



Southwest Metro Corridor and Additional Works Construction Monitoring Report 7 March 2024 - August 2024

SMCSWSSJ-JHL-WEC-EM-REP-000031

Document and Revision History

Document Details	
Title	Construction Monitoring Report
Client	Sydney Metro City & Southwest
Client reference no.	SMCSWSSJ-JHL-WEC-EM-REP-000031
JHLOR JV contract no.	K44

Revisions

Revision	Date	Description	Prepared by	Reviewed by
Rev A	23/09/2024	Initial Issue	Tom Buratti	Lucas Dobrolot
Rev B	28/09/2024	Response to comments	Tom Buratti	Lucas Dobrolot

Compliance Matrix

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

1. Introduction

The Construction Monitoring Program is being implemented to monitor impacts on surrounding surface water quality resources and impacts from noise and vibration on the surrounding areas during the construction phase. The surface water monitoring program and noise and vibration monitoring program are also both designed to assess the effectiveness of the mitigation measures applied as part of the Southwest Metro Corridor Works (SMC) and Additional Works. This is the 6th construction monitoring report, the reporting periods for each document are as follows:

1. Construction monitoring report 001 for the period of March 2021 – August 2021
2. Construction monitoring report 002 for the period of September 2021 – February 2022
3. Construction monitoring report 003 for the period of March 2022 – August 2022
4. Construction monitoring report 004 for the period of September 2022 – February 2023
5. Construction monitoring report 005 for the period of March 2023 – August 2023
6. Construction monitoring report 006 for the period of September 2023 – February 2024
7. Construction monitoring report 007 for the period of March 2024 – August 2024

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

1.1. Submission Requirements

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

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

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

1.2. Surface Water

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

The Project site forms part of the overall Cooks River, Coxs Creek and Salt Pan Creek

catchment areas. The water from the area discharges into these water catchments via local stormwater drainage or overland flow. The surrounding catchment areas are urbanised with a mix of residential, commercial, and industrial properties.

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

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

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

Objectives for water quality management during construction are:

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

1.3. Noise and Vibration

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

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

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

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

Objectives for noise and vibration management on the project are:

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

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

2.1. Surface Water

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2.2. Surface Water Baseline Data

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



Figure 1 - Canterbury Compound (water quality location 8)

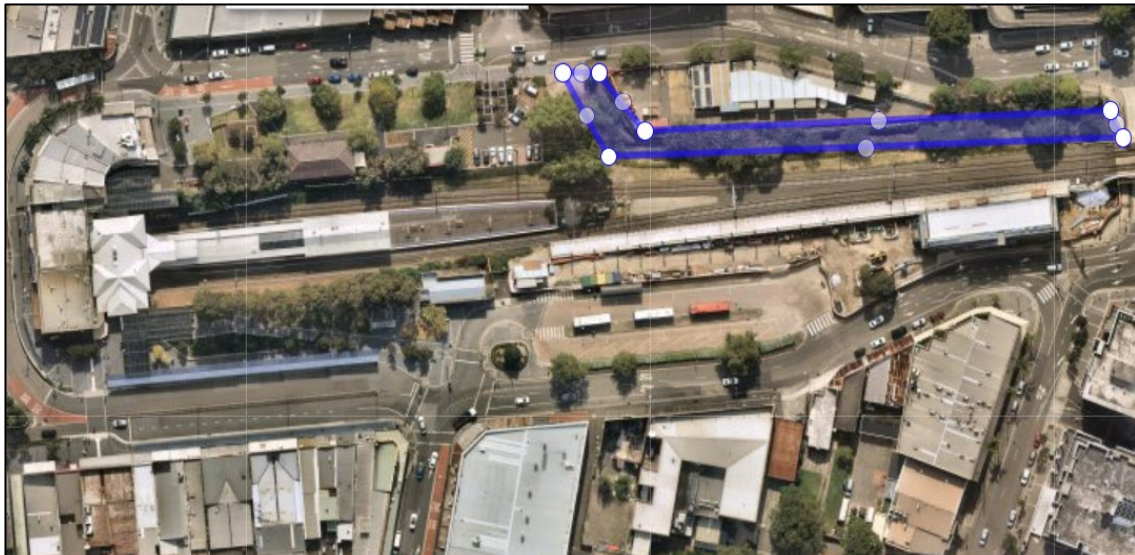


Figure 2 - Bankstown early works (water quality location 9)

Table 1 - Surface Water Monitoring Baseline

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

2.3. Noise and Vibration monitoring

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

Table 2 - RBLs for SSJ Noise Catchment Areas

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

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

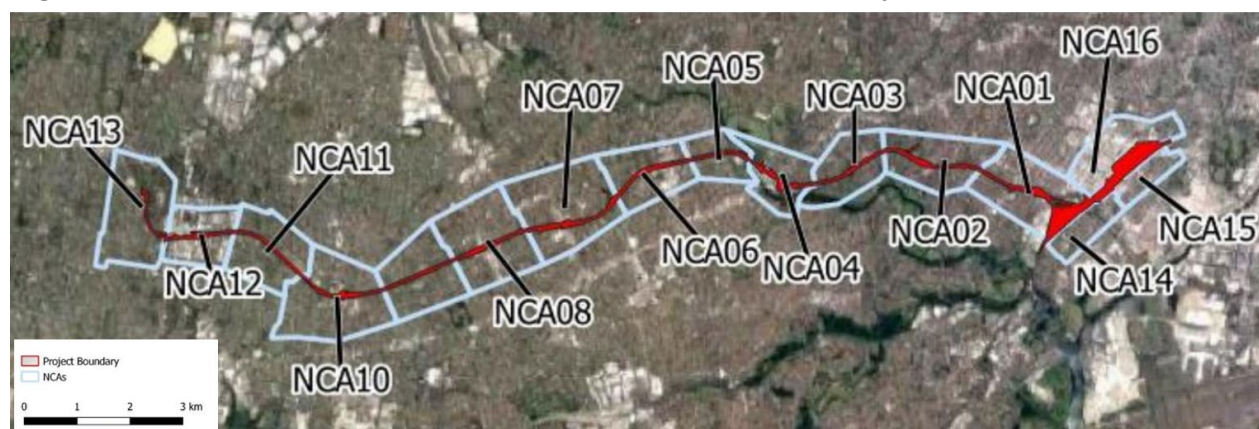


Figure 3 – Sydenham to Bankstown Noise Catchment Areas

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

Vibration monitoring will be undertaken before and during works where buildings or structures exist within the safe work distances of vibratory plant. Monitoring will also be undertaken where vibration generating activities have the potential to impact on heritage items. Monitoring will be undertaken for vibration causing “activities” at a structure and applied as indicative across the project area in similar circumstances (e.g. the methods and plant used for the compaction of batters is consistent

across the site, as such the monitoring at one structure is representative of the impacts at other structures). Representative monitoring should be undertaken at the most sensitive structure for which it is to be applied. In accordance with the requirements of the CNVS, the vibration limits have been set out in the British Standard BS 7385-2:1993.

3. Results

3.1. Surface Water

Water quality monitoring inspections were undertaken four (4) times during this reporting period. These occurred between on the 5th April 2024 and 15th June 2024 and was in response to rain events.

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

- Rain Event on the 05/04/2024, 76.8mm rainfall during inspection, no adverse impacts identified during the period;
- Rain Event on the 06/05/2024, 34.6mm rainfall during inspection, no adverse impacts identified during the period;
- Rain Event on the 02/06/2024, 111.8mm rainfall during inspection, no adverse impacts identified during the period;
- Rain Event on the 15/06/2024, 37mm rainfall during inspection, no adverse impacts identified during the period;

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

Table 3 – Summary of result - Surface Water Monitoring undertaken during the CMR6 reporting period

Date	Total Rainfall	Adverse Impacts	Monitoring Location Checklist	Notable Observations	Observations	Follow up actions
05/04/2024	76.8 mm	No adverse impacts relating to JHLOR works recorded	Location 1 Dulwich Hill	No JHLOR works, ERSED Controls in place, Turbid water from side inlet on LHS, Unknown source. Station Contractor's black pipe from on RHS – not able to see.	None relating to JHLOR impacts	N/A
			Location 2 Hurlstone Park	NO PO AVAILABLE – AREA NOT INSPECTED , No JHLOR works, ERSED Controls in place		
			Location 3 West Bank of Cooks River	No JHLOR works, ERSED Controls in place, No sign of dirty water from corridor		
			Location 4 Belmore Triangle	JHLOR Stockpiling area, NO PO AVAILABLE – AREA NOT INSPECTED , ERSED Controls in place		
			Location 5 Lakemba	No JHLOR works. Not checked on Downstream due to the drainage network is below ground. Upstream AREA NOT INSPECTED, ERSED Controls in place.		
			Location 6 Wiley Park	No JHLOR works, ERSED Controls in place, No sign of dirty water from corridor. Small inlet from the RHS of the Western most culverts – turbid water flowing into culver. Unknown upstream source but seeping from concrete GLT/ toe of vegetated batter. No oil & grease. No odour		
			Location 7 Punchbowl	This flow line is below ground and runs across the corridor from North to South and can be seen through pits located within corridor only. NO PO AVAILABLE – AREA NOT INSPECTED – No JHLOR works in catchment		
			Location 8 Canterbury Compound	JHLOR compound, ERSED Controls in place, No sign of dirty water from corridor		
			Location 9 Bankstown	No construction work on culvert side. JHLORJV works occurring here. ERSED controls in place, effective and maintained. No sign of dirty water from corridor. Council works are being carried out in roadway alongside.		
06/05/2024	34.6 mm	No adverse impacts relating to JHLOR works recorded	Location 1 Dulwich Hill	No JHLOR works, ERSED Controls in place, Slightly turbid water from side inlet on LHS, Unknown source. Station Contractor's black pipe from on RHS – not able to see.	None relating to JHLOR impacts	N/A
			Location 2 Hurlstone Park	NO PO AVAILABLE – AREA NOT INSPECTED , No JHLOR works, ERSED Controls in place		
			Location 3 West Bank of Cooks River	No JHLOR works in the area or up at Campsie Station. ERSED Controls in place. Slightly turbid water from side inlet on LHS. Unknown source. Cooks River water already quite turbid due to rain event.		
			Location 4 Belmore Triangle	JHLOR Stockpiling area, ERSED Controls in place, No sign of dirty water from corridor.		
			Location 5 Lakemba	No JHLOR works. Not checked on Downstream due to the drainage network is below ground. Upstream observed to have a slightly turbid flow and Total Suspension Solid (TSS)		
			Location 6 Wiley Park	No JHLOR works, ERSED Controls in place, No sign of dirty water from corridor. Small inlet from the RHS of the Western most culverts – clean water flowing into culver. Unknown upstream source but seeping from concrete GLT/ toe of vegetated batter. No oil & grease. No odour		
			Location 7 Punchbowl	This flow line is below ground and runs across the corridor from North to South and can be seen through pits located within corridor only. NO PO AVAILABLE – AREA NOT INSPECTED – No JHLOR works in catchment		
			Location 8 Canterbury Compound	JHLOR compound, ERSED Controls in place. Clean ponded water on asphalt surface and no flow of water off asphalt parking surface at time of inspection. Downstream water observed to be turbid (looks same as upstream). No excavation activities along the corridor near this location. NOTE: signs of batter slip on LHS.		
			Location 9 Bankstown	No excavation activities work on culvert side. JHLORJV works occurring here. ERSED controls in place, effective and maintained. No sign of dirty water from corridor. Council works are being carried out in roadway alongside.		
02/06/2024	111.8 mm	No adverse impacts relating to JHLOR works recorded	Location 1 Dulwich Hill	No JHLOR works, ERSED Controls in place, Water in main culvert is slightly turbid. Turbid water from side inlet on LHS. No JHLOR works in the area or up at Ewart St. Unknown source. Station Contractor's black pipe from on RHS – not able to see. Medium flow of water (during the inspection), but damage to vegetation indicates previously high flow	None relating to JHLOR impacts	N/A
			Location 2 Hurlstone Park	NO PO AVAILABLE – AREA NOT INSPECTED , No JHLOR works, ERSED Controls in place		
			Location 3 West Bank of Cooks River	No JHLOR works, ERSED Controls in place, No sign of dirty water from corridor		
			Location 4 Belmore Triangle	JHLOR Stockpiling area, ERSED Controls in place, Slightly turbid water alongside road and over DGB hardstand. No turbid water from corridor		
			Location 5 Lakemba	No JHLOR works. Not checked on Downstream due to the drainage network is below ground. Upstream observed to have clean water flowing through both culverts. No sign of residual sediment in floor.		
			Location 6 Wiley Park	No JHLOR works, ERSED Controls in place, No sign of dirty water from corridor. Small inlet from the RHS of the Western most culverts – turbid water flowing into culver. Unknown upstream source but seeping from concrete GLT/ toe of vegetated batter. No oil & grease. No odour		
			Location 7 Punchbowl	This flow line is below ground and runs across the corridor from North to South and can be seen through pits located within corridor only. NO PO AVAILABLE – AREA NOT INSPECTED – No JHLOR works in catchment		
			Location 8 Canterbury Compound	JHLOR compound, ERSED Controls in place. High flow of water. Clean ponded water on asphalt surface and no flow of water off asphalt parking surface at time of inspection. Downstream water observed to be turbid (looks same as upstream). No excavation activities along the corridor near this location. NOTE: signs of batter slip on LHS.		
			Location 9 Bankstown	Piling work on culvert side. ERSED controls in place, effective and maintained. No sign of dirty water from corridor. Council works are being carried out in roadway alongside.		
15/06/2024	37 mm	No adverse impacts relating to JHLOR works recorded	Location 1 Dulwich Hill	No JHLOR works, ERSED Controls in place, Water in main culvert is slightly turbid. Turbid water from side inlet on LHS. No JHLOR works in the area or up at Ewart St. Unknown source. Station Contractor's black pipe from on RHS – not able to see. Medium flow of water, but damage to vegetation indicates previously high flow.	None relating to JHLOR impacts	N/A
			Location 2 Hurlstone Park	NO PO AVAILABLE – AREA NOT INSPECTED , No JHLOR works, ERSED Controls in place		
			Location 3 West Bank of Cooks River	JHLOR Security fence piling works occurs west side of Warioa Bridge, ERSED Controls in place, No sign of dirty water from corridor. Medium flow of water.		
			Location 4 Belmore Triangle	JHLOR Stockpiling area, ERSED Controls in place, No sign of dirty water from corridor. Clean water through SW pipe.		
			Location 5 Lakemba	JHLOR construction activities on the SWN side of corridor along top of batter. ERSED controls in place. Clean water discharge into drop pit.		
			Location 6 Wiley Park	JHLOR construction works on the UP (North side) of tracks – security fence installation, ERSED Controls in place, No sign of dirty water from corridor. Small inlet from the RHS of the Western most culverts – slightly turbid water flowing into culver. Dirty water in the wester culver ponding due to blockage in outlet at eastern culvert. Unknown upstream source but seeping from concrete GLT/ toe of vegetated batter. No oil & grease. No odour		

Date	Total Rainfall	Adverse Impacts	Monitoring Location Checklist	Notable Observations	Observations	Follow up actions
			Location 7 Punchbowl	This flow line is below ground and runs across the corridor from North to South and can be seen through pits located within corridor only. NO PO AVAILABLE – AREA NOT INSPECTED – No JHLOR works in catchment		
			Location 8 Canterbury Compound	No JHLOR works. ERSED Controls in place, Medium flow of water, slightly turbid water across the rail track. Water flow from compound hard stand / asphalt into ballast drain.		
			Location 9 Bankstown	No excavation work on culvert side. JHLORJV works occurring here. ERSED controls in place, effective and maintained. No sign of dirty water from corridor. Council works are being carried out in roadway alongside.		
			Location 2 Hurlstone Park	NO PO AVAILABLE – AREA NOT INSPECTED , No JHLOR works, ERSED Controls in place		
			Location 3 West Bank of Cooks River	JHLOR Security fence piling works occurs west side of Warioa Bridge, ERSED Controls in place, No sign of dirty water from corridor		
			Location 4 Belmore Triangle	JHLOR Stockpiling area, ERSED Controls in place, No sign of dirty water from corridor		
			Location 5 Lakemba	No JHLOR works. ERSED Controls in place, AREA NOT INSPECTED		
			Location 6 Wiley Park	No JHLOR works, ERSED Controls in place, No sign of dirty water from corridor. Small inlet from the RHS of the Western most culverts – turbid water flowing into culver. Unknown upstream source but seeping from concrete GLT/ toe of vegetated batter. No oil & grease. No odour		
			Location 7 Punchbowl	This flow line is below ground and runs across the corridor from North to South and can be seen through pits located within corridor only. NO PO AVAILABLE – AREA NOT INSPECTED – No JHLOR works in catchment		
			Location 8 Canterbury Compound	JHLOR compound, ERSED Controls in place, No sign of dirty water from corridor		
			Location 9 Bankstown	No construction work on culvert side. JHLORJV works occurring here. ERSED controls in place, effective and maintained. No sign of dirty water from corridor		

3.2. Noise and Vibration Monitoring

3.2.1. Noise Monitoring

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

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

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

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

- OOHW carried out on the 23rd and 24th of March 2024 over two (2) days and one (1) night during Weekend 39 Rail Possession. Works carried out under condition L5.6- Local Possessions
- OOHW carried out over the 13th and the 24th of April 2024 in April Shut 2024. Works carried out under condition L5.6- Local Possessions.
- OOHW carried out on the 4th and the 5th of May 2024 during Weekend 45 Rail Possession (WE45). Works carried out under condition L5.6- Local Possessions
- OOHW carried out on the 20th of May 2024 during weekday (night) out-of-hour-works Works was carried under condition L5.7 (a) (iv) - Local Area and Utility Works Possessions. OOHW carried out from the 27th to the 30th of May 2024 during weekday (night) out-of-hour-works. Works carried out under condition L5.6- Local Possessions.
- OOHW carried out between the 1st and the 2nd of May 2024 during Weekend 49 Rail Possession (WE49) over two (2) days and one (1) night. Works carried out under condition L5.6- Local Possessions
- OOHW carried out from the 12th to the 14th of June 2024 during weekday (night) out-of-hour-works. Works carried out under condition L5.6- Local Possessions.
- OOHW carried out over 16th and 17th of June 2024 during Weekend 51 Possession (WE51) over two (2) days and one (1) night. Works carried out under condition L5.6- Local Possessions
- OOHW carried out from the 20th to the 21st of June 2024 during weekday (night) out-of-hour-works. Works carried out under condition L5.6- Local Possessions.
- OOHW carried out on the 7th of July 2024 during Weekend 01 Possession (WE01) over Sunday daytime. Works carried out under condition L5.6- Local Possessions
- OOHW carried out over the 13th and the 14th of July during Weekend 02 Possession (WE02) over two (2) days and one (1) night. There was a reduction in the planned SoW due to HV (isolation not issued) and 1500 electrical (isolation issued late on Sat night). Works carried out under condition L5.6- Local Possessions.

- OOHW carried out over the 24th and the 25th of August during Weekend 08 Possession (WE08) over two (2) days and one (1) night. Works carried out under condition L5.6- Local Possessions.

Detailed noise monitoring results are attached in **Appendix B**. Throughout the works carried out over the reporting period (March 2024 to August 2024). 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.

As part of the noise monitoring, a respite offer was the correct level of additional mitigation. Construction impacts as well as extraneous noise has been 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

3.2.2. Vibration

As per the Construction Noise and Vibration Impact Statement, real time vibration monitoring is conducted when the works are predicted to exceed the building 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 not required throughout this reporting period.

3.2.3. Complaints

There were twenty-two (22) complaints throughout this reporting period. All complaints were noise complaints which were found to be attributed to JHLORJV works.

