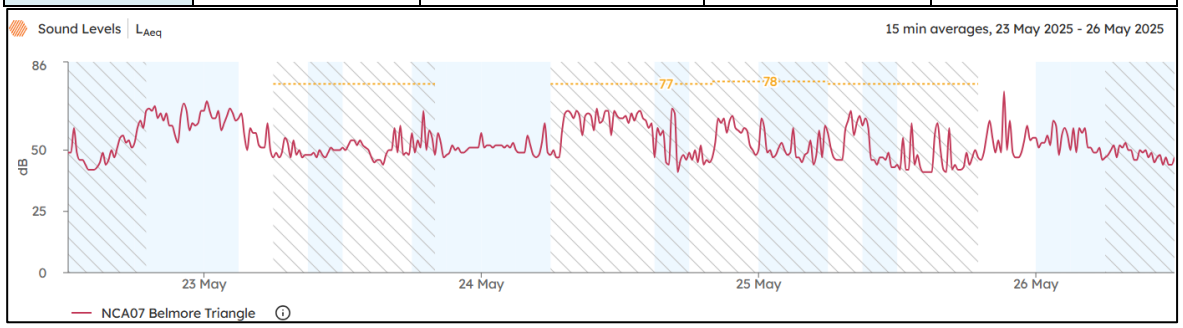
A. NCA 04 Noise Monitor (HEX-000296) is 12 m NE of 2A Charles Street, Canterbury

	Distance to the Source of Noise (m)	Friday Night, 23 May, 1800-0800 Prediction (L_{Aeq} 15 minutes)	Sunday Day, 25 May, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	9	81	81
Nearest Resident	20	74	74



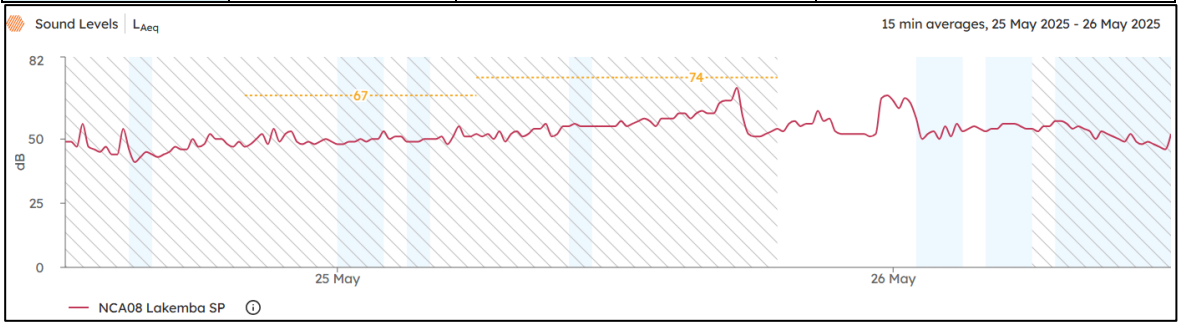
B. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore

	Distance to the Source of Noise (m)	Friday & Saturday Night, 23-24 May, 1800-0800 Prediction (L_{Aeq} 15 minutes)	Sunday Day, 25 May, 0800-1800 Prediction (L_{Aeq} 15 minutes)	Sunday Night, 25 May, 1800-0700 Prediction (L_{Aeq} 15 minutes)
Monitor	2	77	78	77
Nearest Resident	6	70	71	70



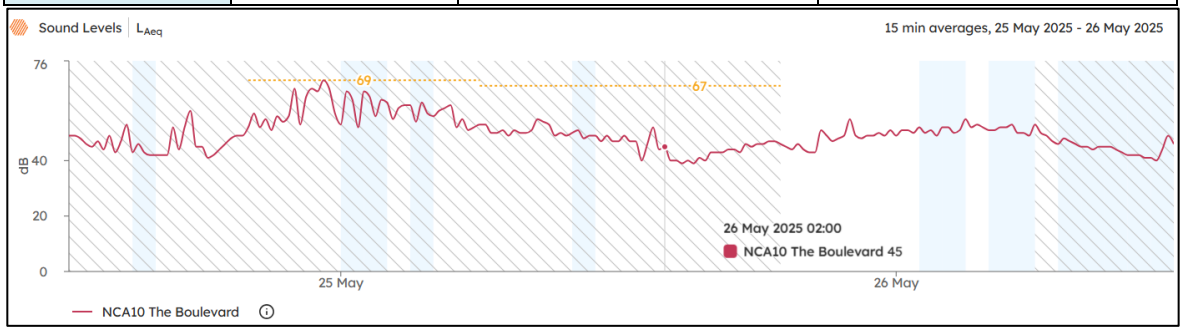
C. NCA 08 Noise Monitor (HEX-000743) is 49 m NE of 18 The Boulevarde, Lakemba

	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	18	74	74
Nearest Resident	40	67	67



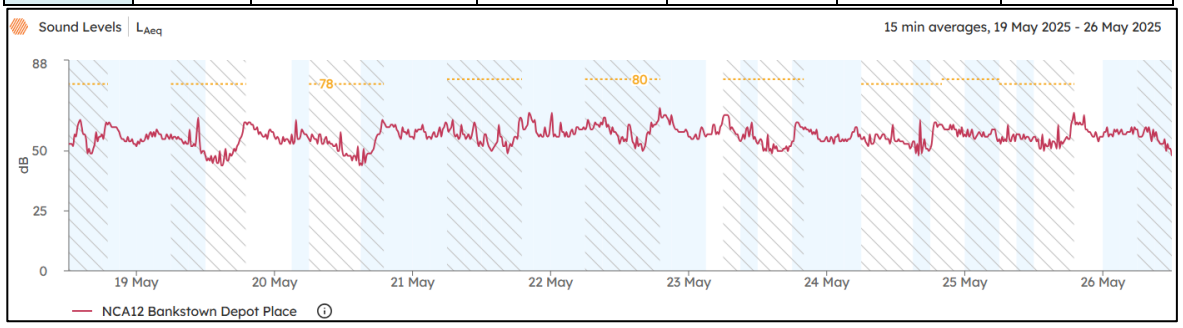
D. NCA 10 Noise Monitor (HEX-000594) is 51 m NW of 160 The Boulevarde, Punchbowl

	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



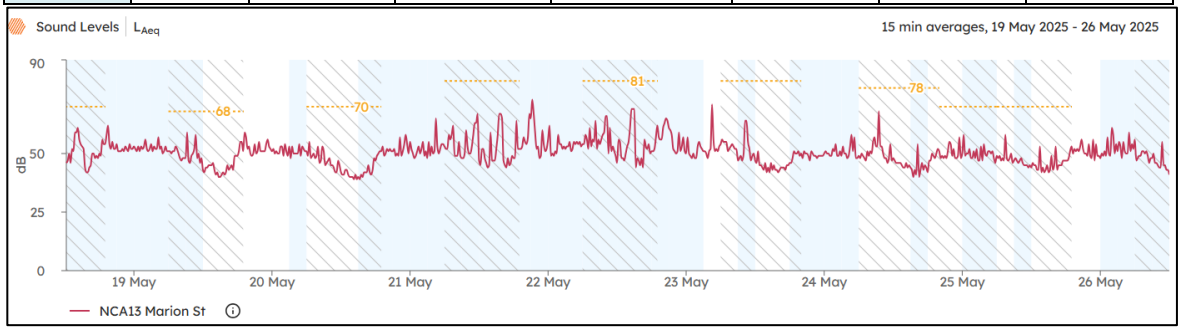
E. NCA 12 Noise Monitor (HEX-000630) is 67 m S of 21 Bungalow Cres, Bankstown

	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 implements 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

JHLORJV

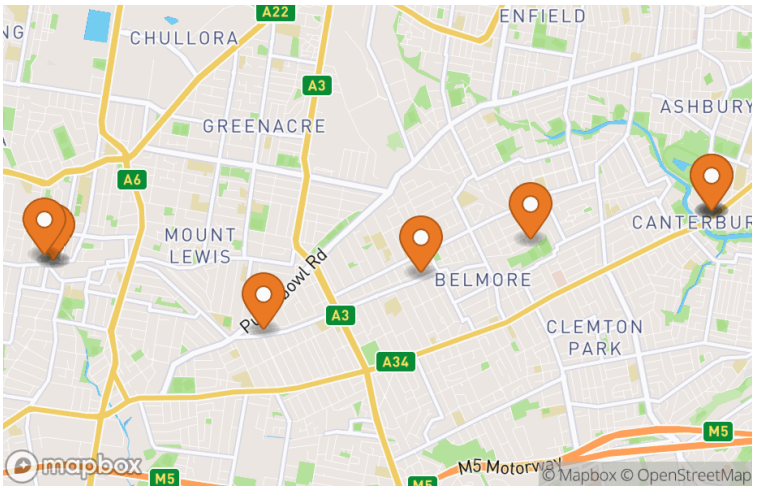
Sydney Metro S2B

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	-



Noise Monitoring Statistics

NCA07 Belmore Triangle

60 dB	DAY L_{Aeq}
57 dB	EVENING L_{Aeq}
55 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA12 Bankstown Depot ...

59 dB	DAY L_{Aeq}
58 dB	EVENING L_{Aeq}
56 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA04 CB Station

76 dB	DAY L_{Aeq}
62 dB	EVENING L_{Aeq}
59 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA13 Marion St

56 dB	DAY L_{Aeq}
55 dB	EVENING L_{Aeq}
55 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA08 Lakemba SP

52 dB	DAY L_{Aeq}
51 dB	EVENING L_{Aeq}
52 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA10 The Boulevard

62 dB	DAY L_{Aeq}
52 dB	EVENING L_{Aeq}
53 dB	NIGHT L_{Aeq}

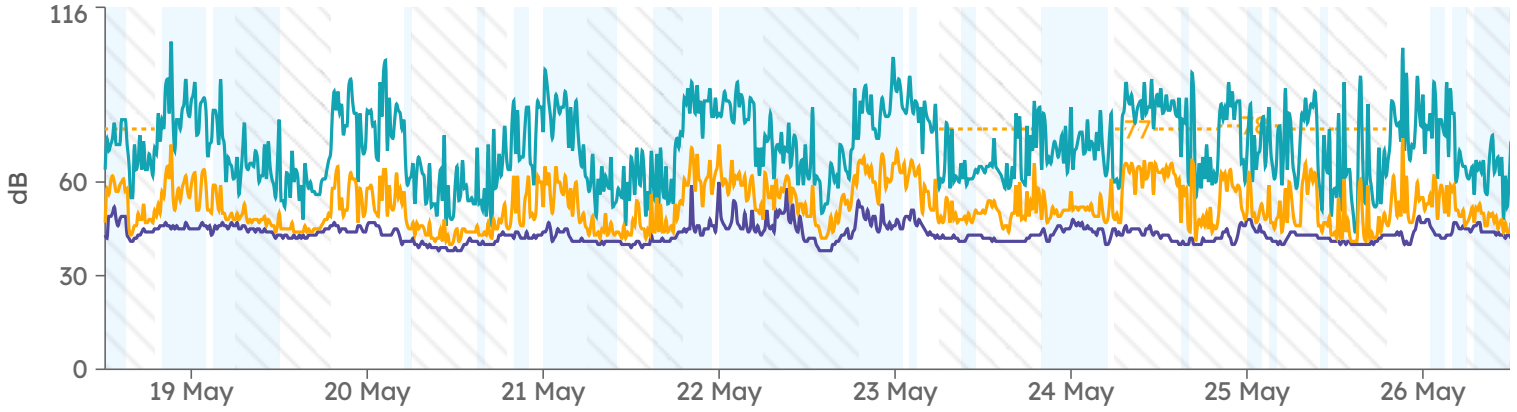
Average value across selected time period

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

Sound Levels | NCA07 Belmore Triangle

15m averages, 19 May 2025 - 26 May 2025



Parameters

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

Thresholds

77 Y25 WE46-47 23-25.May BelmoreT Night

78 Y25 WE47 25.May BelmoreT Day

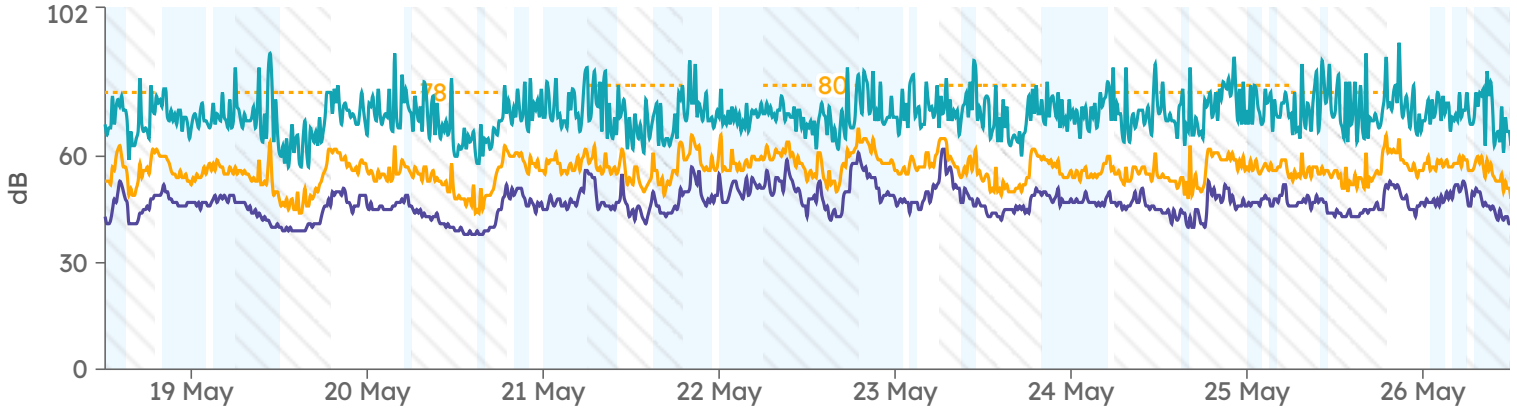
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA12 Bankstown Depot Place

15m averages, 19 May 2025 - 26 May 2025



Parameters

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

Thresholds

78 Y25 WE46 19-20.May Depot Place Night

80 Y25 WE46 21-23.May Depot Place Night

78 Y25 WE47 24-25.May Depot Place Night

80 Y25 WE47 25.May Depot Place Day

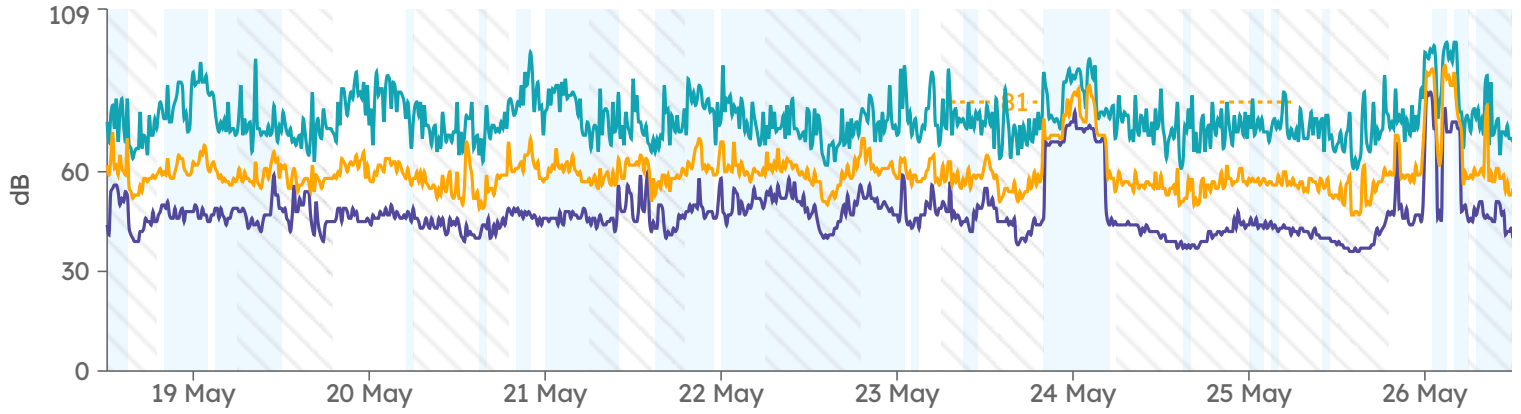
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA04 CB Station

15m averages, 19 May 2025 - 26 May 2025



Parameters

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

Thresholds

81 Y25 WE46 23.May CB Station Night

81 Y25 WE47 25.May CB Station Day

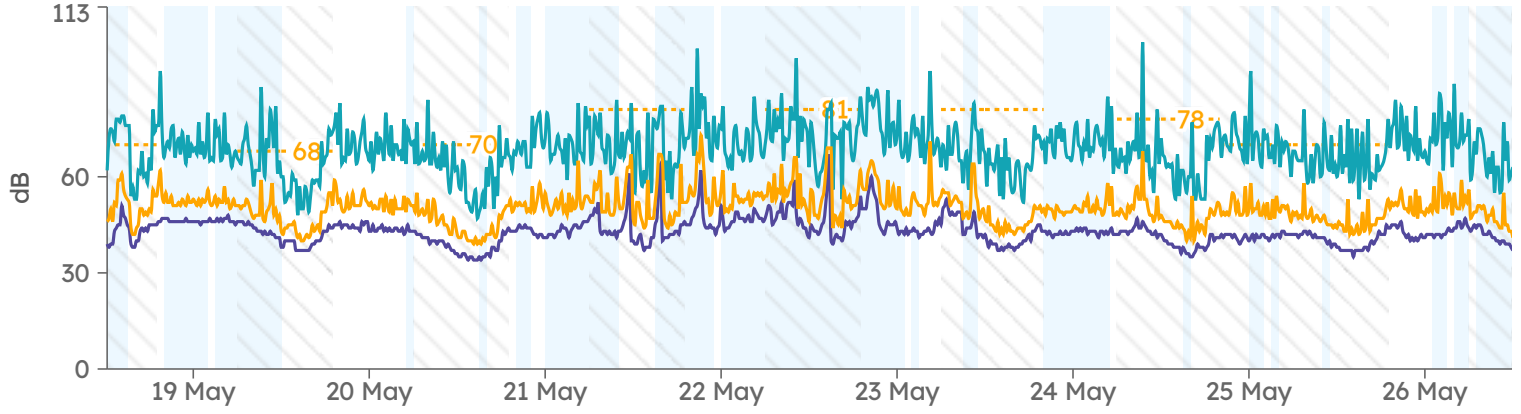
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA13 Marion St

15m averages, 19 May 2025 - 26 May 2025



Parameters

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

Thresholds

68 Y25 WE46 19.May Marion St Night

70 Y25 WE46 20.May Marion St Night

81 Y25 WE46 21-23.May Marion St Night

70 Y25 WE47 25.May Marion St Night

70 Y25 WE47 25.May Marion St Day

78 Y25 WE47 24.May Marion St Night

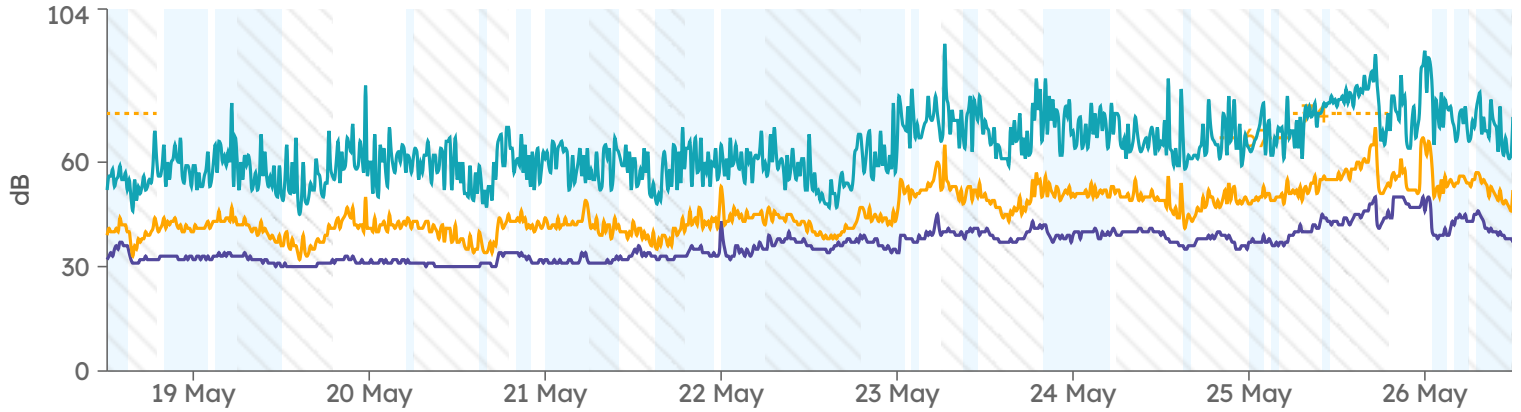
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA08 Lakemba SP

15m averages, 19 May 2025 - 26 May 2025



Parameters

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

Thresholds

74 Y25 WE47 25.May Lakemba SP Night

67 Y25 WE47 25.May Lakemba SP Day

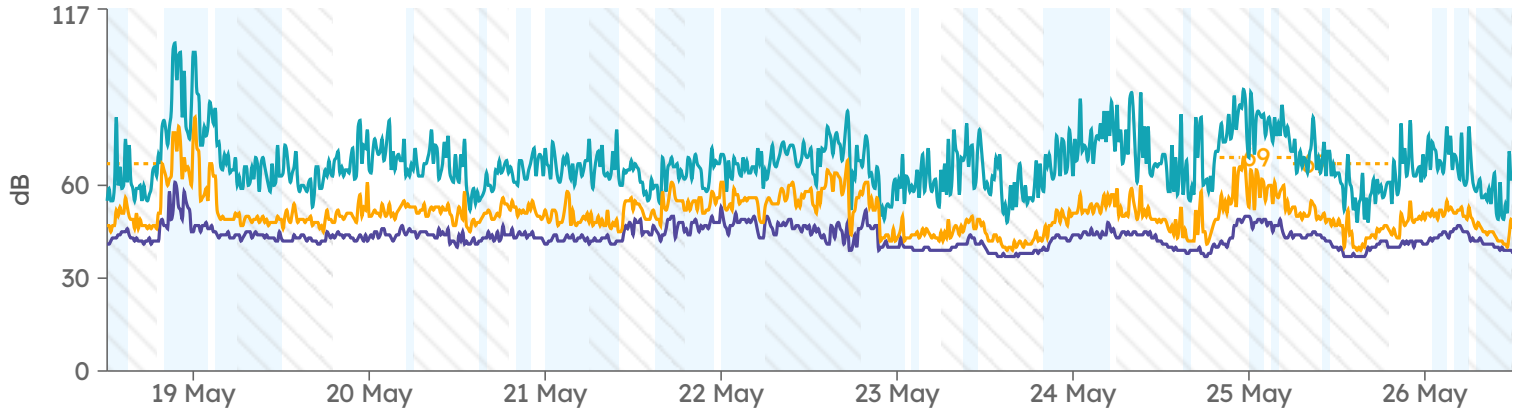
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA10 The Boulevard

15m averages, 19 May 2025 - 26 May 2025



Parameters

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

Thresholds

69 Y25 WE47 25.May The Boulevard Day

67 Y25 WE47 25.May The Boulevard Night

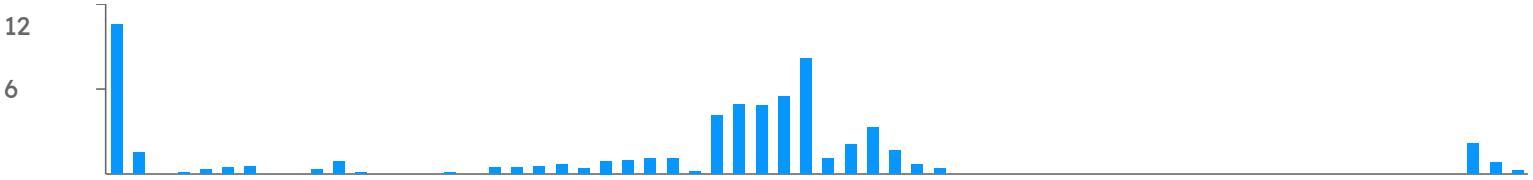
Other

Potentially weather affected periods

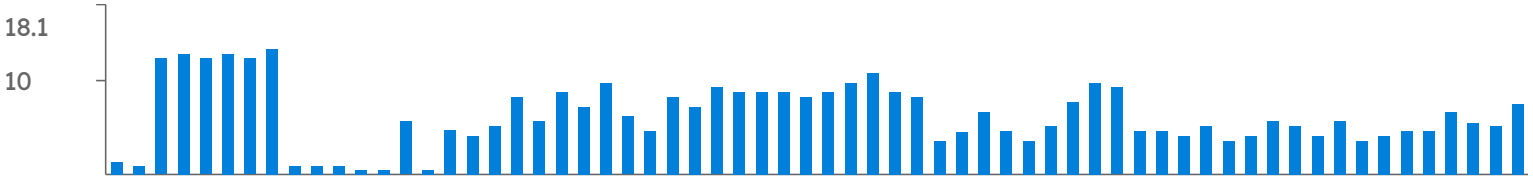
Out of Hours

Weather Graphs 19 May 2025 - 26 May 2025

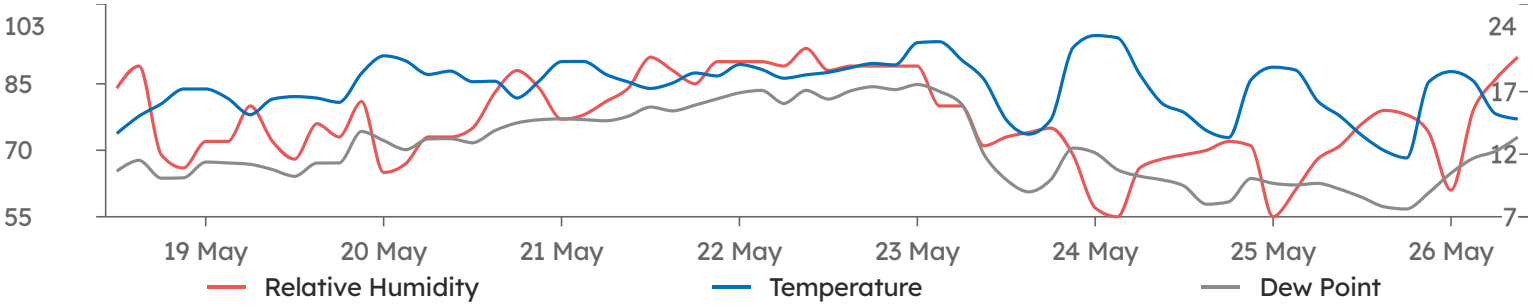
mm **Rainfall** 3 Hourly cumulative Source



m/s **Wind** 3 Hourly max speed and dominant direction



% **Humidity / Temp / Dew Point** 3 Hourly max °C



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

JHLORJV

Sydney Metro S2B

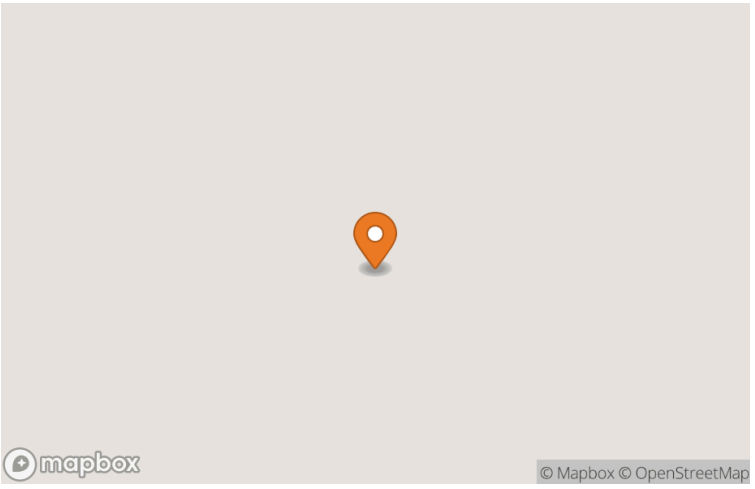
Attended Summary Report

Attended Monitoring Summary

Date Range 19 May 2025 - 26 May 2025

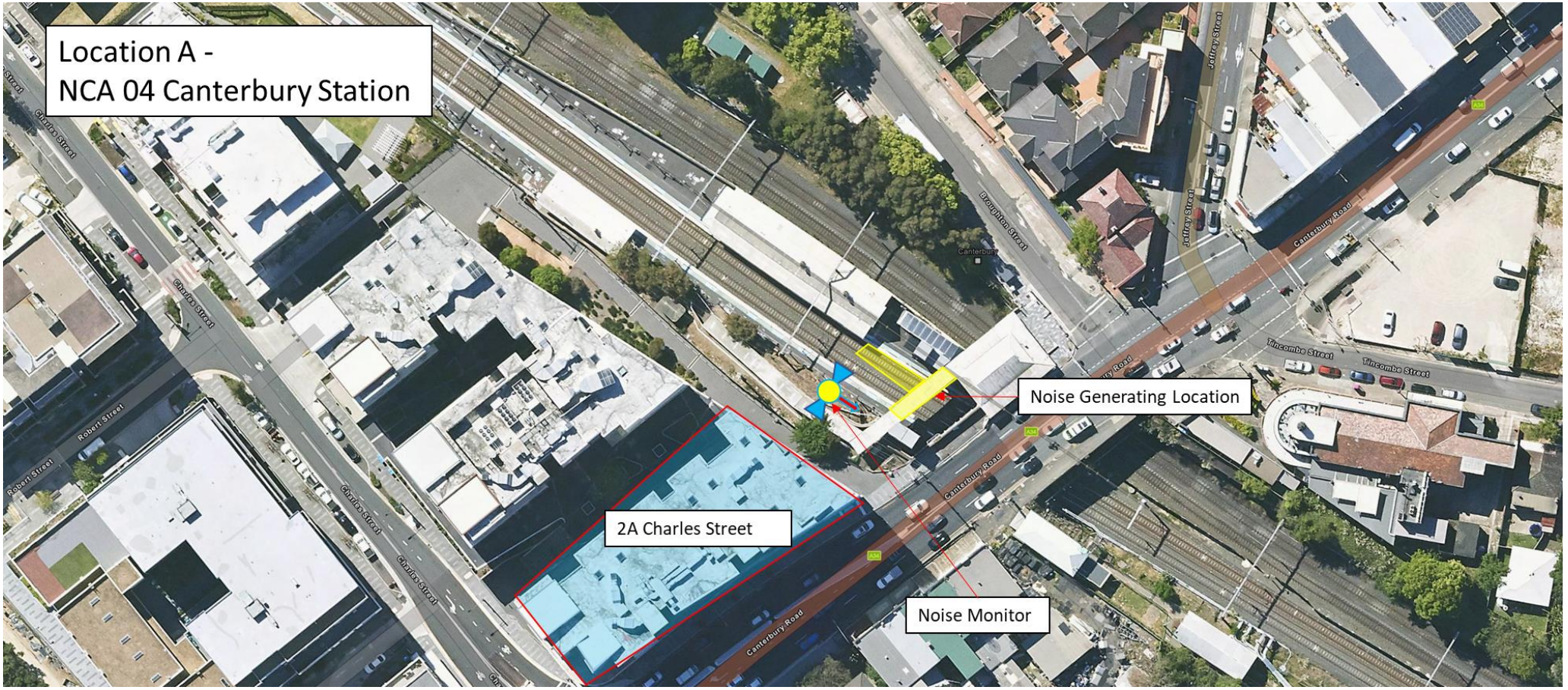
Monitoring Locations

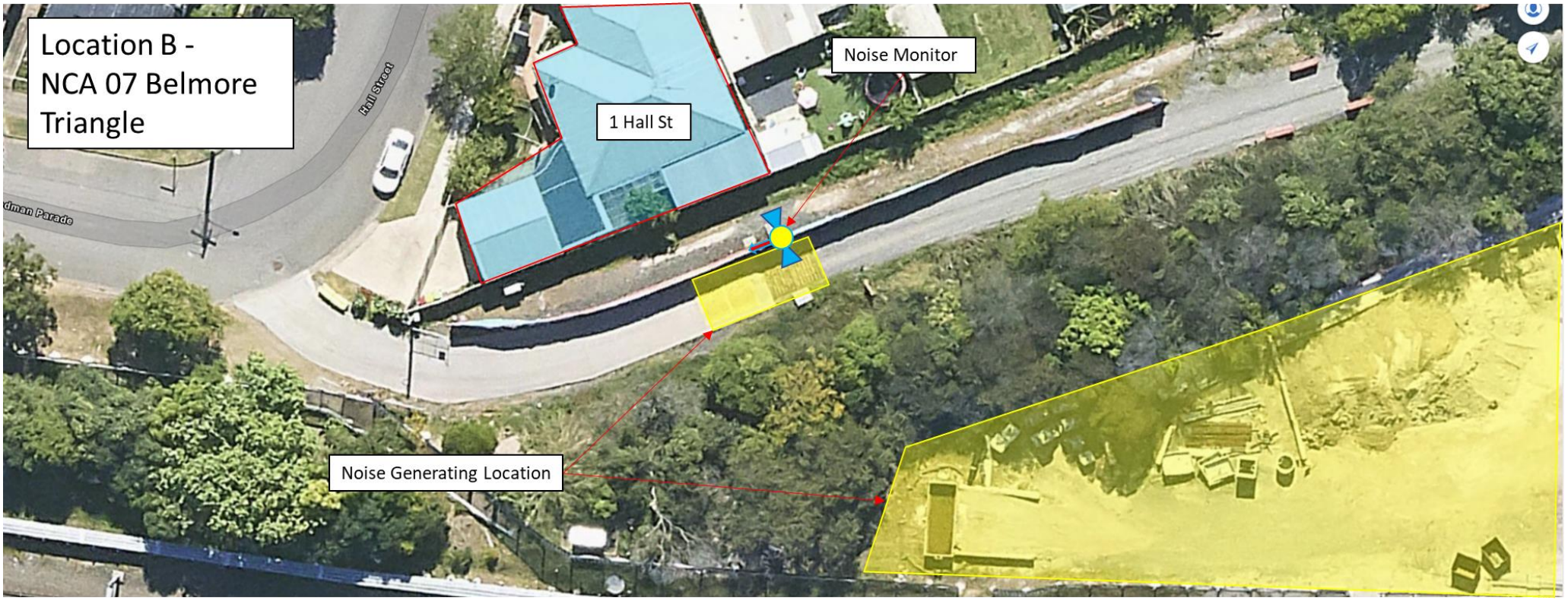
Location Name	Lat	Long

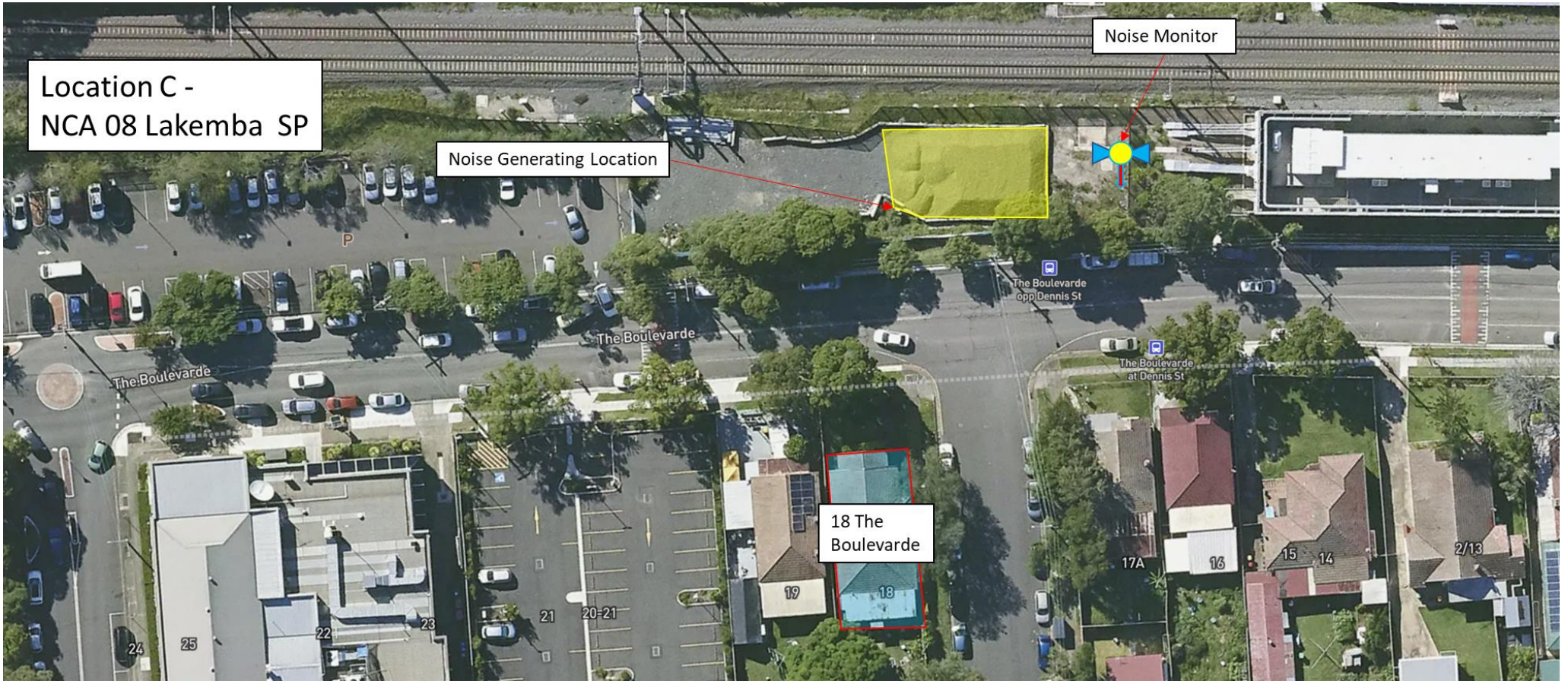


Attended Monitoring Results Summary Table

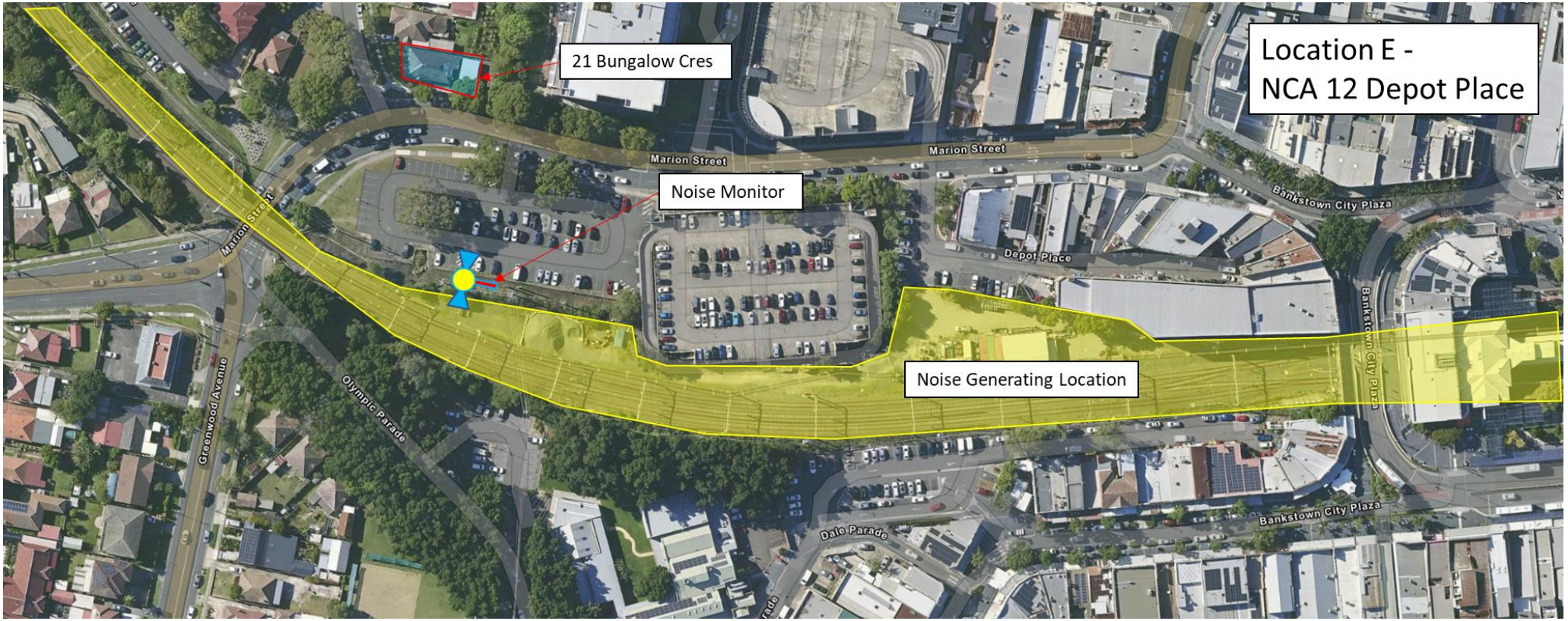
Background	Predicted	L_{Aeq}	L_{A10}	L_{A90}	L_{Amin}	L_{Amax}	Site Activities	Compliance
21 May 2025 22:30	Depot Place							General Monitoring
39 dB	72 dB	65.6 dB	69.8 dB	61.6 dB	55.8 dB	77.9 dB	Spoil train idling and moving	Compliant

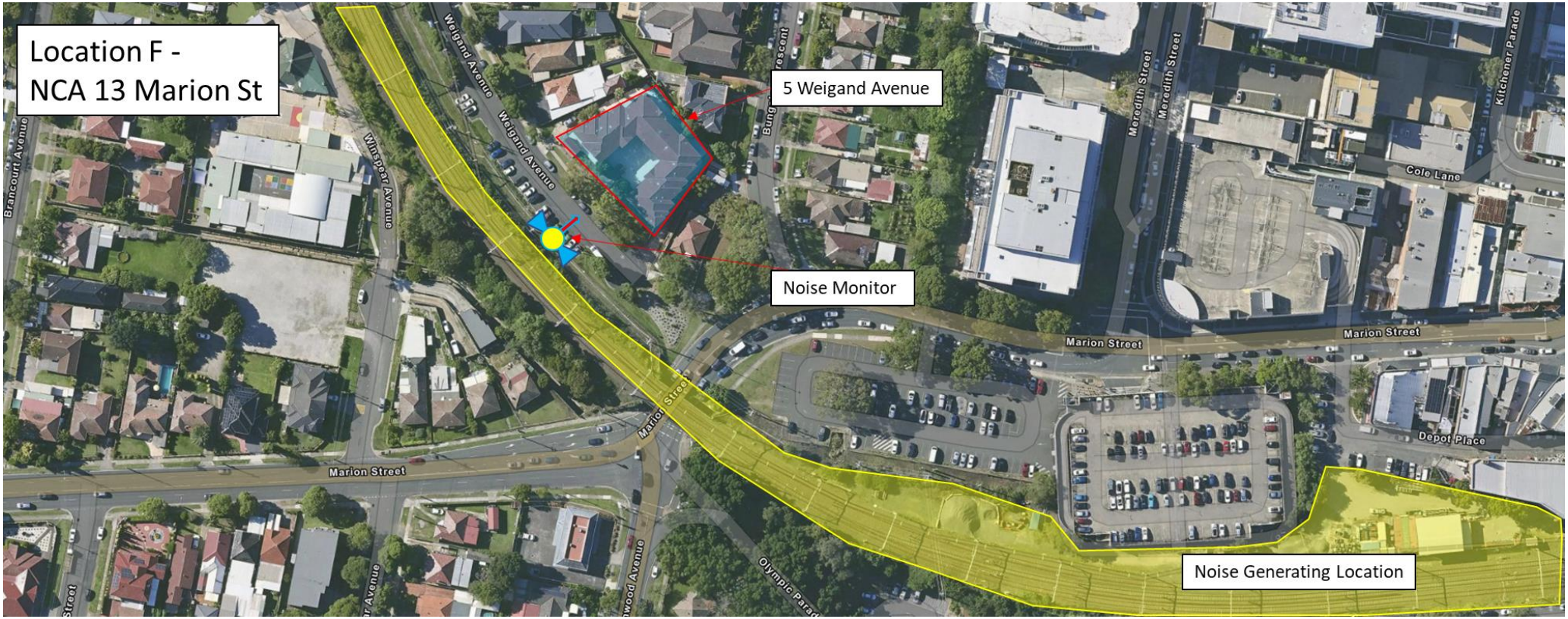

Location A -
NCA 04 Canterbury Station
Noise Generating Location
2A Charles Street
Noise Monitor
Charles Street
Robert Street
Canterbury Road
Broughton Street
Jeffrey Street
Tincombe Street


Location B -
NCA 07 Belmore
Triangle
Hall Street
1 Hall St
Noise Monitor
Noise Generating Location


Location C -
NCA 08 Lakemba SP
Noise Monitor
Noise Generating Location
The Boulevarde
opp Dennis St
The Boulevarde
The Boulevarde
The Boulevarde
at Dennis St
18 The
Boulevarde
P
24
25
22
23
21
20-21
19
18
17A
16
15
14
2/13

Location D -
NCA 10 The Boulevarde
Noise Monitor
Noise Generating Location
160 The Boulevarde
The Boulevarde
212
Australia Post
Chemist Warehouse
Anytime Fitness
164
170
18/154
153
Dudley St at The Boulevarde
Dudley St
Dudley St after The Boulevarde


Location E -
NCA 12 Depot Place
21 Bungalow Cres
Noise Monitor
Noise Generating Location
Marion Street
Marion Street
Marion Street
Bankstown City Plaza
Depot Place
Bankstown City Plaza
Greenwood Avenue
Olympic Parade
Dale Parade
Bankstown City Plaza


Location F -
NCA 13 Marion St
5 Weigand Avenue
Noise Monitor
Noise Generating Location
Weigand Avenue
Weigand Avenue
Winspear Avenue
Brancourt Avenue
Marion Street
Marion Street
Marion Street
Marion Street
Meredith Street
Meredith Street
Kitchener Parade
Cole Lane
Depot Place
Olympic Parade

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.

Sydney Metro City & Southwest

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**

Sydney Metro City & Southwest

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

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Sydney Metro City & Southwest

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 pedestrain access. Access to properties will be maintained, however parking will be temporaily closed.
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal
- Minor defect remediation work as required
- Testing and commissioning activities

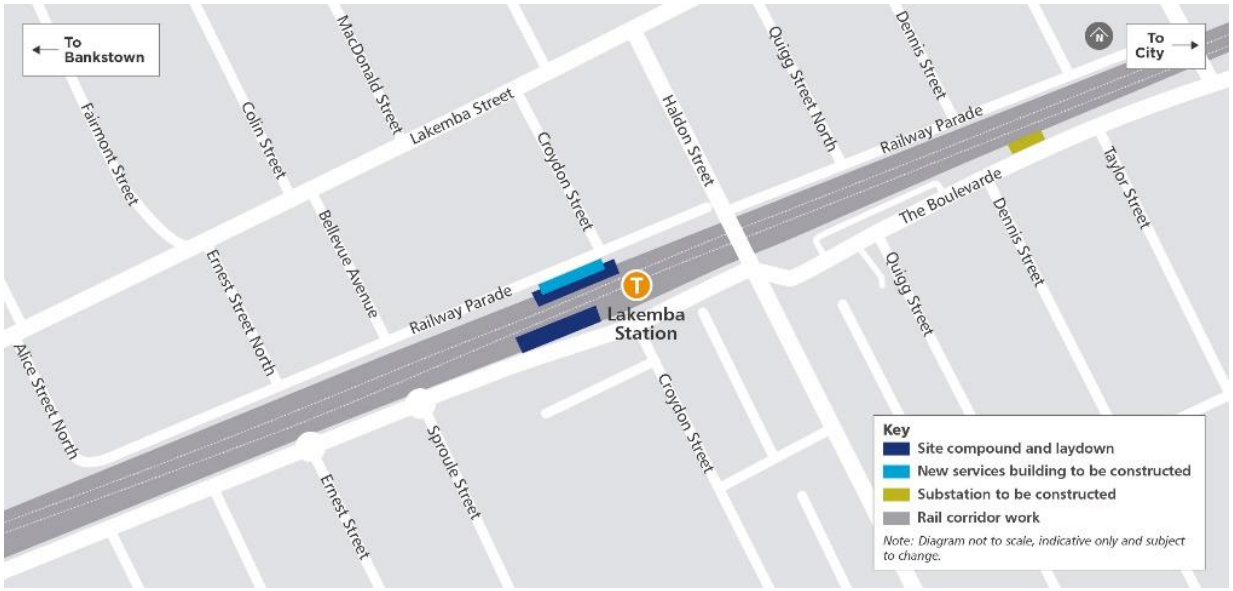
Hours of work

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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Sydney Metro City & Southwest

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 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

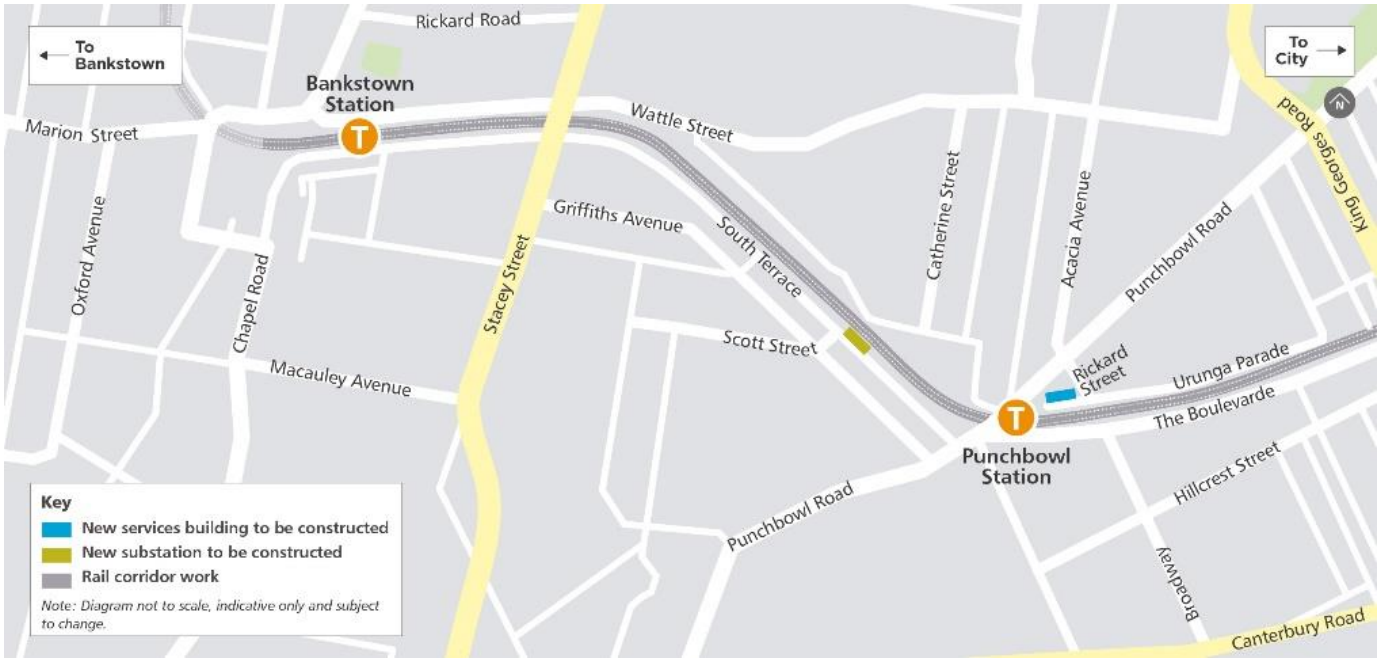
Hours of work

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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Sydney Metro City & Southwest

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:

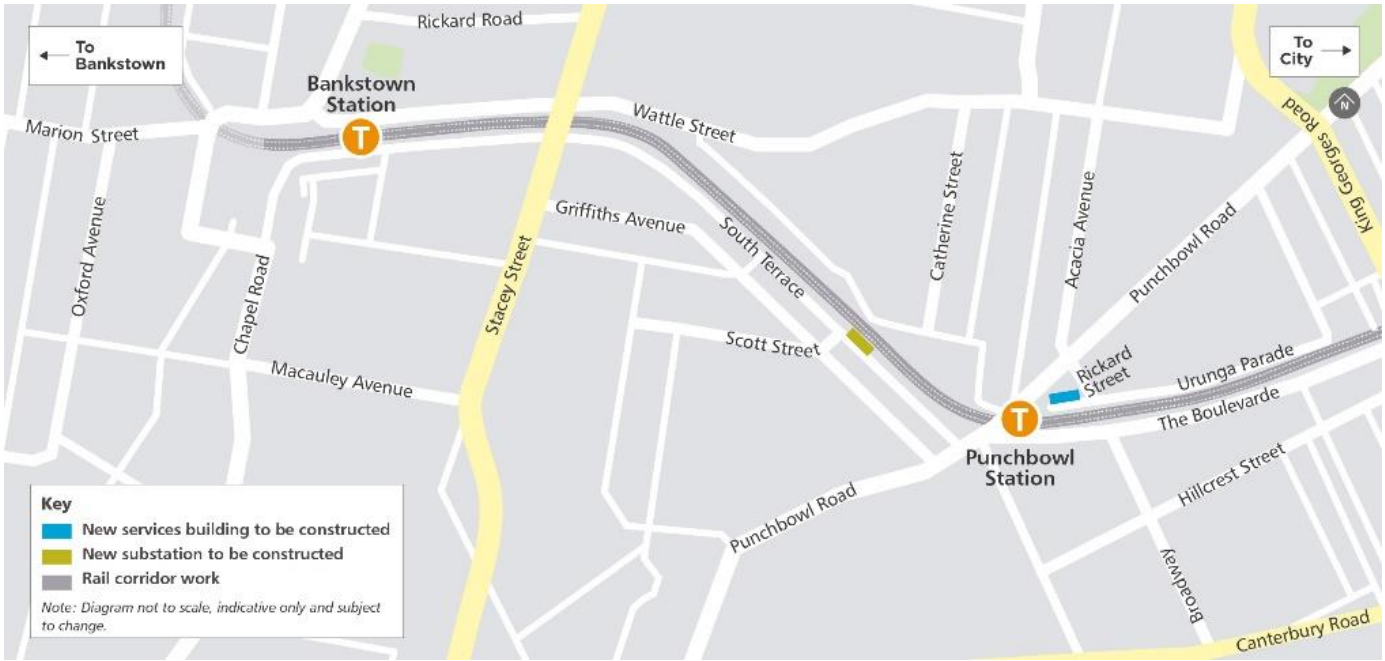
- Modification of cable service routes, cables, overhead wire and trackside equipment in the rail corridor, substations and stations
- Delivery and storage of materials and equipment using light and heavy vehicles
- Installation of cables and communications equipment in station platforms, buildings and 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

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

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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

> 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

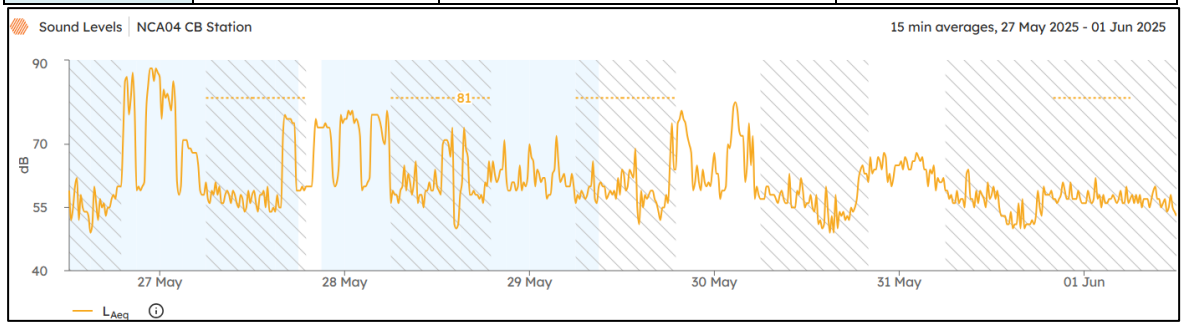
A copy of the community notification required under Condition L5.12 is appended as Attachment 2.

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.

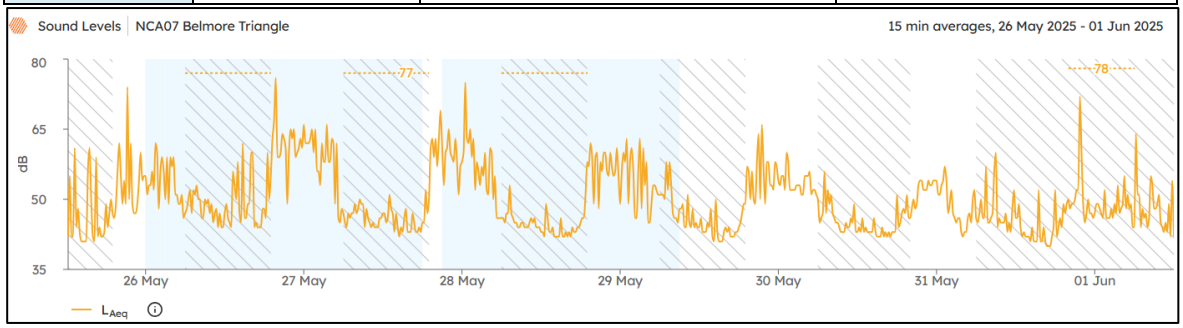
A. NCA 04 Noise Monitor (HEX-000296) is 12 m NE of 2A Charles Street, Canterbury

	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



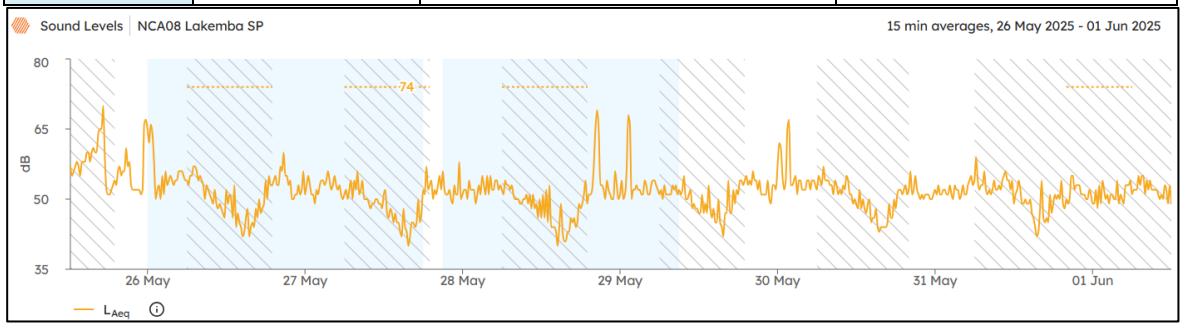
B. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore

	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



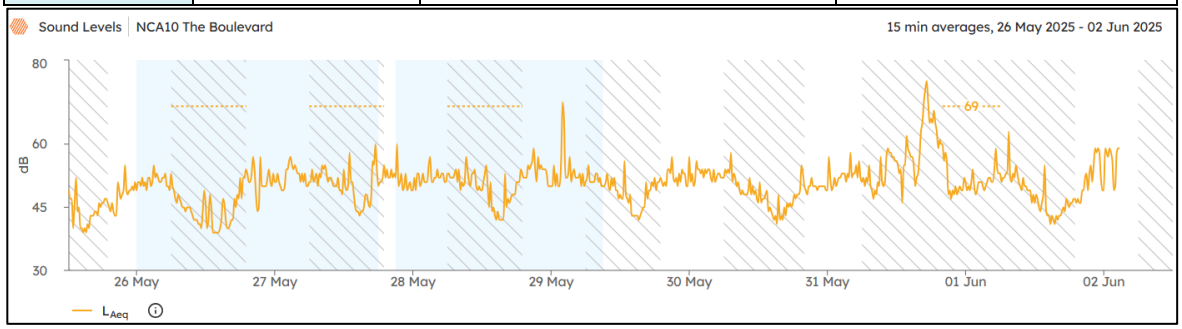
C. NCA 08 Noise Monitor (HEX-000743) is 49 m NE of 18 The Boulevarde, Lakemba

	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



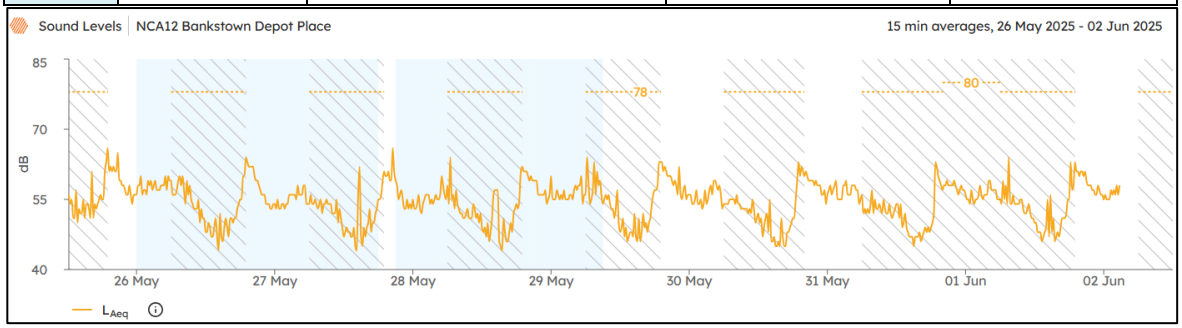
D. NCA 10 Noise Monitor (HEX-000594) is 51 m NW of 160 The Boulevarde, Punchbowl

	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



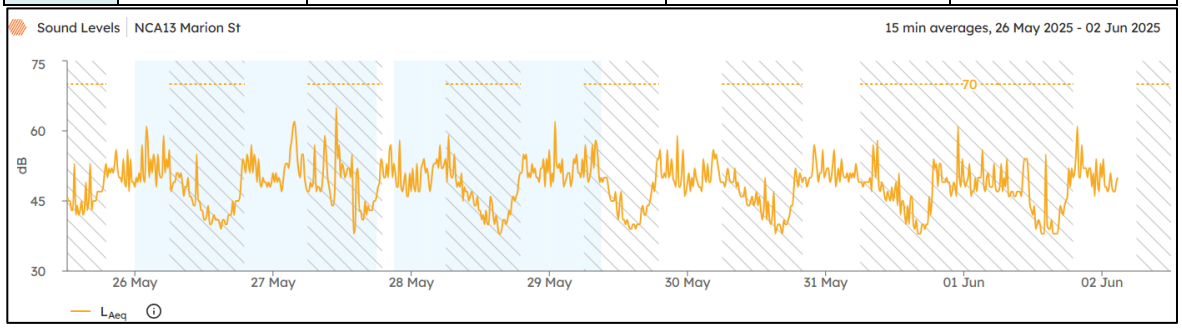
E. NCA 12 Noise Monitor (HEX-000630) is 67 m S of 21 Bungalow Cres, Bankstown

	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 implements 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

JHLORJV

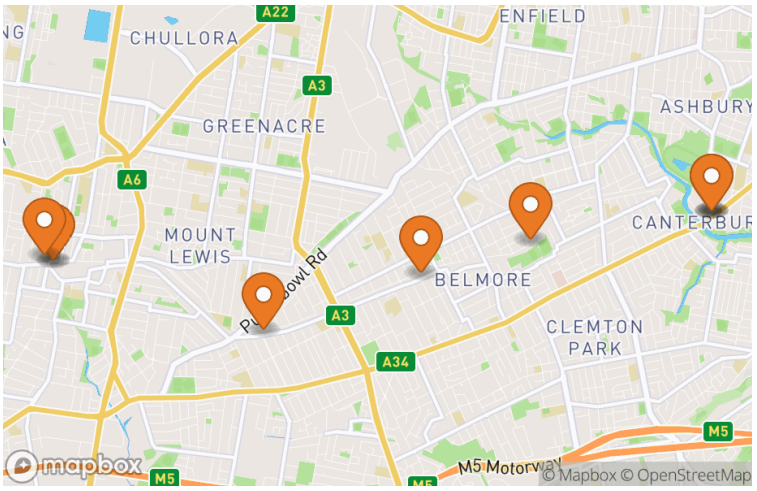
Sydney Metro S2B

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	-



Noise Monitoring Statistics

NCA07 Belmore Triangle

60 dB	DAY L_{Aeq}
51 dB	EVENING L_{Aeq}
49 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA12 Bankstown Depot ...

58 dB	DAY L_{Aeq}
56 dB	EVENING L_{Aeq}
54 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA04 CB Station

77 dB	DAY L_{Aeq}
63 dB	EVENING L_{Aeq}
63 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA13 Marion St

52 dB	DAY L_{Aeq}
51 dB	EVENING L_{Aeq}
48 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA08 Lakemba SP

56 dB	DAY L_{Aeq}
53 dB	EVENING L_{Aeq}
53 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA10 The Boulevard

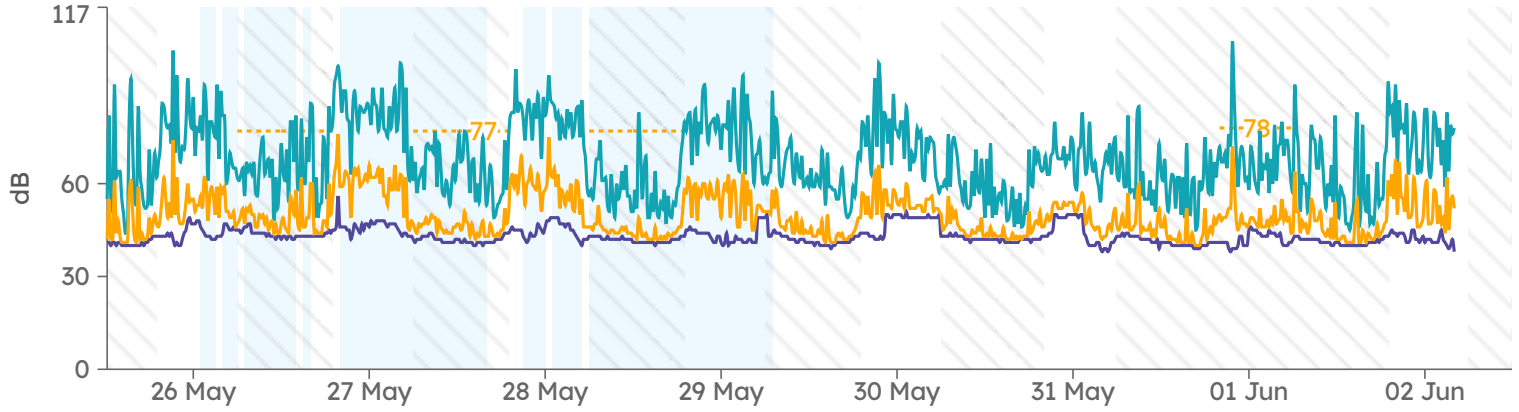
54 dB	DAY L_{Aeq}
52 dB	EVENING L_{Aeq}
57 dB	NIGHT L_{Aeq}

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

Sound Levels | NCA07 Belmore Triangle — 15m averages, 26 May 2025 - 02 Jun 2025



Parameters

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

Thresholds

77 Y25 WE47 26-28.May BelmoreT Night

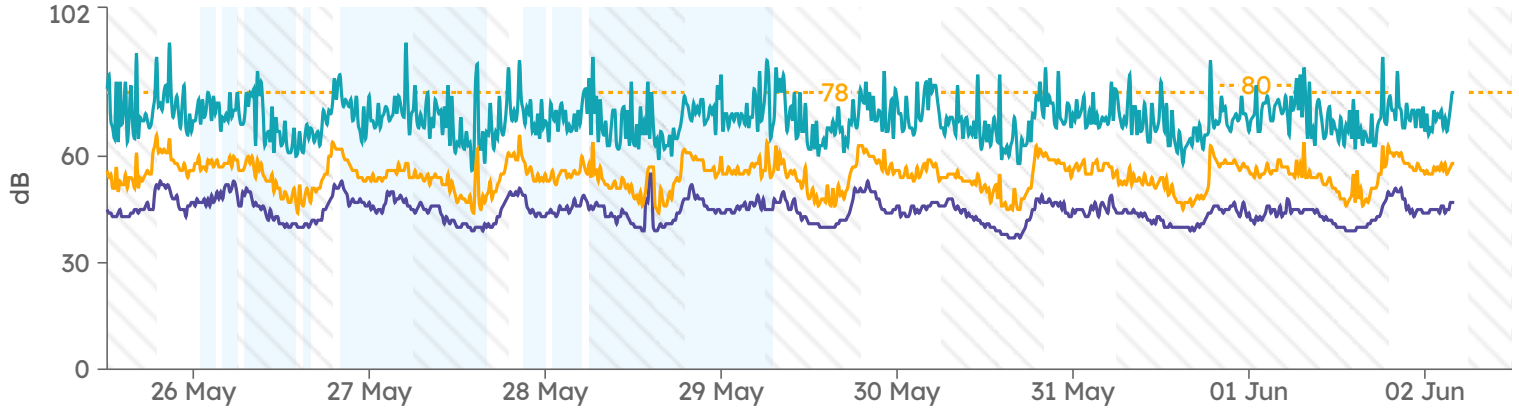
78 Y25 WE48 01.June BelmoreT Day

Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA12 Bankstown Depot Place — 15m averages, 26 May 2025 - 02 Jun 2025



Parameters

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

Thresholds

78 Y25 WE47-48 26.May to 1.June Depot Place Night

80 Y25 WE48 1.June Depot Place Day

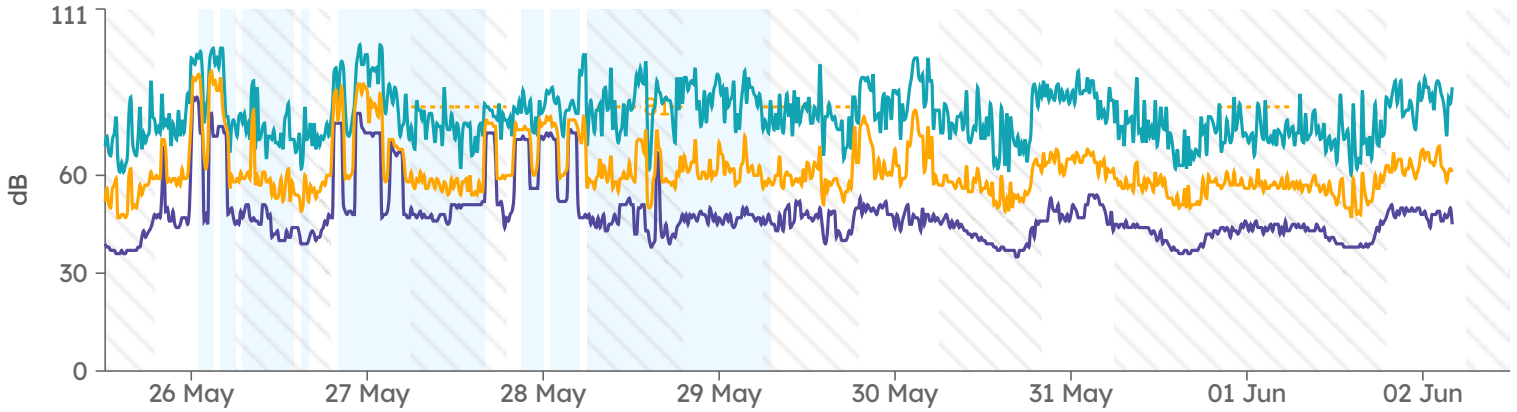
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA04 CB Station

15m averages, 26 May 2025 - 02 Jun 2025



Parameters

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

Thresholds

81 Y25 WE47 27-29.May Canterbury Station Night

81 Y25 WE48 01.June Canterbury Station Day

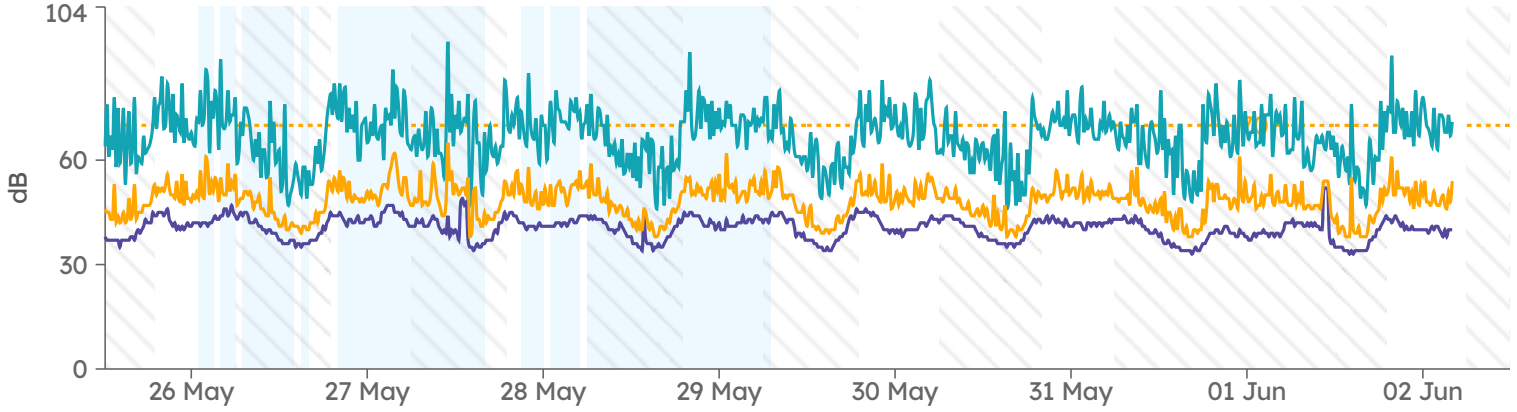
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA13 Marion St

15m averages, 26 May 2025 - 02 Jun 2025



Parameters

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

Thresholds

70 Y25 WE48 1.June Marion St Day

70 Y25 WE47-48 26.May to 1.June Marion St Night

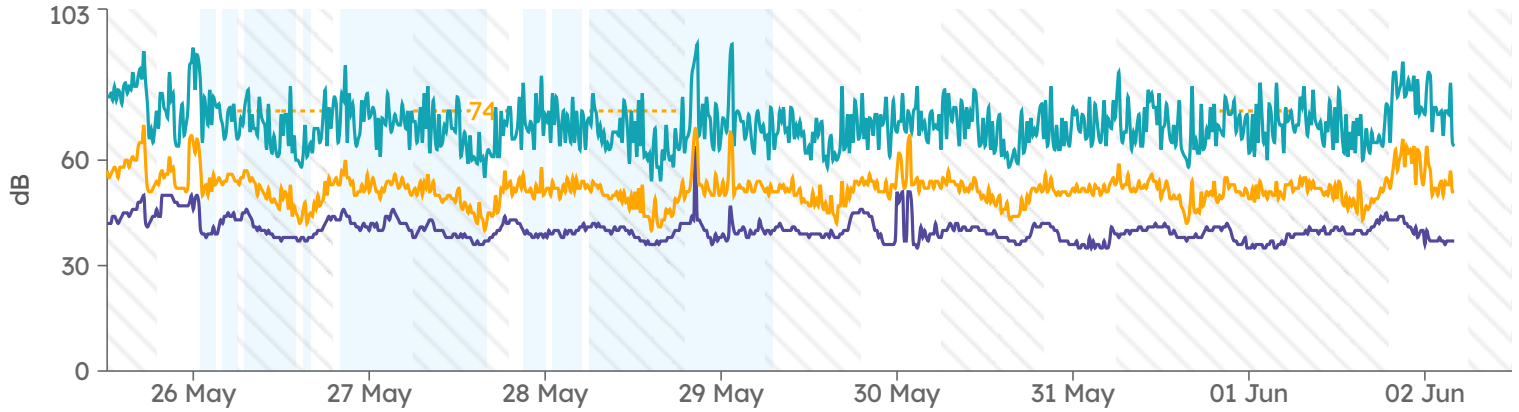
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA08 Lakemba SP

15m averages, 26 May 2025 - 02 Jun 2025



Parameters

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

Thresholds

74 Y25 WE47 26-28.May Lakemba SP Night

74 Y25 WE48 1 .June Lakemba SP Day

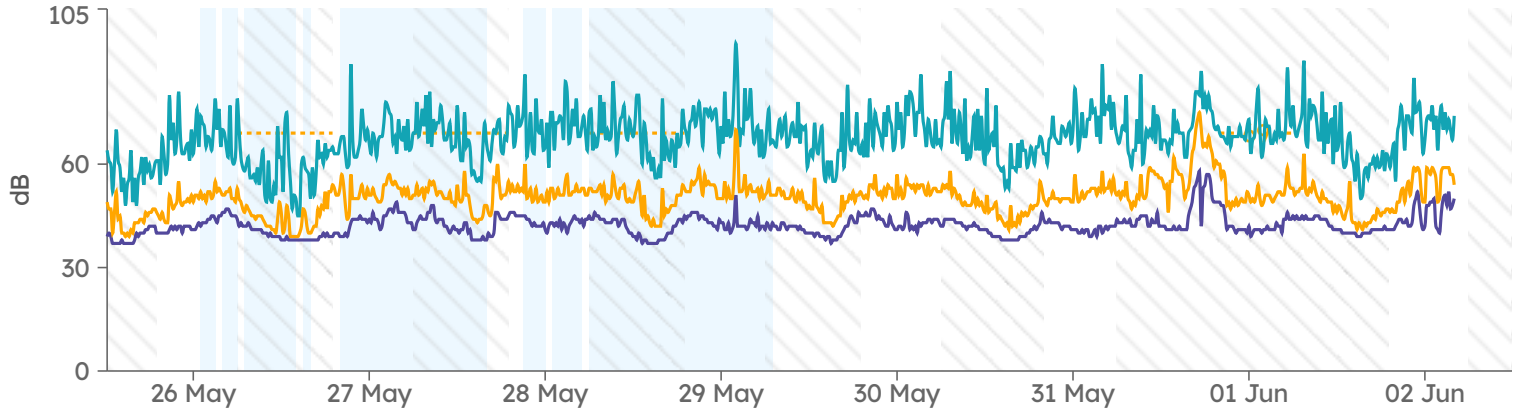
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA10 The Boulevard

15m averages, 26 May 2025 - 02 Jun 2025



Parameters

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

Thresholds

69 Y25 WE48 1 .June The Boulevard Day

69 Y25 WE47 26-28.May The Boulevard Nighy

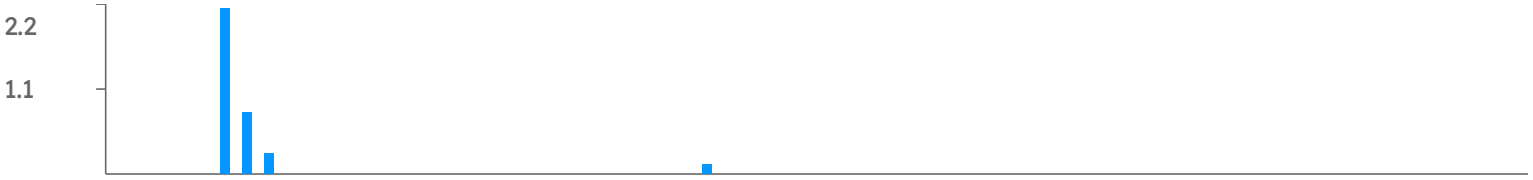
Other

Potentially weather affected periods

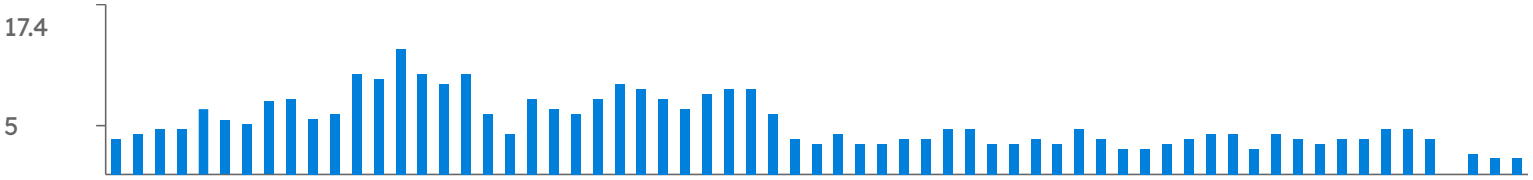
Out of Hours

Weather Graphs 26 May 2025 - 02 Jun 2025

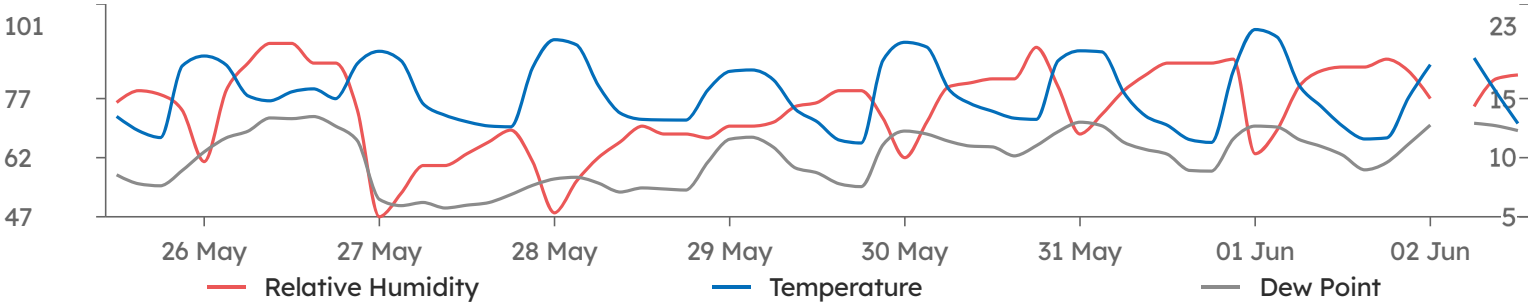
mm **Rainfall** 3 Hourly cumulative Source



m/s **Wind** 3 Hourly max speed and dominant direction



% **Humidity / Temp / Dew Point** 3 Hourly max °C



Noise Explained Events

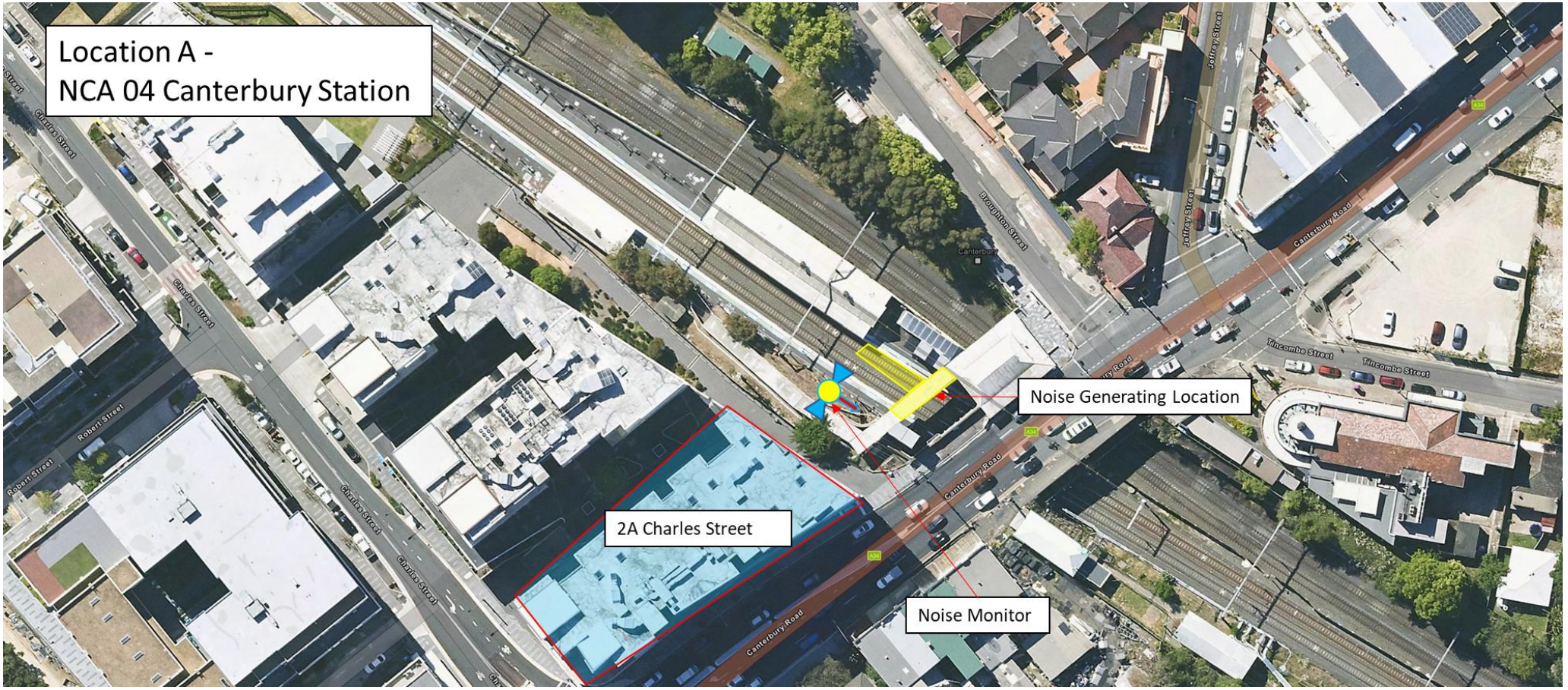
No explanations for this period

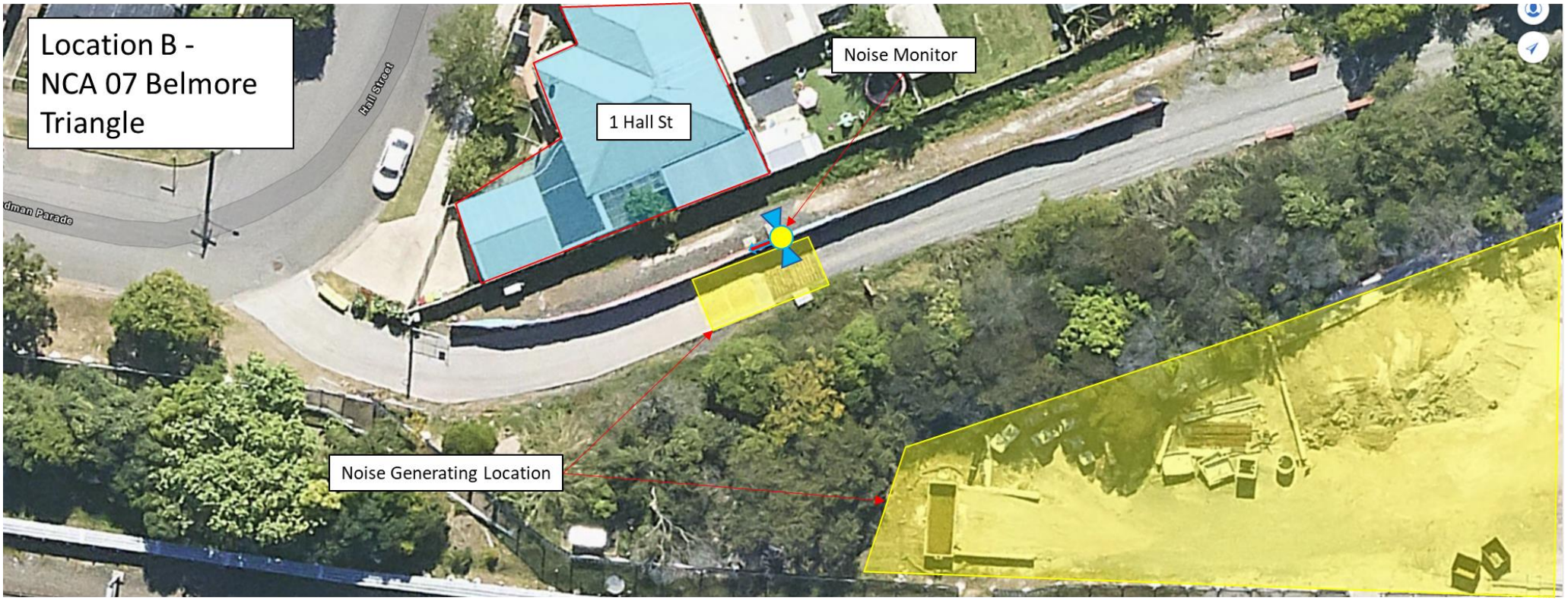
Daily Notes

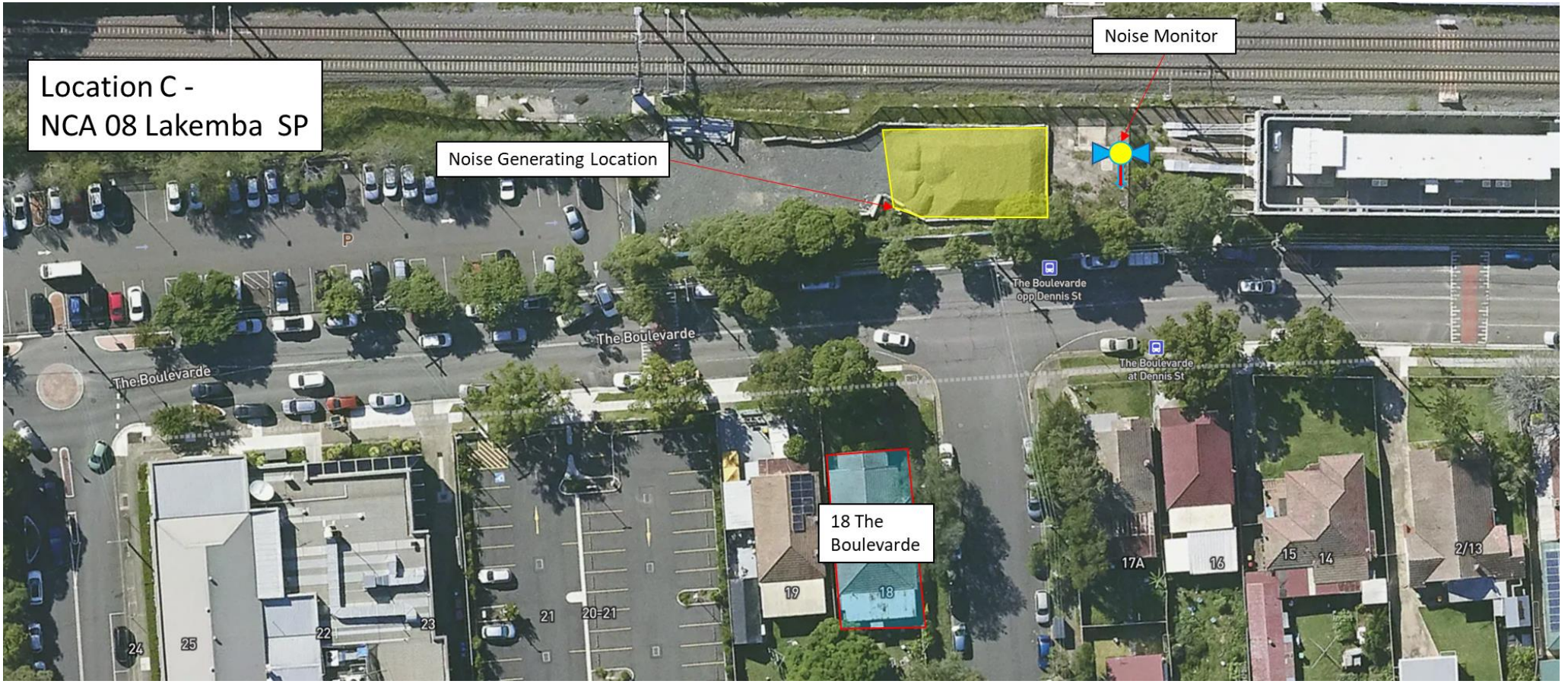
No notes for this period

Device Details

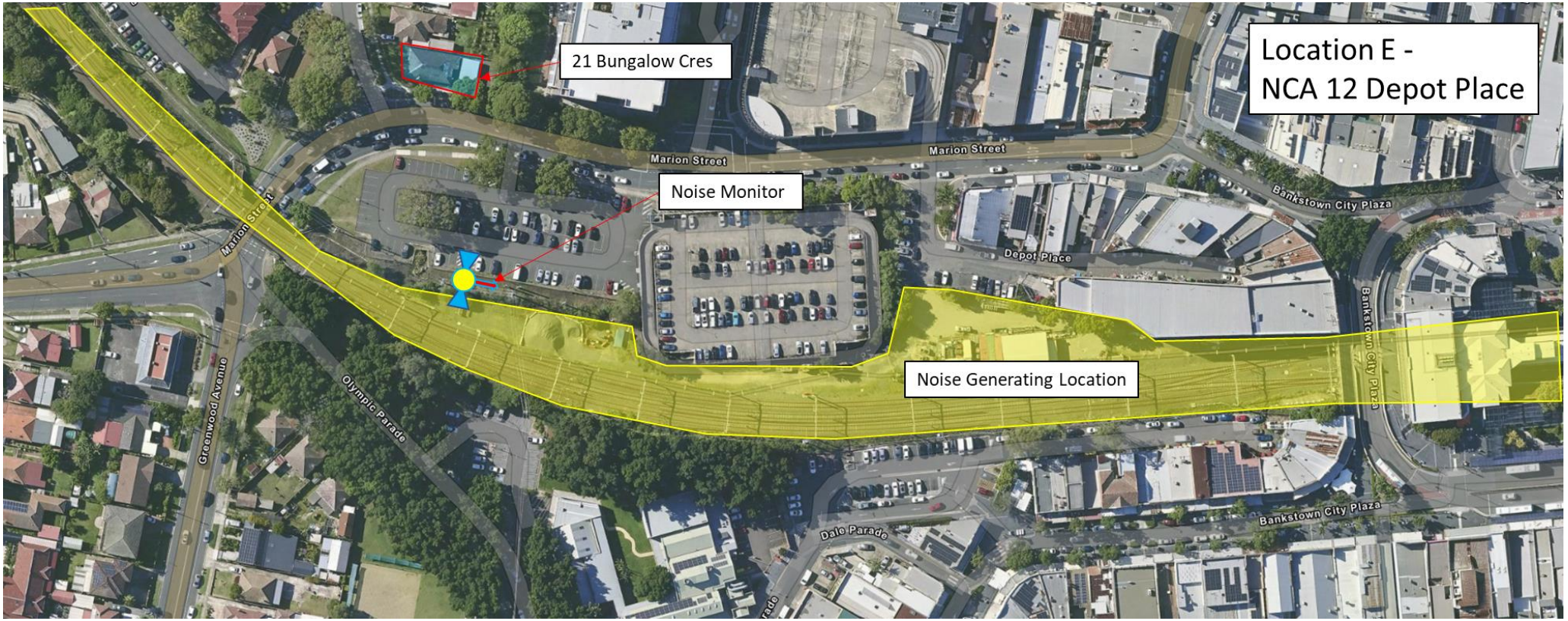
Device Serial	Monitoring Points	Model	Calibration Date	Calibration Due
HEX-000296	NCA04 CB Station	SiteHive Hexanode	19 Mar 2025	19 Mar 2027
HEX-000516	-	SiteHive Hexanode	03 Jun 2024	03 Jun 2026
HEX-000630	NCA12 Bankstown Depot Place	SiteHive Hexanode	12 Sep 2024	12 Sep 2026
HEX-000531	NCA07 Belmore 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

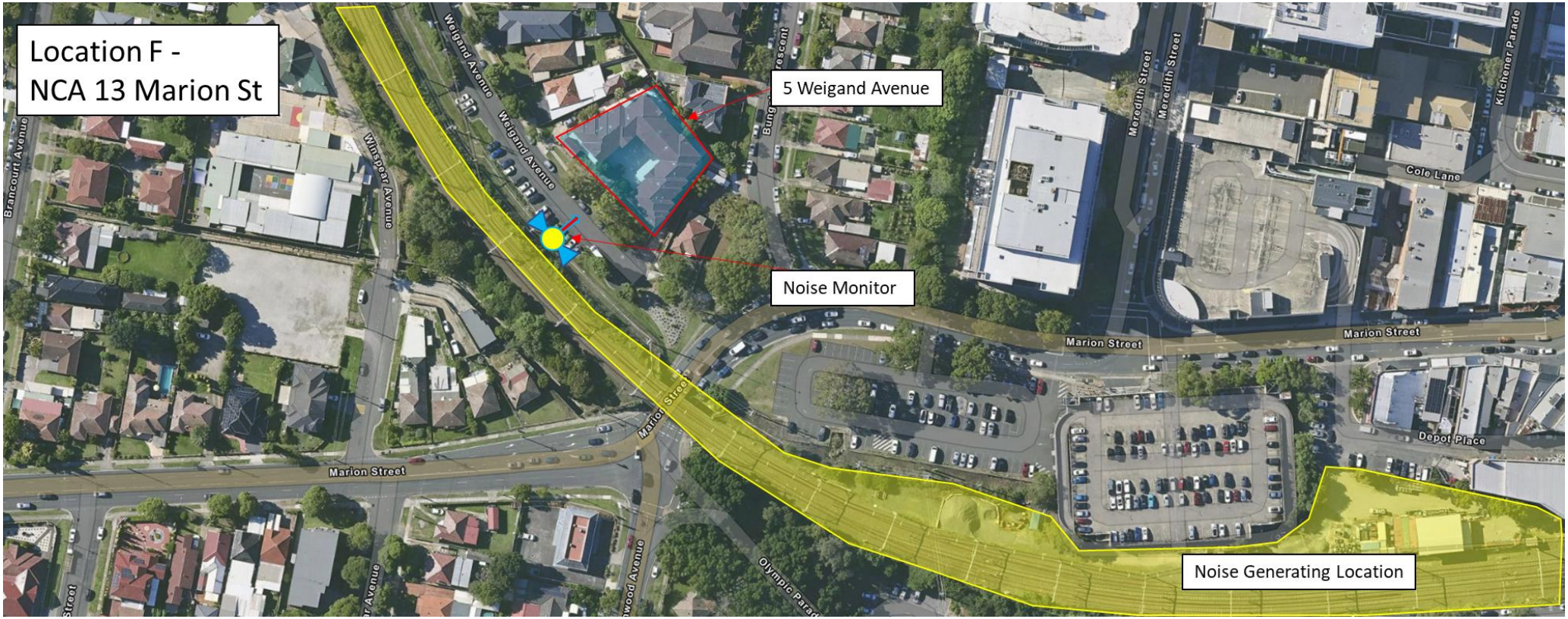

Location A -
NCA 04 Canterbury Station
Noise Generating Location
2A Charles Street
Noise Monitor
Charles Street
Robert Street
Canterbury Road
Broughton Street
Jeffrey Street
Tincombe Street


Location B -
NCA 07 Belmore
Triangle
Hall Street
1 Hall St
Noise Monitor
Noise Generating Location


Location C -
NCA 08 Lakemba SP
Noise Monitor
Noise Generating Location
The Boulevarde
opp Dennis St
The Boulevarde
The Boulevarde
The Boulevarde
at Dennis St
18 The
Boulevarde
P
24
25
22
23
21
20-21
19
18
17A
16
15
14
2/13

Location D -
NCA 10 The Boulevarde
Noise Monitor
Noise Generating Location
160 The Boulevarde
The Boulevarde
212
Australia Post
Chemist Warehouse
Anytime Fitness
164
170
18/154
153
Dudley St at The Boulevarde
Dudley St
Dudley St after The Boulevarde


Location E -
NCA 12 Depot Place
21 Bungalow Cres
Noise Monitor
Noise Generating Location
Marion Street
Marion Street
Marion Street
Bankstown City Plaza
Depot Place
Bankstown City Plaza
Greenwood Avenue
Olympic Parade
Dale Parade
Bankstown City Plaza


Location F -
NCA 13 Marion St
5 Weigand Avenue
Noise Monitor
Noise Generating Location
Weigand Avenue
Weigand Avenue
Winspear Avenue
Brancourt Avenue
Marion Street
Marion Street
Marion Street
Marion Street
Meredith Street
Meredith Street
Kitchener Parade
Cole Lane
Depot Place
Olympic Parade

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.