Date received	Complaint Identification	Complaint Method	Suburb complaint relates to	Construction site/work complaint relates to	Complaint description	Response provided to stakeholder by community team	Action taken by project team/team on site	Status
23/03/2024	ECO082 (Consultation Mgr 5452)	Phone call	Hurlstone Park	Standard hours noise	Resident complained of noise from rail corridor	JHLORJV CRM explained to resident that works were proceeding during standard hours Saturday and activity would be completed by 12:00.	JHLORJV CRM rang the Engineer working in the area. Noise was from service searching activities and were going to be completed by 12:00 Works were being conducted during standard hours and notified in the monthly notice Unavoidable	Closed
24/03/2024	ECO080 (Consultation Mgr 5450)	Phone call	Hurlstone Park	OOH Noise	Resident complained of noise from rail corridor	JHLORJV CRM rang resident to advise that there were no works being conducted by the JV however ARTC were conducting works in the evening. Resident was appreciative of the call back so quickly	JHLORJV CRM rang night shift supervisor to confirm if any works were being undertaken by the JV during the period. Response from Supervisor - no works from JV but ARTC were conducting works on their asset/tracks during the period. Not JV activity.	Closed
24/03/2024	ECO083 (Consultation Mgr 5453)	Email	Canterbury	OOH Noise	Resident complained of noise from rail corridor and expected AA instead of RO	JHLORJV CRM emailed resident to advise that the investigation would take place and then followed up with a further email to advise that upon reviewing the continuous in field monitor that the appropriate additional mitigation measure of RO was applied to the address.	JHLORJV CRM and Enviro coordinator reviewed predictive modelling and information from the continuous in-field monitor near location. Results from the continuous in-field monitor confirmed that the appropriate additional mitigation measure of RO was applied to the address. Unavoidable	Closed
25/03/2024	ECO081 (Consultation Mgr 5451)	Email	Hurlstone Park	OOH Noise	Resident complained of noise from rail corridor	JHLORJV CRM rang resident to advise that there were no works being conducted by the JV however ARTC were conducting works in the evening. Resident was appreciative of the call back so quickly	JHLORJV CRM rang night shift supervisor to confirm if any works were being undertaken by the JV during the period. Response from Supervisor - no works from JV but ARTC were conducting works on their asset/tracks during the period. Not JV activity.	Closed
26/03/2024	ECO084 (Consultation Mgr Number 5455)	Email	Marrickville	OOH Noise	Resident complained that works are occurring and did not receiving respite offer	Community Relations Manager emailed resident advising that they were eligible for RO/AA and were notified on the 13 September. RO was offered for the missed days and reminded that that are eligible for coming weekend if they provided details as required.	JHLORJV CRM resolved complaint with resident. No Enviro input required. Unavoidable.	Closed
16/04/2024	ECO085 (Consultation Mgr Number 5491)	Phone call	Canterbury	General construction impact	Anonymous resident at Charles St Canterbury called to complain about the time the project is taking to complete. Initiated through seeing workers on track.	JHLORJV CRM advised the resident that a letter had been sent on 4 April advising of works and offering respite. Resident declined offer of respite as they didn't think the value of respite offered was commensurate with the inconvenience caused by the project.	No further action required beyond the call back. The works were approved. Resident had been notified and offered the appropriate additional mitigation measure for OOHW.	Closed
17/04/2024	ECO086 (Consultation Mgr Number 5492)	Email	Canterbury	OOH Noise	Canterbury resident complaining of workers talking loudly in the early morning walking to and from the Canterbury site office	JHLORJV CRM email resident to apologise and advise that workers are reminded to keep unnecessary noise to a minimum in residential areas	The Senior site supervisor will raise the issue in the next morning's prestart on top of the standard reminder to workers behaviour to and from work sites which is raised each day. No monitoring was conducted as no works were occurring in the area.	Closed
25/04/2024	ECO088 (Consultation Mgr 5516)	Email	Canterbury	Noise	Noise complaint from Canterbury resident on Charles St opposite old commuter car park/ MSB. Resident was complaining of noise from a site caravan generator that had been left on unattended JHLORJV CRM was informed by linewide contractor who attended site to investigate that the noise was coming from a JHLOR mobile site office which the generator had been left on.	JHLORJV Community administrator emailed resident to apologise and advise that the site team had been contacted and would be attending site switch off the generator. Resident responded thanking for the prompt response	JHLORJV CRM contacted Chief Superintendent who contacted a member of the field team to attend site and switch off the generator. JHLORJV Enviro Manager checked the predictions of the use of a generator. Although complaint was made during day time hours, the night time RBL of 35dB for NCA04 was used for a conservative approach. Based on the generator specifications of sound pressure level of 65dB @7m under load, the facade of the closest sensitive receiver was 31m away. as such at the facade the prediction was 52dB. Accounting for a partially open window, the internal noise level would have been 42dB. Note the generator was not under load, therefore the noise level is likely to have been lower. Note: For context the site was closed down after the 10 day April possession (13th-24th) . Because the site was to be unattended for 4 or more days (starting from ANZAC Day) an enviro site shutdown inspection was conducted to ensure the site was secure, ersed controls in place etc. The generator being left on	Closed

Date received	Complaint Identification	Complaint Method	Suburb complaint relates to	Construction site/work complaint relates to	Complaint description	Response provided to stakeholder by community team	Action taken by project team/team on site	Status
							was an oversight and was not captured. The email was received on a public holiday and email was unmonitored. The 1800 number was monitored.	
26/04/2024	ECO087 (Consultation Mgr Number 5515)	Email	Canterbury	Noise	<p>Noise complaint from Canterbury resident on Charles St opposite old commuter car park/ MSB. Resident was complaining of noise from a site caravan generator that had been left on unattended.</p> <p>JHLORJV CRM was informed by linewide contractor who attended site to investigate that the noise was coming from a JHLOR mobile site office which the generator had been left on.</p>	<p>JHLORJV Community administrator emailed resident to apologise and advise that the site team had been contacted and would be attending site to switch off the generator. Resident responded thanking for the prompt response.</p>	<p>JHLORJV CRM contacted Chief Superintendent who contacted a member of the field team to attend site and switch off the generator.</p> <p>JHLORJV Enviro Manager checked the predictions of the use of a generator. Although complaint was made during day time hours, the night time RBL of 35dB for NCA04 was used for a conservative approach. Based on the generator specifications of sound pressure level of 65dB @7m under load, the facade of the closest sensitive receiver was 31m away. as such at the facade the prediction was 52dB. Accounting for a partially open window, the internal noise level would have been 42dB. Note the generator was not under load, therefore the noise level is likely to have been lower.</p> <p>Note: For context the site was closed down after the 10 day April possession (13th-24th) . Because the site was to be unattended for 4 or more days (starting from ANZAC Day) an enviro site shutdown inspection was conducted to ensure the site was secure, ERSED controls in place etc. The generator being left on was an oversight and was not captured. The email was received on a public holiday and email was unmonitored.</p>	Closed
3/05/2024	ECO089 (Consultation Mgr Number 5528)	Email	Belmore	Noise	<p>Complainant emailed as follows:</p> <p>Heavy trucks entering the rail corridor area at Hall St and Redman parade before 7 am (6:30) on Thursday 2nd of May and Friday 3rd of May.</p> <p>Again they created excessive noise when driving into the corridor, and each of the trucks were going well over the 10kmh speed limit whilst entering the gate area and driving through the corridor. This increased the noise made by the rumble grid at that area as well as the noise of the trucks crashing against the footpath while entering. This issue has been raised several times before</p> <p>Trucks sped through, without stopping, at the intersection of Redman Parade and Hall St causing potential road hazards. This issue has been raised several times before</p> <p>Again Residents are experiencing sleep disturbances and safety concerns, there has been no offer of respite for the disturbance and no attempt to reduce the affect on residents nor proper training of drivers to follow basic road safety laws.</p>	<p>Sydney Metro Community Manager responded with the following:</p> <p>The value of the respite voucher issued is decided by Sydney Metro and is deemed sufficient to provide an opportunity for a household to be able to leave their property, for example, to enjoy a coffee or other activity, and receive a short period of respite from adjacent construction activities. The voucher's value is not intended as a means of compensation. It's also important to note that the respite voucher value is calculated per household, and not per person.</p> <p>In regards to your comments on complaints and management, we can confirm that all complaints lodged through the contractor are logged into the Sydney Metro complaints register. In recognition of your concerns relating to noise impacts at the site entry, JHLOR has commenced an assessment to examine current noise levels in the area against existing modelling to determine if any additional measures are required to be implemented to reduce local noise impacts.</p> <p>Lastly, in regard to the complaint received this morning regarding heavy trucks entering the compound before 7am. We have investigated with the team working at the compound who have confirmed that this morning the access gate was unlocked at 6:50am and the continuous real time monitor entrance to the compound captured the first truck entering site at 6:55am. JHLORJV Senior Environment Advisor has attended the site today following your complaint and has conducted observations and interviews with the truck drivers on site. All drivers noted that the optimal speed of entry into the site is slow due to the shape of the entry point, mounting the driveway access and accessing</p>	<p>JHLORJV CRM spoke with senior supervisor who confirmed with the PO and traffic controller who are first on site each morning and unlock the access gate.</p> <p>PO/ and traffic controller confirmed that on 2 May access gate was unlocked at 6:50am with first truck radioed through after 7am.</p> <p>PO/ and traffic controller confirmed that on 3 May access gate was unlocked at 6:50am and continuous real time monitor entrance to the triangle captured the first truck entering site at 6:55am.</p> <p>JHLORJV Environment manager reviewed the continuous monitor data. A truck was observed entering site at 06:55am. The resident is not considered high noise affected (LAeq15min was not >75dB) at the time of vehicle entry or any other stage through out the day or night time period.</p> <p>JHLORJV Environment Senior advisor attended site on 3 May following the complaint being received by JHLORJV. JHLORJV Environment Senior advisor conducted observations and interviewed 5 truck drivers separately. Each driver was consistent in there response, the optimal speed of entry into the site is slow as possible due the shape of the entry point from Redman Pde/ Hall St, mounting the driveway access and navigating the narrow access road, rumble grid and ballast. Trucks coming in are not under load as such need to be low speed to minimise vibration through the vehicle chassis and cab. Vehicles leaving site although typically under load were covertly observed to exit the site at low speeds. Appropriate signage before and within the site notes the entry speed of 10km/h and traffic control is onsite to monitor this.</p> <p>Entering the site 5mins early is not considered OOH work. The unpredictable traffic network in the south west could lead to occasional early or late arrival. The right decision was made by the truck driver to enter site instead of idling on the road or access gate.</p>	Closed

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						the narrow access road, rumble grid and ballast. Appropriate signage before and within the site notes the entry speed of 10km/h and traffic control is onsite to monitor this.		
3/05/2024	ECO090 (Consultation Mgr Number 5534)	Email	Dulwich Hill	Noise	Dulwich Hill resident complaining of on going noise from works conducted inside and outside of standard hours of construction. Resident was also raising concern with value of respite offered. Resident seems to be suffering from construction fatigue.	JHLORJV CRM reviewed work program over the last few weeks and verified that works had been taking place in the vicinity the residents address. This work was conducted both in and out of standard hours. JHLORJV CRM reviewed trigger lists for OOHW and confirmed that the resident had been offered and accepted respite for the WE42WK43 possession, resident had also been offered respite for the WE45 possession but had yet to respond to that offer. JHLORJV CRM reviewed model as well as noise validation report for WE42WK43 possession with the Environment manager and the offer of respite was the appropriate additional mitigation measure to be applied for the works conducted. JHLORJV CRM emailed resident to advise on how offers of respite are made and that the value of respite was set by Sydney Metro. CRM also advised resident that they were eligible for respite for WE45 but were yet to respond to the offer. Resident thank CRM and accepted the respite offer for WE45.	Noise data was reviewed by the Environmental Manager. The sensitive receiver lives 85m away from the potential noise source from JHLORJV works and the ARTC freight line. The highest recorded LAeq15min period was extrapolated to determine the noise level at the facade of the sensitive receiver. The noise level was determine at the highest LAeq15min period to be less than 50dB. Appropriate additional mitigation measure have been applied for the works conducted.	Closed
4/05/2024	ECO091 (Consultation Mgr Number 5535)	Phone call	Lakemba	Noise	Lakemba resident complaining of noisy works being conducted OOH during WE45 possession and not being notified of works	JHLORJV Community rang resident and apologised for the disruption. Explained that we were in a scheduled rain shutdown and works were being conducted around the clock and notified in the monthly notification from Sydney Metro. JHLORJV CRM rang resident the next day to also apologise and offer the resident retrospective respite as they were on the cusp of triggering respite for the evening. Resident was appreciative.	Predictive noise modelling shows that resident was not eligible for further notification and had also been notified of work through the SM monthly notice as well as the reminder EDM, Respite was offered retrospectively to resident as they were on cusp of receiving. JHLORJV CRM also reviewed notification of works and could see that resident had received the SM monthly notice as well as the reminder EDM on 3 May.	Closed
5/05/2024	ECO092 (Consultation Mgr Number 5536)	Phone call	Lakemba	Noise	Lakemba resident complaining of noisy works being conducted overnight	JHLORJV CRM spoke to resident and apologised for the disturbance caused and explained the works were due to the rail possession which was currently occurring. It was clear that the resident is suffering from construction fatigue given the length of time of the project. After having a call with the resident he did understand why the works needed to occur and was appreciative of the call.	The resident is located over 120m from the closest worksite and would not have triggered respite . Resident was appropriately notified by the SM monthly notice.	Closed
27/05/2024	ECO093 (Consultation Mgr Number 5589)	Email	Belmore	Noise	Belmore resident complaining that they were being disturbed out-of-hours by a truck entering the rail corridor at 6:51am	JHLORJV CRM asked Enviro Coordinator to review continuous noise monitor located at the site in question. Monitor detected a truck entering the worksite at 6:50am (27 May) travelling to place of work along the access road JHLORJV CRM spoke with LOR Environmental Lead who is acting as the JHLORJV Environment Project Manager who confirmed under the prescribed definitions of the EPL and CoA a truck entering the work site does not meet the definition of construction work and is permitted to enter the corridor outside of standard hours of work. Sydney Metro Place Manager responded to complaint via reply email apologising for the	Community Relation Manager checked with Environmental Lead - travelling to site before 07:00 along access roads is not deemed construction work. In this scenario, the truck entered site, parked off, switched off engines and only engaged in construction work when the loader started up and commenced loading out spoil into the truck bin from the stockpile after 07:00. Entering the site 10mins before work commences is not considered OOH work. All at source noise controls in place.	Closed

Date received	Complaint Identification	Complaint Method	Suburb complaint relates to	Construction site/work complaint relates to	Complaint description	Response provided to stakeholder by community team	Action taken by project team/team on site	Status
						disturbance and informing the complainant that the truck is travelling to place of work.		
2/06/2024	ECO094 (Consultation Mgr Number 5613)	Phone call	Dulwich Hill	Noise & Vibration	Marrickville/ Dulwich Hill resident calling to complain regarding noise and vibration from works occurring in the rail corridor	JHLORJV CRM phoned resident and apologised for inconvenience caused. Advised resident that although not eligible as a token of good will respite would be offered retrospectively for the work.	Attended monitoring undertaken close to the façade of the resident by Snr Senior Enviro Advisor. Measure taken during vac truck work which is representative of the main noise contribution of the predictions. The works occurring in a cutting 70m from resident, subjectively works were inaudible, objectively the works were significantly below the predictions. At source noise controls were not considered reasonable or feasible and the cutting acted as a natural noise barrier. No direct line of sight.	Closed
18/07/2024	ECO095 (Consultation Mgr Number 5714)	Phone call	Dulwich Hill	Noise	Dulwich Hill resident complaining of noise occurring OOH during WE02 possession	JHLORJV rang resident to explain that they had been written to on the 5 July and offered respite for the works. Resident advised they had missed the letter in their mailbox. Resident thanked CRM for following up and will check their mailbox more frequently.	JHLORJV CRM reviewed predictive modelling and resident was offered the appropriate AMM of respite. This was confirmed by continuous site monitor located near the worksite and the resident's address.	Closed
25/07/2024	ECO096 (Consultation Mgr Number 5740)	Email	Punchbowl	Dust	Punchbowl resident complained about vehicle covered in dust.	Note: Complaint was not passed on to JHLORJV until 29/07/2024 JHLORJV CRM responded by email requesting more information.	22 & 23/09/23 Noise on these dates was not attributed to JHLOR construction activities. 29/09/23 Avoidable. Notification of OOHW not provided to resident. Noncompliance raised against EPL 21147 Condition L5.12 and will be communicated to EPA via the Annual Return.	Closed
31/07/2024	ECO097 (Consultation Mgr Number 5747)	Phone call	Canterbury	Noise	Complainant called in to complain about workers playing loud music and singing	JHLORJV CRM called back to apologise for the disturbance and let the complainant know that the workers have been instructed to turn the music off and keep their voices low.	JHLORJV supervisor attended site to instruct workers to turn music off and keep voices down. One worker had a small portable speaker hanging off his hip. The worker apologised and put the speaker away. No noise monitoring was conducted, however it is a windy day and ordinarily the music is unlikely to be heard 60m away. All workers will be reminded at pre-start to avoid the use of radios and portable speakers.	Closed
31/07/2024	ECO098 (Consultation Mgr Number 5746)	Text message	Canterbury	Noise	Complainant called in to complain about workers playing loud radio on site.	JHLORJV CRM called back to apologise for the disturbance and let the complainant know that the workers have been instructed to turn the music off and keep their voices low.	JHLORJV supervisor attended site to instruct workers to turn music off and keep voices down. One worker had a small portable speaker hanging off his hip. The worker apologised and put the speaker away. No noise monitoring was conducted, however it is a windy day and ordinarily the music is unlikely to be heard 60m away. All workers will be reminded at pre-start to avoid the use of radios and portable speakers.	Closed
6/08/2024	ECO099 (Consultation Mgr Number 5757)	Phone call	Hurlstone Park	Noise	Noise coming from service building (loud mechanical noise) during commissioning works and enquiry about operational noise impacts and has noise monitoring been conducted	JHLORJV CRM called back to apologise for the disturbance and let the complainant know that the workers are being investigated.	Noise monitoring is not warranted for low impact construction works during standard construction hours such as back of house commissioning. No high noise impact works in the area. The video sent through was reviewed and no loud noise could be heard. The operational questions have been put to Sydney Metro to respond to.	Closed
25/08/2024	ECO100 (Consultation Mgr Number 5797)	Email	Canterbury	Noise	Noise due to possession	JHLORJV Communication and Community Relations Coordinator confirmed that the resident was eligible for RO and it was offered, but must have been missed. Resident was offered additional mitigation measure of alternative accommodation for the evening due to the work taking place, but no response was received from the resident.	JHLORJV Community Engagement Manager emailed the resident to apologize for the inconvenience caused by the works and to advise them that they were eligible for alternative accommodation for the works last night. As the resident is new to the area the Community engagement manager advised the resident regarding the monthly construction which advises of up coming works as well as the process around RO/ AA being offered to eligible residents and advised them to regularly check their mailboxes 7 days prior to a scheduled rail possession for any respite offers for the address. Retrospective respite voucher was offered and accepted by the resident.	Closed

Date received	Complaint Identification	Complaint Method	Suburb complaint relates to	Construction site/work complaint relates to	Complaint description	Response provided to stakeholder by community team	Action taken by project team/team on site	Status
6/09/2024	ECO101 (Consultation Mgr Number 5823)	Email	Canterbury	Noise	Complainant emailed in complaint about workers playing loud radio/music on site.	JHLORJV CRM called back to apologise for the disturbance and let the complainant know that the workers have been instructed to turn the music off and keep their voices low.	<p>JHLORJV supervisor phoned the foreman on site and instructed them to turn music off and keep voices down. One worker had a portable speaker. The worker apologised and put the speaker away. No noise monitoring was conducted. All workers will be reminded at pre-start to avoid the use of radios and portable speakers.</p> <p>The Enviro Coordinator was driving through the same location at +-10:35 and can confirm there was additional road work/line marking activities (not JHLOR) being conducted (under traffic control) along Charles St.</p>	Closed

4. Mitigation Measures

4.1. Noise and Vibration

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

4.2. Water

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

5. Conclusion

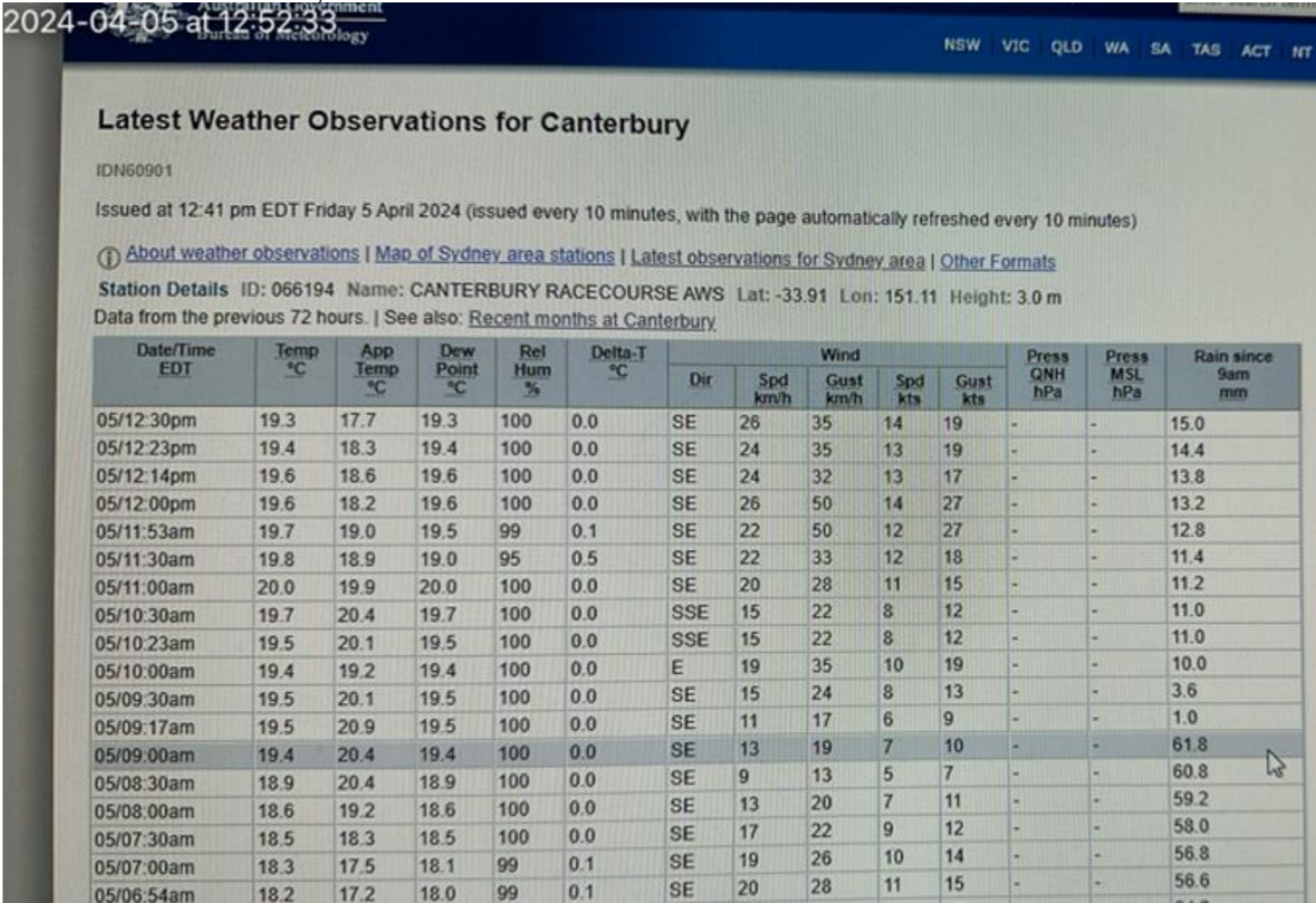
Pre-construction surface water monitoring began in March 2021, with results showing several instances of poor water quality due to detritus and turbidity. Monitoring during the March 2024 – August 2024 period indicated no adverse impacts associated with JHLOR activities.