Sydney Metro City & Southwest

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

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Sydney Metro City & Southwest

Monthly Notification – Belmore Station

May 2025

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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, 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

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May 2025

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- Work related to overhead wiring, high and low voltage wiring and works related to local utilities
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Sydney Metro City & Southwest

Monthly Notification – Lakemba Station

May 2025

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- 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 pedestrain access. Access to properties will be maintained, however parking will be temporaily 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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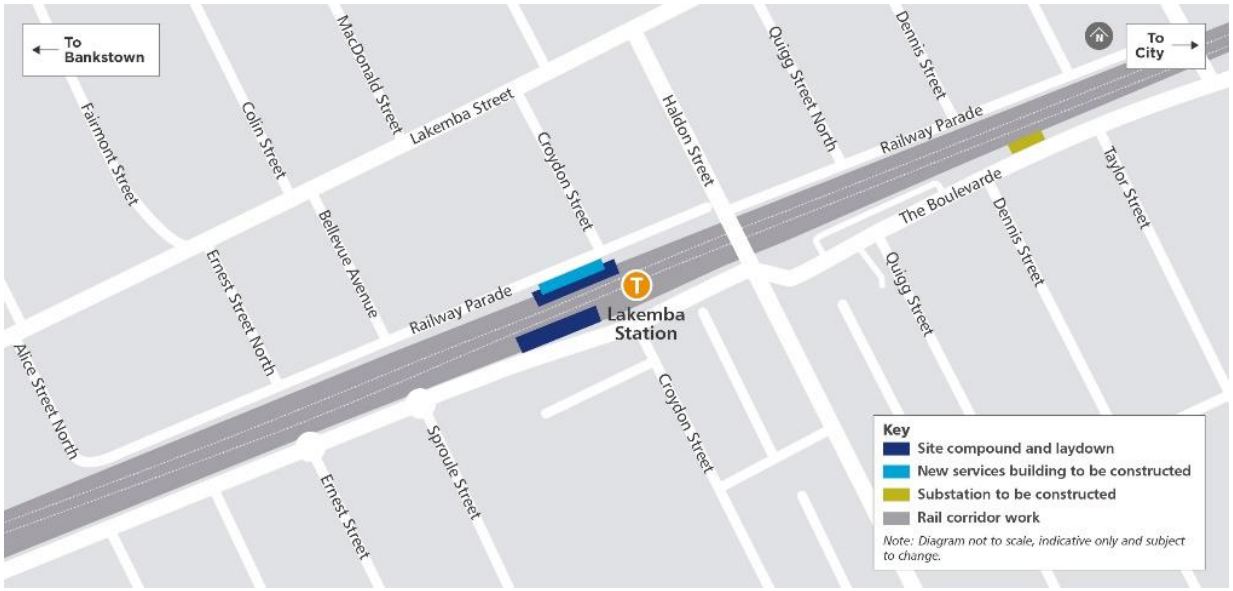

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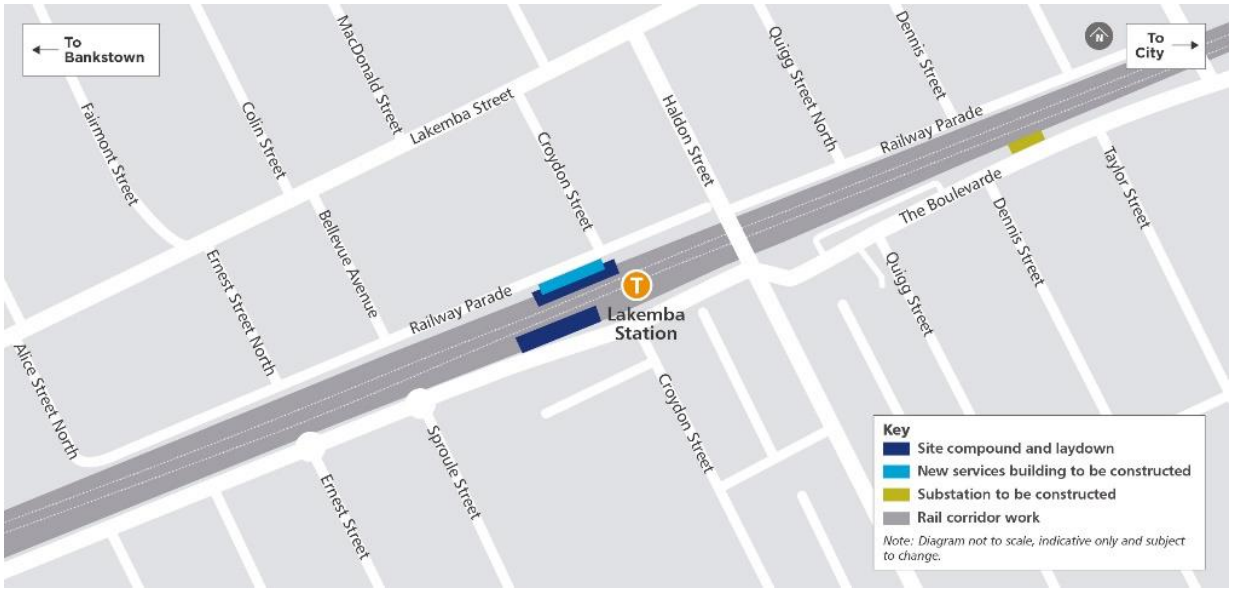

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- Work related to local utilities
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- Continuation of the installation of retaining wall at the corners of the overbridge including piling, drilling, concrete pile cap foundation and backfilling
- 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
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- Testing and commissioning of services and electrical work within the station and service buildings
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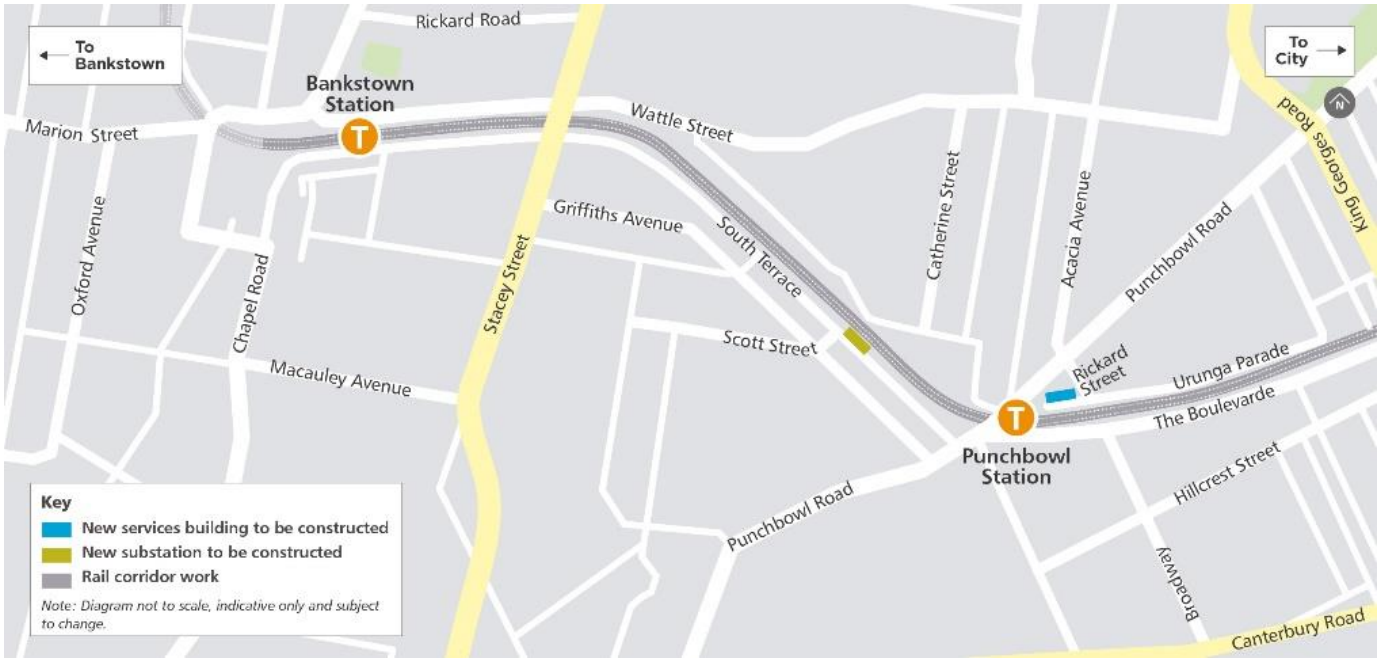

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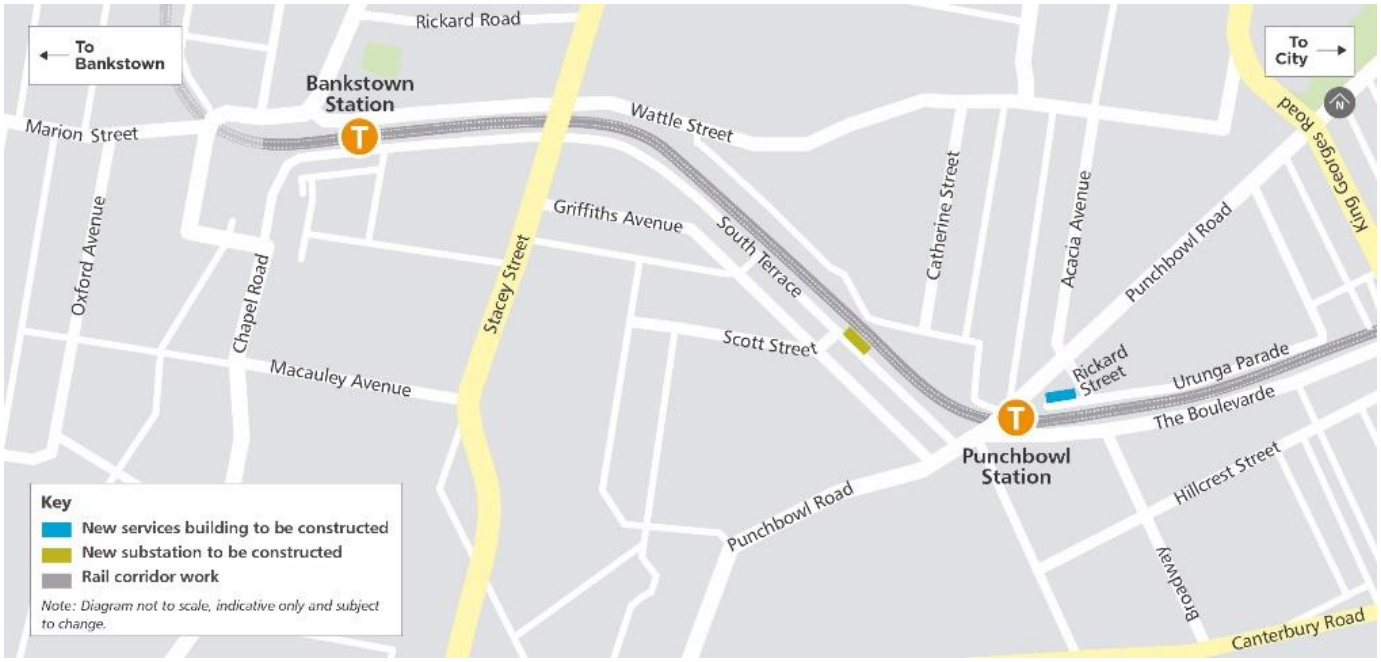

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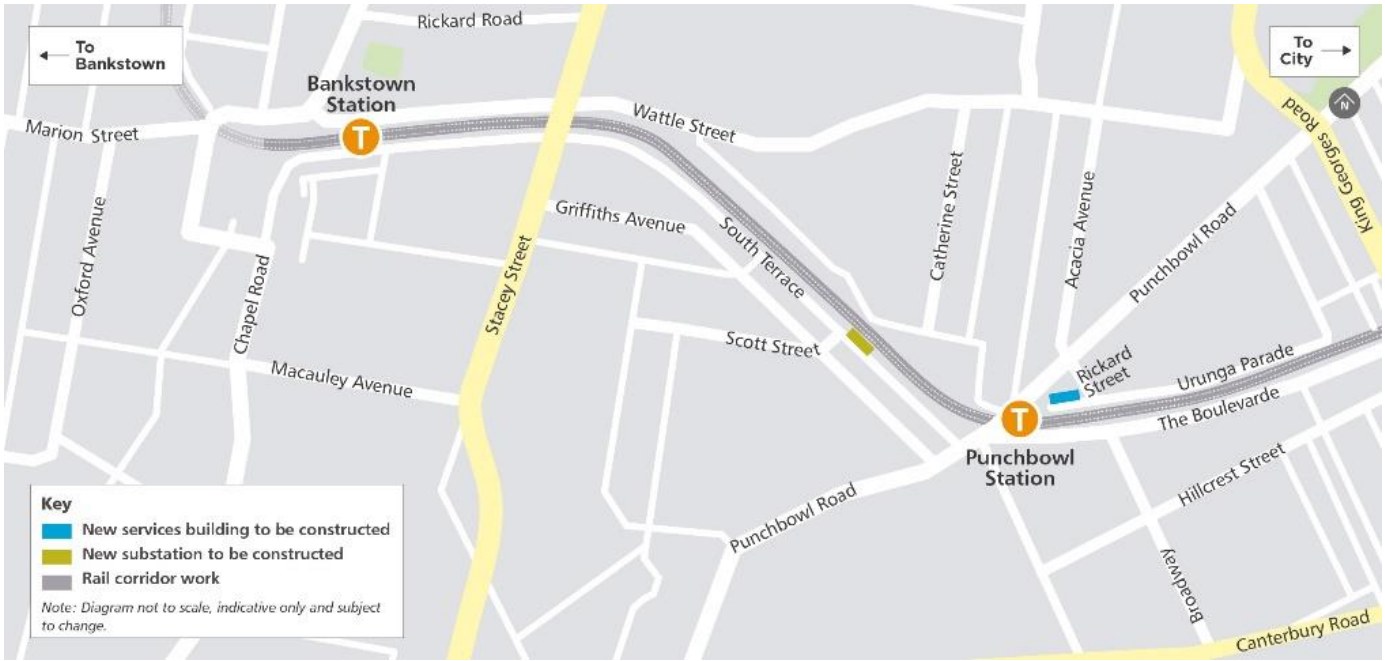

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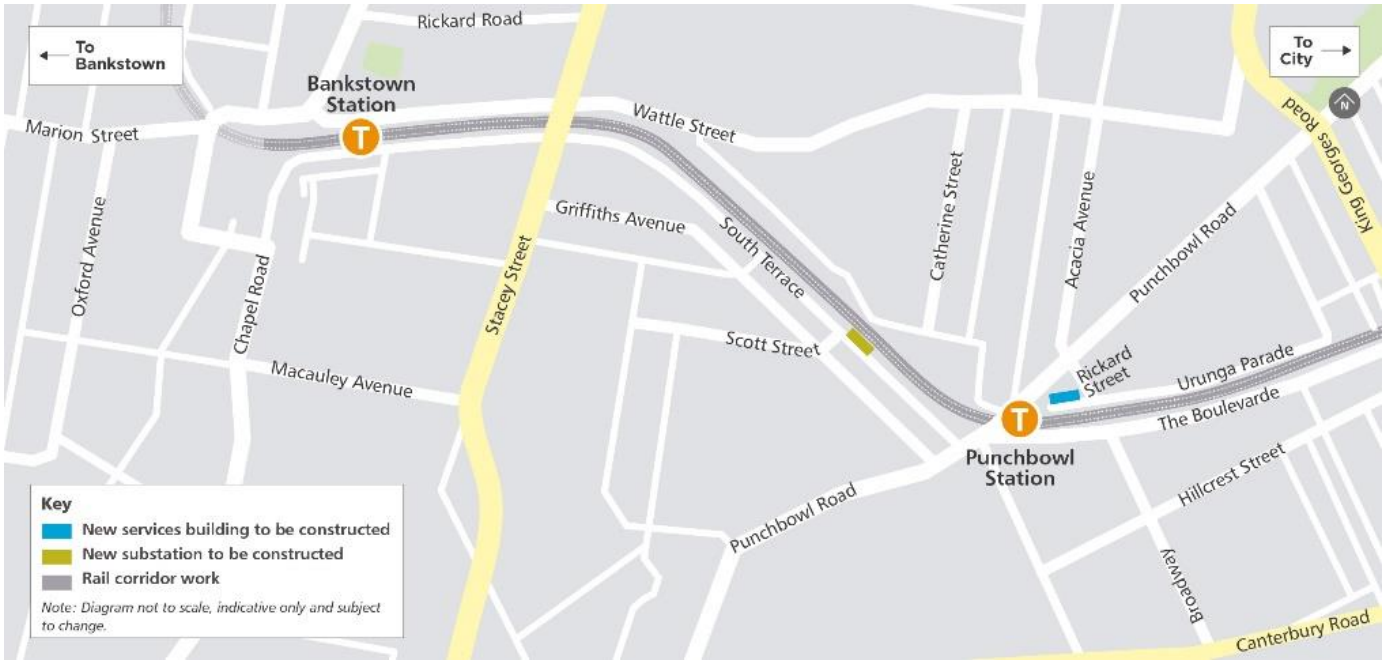

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EPL 21147
R4.4 Validation Report
SWM3 April Shut Stage-6
2025 WE48-49

R5.6 Sydney Trains & Sydney Metro Possession (WE48-49, 02-09 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	11/06/2025	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 4

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. **7**

Attachment 1 – Noise Monitoring Locations & Results **8**

Attachment 2 – Community Notification **15**

Introduction

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

> 02nd June 0700 to 09th June 0700 in Week 48-49 (WE48-49), 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:

WE48-49 Bankstown (02nd to 09th of June 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
- Drainage Works
  - Hi-rail Excavator
  - Hi-rail Hydrema
  - Truck
  - Powered hand tool
  - Concrete Truck
  - Concrete Pump
- Signal Works
  - Powered hand tool
- Sydney Trains Bankstown Station Extension Works
  - Powered hand tool
  - Light tower
  - Concrete Truck
  - Concrete Pump
  - Hi-rail Excavator
  - Hi-rail Hydrema

WE48-49 Canterbury (02nd to 05th June and 8th 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

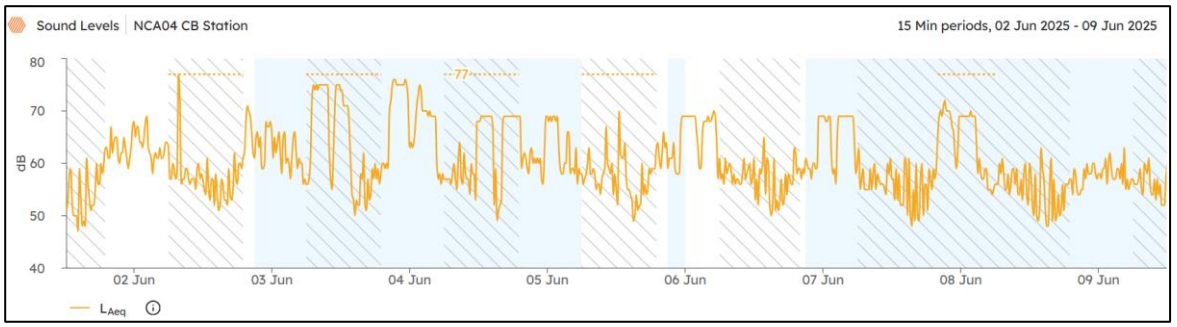
A copy of the community notification required under Condition L5.12 is appended as **Attachment 2**.

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

WE48-49 works noise monitoring was carried out at the following locations along the project corridor.

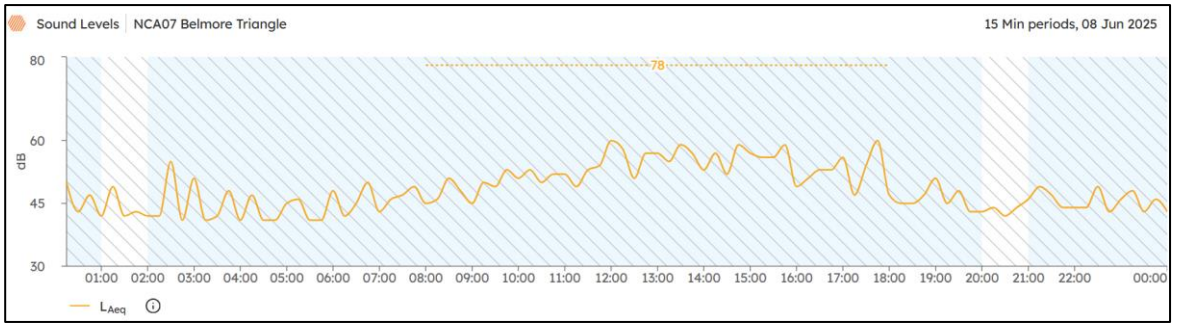
A. NCA 04 Noise Monitor (HEX-000296) is 12 m NE of 2A Charles Street, Canterbury

	Distance to the Source of Noise (m)	Monday to Thursday Night, 02-05 May, 1800-0700 Prediction (L_{Aeq} 15 minutes)	Sunday Day, 08 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	9	77	77
Nearest Resident	20	70	70



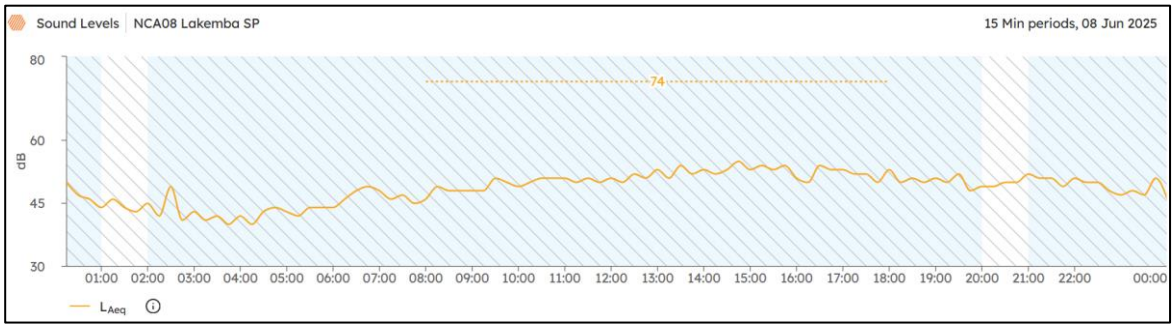
B. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore

	Distance to the Source of Noise (m)	Sunday Day, 08 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	2	78
Nearest Resident	6	71



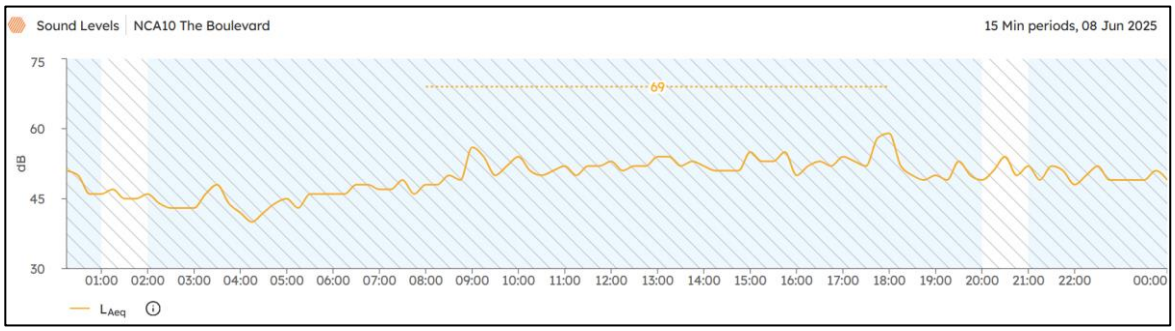
C. NCA 08 Noise Monitor (HEX-000743) is 49 m NE of 18 The Boulevarde, Lakemba

	Distance to the Source of Noise (m)	Sunday Day, 08 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	18	74
Nearest Resident	40	67



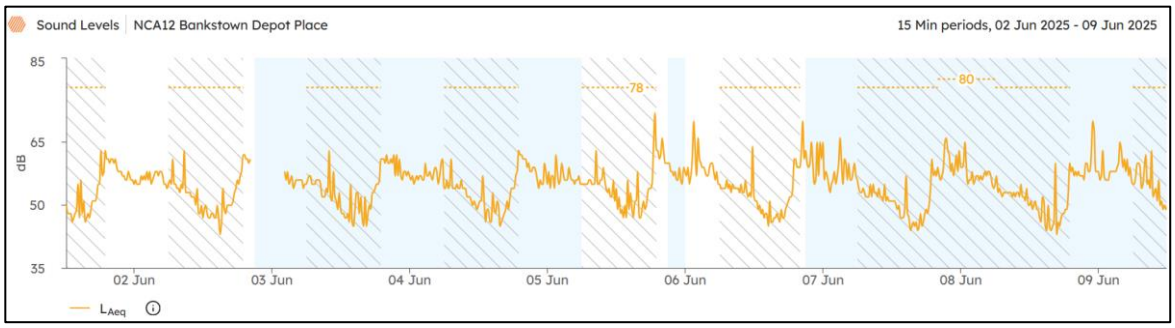
D. NCA 10 Noise Monitor (HEX-000594) is 51 m NW of 160 The Boulevarde, Punchbowl

	Distance to the Source of Noise (m)	Sunday Day, 08 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	25	69
Nearest Resident	33	67



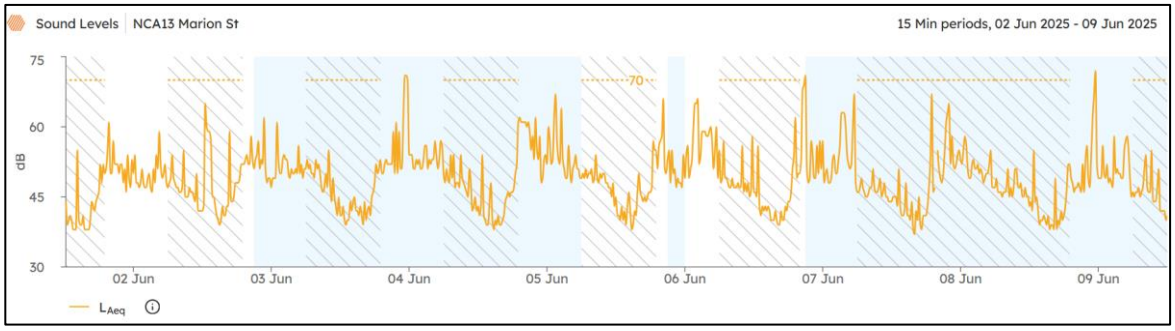
E. NCA 12 Noise Monitor (HEX-000630) is 67 m S of 21 Bungalow Cres, Bankstown

	Distance to the Source of Noise (m)	Monday to Thursday & Sunday Night, 02-05 & 08 June, 1800 - 0700 Prediction (L_{Aeq} 15 minutes)	Friday & Saturday Night, 06 – 07 June, 1800-0800 Prediction (L_{Aeq} 15 minutes)	Sunday Day, 08 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, 02-05 & 08 June, 1800 - 0700 Prediction (L_{Aeq} 15 minutes)	Friday & Saturday Night, 06 – 07 June, 1800-0800 Prediction (L_{Aeq} 15 minutes)	Sunday Day, 08 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 WE48-49 (02nd to 9th of 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.

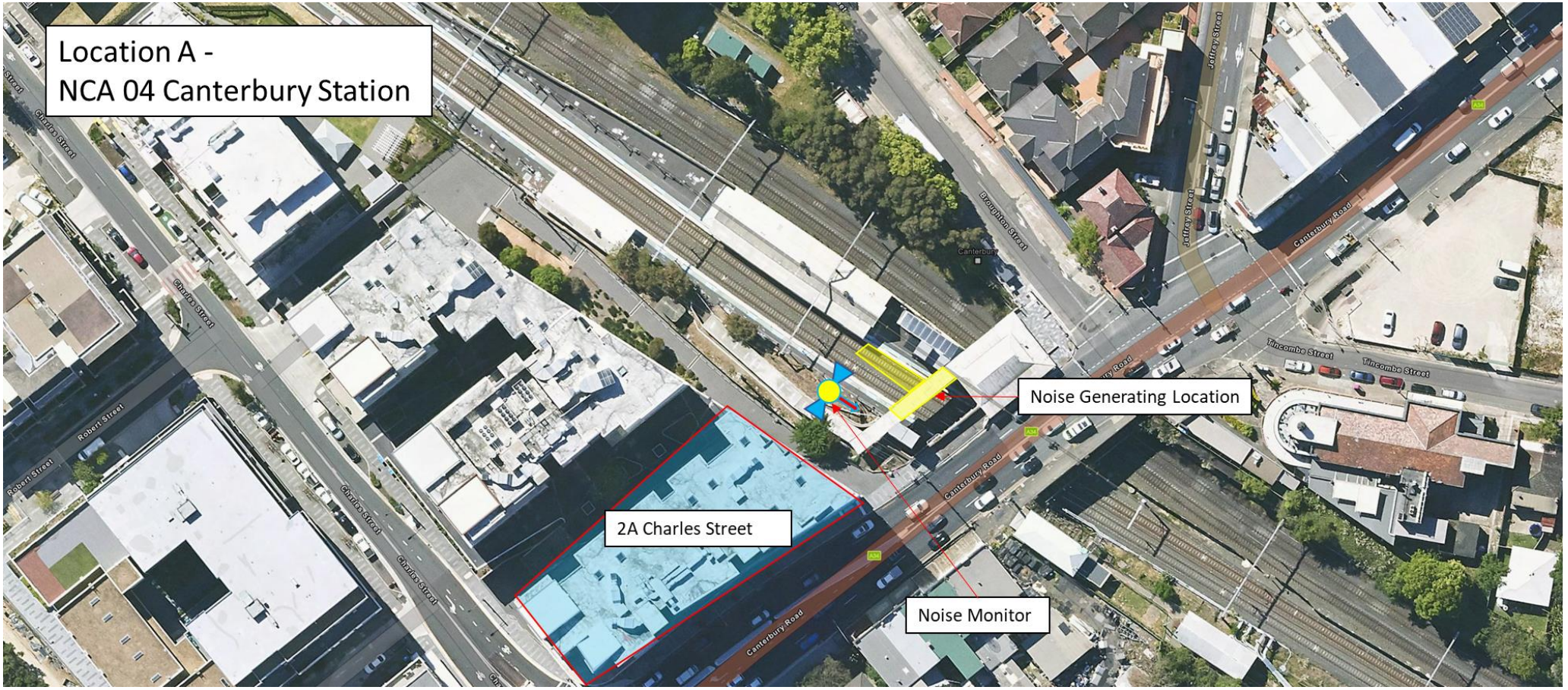
All feasible and reasonable at-source noise controls were implements in accordance with Condition L4.1, and noise mitigation measures were implemented in accordance with JHLORJV's CNVIS and Interim Construction Noise Guideline (DECC 2009).

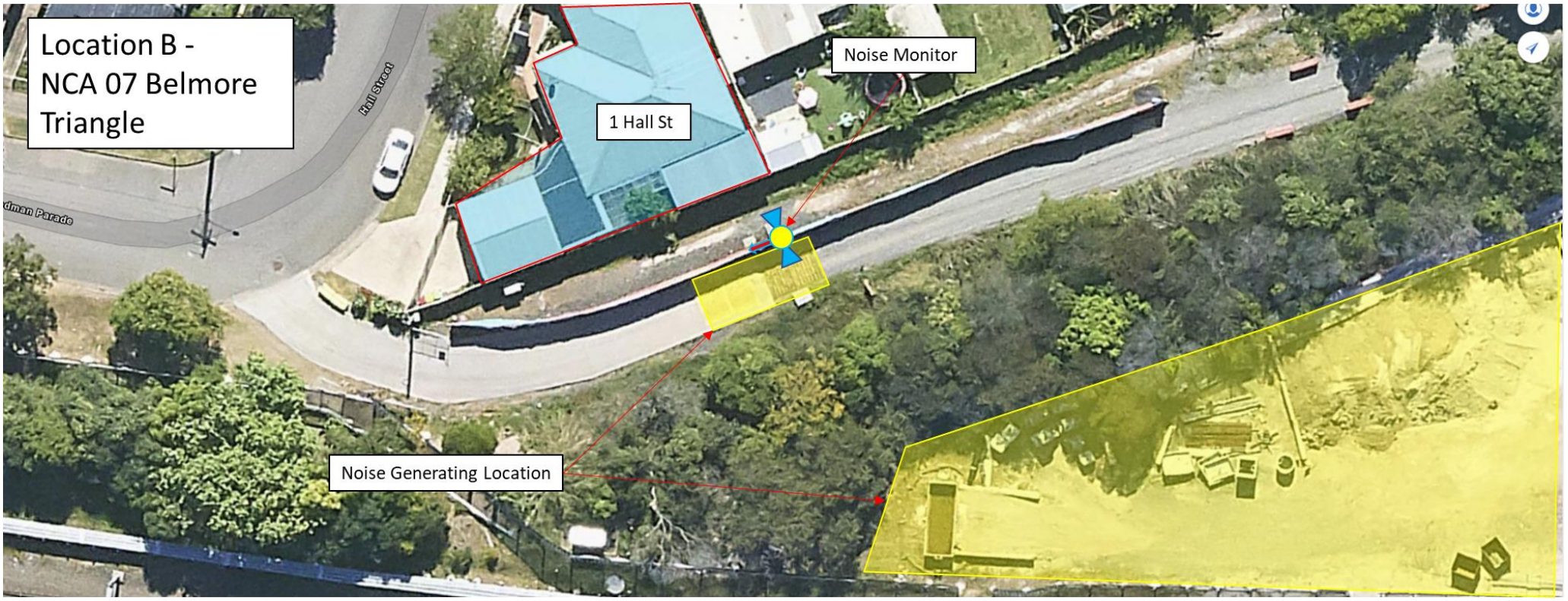
R4.4 (b) The validation report must be submitted to the EPA fortnightly from the commencement of the works permitted by L5.6 & L5.7 by no later than 2 business days from the end of each fortnight.

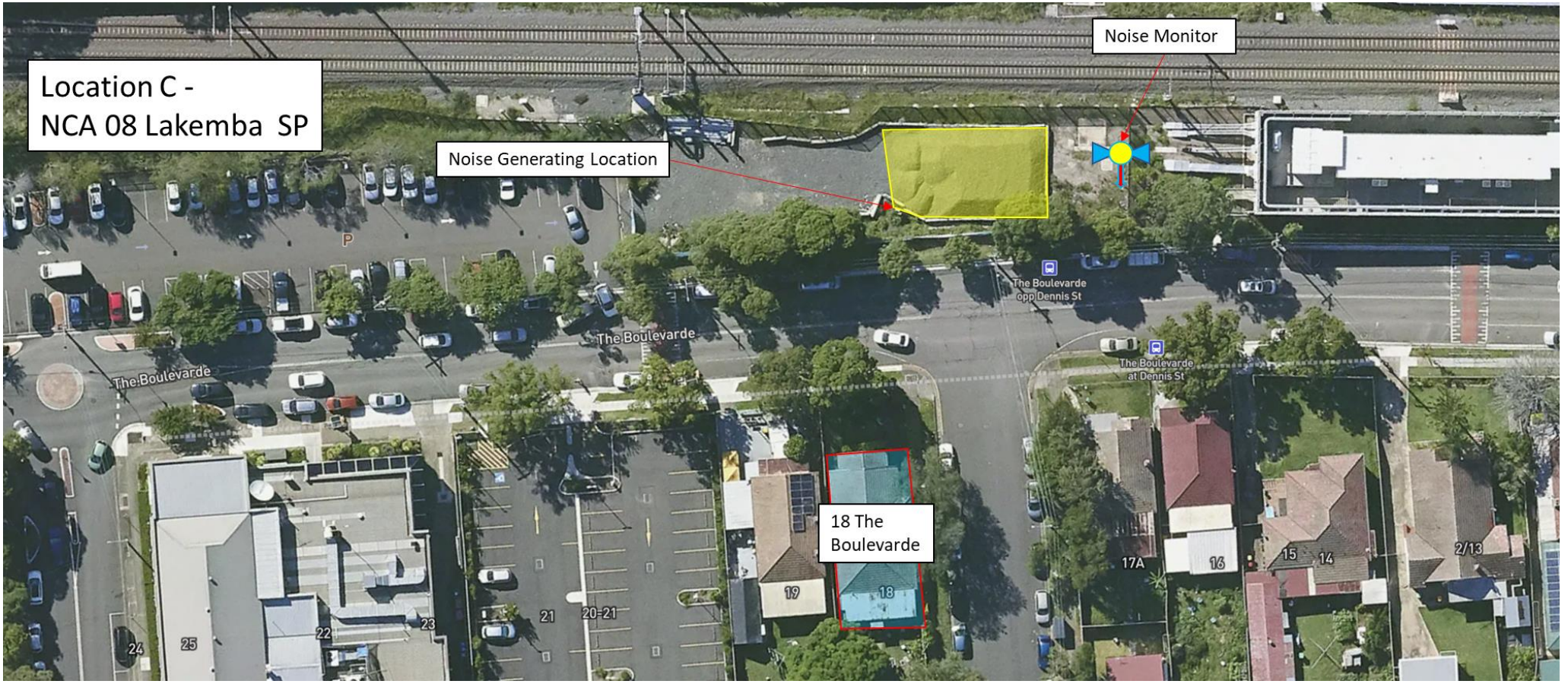
This R4.4 Validation report has been submitted to EPA by no later than two business days after the end of the fortnight.

Attachment 1 – Noise Monitoring Locations & Results

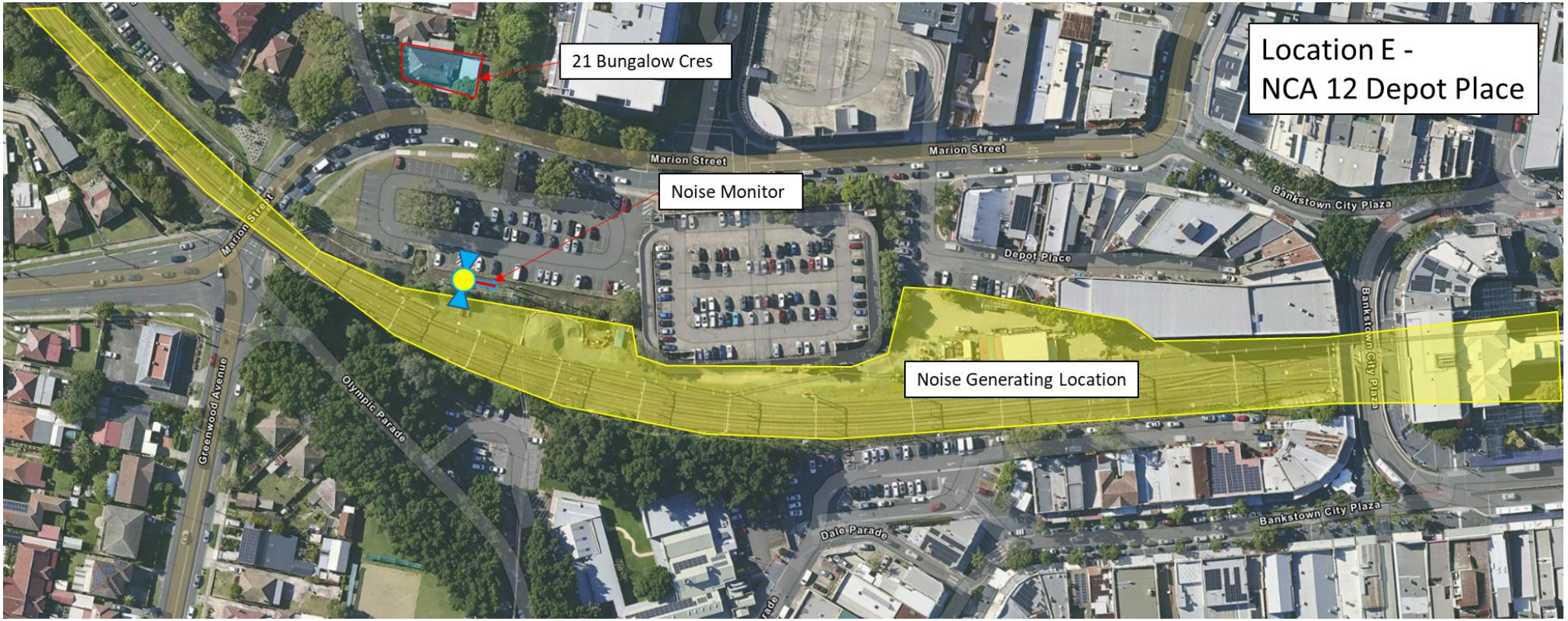
- Monitoring Result
- Monitoring Locations

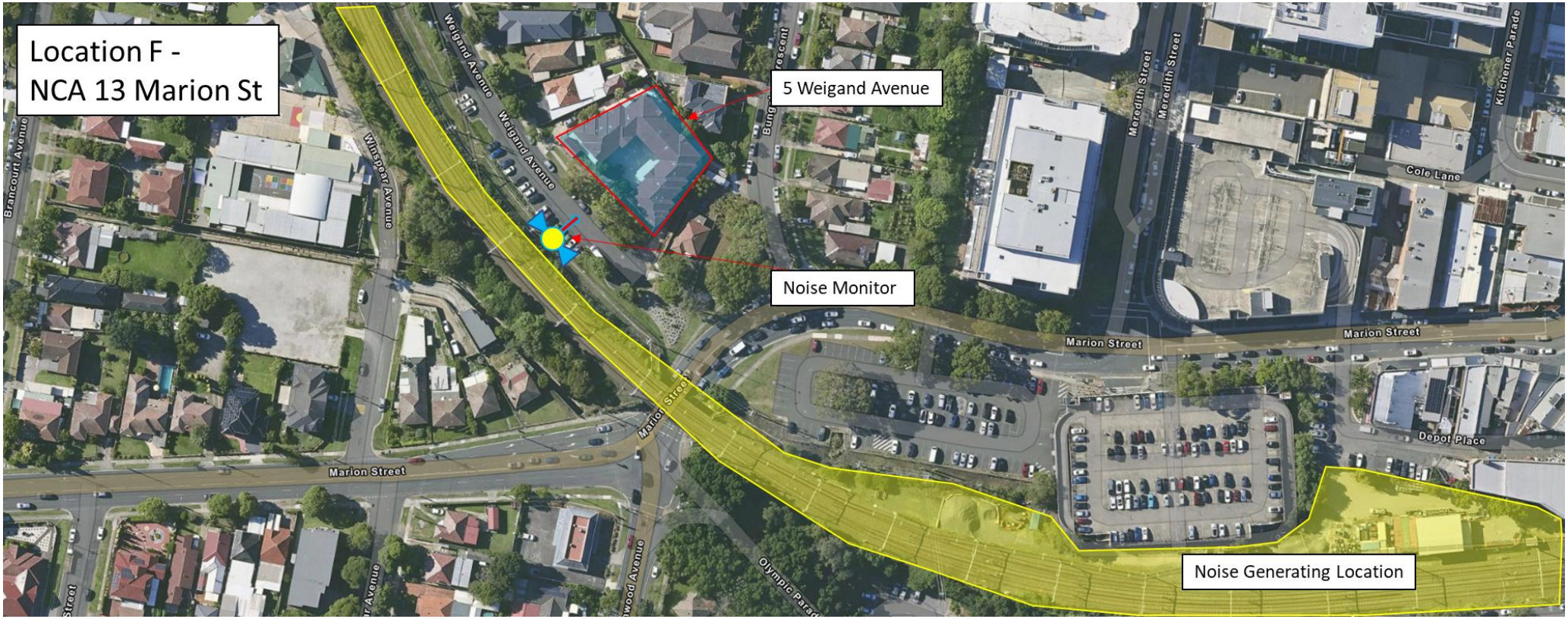

Location A -
NCA 04 Canterbury Station
Noise Generating Location
2A Charles Street
Noise Monitor
Charles Street
Robert Street
Canterbury Road
Broughton Street
Jeffrey Street
Tincombe Street


Location B -
NCA 07 Belmore
Triangle
Hall Street
1 Hall St
Noise Monitor
Noise Generating Location


Location C -
NCA 08 Lakemba SP
Noise Monitor
Noise Generating Location
The Boulevarde
opp Dennis St
The Boulevarde
The Boulevarde
The Boulevarde
at Dennis St
18 The
Boulevarde
24
25
22
23
21
20-21
19
18
17A
16
15
14
2/13

Location D -
NCA 10 The Boulevarde
Noise Monitor
Noise Generating Location
160 The Boulevarde
The Boulevarde
Australia Post
Chemist Warehouse
Anytime Fitness
Dudley St at The Boulevarde
Dudley St after The Boulevarde
Dudley St
212
170
164
18/154
153
1


Location E -
NCA 12 Depot Place
21 Bungalow Cres
Noise Monitor
Noise Generating Location
Marion Street
Marion Street
Marion Street
Bankstown City Plaza
Depot Place
Bankstown City Plaza
Greenwood Avenue
Olympic Parade
Dale Parade
Bankstown City Plaza


Location F -
NCA 13 Marion St
5 Weigand Avenue
Noise Monitor
Noise Generating Location
Weigand Avenue
Weigand Avenue
Brancourt Avenue
Winspear Avenue
Marion Street
Marion Street
Marion Street
Marion Street
Meredith Street
Meredith Street
Kitchener Parade
Cole Lane
Depot Place
Olympic Parade

JHLORJV

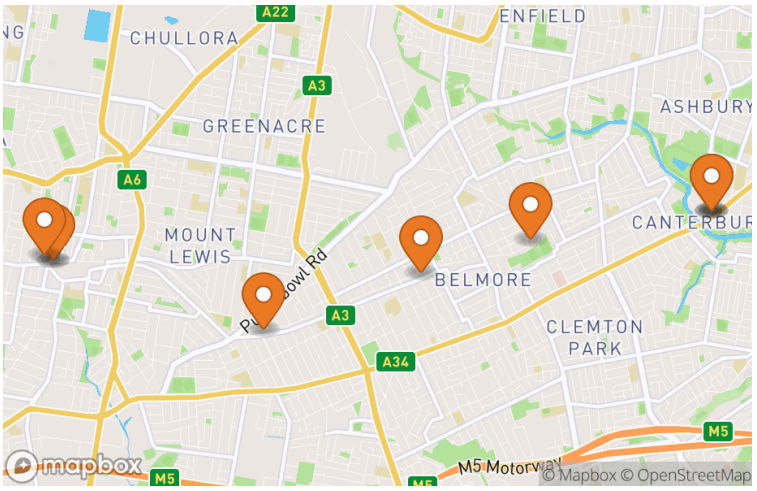
Sydney Metro S2B

Y25 WE48-49 Sydenham to Bankstown

Monitoring Devices

Date Range 02 Jun 2025 - 09 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	-



Noise Monitoring Statistics

NCA07 Belmore Triangle

62 dB	DAY L_{Aeq}
47 dB	EVENING L_{Aeq}
47 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA12 Bankstown Depot ...