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



Monitoring records have validated modelled noise and are consistent with the predicted impact of construction activities on noise catchment areas, including sensitive receivers. There were zero (0) exceedances of the noise predictions for the current reporting period.



Appendix A – Sample of Water Monitoring Report


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


Inspection type	Rain Event 05/04/2024(#38)																																																																																																																																																																																																																																																																														
Rainfall (in previous 24hrs)	61.8 +15 mm during Inspection period																																																																																																																																																																																																																																																																														
Inspection by	Andre Kruize and Ted Zhang																																																																																																																																																																																																																																																																														
Date(s) of inspection	Friday morning 05/04/24 between 07:30 and 13:00																																																																																																																																																																																																																																																																														
Other general notes	<p>Cant Compound - Rain data, inspection and photos were taken through the corridor during the inspection</p> <p>Weather data from Canterbury Weather Station.</p>  <p>The screenshot shows the following data table:</p> <table border="1"> <thead> <tr> <th rowspan="2">Date/Time EDT</th> <th rowspan="2">Temp °C</th> <th rowspan="2">App Temp °C</th> <th rowspan="2">Dew Point °C</th> <th rowspan="2">Rel Hum %</th> <th rowspan="2">Delta-T °C</th> <th colspan="4">Wind</th> <th rowspan="2">Press QNH hPa</th> <th rowspan="2">Press MSL hPa</th> <th rowspan="2">Rain since 9am mm</th> </tr> <tr> <th>Dir</th> <th>Spd km/h</th> <th>Gust km/h</th> <th>Spd kts</th> <th>Gust kts</th> </tr> </thead> <tbody> <tr><td>05/12:30pm</td><td>19.3</td><td>17.7</td><td>19.3</td><td>100</td><td>0.0</td><td>SE</td><td>26</td><td>35</td><td>14</td><td>19</td><td>-</td><td>-</td><td>15.0</td></tr> <tr><td>05/12:23pm</td><td>19.4</td><td>18.3</td><td>19.4</td><td>100</td><td>0.0</td><td>SE</td><td>24</td><td>35</td><td>13</td><td>19</td><td>-</td><td>-</td><td>14.4</td></tr> <tr><td>05/12:14pm</td><td>19.6</td><td>18.6</td><td>19.6</td><td>100</td><td>0.0</td><td>SE</td><td>24</td><td>32</td><td>13</td><td>17</td><td>-</td><td>-</td><td>13.8</td></tr> <tr><td>05/12:00pm</td><td>19.6</td><td>18.2</td><td>19.6</td><td>100</td><td>0.0</td><td>SE</td><td>26</td><td>50</td><td>14</td><td>27</td><td>-</td><td>-</td><td>13.2</td></tr> <tr><td>05/11:53am</td><td>19.7</td><td>19.0</td><td>19.5</td><td>99</td><td>0.1</td><td>SE</td><td>22</td><td>50</td><td>12</td><td>27</td><td>-</td><td>-</td><td>12.8</td></tr> <tr><td>05/11:30am</td><td>19.8</td><td>18.9</td><td>19.0</td><td>95</td><td>0.5</td><td>SE</td><td>22</td><td>33</td><td>12</td><td>18</td><td>-</td><td>-</td><td>11.4</td></tr> <tr><td>05/11:00am</td><td>20.0</td><td>19.9</td><td>20.0</td><td>100</td><td>0.0</td><td>SE</td><td>20</td><td>28</td><td>11</td><td>15</td><td>-</td><td>-</td><td>11.2</td></tr> <tr><td>05/10:30am</td><td>19.7</td><td>20.4</td><td>19.7</td><td>100</td><td>0.0</td><td>SSE</td><td>15</td><td>22</td><td>8</td><td>12</td><td>-</td><td>-</td><td>11.0</td></tr> <tr><td>05/10:23am</td><td>19.5</td><td>20.1</td><td>19.5</td><td>100</td><td>0.0</td><td>SSE</td><td>15</td><td>22</td><td>8</td><td>12</td><td>-</td><td>-</td><td>11.0</td></tr> <tr><td>05/10:00am</td><td>19.4</td><td>19.2</td><td>19.4</td><td>100</td><td>0.0</td><td>E</td><td>19</td><td>35</td><td>10</td><td>19</td><td>-</td><td>-</td><td>10.0</td></tr> <tr><td>05/09:30am</td><td>19.5</td><td>20.1</td><td>19.5</td><td>100</td><td>0.0</td><td>SE</td><td>15</td><td>24</td><td>8</td><td>13</td><td>-</td><td>-</td><td>3.6</td></tr> <tr><td>05/09:17am</td><td>19.5</td><td>20.9</td><td>19.5</td><td>100</td><td>0.0</td><td>SE</td><td>11</td><td>17</td><td>6</td><td>9</td><td>-</td><td>-</td><td>1.0</td></tr> <tr><td>05/09:00am</td><td>19.4</td><td>20.4</td><td>19.4</td><td>100</td><td>0.0</td><td>SE</td><td>13</td><td>19</td><td>7</td><td>10</td><td>-</td><td>-</td><td>61.8</td></tr> <tr><td>05/08:30am</td><td>18.9</td><td>20.4</td><td>18.9</td><td>100</td><td>0.0</td><td>SE</td><td>9</td><td>13</td><td>5</td><td>7</td><td>-</td><td>-</td><td>60.8</td></tr> <tr><td>05/08:00am</td><td>18.6</td><td>19.2</td><td>18.6</td><td>100</td><td>0.0</td><td>SE</td><td>13</td><td>20</td><td>7</td><td>11</td><td>-</td><td>-</td><td>59.2</td></tr> <tr><td>05/07:30am</td><td>18.5</td><td>18.3</td><td>18.5</td><td>100</td><td>0.0</td><td>SE</td><td>17</td><td>22</td><td>9</td><td>12</td><td>-</td><td>-</td><td>58.0</td></tr> <tr><td>05/07:00am</td><td>18.3</td><td>17.5</td><td>18.1</td><td>99</td><td>0.1</td><td>SE</td><td>19</td><td>26</td><td>10</td><td>14</td><td>-</td><td>-</td><td>56.8</td></tr> <tr><td>05/06:54am</td><td>18.2</td><td>17.2</td><td>18.0</td><td>99</td><td>0.1</td><td>SE</td><td>20</td><td>28</td><td>11</td><td>15</td><td>-</td><td>-</td><td>56.6</td></tr> </tbody> </table>	Date/Time EDT	Temp °C	App Temp °C	Dew Point °C	Rel Hum %	Delta-T °C	Wind				Press QNH hPa	Press MSL hPa	Rain since 9am mm	Dir	Spd km/h	Gust km/h	Spd kts	Gust 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Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
<p>Location 1 Dulwich Hill, country side, near commuter car park</p>	<p>JHLOR Construction/excavation activities up at Ewart St in the corridor upstream from this location a week before the rain event but photo show no surface impact from this activity.</p>	<p>Water clarity and colour: Water in main culvert is slightly turbid</p> <p>Turbid water from side inlet on LHS. Traced potential source back to Ewart St bridge in road drainage pit. Unknown source from there.</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): Currently high flow of water, but damage to vegetation indicates even higher flow previously.</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: Nil</p> <p>Other comments/description: N/A</p>	<p>2024-04-05 at 08:05:09</p>  <p>Upstream ERSED Controls with no impact from this activity</p> 	<p>Degraded vegetation cover in open channel - by others.</p> <p>JHLOR Construction/excavation activities up at Ewart St in the corridor upstream from this location (installed new pit) a week before the rain event but photo show ERSED controls reinstated and no surface impacts from this activity</p> <p>Checked waterflow inside drainage pits in the road up at Ewart St bridge on DOWN side - water flow is turbid.</p>		



Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
						
Location 2 Hurlstone Park, countryside	No JHLOR construction/excavation activities along the corridor near this location	<p>Water clarity and colour: Odour: N/A</p> <p>Description of flow and quantity/ Visible runoff (into the water body): N/A</p> <p>Oil and Grease: N/A</p> <p>Details of any foreign objects within the water: N/A</p> <p>Other comments/description: N/A</p>	<p>NO PO AVAILABLE – AREA NOT INSPECTED</p>	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	<p>Water clarity and colour: Looks clear at outlet of SW pipe</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): medium flow</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: N/A</p> <p>Other comments/description: N/A</p>		<p>Cooks River already running brown from rain event.</p> <p>Wairoa St area is stabilised. No work up in this area.</p>		



Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
						
Location 4 Belmore Triangle Access Road	BelmoreT - access road alongside this open channel	<p>Water clarity and colour: Clear through SW pipe</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): medium flow</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: N/A</p> <p>Other comments/description: N/A</p>		<p>This location is alongside a stable ballast track and is upstream from the BelmoreT stockpiles – no previous sediment impacts from these two areas</p> <p>BelmoreT ERSED Surface in the area is mostly covered by ballast. Mid batter berm intact to divide catchment.</p> <p>Thick vegetated area around sed fence.</p>		
Location 5 Lakemba, country side	No JHLOR construction/excavation activities along the corridor near this location	<p>Water clarity and colour: Odour: Two pipes, one is slightly turbid water. Both covered by overgrown vegetation</p> <p>Description of flow and quantity/ Visible runoff (into the water body): Medium flow.</p> <p>Oil and Grease: Nil</p>	<p>Down stream (Nth side of corridor) – Drainage network below ground – no visual</p> <p>Upstream (Sth side of corridor)</p>	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
		<p>Details of any foreign objects within the water: Nil</p> <p>Other comments/description: N/A</p>	 <p>The top photograph shows a stream with a metal railing in the foreground and dense green vegetation on the banks. The bottom photograph shows a similar view from a different angle, with a large rock in the water and a metal railing on the left bank.</p>			
<p>Location 6 Wiley Park, countryside.</p>	<p>No JHLOR construction work in this area</p>	<p>Water clarity and colour: Turbid</p> <p>Downstream (Nth side): See notes in photo section</p> <p>Upstream (Sth side): See notes in photo section</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body):</p>	<p style="text-align: center;">Downstream (North Side of corridor) Area upstream of Culvert. Gate WP3 and roadway below – No dirty water flowing off site.</p>	<p>WP3 access gate checked - no dirty water flowing from stabilised access down to culverts in roadway.</p>		


Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
		<p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: Nil</p> <p>Other comments/description: Nil</p>	 <p style="text-align: center;">Western most culvert</p> <p>High flow, dirty water through main culvert. Small inlet from the RHS – turbid medium low water flowing into culver (unknown source from upstream). No oil & grease. No odour</p>			


Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			<div data-bbox="1101 216 2125 711" data-label="Image"> </div> <p data-bbox="1243 772 1979 835">Middle culvert: No flow. Culvert blocked with leaf litter. Dirty water in culvert</p> <div data-bbox="1101 863 2125 1549" data-label="Image"> </div> <p data-bbox="955 1610 2267 1673">Eastern most culvert High flow, clear water through main culvert. Inlet from the LHS – clean water flow. No oil & grease. No odour.</p>			



Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 <p style="text-align: center;">Upstream (Sth side of corridor)</p> <p style="text-align: center;">Western most culvert</p> <p>High flow, dirty water through culvert from upstream (unknown source). No oil & grease. No odour</p>			
			 <p style="text-align: center;">Middle culvert</p> <p>Leaf litter on surface. No visual sign of flowing water. Catchment is only from a small area within the corridor either side of this culvert.</p>			


Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 <p style="text-align: center;">Eastern most Culvert</p> <p>High flow, clear water through main culvert. No signs of residual sediment on floor. No oil & grease. No odour</p> 			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
						
Location 7 Bankstown	Nil		<p style="text-align: center;">No PO available – not inspected – no JHLOR works in catchment</p> <p style="text-align: center;">NOTE: This flow line is below ground and runs across the corridor from Nth to Sth and can be seen through pits only. They are all inside corridor</p>			
Location 7ALT City side of Bankstown DOWN track (near Stacey St)	No JHLOR construction/excavation activities along the corridor near this location in previous 3 weeks. ERSED controls in place either side of culvert	<p>Sth Side</p> <p>Water clarity and colour: high flow, clear water.</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): see above</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: No debris in water</p> <p>Other comments/description Nil</p>		No JHLOR construction/excavation activities along the corridor near this location in previous 3 weeks. ERSED controls in place either side of culvert	NOTE: Water flow lines at location of construction area tend away from culvert.	
Location 8 'NEW' Cant Compound	No JHLOR construction/excavation activities along the corridor near this location	<p>Water clarity and colour from Culvert Under Corridor. Medium flow, turbid water from across the track.</p>	<p style="text-align: center;">Inside Canterbury Compound</p> <p style="text-align: center;">Water flow in ballast channel. Clean water ponded on Cant Compound carpark. No odour and no oil & grease</p>	No excavation activities along the corridor near this location	NOTE 1: Clean ponded water on asphalt car	


Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
		<p>Water flow from compound hard stand/asphalt into ballast drain. Clean water ponded on Cant Compound carpark</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): Turbid water, medium flow of water in eastern channel</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: Nil</p> <p>Other comments/description: Nil</p>	 <p style="text-align: center;">Eastern Channel. Outside Canterbury Compound boundary alongside pedestrian footpath:</p> <p><u>Upstream from JHLOR discharge point:</u> Turbid water, medium flow of water in eastern channel upstream. No odour and no oil & grease. Visible damage to vegetation (from earlier high flow).</p>	park surface drains into ballast swale		



Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 <p data-bbox="914 1230 2095 1289"><u>Downstream from JHLOR discharge point:</u> Downstream water observed to be turbid (looks same as upstream). NOTE: No signs of batter slip on LHS .</p>			



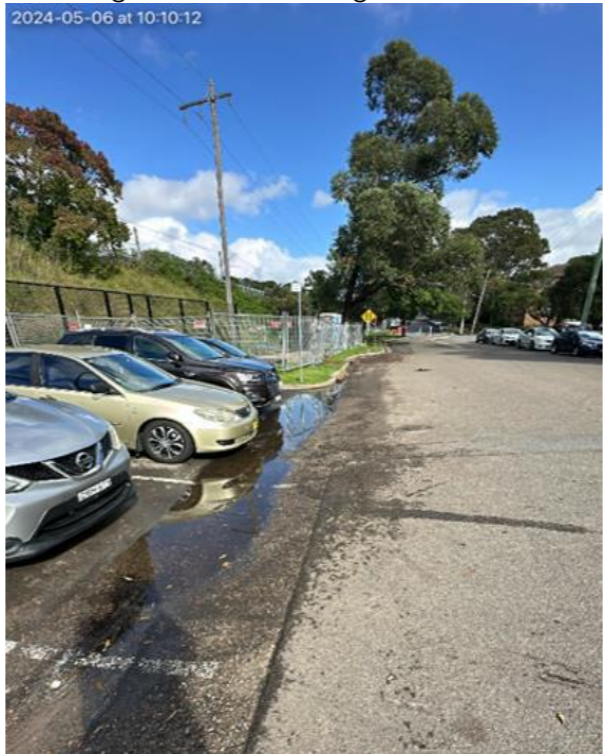
Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
						
Location 9 Bankstown	<p>Crane lifting precast structures into place along the corridor near this location. No excavation work alongside JHLOR side of culvert</p> <p>No visual sign of sediment flowing down brick culvert walls from JHLOR construction site</p>	<p>Water clarity and colour: High flow, clear water.</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): see above</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: No debris in water</p> <p>Other comments/description Nil</p>		NOTE: Council work in roadway alongside the culvert. See RHS of photo #2		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			<p data-bbox="1558 254 1665 279">Photo #2</p>  <p data-bbox="1020 281 1240 306">2024-04-05 at 09:16:14</p>			




Inspection type	Rain Event 06/05/2024(#39)																																																																																																																																																																																																									
Rainfall (in previous 24hrs)	34.6 mm overnight																																																																																																																																																																																																									
Inspection by	Andre Kruize and Ted Zhang																																																																																																																																																																																																									
Date(s) of inspection	Monday morning 06/05/24 between 07:30 and 13:00																																																																																																																																																																																																									
Other general notes	<p>Cant Compound - Rain data, inspection and photos were taken through the corridor during the inspection</p> <p>Weather data from Canterbury Weather Station.</p> <hr/> <p>Latest Weather Observations for Canterbury</p> <p>IDN60901</p> <p>Issued at 8:02 am EST Monday 6 May 2024 (issued every 10 minutes, with the page automatically refreshed every 10 minutes)</p> <p>About weather observations Map of Sydney area stations Latest observations for Sydney area Other Formats</p> <p>Station Details ID: 066194 Name: CANTERBURY RACECOURSE AWS Lat: -33.91 Lon: 151.11 Height: 3.0 m</p> <p>Data from the previous 72 hours. See also: Recent months at Canterbury</p> <table border="1"> <thead> <tr> <th rowspan="2">Date/Time EST</th> <th rowspan="2">Temp °C</th> <th rowspan="2">App Temp °C</th> <th rowspan="2">Dew Point °C</th> <th rowspan="2">Rel Hum %</th> <th rowspan="2">Delta-T °C</th> <th colspan="5">Wind</th> <th rowspan="2">Press QNH hPa</th> <th rowspan="2">Press MSL hPa</th> <th rowspan="2">Rain since 9am mm</th> </tr> <tr> <th>Dir</th> <th>Spd km/h</th> <th>Gust km/h</th> <th>Spd kts</th> <th>Gust kts</th> </tr> </thead> <tbody> <tr><td>06/08:00am</td><td>19.1</td><td>15.8</td><td>11.7</td><td>62</td><td>4.1</td><td>SSE</td><td>20</td><td>33</td><td>11</td><td>18</td><td>-</td><td>-</td><td>34.6</td></tr> <tr><td>06/07:30am</td><td>18.5</td><td>14.9</td><td>12.0</td><td>66</td><td>3.6</td><td>SE</td><td>22</td><td>35</td><td>12</td><td>19</td><td>-</td><td>-</td><td>34.6</td></tr> <tr><td>06/07:00am</td><td>16.7</td><td>16.7</td><td>15.1</td><td>90</td><td>0.9</td><td>S</td><td>9</td><td>19</td><td>5</td><td>10</td><td>-</td><td>-</td><td>34.6</td></tr> <tr><td>06/06:30am</td><td>17.6</td><td>14.8</td><td>13.3</td><td>76</td><td>2.4</td><td>SSE</td><td>20</td><td>33</td><td>11</td><td>18</td><td>-</td><td>-</td><td>34.2</td></tr> <tr><td>06/06:00am</td><td>18.3</td><td>15.5</td><td>13.2</td><td>72</td><td>2.9</td><td>SSE</td><td>20</td><td>33</td><td>11</td><td>18</td><td>-</td><td>-</td><td>34.2</td></tr> <tr><td>06/05:30am</td><td>18.1</td><td>14.6</td><td>13.4</td><td>74</td><td>2.7</td><td>SSE</td><td>24</td><td>41</td><td>13</td><td>22</td><td>-</td><td>-</td><td>34.2</td></tr> <tr><td>06/05:00am</td><td>17.5</td><td>14.6</td><td>12.8</td><td>74</td><td>2.6</td><td>SSE</td><td>20</td><td>39</td><td>11</td><td>21</td><td>-</td><td>-</td><td>34.2</td></tr> <tr><td>06/04:30am</td><td>17.1</td><td>15.5</td><td>14.0</td><td>82</td><td>1.8</td><td>SSE</td><td>15</td><td>24</td><td>8</td><td>13</td><td>-</td><td>-</td><td>34.2</td></tr> <tr><td>06/04:06am</td><td>17.1</td><td>12.9</td><td>13.4</td><td>79</td><td>2.1</td><td>SSE</td><td>28</td><td>56</td><td>15</td><td>30</td><td>-</td><td>-</td><td>34.2</td></tr> <tr><td>06/04:00am</td><td>17.4</td><td>13.9</td><td>13.5</td><td>78</td><td>2.2</td><td>SSE</td><td>24</td><td>56</td><td>13</td><td>30</td><td>-</td><td>-</td><td>34.2</td></tr> <tr><td>06/03:30am</td><td>17.5</td><td>15.1</td><td>12.6</td><td>73</td><td>2.7</td><td>SSE</td><td>17</td><td>26</td><td>9</td><td>14</td><td>-</td><td>-</td><td>34.2</td></tr> <tr><td>06/03:00am</td><td>16.5</td><td>14.6</td><td>14.2</td><td>86</td><td>1.3</td><td>SSE</td><td>17</td><td>32</td><td>9</td><td>17</td><td>-</td><td>-</td><td>34.2</td></tr> <tr><td>06/02:43am</td><td>16.3</td><td>15.3</td><td>15.7</td><td>96</td><td>0.4</td><td>SE</td><td>15</td><td>22</td><td>8</td><td>12</td><td>-</td><td>-</td><td>34.0</td></tr> </tbody> </table>	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	06/08:00am	19.1	15.8	11.7	62	4.1	SSE	20	33	11	18	-	-	34.6	06/07:30am	18.5	14.9	12.0	66	3.6	SE	22	35	12	19	-	-	34.6	06/07:00am	16.7	16.7	15.1	90	0.9	S	9	19	5	10	-	-	34.6	06/06:30am	17.6	14.8	13.3	76	2.4	SSE	20	33	11	18	-	-	34.2	06/06:00am	18.3	15.5	13.2	72	2.9	SSE	20	33	11	18	-	-	34.2	06/05:30am	18.1	14.6	13.4	74	2.7	SSE	24	41	13	22	-	-	34.2	06/05:00am	17.5	14.6	12.8	74	2.6	SSE	20	39	11	21	-	-	34.2	06/04:30am	17.1	15.5	14.0	82	1.8	SSE	15	24	8	13	-	-	34.2	06/04:06am	17.1	12.9	13.4	79	2.1	SSE	28	56	15	30	-	-	34.2	06/04:00am	17.4	13.9	13.5	78	2.2	SSE	24	56	13	30	-	-	34.2	06/03:30am	17.5	15.1	12.6	73	2.7	SSE	17	26	9	14	-	-	34.2	06/03:00am	16.5	14.6	14.2	86	1.3	SSE	17	32	9	17	-	-	34.2	06/02:43am	16.3	15.3	15.7	96	0.4	SE	15	22	8	12	-	-	34.0
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Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
<p>Location 1</p> <p>Dulwich Hill, country side, near commuter car park</p>	<p>JHLOR. There has been upstream construction/excavation activities up at Ewart St in the corridor (Hi-rail drainage) from this location during the last week.</p> <p>No have been no connections into existing pipes at this stage. Photo of lower Ewart St controls indicate no surface impact from this activity.</p>	<p>Water clarity and colour: Water in main culvert is slightly turbid</p> <p>Unable to see side inlet on LHS due to vegetation growth. However looked like turbid water from this direction though. Traced potential source back to Ewart St bridge in road drainage pit. Unknown source from there.</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): Currently low flow of water, but damage to vegetation indicates even higher flow previously.</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: Nil</p> <p>Other comments/description: N/A</p>	 <p>Upstream ERSED Controls from Ewart St showing no visible impact from construction activities.</p>	<p>JHLOR Construction/excavation activities up at Ewart St in the corridor upstream from this location (hi-rail drainage) a week before the rain event but photo indicate ERSED controls no surfacerunoff/ impacts from this activity</p> <p>Checked waterflow inside drainage pits in the road up at Ewart St bridge on DOWN side - water flow is turbid -</p>		
<p>Location 2</p> <p>Hurlstone Park, countryside</p>	<p>No JHLOR construction/excavation activities along the corridor near this location</p>	<p>Water clarity and colour: Odour: N/A</p> <p>Description of flow and quantity/ Visible runoff (into the water body): N/A</p> <p>Oil and Grease: N/A</p>	<p align="center">NO PO AVAILABLE – AREA NOT INSPECTED</p>	<p>Area alongside tracks and upstream from the open culvert are heavily vegetated.</p>		