59 dB	DAY L_{Aeq}
56 dB	EVENING L_{Aeq}
54 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA04 CB Station

67 dB	DAY L_{Aeq}
66 dB	EVENING L_{Aeq}
63 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA13 Marion St

58 dB	DAY L_{Aeq}
49 dB	EVENING L_{Aeq}
49 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA08 Lakemba SP

55 dB	DAY L_{Aeq}
52 dB	EVENING L_{Aeq}
49 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA10 The Boulevard

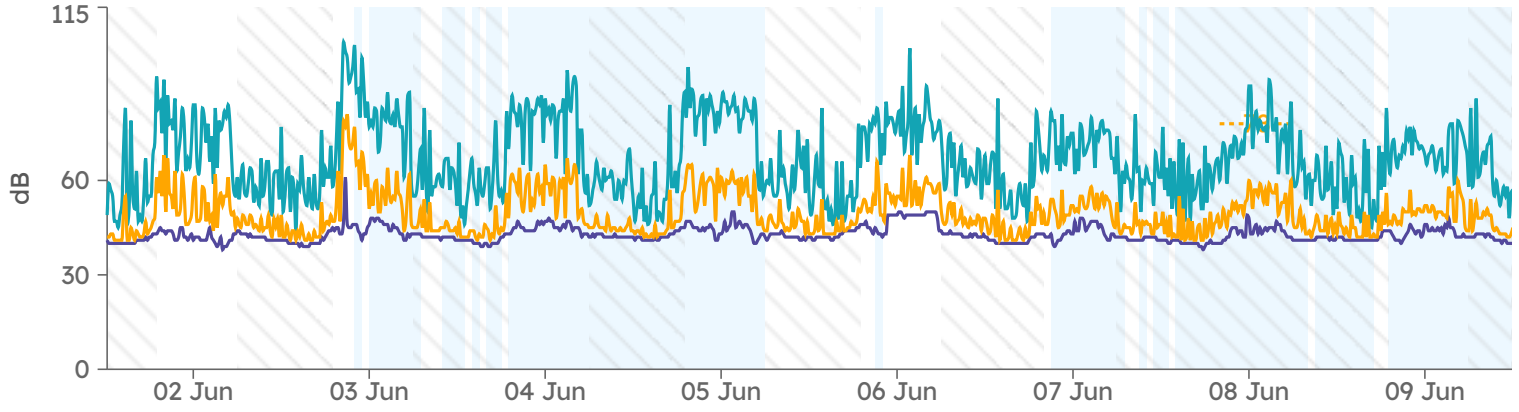
58 dB	DAY L_{Aeq}
52 dB	EVENING L_{Aeq}
49 dB	NIGHT L_{Aeq}

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

Sound Levels | NCA07 Belmore Triangle — 15m averages, 02 Jun 2025 - 09 Jun 2025



Parameters

- L_{Amax}
- L_{Amin}
- L_{Aeq}

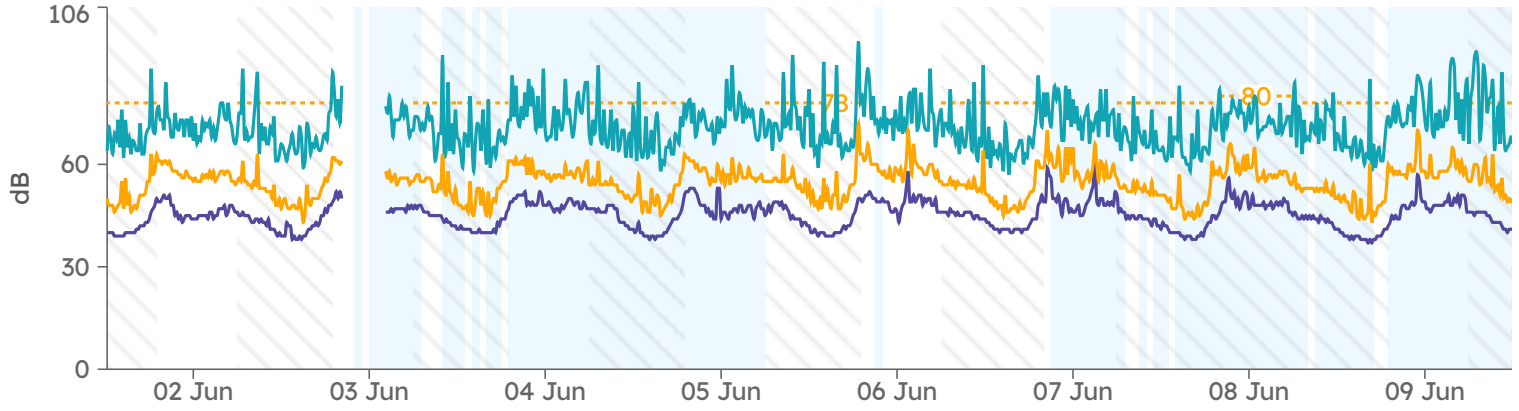
Thresholds

- 78 Y25 WE48-49 8.June Belmore T Day

Other

- Potentially weather affected periods
- Out of Hours

Sound Levels | NCA12 Bankstown Depot Place — 15m averages, 02 Jun 2025 - 09 Jun 2025



Parameters

- L_{Amax}
- L_{Amin}
- L_{Aeq}

Thresholds

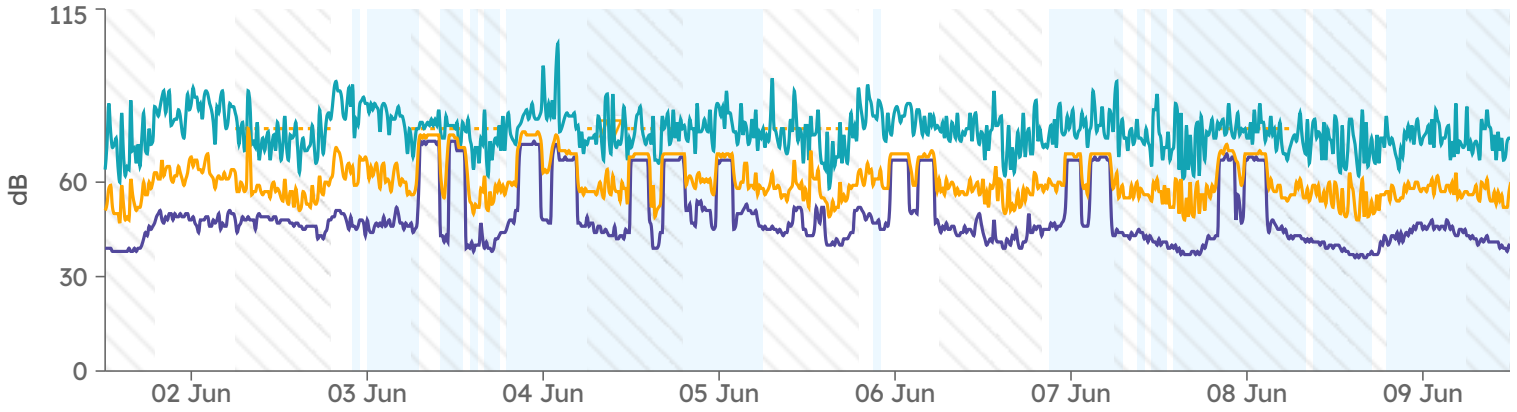
- 78 Y25 WE48-49 2-8.June Depot Place Night
- 80 Y25 WE48-49 8.June Depot Place Day

Other

- Potentially weather affected periods
- Out of Hours

Sound Levels | NCA04 CB Station

15m averages, 02 Jun 2025 - 09 Jun 2025



Parameters

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

Thresholds

77 Y25 WE48-49 2-5.June CB Station Night

77 Y25 WE48-49 8.June CB Station Day

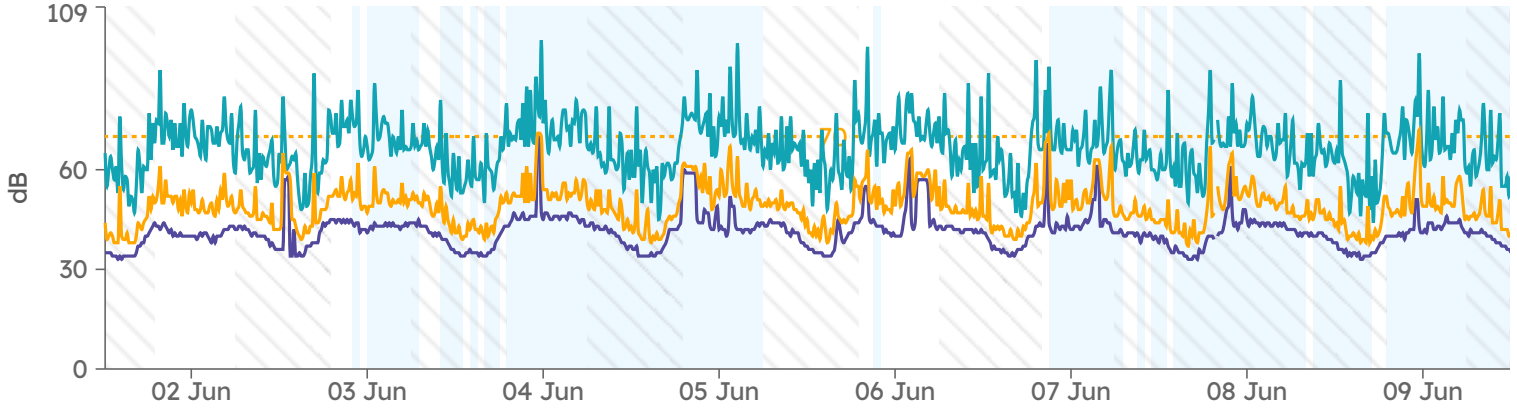
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA13 Marion St

15m averages, 02 Jun 2025 - 09 Jun 2025



Parameters

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

Thresholds

70 Y25 WE48-49 2-8.June Marion St Night

70 Y25 WE48-49 8.June Marion St Day

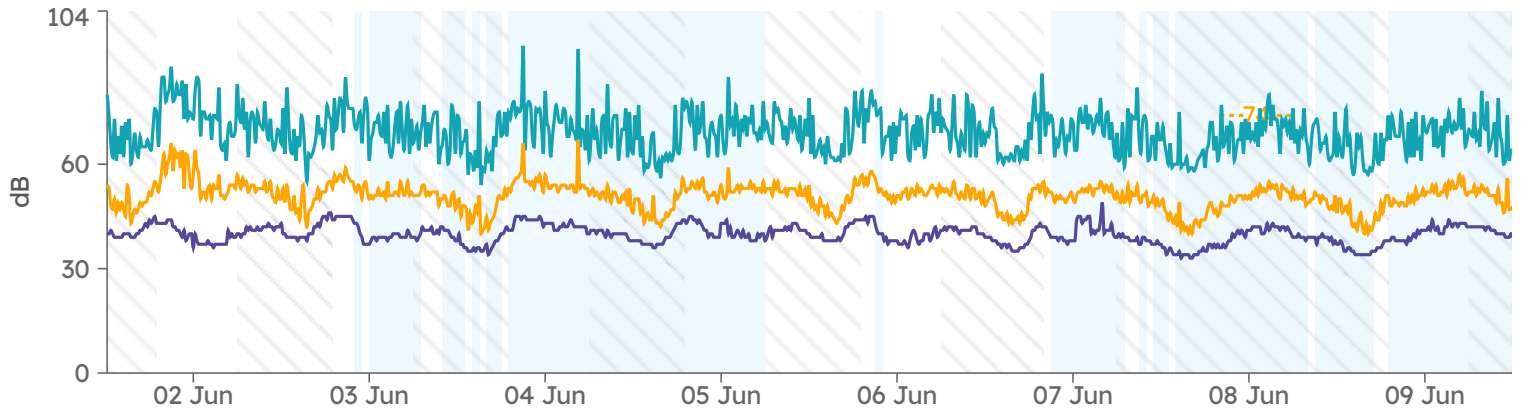
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA08 Lakemba SP

15m averages, 02 Jun 2025 - 09 Jun 2025



Parameters

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

Thresholds

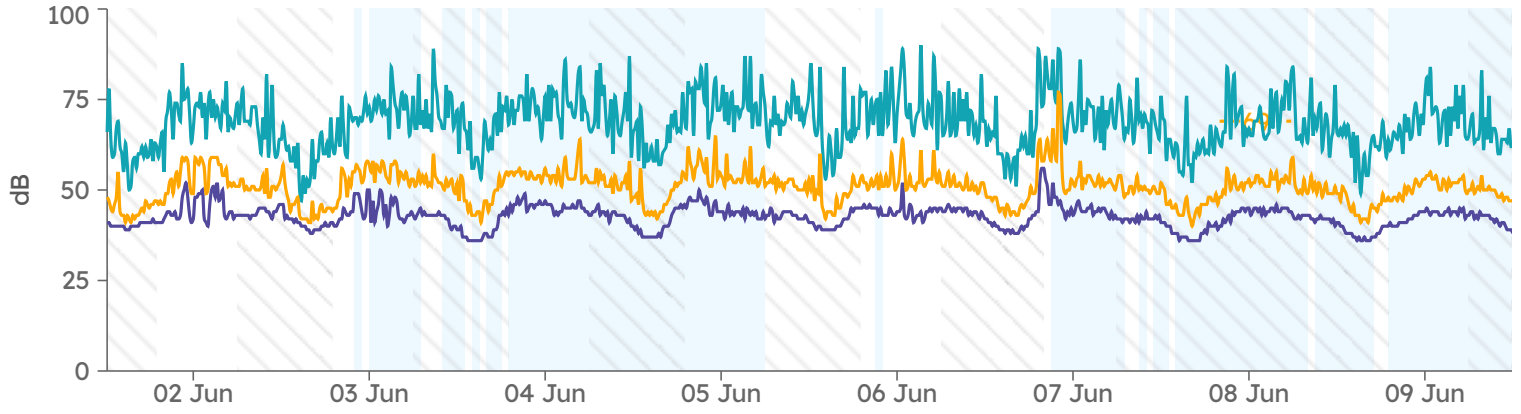
74 Y25 WE48-49 8.June Lakemba SP Day

Other

Potentially weather affected periods Out of Hours

Sound Levels | NCA10 The Boulevard

15m averages, 02 Jun 2025 - 09 Jun 2025



Parameters

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

Thresholds

69 Y25 WE48-49 8.June The Boulevard Day

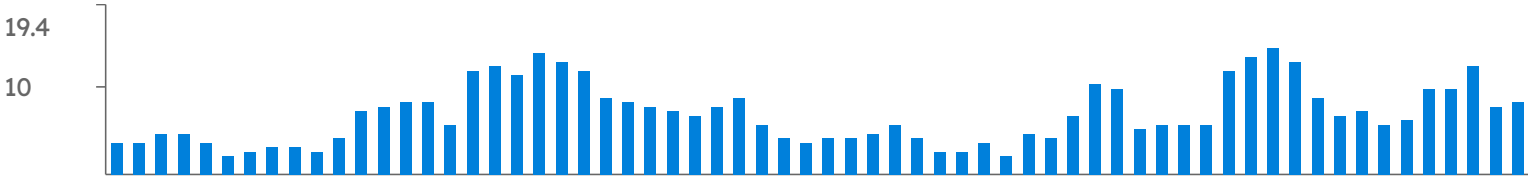
Other

Potentially weather affected periods Out of Hours

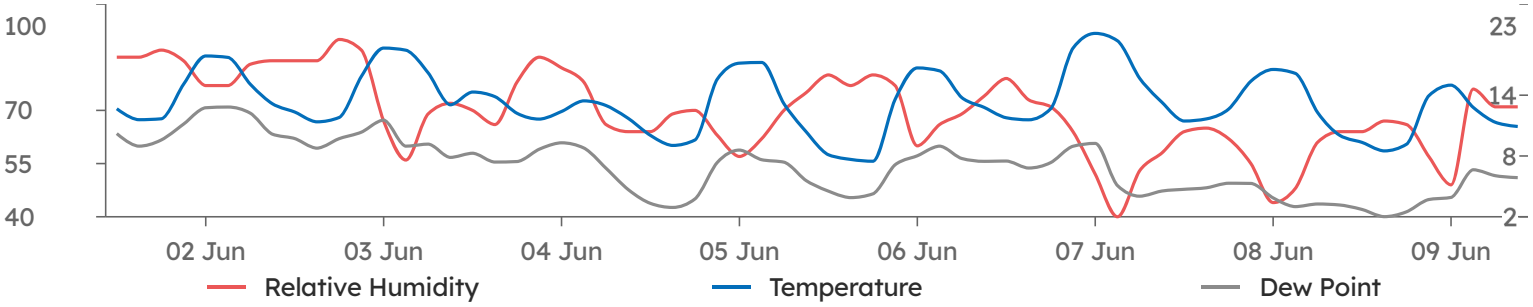
Weather Graphs 02 Jun 2025 - 09 Jun 2025

mm **Rainfall** 3 Hourly cumulative Source

m/s **Wind** 3 Hourly max speed and dominant direction



% **Humidity / Temp / Dew Point** 3 Hourly max °C



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	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

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.

Sydney Metro City & Southwest

Monthly Notification – Canterbury Station

June 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 June and July

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

- Modification of cable service routes, cables, wiring and 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. 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, high and low voltage wiring and local utilities
- Work on various bridges along the corridor
- Defect rectification work as required
- Civil, electrical and containment works at station buildings/platforms
- Remediation work including in the rail corridor and at the overbridge
- Concrete pours, deliveries and installation of protection screens involving ground anchors into the ground at the overbridge
- Reinstatement of footpath paving and installation of bike racks
- Utility cut over and removal of redundant cabling and services
- Concrete pouring for parapet wall on Canterbury Road overbridge
- Installation of ground anchors for barrier footings

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**

Sydney Metro City & Southwest

Monthly Notification – Belmore Station

June 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 June and July

Work will continue during and outside of standard construction hours within and around Belmore Station during June & July. 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. 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 in the rail corridor
- 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
- Possession of Bridge Road carpark between 20 and 22 June to allow for installation of off-structure beam
- Temporary traffic changes to support the work including 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
- 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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southwestmetro@transport.nsw.gov.au

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Sydney Metro City & Southwest

Monthly Notification – Lakemba Station

June 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 June and July

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

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 the 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. 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 along the corridor
- Work at station buildings and platforms including installing mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to local utilities and overhead wiring
- Work on various bridges along the corridor
- Station landscaping work, with pedestrian diversions in place as needed
- Continuation of piling work at the Moreton Street overbridge, with bridge closure and temporary detour from 20 to 23 June at Moreton Street overbridge
- Delivery and installation of oversized beam and delivery and set up of oversized crane at Moreton Street
- Remediation work underneath Moreton Street overbridge
- Forming and pouring of pilecaps and barriers
- Remediation work underneath the Lakemba Station overbridge
- Installation of footings, concreting and fencing work at the Lakemba Station overbridge
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal
- Minor defect remediation work as required
- Testing and commissioning activities

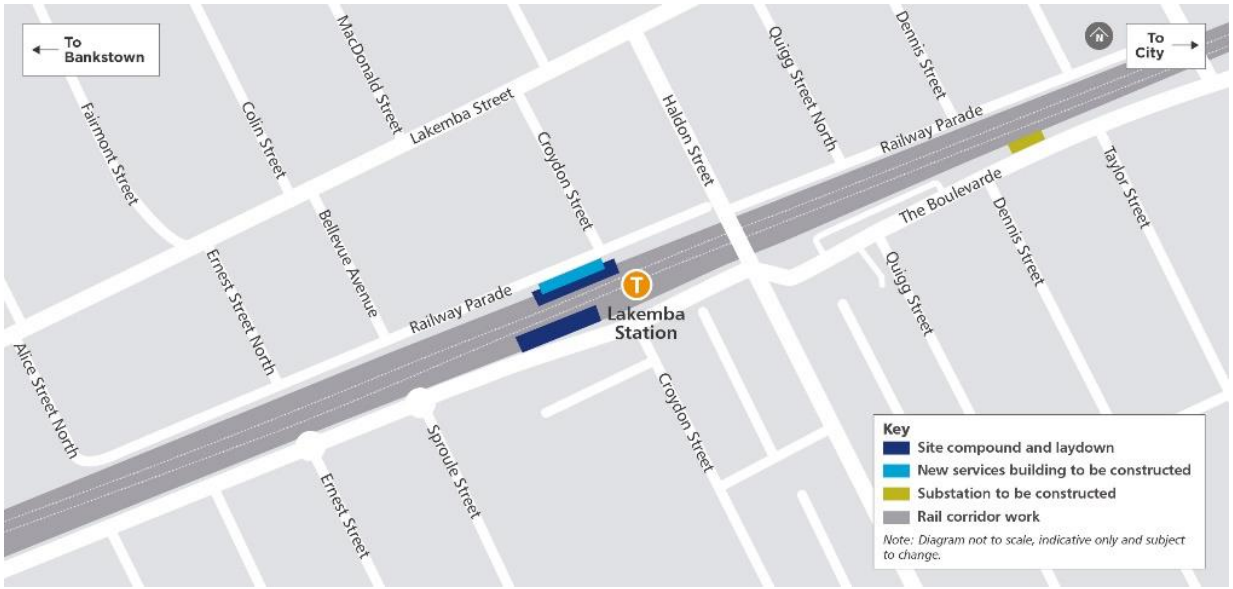
Hours of work

- 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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Sydney Metro City & Southwest

Monthly Notification – Punchbowl Station

June 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 June and July

Work will continue during and outside of standard construction hours within and around Punchbowl station during June and July. 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. 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, high and low voltage wiring and local utilities
- Civil related street scaping works in Bruest Pl. involving temporary single lane closure and changes to Quine Ln to one-way traffic. Follow signed detours and traffic control directions, pedestrian diversions will also be in place.
- Continuation of work at the overbridge to prepare for the new steel barriers, screens and fencing, involving concrete pours at the overbridge on Punchbowl Road (including at night)
- Continued 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
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal
- Closure of the Punchbowl Station pedestrian underpass for accessibility upgrades
- Concreting and reinstatement of footpaths along Punchbowl Road near the overbridge
- Continuation of utility work
- Testing and commissioning of services and electrical work within the station and service buildings
- Defect rectification work as required

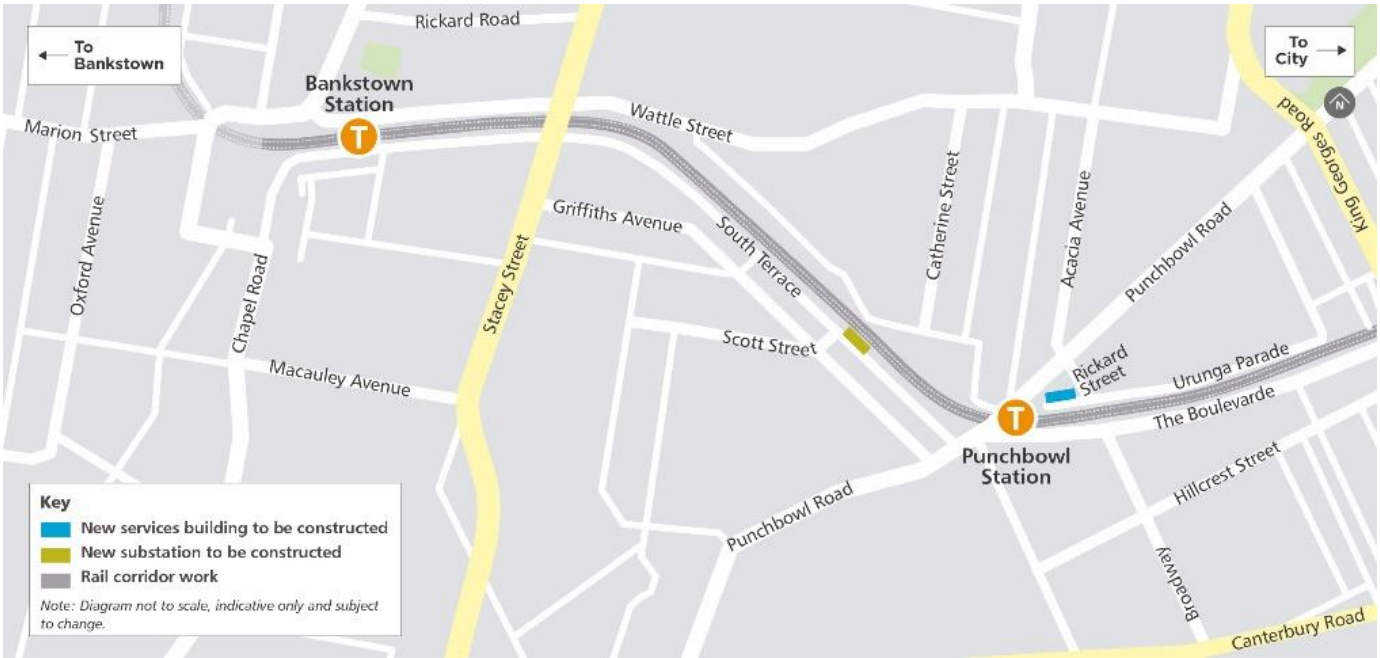
Hours of work

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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Sydney Metro City & Southwest

Monthly Notification – Bankstown Station

June 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 June & July

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

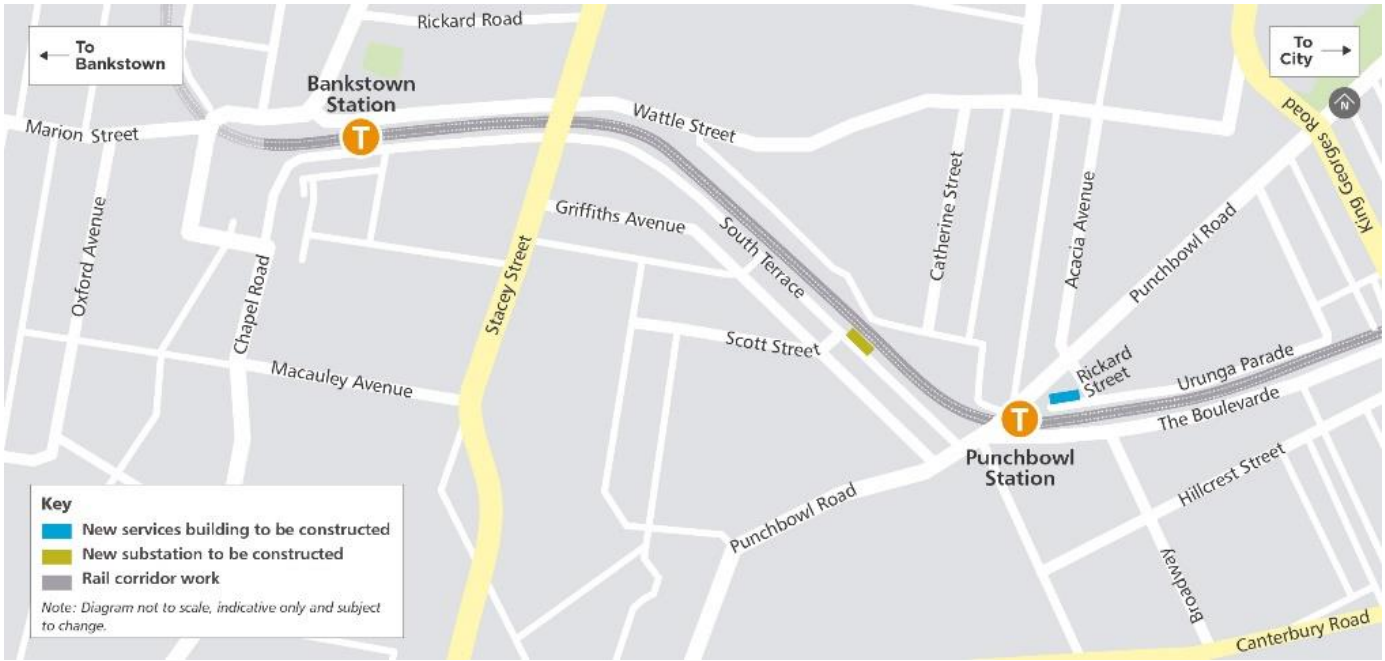
- Modification of cable service routes, cables, wiring and trackside equipment in the rail corridor, substations and stations
- Delivery of materials and equipment using light and heavy vehicles
- Installation of cables and communications equipment in station platforms, buildings and concourse
- Energisation 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. 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 works on Stacey Street and North Terrace
- Footpath closures with diversions in place around the South Terrace bus interchange with parking changes relating to replacement buses on West and East Terraces
- Work on various bridges along the corridor
- Work related to the new Bankstown Metro platforms including ongoing work on platform screen doors and work on the existing platform
- Work related to the new cross corridor plaza and associated buildings
- Work related to Bankstown platform extension, track upgrades and OHW upgrades
- Delivery and installation of shutters and equipment
- Concrete works on Stacey Street bridge approaches and bridge deck
- Delivery and installation of 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.



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EPL 21147
R4.4 Validation Report
SWM3 April Shut Stage-7
2025 WE49-50

R5.6 Sydney Trains & Sydney Metro Possession (WE49-50, 09-16 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	20/06/2025	Prepared for R4.4	Zhengyi Zhang	Lucas Dobrolot

Management reviews

Review date	Details	Reviewed by

Controlled: NO Copy no.: Uncontrolled: YES

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

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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

> 09th June 0700 to 16th June 0700 in Week 49-50 (WE49-50), 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 (Track Maintenance) on Sydney Metro track (from Hurlstone Park Station to Campsie 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:

WE49-50 Bankstown (09th to 16th of June 2025) - Condition L5.6 - Local Possessions**:**

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

WE50 Canterbury (15th June 2025) - Condition L5.6 - Local Possessions**:**

- Track Maintenance
  - Hi-rail Excavator
  - Hand Tool

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

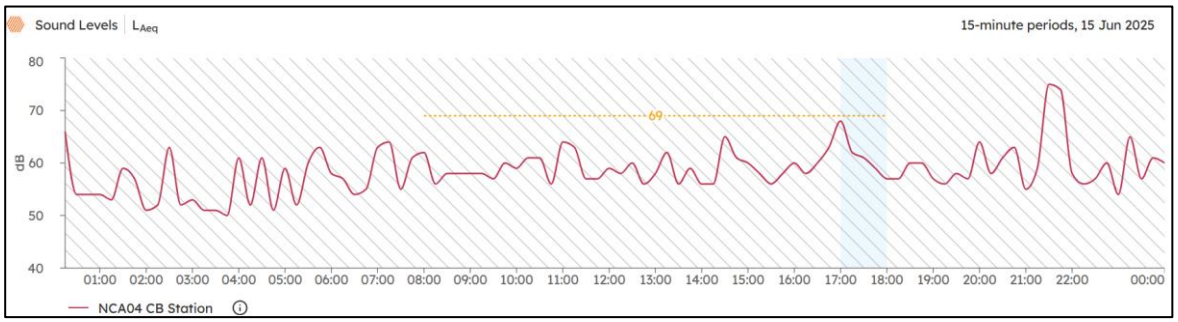
A copy of the community notification required under Condition L5.12 is appended as **Attachment 2**.

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

WE49-50 works noise monitoring was carried out at the following locations along the project corridor.

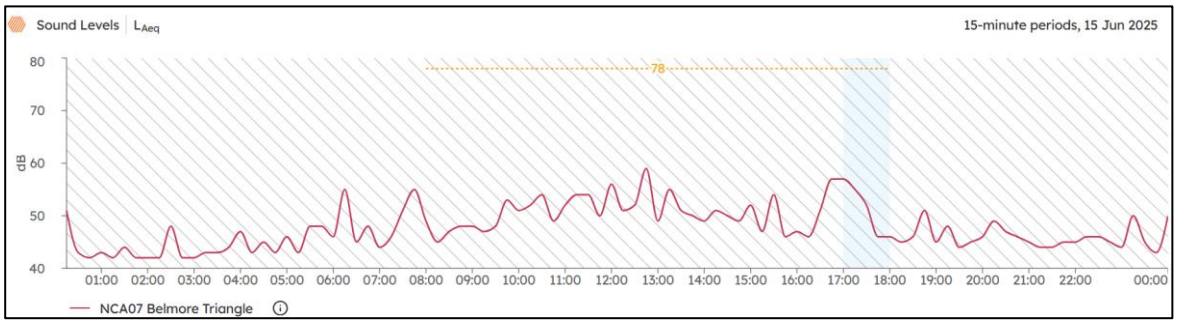
A. NCA 04 Noise Monitor (HEX-000296) is 12 m NE of 2A Charles Street, Canterbury

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



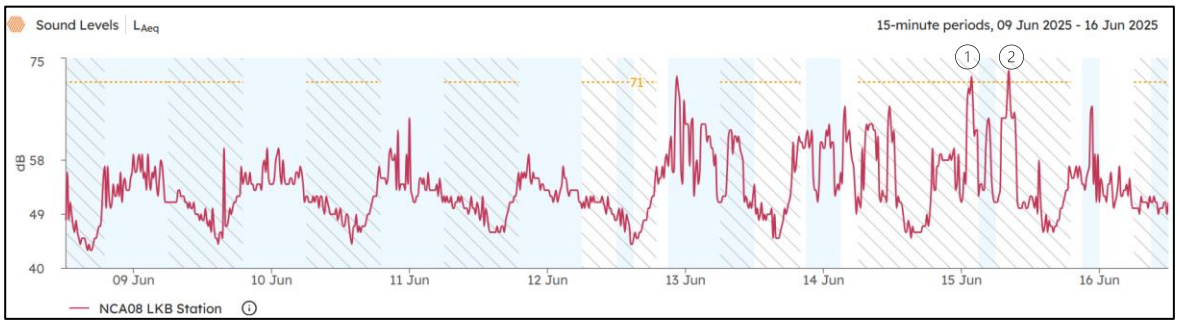
B. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore

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



C. NCA 08 Noise Monitor (HEX-000758) is 53 m S of 15-19 Croydon Street, Lakemba

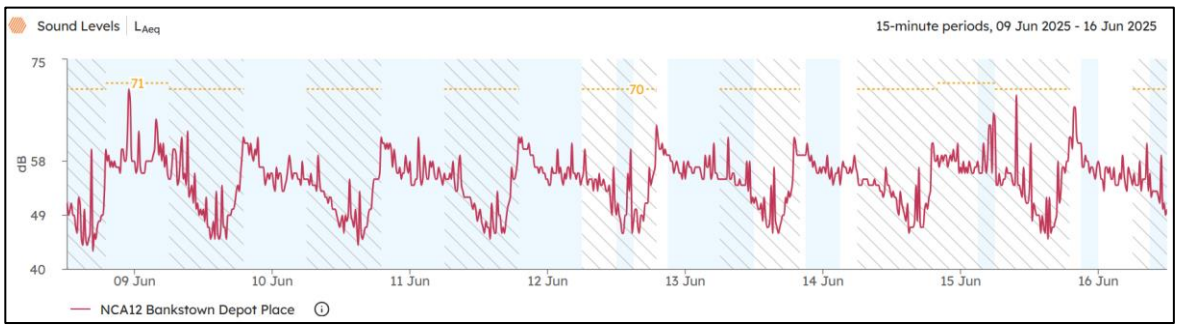
	Distance to the Source of Noise (m)	Monday Day, 09 June, 0700-1800 Prediction (L_{Aeq} 15 minutes)	Monday to Thursday and Sunday Night, 09 to 12 and 15 June, 1800-0700 Prediction (L_{Aeq} 15 minutes)	Friday and Saturday day Night, 13 & 14 June, 1800-0800 Prediction (L_{Aeq} 15 minutes)	Sunday Day, 15 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	86	71	71	71	71
Nearest Resident	86	71	71	71	71



1. 15 June 2025 13:30-13:45:
   RBL for Day Shift (0800-1800) in NCA 08 (Lakemba Station) is 47dBA.
   The construction related highest LAeq in work period (72dB) is above the predicted level (71dB).
   Predicted noise levels (Day Shift works) did not trigger offers for additional mitigation measures.
   The construction related highest LAeq in work period did not trigger offers for additional mitigation measures
   Alternative Accommodation has been offered for Night Shift.
   Appropriate mitigation measures being offered.
2. 15 June 2025 20:00-20:15:
   RBL for Evening Shift (1800-2200) in NCA 08 (Lakemba Station) is 47dBA.
   The construction related highest LAeq in work period (73dB) is above the predicted level (71dB).
   Predicted noise levels (Evening Shift works) did not trigger offers for additional mitigation measures.
   The construction related highest LAeq in work period did not trigger offers for additional mitigation measures.
   Alternative Accommodation has been offered for Night Shift.
   Appropriate mitigation measures being offered.

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

	Distance to the Source of Noise (m)	Monday Day, 09 June, 0700-1800 Prediction (L_{Aeq} 15 minutes)	Monday to Thursday and Sunday Night, 09 to 12 and 15 June, 1800-0700 Prediction (L_{Aeq} 15 minutes)	Friday and Saturday day Night, 13 & 14 June, 1800-0800 Prediction (L_{Aeq} 15 minutes)	Sunday Day, 15 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	17	71	70	70	71
Nearest Resident	83	57	56	56	57



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 WE49-50, 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 WE49-50 (09th to 16th of 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 implements 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

JHLORJV

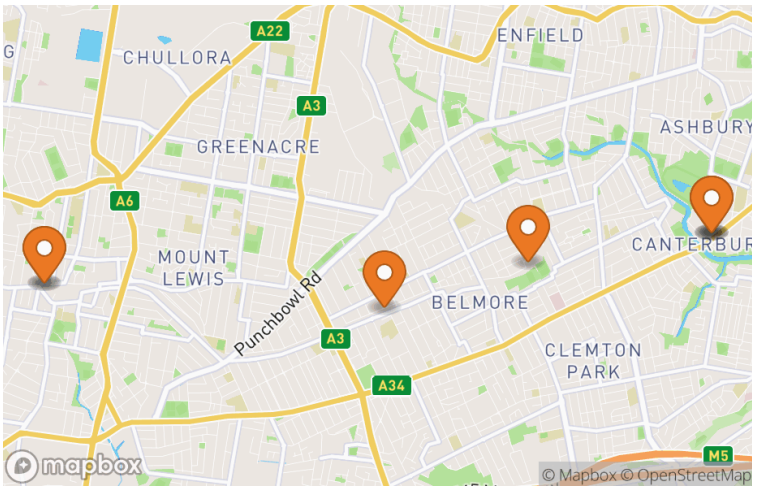
Sydney Metro S2B

Y25 WE49-50 Sydenham to Bankstown

Monitoring Devices

Date Range 09 Jun 2025 - 16 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-000758	NCA08 LKB Station
HEX-000249	-



Noise Monitoring Statistics

NCA07 Belmore Triangle

56 dB	DAY L_{Aeq}
48 dB	EVENING L_{Aeq}
46 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA12 Bankstown Depot ...

58 dB	DAY L_{Aeq}
56 dB	EVENING L_{Aeq}
53 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA04 CB Station

66 dB	DAY L_{Aeq}
61 dB	EVENING L_{Aeq}
58 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA08 LKB Station

59 dB	DAY L_{Aeq}
59 dB	EVENING L_{Aeq}
52 dB	NIGHT L_{Aeq}

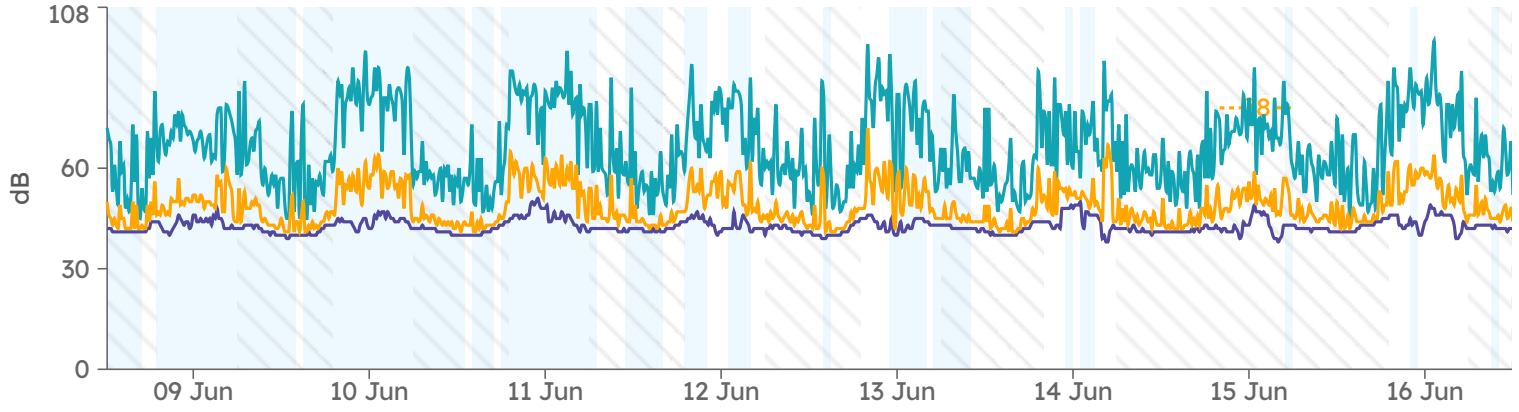
Average value across selected time period

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

Sound Levels | NCA07 Belmore Triangle

15-minute periods 09 Jun 2025 - 16 Jun 2025



Parameters

- L_{Amax}
- L_{Amin}
- L_{Aeq}

Thresholds

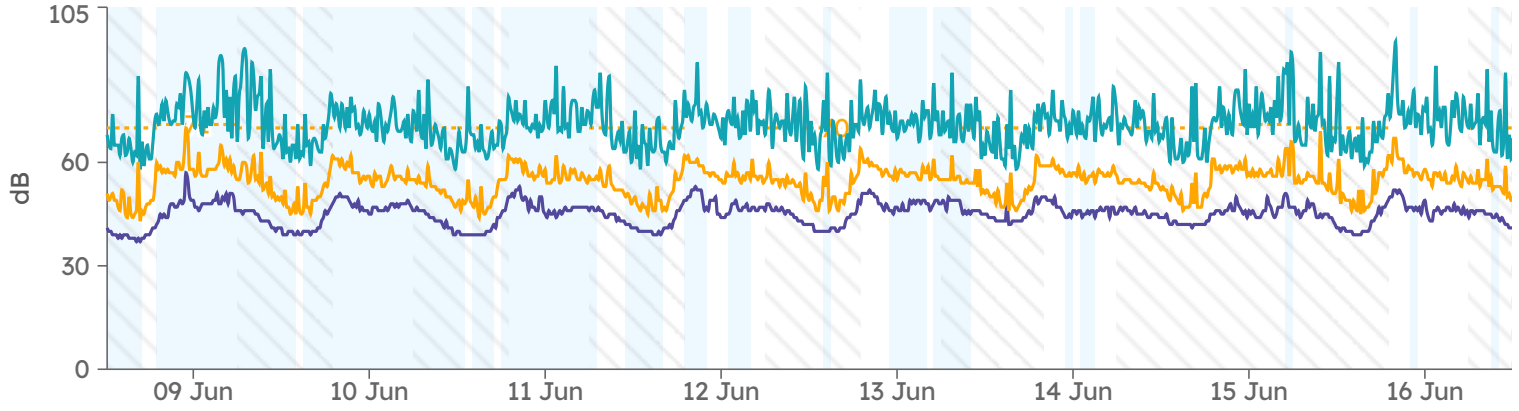
- 78 Y25 WE50 15.June BelmoreT Day

Other

- Potentially weather affected periods
- Out of Hours

Sound Levels | NCA12 Bankstown Depot Place

15-minute periods 09 Jun 2025 - 16 Jun 2025



Parameters

- L_{Amax}
- L_{Amin}
- L_{Aeq}

Thresholds

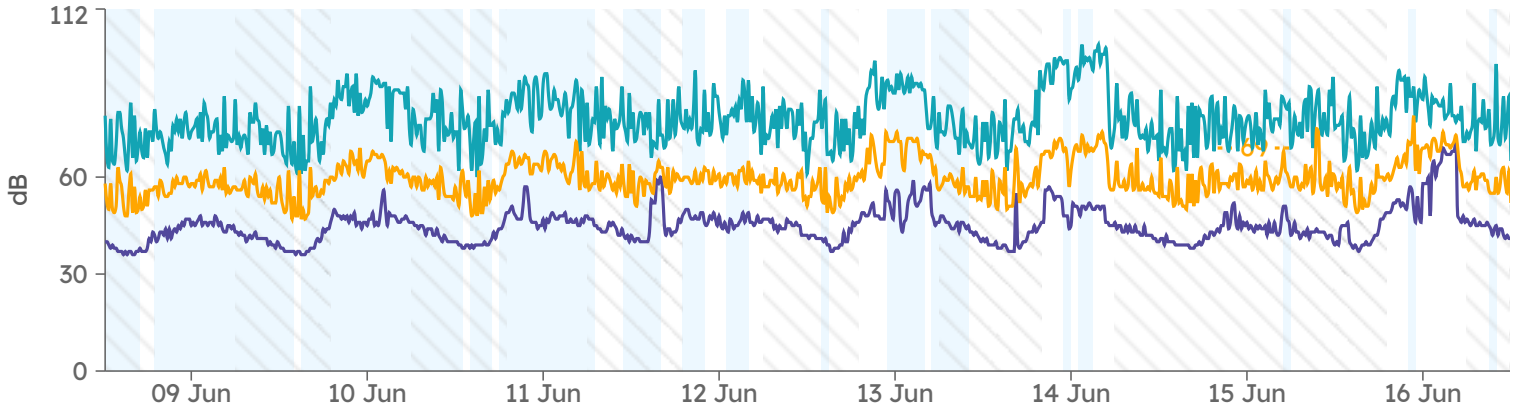
- 70 Y25 WE49-50 09-15.June Depot Place Night
- 71 Y25 WE49-50 09.June Depot Place Day
- 71 Y25 WE49-50 15.June Depot Place Day

Other

- Potentially weather affected periods
- Out of Hours

Sound Levels | NCA04 CB Station

15-minute periods 09 Jun 2025 - 16 Jun 2025



Parameters

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

Thresholds

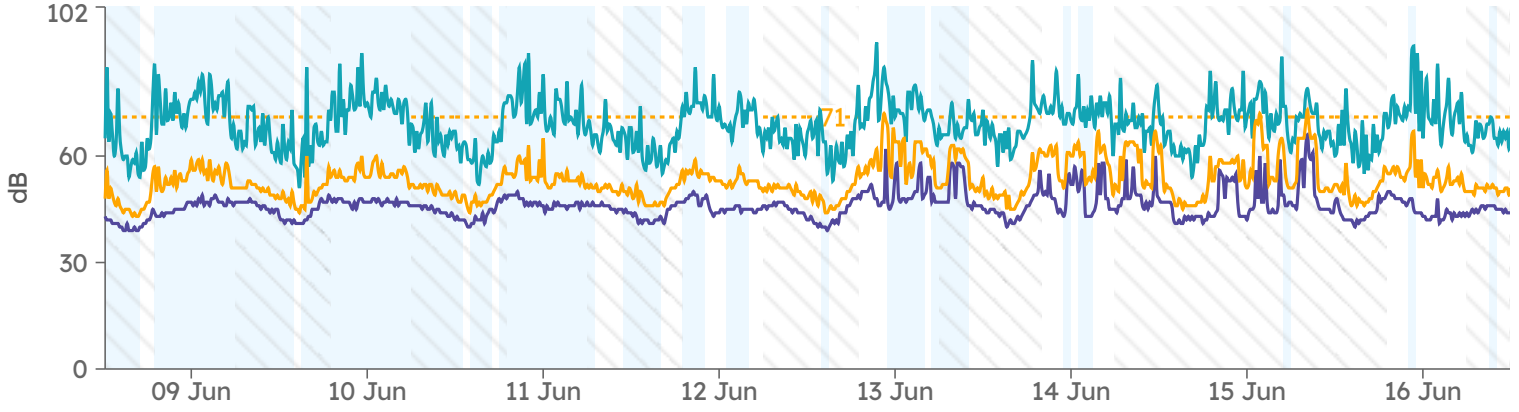
69 Y25 WE50 15.June CB Station Day

Other

Potentially weather affected periods Out of Hours

Sound Levels | NCA08 LKB Station

15-minute periods 09 Jun 2025 - 16 Jun 2025



Parameters

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

Thresholds

71 Y25 WE49-50 09-15.June Lakemba Station Night

71 Y25 WE49-50 09.June Lakemba Station Day

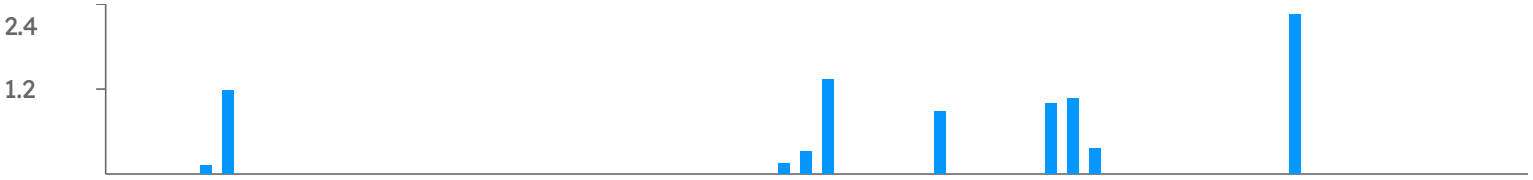
71 Y25 WE49-50 15.June Lakemba Station Day

Other

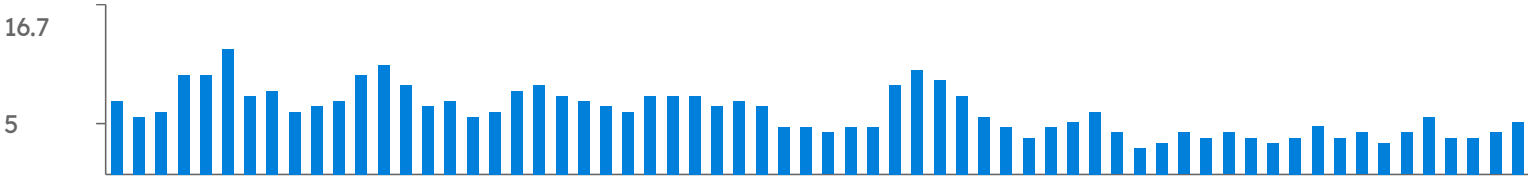
Potentially weather affected periods Out of Hours

Weather Graphs 09 Jun 2025 - 16 Jun 2025

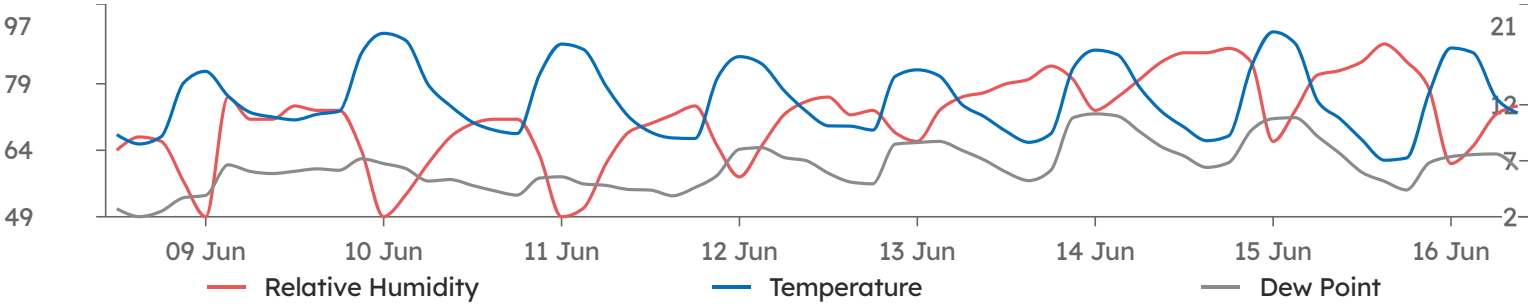
mm **Rainfall** 3-hour cumulative Source



m/s **Wind** 3-hour max speed and dominant direction



% **Humidity / Temp / Dew Point** 3-hour max °C



Noise Explained Events

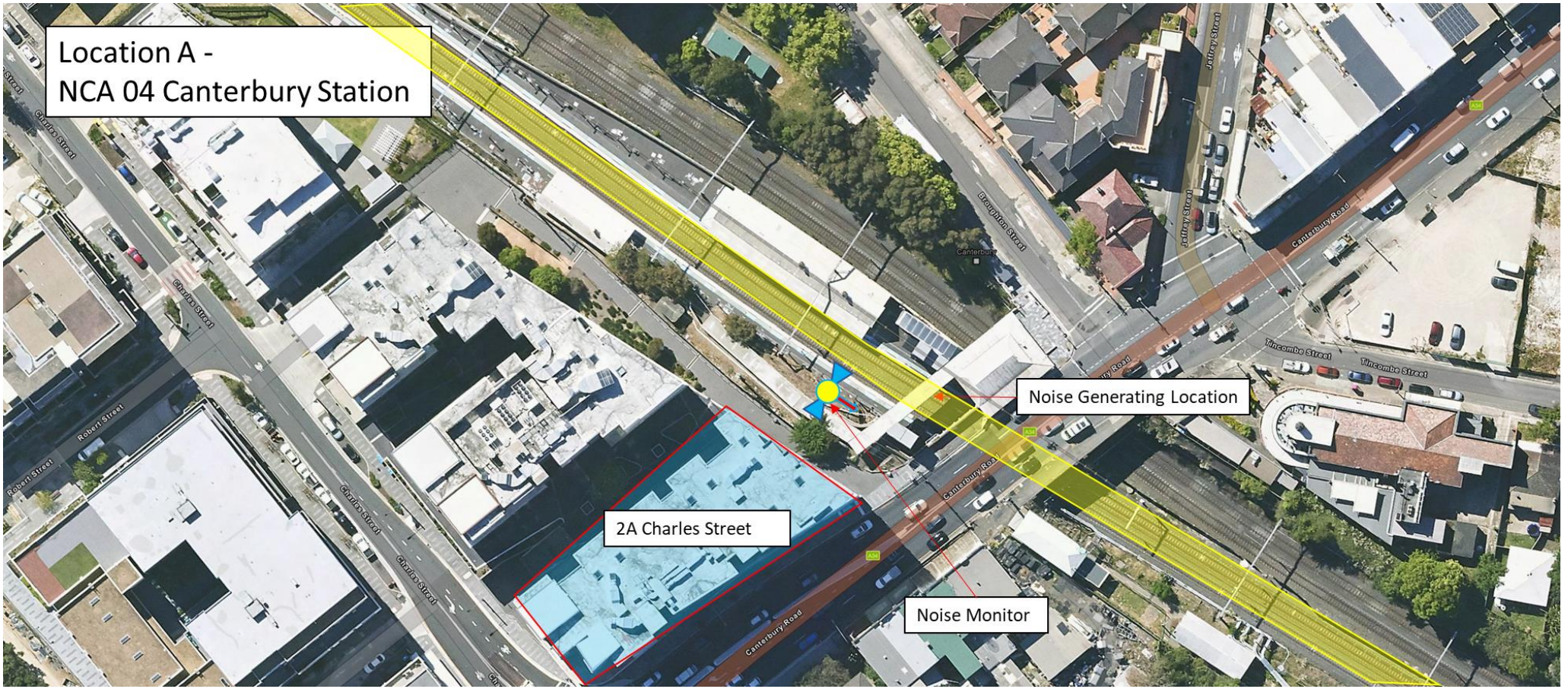
No explanations for this period

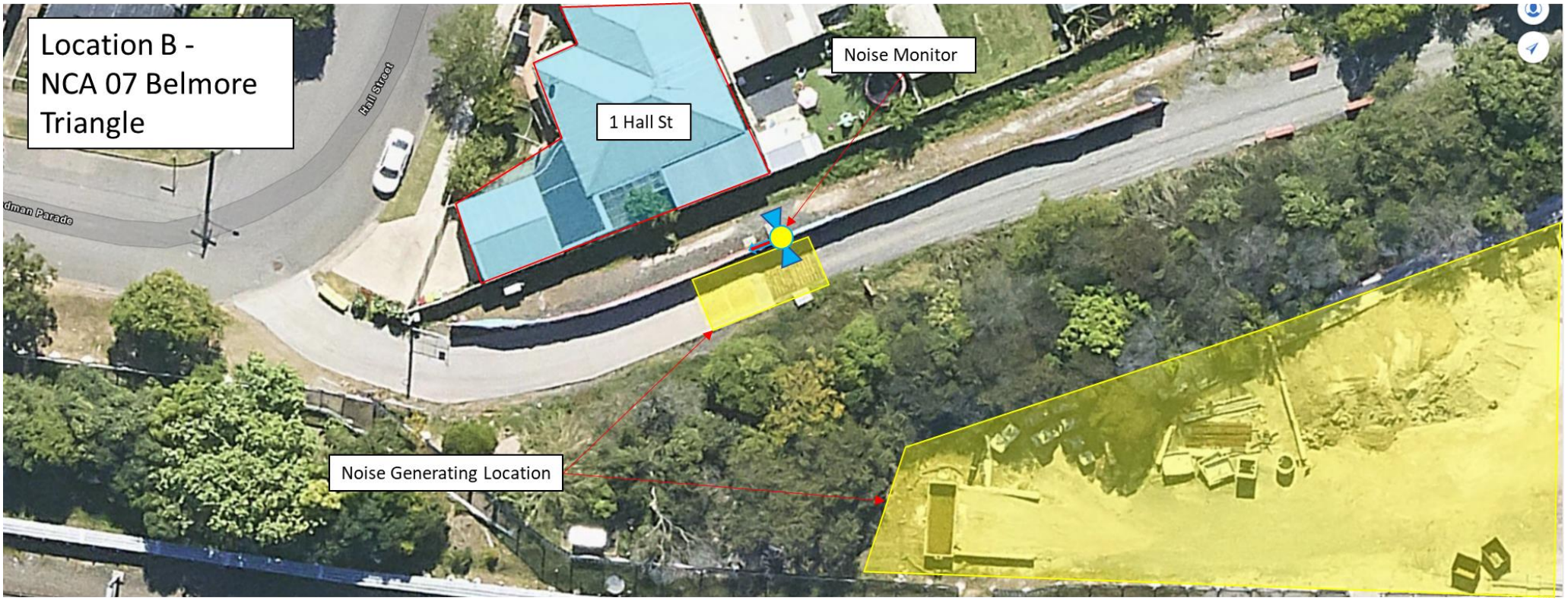
Daily Notes

Date and time	By	Monitoring Point(s)	Note
15 Jun 2025	Ted Z	NCA08 LKB Station	15 June 2025 13:30-13:45: RBL for Day Shift (0800-1800) in NCA 08 (Lakemba Station) is 47dBA. The construction related highest LAeq in work period (72dB) is above the predicted level (71dB). Predicted noise levels (Day Shift works) did not trigger offers for additional mitigation measures. The construction related highest LAeq in work period did not trigger offers for additional mitigation measures Alternative Accommodation has been offered for Night Shift. Appropriate mitigation measures being offered.
15 Jun 2025	Ted Z	NCA08 LKB Station	15 June 2025 20:00-20:15: RBL for Evening Shift (1800-2200) in NCA 08 (Lakemba Station) is 47dBA. The construction related highest LAeq in work period (73dB) is above the predicted level (71dB). Predicted noise levels (Evening Shift works) did not trigger offers for additional mitigation measures. The construction related highest LAeq in work period did not trigger offers for additional mitigation measures. Alternative Accommodation has been offered for Night Shift. Appropriate mitigation measures being offered.

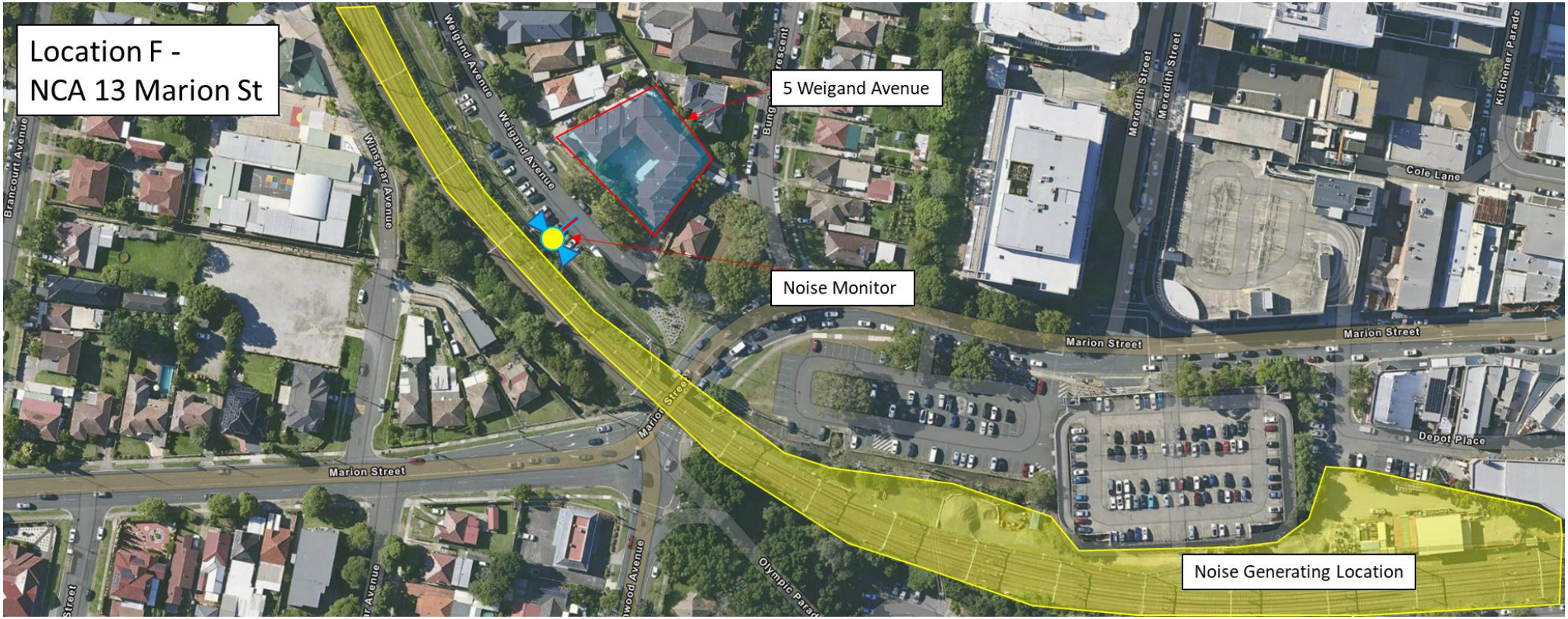
Device Details

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-000758	NCA08 LKB Station	SiteHive Hexanode	29 Nov 2024	29 Nov 2026
HEX-000249	-	SiteHive Hexanode	07 Apr 2025	07 Apr 2027


Location A -
NCA 04 Canterbury Station
Noise Generating Location
2A Charles Street
Noise Monitor
Charles Street
Robert Street
Canterbury Road
Broughton Street
Jeffrey Street
Tincombe Street


Location B -
NCA 07 Belmore
Triangle
Hall Street
1 Hall St
Noise Monitor
Noise Generating Location

Location C -
NCA 08 Lakemba Station
Noise Generating Location
15-19 Croydon Street
Noise Monitor
Railway Parade
The Boulevarde
Croydon St N
Haldon St
Oneata Ln
Lakemba railway station
Lakemba
Lakemba Station
Taxi
Lakemba Post Office
Kanafandi
Shahi Dastar
4/15-19
11/15-19
15-19
2/15-19
14/15-19
120-124
2/60A
62A
8/49
7/49
6/49
3/49
2/47
2/52
1/58
53A
110A


Location F -
NCA 13 Marion St
5 Weigand Avenue
Noise Monitor
Noise Generating Location
Weigand Avenue
Weigand Avenue
Winspear Avenue
Brancourt Avenue
Marion Street
Marion Street
Marion Street
Marion Street
Meredith Street
Meredith Street
Cole Lane
Kitchener Parade
Depot Place
Olympic Parade

Attachment 2 – Community Notification

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

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

Sydney Metro City & Southwest

Monthly Notification – Bankstown Station

June 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 June & July

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

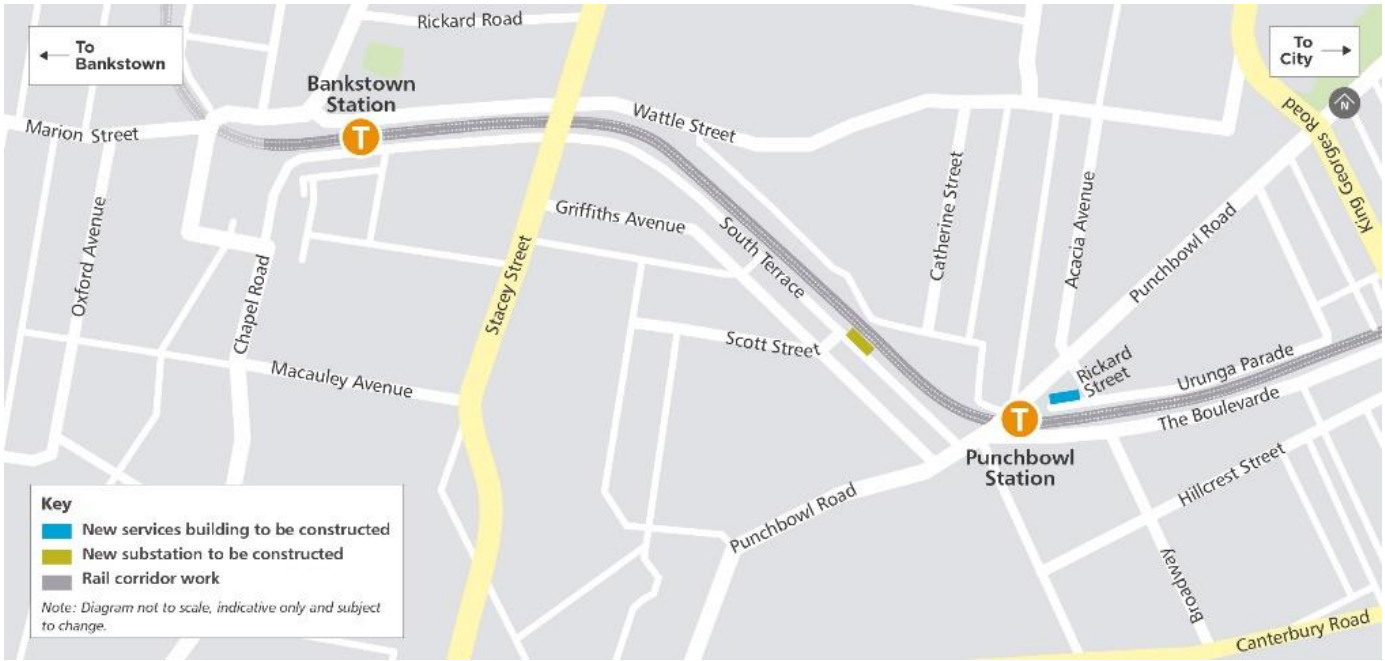
- Modification of cable service routes, cables, wiring and trackside equipment in the rail corridor, substations and stations
- Delivery of materials and equipment using light and heavy vehicles
- Installation of cables and communications equipment in station platforms, buildings and concourse
- Energisation 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. 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 works on Stacey Street and North Terrace
- Footpath closures with diversions in place around the South Terrace bus interchange with parking changes relating to replacement buses on West and East Terraces
- Work on various bridges along the corridor
- Work related to the new Bankstown Metro platforms including ongoing work on platform screen doors and work on the existing platform
- Work related to the new cross corridor plaza and associated buildings
- Work related to Bankstown platform extension, track upgrades and OHW upgrades
- Delivery and installation of shutters and equipment
- Concrete works on Stacey Street bridge approaches and bridge deck
- Delivery and installation of 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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Sydney Metro City & Southwest

Monthly Notification – Belmore Station

June 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 June and July

Work will continue during and outside of standard construction hours within and around Belmore Station during June & July. 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. 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 in the rail corridor
- 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
- Possession of Bridge Road carpark between 20 and 22 June to allow for installation of off-structure beam
- Temporary traffic changes to support the work including 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
- 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.

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southwestmetro@transport.nsw.gov.au

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

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Sydney Metro City & Southwest

Monthly Notification – Campsie Station

June 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 June and July

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

- Modification of cable service routes, cables, wiring 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. 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 in the rail corridor
- Work at station buildings and platforms including mechanical gap fillers and platform screen doors
- Track related construction activities and work related to overhead wiring, 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
- Bridge remediation work (including night work) involving an elevated work platform from the rail corridor
- Removal of the temporary catch deck on the Loch Street overbridge
- Work on various bridges along the corridor
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal
- Installation of an oversize beam on the country side of the Loch Street overbridge
- Fabrication and construction of footpath portion of Loch Street overbridge

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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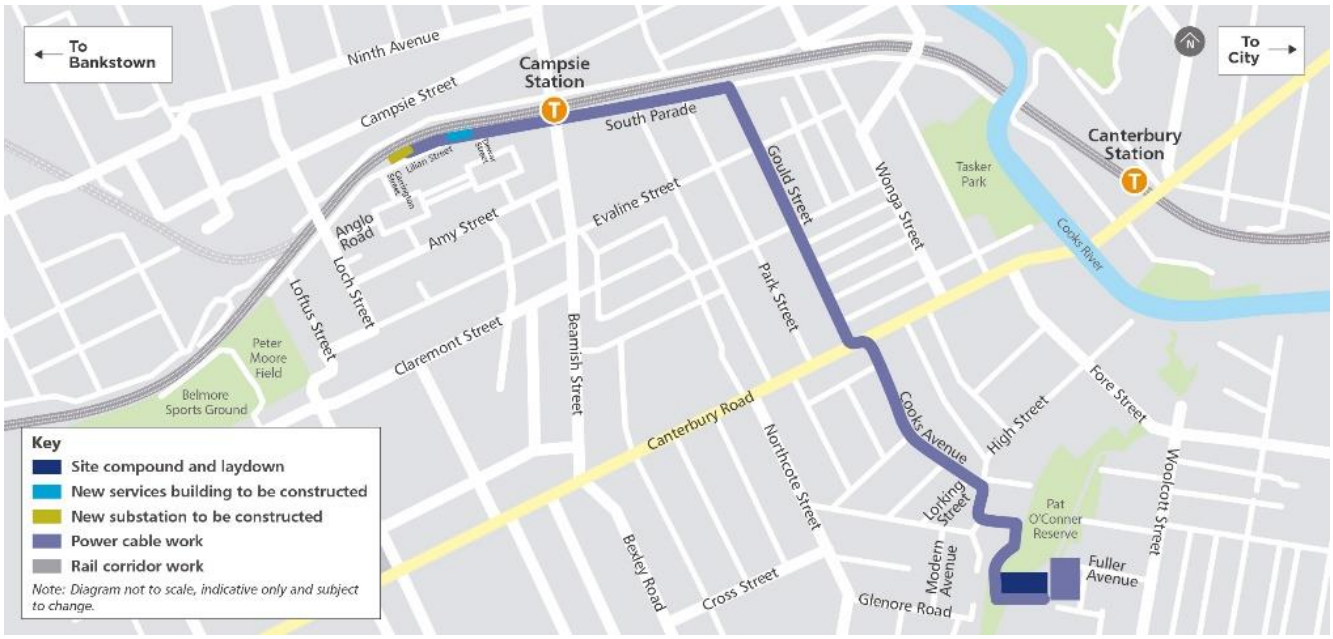

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Sydney Metro City & Southwest

Monthly Notification – Canterbury Station

June 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 June and July

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

- Modification of cable service routes, cables, wiring and 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. 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, high and low voltage wiring and local utilities
- Work on various bridges along the corridor
- Defect rectification work as required
- Civil, electrical and containment works at station buildings/platforms
- Remediation work including in the rail corridor and at the overbridge
- Concrete pours, deliveries and installation of protection screens involving ground anchors into the ground at the overbridge
- Reinstatement of footpath paving and installation of bike racks
- Utility cut over and removal of redundant cabling and services
- Concrete pouring for parapet wall on Canterbury Road overbridge
- Installation of ground anchors for barrier footings

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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Haymarket NSW 1240

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Sydney Metro City & Southwest

Monthly Notification – Dulwich Hill Station

June 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 June and July

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

- Modification of cable service routes, cables, wires and equipment in the rail corridor, at substations and 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 the 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 and service 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
- 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 in the rail corridor
- Work at station buildings and platforms including mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring, high and low voltage wiring and local utilities
- Work on various bridges along the corridor
- Landscaping and civil works outside Dulwich Hill Station on Wardell Road
- Landscaping work outside the Dulwich Hill Light Rail stop entrance on Bedford Crescent (access maintained)
- Bridge remediation work (including night work) involving workers accessing the rail corridor at Wardell Road
- Associated footpath and pedestrian crossing closures, partial lane closures and pedestrian detours on the Wardell, Albermarle and Garnet Street overbridges
- Concreting work for barriers on the southern side of Albermarle Street overbridge
- Installation of anti-throw screens at Albermale Street overbridge (including work at night)
- Concreting work for barriers on Wardell Road overbridge
- Installation of bollards and barriers near station entrance
- Asphalting, line marking and remediation to Wardell Road
- Parking removal on the Garnet Street overbridge
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal
- Defect rectification works as required

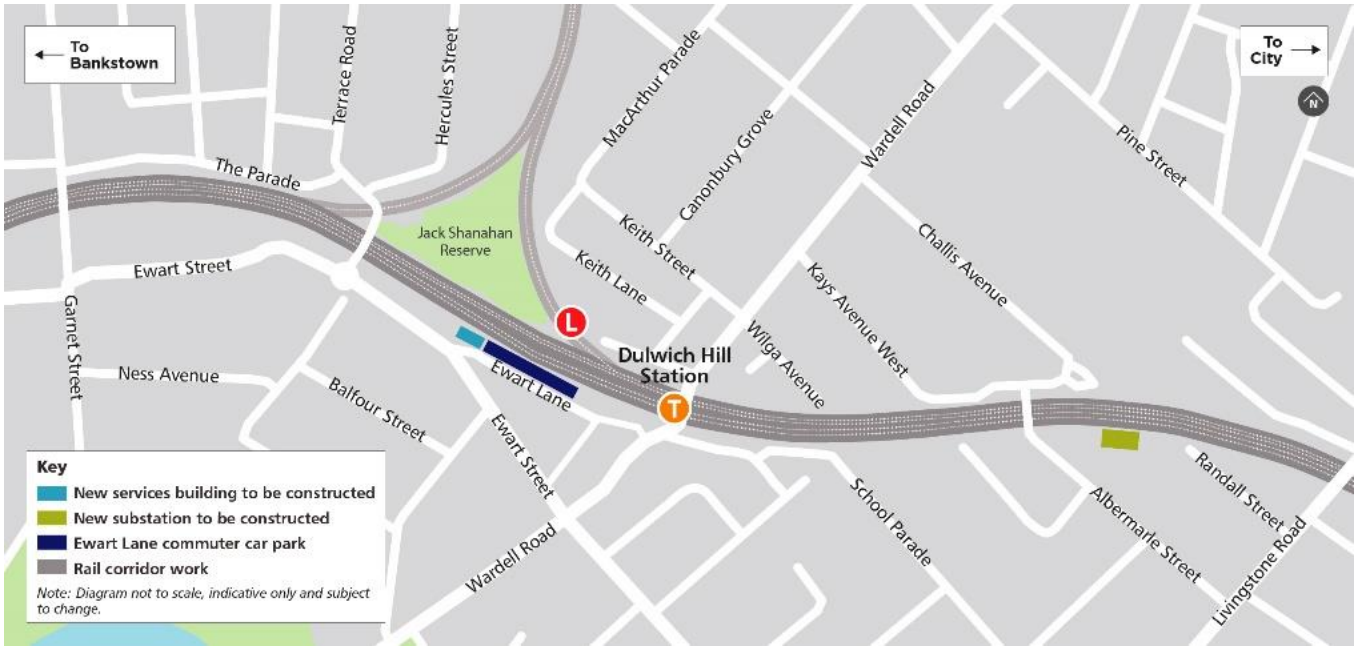
Hours of work

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

What to expect

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

Monthly Notification – Hurlstone Park Station

June 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 June and July

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

- Modification of cable service routes, cables, wiring 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 and services 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 and building and containment works
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security and segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and at various locations
- Work at station buildings and platforms installing electrical works, mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring, high and low voltage wiring
- Work at station buildings, platforms and access ways
- Fencing and concreting works on Melford Street overbridge
- Temporary road closure and bridge closure at Melford Street overbridge from 26 June to enable installation of an over-sized beam
- Delivery of crane materials to Melford Street
- Installation of anti-throw screens at Duntroon Street overbridge
- Utility installation involving footings, conduits, electrical equipment box and cables
- Continued work at the corners of the overbridge and use of worker amenities facilities
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal
- Installation of containment and electrical services on platform buildings
- 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.
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- 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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Sydney Metro City & Southwest

Monthly Notification – Lakemba Station

June 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 June and July

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

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 the 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. 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 along the corridor
- Work at station buildings and platforms including installing mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to local utilities and overhead wiring
- Work on various bridges along the corridor
- Station landscaping work, with pedestrian diversions in place as needed
- Continuation of piling work at the Moreton Street overbridge, with bridge closure and temporary detour from 20 to 23 June at Moreton Street overbridge
- Delivery and installation of oversized beam and delivery and set up of oversized crane at Moreton Street
- Remediation work underneath Moreton Street overbridge
- Forming and pouring of pilecaps and barriers
- Remediation work underneath the Lakemba Station overbridge
- Installation of footings, concreting and fencing work at the Lakemba Station overbridge
- 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.
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- Access to buildings and driveways will be maintained at all times.
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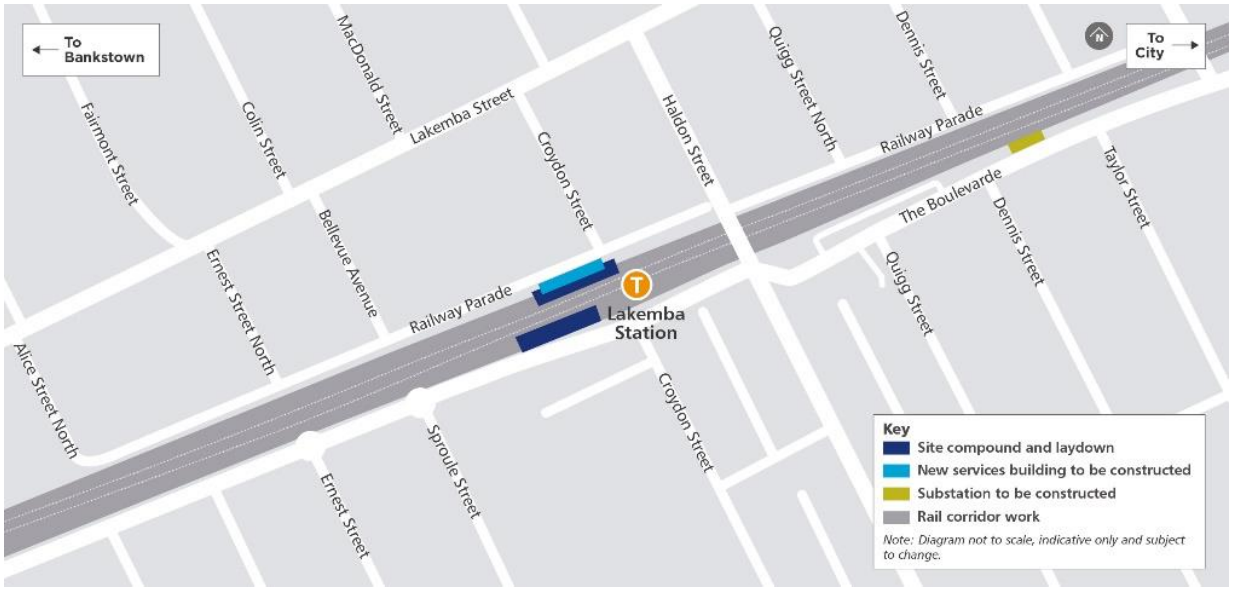

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Sydney Metro City & Southwest

Monthly Notification – Marrickville Station

June 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 June and July

Work will continue during and outside of standard construction hours within and around Marrickville Station during June and July. 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. This work may include excavation of soil using a vacuum truck, which will cause some noise.
- 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
- 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
- Work on the barriers and footpaths including at night where required at the Livingstone and Illawarra Road overbridges
- Concrete pours and installation of protection screens at the Livingstone Road overbridge
- Remediation and removal of catch deck at Livingstone Road overbridge (including at night)
- Traffic changes at the Albermarle Street overbridge involving use of a boom gate at Challis Avenue
- Completion of bridge works at Illawarra Road overbridge and 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 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
- Defect rectification work as required

NSW GOVERNMENT

sydney METRO

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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Sydney Metro City & Southwest

Monthly Notification – Punchbowl Station

June 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 June and July

Work will continue during and outside of standard construction hours within and around Punchbowl station during June and July. 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. 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, high and low voltage wiring and local utilities
- Civil related street scaping works in Bruest Pl. involving temporary single lane closure and changes to Quine Ln to one-way traffic. Follow signed detours and traffic control directions, pedestrian diversions will also be in place.
- Continuation of work at the overbridge to prepare for the new steel barriers, screens and fencing, involving concrete pours at the overbridge on Punchbowl Road (including at night)
- Continued 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
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal
- Closure of the Punchbowl Station pedestrian underpass for accessibility upgrades
- Concreting and reinstatement of footpaths along Punchbowl Road near the overbridge
- Continuation of utility work
- 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.
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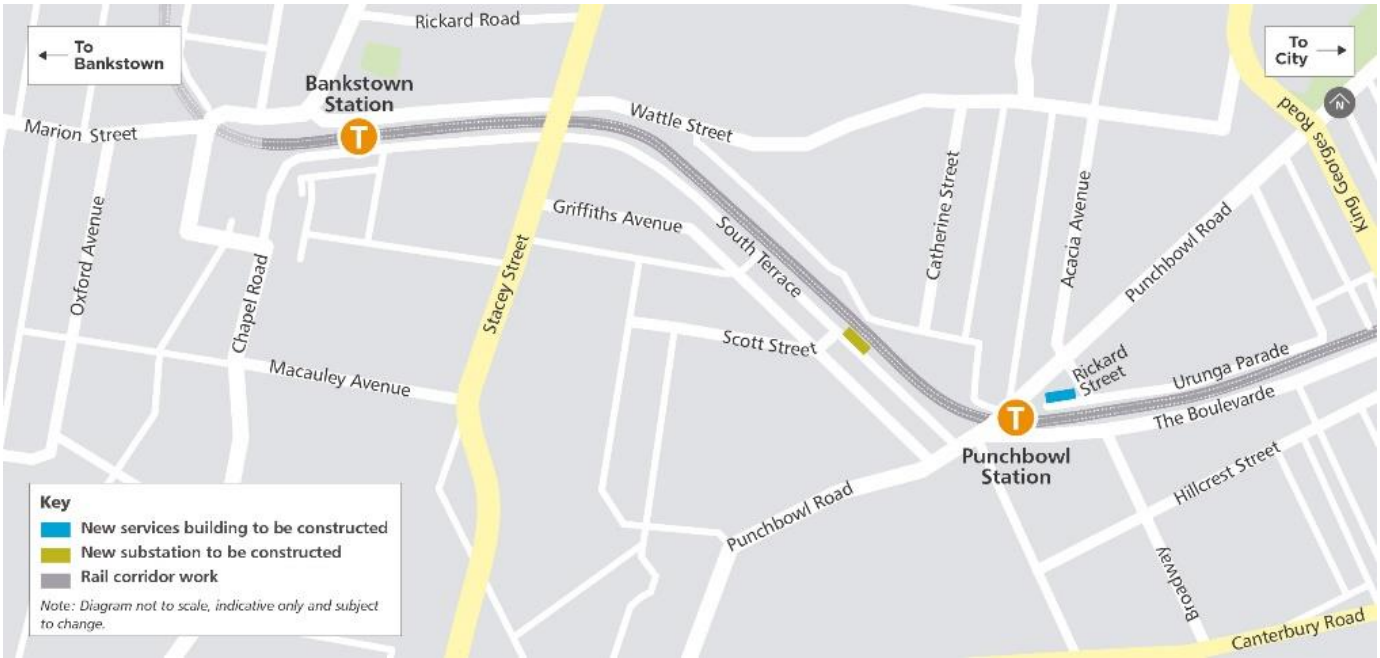

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Sydney Metro City & Southwest

Monthly Notification – Wiley Park Station

June 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 June and July

Work will continue during and outside of standard construction hours within and around Wiley Park station during June and July. 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. 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
- 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
- Intersection works 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 overbridge throughout May and June
- 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.
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EPL 21147
R4.4 Validation Report
SWM3 April Shut Stage-8
2025 WE50-51

R5.6 Sydney Trains & Sydney Metro Possession (WE50-51, 16-23 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	23/06/2025	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 **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 4
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..... 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 **12**

Introduction

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

> 16th June 0700 to 23rd June 0700 in Week 50-51 (WE50-51), 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 (Station Footbridge Works) on Sydney Metro track (Lakemba Station and Campsie 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:

WE50-51 Bankstown (16th to 23rd of June 2025) - Condition L5.6 - Local Possessions**:**

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

WE50-51 Campsie and Lakemba Station Footbridge Works (16th to 23rd of June 2025) - Condition L5.6 - Local Possessions**:**

- Station Footbridge Works
  - Compressor
  - Generator
  - Sandblasting Tool
  - Hand Tool

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

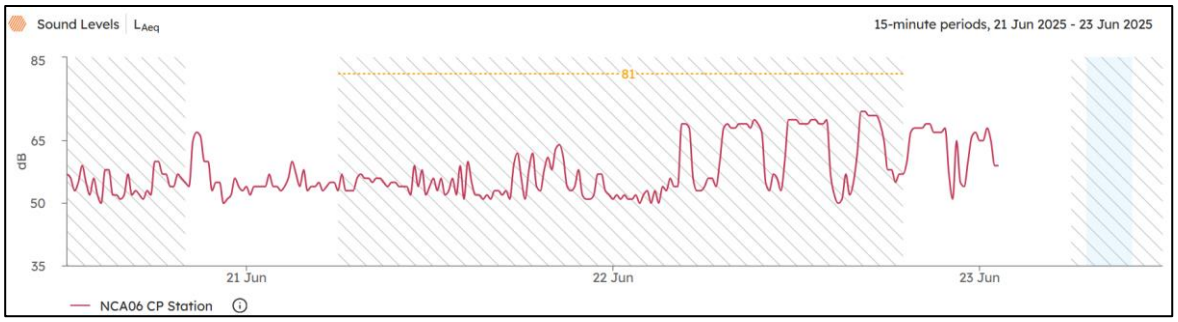
A copy of the community notification required under Condition L5.12 is appended as **Attachment 2**.

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

WE50-51 works noise monitoring was carried out at the following locations along the project corridor.

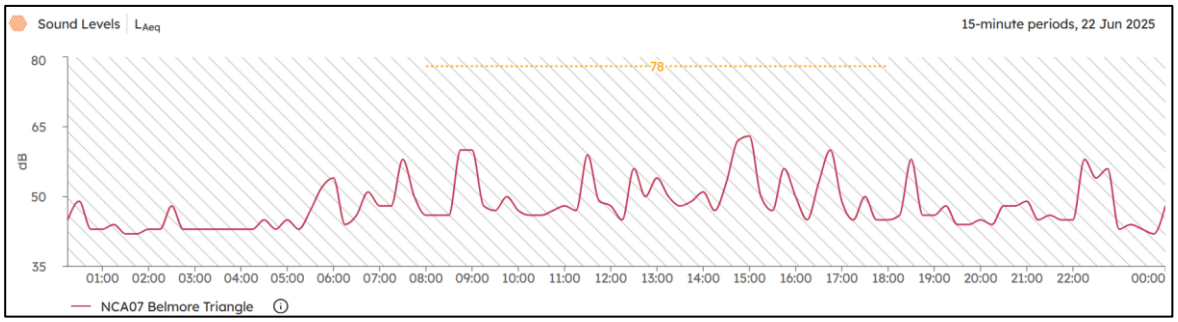
A. NCA 06 Noise Monitor (HEX-000743) is 11 m NE of 13-15 Anglo Road, Campsie

	Distance to the Source of Noise (m)	Sunday Day, 22 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)	Saturday Night, 21 June, 1800-0800 Prediction (L_{Aeq} 15 minutes)	Sunday Night, 22 June, 1800-0700 Prediction (L_{Aeq} 15 minutes)
Monitor	27	81	81	81
Nearest Resident	36	79	79	79



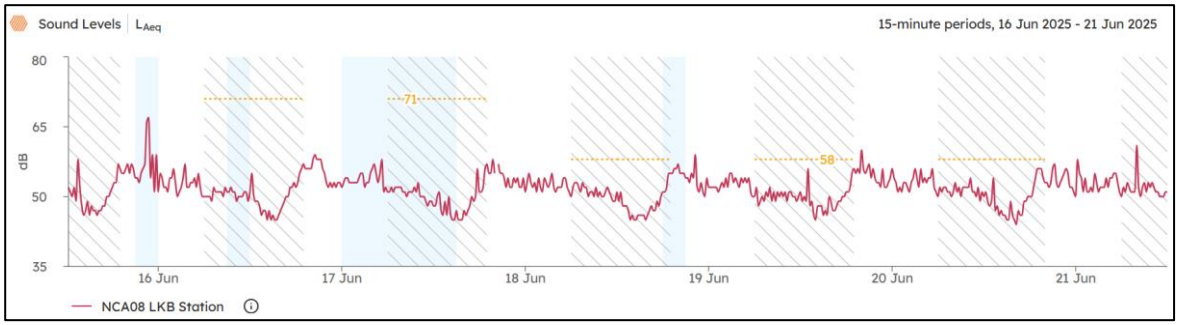
B. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore

	Distance to the Source of Noise (m)	Sunday Day, 22 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	2	78
Nearest Resident	6	71



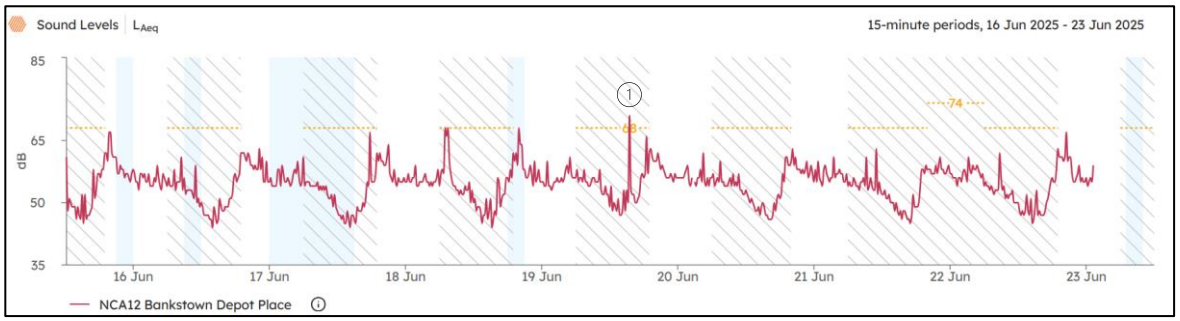
C. NCA 08 Noise Monitor (HEX-000758) is 53 m S of 15-19 Croydon Street, Lakemba

	Distance to the Source of Noise (m)	Monday &Tuesday Night, 16 & 17 June, 1800-0700 Prediction (L_{Aeq} 15 minutes)	Wednesday &Thursday Night, 18 & 19 June, 1800-0700 Prediction (L_{Aeq} 15 minutes)	Friday Night, 20 June, 1800-0800 Prediction (L_{Aeq} 15 minutes)
Monitor	86	71	58	58
Nearest Resident	86	71	58	58



D. 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 and Sunday Night, 09 to 12 and 15 June, 1800-0700 Prediction (L_{Aeq} 15 minutes)	Friday and Saturday day Night, 13 & 14 June, 1800-0800 Prediction (L_{Aeq} 15 minutes)	Sunday Day, 15 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	17	68	68	74
Nearest Resident	83	54	54	60



1. Monitoring point identified the following event:
   - **20 May 2025**, Noise monitor detect highest LAeq15min value at 71dB above the prediction (68dB), between **0315 to 0330** related to **Urban Siren**

   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 WE50-51, 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 WE50-51 (16th to 23rd of 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 implements 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

JHLORJV

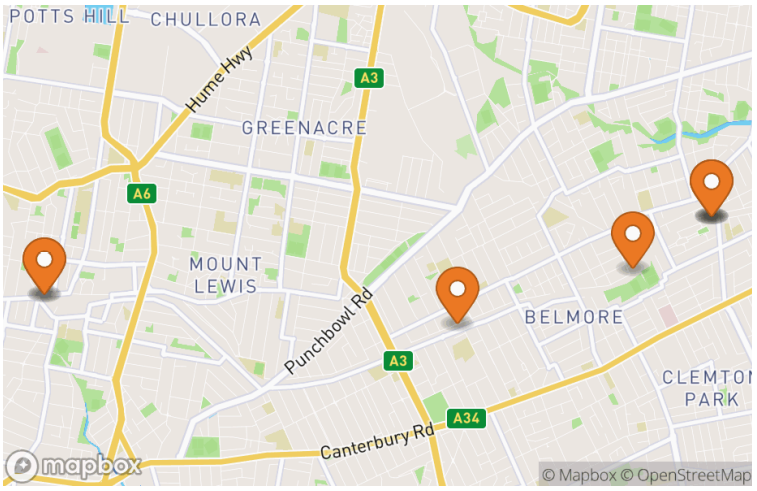
Sydney Metro S2B

Y25 WE50-51 Sydenham to Bankstown

Monitoring Devices

Date Range 16 Jun 2025 - 23 Jun 2025

Device Serial	Monitoring Points
HEX-000516	-
HEX-000630	NCA12 Bankstown Depot Place
HEX-000667	-
HEX-000531	NCA07 Belmore Triangle
HEX-000321	-
HEX-000743	NCA06 CP Station
HEX-000758	NCA08 LKB Station



Noise Monitoring Statistics

NCA07 Belmore Triangle

58 dB	DAY L_{Aeq}
49 dB	EVENING L_{Aeq}
49 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA12 Bankstown Depot ...