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		<p>Details of any foreign objects within the water: N/A</p> <p>Other comments/description: N/A</p>				
<p>Location 3 West bank of Cook's River</p>	<p>No JHLOR construction/excavation activities along the corridor near this location</p>	<p>Water clarity and colour: Looks clear at outlet of SW pipe</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): low flow</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: N/A</p> <p>Other comments/description: N/A</p>	 	<p>Cooks River already running brown from rain event.</p> <p>Wairoa St area is stabilised. No work up in this area.</p>		



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Location 4 Belmore Triangle Access Road	BelmoreT - access road alongside this open channel	<p>Water clarity and colour: Clear through SW pipe</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): medium flow</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: N/A</p> <p>Other comments/description: N/A</p>	 <p>Water in ponded area at toe of batter that is below the stockpile at BelmoreT Wedge</p> 	<p>This location is alongside a stable ballast track and is upstream from the BelmoreT stockpiles – no previous sediment impacts from these two areas</p> <p>BelmoreT ERSED Surface in the area is mostly covered by ballast. Mid batter berm intact to divide catchment. Thick vegetated area around sed fence.</p>		
Location 5 Lakemba, country side	<p>No JHLOR construction/excavation activities along the corridor near this location - pits.</p> <p>There is construction 100m (up the road way, closer to Wiley Park) activities but catchments not connected and ERSED controls in place.</p>	<p>Water clarity and colour: Odour: Two pipes, one is slightly turbid water. Both covered by overgrown vegetation</p> <p>Description of flow and quantity/ Visible runoff (into the water body): Medium flow.</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: Nil</p> <p>Other comments/description: N/A</p>	<p>(Nth side of corridor) Drainage network below ground – no visual</p> 	No excavation activities along the corridor near this location		

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			<div data-bbox="982 218 1576 684"> <p>2024-05-03 at 09:16:34</p> </div> <div data-bbox="982 695 1561 1161"> <p>2024-05-03 at 09:19:10</p> </div> <p data-bbox="1130 1203 1976 1272">Sth side of corridor - Two culverts Western culvert – unable to see due to vegetation growth</p> <div data-bbox="1249 1276 1857 1665"> </div> <p data-bbox="1302 1703 1804 1736">Easten Culvert – slightly turbid flow</p>			


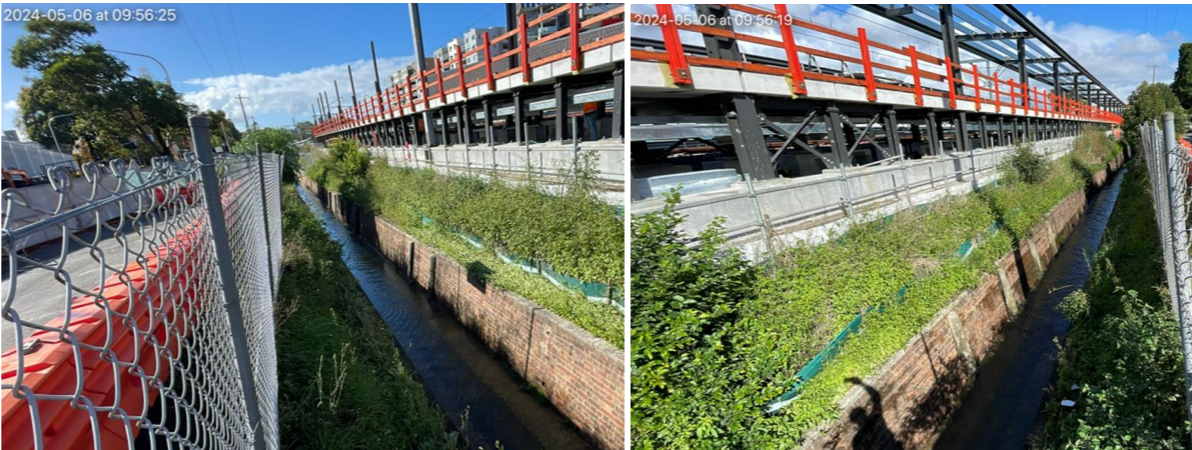
Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
						
<p>Location 6 Wiley Park, countryside.</p>	<p>No JHLOR construction work on the UP (Nth side) of the tracks</p> <p>There is construction activities on the DWN side within the corridor – ERSED controls in place. Work area is relatively flat.</p>	<p>Water clarity and colour: Turbid</p> <p>Downstream (Nth side): See notes in photo section</p> <p>Upstream (Sth side): See notes in photo section</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): Low to medium flows depending on which culvert (3 # flowing under the corridor)</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: Nil</p> <p>Other comments/description: Nil</p>	<p style="text-align: center;">North Side of corridor</p> <p style="text-align: center;">Area upstream of Culvert. Gate WP3 and roadway below – No dirty water flowing off site. Sediment collection near pit at bottom of slope in from scour of DGB hardstand alongside the open concrete hannel</p> <div style="display: flex; justify-content: space-around;">   </div>	<p>WP3 access gate checked - no dirty water flowing from stabilised access down to culverts in roadway.</p>		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 <p>Western most culvert No flow of dirty water through main culvert. Ponding is due to blockage in outlet on the eastern culvert to which this spills. Small inlet from the RHS – turbid, low water flowing into culver (unknown source from upstream). No oil & grease. No odour</p>  <p>Middle culvert: No flow. Ponding is due to blockage in outlet on the eastern culvert to which this spills. Dirty water in culvert</p>  <p>Eastern most culvert Low flow, clear water through main culvert. Spill, through flow from adjacent western culverts is blocked. No oil & grease. No odour.</p>			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 <p>Sth side of corridor</p> <p>Western most culvert</p> <p>High flow, dirty water through culvert from upstream (unknown source). No oil & grease. No odour</p>  <p>Middle culvert</p> <p>Leaf litter on surface. No visual sign of flowing water. Catchment is only from a small area within the corridor either side of this culvert.</p>  <p>Eastern most Culvert</p>			

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			<p>Low flow, clear water through main culvert. No signs of residual sediment on floor. No oil & grease. No odour</p> 			
Location 7 Bankstown	Nil		<p>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</p>			
Location 7ALT City side of Bankstown DOWN track (near Stacey St)	JHLOR construction/excavation activities along the corridor near this location ERSED controls in place either side of culvert	<p>Sth Side 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</p>		No signs of sediment flow from site into culvert		
Location 8 'NEW' Cant Compound	No JHLOR construction/excavation activities along the corridor near this location	<p>Water clarity and colour from Culvert Under Corridor. Medium flow, turbid water from across the track. Water flow from compound hard stand/asphalt into ballast drain. Clean water ponded on Cant Compound carpark Odour: Nil</p>	<p>Inside Canterbury Compound Water flow through ballast channel. Clear water at pit. No odour and no oil & grease</p>	<p>No excavation activities along the corridor near this location NOTE 1: Clean water on asphalt car park surface drains into ballast swale. Clear water flow into pit. NOTE 2: Sign of batter slip on LHS of open channel .</p>		

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		<p>Description of flow and quantity/ Visible runoff (into the water body): Turbid water, medium flow of water in eastern channel</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: Nil</p> <p>Other comments/description: Nil</p>	 <p>Eastern Channel. Outside Canterbury Compound boundary alongside pedestrian footpath:</p> <p><u>Upstream from JHLOR discharge point:</u></p>  <p>Turbid water, low flow of water in eastern channel upstream. No odour and no oil & grease. Visible damage to vegetation (from earlier high flow).</p> <p><u>Downstream from JHLOR discharge point:</u> Downstream water observed to be turbid (looks same as upstream). NOTE: Sign of batter slip on LHS of open channel .</p>			



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Location 9 Bankstown	<p>Crane lifting precast structures into place along the corridor near this location. No excavation work alongside JHLOR side of culvert</p> <p>No visual sign of sediment flowing down brick culvert walls from JHLOR construction site.</p>	<p>Water clarity and colour: High flow, clear water.</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): see above</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: No debris in water</p> <p>Other comments/description Nil</p>		NOTE: Council work in roadway alongside the RHS of culvert – see additional photos.		



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			<div data-bbox="1095 216 2006 835" data-label="Image"> </div> <p data-bbox="1359 867 1745 898" style="text-align: center;">Council Project on RHS of Culvert</p> <div data-bbox="1071 898 2030 1507" data-label="Image"> </div>			


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

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kts	02/07:30am	11.7	8.7	7.6	76	2.0	WSW	13	20	7	11	-	-	103.2	02/07:00am	11.7	9.1	7.8	77	1.9	WSW	11	17	6	9	-	-	103.2	02/06:30am	11.8	8.9	8.3	79	1.7	WSW	13	20	7	11	-	-	103.2	02/06:00am	12.2	9.4	8.7	79	1.7	SW	13	22	7	12	-	-	103.2	02/05:30am	12.5	9.5	9.1	80	1.7	SW	15	28	8	15	-	-	103.2	02/05:00am	12.6	9.6	9.4	81	1.6	WSW	15	26	8	14	-	-	103.2	02/04:30am	12.4	9.6	10.1	86	1.2	WSW	15	22	8	12	-	-	103.2	02/04:00am	12.2	10.0	10.8	91	0.7	WSW	13	20	7	11	-	-	103.2	02/03:30am	12.3	9.5	11.2	93	0.6	WSW	17	30	9	16	-	-	103.2	02/03:00am	12.3	10.4	11.7	96	0.3	WSW	13	24	7	13	-	-	103.2	02/02:30am	12.0	10.1	11.7	98	0.2	WSW	13	19	7	10	-	-	102.8	02/02:00am	12.1	10.2	11.8	98	0.2	WSW	13	20	7	11	-	-	101.8	02/01:30am	12.2	10.0	12.0	99	0.1	WSW	15	24	8	13	-	-	100.4	02/01:00am	12.3	10.5	12.1	99	0.1	WSW	13	20	7	11	-	-	98.2	02/12:30am	12.3	10.9	12.1	99	0.1	WSW	11	19	6	10	-	-	96.8	02/12:00am	12.4	11.0	12.2	99	0.1	WSW	11	22	6	12	-	-	94.6	01/08:30pm	13.2	10.6	12.1	93	0.6	SW	17	30	9	16	-	-	78.2	01/08:00pm	13.2	10.8	12.6	96	0.3	SW	17	32	9	17	-	-	78.0	01/07:59pm	13.2	10.8	12.7	97	0.3	SW	17	32	9	17	-	-	78.0	01/07:33pm	13.3	10.6	13.0	98	0.2	SSW	19	35	10	19	-	-	76.2	01/07:30pm	13.3	10.6	13.0	98	0.2	SSW	19	33	10	18	-	-	76.0	01/07:00pm	13.0	11.7	12.5	97	0.3	SSE	11	17	6	9	-	-	74.4	01/06:38pm	13.5	12.1	13.3	99	0.1	SW	13	22	7	12	-	-	73.4	01/06:30pm	13.3	11.8	13.1	99	0.1	SW	13	22	7	12	-	-	73.2	01/06:12pm	13.3	10.7	13.1	99	0.1	SSW	19	28	10	15	-	-	71.2	01/06:00pm	13.4	10.8	13.2	99	0.1	SSW	19	28	10	15	-	-	70.2	01/05:37pm	13.5	11.7	13.3	99	0.1	S	15	24	8	13	-	-	69.8	01/05:30pm	13.5	11.7	13.3	99	0.1	S	15	24	8	13	-	-	69.4	01/05:00pm	13.4	11.2	13.2	99	0.1	S	17	28	9	15	-	-	64.8	01/04:58pm	13.5	11.3	13.3	99	0.1	S	17	26	9	14	-	-	64.2	01/04:46pm	13.6	11.8	13.4	99	0.1	S	15	26	8	14	-	-	62.8	01/04:30pm	13.8	12.1	13.6	99	0.1	S	15	24	8	13	-	-	62.4	01/04:00pm	14.4	12.1	14.2	99	0.1	SSE	19	39	10	21	-	-	52.8	01/03:30pm	14.0	12.4	13.8	99	0.1	SSE	15	24	8	13	-	-	44.2	01/03:12pm	14.3	12.0	14.1	99	0.1	SSE	19	35	10	19	-	-	37.8	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	01/03:30pm	14.0	12.4	13.8	99	0.1	SSE	15	24	8	13	-	-	44.2	01/03:12pm	14.3	12.0	14.1	99	0.1	SSE	19	35	10	19	-	-	37.8	01/03:00pm	14.7	12.3	14.5	99	0.1	SSE	20	32	11	17	-	-	36.6	01/02:58pm	14.7	12.3	14.5	99	0.1	SSE	20	32	11	17	-	-	36.6	01/02:30pm	14.6	13.2	14.4	99	0.1	S	15	30	8	16	-	-	34.2	01/02:28pm	14.7	13.3	14.5	99	0.1	S	15	24	8	13	-	-	34.0	01/02:00pm	14.5	12.1	14.3	99	0.1	S	20	43	11	23	-	-	31.4	01/01:30pm	15.2	13.6	15.0	99	0.1	SE	17	24	9	13	-	-	19.0	01/01:09pm	15.2	13.0	15.0	99	0.1	SE	20	32	11	17	-	-	17.0	01/01:04pm	15.3	13.2	15.1	99	0.1	SE	20	30	11	16	-	-	16.8	01/01:00pm	15.3	13.4	15.1	99	0.1	SE	19	30	10	16	-	-	16.4	01/12:30pm	14.4	15.0	14.2	99	0.1	S	4	13	2	7	-	-	13.2	01/12:00pm	14.3	13.1	14.0	98	0.2	SE	13	22	7	12	-	-	8.6	01/11:30am	15.1	13.7	14.6	97	0.3	SE	15	28	8	15	-	-	3.6	01/11:13am	15.1	14.4	14.3	95	0.5	SSE	11	17	6	9	-	-	1.2	01/11:00am	15.7	14.0	14.6	93	0.6	SSE	17	24	9	13	-	-	0.2	01/10:30am	16.5	14.2	14.0	85	1.4	SSE	19	30	10	16	-	-	0.0
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Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
<p>Location 1</p> <p>Dulwich Hill, country side, near commuter car park</p>	<p>JHLOR. There has been upstream construction/excavation activities up at Ewart St in the corridor (Hi-rail drainage) from this location during the last week.</p> <p>There have been no connections of new pipes into existing below ground pipes at this stage.</p> <p>No discharge of dirty water from site into existing system.</p> <p>Overland flow is directed to remain on site through gravel trenches across access points and arrested through a series of mid slope berms, coir logs and sediment fences. All pits are covered.</p>	<p>Water clarity and colour: Water in main culvert is slightly turbid</p> <p>Side inlet on LHS looks like slightly turbid water from this direction. Traced potential source back to Ewart St bridge in road drainage pit. Unknown source from there.</p> <p>Side inlet on RHS looks like clean water from this direction. Unknown source but potentially from MSB below ground tank (unable to confirm)</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): Currently med flow of water, but damage to vegetation indicates even higher flow previously.</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: Nil</p> <p>Other comments/description: N/A</p>	<p style="text-align: center;">LHS Inlet</p>  <p style="text-align: center;">RHS Inlet</p>  <p style="text-align: center;">Upstream ERSED Controls from Ewart St showing signs of water flow levels on site</p>			


Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			<p>Upper Ewart. Perimeter swale (around slab) and gravel trench diverts surface run off to lower Ewart. Water remains on site</p> 			
			<p>Lower Ewart - 3# berms geofab/ballast covered</p> 			




Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			<p>Sed fence on boundry fence/line. Pit surrrounded with sed fence & additional covers over grid.</p> 			
Location 2 Hurlstone Park, countryside	No JHLOR construction/excavation activities along the corridor near this location	<p>Water clarity and colour: Odour: N/A</p> <p>Description of flow and quantity/ Visible runoff (into the water body): N/A</p> <p>Oil and Grease: N/A</p> <p>Details of any foreign objects within the water: N/A</p> <p>Other comments/description: N/A</p>	<p>NO PO AVAILABLE – AREA NOT INSPECTED</p>	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	<p>Water clarity and colour: Looks clear at outlet of SW pipe</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): low flow</p> <p>Oil and Grease: Nil</p>		<p>Cooks River already running brown from rain event.</p> <p>Wairoa St area is stabilised. No work up in this area.</p>		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
		<p>Details of any foreign objects within the water: N/A</p> <p>Other comments/description: N/A</p>	 <p>The top photograph shows a concrete pipe discharging water into a channel. The bottom photograph shows a bridge over a river with a concrete abutment.</p>			
<p>Location 4 Belmore Triangle Access Road</p>	<p>BelmoreT - access road alongside this open channel</p> <p>Stockpile area at BelmoreT Wedge</p>	<p>Water clarity and colour: Slightly turbid water through SWpipe. Source identified – upstream pit (off site) on Redman Pde public road. Water flows alongside road and over DGB hardstand.</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): medium flow</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: N/A</p>	 <p>The photograph shows a stream flowing through dense green vegetation. A red fence is visible in the background.</p>	<p>This location is alongside a stable ballast track. BelmoreT</p> <p>Belmore Triangle Area: Transit area. Surface in the area is mostly covered by ballast. Mid batter berm intact to divide catchment.</p> <p>Thick vegetated area around sed fence at bottom of area.</p> <p>Belmore Triangle Wedge Area: Stockpiles (spoil and Engineered fill) are located on top of batter</p>		




Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
		<p>Other comments/description: N/A</p>	<div data-bbox="1332 218 1795 877" data-label="Image"> </div> <p data-bbox="1302 1079 1828 1108">Redman Pde – Upstream source of dirty water</p> <div data-bbox="1086 1115 2044 1648" data-label="Image"> </div> <p data-bbox="1240 1682 1893 1711">Redman Pde - Downstream Pit inlet at Access to BelmoreT</p>	<p>above the access road. Photos show no sediment flow from this area down to ballast road and into the open channel. Stockpile area is flat and mostly covered with ballast. Toe of spoil stockpile is surrounded by double barrier and geofab curtain over barriers</p>		


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



Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			<p data-bbox="1092 218 1279 239">2024-06-02 at 11:31:41</p>  <p data-bbox="982 800 2050 827">Clean water in ponded area at toe of batter that is below the stockpile area at BelmoreT Wedge</p> <p data-bbox="982 833 1110 854">2024-06-01 at 11:21:14</p>  <p data-bbox="1386 974 1513 995">2024-06-01 at 11:23:13</p> 			
<p data-bbox="92 1467 261 1495">Location 5</p> <p data-bbox="92 1528 261 1587">Lakemba, country side</p>	<p data-bbox="270 1467 587 1682">JHLOR construction activities on the DWN side of corridor along top of batter at this location. Working platform is level with ERSED controls in place</p>	<p data-bbox="596 1467 964 1518">Water clarity and colour: Odour:</p> <p data-bbox="596 1549 964 1629">Description of flow and quantity/ Visible runoff (into the water body):</p> <p data-bbox="596 1661 964 1688">Oil and Grease:</p> <p data-bbox="596 1719 964 1770">Details of any foreign objects within the water:</p> <p data-bbox="596 1801 964 1829">Other comments/description:</p>	<p data-bbox="1427 1503 1709 1530">Nth side of corridor</p> <p data-bbox="1302 1539 1834 1566">Drainage network below ground – no visual</p> <p data-bbox="1329 1644 1807 1671">Sth side of corridor – Two culverts</p> <p data-bbox="1457 1680 1679 1707">Site not visited.</p> <p data-bbox="1329 1755 1807 1782">ERSED – sediment fence in place</p>			



Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
						
<p>Location 6 Wiley Park, countryside.</p>	<p>JHLOR construction work on the UP (Nth side) of the tracks. Security fence installation. Augering is completed 2 weeks prior with posts being concreted in place and mesh panels installed.</p>	<p>Water clarity and colour: Turbid</p> <p>Downstream (Nth side): See notes in photo section</p> <p>Upstream (Sth side): See notes in photo section</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): Low to medium flows depending on which culvert (3 # flowing under the corridor)</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: Nil</p> <p>Other comments/description: Nil</p>	<p style="text-align: center;">North Side of corridor</p> <p>Area upstream of Culvert. Gate WP3 and roadway below – Site access stabilised with ballast. No tell tail signs of dirty water flowing off site. Sediment collection near pit at bottom of slope is from scour of DGB hardstand alongside the open concrete channel.</p> <div style="display: flex; justify-content: space-around;">   </div>			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			  <p data-bbox="1439 1665 1694 1692">Western most culvert</p> <p data-bbox="991 1696 2142 1780">No flow of dirty water through main culvert. Ponding is due to blockage in outlet on the eastern culvert to which this spills. Small inlet from the RHS – turbid, low water flowing into culvert (unknown source from upstream). No oil & grease. No odour</p>			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 <p>Middle culvert: No flow. Ponding is due to blockage in outlet on the eastern culvert to which this spills. Dirty water in culvert</p>  <p>Eastern most culvert Low flow, clear water through main culvert. Spill, through flow from adjacent western culverts is blocked. No oil & grease. No odour.</p> 			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			<p style="text-align: center;">Sth side of corridor</p> <p style="text-align: center;">Western most culvert Site not visited</p> <p style="text-align: center;">Middle culvert Site not visited</p> <p style="text-align: center;">Eastern most Culvert Site not visited</p>			
<p>Location 7</p> <p>Bankstown</p>	<p>Nil</p>		<p style="text-align: center;">No PO available – not inspected – no JHLOR works in catchment</p> <p style="text-align: center;">NOTE: This flow line is below ground and runs across the corridor from Nth to Sth and can be seen through pits only. They are all inside corridor</p>			
<p>Location 7ALT</p> <p>City side of Bankstown DOWN (near Stacey St)</p>	<p>JHLOR construction/excavation activities have been carried out alongside the corridor near this location – last in area 3-4 weeks ago. ERSED controls in place either side of culvert</p>	<p>Sth Side</p> <p>Water clarity and colour: Medium flow, clear water.</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): see above</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: No debris in water</p> <p>Other comments/description Nil</p>		<p>No signs of sediment flow from site into culvert</p>		
<p>Location 8 'NEW' Cant Compound</p>	<p>No JHLOR construction/excavation activities along the corridor near this location</p>	<p>Water clarity and colour from Culvert Under Corridor. High flow, turbid water from across the track.</p> <p>Water flow from compound hard stand/asphalt into ballast drain. Clean water</p>	<p style="text-align: center;">Inside Canterbury Compound</p> <p style="text-align: center;">Water flow through ballast channel. Clear water at pit. No odour and no oil & grease</p>	<p>No excavation activities along the corridor near this location</p> <p>NOTE 1: Clean water on asphalt car park surface drains into ballast swale. Clear water flow into compound pit.</p>		



Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
		<p>ponded on Cant Compound carpark</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): Turbid water, high flow of water in eastern channel</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: Nil</p> <p>Other comments/description: Nil</p>	 <p>Eastern Channel. Outside Canterbury Compound boundary alongside pedestrian footpath:</p> <p><u>Upstream from JHLOR discharge point:</u></p>  <p>Turbid water, low flow of water in eastern channel upstream. No odour and no oil & grease. Visible damage to vegetation (from earlier high flow).</p> <p><u>Downstream from JHLOR discharge point:</u> Downstream water observed to be turbid (looks same as upstream). NOTE: Sign of batter slip on LHS of open channel .</p>	<p>NOTE 2: Sign of batter slip on LHS of open channel .</p>		




Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
						
<p>Location 9 Bankstown Platform works</p>	<p>No daytime photos of this area.</p> <p>Crane lifting precast structures & awning posts into place onto platform. No excavation work on site, alongside JHLOR side of culvert</p> <p>Turbid water flowing from slot in culvert wall on Council side.</p>	<p>Water clarity and colour: High flow, clear water.</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): see above</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: No debris in water</p> <p>Other comments/description Nil</p>		<p>NOTE: Council work in roadway alongside the RHS of culvert – see additional photos.</p>		

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


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



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Other general notes	<p>Cant Compound - Rain data, inspection and photos were taken through the corridor during the inspection Weather data from Canterbury Weather Station.</p> <p>Latest Weather Observations for Canterbury</p> <p>IDN60901</p> <p>Issued at 9:21 am EST Saturday 15 June 2024 (issued every 10 minutes, with the page automatically refreshed every 10 minutes)</p> <p>About weather observations Map of Sydney area stations Latest observations for Sydney area Other Formats</p> <p>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</p> <table border="1"> <thead> <tr> <th rowspan="2">Date/Time EST</th> <th rowspan="2">Temp °C</th> <th rowspan="2">App Temp °C</th> <th rowspan="2">Dew Point °C</th> <th rowspan="2">Rel Hum %</th> <th rowspan="2">Delta-T °C</th> <th colspan="5">Wind</th> <th rowspan="2">Press QNH hPa</th> <th rowspan="2">Press MSL hPa</th> <th rowspan="2">Rain since 9am mm</th> </tr> <tr> <th>Dir</th> <th>Spd km/h</th> <th>Gust km/h</th> <th>Spd kts</th> <th>Gust kts</th> </tr> </thead> <tbody> <tr><td>15/09:00am</td><td>11.4</td><td>10.6</td><td>11.2</td><td>99</td><td>0.1</td><td>WSW</td><td>6</td><td>11</td><td>3</td><td>6</td><td>-</td><td>-</td><td>37.2</td></tr> <tr><td>15/08:30am</td><td>11.1</td><td>9.7</td><td>10.9</td><td>99</td><td>0.1</td><td>WSW</td><td>9</td><td>17</td><td>5</td><td>9</td><td>-</td><td>-</td><td>37.2</td></tr> <tr><td>15/08:22am</td><td>11.1</td><td>9.3</td><td>10.9</td><td>99</td><td>0.1</td><td>WSW</td><td>11</td><td>19</td><td>6</td><td>10</td><td>-</td><td>-</td><td>37.2</td></tr> <tr><td>15/08:00am</td><td>11.1</td><td>9.3</td><td>10.9</td><td>99</td><td>0.1</td><td>SSW</td><td>11</td><td>20</td><td>6</td><td>11</td><td>-</td><td>-</td><td>36.6</td></tr> <tr><td>15/07:30am</td><td>11.0</td><td>10.5</td><td>10.8</td><td>99</td><td>0.1</td><td>SSW</td><td>4</td><td>11</td><td>2</td><td>6</td><td>-</td><td>-</td><td>34.4</td></tr> <tr><td>15/07:22am</td><td>11.0</td><td>10.9</td><td>10.8</td><td>99</td><td>0.1</td><td>S</td><td>2</td><td>7</td><td>1</td><td>4</td><td>-</td><td>-</td><td>33.6</td></tr> <tr><td>15/07:15am</td><td>11.0</td><td>10.1</td><td>10.8</td><td>99</td><td>0.1</td><td>S</td><td>6</td><td>11</td><td>3</td><td>6</td><td>-</td><td>-</td><td>33.0</td></tr> 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<tr><td>14/03:30pm</td><td>12.5</td><td>9.5</td><td>11.9</td><td>96</td><td>0.3</td><td>E</td><td>19</td><td>32</td><td>10</td><td>17</td><td>-</td><td>-</td><td>1.6</td></tr> <tr><td>14/03:00pm</td><td>12.7</td><td>10.5</td><td>12.1</td><td>96</td><td>0.3</td><td>E</td><td>15</td><td>22</td><td>8</td><td>12</td><td>-</td><td>-</td><td>1.4</td></tr> <tr><td>14/02:59pm</td><td>12.7</td><td>10.5</td><td>12.1</td><td>96</td><td>0.3</td><td>E</td><td>15</td><td>22</td><td>8</td><td>12</td><td>-</td><td>-</td><td>1.4</td></tr> <tr><td>14/02:37pm</td><td>12.7</td><td>10.0</td><td>11.6</td><td>93</td><td>0.6</td><td>E</td><td>17</td><td>22</td><td>9</td><td>12</td><td>-</td><td>-</td><td>0.6</td></tr> <tr><td>14/02:30pm</td><td>13.1</td><td>10.8</td><td>11.7</td><td>91</td><td>0.7</td><td>E</td><td>15</td><td>22</td><td>8</td><td>12</td><td>-</td><td>-</td><td>0.0</td></tr> <tr><td>14/02:00pm</td><td>14.9</td><td>13.6</td><td>11.3</td><td>79</td><td>1.9</td><td>SSE</td><td>9</td><td>19</td><td>5</td><td>10</td><td>-</td><td>-</td><td>0.0</td></tr> </tbody> </table>	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	15/09:00am	11.4	10.6	11.2	99	0.1	WSW	6	11	3	6	-	-	37.2	15/08:30am	11.1	9.7	10.9	99	0.1	WSW	9	17	5	9	-	-	37.2	15/08:22am	11.1	9.3	10.9	99	0.1	WSW	11	19	6	10	-	-	37.2	15/08:00am	11.1	9.3	10.9	99	0.1	SSW	11	20	6	11	-	-	36.6	15/07:30am	11.0	10.5	10.8	99	0.1	SSW	4	11	2	6	-	-	34.4	15/07:22am	11.0	10.9	10.8	99	0.1	S	2	7	1	4	-	-	33.6	15/07:15am	11.0	10.1	10.8	99	0.1	S	6	11	3	6	-	-	33.0	15/07:00am	11.0	9.2	10.8	99	0.1	SSW	11	22	6	12	-	-	32.8	15/06:57am	11.0	9.2	10.8	99	0.1	SSW	11	22	6	12	-	-	32.8	15/06:30am	11.1	9.8	11.1	100	0.0	SW	9	17	5	9	-	-	31.6	15/06:00am	11.0	9.6	11.0	100	0.0	WSW	9	17	5	9	-	-	31.6	15/05:30am	11.2	9.5	11.2	100	0.0	SW	11	17	6	9	-	-	31.4	15/05:00am	11.3	10.0	11.3	100	0.0	SW	9	15	5	8	-	-	31.2	15/04:30am	11.2	9.9	11.2	100	0.0	SW	9	15	5	8	-	-	31.0	15/04:00am	11.1	9.8	11.1	100	0.0	WSW	9	15	5	8	-	-	30.8	15/03:37am	11.2	10.3	11.2	100	0.0	W	7	13	4	7	-	-	30.6	15/03:37am	11.2	10.3	11.2	100	0.0	W	7	13	4	7	-	-	30.6	15/03:30am	11.3	10.6	11.3	100	0.0	W	6	9	3	5	-	-	30.4	15/03:00am	11.4	10.1	11.4	100	0.0	SW	9	11	5	6	-	-	28.2	15/02:51am	11.5	10.6	11.5	100	0.0	WSW	7	11	4	6	-	-	27.0	15/02:38am	11.5	10.8	11.5	100	0.0	SW	6	9	3	5	-	-	26.0	15/02:30am	11.5	10.6	11.5	100	0.0	SW	7	13	4	7	-	-	25.6	15/02:11am	11.6	10.4	11.6	100	0.0	WSW	9	13	5	7	-	-	24.4	15/02:00am	11.6	10.4	11.6	100	0.0	WSW	9	15	5	8	-	-	23.4	15/01:30am	11.6	12.1	11.6	100	0.0	CALM	0	6	0	3	-	-	23.0	15/01:00am	11.6	11.7	11.6	100	0.0	SSW	2	6	1	3	-	-	21.8	15/12:30am	11.5	10.8	11.5	100	0.0	WSW	6	13	3	7	-	-	21.0	15/12:00am	11.2	11.6	11.2	100	0.0	CALM	0	0	0	0	-	-	20.6	14/11:30pm	11.4	10.7	11.4	100	0.0	SW	6	9	3	5	-	-	20.4	14/11:09pm	11.6	12.1	11.6	100	0.0	CALM	0	0	0	0	-	-	20.2	14/11:00pm	11.7	12.2	11.7	100	0.0	CALM	0	0	0	0	-	-	20.2	14/10:30pm	11.6	12.1	11.6	100	0.0	CALM	0	0	0	0	-	-	19.8	14/10:00pm	11.6	12.1	11.6	100	0.0	CALM	0	0	0	0	-	-	18.6	14/09:30pm	11.5	12.0	11.5	100	0.0	CALM	0	0	0	0	-	-	16.8	14/09:11pm	11.5	10.8	11.5	100	0.0	SW	6	7	3	4	-	-	15.6	14/09:00pm	11.5	10.8	11.3	99	0.1	SW	6	7	3	4	-	-	15.2	14/08:30pm	11.4	11.8	11.2	99	0.1	CALM	0	0	0	0	-	-	14.6	14/08:00pm	11.3	11.7	11.1	99	0.1	CALM	0	0	0	0	-	-	14.4	14/07:58pm	11.3	11.7	11.1	99	0.1	CALM	0	0	0	0	-	-	14.2	14/07:32pm	11.3	11.3	11.1	99	0.1	SW	2	7	1	4	-	-	13.2	14/07:30pm	11.3	11.3	11.0	98	0.2	SW	2	7	1	4	-	-	13.2	14/07:16pm	11.3	11.6	10.8	97	0.3	CALM	0	0	0	0	-	-	12.6	14/07:00pm	11.5	11.4	10.9	96	0.3	WSW	2	6	1	3	-	-	12.2	14/06:45pm	11.7	10.9	10.9	95	0.4	ESE	6	13	3	7	-	-	10.4	14/06:30pm	12.1	10.5	11.6	97	0.3	ESE	11	17	6	9	-	-	9.2	14/06:00pm	12.0	11.4	11.8	99	0.1	WNW	6	11	3	6	-	-	8.2	14/05:30pm	12.2	11.5	12.0	99	0.1	NW	7	11	4	6	-	-	7.4	14/05:13pm	12.4	11.9	12.1	98	0.2	WNW	6	11	3	6	-	-	7.2	14/05:00pm	12.4	11.9	12.1	98	0.2	E	6	13	3	7	-	-	7.0	14/04:39pm	12.6	12.1	12.1	97	0.3	SSE	6	9	3	5	-	-	2.2	14/04:30pm	12.5	13.1	11.9	96	0.3	CALM	0	6	0	3	-	-	1.6	14/04:00pm	12.4	11.2	11.5	94	0.5	ESE	9	15	5	8	-	-	1.6	14/03:30pm	12.5	9.5	11.9	96	0.3	E	19	32	10	17	-	-	1.6	14/03:00pm	12.7	10.5	12.1	96	0.3	E	15	22	8	12	-	-	1.4	14/02:59pm	12.7	10.5	12.1	96	0.3	E	15	22	8	12	-	-	1.4	14/02:37pm	12.7	10.0	11.6	93	0.6	E	17	22	9	12	-	-	0.6	14/02:30pm	13.1	10.8	11.7	91	0.7	E	15	22	8	12	-	-	0.0	14/02:00pm	14.9	13.6	11.3	79	1.9	SSE	9	19	5	10	-	-	0.0
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Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
<p>Location 1 Dulwich Hill, country side, near commuter car park</p>	<p>JHLOR. They are busy with construction activities upstream at Ewart St in the corridor (security fence) during the week.</p> <p>New drainage pipes are now connected into existing below ground pipes, however extensive ERSED controls in place - see Photos below.</p> <p>No discharge of dirty water from site into existing system. Overland flow is arrested through a series of mid slope berms, coir logs and sediment fences. All pits are covered</p>	<p>Water clarity and colour: Water in main culvert is slightly turbid</p> <p>Side inlet on LHS is turbid. Traced potential source back to Ewart St bridge in road drainage pit. Unknown source from there.</p> <p>Side inlet on RHS looks like clean water from this direction. Unknown source but potentially from MSB below ground tank (unable to confirm)</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): Currently med flow of water, but damage to vegetation indicates even higher flow previously.</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: Nil</p> <p>Other comments/description: N/A</p>	 <p style="text-align: center;">LHS Inlet</p> 			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			<p data-bbox="1584 373 1694 401">RHS Inlet</p>  <p data-bbox="1386 905 1893 932">Upstream ERSED Controls - Alongside Culvert</p>  <p data-bbox="928 1434 2353 1497">Upstream ERSED Controls - Above Ewart St (Showing from above new concrete slabs across mid batter slope controls down to lower pit)</p> <p data-bbox="1314 1528 1967 1556">Clean water flows off concrete slab into "acco" drain</p> 			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			<p data-bbox="1092 367 2184 399">Diversion berm above concrete slab diverting water away from slab to a series of coir logs</p>  <p data-bbox="952 957 2318 1016">Flow across coir logs to sediment fence. All pits on slopes are covered with an additional 2 mid slopes berms being installed</p>  <p data-bbox="1032 1461 2243 1493">Primary control (orange barriers and geofab) followed by 2 more berms (covered in geofab/ballast)</p> 			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			<p style="text-align: center;">Drainage pit at lower EWART St</p> 			
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 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
<p>Location 3</p> <p>West bank of Cook's River</p>	<p>No JHLOR construction/excavation activities along the corridor near this location</p>	<p>Water clarity and colour: Turbid water at outlet of SW pipe</p> <p>Odour: Nil</p> <p>Description of flow and quantity/ Visible runoff (into the water body): Med flow</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: N/A</p> <p>Other comments/description: N/A</p>	 	<p>Cooks River already running brown from rain event.</p> <p>Wairoa St area is stabilised. No work up in this area.</p> <p>ST excavation in corridor near Park St causing turbid water to flow into South Pde roadway – see photo.</p>		
<p>Location 4</p> <p>Belmore Triangle Access Road</p>	<p>BelmoreT – ballast access road alongside this open channel</p> <p>Stockpile area at BelmoreT Wedge</p>	<p>Water clarity and colour: Clean water through SWpipe.</p> <p>Odour: Nil</p>		<p>This location is alongside a stable ballast track. BelmoreT</p>		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
		<p>Description of flow and quantity/ Visible runoff (into the water body): Medium flow. No visible signs of sediment flow from ballast access road.</p> <p>Oil and Grease: Nil</p> <p>Details of any foreign objects within the water: N/A</p> <p>Other comments/description: N/A</p>	 <p data-bbox="1397 1079 1881 1108">Redman Pde – Upstream Status & Controls</p>  	<p>Belmore Triangle Area: Transit area.</p> <p>Belmore Triangle Area: Surface in the BelmoreT area is mostly covered by ballast. Mid batter berm intact to divide catchment.</p> <p>Thick vegetated area around sed fence at bottom of area.</p> <p>No stockpiling of spoil in this area as it is only a transit point for plant and vehicles to hi-rail pad</p> <p>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. Stockpile area is flat. Toe of spoil stockpile is surrounded by double barrier and geofab</p>		

Appendix B – Noise Monitoring Report

EPL 21147

R4.4 Validation Report

SWMC WE39

Installation of Segregation Fence; Security Fence auguring, Post and Panel/mesh screens; OHW boom replacement; GST Installation; Installation of Brackets at Stations; Bankstown upper platform construction; Cabling and Trackside Equipment.

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
00	05/04/2024	Prepared for R4.4	Zhengyi Zhang	Andre Kruize

Management reviews

Review date	Details	Reviewed by

Controlled:	NO	Copy no.:	Uncontrolled:	YES
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Introduction3

R4.4(a) For activities permitted under Condition L5.6 & L5.7, a validation report must be submitted to the EPA that includes the following detail:3

- 1. Confirmation that the equipment used to undertake the works was as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite3
- 2. A copy of the community notification required under Condition L5.124
- 3. Noise monitoring as required by L5.8(d)4
- 4. Details of any exceedances of predicted noise levels;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 Results6

Attachment 2 – Community Notification9

Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out over 23rd and the 24th of March during the Weekend 39 Rail Possession (WE39) over 2 days and one night. Works following activities were carried under condition L5.6 - Local Possessions;

- Train stop suppression & restoration work. Tech related works throughout corridor
- Stations – installation of platform brackets
- Segregation fence From Marrickville to Belmore Station – augering of holes for post installation, drilling for bolts, mesh & panel installation.
- Security fencing – augering of holes for post & panel installation at various locations throughout corridor
- Security fence – service searching within station precincts.
- Minor CSR activities. Installation of shallow GLT in ballast/CESS at various locations. Installation of local routes for new corridor gates
- Replacement of overhead wiring boom sections on existing portal and bridge structures throughout corridor
- Track team replace sleepers at Campsie.
- Bankstown station activities. Installation of:
 - precast steel and concrete structural members and
 - handrails
- Installation of cabling and trackside equipment throughout corridor

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

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

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

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

- Excavators 3T, 6 and 13T (inc jack hammer, augering attachments)
- Balloon tyre dump trucks (Hydrema)
- Light vehicles
- Trucks
- Payloader
- Handheld powered tools
- Vac Trucks
- EWP/telehandler
- Front-end loader
- Concrete truck and line pump
- Portable Generators
- Compressors
- Compactor
- Bogie
- Water pumps
- 4T Dumpy
- Site lights
- Mobile crane

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

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

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

WE39 noise monitoring was carried out at 8 locations on the perimeter of the rail corridor:

- a. (HEX076) 35m N of 1 Charlotte Ave, Marrickville
- b. (HEX237) 21m NW of 17 Warburton St, Marrickville
- c. (HEX438) 32m E of 22 Kays Ave West, Dulwich Hill
- d. (HEX491) 15m N of 81 Ewart St, Dulwich Hill
- e. (HEX316) 18m S of 74-76 Floss St, Hurlstone Park
- f. (HEX427) 2m NW of 10B Charles St, Canterbury
- g. (HEX369) 55m E of 1A Lark St, Belmore
- h. (HEX402) 18m N of 242 South Terrace, Bankstown

Refer to **Appendix 1** for noise monitoring results.