58 dB	DAY L_{Aeq}
57 dB	EVENING L_{Aeq}
54 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA06 CP Station

59 dB	DAY L_{Aeq}
60 dB	EVENING L_{Aeq}
60 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA08 LKB Station

55 dB	DAY L_{Aeq}
52 dB	EVENING L_{Aeq}
50 dB	NIGHT L_{Aeq}

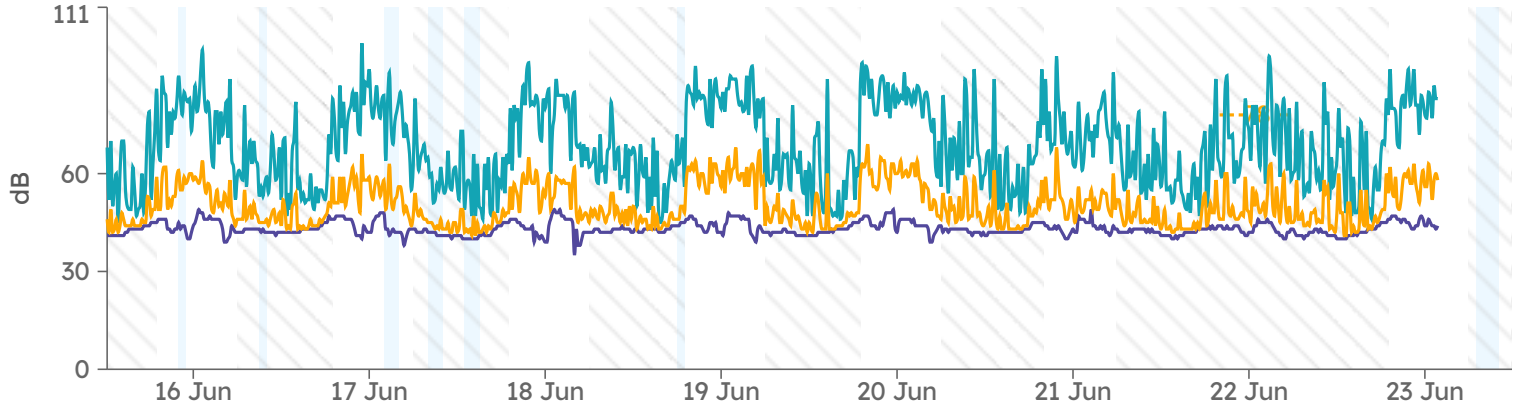
Average value across selected time period

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

Sound Levels | NCA07 Belmore Triangle

15-minute periods 16 Jun 2025 - 23 Jun 2025



Parameters

- L_{Amax}
- L_{Amin}
- L_{Aeq}

Thresholds

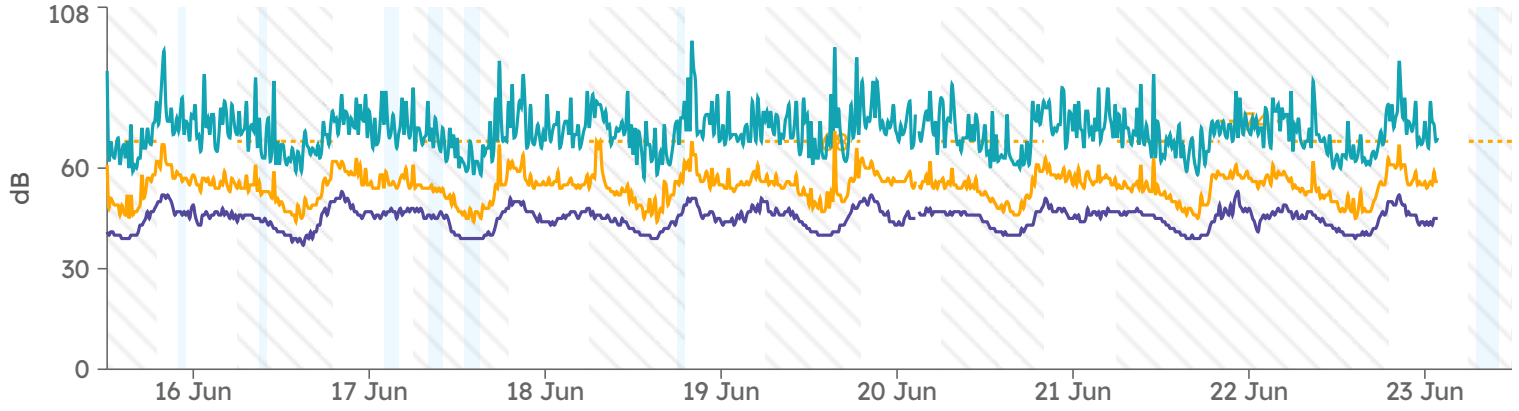
- 78 Y25 WE50-51 22.June BelmoreT Day

Other

- Potentially weather affected periods
- Out of Hours

Sound Levels | NCA12 Bankstown Depot Place

15-minute periods 16 Jun 2025 - 23 Jun 2025



Parameters

- L_{Amax}
- L_{Amin}
- L_{Aeq}

Thresholds

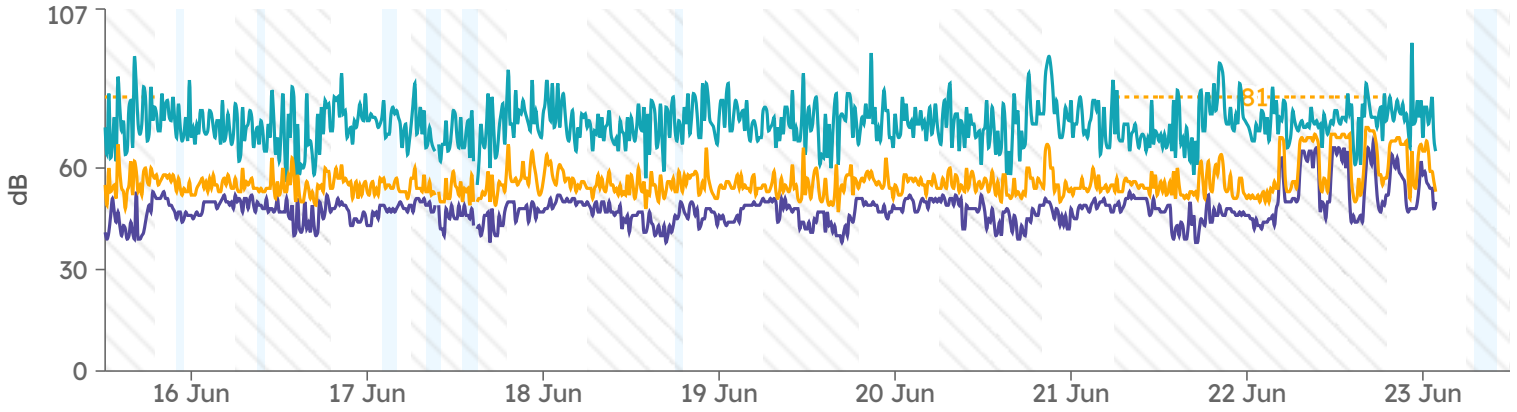
- 68 Y25 WE50-51 16-22.June Depot Place Night
- 74 Y25 WE50-51 22.June Depot Place Day

Other

- Potentially weather affected periods
- Out of Hours

Sound Levels | NCA06 CP Station

15-minute periods 16 Jun 2025 - 23 Jun 2025



Parameters

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

Thresholds

81 Y25 WE50-51 22.June Campsie Station Day

81 Y25 WE50-51 21&22.June Campsie Station Night

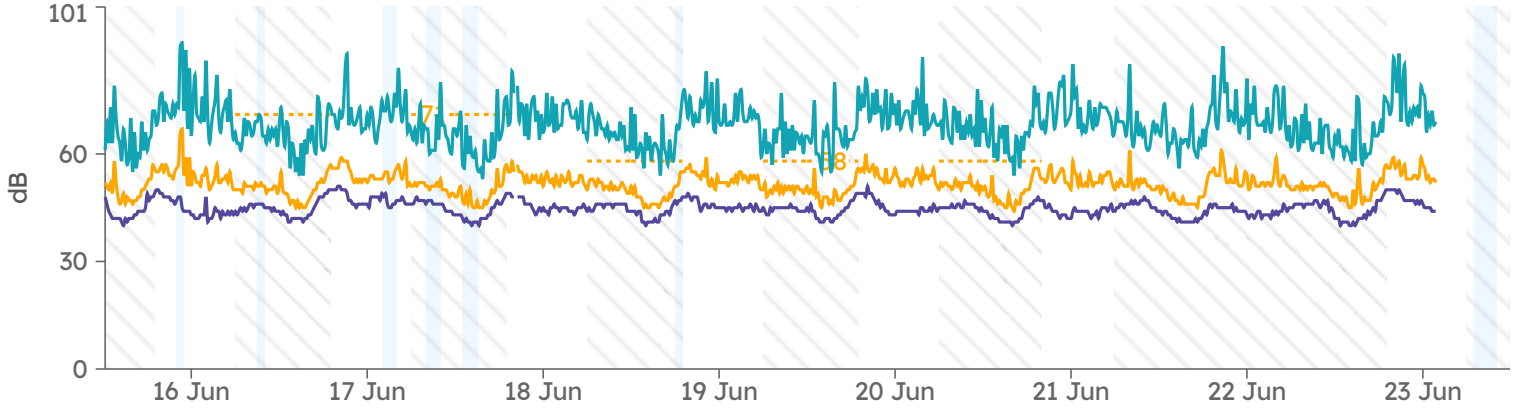
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA08 LKB Station

15-minute periods 16 Jun 2025 - 23 Jun 2025



Parameters

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

Thresholds

71 Y25 WE50-51 16&17.June Lakemba Station Night

58 Y25 WE50-51 18-20.June Lakemba Station Night

Other

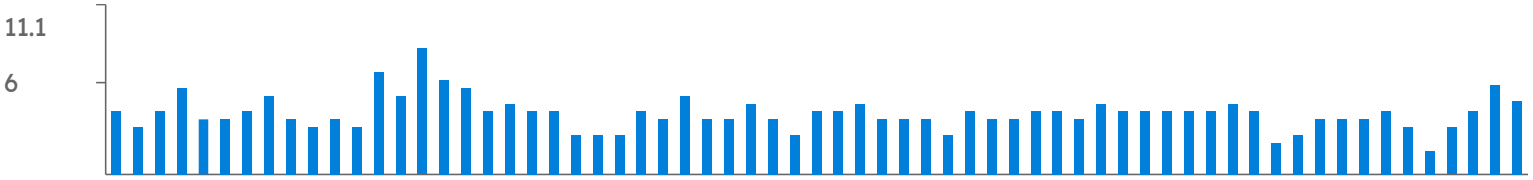
Potentially weather affected periods

Out of Hours

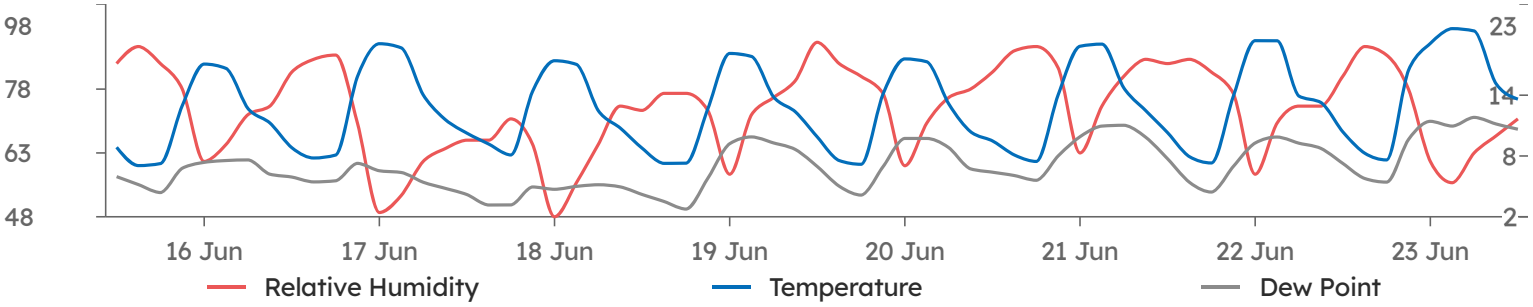
Weather Graphs 16 Jun 2025 - 23 Jun 2025

mm **Rainfall** 3-hour cumulative Source

m/s **Wind** 3-hour max speed and dominant direction



% **Humidity / Temp / Dew Point** 3-hour max °C



Noise Explained Events

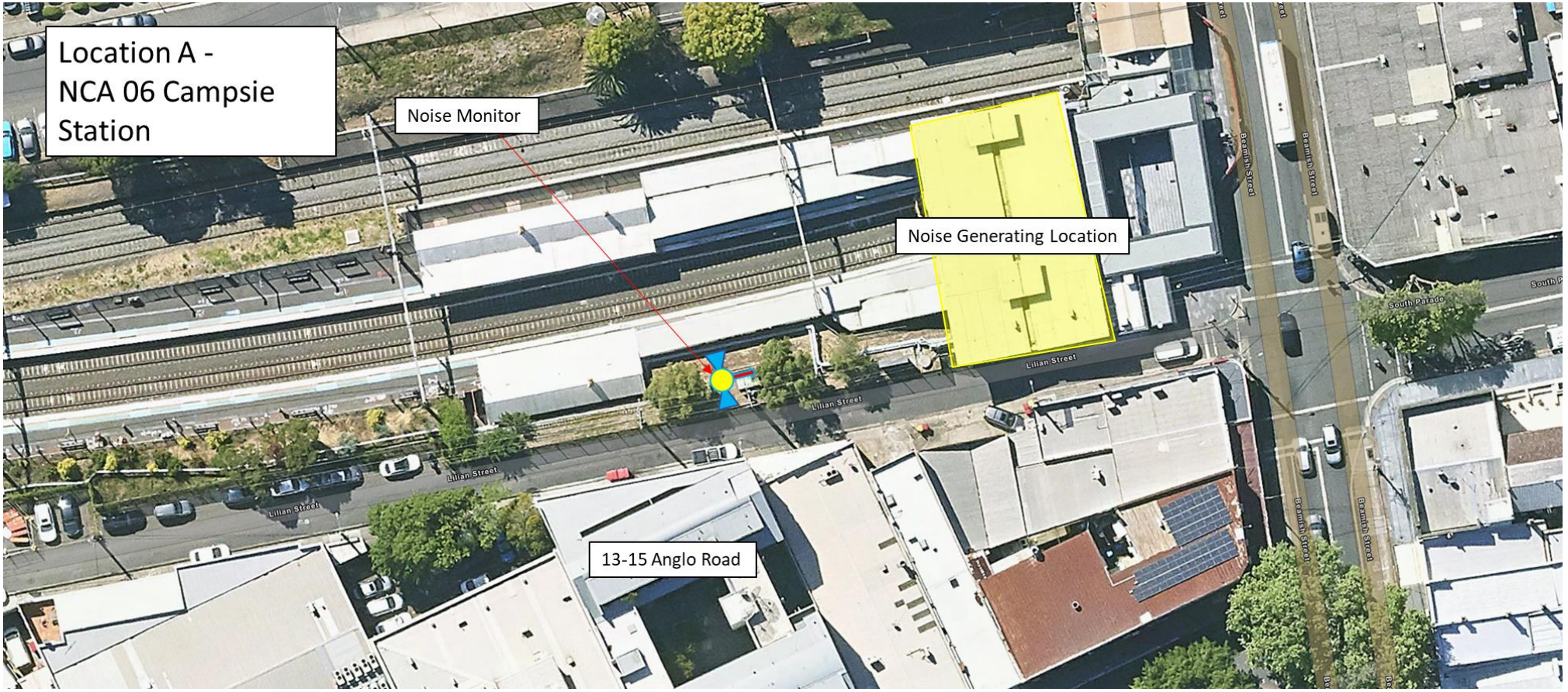
No explanations for this period

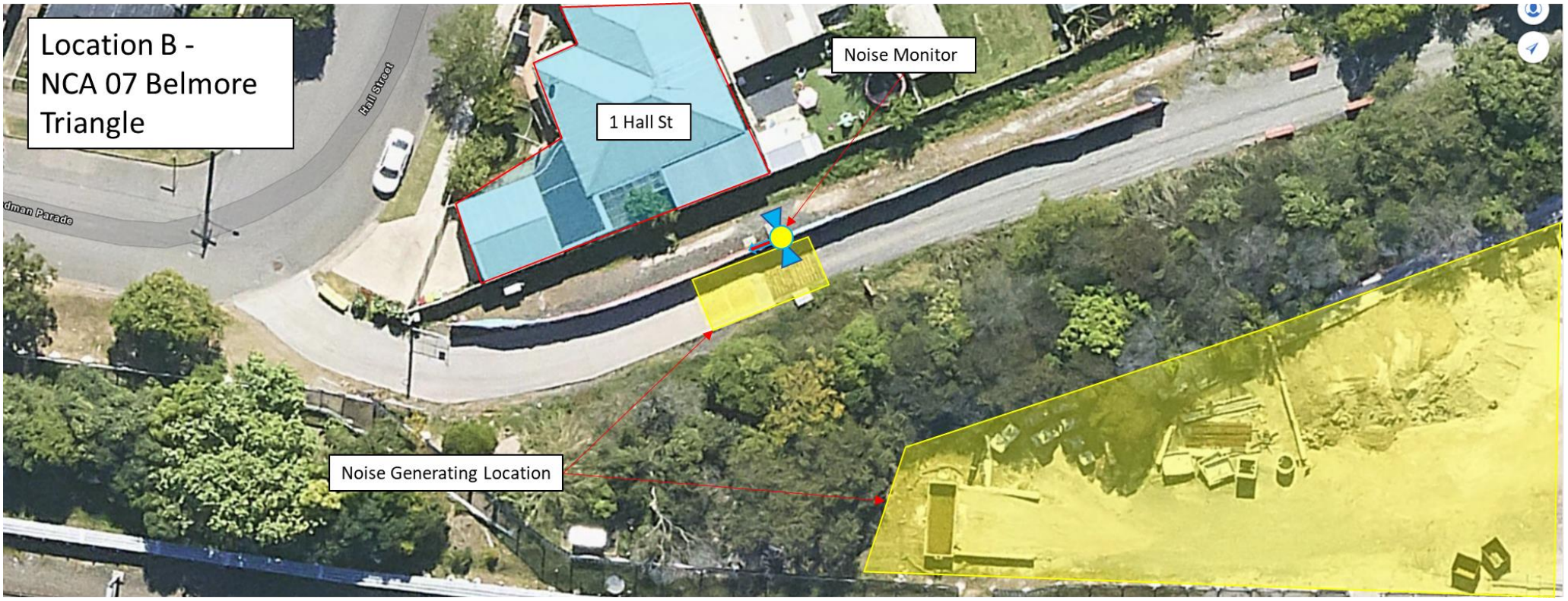
Daily Notes

Date and time	By	Monitoring Point(s)	Note
20 Jun 2025	Ted Z	NCA12 Bankstown Depot Place	Monitoring point identified the following event: - 20 May 2025, Noise monitor detect highest LAeq15min value at 71dB above the prediction (68dB), between 0315 to 0330 related to Urban Siren Above observations not related to JHLOR activities.

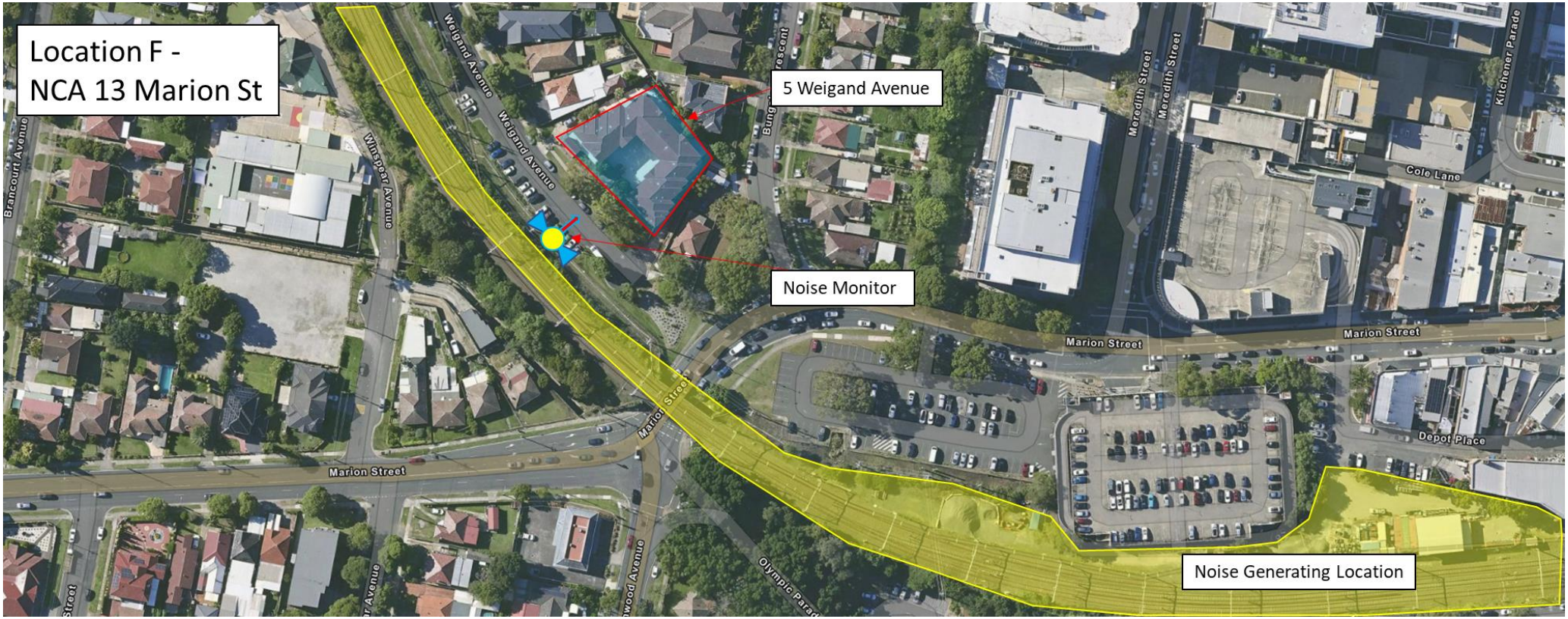
Device Details

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-000667	-	SiteHive Hexanode	10 Feb 2025	10 Feb 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-000758	NCA08 LKB Station	SiteHive Hexanode	29 Nov 2024	29 Nov 2026


Location A -
NCA 06 Campsie
Station
Noise Monitor
Noise Generating Location
13-15 Anglo Road
Lilian Street
Lilian Street
Lilian Street
Lilian Street
Bramish Street
Bramish Street
Bramish Street
Bramish Street
South Parade


Location B -
NCA 07 Belmore
Triangle
Hall Street
1 Hall St
Noise Monitor
Noise Generating Location

Location C -
NCA 08 Lakemba Station
Noise Generating Location
15-19 Croydon Street
Noise Monitor
Railway Parade
The Boulevarde
Croydon St N
Haldon St
Oneata Ln
Lakemba railway station
Lakemba
Lakemba Station
Taxi
Lakemba Post Office
Kanafandi
Shahi Dastar
4/15-19
11/15-19
15-19
2/15-19
14/15-19
120-124
2/60A
62A
8/49
7/49
6/49
3/49
2/47
2/52
1/58
53A
110A


Location F -
NCA 13 Marion St
5 Weigand Avenue
Noise Monitor
Noise Generating Location
Weigand Avenue
Weigand Avenue
Winspear Avenue
Brancourt Avenue
Marion Street
Marion Street
Marion Street
Marion Street
Meredith Street
Meredith Street
Cole Lane
Kitchener Parade
Depot Place
Olympic Parade

Attachment 2 – Community Notification

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

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

Sydney Metro City & Southwest

Monthly Notification – Bankstown Station

June 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 June & July

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

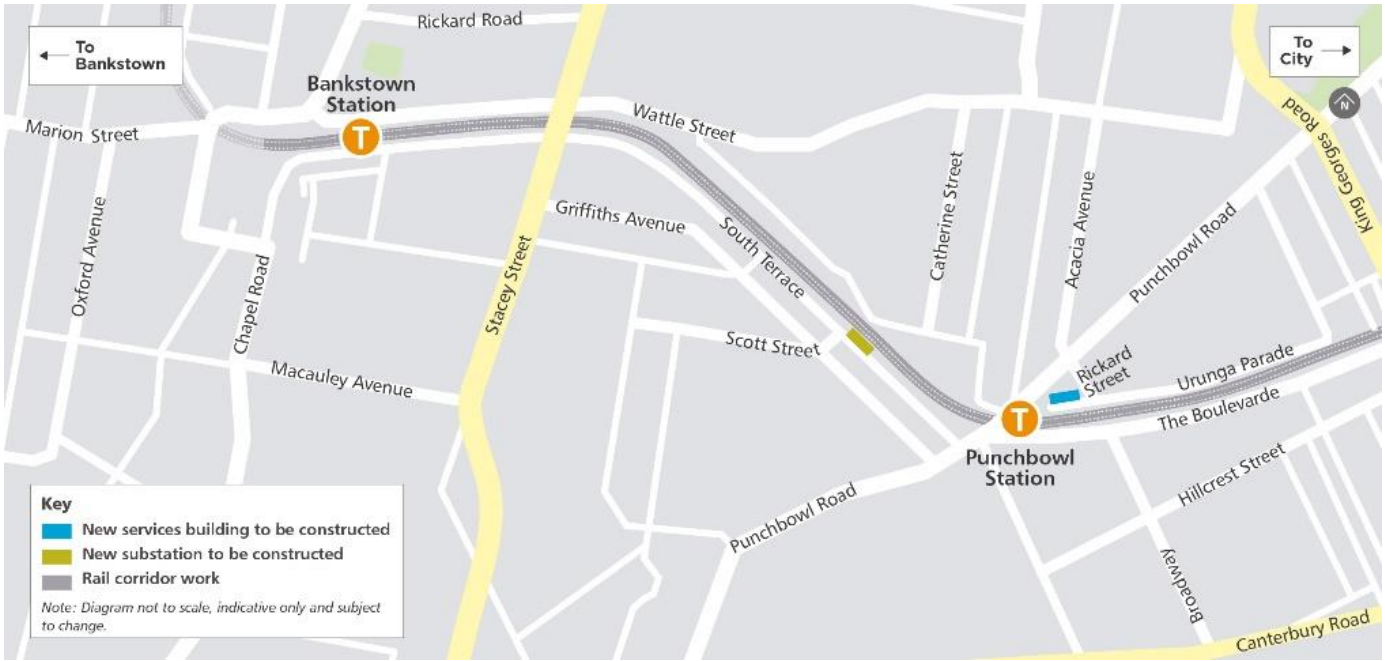
- Modification of cable service routes, cables, wiring and trackside equipment in the rail corridor, substations and stations
- Delivery of materials and equipment using light and heavy vehicles
- Installation of cables and communications equipment in station platforms, buildings and concourse
- Energisation 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. 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 works on Stacey Street and North Terrace
- Footpath closures with diversions in place around the South Terrace bus interchange with parking changes relating to replacement buses on West and East Terraces
- Work on various bridges along the corridor
- Work related to the new Bankstown Metro platforms including ongoing work on platform screen doors and work on the existing platform
- Work related to the new cross corridor plaza and associated buildings
- Work related to Bankstown platform extension, track upgrades and OHW upgrades
- Delivery and installation of shutters and equipment
- Concrete works on Stacey Street bridge approaches and bridge deck
- Delivery and installation of 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

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**

Sydney Metro City & Southwest

Monthly Notification – Belmore Station

June 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 June and July

Work will continue during and outside of standard construction hours within and around Belmore Station during June & July. 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. 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 in the rail corridor
- 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
- Possession of Bridge Road carpark between 20 and 22 June to allow for installation of off-structure beam
- Temporary traffic changes to support the work including 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
- 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

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Sydney Metro City & Southwest

Monthly Notification – Campsie Station

June 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 June and July

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

- Modification of cable service routes, cables, wiring 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. 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 in the rail corridor
- Work at station buildings and platforms including mechanical gap fillers and platform screen doors
- Track related construction activities and work related to overhead wiring, 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
- Bridge remediation work (including night work) involving an elevated work platform from the rail corridor
- Removal of the temporary catch deck on the Loch Street overbridge
- Work on various bridges along the corridor
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal
- Installation of an oversize beam on the country side of the Loch Street overbridge
- Fabrication and construction of footpath portion of Loch Street overbridge

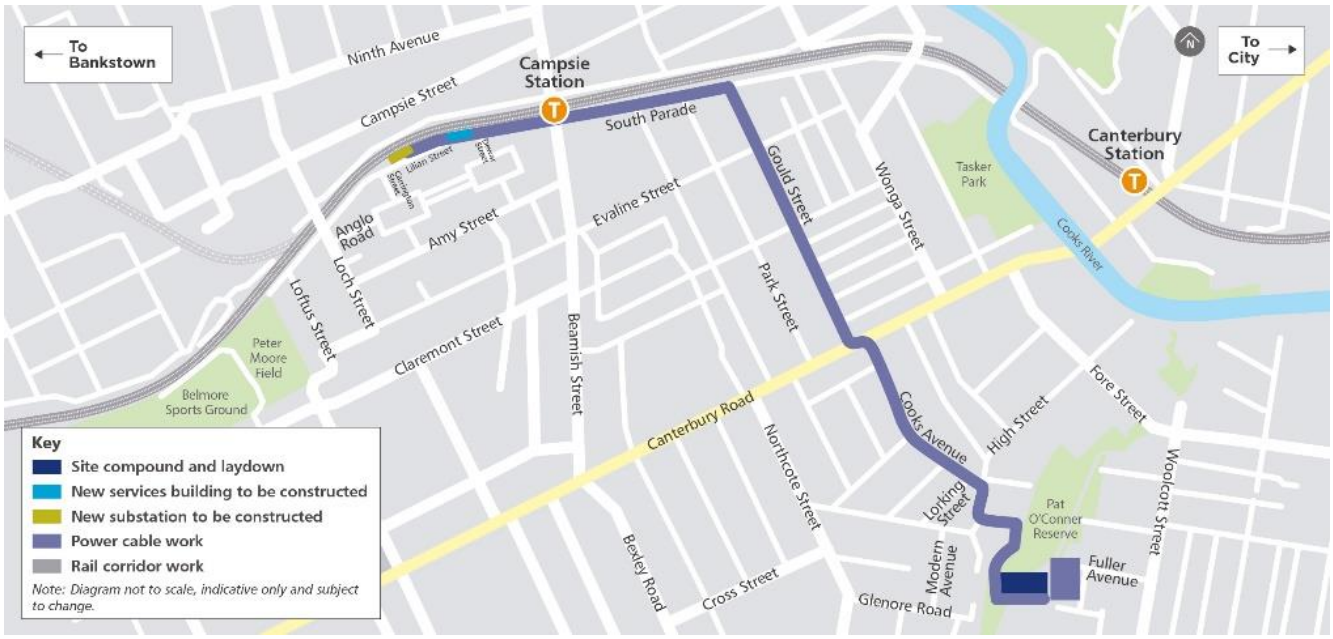
Hours of work

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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Translating and interpreting service

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Sydney Metro City & Southwest

Monthly Notification – Canterbury Station

June 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 June and July

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

- Modification of cable service routes, cables, wiring and 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. 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, high and low voltage wiring and local utilities
- Work on various bridges along the corridor
- Defect rectification work as required
- Civil, electrical and containment works at station buildings/platforms
- Remediation work including in the rail corridor and at the overbridge
- Concrete pours, deliveries and installation of protection screens involving ground anchors into the ground at the overbridge
- Reinstatement of footpath paving and installation of bike racks
- Utility cut over and removal of redundant cabling and services
- Concrete pouring for parapet wall on Canterbury Road overbridge
- Installation of ground anchors for barrier footings

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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- Access to buildings and driveways will be maintained at all times.
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Thank you for your cooperation and understanding while we complete this essential work.

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Sydney Metro City & Southwest

Monthly Notification – Dulwich Hill Station

June 2025

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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 June and July

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

- Modification of cable service routes, cables, wires and equipment in the rail corridor, at substations and 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 the 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 and service 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
- 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 in the rail corridor
- Work at station buildings and platforms including mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring, high and low voltage wiring and local utilities
- Work on various bridges along the corridor
- Landscaping and civil works outside Dulwich Hill Station on Wardell Road
- Landscaping work outside the Dulwich Hill Light Rail stop entrance on Bedford Crescent (access maintained)
- Bridge remediation work (including night work) involving workers accessing the rail corridor at Wardell Road
- Associated footpath and pedestrian crossing closures, partial lane closures and pedestrian detours on the Wardell, Albermarle and Garnet Street overbridges
- Concreting work for barriers on the southern side of Albermarle Street overbridge
- Installation of anti-throw screens at Albermale Street overbridge (including work at night)
- Concreting work for barriers on Wardell Road overbridge
- Installation of bollards and barriers near station entrance
- Asphalting, line marking and remediation to Wardell Road
- Parking removal on the Garnet Street overbridge
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal
- Defect rectification works as required

Hours of work

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

What to expect

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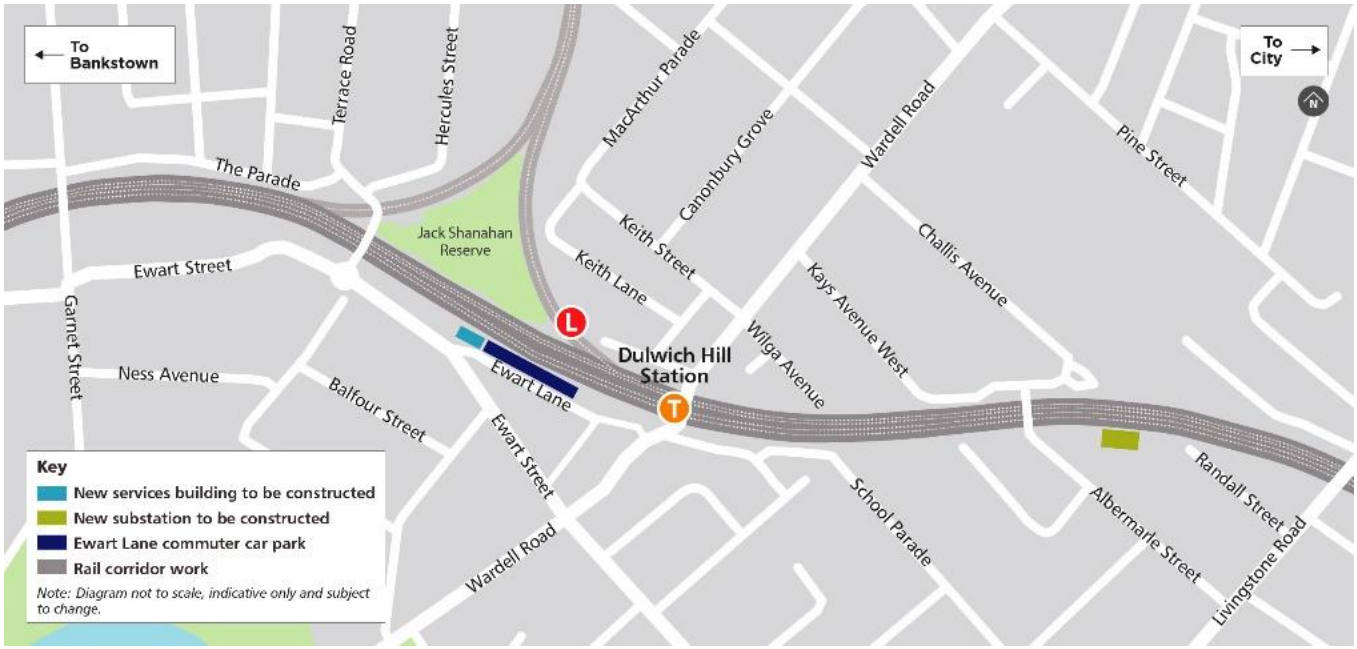

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Sydney Metro City & Southwest

Monthly Notification – Hurlstone Park Station

June 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 June and July

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

- Modification of cable service routes, cables, wiring 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 and services 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 and building and containment works
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security and segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and at various locations
- Work at station buildings and platforms installing electrical works, mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring, high and low voltage wiring
- Work at station buildings, platforms and access ways
- Fencing and concreting works on Melford Street overbridge
- Temporary road closure and bridge closure at Melford Street overbridge from 26 June to enable installation of an over-sized beam
- Delivery of crane materials to Melford Street
- Installation of anti-throw screens at Duntroon Street overbridge
- Utility installation involving footings, conduits, electrical equipment box and cables
- Continued work at the corners of the overbridge and use of worker amenities facilities
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal
- Installation of containment and electrical services on platform buildings
- 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.
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Sydney Metro City & Southwest

Monthly Notification – Lakemba Station

June 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 June and July

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

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 the 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. 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 along the corridor
- Work at station buildings and platforms including installing mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to local utilities and overhead wiring
- Work on various bridges along the corridor
- Station landscaping work, with pedestrian diversions in place as needed
- Continuation of piling work at the Moreton Street overbridge, with bridge closure and temporary detour from 20 to 23 June at Moreton Street overbridge
- Delivery and installation of oversized beam and delivery and set up of oversized crane at Moreton Street
- Remediation work underneath Moreton Street overbridge
- Forming and pouring of pilecaps and barriers
- Remediation work underneath the Lakemba Station overbridge
- Installation of footings, concreting and fencing work at the Lakemba Station overbridge
- 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.
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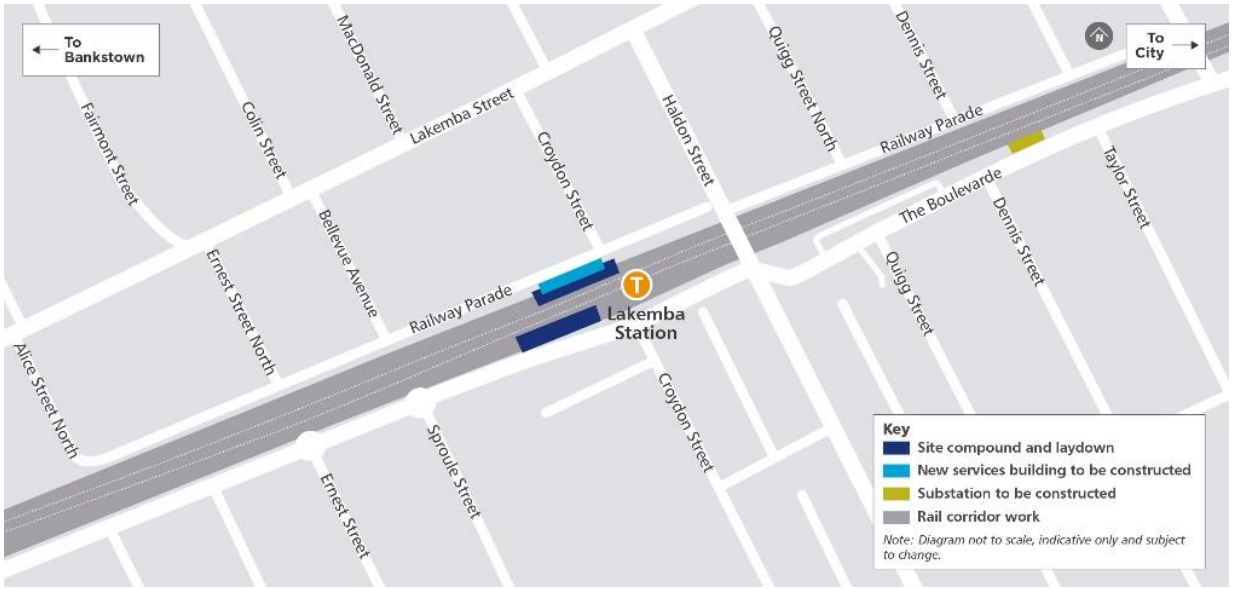

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Sydney Metro City & Southwest

Monthly Notification – Marrickville Station

June 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 June and July

Work will continue during and outside of standard construction hours within and around Marrickville Station during June and July. 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. This work may include excavation of soil using a vacuum truck, which will cause some noise.
- 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
- 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
- Work on the barriers and footpaths including at night where required at the Livingstone and Illawarra Road overbridges
- Concrete pours and installation of protection screens at the Livingstone Road overbridge
- Remediation and removal of catch deck at Livingstone Road overbridge (including at night)
- Traffic changes at the Albermarle Street overbridge involving use of a boom gate at Challis Avenue
- Completion of bridge works at Illawarra Road overbridge and 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 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
- Defect rectification work as required

NSW GOVERNMENT

sydney METRO

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.
- 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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Sydney Metro City & Southwest

Monthly Notification – Punchbowl Station

June 2025

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

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Sydney Metro work during June and July

Work will continue during and outside of standard construction hours within and around Punchbowl station during June and July. 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. 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, high and low voltage wiring and local utilities
- Civil related street scaping works in Bruest Pl. involving temporary single lane closure and changes to Quine Ln to one-way traffic. Follow signed detours and traffic control directions, pedestrian diversions will also be in place.
- Continuation of work at the overbridge to prepare for the new steel barriers, screens and fencing, involving concrete pours at the overbridge on Punchbowl Road (including at night)
- Continued 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
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal
- Closure of the Punchbowl Station pedestrian underpass for accessibility upgrades
- Concreting and reinstatement of footpaths along Punchbowl Road near the overbridge
- Continuation of utility work
- 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.
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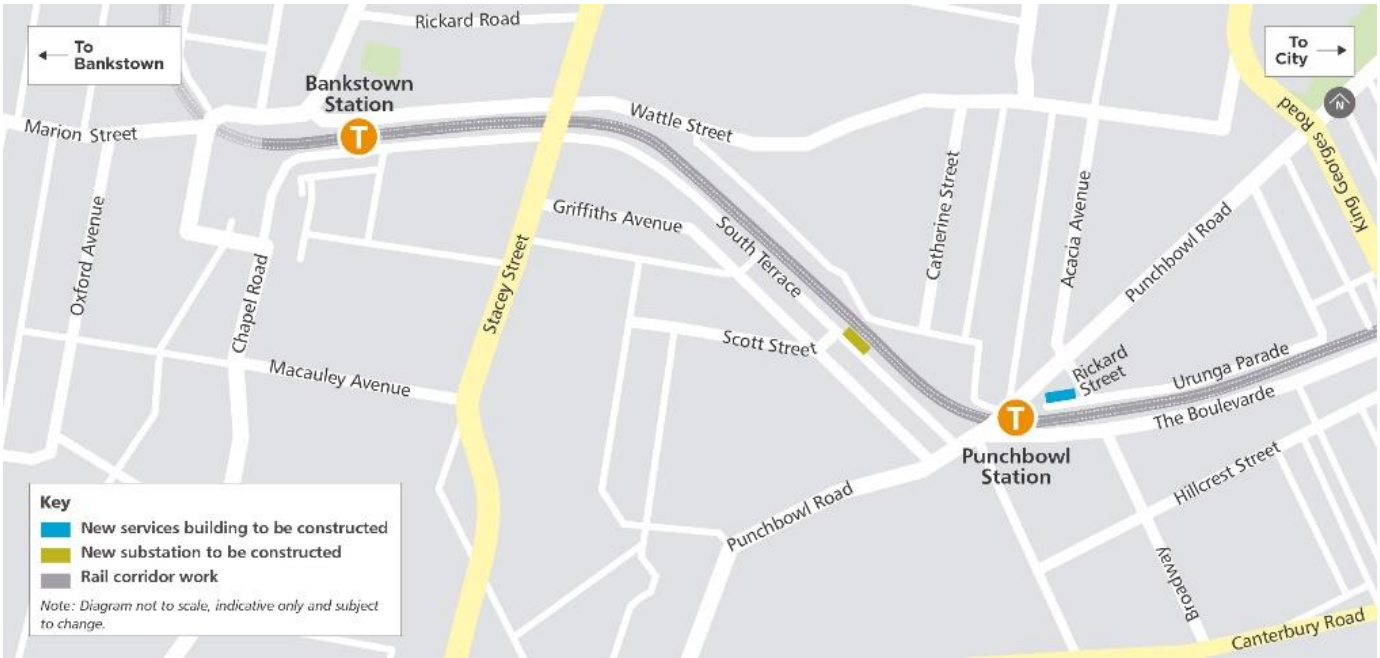

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Sydney Metro City & Southwest

Monthly Notification – Wiley Park Station

June 2025

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Sydney Metro work during June and July

Work will continue during and outside of standard construction hours within and around Wiley Park station during June and July. 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. 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
- 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
- Intersection works 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 overbridge throughout May and June
- 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 April Shut Stage-9
2025 WE51-52

R5.5 Sydney Trains & Sydney Metro Possession (WE51-52, 23-29 June)
R5.5 ARTC Possession (WE52, 28-29 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	02/07/2025	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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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. **9**

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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 23rd June 0700 to 29th June 1800 in Week 51-52 (WE51-52), noise activity:

- Track Works;
- Signal Works;
- Track Drainage Works;
- Fencing Works;
- Vegetation Clearing;
- Station Works; and
- Sydney Trains Bankstown Station Extension Works

being happened during possession on Sydney Trains track (between Bankstown Station and Marion Street), Sydney Metro track (Sydenham Station to Bankstown Station) and ARTC track (Sydenham to Belmore). 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:

WE51-52 Sydney Trains track - Bankstown (23rd to 29th of June 2025) - Condition L5.5 - Local Possessions**:**

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

WE52 Sydney Metro Track – Sydenham Station to Bankstown Station (29th of June 2025) - Condition L5.5 - Local Possessions**:**

- Track Works
  - Powered hand tool
  - Hi-rail Excavator
- Track Drainage Works
  - Powered hand tool
  - Hi-rail Excavator
  - Hi-rail Hydrema
- Fencing Works
  - Powered hand tool
  - Hi-rail Excavator
- Vegetation Clearing
  - Hi-rail Excavator
  - Hi-rail EWP
  - Chainsaw
  - Mulcher
- Station Works
  - Powered hand tool
  - Hi-rail EWP

WE52 ARTC Track – Sydenham to Belmore (29th of June 2025) - Condition L5.5 - Local Possessions**:**

- Fencing Works
  - Powered hand tool
  - Hi-rail Excavator
- Signal Works
  - Hand tool
  - NDD Truck
  - Winch Truck
- Station Works
  - Powered hand tool
  - Hi-rail EWP

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

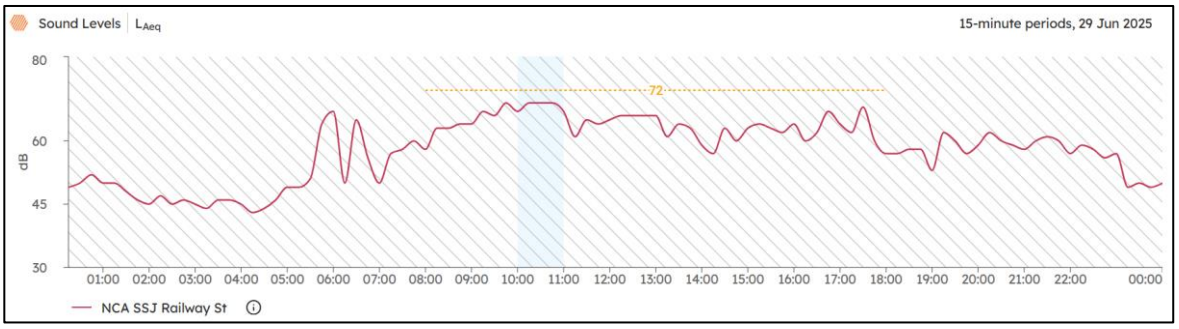
A copy of the community notification required under Condition L5.11 is appended as **Attachment 2**.

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

WE51-52 works noise monitoring was carried out at the following locations along the project corridor.