4. Details of any exceedances of predicted noise levels;

Noise (LAeq 15min) data was collected at the 8 locations during the WE39 period. Data recordings taken by SiteHive were reviewed and the source of noise assessed. There were no freight trains operating in the vicinity of the SiteHive loggers as the ARTC line was also included in the rail possession. Noise monitoring results are shown in **Appendix 1**.

During WE39, there were no exceedances of the noise predictions due to construction activity.

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

The following noise mitigation measures are implemented:

- Source noise controls include mufflers fitted to exhausts, regular maintenance of plant, acoustic enclosure of machinery on plant items, non-tonal reversing alarms fitted to plant.
- General monthly community notification.
- Specific notification to impacted residents were provided no later than 7 days out from start of possession.
- Additional mitigation measures such as Alternative Accommodation and Respite Offers.
- Use of real time noise monitors at targeted work locations. Periodic desk top checks on data collected by the 8 real time monitoring instruments were carried out during work periods.
- On site mitigation instructions to crews:
 - No music, no dropping of objects
 - No shouting or unnecessary noise
 - Be respectful of neighbors when coming and going from site. As far as possible, avoid congregating near residential property boundaries.
 - Position plant as far from residents as possible and orientate them if possible, to emit noise on non-resident side.
 - Plant to be switched off when not in use.

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

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

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

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

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

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

Attachment 1 – Noise Monitoring Results

- Monitoring Result
- Monitoring Location

Table 1. 23-24 March 2024 Night Shift

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location	Predicted noise level LAeq, 15min at resident	Compliant	Comments
1	Location a (NCA01) 35m N of 1 Charlotte Ave, Marrickville Continues Monitoring	23/03/2024 To 24/03/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)	General track related construction activities	<ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dumpy Site lights 	53	66	YES	<ul style="list-style-type: none"> RBL: 33 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 53 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (53 dB) is lower than the predicted level (66 dB) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
2	Location b (NCA01) 21m NW of 17 Warburton St, Marrickville Continues Monitoring					67 (Calculated highest LAeq in work period at the nearest resident is 65)	65	YES	<ul style="list-style-type: none"> RBL: 33 LAeq15min matched predictions. Noise monitor detect highest LAeq15min value of 65 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (65 dB) matches the predicted level (65 dB) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
3	Location c (NCA02) 32m E of 22 Kays Ave West, Dulwich Hill Continues Monitoring					52	61	YES	<ul style="list-style-type: none"> RBL: 33 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 52 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (52 dB) is lower than the predicted level (61 dB) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
4	Location d (NCA02) 15m N of 81 Ewart St, Dulwich Hill Continues Monitoring					63	69	YES	<ul style="list-style-type: none"> RBL: 33 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 63 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (63 dB) is lower than the predicted level (69 dB) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
5	Location e (NCA03) 18m S of 74-76 Floss St, Hurlstone Park Continues Monitoring					42	62	YES	<ul style="list-style-type: none"> RBL: 34 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 42 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (42 dB) is lower than the predicted level (62 dB) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
6	Location f (NCA04) 2m NW of 10B Charles St, Canterbury Continues Monitoring					74	78	YES	<ul style="list-style-type: none"> RBL: 35 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 74 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (74 dB) is lower than the predicted level (78 dB) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
7	Location g (NCA07) 55m E of 1A Lark St, Belmore Continues Monitoring					58	61	YES	<ul style="list-style-type: none"> RBL: 35 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 58 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (42 dB) is lower than the predicted level (62 dB) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
8	Location h (NCA12) 18m N of 242 South Terrace, Bankstown Continues Monitoring					63	69	YES	<ul style="list-style-type: none"> RBL: 42 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 63 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (42 dB) is lower than the predicted level (62 dB) Predicted noise levels (Night shift works) in this area triggered offers for Respite.

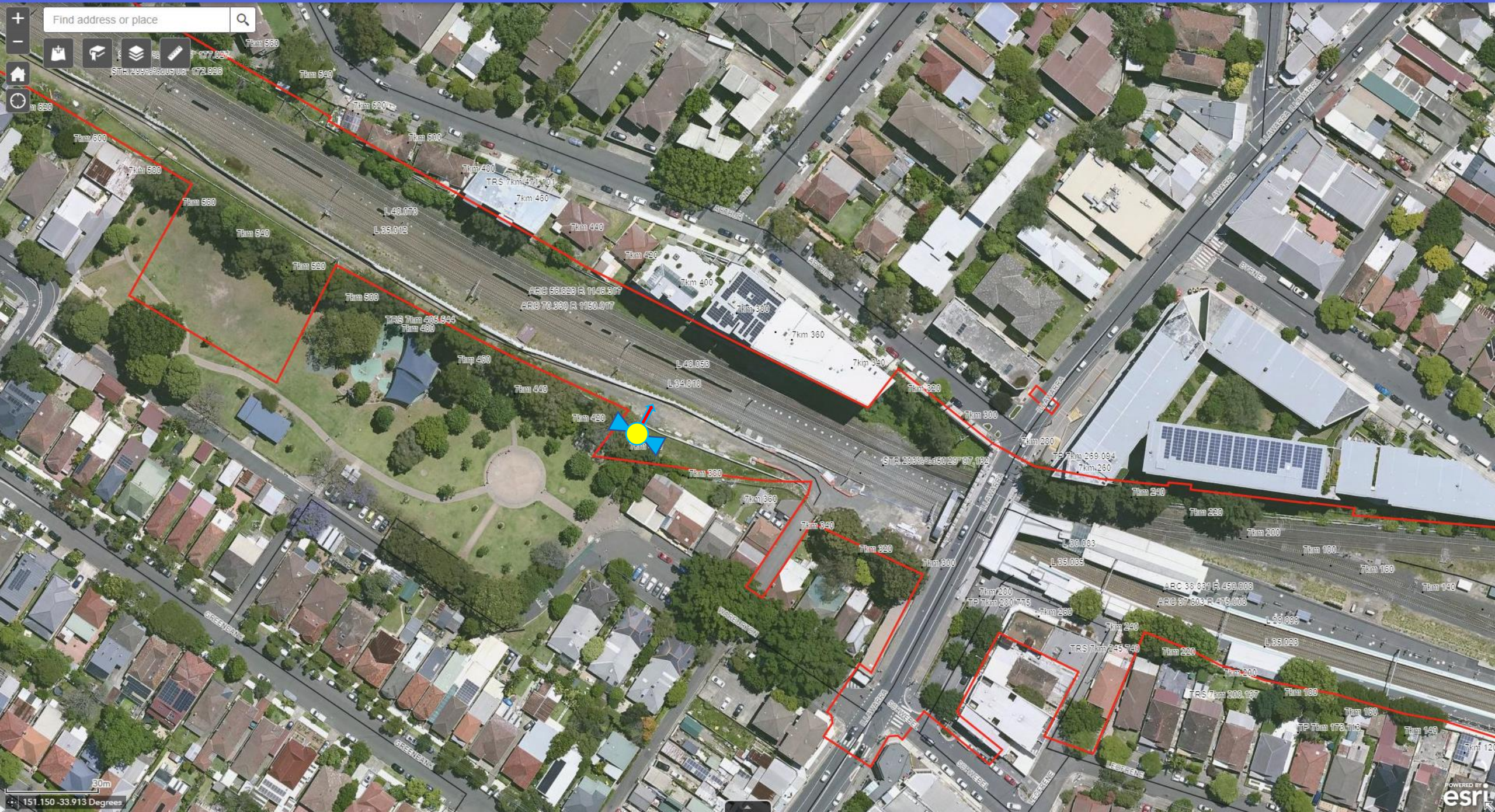
Table 2. 24 March 2024 Day Shift

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location	Predicted noise level LAeq, 15min at resident	Compliant	Comments
1	Location a (NCA01) 35m N of 1 Charlotte Ave, Marrickville Continues Monitoring	24/02/2024	Day to Evening 7:00 to 14:45	General track related construction activities	<ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dump Site lights 	65	70	YES	<ul style="list-style-type: none"> RBL: 38 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 65 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (65 dB) is lower than the predicted level (70 dB) Predicted noise levels (Day shift works) in this area triggered offers for Respite.
2	Location b (NCA01) 21m NW of 17 Warburton St, Marrickville Continues Monitoring		Day to Evening 7:00 to 22:00			62	67	YES	<ul style="list-style-type: none"> RBL: 38 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 62 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (62 dB) is lower than the predicted level (67 dB) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.
3	Location c (NCA02) 32m E of 22 Kays Ave West, Dulwich Hill Continues Monitoring		Day to Evening 7:00 to 22:00			62	61	YES	<ul style="list-style-type: none"> RBL: 38 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 62 dB due to general construction noise between the hours 07:00 to 22:00. The Highest Daytime LAeq in work period (62 dB) is higher than the predicted level (61 dB) However Predicted noise levels (Day shift works) in this area did not trigger offers for Respite. Actual noise levels (Day shift works) in this area did not trigger offers for Respite. No additional mitigation measures required.
4	Location d (NCA02) 15m N of 81 Ewart St, Dulwich Hill Continues Monitoring		Day to Evening 7:00 to 22:00			66	68	YES	<ul style="list-style-type: none"> RBL: 38 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 66 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (66 dB) is lower than the predicted level (68 dB) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.
5	Location e (NCA03) 18m S of 74-76 Floss St, Hurlstone Park Continues Monitoring		Day to Evening 7:00 to 15:00			47	63	YES	<ul style="list-style-type: none"> RBL: 38 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 47 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (47 dB) is lower than the predicted level (63 dB) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.
6	Location f (NCA04) 2m NW of 10B Charles St, Canterbury Continues Monitoring		Day to Evening 7:00 to 22:00			65	78	YES	<ul style="list-style-type: none"> RBL: 40 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 65 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (65 dB) is higher than the predicted level (78 dB) Predicted noise levels (Day shift works) in this area triggered offers for Respite.
7	Location g (NCA07) 55m E of 1A Lark St, Belmore Continues Monitoring		Day to Evening 7:00 to 15:30			66 (Calculated highest LAeq in work period at the nearest resident is 61)	61	YES	<ul style="list-style-type: none"> RBL: 41 LAeq15min matched predictions. Noise monitor detect highest LAeq15min value of 61 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (61 dB) is higher than the predicted level (61 dB) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.
8	Location h (NCA12) 18m N of 242 South Terrace, Bankstown Continues Monitoring		Day to Evening 7:00 to 16:15			64	69	YES	<ul style="list-style-type: none"> RBL: 54 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 64 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (64 dB) is higher than the predicted level (69 dB) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.

Find address or place

Map navigation controls: Home, Layers, Full Screen, Print, Share, and a 30m scale bar.





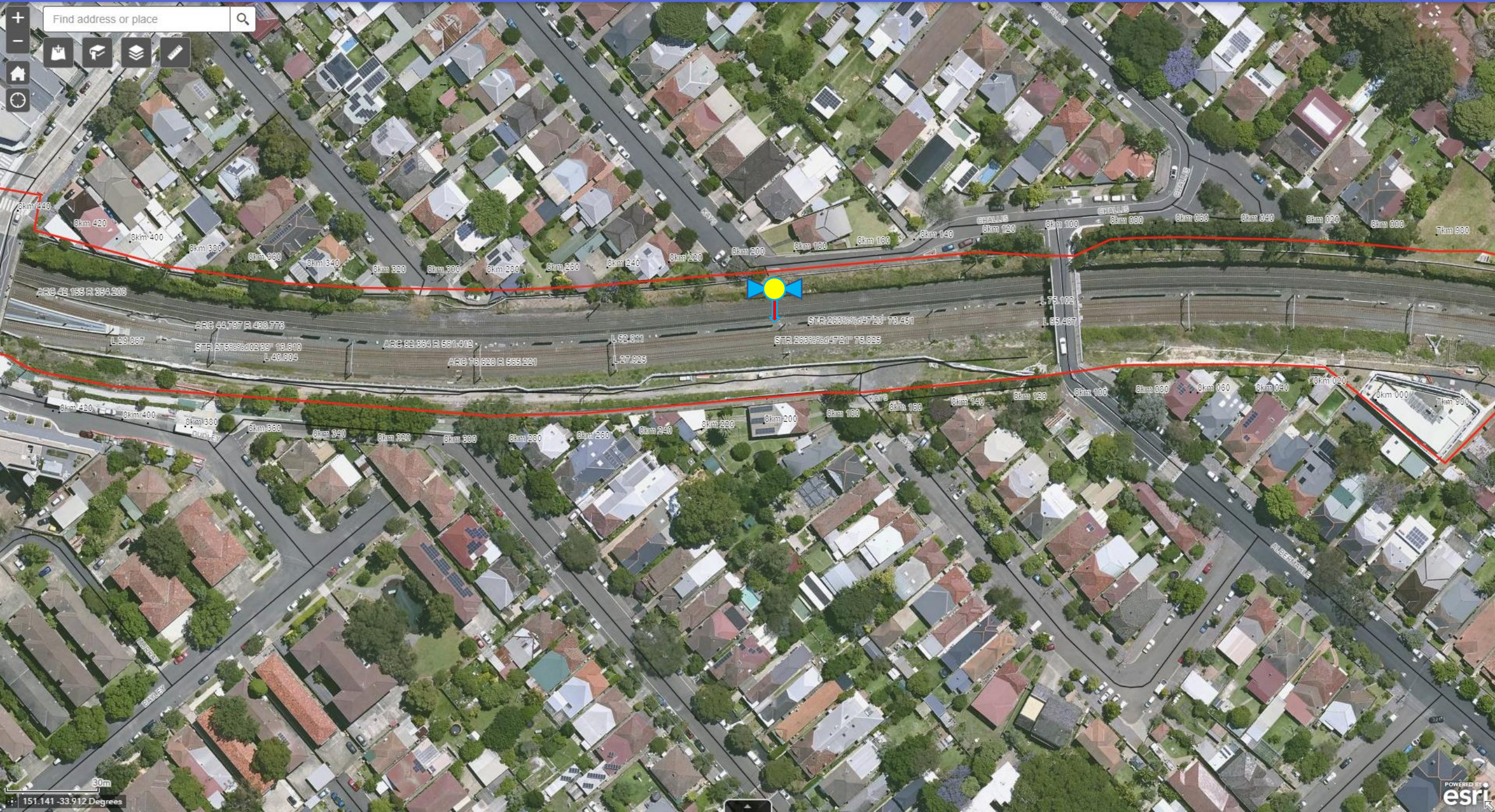
Find address or place



Map navigation controls: Home, Layers, Full Screen, Print, Share, and zoom in/out buttons.

30m scale bar and coordinates: 151.150 -33.913 Degrees

Find address or place



30m
151.141 -33.912 Degrees

Find address or place



Find address or place

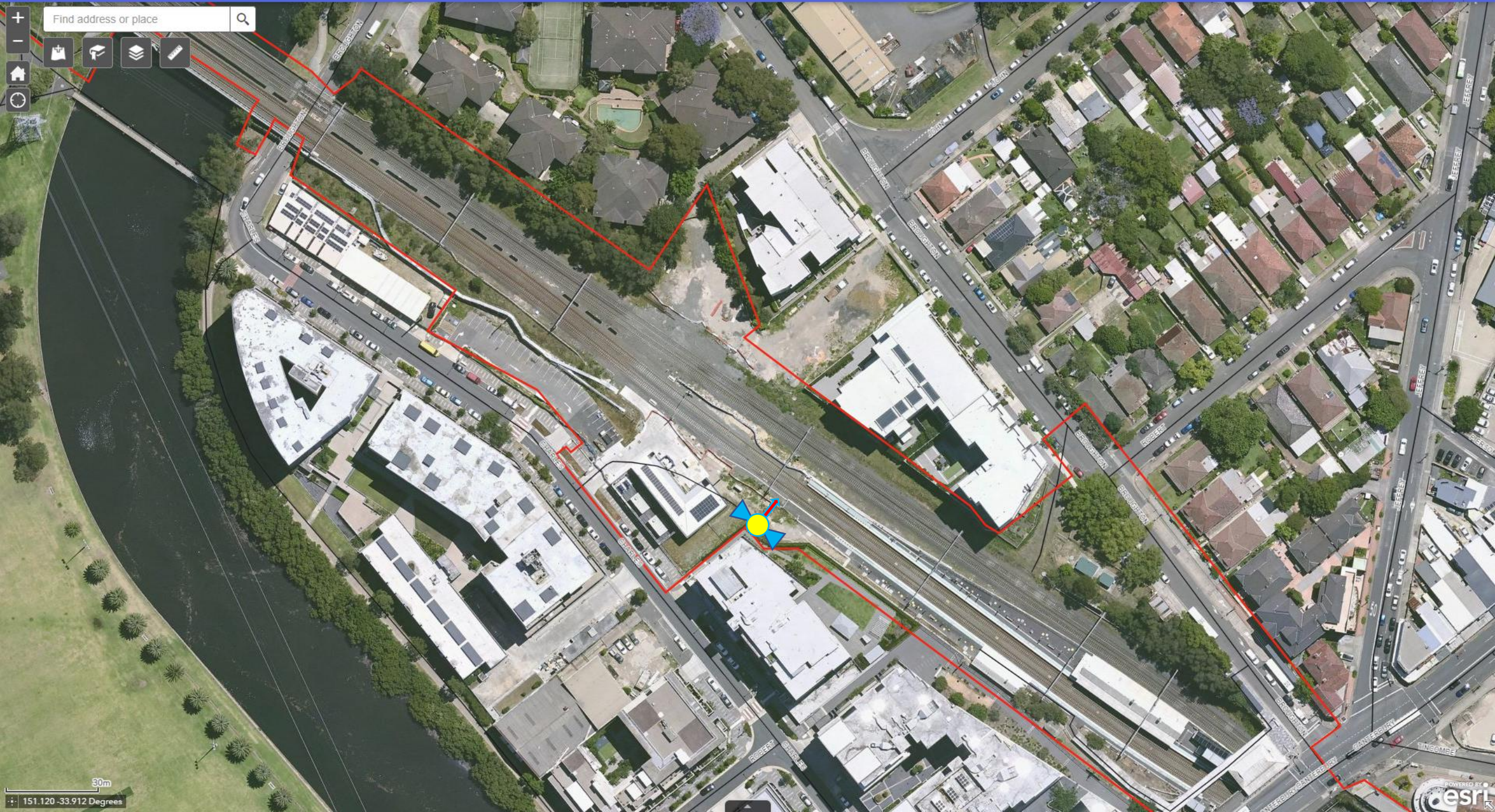


Map navigation controls: Home, Full Screen, Layers, Measure, Rotate, and a compass icon.



30m scale bar and coordinates: 151.128 -33.910 Degrees

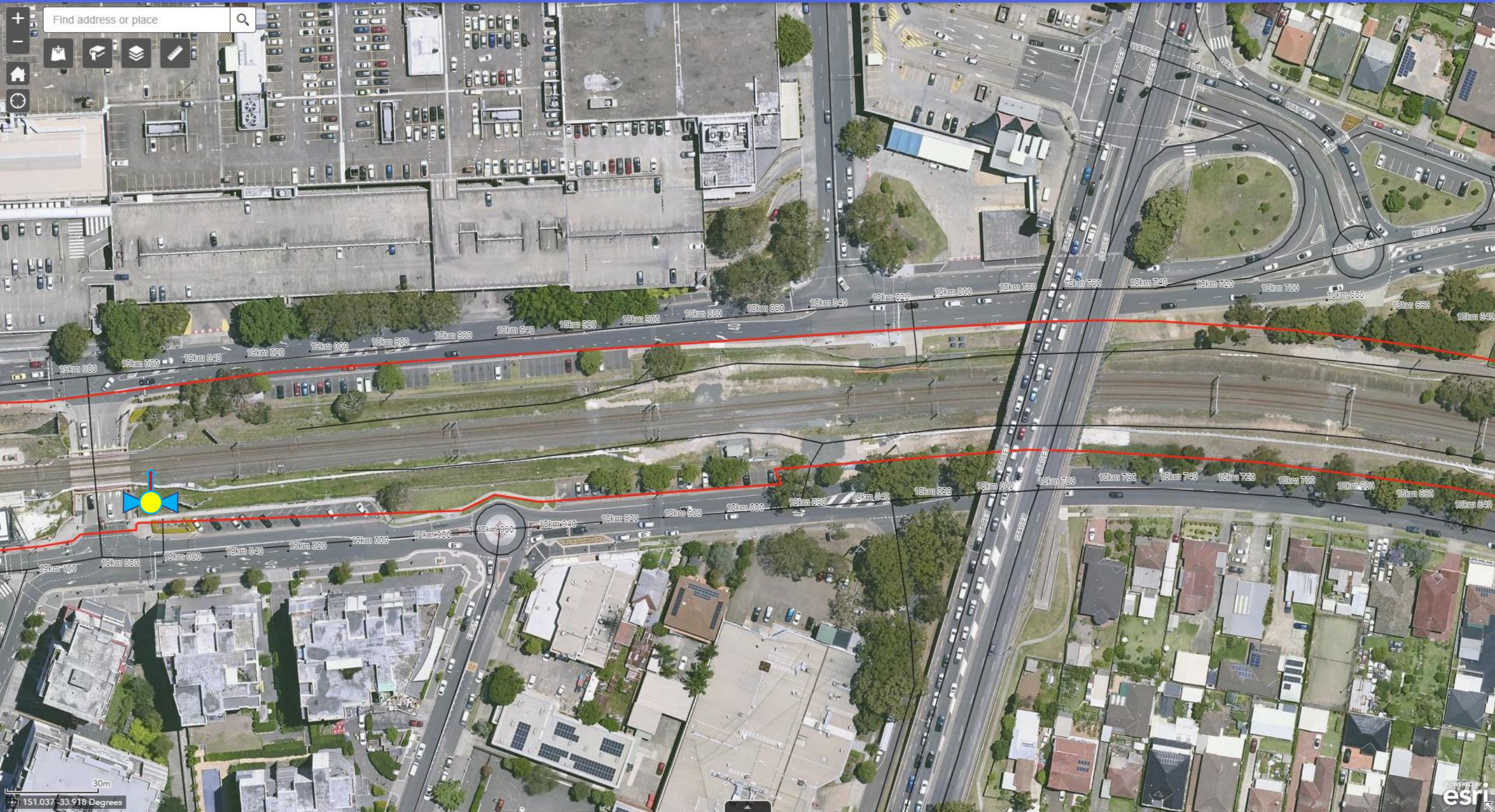
Find address or place



Find address or place



Find address or place



Attachment 2 – Community Notification

Community Notifications were provided to residents of:

- Sydenham
- Marrickville
- Canterbury
- Hurlstone Park
- Dulwich Hill
- Campsie
- Belmore
- Wiley Park
- Punchbowl to Bankstown

Please refer to the following community notifications for works.