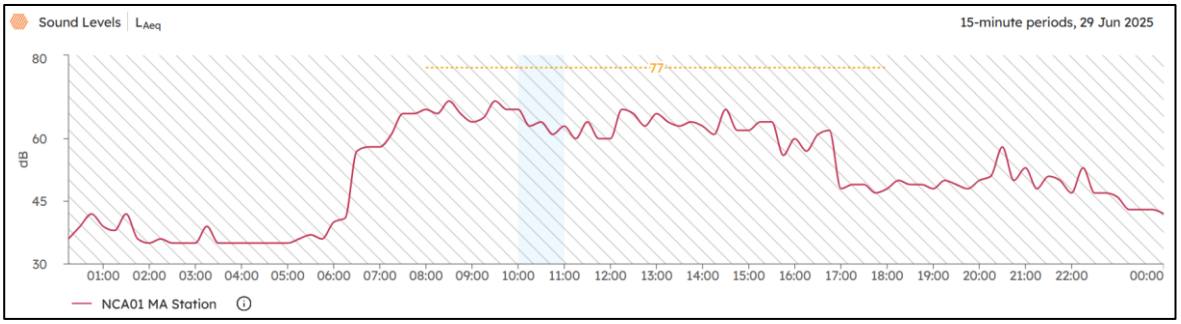
A. NCA SSJ Noise Monitor (HEX-000594) is 8 m NE of 110 Railway Rd, Sydenham

	Distance to the Source of Noise (m)	Sunday Day, 29 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	18	72
Nearest Resident	18	72



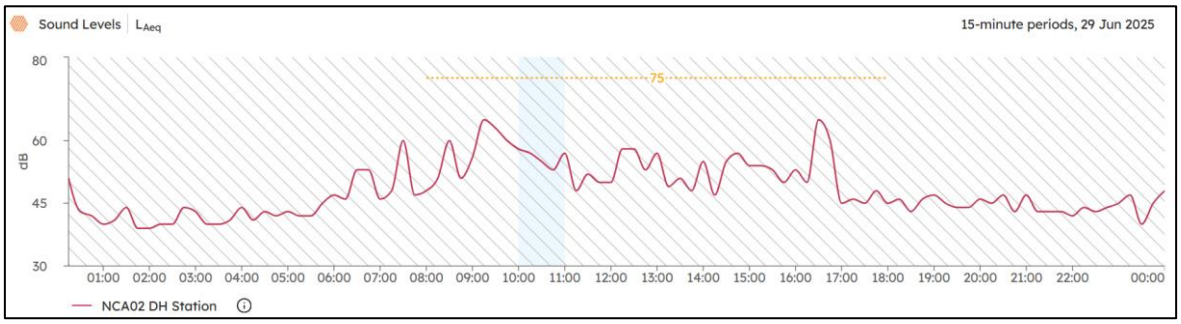
B. NCA 01 Noise Monitor (HEX-000421) is 18 m NE of 21 Leofrene Avenue, Marrickville

	Distance to the Source of Noise (m)	Sunday Day, 29 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	6	77
Nearest Resident	24	65



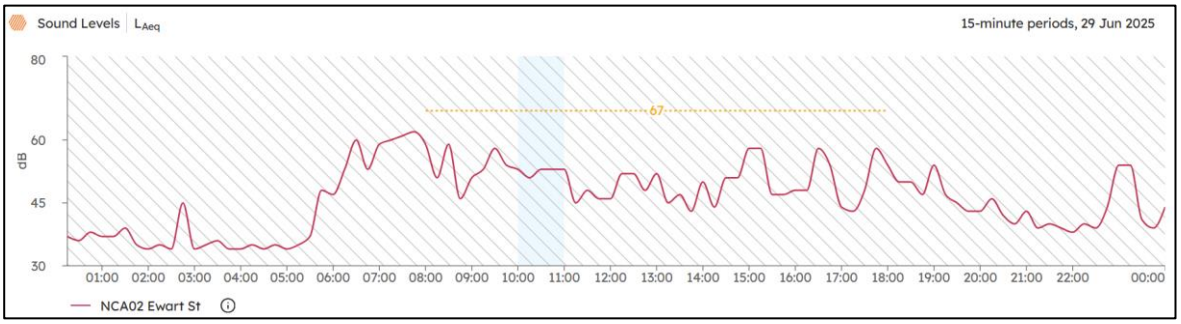
C. NCA 02 Noise Monitor (HEX-000465) is 28 m NE of 57A Ewart Street, Dulwich Hill

	Distance to the Source of Noise (m)	Sunday Day, 29 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	5	75
Nearest Resident	33	59



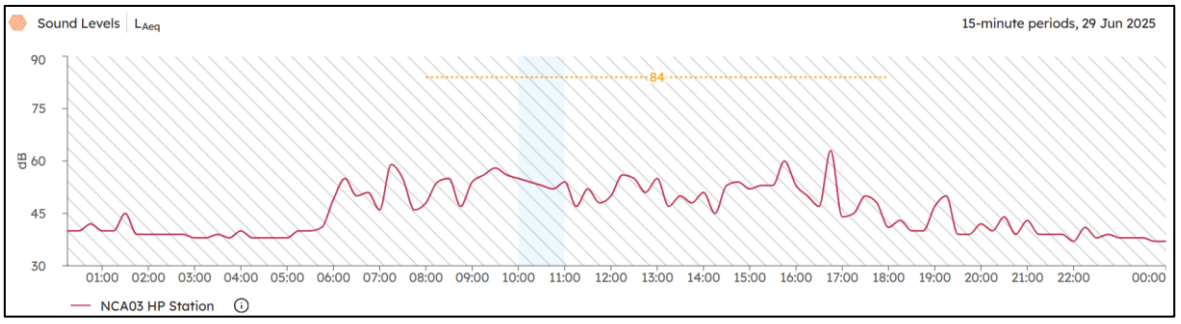
D. NCA 02 Noise Monitor (HEX-000631) is 10 m N of 73 Ewart Street, Dulwich Hill

	Distance to the Source of Noise (m)	Sunday Day, 29 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	22	67
Nearest Resident	27	65



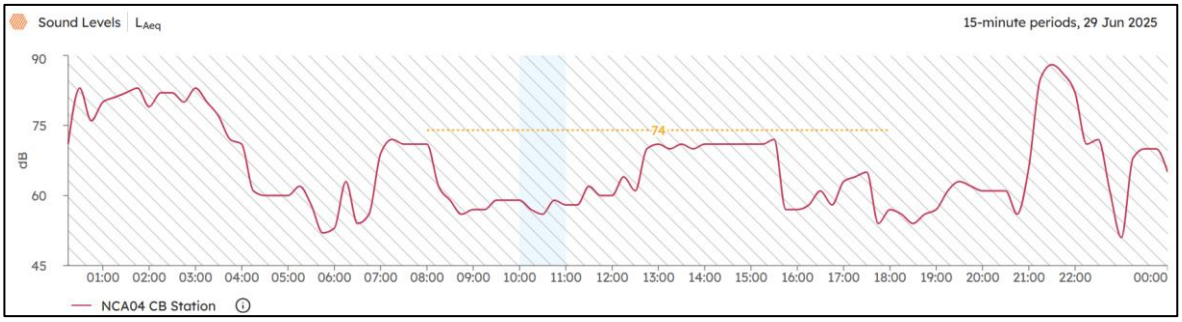
E. NCA 03 Noise Monitor (HEX-000760) is 9 m NW of 3A Commons Street, Hurlstone Park

	Distance to the Source of Noise (m)	Sunday Day, 29 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	18	84
Nearest Resident	27	80



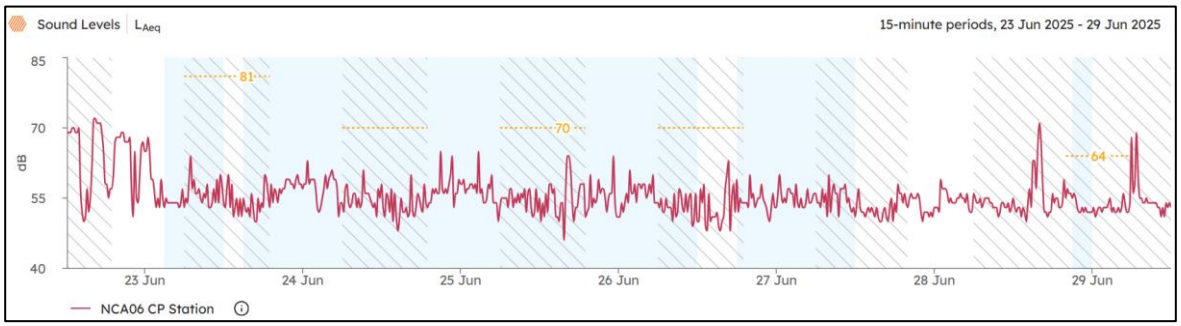
F. NCA 04 Noise Monitor (HEX-000296) is 10 m NE of 2A Charles Street, Canterbury

	Distance to the Source of Noise (m)	Sunday Day, 29 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	9	74
Nearest Resident	19	68



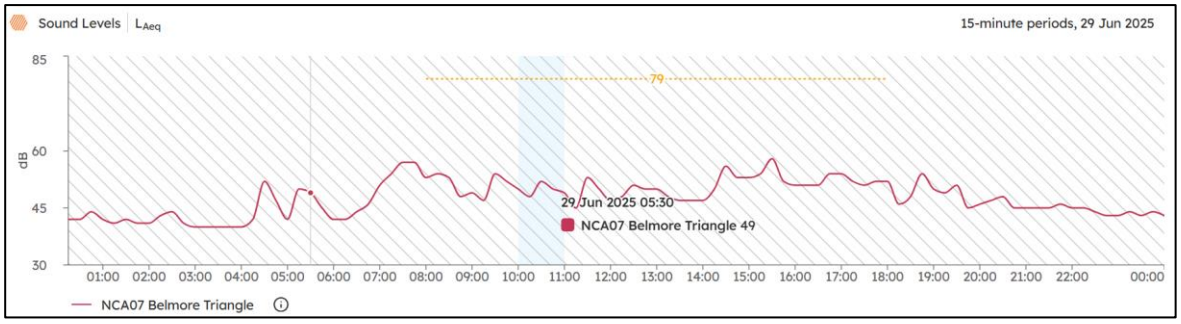
G. NCA 06 Noise Monitor (HEX-000743) is 11 m NE of 13-15 Anglo Road, Campsie

	Distance to the Source of Noise (m)	Monday Night, 23 June, 1800-0700 Prediction (L_{Aeq} 15 minutes)	Tuesday-Thursday Night, 24-26 June, 1800-0700 Prediction (L_{Aeq} 15 minutes)	Sunday Day, 29 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	27	81	70	66
Nearest Resident	36	79	68	64



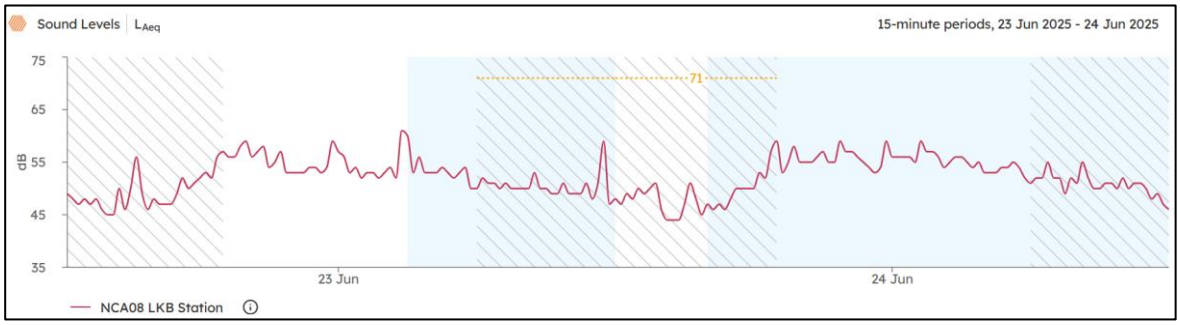
H. NCA 07 Noise Monitor (HEX-000531) is 4 m SE of 1 Hall Street, Belmore

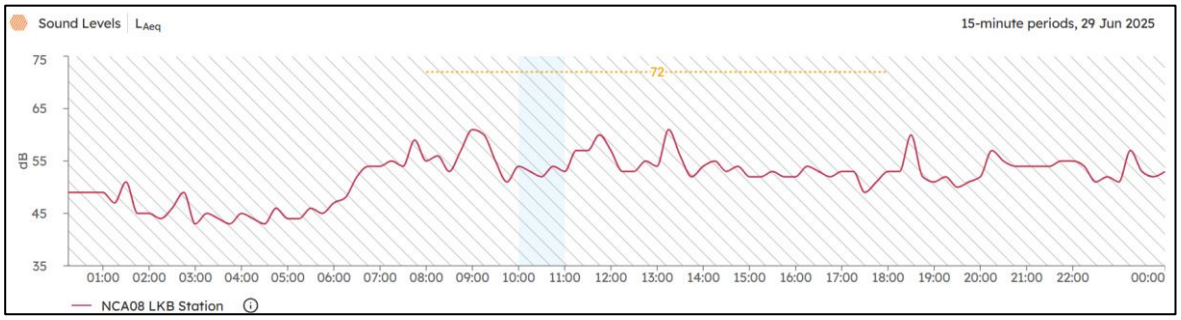
	Distance to the Source of Noise (m)	Sunday Day, 29 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	2	79
Nearest Resident	6	72



I. NCA 08 Noise Monitor (HEX-000758) is 53 m S of 15-19 Croydon Street, Lakemba

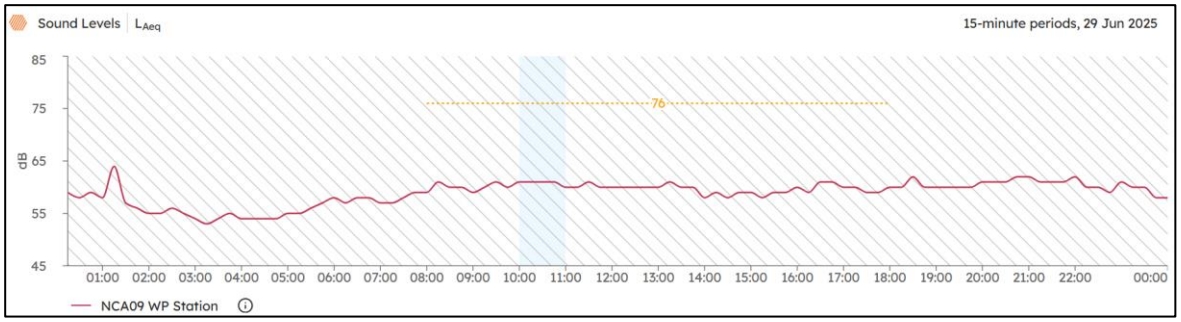
	Distance to the Source of Noise (m)	Monday Night, 23 June, 1800-0700 Prediction (L_{Aeq} 15 minutes)	Sunday Day, 29 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	114	71	NA
Nearest Resident	112	50	NA
Monitor	7	NA	72
Nearest Resident	46	NA	56





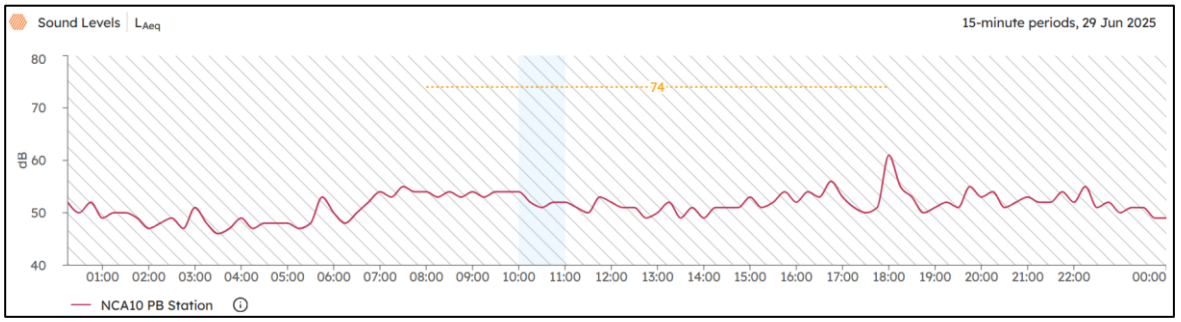
J. NCA 09 Noise Monitor (HEX-000558) is 48 m E of 1-3 Shadforth Street, Wiley Park

	Distance to the Source of Noise (m)	Sunday Day, 29 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	15	76
Nearest Resident	23	72



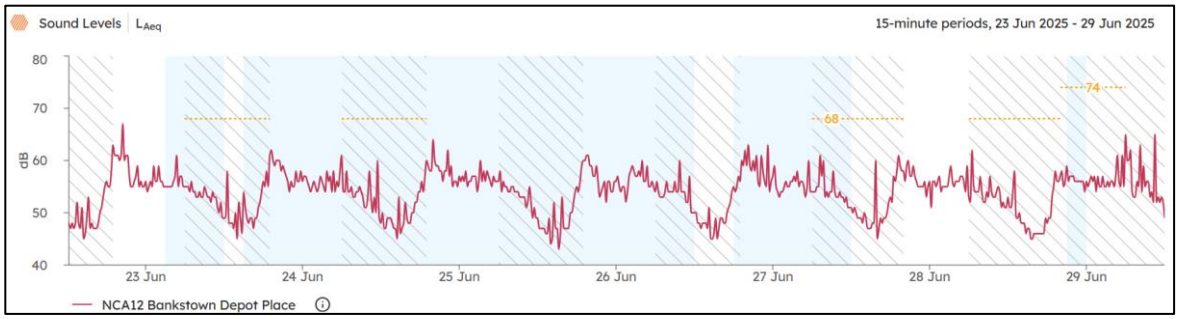
K. NCA 10 Noise Monitor (HEX-000246) is 111 m SW of 41 Urunga Parade, Punchbowl

	Distance to the Source of Noise (m)	Sunday Day, 29 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	53	74
Nearest Resident	6	55



L. 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, 23 to 26, 1800-0700 Prediction (L_{Aeq} 15 minutes)	Friday & Saturday Night, 27 & 28 June, 1800-0800 Prediction (L_{Aeq} 15 minutes)	Sunday Day, 29 June, 0800-1800 Prediction (L_{Aeq} 15 minutes)
Monitor	17	68	68	74
Nearest Resident	83	54	54	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 WE51-52, 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 WE51-52 (23rd to 29th of 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 L5.5 (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 implements 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

JHLORJV

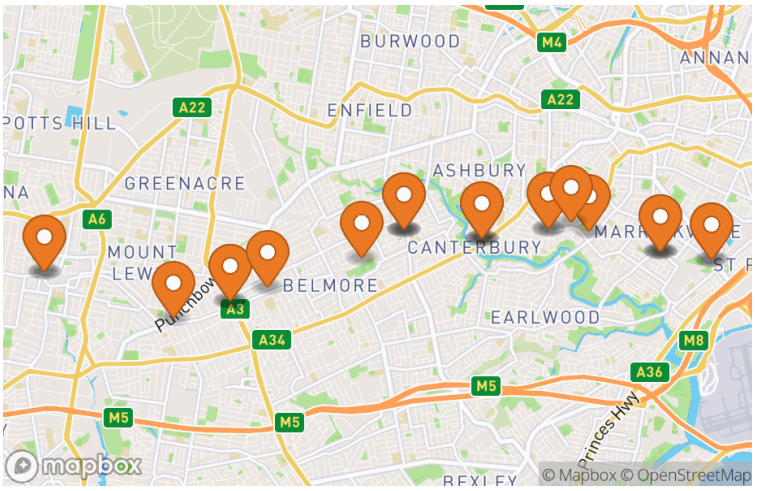
Sydney Metro S2B

Y25 WE51-52 Sydenham to Bankstown

Monitoring Devices

Date Range 23 Jun 2025 - 29 Jun 2025

Device Serial	Monitoring Points
HEX-000296	NCA04 CB Station
HEX-000558	NCA09 WP Station
HEX-000465	NCA02 DH Station
HEX-000516	-
HEX-000630	NCA12 Bankstown Depot Place
HEX-000667	-
HEX-000713	-
HEX-000531	NCA07 Belmore Triangle
HEX-000421	NCA01 MA Station
HEX-000321	-
HEX-000797	NCA01 MA Station
HEX-000743	NCA06 CP Station
HEX-000760	NCA03 HP Station
HEX-000782	-
HEX-000631	NCA02 Ewart St
HEX-000246	NCA10 PB Station
HEX-000594	NCA SSJ Railway St
HEX-000758	NCA08 LKB Station
HEX-000249	-



Noise Monitoring Statistics

NCA07 Belmore Triangle

62 dB	DAY L_{Aeq}
52 dB	EVENING L_{Aeq}
49 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA12 Bankstown Depot ...

57 dB	DAY L_{Aeq}
55 dB	EVENING L_{Aeq}
53 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA02 Ewart St

59 dB	DAY L_{Aeq}
53 dB	EVENING L_{Aeq}
52 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA SSJ Railway St

65 dB	DAY L_{Aeq}
64 dB	EVENING L_{Aeq}
58 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA01 MA Station

62 dB	DAY L_{Aeq}
58 dB	EVENING L_{Aeq}
55 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA03 HP Station

57 dB	DAY L_{Aeq}
54 dB	EVENING L_{Aeq}
54 dB	NIGHT L_{Aeq}

Average value across selected time period

NCA06 CP Station

58 dB — DAY L_{Aeq}

56 dB — EVENING L_{Aeq}

60 dB — NIGHT L_{Aeq}

Average value across selected time period

NCA04 CB Station

72 dB — DAY L_{Aeq}

74 dB — EVENING L_{Aeq}

73 dB — NIGHT L_{Aeq}

Average value across selected time period

NCA09 WP Station

63 dB — DAY L_{Aeq}

60 dB — EVENING L_{Aeq}

59 dB — NIGHT L_{Aeq}

Average value across selected time period

NCA02 DH Station

59 dB — DAY L_{Aeq}

55 dB — EVENING L_{Aeq}

52 dB — NIGHT L_{Aeq}

Average value across selected time period

NCA10 PB Station

56 dB — DAY L_{Aeq}

52 dB — EVENING L_{Aeq}

51 dB — NIGHT L_{Aeq}

Average value across selected time period

NCA08 LKB Station

68 dB — DAY L_{Aeq}

53 dB — EVENING L_{Aeq}

50 dB — NIGHT L_{Aeq}

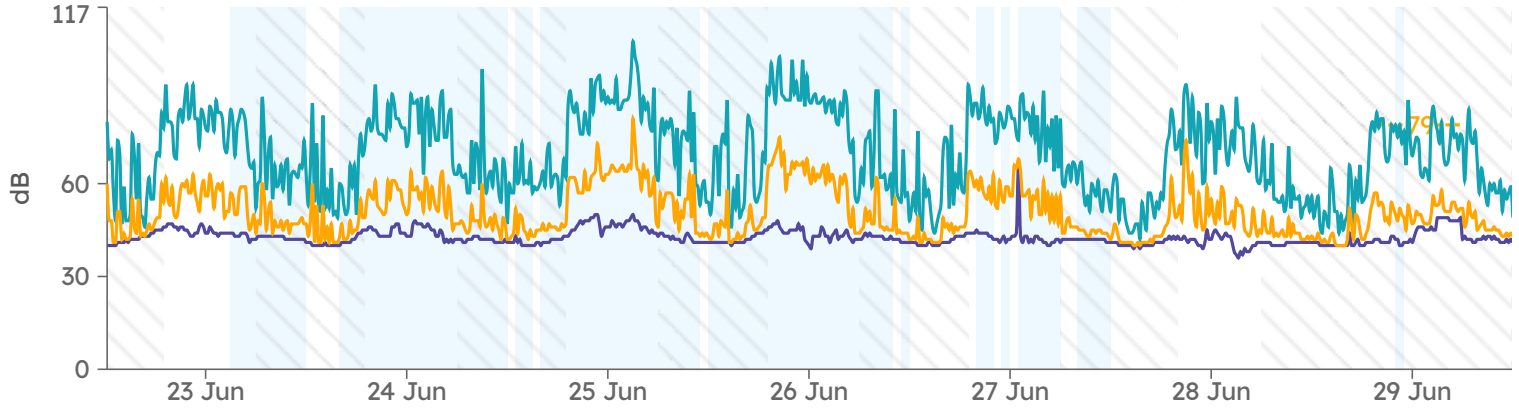
Average value across selected time period

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

Sound Levels | NCA07 Belmore Triangle

15-minute periods 23 Jun 2025 - 29 Jun 2025



Parameters

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

Thresholds

79 Y25_WE51-52_29.June_BelmoreT

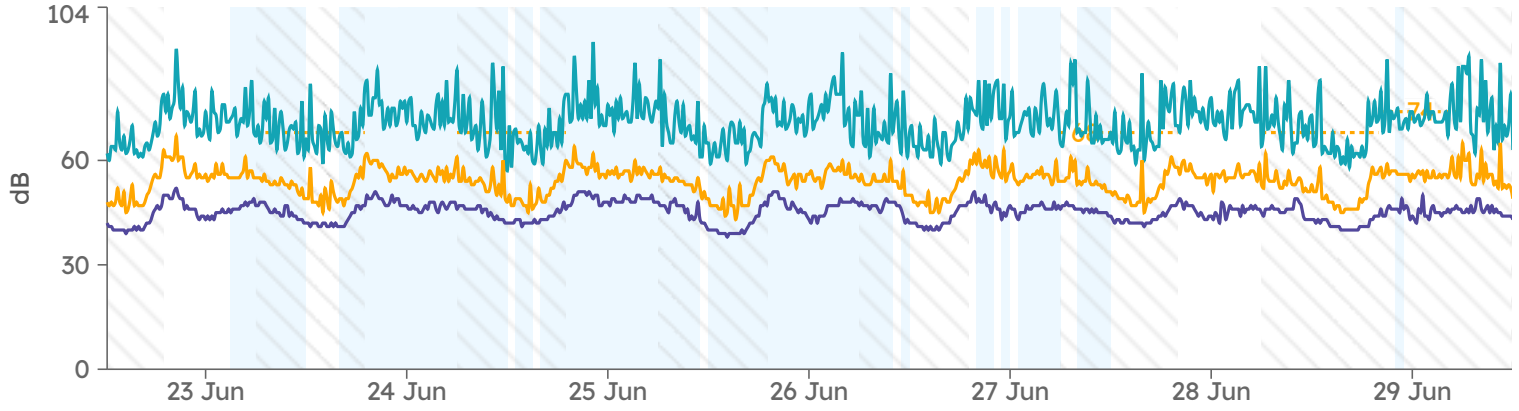
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA12 Bankstown Depot Place

15-minute periods 23 Jun 2025 - 29 Jun 2025



Parameters

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

Thresholds

68 Y25_WE51-52_23, 26, 27 & 28.June_Depot Place Bankstown

74 Y25_WE51-52_29.June_Depot Place Bankstown

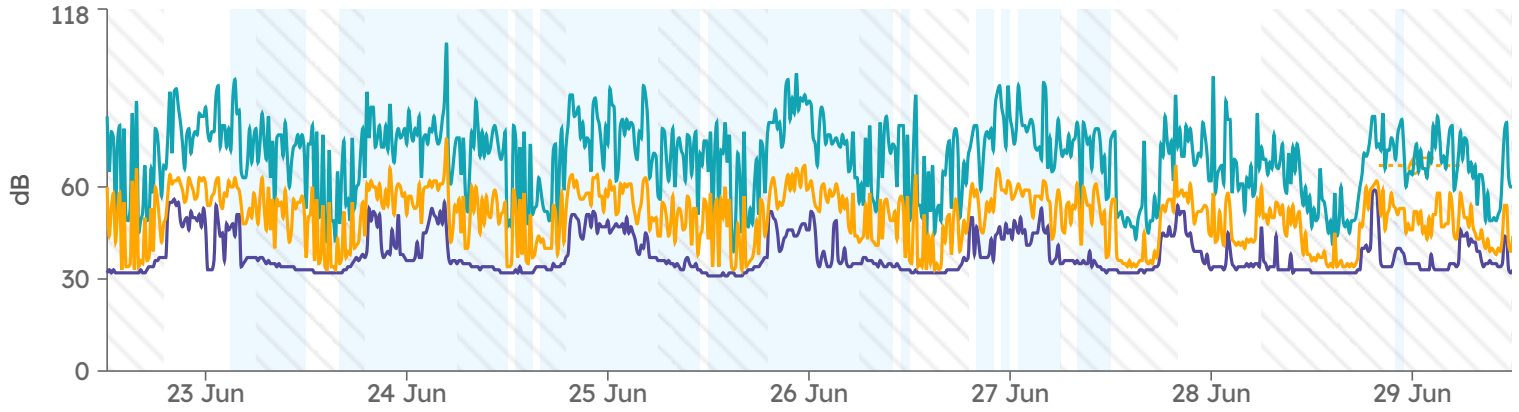
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA02 Ewart St

15-minute periods 23 Jun 2025 - 29 Jun 2025



Parameters

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

Thresholds

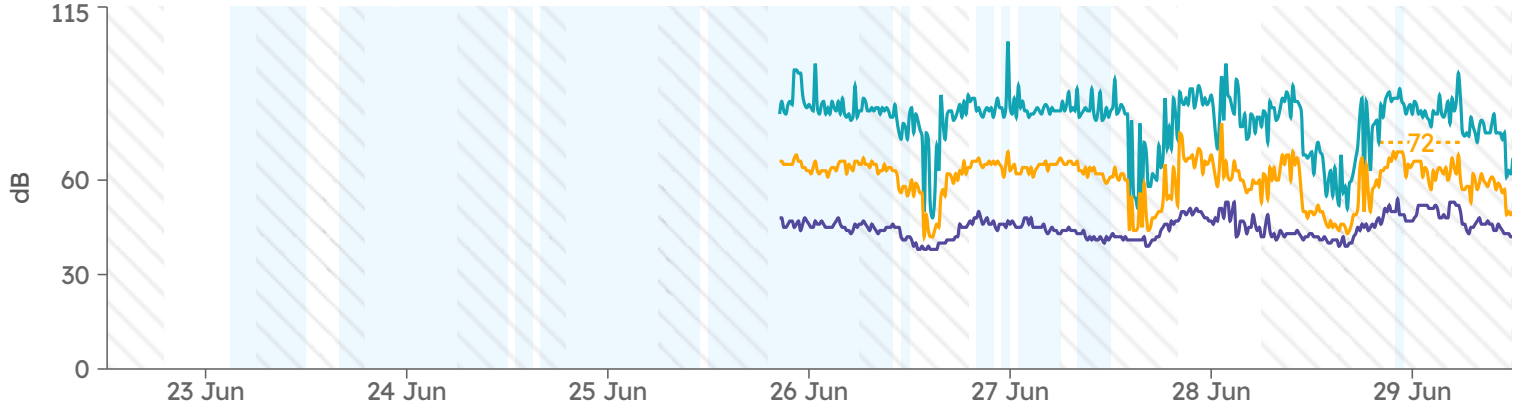
67 Y25_WE51-52_29.June_Ewart St Dulwich Hill

Other

Potentially weather affected periods Out of Hours

Sound Levels | NCA SSJ Railway St

15-minute periods 23 Jun 2025 - 29 Jun 2025



Parameters

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

Thresholds

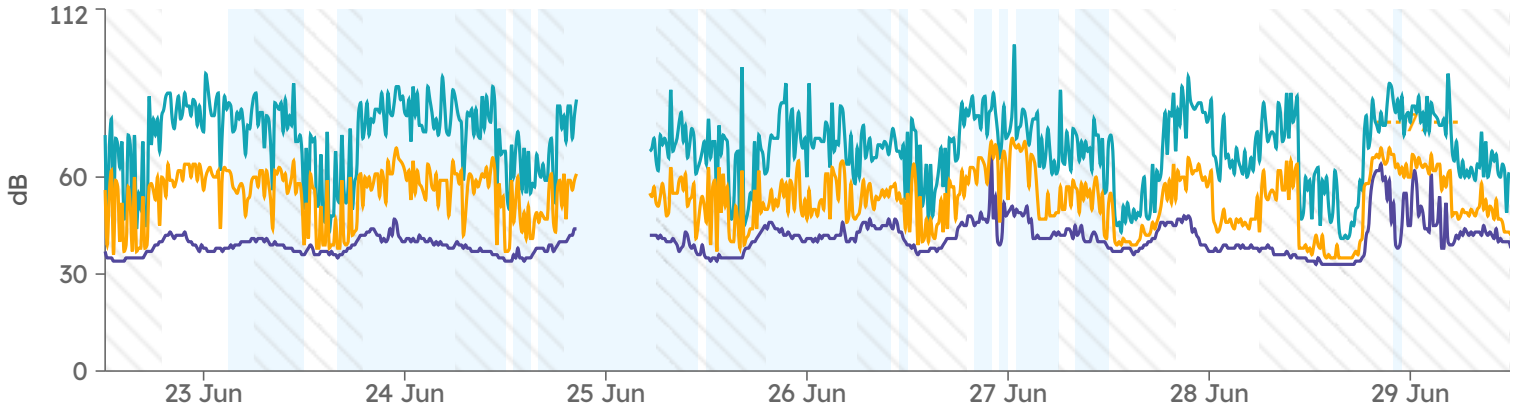
72 Y25_WE51-52_29.June_Railway St Sydenham

Other

Potentially weather affected periods Out of Hours

Sound Levels | NCA01 MA Station

15-minute periods 23 Jun 2025 - 29 Jun 2025



Parameters

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

Thresholds

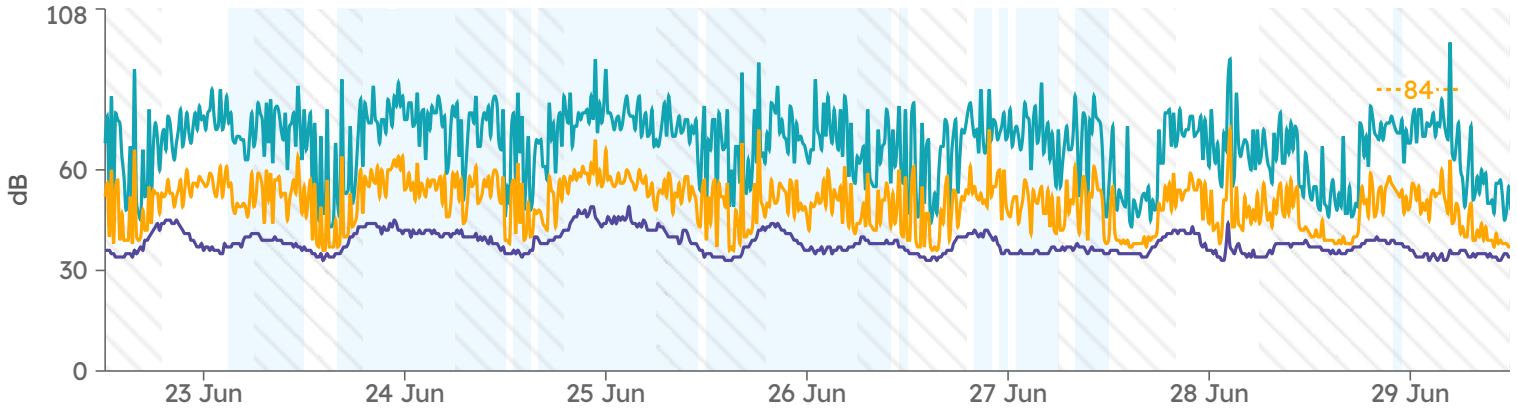
77 Y25_WE51-52_29.June_Marrickville Station

Other

Potentially weather affected periods Out of Hours

Sound Levels | NCA03 HP Station

15-minute periods 23 Jun 2025 - 29 Jun 2025



Parameters

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

Thresholds

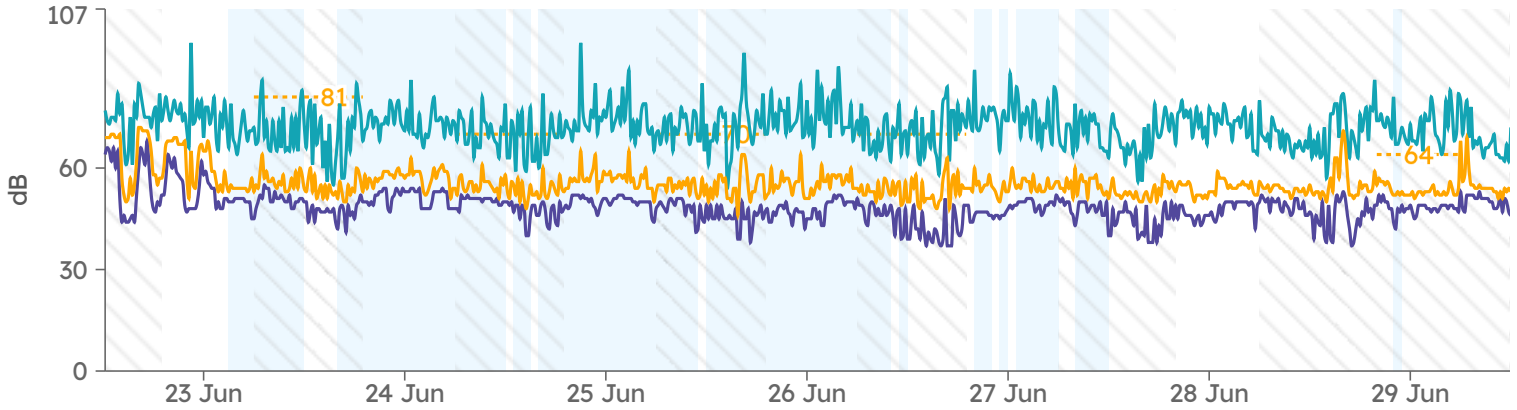
84 Y25_WE51-52_29.June_Hurlstone Park Station

Other

Potentially weather affected periods Out of Hours

Sound Levels | NCA06 CP Station

15-minute periods 23 Jun 2025 - 29 Jun 2025



Parameters

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

Thresholds

81 Y25_WE51-52_23.June_Campsie Station

70 Y25_WE51-52_24 to 26.June_Campsie Station

64 Y25_WE51-52_29.June_Campsie Station

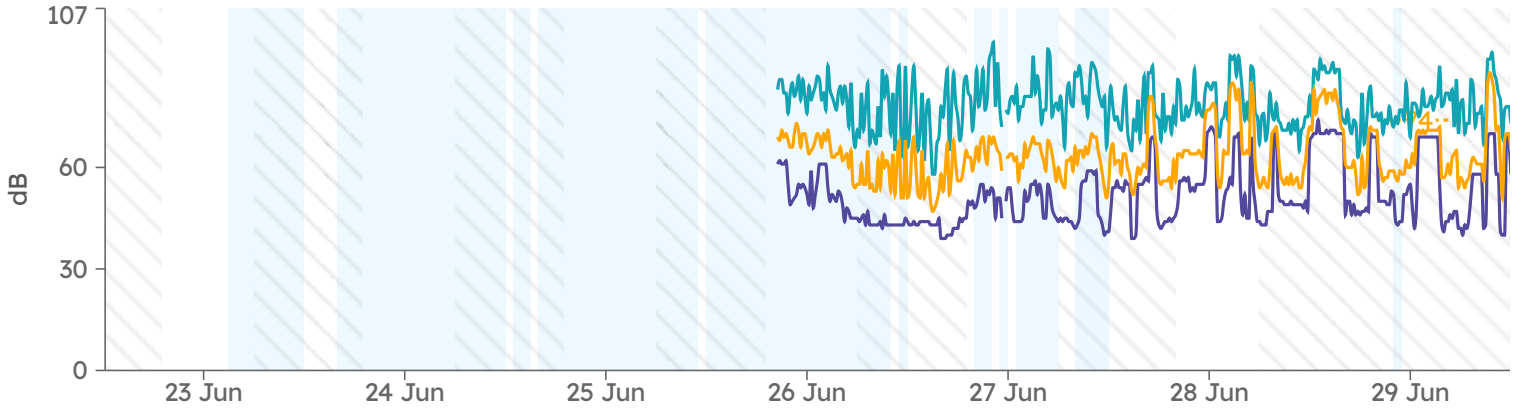
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA04 CB Station

15-minute periods 23 Jun 2025 - 29 Jun 2025



Parameters

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

Thresholds

74 Y25_WE51-52_29.June_Canterbury Station

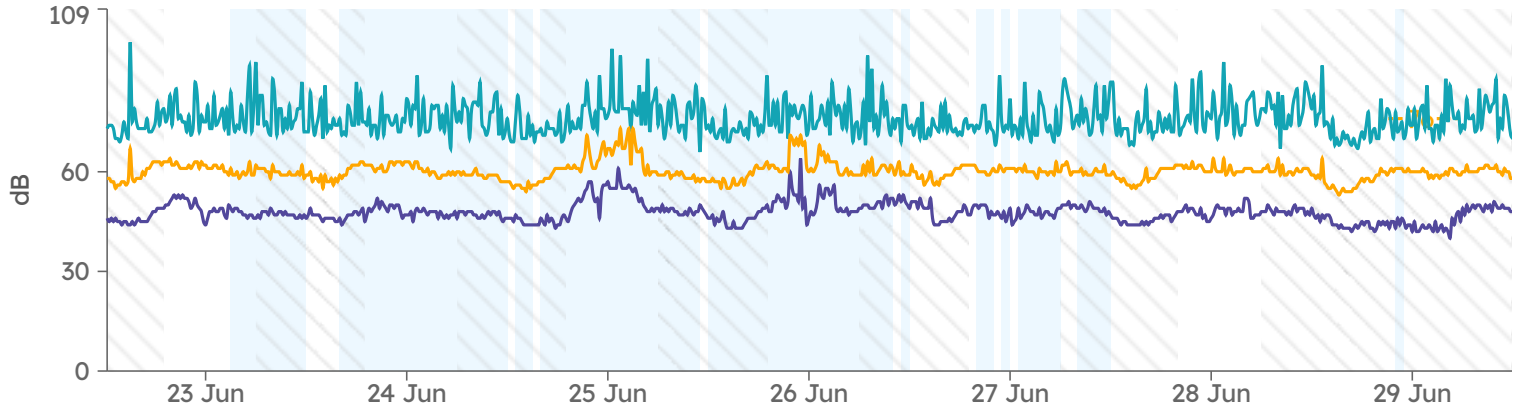
Other

Potentially weather affected periods

Out of Hours

Sound Levels | NCA09 WP Station

15-minute periods 23 Jun 2025 - 29 Jun 2025



Parameters

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

Thresholds

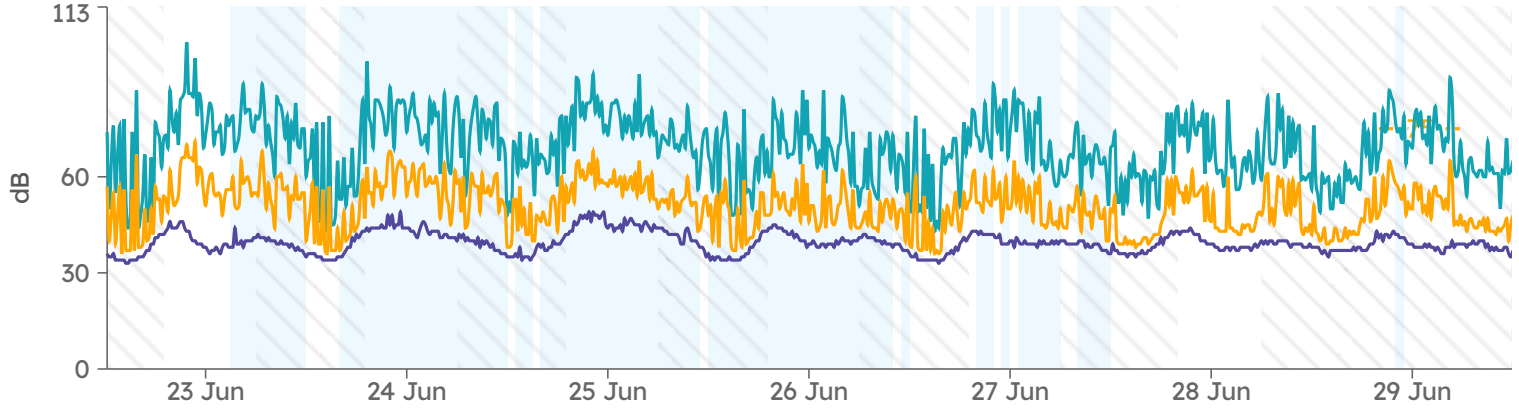
76 Y25_WE51-52_29.June_Wiley Park Station

Other

Potentially weather affected periods Out of Hours

Sound Levels | NCA02 DH Station

15-minute periods 23 Jun 2025 - 29 Jun 2025



Parameters

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

Thresholds

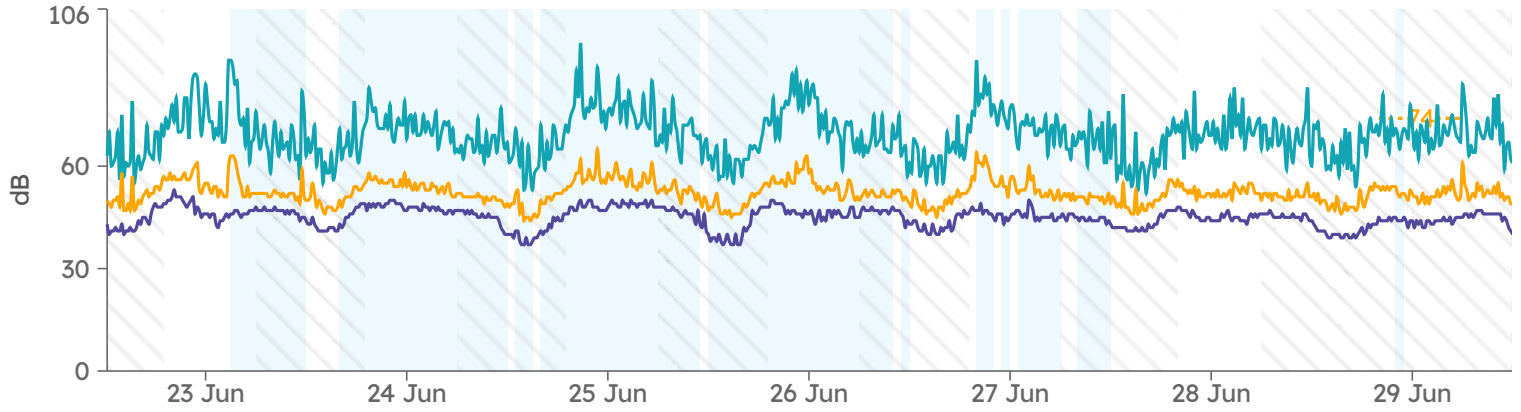
75 Y25_WE51-52_29.June_Dulwich Hill Station

Other

Potentially weather affected periods Out of Hours

Sound Levels | NCA10 PB Station

15-minute periods 23 Jun 2025 - 29 Jun 2025



Parameters

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

Thresholds

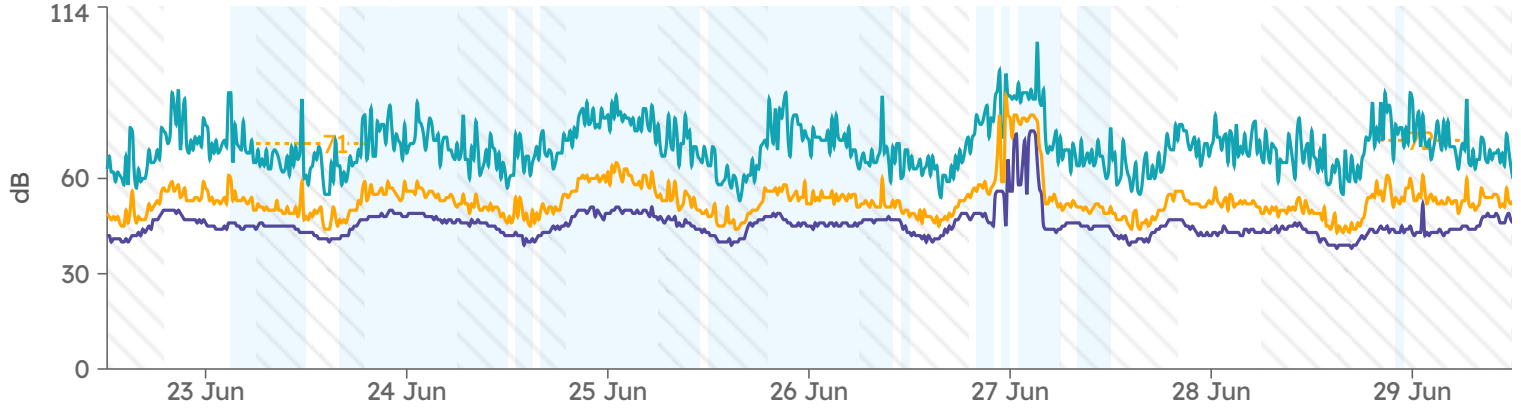
74 Y25_WE51-52_29.June_Punchbowl Station

Other

Potentially weather affected periods Out of Hours

Sound Levels | NCA08 LKB Station

15-minute periods 23 Jun 2025 - 29 Jun 2025



Parameters

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

Thresholds

71 Y25_WE51-52_23.June_Lakemba Station

72 Y25_WE51-52_29.June_Lakemba Station

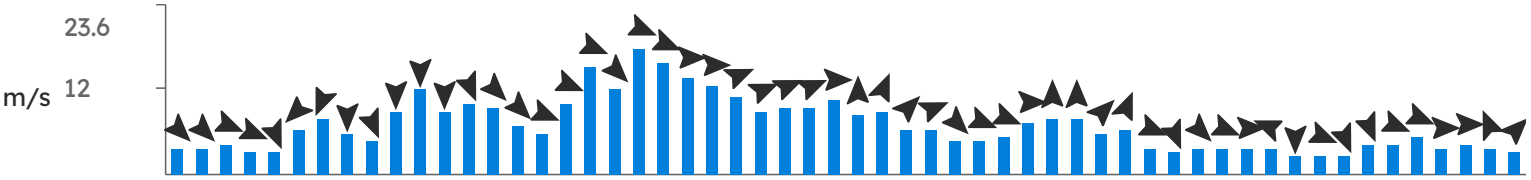
Other

Potentially weather affected periods Out of Hours

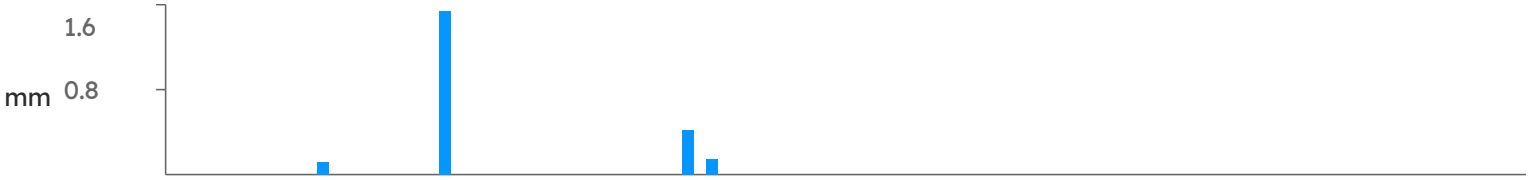
Weather Graphs 23 Jun 2025 - 29 Jun 2025

Source

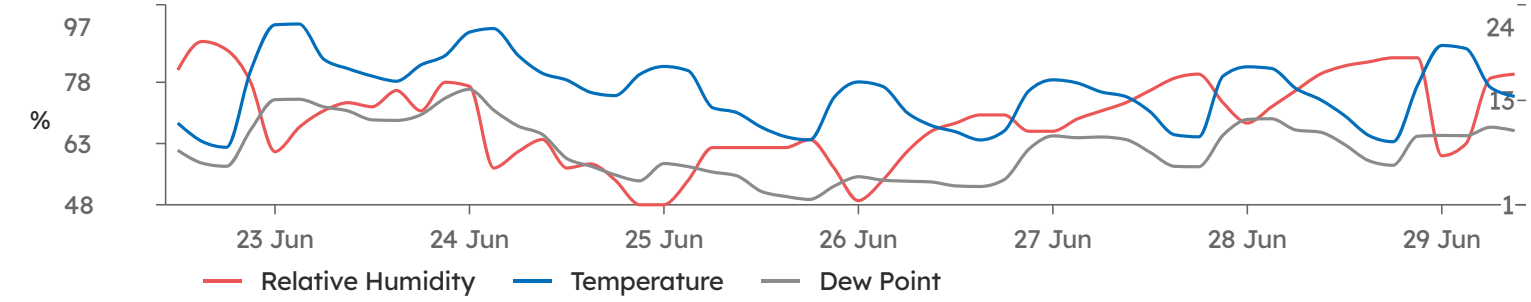
Wind 3-hour max speed and dominant direction



Rainfall 3-hour cumulative



Humidity / Temp / Dew Point 3-hour max



Noise Explained Events

No explanations for this period

Daily Notes

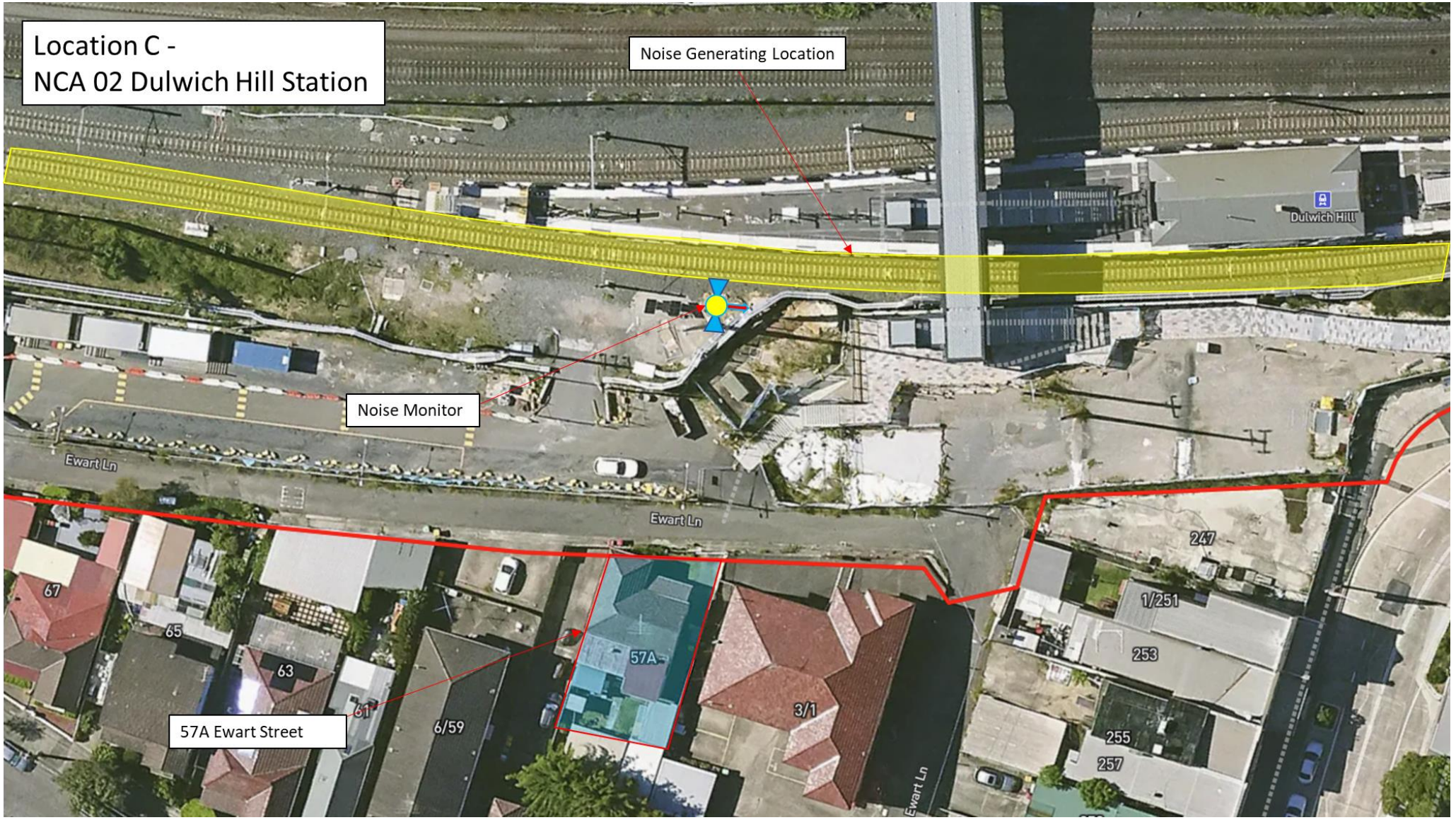
No notes for this period

Device Details

Device Serial	Monitoring Points	Model	Calibration Date	Calibration Due
HEX-000296	NCA04 CB Station	SiteHive Hexanode	-	-
HEX-000558	NCA09 WP Station	SiteHive Hexanode	12 Feb 2025	12 Feb 2027
HEX-000465	NCA02 DH Station	SiteHive Hexanode	27 Feb 2025	27 Feb 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-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-000421	NCA01 MA Station	SiteHive Hexanode	-	-
HEX-000321	-	SiteHive Hexanode	07 Apr 2025	07 Apr 2027
HEX-000797	NCA01 MA Station	SiteHive Hexanode	09 Apr 2025	09 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-000782	-	SiteHive Hexanode	24 Mar 2025	24 Mar 2027
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-000594	NCA SSJ Railway St	SiteHive Hexanode	12 Feb 2025	12 Feb 2027
HEX-000758	NCA08 LKB Station	SiteHive Hexanode	29 Nov 2024	29 Nov 2026
HEX-000249	-	SiteHive Hexanode	07 Apr 2025	07 Apr 2027

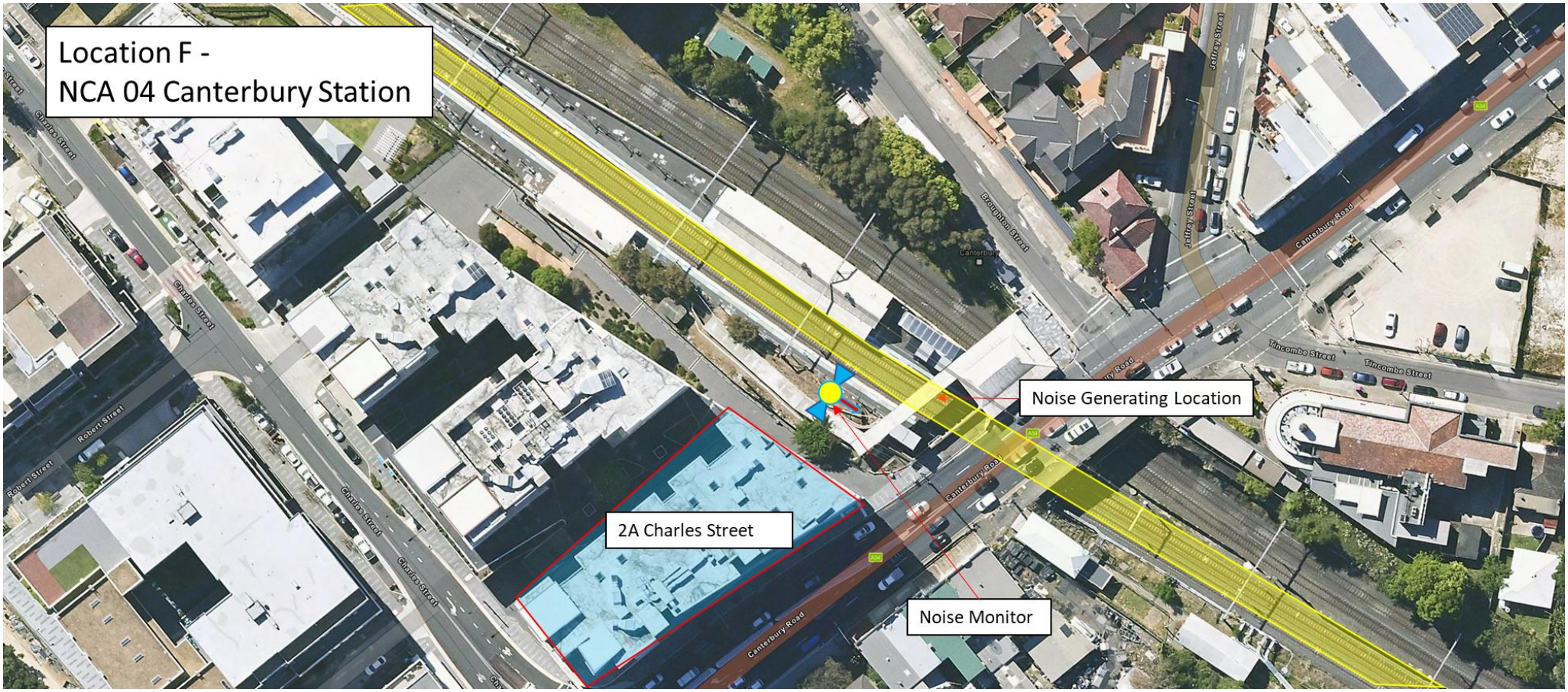
Location A -
NCA SSJ Railway Rd
Noise Generating Location
Noise Monitor
110 Railway Rd
Railway Road

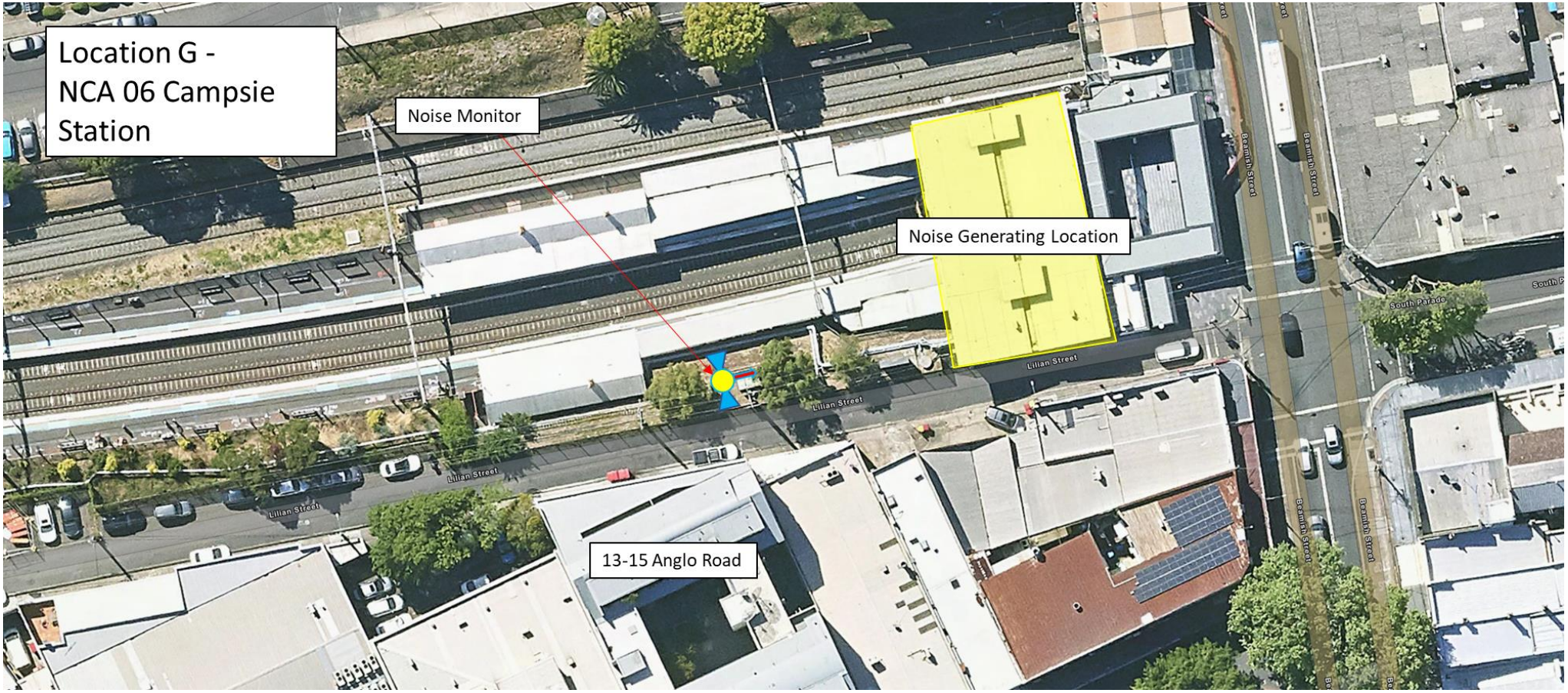
Location B -
NCA 01 Marrickville Station
Noise Generating Location
Noise Monitor
21 Leofrene Avenue
Station Street
Leofrene Avenue
Schwabel Street

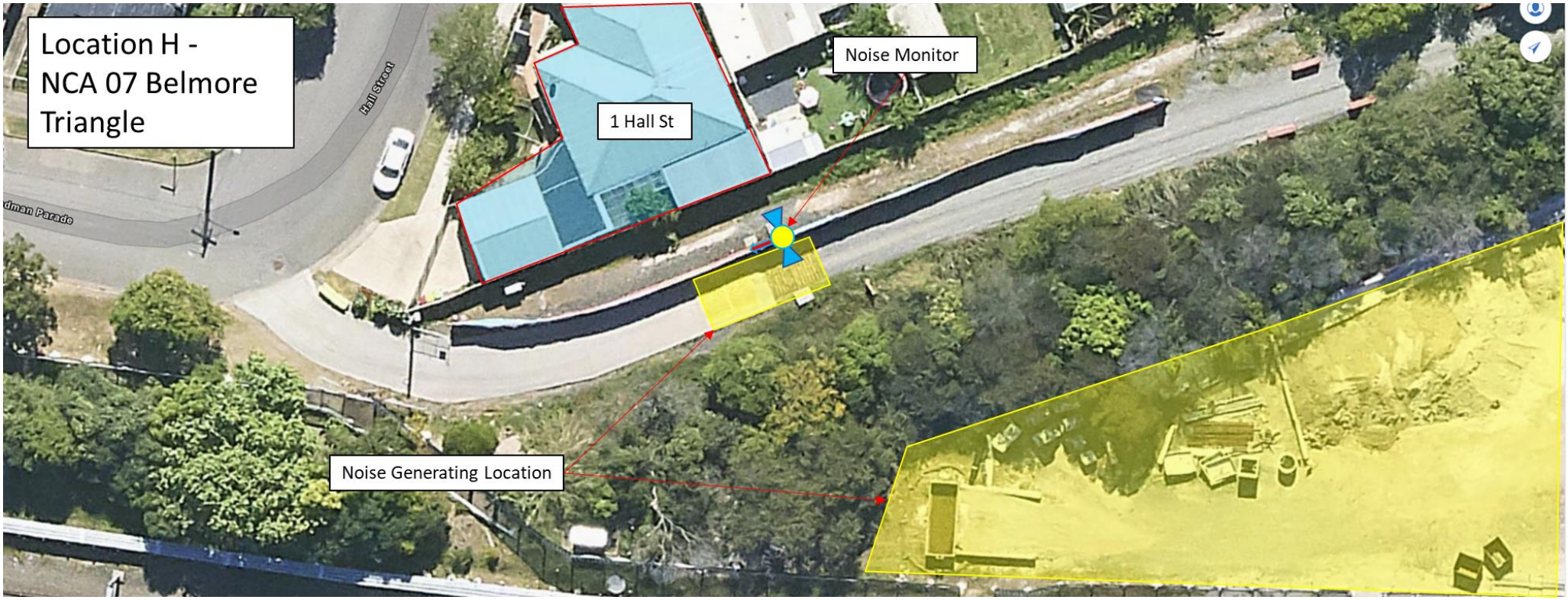

Location C -
NCA 02 Dulwich Hill Station
Noise Generating Location
Noise Monitor
57A Ewart Street
Ewart Ln
Ewart Ln
Ewart Ln
Dulwich Hill
67
65
63
61
6/59
57A
3/1
247
1/251
253
255
257

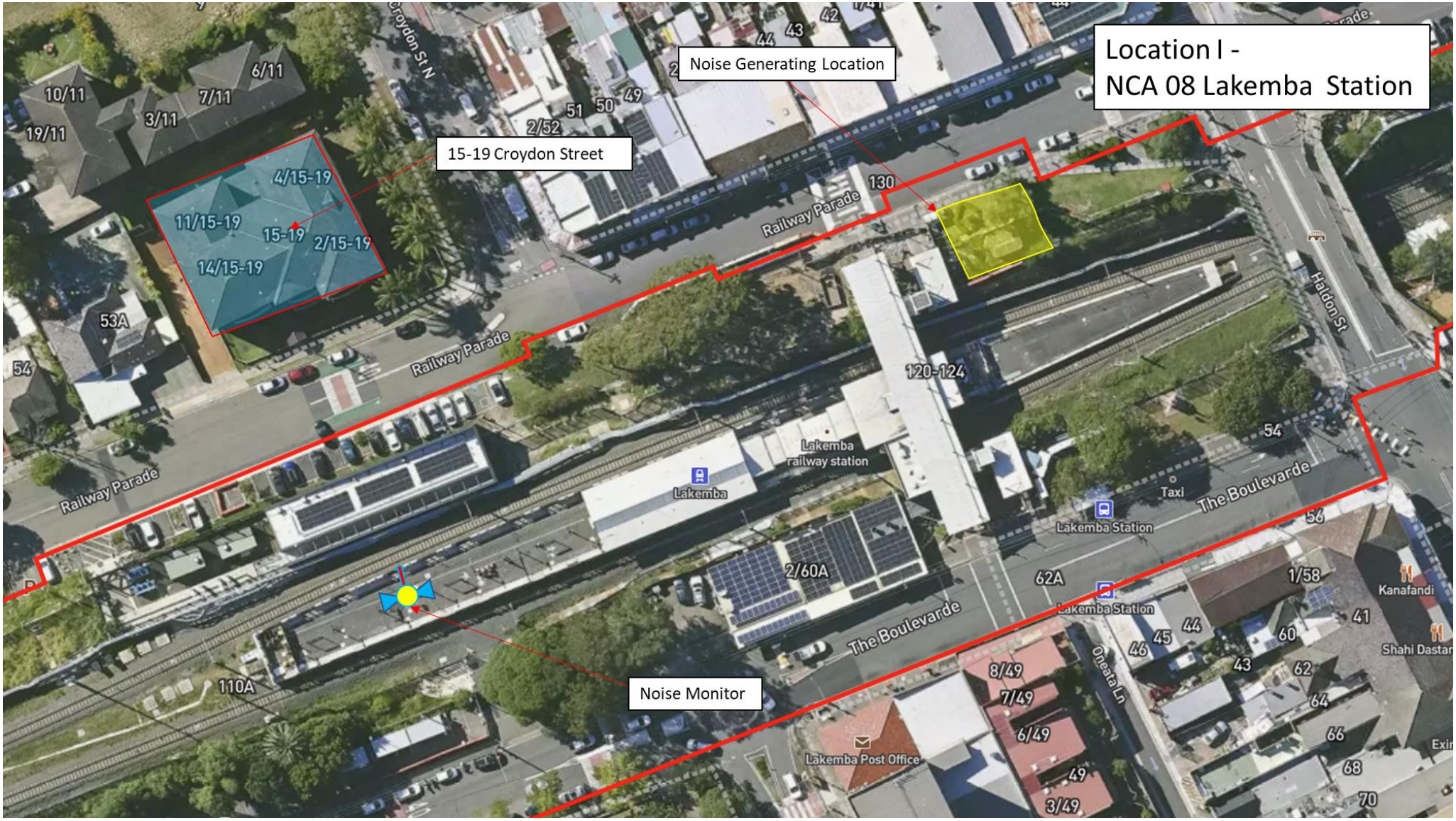
Location D -
NCA 02 Ewart St
Noise Monitor
73 Ewart Street
Noise Generating Location
Ewart Street
Ewart Street
Ewart Street
Ewart Street
Ewart Street

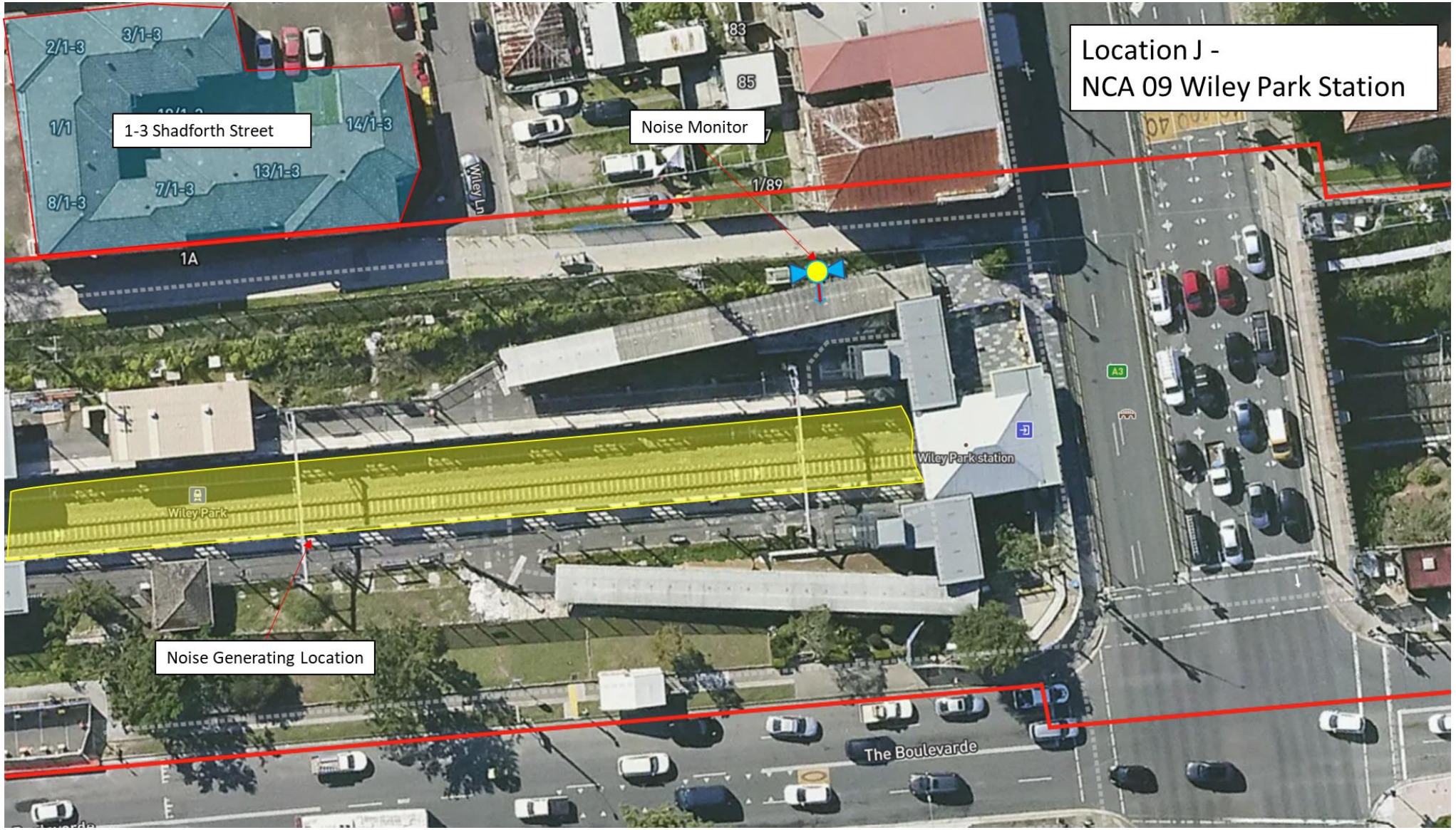
Location E -
NCA 03 Hurlstone
Park Station
Noise Generating Location
Noise Monitor
3A Commons Street
Commons Street
Commons Street
Commons Street
Dunlroon Street
Dunlroon Street
Dunlroon Street
Dunlroon Street

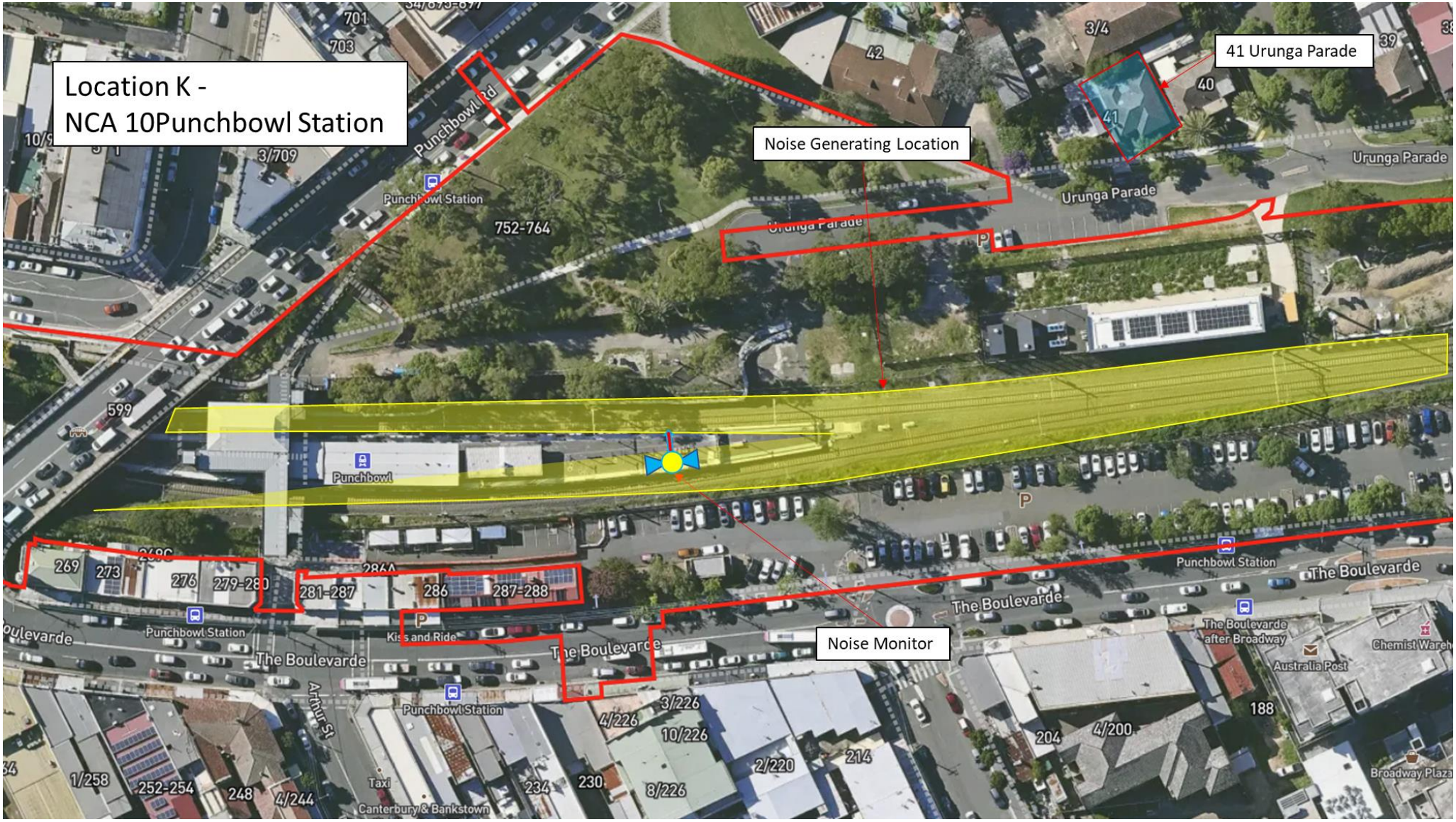

Location F -
NCA 04 Canterbury Station
Noise Generating Location
2A Charles Street
Noise Monitor
Charles Street
Robert Street
Canterbury Road
Broughton Street
Jeffrey Street
Tincombe Street


Location G -
NCA 06 Campsie
Station
Noise Monitor
Noise Generating Location
13-15 Anglo Road
Lilian Street
Lilian Street
Lilian Street
Lilian Street
Beamish Street
Beamish Street
Beamish Street
Beamish Street
South Parade


Location H -
NCA 07 Belmore
Triangle
Hall Street
1 Hall St
Noise Monitor
Noise Generating Location


Location I -
NCA 08 Lakemba Station
Noise Generating Location
15-19 Croydon Street
Noise Monitor
Railway Parade
The Boulevarde
Lakemba railway station
Lakemba
Lakemba Station
Taxi
Lakemba Post Office
Haldon St
Croydon St N
Oneata Ln
Kanafandi
Shahi Dastar
4/15-19
11/15-19
15-19
2/15-19
14/15-19
120-124
2/60A
62A
1/58
8/49
7/49
6/49
3/49
53A
110A


Location J -
NCA 09 Wiley Park Station
1-3 Shadforth Street
Noise Monitor
Noise Generating Location
2/1-3
3/1-3
1/1
14/1-3
13/1-3
7/1-3
8/1-3
1A
83
85
1/89
Wiley Park
Wiley Park station
A3
The Boulevarde


Location K -
NCA 10Punchbowl Station
Noise Generating Location
41 Urunga Parade
Noise Monitor
Punchbowl Station
Punchbowl
Urunga Parade
The Boulevarde
Kiss and Ride
Taxi
Canterbury & Bankstown
Arthur St
Australia Post
Broadway Plaza

Location L -
NCA 12 Depot Place
21 Bungalow Cres
Noise Monitor
Noise Generating Location
Marion Street
Marion Street
Marion Street
Bankstown City Plaza
Depot Place
Bankstown City Plaza
Bankstown City Plaza
Greenwood Avenue
Olympic Parade
Dale Parade

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.

Sydney Metro City & Southwest

Monthly Notification – Bankstown Station

June 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 June & July

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

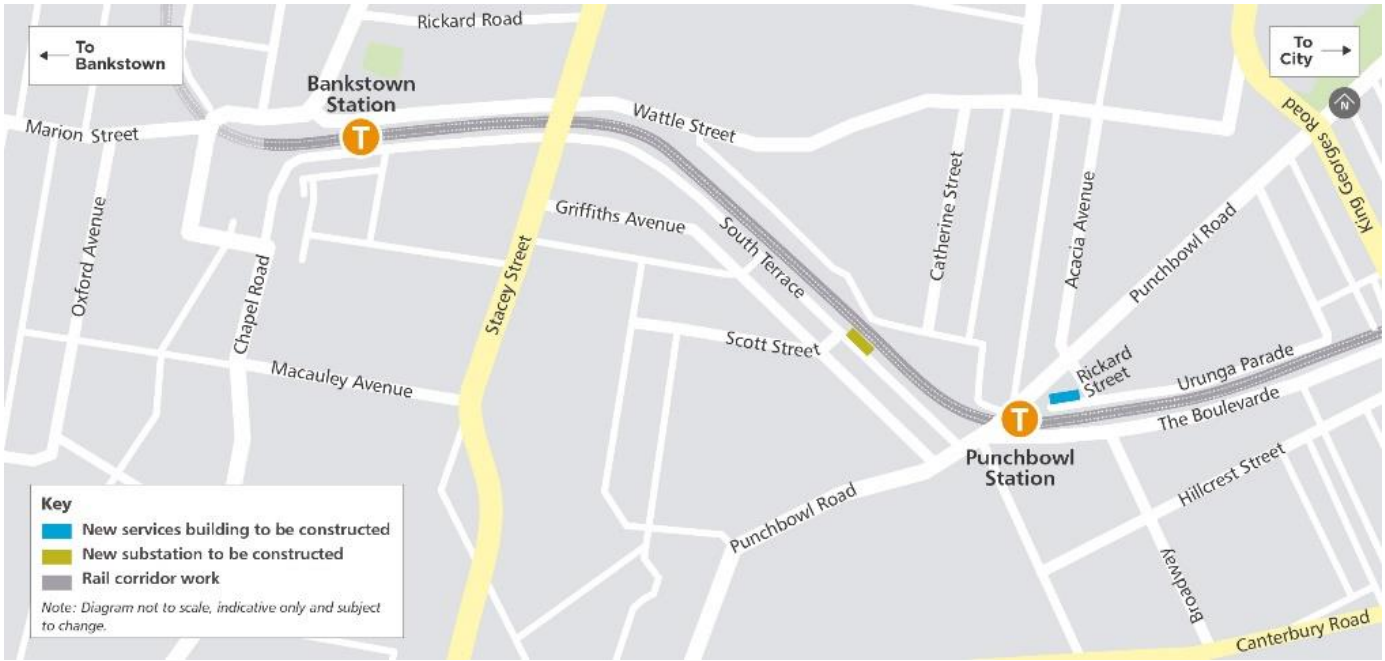
- Modification of cable service routes, cables, wiring and trackside equipment in the rail corridor, substations and stations
- Delivery of materials and equipment using light and heavy vehicles
- Installation of cables and communications equipment in station platforms, buildings and concourse
- Energisation 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. 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 works on Stacey Street and North Terrace
- Footpath closures with diversions in place around the South Terrace bus interchange with parking changes relating to replacement buses on West and East Terraces
- Work on various bridges along the corridor
- Work related to the new Bankstown Metro platforms including ongoing work on platform screen doors and work on the existing platform
- Work related to the new cross corridor plaza and associated buildings
- Work related to Bankstown platform extension, track upgrades and OHW upgrades
- Delivery and installation of shutters and equipment
- Concrete works on Stacey Street bridge approaches and bridge deck
- Delivery and installation of 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

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**

Sydney Metro City & Southwest

Monthly Notification – Belmore Station

June 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 June and July

Work will continue during and outside of standard construction hours within and around Belmore Station during June & July. 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. 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 in the rail corridor
- 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
- Possession of Bridge Road carpark between 20 and 22 June to allow for installation of off-structure beam
- Temporary traffic changes to support the work including 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
- 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

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Sydney Metro City & Southwest

Monthly Notification – Campsie Station

June 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 June and July

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

- Modification of cable service routes, cables, wiring 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. 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 in the rail corridor
- Work at station buildings and platforms including mechanical gap fillers and platform screen doors
- Track related construction activities and work related to overhead wiring, 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
- Bridge remediation work (including night work) involving an elevated work platform from the rail corridor
- Removal of the temporary catch deck on the Loch Street overbridge
- Work on various bridges along the corridor
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal
- Installation of an oversize beam on the country side of the Loch Street overbridge
- Fabrication and construction of footpath portion of Loch Street overbridge

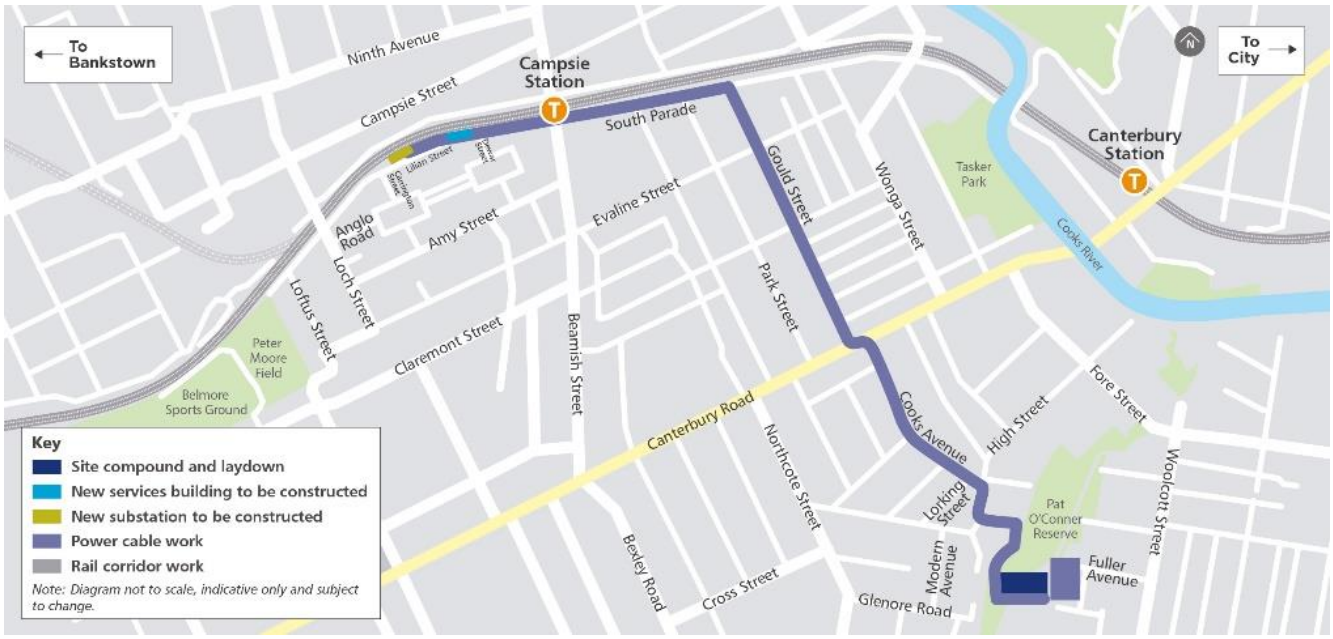
Hours of work

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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Translating and interpreting service

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Sydney Metro City & Southwest

Monthly Notification – Canterbury Station

June 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 June and July

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

- Modification of cable service routes, cables, wiring and 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. 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, high and low voltage wiring and local utilities
- Work on various bridges along the corridor
- Defect rectification work as required
- Civil, electrical and containment works at station buildings/platforms
- Remediation work including in the rail corridor and at the overbridge
- Concrete pours, deliveries and installation of protection screens involving ground anchors into the ground at the overbridge
- Reinstatement of footpath paving and installation of bike racks
- Utility cut over and removal of redundant cabling and services
- Concrete pouring for parapet wall on Canterbury Road overbridge
- Installation of ground anchors for barrier footings

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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Sydney Metro City & Southwest

Monthly Notification – Dulwich Hill Station

June 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 June and July

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

- Modification of cable service routes, cables, wires and equipment in the rail corridor, at substations and 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 the 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 and service 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
- 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 in the rail corridor
- Work at station buildings and platforms including mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring, high and low voltage wiring and local utilities
- Work on various bridges along the corridor
- Landscaping and civil works outside Dulwich Hill Station on Wardell Road
- Landscaping work outside the Dulwich Hill Light Rail stop entrance on Bedford Crescent (access maintained)
- Bridge remediation work (including night work) involving workers accessing the rail corridor at Wardell Road
- Associated footpath and pedestrian crossing closures, partial lane closures and pedestrian detours on the Wardell, Albermarle and Garnet Street overbridges
- Concreting work for barriers on the southern side of Albermarle Street overbridge
- Installation of anti-throw screens at Albermale Street overbridge (including work at night)
- Concreting work for barriers on Wardell Road overbridge
- Installation of bollards and barriers near station entrance
- Asphalting, line marking and remediation to Wardell Road
- Parking removal on the Garnet Street overbridge
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal
- Defect rectification works as required

Hours of work

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

What to expect

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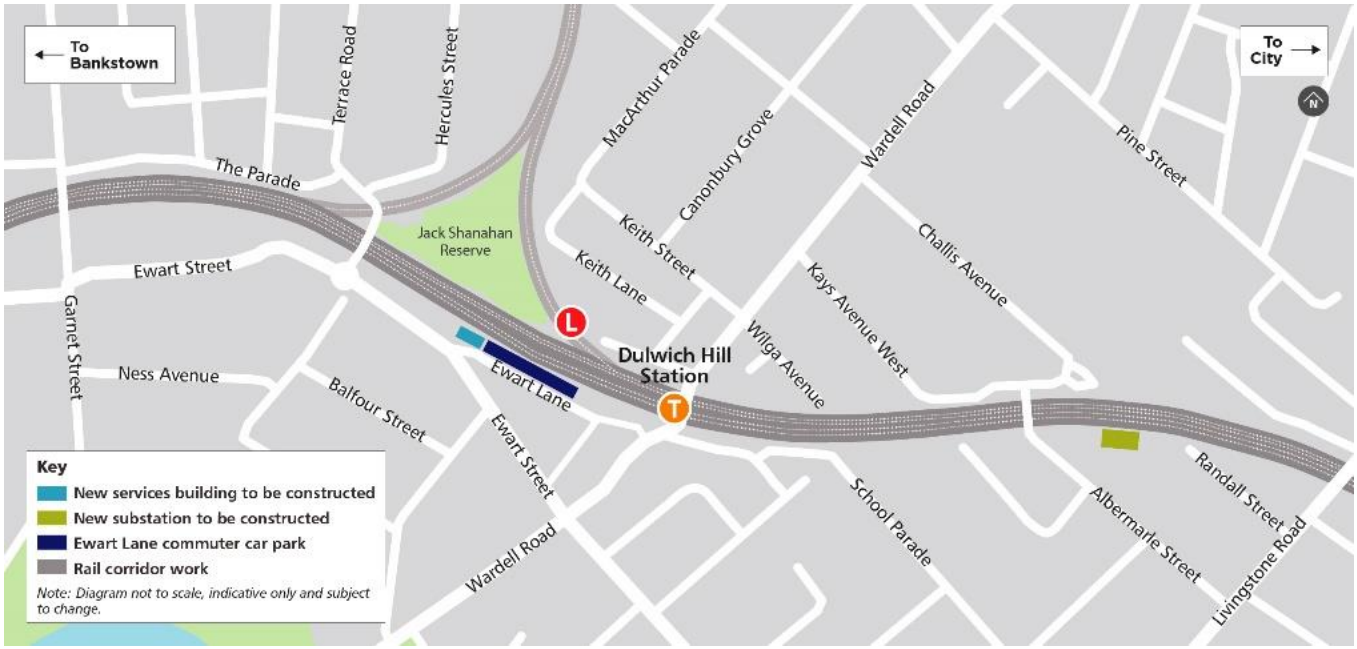

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Sydney Metro City & Southwest

Monthly Notification – Hurlstone Park Station

June 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 June and July

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

- Modification of cable service routes, cables, wiring 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 and services 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 and building and containment works
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security and segregation fence installation and signalling
- Parking removal and lane closures to facilitate plant and truck operation around the station and at various locations
- Work at station buildings and platforms installing electrical works, mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to overhead wiring, high and low voltage wiring
- Work at station buildings, platforms and access ways
- Fencing and concreting works on Melford Street overbridge
- Temporary road closure and bridge closure at Melford Street overbridge from 26 June to enable installation of an over-sized beam
- Delivery of crane materials to Melford Street
- Installation of anti-throw screens at Duntroon Street overbridge
- Utility installation involving footings, conduits, electrical equipment box and cables
- Continued work at the corners of the overbridge and use of worker amenities facilities
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal
- Installation of containment and electrical services on platform buildings
- 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.
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- 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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Sydney Metro City & Southwest

Monthly Notification – Lakemba Station

June 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 June and July

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

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 the 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. 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 along the corridor
- Work at station buildings and platforms including installing mechanical gap fillers and platform screen doors
- Track related construction activities
- Work related to local utilities and overhead wiring
- Work on various bridges along the corridor
- Station landscaping work, with pedestrian diversions in place as needed
- Continuation of piling work at the Moreton Street overbridge, with bridge closure and temporary detour from 20 to 23 June at Moreton Street overbridge
- Delivery and installation of oversized beam and delivery and set up of oversized crane at Moreton Street
- Remediation work underneath Moreton Street overbridge
- Forming and pouring of pilecaps and barriers
- Remediation work underneath the Lakemba Station overbridge
- Installation of footings, concreting and fencing work at the Lakemba Station overbridge
- 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.
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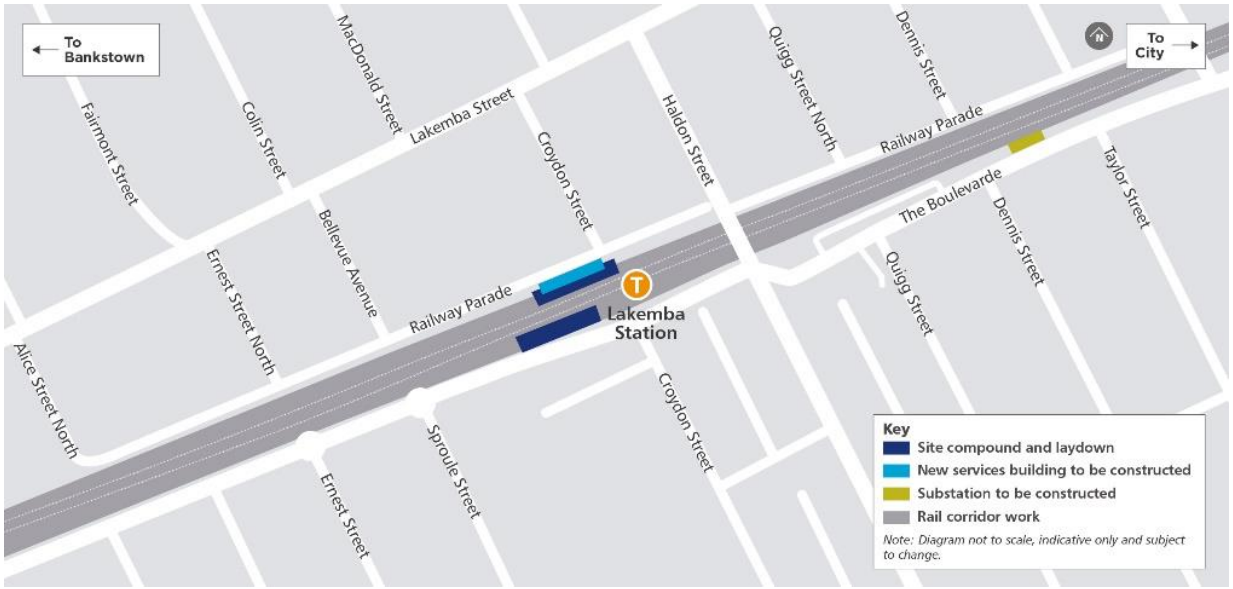
- Some construction and testing activities will take place **at night and on weekends,** depending on the program schedule and worker safety considerations.
- Some equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized 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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Sydney Metro City & Southwest

Monthly Notification – Marrickville Station

June 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 June and July

Work will continue during and outside of standard construction hours within and around Marrickville Station during June and July. 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. This work may include excavation of soil using a vacuum truck, which will cause some noise.
- 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
- 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
- Work on the barriers and footpaths including at night where required at the Livingstone and Illawarra Road overbridges
- Concrete pours and installation of protection screens at the Livingstone Road overbridge
- Remediation and removal of catch deck at Livingstone Road overbridge (including at night)
- Traffic changes at the Albermarle Street overbridge involving use of a boom gate at Challis Avenue
- Completion of bridge works at Illawarra Road overbridge and 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 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
- Defect rectification work as required

NSW GOVERNMENT

sydney METRO

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.
- 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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Sydney Metro City & Southwest

Monthly Notification – Punchbowl Station

June 2025

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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 June and July

Work will continue during and outside of standard construction hours within and around Punchbowl station during June and July. 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. 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, high and low voltage wiring and local utilities
- Civil related street scaping works in Bruest Pl. involving temporary single lane closure and changes to Quine Ln to one-way traffic. Follow signed detours and traffic control directions, pedestrian diversions will also be in place.
- Continuation of work at the overbridge to prepare for the new steel barriers, screens and fencing, involving concrete pours at the overbridge on Punchbowl Road (including at night)
- Continued 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
- Investigations and installation of fencing along the rail corridor requiring temporary parking removal
- Closure of the Punchbowl Station pedestrian underpass for accessibility upgrades
- Concreting and reinstatement of footpaths along Punchbowl Road near the overbridge
- Continuation of utility work
- 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.
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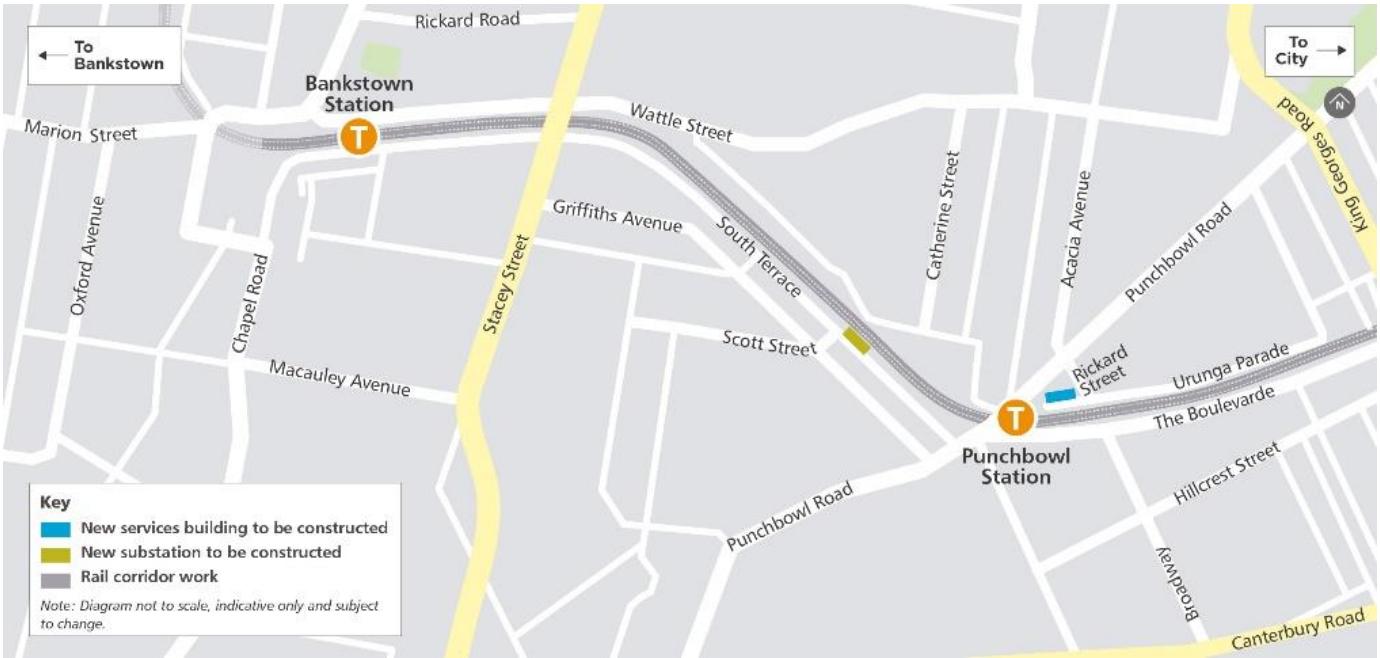

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Sydney Metro City & Southwest

Monthly Notification – Wiley Park Station

June 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 June and July

Work will continue during and outside of standard construction hours within and around Wiley Park station during June and July. 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. 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
- 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
- Intersection works 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 overbridge throughout May and June
- 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**

Appendix C – Vibration Monitoring Report

Start Date	Finish Date	Start Time	Finish Time	Type of Monitoring (Complaint/New Activity/Inquiry)	Distance to activity (m)	Compliance target	Observed Vibration	Notes	Link to Vibration File/File Number
(02) 18/06/2025	18/06/2025	11:50	12:20	New Activity- Bankstown Station. New Platform Asphalt on new platform alongside Heritage building	1m	<7.5mm/s	6.44mm/s	Attended monitoring during plate compacting of asphalt works on new platform. One brief vibe spike to 6.44mm/s as plate compactor runs off asphalt & across concrete slab where the monitor was positioned. On average at 1-3m from monitor the PPV reading was between 2-4mm/s. Visual inspection carried out on building brick work (new tuck pointing) and concrete sill around window showed no cracking or spalling of grout.	Refer to project folder SWM3 /1400 Enviro/1430 Monitoring & Insp Records/Vibration (#2)
(03) 12/07/25	12/07/2025	14:07	14:30	New Activity- Marrickville Station. Platform 2 Pulling up/removal old asphalt from platform alongside Heritage building	1-3m	<7.5mm/s	460µm/s	Attended monitoring during pulling up/removal of asphalt from the platform. Very low impacts as asphalt lifts up very easily, like a carpet when pulled with 3.5T excavator bucket. Asphalt	Refer to project folder SWM3 /1400 Enviro/1430 Monitoring & Insp Records/Vibration (#3)

								is collected in small stockpiles and loaded into dumper through platform screen doors (PSD). Excavator tracks back and forth along asphalt or bedding sand.	
(04) 16/07/25	16/07/2025	9:45	10:25	New Activity- Marrickville Station. Platform 2 Placement and compaction of asphalt alongside a concrete slab (simulated vibe alongside the Heritage building)	1-4m	<7.5mm/s	5.5mm/s	Attended monitoring during placement and compaction (2 sets of readings) of asphalt on the platform 2 (DWN track. The slab was selected as the place to do the vibe monitoring. This location simulated vibe alongside the Heritage building as the building had access/egress blocked and space was tight and would not allow monitoring. NOTE: readings above 5.5mm/s were generated from the plate compactor running along concrete section of slab very close (0.10 to 0.6m) to monitor.	Refer to project folder SWM3 /1400 Enviro/1430 Monitoring & Insp Records/Vibration (#4)