Notification – Marrickville

March 2024

Sydney Metro is Australia’s biggest public transport project.

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

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

Passenger services from Chatswood to Sydenham will commence in mid-2024, then onto Bankstown in 2025.

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

Location	Details of work during standard construction hours (daytime)
Marrickville (along the rail corridor):	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • De-vegetation and tree clearing throughout the rail corridor where required • Mobilisation and demobilisation of plant and materials • Investigations on Livingstone Road bridge and modification to Victoria Road rail underpass including lane closures and removal of parking and bike lanes • Work related to security fence installation • Installation of and modification of cable service route (CSR) • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor as required • Installation of cables and trackside equipment • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring
Around Marrickville Station	<ul style="list-style-type: none"> • Work related to security fence installation • Testing and commissioning activities • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Minor electrical work at station buildings and platforms • Minor work on Platform 0 fencing • Landscaping and remediation activities as required
Services building site in the rail corridor, off Victoria Road	<ul style="list-style-type: none"> • Mobilisation and demobilisation of plant and materials • Work related to security fence installation • Ongoing termination and cabling work at services buildings • Local cabling, mechanical and electrical fit, linewise high voltage energisation, finishing work, surface painting and testing of padmounts • Energisation of MSB low voltage systems via padmount • Switchboard modifications for intertripping • Landscaping and remediation activities as required
Substation site (off Randall Street behind Albermarle Street)	<ul style="list-style-type: none"> • Mobilisation and demobilisation of plant and materials • Work related to security fence installation • Installation of cables and cable supports, cable tray structure and canopy as well as testing, mechanical and electrical fitout inside Traction Substation Building • Removal of current substation canopy to prepare for future upgrade work • Landscaping and remediation activities, including maintenance of new trees and shrubs • Traffic control to facilitate truck movements from Livingstone Road into Randall Street • Operation of transformers for testing and commissioning purposes, 24/7

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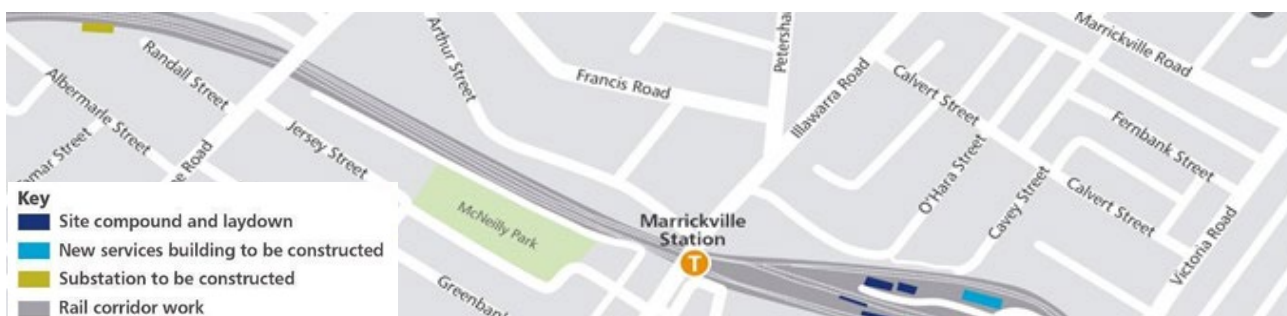
Out-of-hours works

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

Date / Time	Details of out-of-hours work
<p>Upcoming rail possession:</p> <p>Saturday 23 March to Sunday 24 March 2024</p> <p>(24/7 work)</p>	<ul style="list-style-type: none"> • De-vegetation and tree clearing throughout the rail corridor where required • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Work related to overhead wiring upgrades • Various work related to the segregation and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor as required • Track related construction activities • Investigations on Livingstone Road bridge and modifications to Victoria Road rail underpass including lane closures and removal of parking and bike lanes • Installation of, and modification of cable service route (CSR) • Installation of brackets and containments on the station platform • Operation of generators for testing and commissioning of padmount transformers • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment along the rail corridor • Testing and commissioning of equipment and services • Removal of current substation canopy, in preparation for installation of upgraded covering with additional noise protection at the Dulwich Hill substation site • Preliminary visual inspection of the underside of bridges and adjacent overhead wiring
<p>Mid-week between 6pm and 7am (for no more than 3 nights per week)</p>	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for out-of-hours work • Operation of generators for testing and commissioning of padmount transformers, 24/7 • Installation of cables and trackside equipment in the rail corridor • Testing and commissioning of equipment and services

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

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



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

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

Notification – Dulwich Hill

March 2024

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Passenger services from Chatswood to Sydenham will commence in mid-2024, then onto Bankstown in 2025.

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

Location	Details of work during standard construction hours (daytime)
Dulwich Hill (along the rail corridor)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Installation of brackets and containments on the station platform • De-vegetation and tree clearing around the rail corridor where required • Work related to security fence installation • Installation of and modification of cable service route (CSR) • Parking removal and lane closures to facilitate plant/truck operation as well as parking and access at various locations along the corridor as required • Installation of cables and trackside equipment • Utility locating and associated activities
Around Dulwich Hill Station	<ul style="list-style-type: none"> • Minor fitout and commissioning work within new platform rooms • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Parking removal and lane closures to facilitate plant and truck operation, with parking and access at various locations along the corridor as required • Temporary footpath closure along Wardell Road for underground utility service locating, traffic management will be in place for the duration of work
Services building site at Ewart Lane	<ul style="list-style-type: none"> • Services commissioning work within service building • Ongoing termination, cabling and testing work at Metro Services Building • Local cabling, mechanical and electrical fit, linewise high voltage energisation, finishing work, surface painting and testing of padmounts • Energisation of Metro Services Building low voltage systems via padmount
Substation site (off Randall Street behind Albermarle Street, Marrickville)	<ul style="list-style-type: none"> • Work related to security fence installation • Installation of cables and cable supports, cable tray structure and canopy as well as mechanical and electrical fitout and testing inside traction substation building • Removal of current substation canopy, in preparation for installation of upgraded covering with additional noise protection • Landscaping and remediation activities, including maintenance of new trees and shrubs • Traffic control to facilitate truck movements from Livingstone Road into Randall Street • Operation of transformers for testing and commissioning purposes

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Out-of-hours work

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

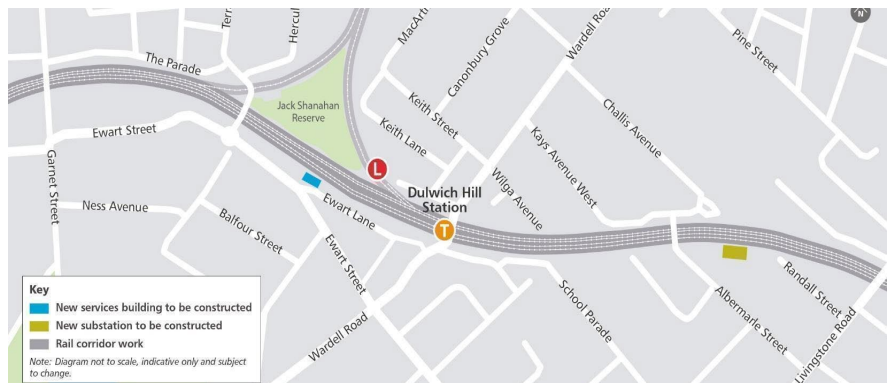
Date / time	Details of out-of-hours work
<p>Upcoming rail possession:</p> <p>Saturday 23 March to Sunday 24 March 2024</p> <p>(24/7 work)</p>	<ul style="list-style-type: none"> • De-vegetation and tree clearing around the rail corridor where required • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Work related to overhead wiring upgrades • Work related to the segregation and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant and truck operation, parking and access at various locations along the corridor as required • Installation of and modification of cable service route (CSR) • Installation of brackets and contaminants on the station platform • Testing and commissioning of new communications and signalling systems • Operation of generators for testing and commissioning of padmount transformers, 24/7 • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment along the rail corridor • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring
<p>Mid-week work between 6pm and 7am (for no more than 3 nights per week)</p>	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Operation of generators for testing and commissioning of padmount transformers, 24/7 • Testing and commissioning of equipment and services • Installation of cables and trackside equipment in the rail corridor

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

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

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

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



1800 171 386 Community information line open 24 hours

southwestmetro@transport.nsw.gov.au

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

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

Notification – Hurlstone Park

March 2024

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

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

Passenger services from Chatswood to Sydenham will commence in mid-2024, then onto Bankstown in 2025.

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

Location	Details of work during standard construction hours (daytime)
Hurlstone Park (along the rail corridor):	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • De-vegetation and tree clearing around the rail corridor where required • Work related to security fence installation • Installation of brackets and containments on the station platform • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor as required • Installation of and modification of cable service route • Installation of cables and trackside equipment • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring
Around Hurlstone Park Station	<ul style="list-style-type: none"> • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings
Services building site off Railway Street	<ul style="list-style-type: none"> • Mobilisation and demobilisation of plant and materials • Work related to security fence installation • De-vegetation and tree clearing around the rail corridor where required • Installation of the Trellis system • Installation of a new gate at the Metro Services Building • Local cabling, mechanical and electrical fit, linewise high voltage energisation, termination, finishing work, surface painting and testing of padmounts • Energisation of Metro Services Building low voltage systems via padmount • Remediation of landscaped areas as required
Substation site, off Hutton Street	<ul style="list-style-type: none"> • Work related to security fence installation • De-vegetation and tree clearing around the rail corridor where required • Installation and testing of cables and cable supports, as well as mechanical and electrical fitout inside traction substation building • Landscaping and remediation activities, including maintenance of trees and shrubs • Traffic control to facilitate truck movements on Hutton Street, as required • Operation of transformers for testing and commissioning purposes, 24/7 • Cabling, mechanical and electrical fitout and finishing works for padmounts, including testing and surface painting

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

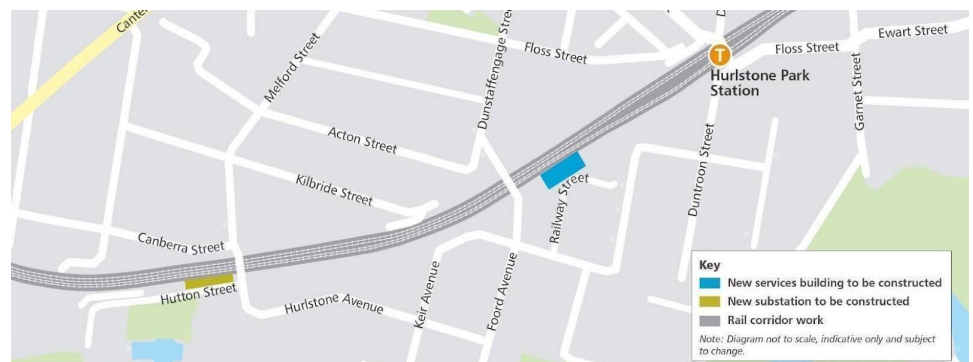
Out-of-hours work

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

Date / Time	Details of out-of-hours work
<p>Upcoming rail possession:</p> <p>Saturday 23 March to Sunday 24 March 2024</p> <p>(24/7 work)</p>	<ul style="list-style-type: none"> • Mobilisation and demobilisation of plant and materials • Delivery of plant and materials • Work related to overhead wiring upgrades • Work related to the segregation and security fence installation within the rail corridor • Installation of and modification to cable service routes • Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor, as required • Installation of brackets and contaminants on the station platform • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment along the rail corridor • Operation of generators for testing and commissioning of padmount transformers • Testing and commissioning of equipment and services • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring
<p>Mid-week between 6pm and 7am (for no more than 3 nights per week)</p>	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Operation of generators for testing and commissioning of padmount transformers, 24/7 • Installation of cables and trackside equipment within the rail corridor • Testing and commissioning of equipment and services

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

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



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

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Notification – Canterbury

March 2024

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Passenger services from Chatswood to Sydenham will commence in mid-2024, then onto Bankstown in 2025.

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

Location	Details of work during standard construction hours (daytime)
Canterbury (along the rail corridor)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • De-vegetation and tree clearing around the rail corridor where required • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Work related to security fence installation and combined services routes within the corridor • Parking removal and lane closures to facilitate plant/truck operation as well as parking and access at various locations along the corridor as required • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring • Ongoing termination and cabling work at services buildings • Installation of cables and trackside equipment • Local cabling, mechanical and electrical fitout, linewise high voltage energisation, finishing work, surface painting and testing of padmounts • Energisation of metro services building low voltage systems via padmount
Around Canterbury station	<ul style="list-style-type: none"> • Testing and commissioning activities • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Minor work on the concourse, Platform 1 stairs and Platform 0 fencing • Minor electrical and containment work at the station building/platforms • Minor work on concourse and walkway pavers
Former Bowling Club	<ul style="list-style-type: none"> • De-vegetation and tree clearing throughout the rail corridor where required • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
Substation site off Hutton Street	<ul style="list-style-type: none"> • Installation and testing of equipment, cables and cable supports as well as mechanical and electrical fitout inside traction substation building • Landscaping and remediation activities, including maintenance of trees and shrubs • Traffic control to facilitate truck movements on Hutton Street, if required • Operation of transformers for testing and commissioning purposes • Cabling, mechanical and electrical fit-out and finishing work for padmounts, including testing

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

Out-of-hours work

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

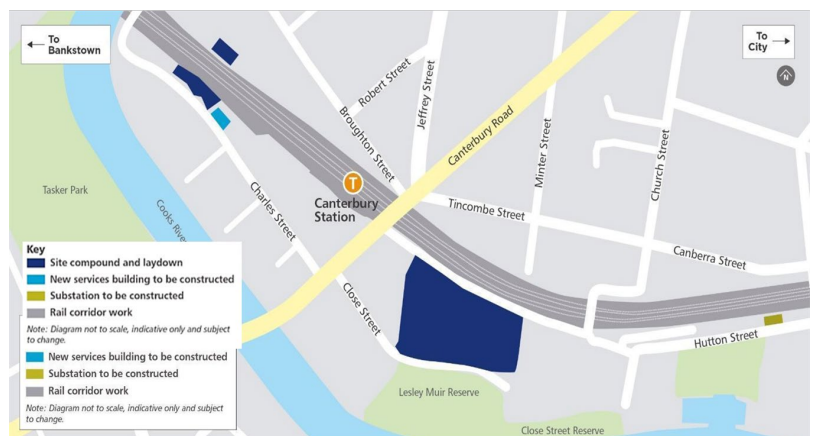
Date / Time	Details of out-of-hours work
<p>Upcoming rail possession:</p> <p>Saturday 23 March to Sunday 24 March 2024</p> <p>(24/7 work)</p>	<ul style="list-style-type: none"> • De-vegetation and tree clearing around the rail corridor where required • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Work related to overhead wiring upgrades • Work related to the segregation and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor • Installation of brackets and containments • Installation of equipment, cables, cable trays and cabinets in station rooms and buildings • Installation of cables and trackside equipment along the rail corridor • Minor work at the concourse, Platform 1 stairs and Platform 0 fencing • Minor electrical and containment work at the station building and platforms • Minor work on concourse and walkway pavers • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring
<p>Mid-week between 6pm and 7am (for no more than 3 nights per week)</p>	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Operation of generators for testing and commissioning of padmount transformers, 24/7 • Testing and commissioning of new communications and signalling systems • Minor works on concourse and walkway pavers • Installation of cables and trackside equipment in the rail corridor

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

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

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

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



 **1800 171 386** Community information line open 24 hours

 southwestmetro@transport.nsw.gov.au

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

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Notification – Campsie

March 2024

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Passenger services from Chatswood to Sydenham will commence in mid-2024, then onto Bankstown in 2025.

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

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

Location	Details of work during standard construction hours (daytime)
Campsie (along the rail corridor)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • De-vegetation and tree clearing throughout the rail corridor where required • Work related to security fence installation • Parking removal and lane closures to facilitate plant/truck operation and parking and access at various locations along the corridor, as required • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring • Installation of cables and trackside equipment
Around Campsie Station	<ul style="list-style-type: none"> • Installation of encasement for cable containment between Platform 2 and Lilian Lane • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Defect rectification as required
Services building site at Lilian Lane opposite Dewar Street	<ul style="list-style-type: none"> • Installation of roller shutters inside the services building • Ongoing termination and cabling work at services buildings • Installation of cables and testing activities • Local cabling, mechanical and electrical fitout, linewise high voltage energisation, finishing work, surface painting and testing of padmounts • Energisation of Metro Services Building low voltage systems via padmount
Substation site (Off Lilian Street)	<ul style="list-style-type: none"> • Installation of cables and cable supports as well as mechanical and electrical fitout inside the traction substation building • Landscaping and remediation activities, including planting and maintenance of new trees and shrubs • Traffic control to facilitate truck movements on Lilian Street, as required • Operation of transformers for testing and commissioning purposes

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Out-of-hours work

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

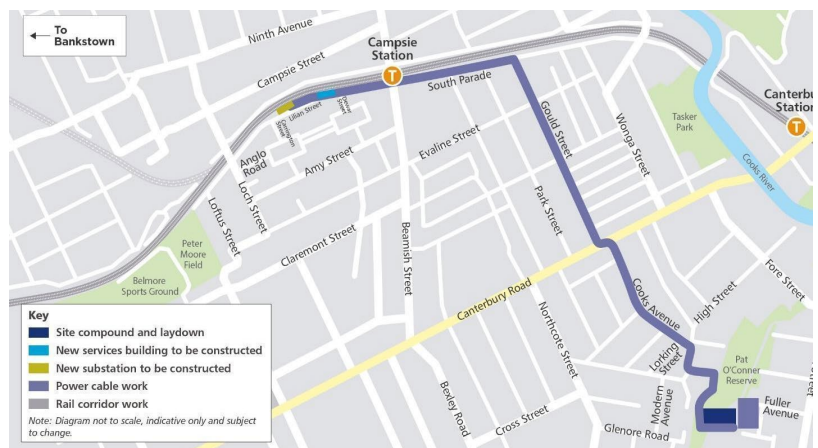
Date / time	Details of out-of-hours work
<p>Upcoming rail possession:</p> <p>Saturday 23 March to Sunday 24 March 2024</p> <p>(24/7 work)</p>	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • De-vegetation and tree clearing around the rail corridor where required • Mobilisation and demobilisation of plant and materials • Work related to overhead wiring upgrades • Work related to the segregation and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor, as required • Work related to the combined services route within the corridor • Internal work and installation of brackets and containments on station platform • Installation of equipment, cables, cable trays, trackside equipment and cabinets in station rooms and buildings • Testing and commissioning of new communications and signalling systems • Operation of generators for testing and commissioning of padmount transformers • Preliminary visual inspection of the underside of bridges and adjacent overhead wiring
<p>Mid-week work between 6pm and 7am (for no more than 3 nights per week)</p>	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Operation of generators for testing and commissioning of padmount transformers, 24/7 • Testing and commissioning of equipment and services • Installation of cables and trackside equipment in the rail corridor

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

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

Keeping you informed

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Notification – Belmore

March 2024

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Passenger services from Chatswood to Sydenham will commence in mid-2024, then onto Bankstown in 2025.

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

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

Location	Details of work during standard construction hours (daytime)
Belmore (along the rail corridor)	<ul style="list-style-type: none"> • Site investigations, surveys, utility locating and associated activities • Delivery of plant and materials • De-vegetation and tree clearing around the rail corridor where required • Work related to security fence installation • Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor, as required • Installation of cables and trackside equipment
Around Belmore Station and at the services building site (off Redman Parade, adjacent to the rail line)	<ul style="list-style-type: none"> • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Ongoing termination and cabling work at services buildings • Local cabling, mechanical and electrical fitout and high voltage energisation, finishing work, surface painting and testing of padmounts • Energisation of Metro Services Building low voltage systems via padmount • Parking removal and lane closure to facilitate plant/truck operation, parking and access at various locations along the rail corridor • Temporary footpath closure along Burwood Road for underground utility service locating (traffic management will be in place for the duration of work)
Belmore site compound (Bridge Road)	<ul style="list-style-type: none"> • Delivery and storage of materials, including cables, cable drums, light and heavy vehicles • Ongoing truck and traffic movements in and out of site, occasionally managed by traffic control
Lakemba substation, off The Boulevarde, near Taylor Street	<ul style="list-style-type: none"> • Installation of perimeter fencing • Installation of cables, cable supports, conduits, and transformers as well as mechanical and electrical fitout • Landscaping, including planting and maintenance of new trees and shrubs • Traffic control to facilitate truck movements on The Boulevarde, as required • High voltage energisation of substation • Operation of generators for testing and commissioning of padmount transformers • Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing

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Out-of-hours works

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Date / time	Details of out-of-hours work
<p>Upcoming rail possession:</p> <p>Saturday 23 March to Sunday 24 March 2024</p> <p>(24/7 work)</p>	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • De-vegetation and tree clearing throughout the rail corridor where required • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Work related to overhead wiring upgrades • Work related to the segregation and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor, as required • Testing and commissioning of new communications and signalling systems • Operation of generators for testing and commissioning of padmount transformers, 24/7 • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings and along the rail corridor • Utility location and associated activities • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring
<p>Mid-week work between 6pm and 7am (for no more than 3 nights per week)</p>	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for out-of-hours work • Operation of generators for testing and commissioning of padmount transformers, 24/7 • Testing and commissioning of equipment and services • Installation of cables and trackside equipment in the rail corridor

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

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

Keeping you informed

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Notification – Lakemba

March 2024

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Passenger services from Chatswood to Sydenham will commence in mid-2024, then onto Bankstown in 2025.

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

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

Location	Details of work during standard construction hours (daytime)
Lakemba (along the rail corridor):	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Work related to security fence installation • De-vegetation and tree clearing around the rail corridor where required • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor as required • Temporary footpath closure along the rail corridor on The Boulevarde between Ernest Street and King Georges Road • Temporary footpath closure along the rail corridor between Railway Parade and King Georges Road (pedestrian diversion via Alice Street North and Lakemba Street) • Installation of cables and trackside equipment • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring
Around Lakemba station (Railway Parade and The Boulevarde):	<ul style="list-style-type: none"> • Minor civil, mechanical and electrical work • Minor defect remediation work • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings
Services building site on Railway Parade near Bellevue Avenue:	<ul style="list-style-type: none"> • Minor civil, mechanical and electrical work at the services building • Ongoing termination and cabling work at services building • Local cabling, mechanical and electrical fit, linewise high voltage energisation, finishing work, surface painting and testing of padmounts • Energisation of metro services building low voltage systems via padmount
Lakemba substation, off The Boulevarde, near Taylor Street:	<ul style="list-style-type: none"> • Installation of perimeter fencing • Installation of cables, cable supports, conduits, and transformers as well as mechanical, electrical fit outs and testing activities • Landscaping, including planting and maintenance of new trees and shrubs • Traffic control to facilitate truck movements on The Boulevarde, as required • High voltage energisation of substation • Operation of generators for testing and commissioning of padmount transformers 24/7 • Cabling, mechanical and electrical fit-out, testing and finishing works for padmounts

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Out-of-hours works

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

Date / Time	Details of out-of-hours work
<p>Upcoming rail possession:</p> <p>Saturday 23 March to Sunday 24 March 2024</p> <p>(24/7 work)</p>	<ul style="list-style-type: none"> • De-vegetation and tree clearing throughout the rail corridor where required • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Work related to overhead wiring upgrades • Work related to the segregation and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor, as required • Temporary footpath closure along the rail corridor on The Boulevard between Ernest Street and King Georges Road and Railway Parade and King Georges Road • Installation of brackets and containments on the station platform • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment along the rail corridor • Operation of generators for testing and commissioning of padmount transformers • Testing and commissioning of equipment and services • Minor civil, mechanical and electrical work at station and services building • Minor defect remediation work • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring
<p>Mid-week between 6pm and 7am (for no more than 3 nights per week)</p>	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Operation of generators for testing and commissioning of padmount transformers, 24/7 • Installation of cables and trackside equipment in the rail corridor • Testing and commissioning of new communications and signalling systems

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

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



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Notification – Wiley Park

March 2024

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Passenger services from Chatswood to Sydenham will commence in mid-2024, then onto Bankstown in 2025.

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

Location	Details of work during standard construction hours (daytime)
Wiley Park (along the rail corridor)	<ul style="list-style-type: none"> • Testing and commissioning activities • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • De-vegetation and tree clearing throughout the rail corridor where required • Work related to security fence installation • Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor as required • Temporary footpath closure along the rail corridor on The Boulevard between Ernest St and King Georges Road • Temporary footpath closure along the rail corridor between Railway Parade and King Georges Road (pedestrian diversion via Alice St North and Lakemba Street to King Georges Road) • Installation of cables and trackside equipment • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring • Ongoing termination and cabling work at services buildings • Local cabling, mechanical and electrical fit, linewise high voltage energisation, finishing work, surface painting and testing of padmounts • Energisation of metro services building low voltage systems via padmount
Wiley Park Station	<ul style="list-style-type: none"> • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Landscaping and remediation work as required

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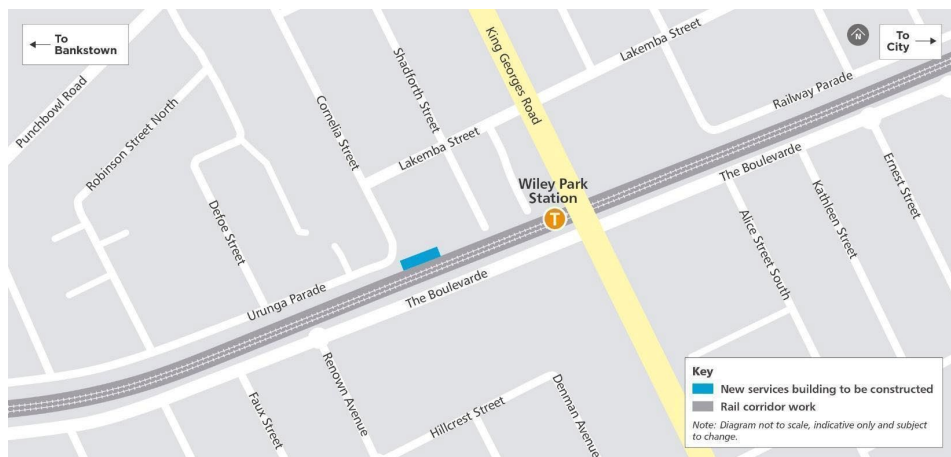
Out-of-hours works

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Date / Time	Details of out-of-hours work
<p>Upcoming rail possession:</p> <p>Saturday 23 March to Sunday 24 March 2024</p> <p>(24/7 work)</p>	<ul style="list-style-type: none"> • 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 overhead wiring upgrades • Installation of brackets and containments on the station platform • Work related to the security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor as required • Temporary footpath closure along the rail corridor on The Boulevard between Ernest Street and King Georges Road and Railway Parade and King Georges Road • Testing and commissioning of new communications and signalling systems • Operation of generators for testing and commissioning of padmount transformers • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment along the rail corridor • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring
<p>Mid-week between 6pm and 7am (for no more than 3 nights per week)</p>	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Operation of generators for testing and commissioning of padmount transformers, 24/7 • Testing and commissioning of equipment and services • Installation of cables and trackside equipment in the rail corridor

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





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Keeping you informed

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Notification – Punchbowl to Bankstown

March 2024

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Passenger services from Chatswood to Sydenham will commence in mid-2024, then onto Bankstown in 2025.

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

Location	Details of work during standard construction hours (daytime)
Punchbowl to Bankstown (along the rail corridor)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • De-vegetation and tree clearing throughout the rail corridor where required • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Various work to establish the new metro platform at Bankstown Station • Work related to security fence installation • Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor as required • Installation of cables and trackside equipment • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring
Punchbowl Station and surrounding areas & Concourse	<ul style="list-style-type: none"> • Installation of cladding to overhead containment • Drainage work around the lifts • Adjustment to community facilities including the accessible toilet • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Landscaping and remediation work as required
Services building site off Urunga Parade, adjacent to the rail line	<ul style="list-style-type: none"> • Ongoing termination and cabling work at services buildings • Local cabling, mechanical and electrical fit, linewise high voltage energisation, finishing work, surface painting and testing of padmounts • Energisation of metro services building low voltage systems via padmount
Punchbowl substation, off South Terrace near Scott Street	<ul style="list-style-type: none"> • Installation of perimeter fencing • Installation of equipment, cables, cable supports, conduits and transformers as well as mechanical and electrical fit out and testing • Landscaping including planting and maintenance of new trees and shrubs • Site amenities relocation • Traffic control to facilitate truck movements on South Terrace, as required • High voltage energisation of substation • Operation of transformers for testing and commissioning purposes, 24/7 • Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing and surface painting

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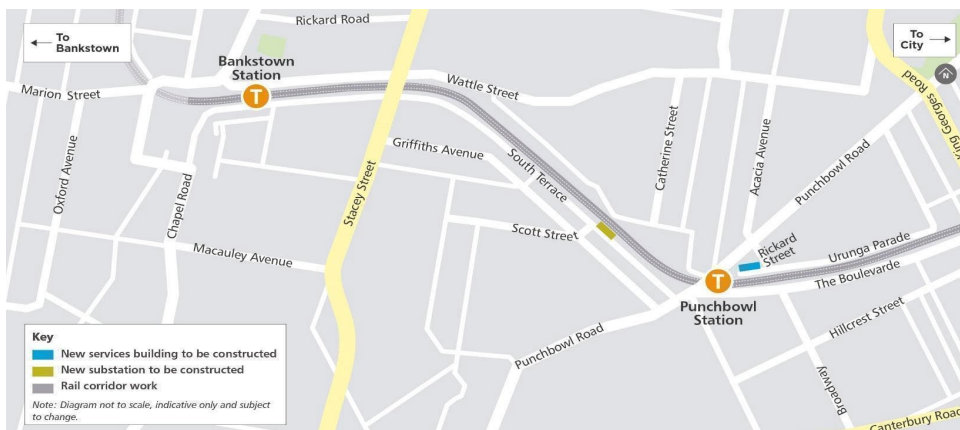
Out-of-hours works

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

Date / time	Details of out-of-hours work
<p>Mid-week work between 6pm and 7am (for no more than 3 nights per week)</p>	<ul style="list-style-type: none"> ● Site investigations, surveys and associated activities ● Mobilisation and demobilisation of plant and materials ● Operation of generators for testing and commissioning of padmount transformers, 24/7 ● Testing and commissioning of new communications and signalling systems ● Installation of equipment, cables, cable tray and cabinets in station rooms and buildings ● Installation of cables and trackside equipment along the rail corridor ● Cable pulling around Bankstown Station
<p>Upcoming rail possession:</p> <p>Saturday 23 March to Sunday 24 March 2024</p> <p>(24/7 work)</p>	<ul style="list-style-type: none"> ● 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 overhead wiring upgrades ● Work related to the security fence installation within the rail corridor ● Parking removal and lane closures to facilitate plant/truck operation, as well as parking and access at various locations along the corridor as required ● Building of the new metro platform at Bankstown Station and associated work ● Installation of brackets on station platform ● Operation of generators for testing and commissioning of padmount transformers ● Installation of equipment, cables, cable tray and cabinets in station rooms and buildings ● Installation of cables and trackside equipment along the rail corridor ● Cable pulling around Bankstown Station ● Preliminary visual inspections of the underside of bridges and adjacent overhead wiring

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

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



Keeping you informed

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

 **1800 171 386** Community information line open 24 hours

 southwestmetro@transport.nsw.gov.au

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

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

EPL 21147

R4.4 Validation Report

April Shut 2024
(13/04/24 - 24/04/24)

MGF installation, Security Fence Piling, Segregation and Security Fence Post & Panels, ULX, Platform Brackets, OHWiring Activities, Trenching for HV, Bridge Works, Hi-rail pad Drainage / Flood Mitigation Works, Bankstown Platform Activities and Cable Installation.

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
00	30/04/2024	Prepared for R4.4 Report	Zhengyi Zhang	Andre Kruize

Management reviews

Review date	Details	Reviewed by
01/05/2024	Review R4.4 Report	Lucas Dobrolot

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 worksite3
- 2. A copy of the community notification required under Condition L5.124
- 3. Noise monitoring as required by L5.8(d)4
- 4. Details of any exceedances of predicted noise levels;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

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Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 and provides evidence of compliance to the various CoA noted below. The JHLOR activities included daytime and out-of-hour works (nighttime periods and Sunday) carried out over a two-week period, between 13 April 2024 and 24 April 2024. Works were carried under condition L5.6 - Local Possessions at the following locations:

- Segregation fence – drilling for bolts & panel installation from Marrickville to Belmore Triangle
- Security fencing – augering of holes, post & panel installation at various locations through corridor
- Minor CSR activities. Installation of shallow GLT in ballast/CESS at various locations. Installation of local routes for new corridor gates
- Under Line Crossing (ULX)
- Hi-rail pad Drainage / Flood Mitigation Works
- Stations - Platform brackets and edge section infills (MGF).
- Associated activities related to Overhead Wiring – piling, portal and cable installation
- Trenching for HV at Bankstown station
- Bridge works
 - Victoria Rd –crash beam installation.
- Bankstown station activities
 - Structural Steel Installation
 - Precast panel Installation
 - UP Platform Insitu Topping
 - Trackside Mullions
 - Signal, GST & ULX works
- Cable pulling through GST at various locations through corridor.

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

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

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

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

- Excavators 3T, 6 and 13T (including jack hammer attachments)
- Balloon tyre dump trucks (Hydrema)
- Light vehicles
- Trucks
- Payloader
- Handheld powered and non-powered tools
- Vac Trucks
- EWP/telehandler
- Front-end loader
- Concrete truck and line pump
- Portable Generators
- Compressors

- Compactor
- Bogie
- Water pumps
- 4T Dumpy
- 60T crane
- Site lights

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

A copy of the community notification can be seen in **Attachment 2**.

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

Eight (8) real time noise monitoring instruments were progressively used at 11 locations (inside the corridor) across the project. Monitors were placed at the following locations:

- NCA 01 - (HEX505) adjacent to 29 & 31 Leofrene Ave back wall, Marrickville. 13 - 17/04/24
- NCA 01 - (HEX514) 12m NW of 17 Warburton St, Marrickville. 20 - 24/04/24
- NCA 02 - (HEX514) 12m N of 1 Ewart Ln, Dulwich Hill. 13 - 20/04/24
- NCA 02 - (HEX516) 11m N of 81 Ewart St, Dulwich Hill. 13 - 24/04/24
- NCA 03 - (HEX351) 16m W of 2 Hopetoun St, Hurlstone Park. 13 - 24/04/24
- NCA 04 - (HEX519) 6m N of 10B Charles St, Canterbury. 13 - 24/04/24
- NCA 06 - (HEX505) 23m S of 3 Wilfred Avenue, Campsie. 17 - 24/04/24
- NCA 07 - (HEX513) 2m E of 1 & 3 Hall St back wall, Belmore. 20 - 24/04/24
- NCA 08 - (HEX513) 33m S of 54 Railway Parade, Lakemba. 13 - 20/04/24
- NCA 10 - (HEX312) 75m SW of 43 Urunga Parade, Punchbowl. 13 - 24/04/24
- NCA 12 - (HEX515) 86m NW of 2 A West Terrace, Bankstown 13 - 24/04/24

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

4. Details of any exceedances of predicted noise levels;

Continuous real time noise (data was collected at 11 locations over the two-week period and assessed. The main noise descriptors used are LAeq15min and LA max. The statistical analysis of LA90 and LA10 was also reviewed for applicable 15 min periods.

There were no exceedances of the noise predictions due to construction activities. Exceedances attributed to extraneous events are further discussed in **Appendix 1**. Extraneous events noted in this shut down were as follows;

- NCA02- generally throughout the shutdown attributed to ARTC freight operations
- NCA07- one event within one LAeq15min period attributed to emergency vehicle sirens
- NCA12- attributed to bird activity.

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

The following noise mitigation measures were implemented:

- All workers made aware of the expectations in relation to community and work sites through briefings at the OOHW prestart meeting.
- Works to only occur within the hours stipulated in the OOHW Permit.
- All plant, where possible to be positioned so that the exhaust (or noisiest side of the plant) is

directed away from sensitive receivers.

- 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. Gatherings are to be away from residential properties.
- Workers are to be mindful of residents when mobilizing and demobilizing.
- Noise mats are placed around standing equipment when positioned in close proximity to residents.

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

- Letter box drops.
- Use of 8 Real time noise monitoring instruments at 11 selected locations.
- A noise model was developed and where required (Sunday and nighttime periods), respite offers (RO) were provided for residents with predicted noise exceedance of over 20dB and alternative accommodation (AA) offered for residents with predicted noise exceedance of over 30dB above the background.

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

The works carried out during the scheduled April Shut down were completed under L5.6 (Local Possessions), as carrying out these works and activities during standard construction hours (specified in L5.1) would cause unacceptable safety risks to construction personnel, rail passenger, railways personnel safety and the railway network operational reliability.

Construction activities occurring within the rail corridor/danger zone can only be safely conducted during a rail possession and the absence of trains. All feasible and reasonable at-source noise controls were implemented in accordance with Condition L4.1, and noise mitigation measures were implemented in accordance with JHLORJV's CNVIS and Interim Construction Noise Guideline (DECC 2009).

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

This R4.4 Validation report has been submitted after completion of the shutdown. Any non-conformance will be documented in this report and reported in the Annual Return.

Attachment 1 – Noise Monitoring Results

- Monitoring Result
- Monitoring Location

Table 1. Continues monitoring result for Monitoring Location A

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location	Predicted noise level LAeq,15min at resident	Compliant	Comments
1	NCA 01 - (HEX505) <ul style="list-style-type: none"> Continuous Monitoring adjacent to 29 & 31 Leofrene Ave back wall, Marrickville 13 - 17/04/24 	13/04/2024	Day to Evening 7:00 to 22:00	General track related construction activities	<ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dumpy 60T crane Site lights 	62	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
2		13/04/2024 To 14/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			60	No Construction Activities		
3		14/04/2024	Day to Evening 7:00 to 22:00			65	67	Yes	<ul style="list-style-type: none"> RBL: 38 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 65 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (65 dB) is lower than the predicted level (67 dB) Predicted noise levels (Day shift works) in this area didn't trigger offers for Respite.
4		14/04/2024 To 15/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			62	66	Yes	<ul style="list-style-type: none"> RBL: 33 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 62 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (62 dB) is lower than the predicted level (66 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
5		15/04/2024	Day to Evening 7:00 to 22:00			64	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
6		15/04/2024 To 16/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			62	66	Yes	<ul style="list-style-type: none"> RBL: 33 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 62 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (62 dB) is lower than the predicted level (66 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
7		16/04/2024	Day to Evening 7:00 to 22:00			60	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
8		16/04/2024 To 17/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			57	66	Yes	<ul style="list-style-type: none"> RBL: 33 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 57 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (57 dB) is lower than the predicted level (66 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.

Table 2. Continues monitoring result for Monitoring Location B

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location	Predicted noise level LAeq, 15min at resident	Compliant	Comments
1	NCA 01 - (HEX514) <ul style="list-style-type: none"> • Continuous Monitoring • 12m NW of 17 Warburton St, Marrickville • 20 - 24/04/24 	20/04/2024	Day to Evening 11:15 to 22:00	General track related construction activities	<ul style="list-style-type: none"> • Excavators 3T, 6 and 13T (inc jack hammer attachments) • Balloon tyre dump trucks (Hydrema) • Light vehicles • Trucks • Payloader • Handheld powered and non-powered tools • Vac Trucks • EWP/telehandler • Front-end loader • Concrete truck and line pump • Portable Generators • Compressors • Compactor • Bogie • Water pumps • 4T Dumpy • 60T crane • Site lights 	68	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
2		20/04/2024 To 21/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			59	62	Yes	<ul style="list-style-type: none"> • RBL: 33 • LAeq15min below predictions. • Noise monitor detect highest LAeq15min value of 59 dB due to general construction noise between the hours 22:00 to 07:00. • The Highest LAeq in work period (59 dB) is lower than the predicted level (62 dB) • Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
3		21/04/2024	Day to Evening 7:00 to 22:00			61	65	Yes	<ul style="list-style-type: none"> • RBL: 38 • LAeq15min below predictions. • Noise monitor detect highest LAeq15min value of 61 dB due to general construction noise between the hours 07:00 to 22:00. • The Highest LAeq in work period (61 dB) is lower than the predicted level (65 dB) • Predicted noise levels (Day shift works) in this area didn't trigger offers for Respite.
4		21/04/2024 To 22/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			60	No Construction Activity		
5		22/04/2024	Day to Evening 7:00 to 22:00			63	Normal construction hours 8:00 – 18:00, No construction activity after 18:00.		
6		22/04/2024 To 23/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			61	No Construction Activity		
7		23/04/2024	Day to Evening 7:00 to 22:00			63	Normal construction hours 8:00 – 18:00, No construction activity after 18:00.		
8		23/04/2024 To 24/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			66	No Construction Activity		

Table 3. Continues monitoring result for Monitoring Location C

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location	Predicted noise level LAeq,15min at resident	Compliant	Comments
1	NCA 02 - (HEX514) <ul style="list-style-type: none"> Continuous Monitoring 12m N of 1 Ewart Ln, Dulwich Hill 13 - 20/04/24 	13/04/2024	Day to Evening 11:45 to 22:00	General track related construction activities	<ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dumpy 60T crane Site lights 	62	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
2		13/04/2024 To 14/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			56	73	Yes	<ul style="list-style-type: none"> RBL: 33 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 56 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (56 dB) is lower than the predicted level (73 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
3		14/04/2024	Day to Evening 7:00 to 22:00			66	74	Yes	<ul style="list-style-type: none"> RBL: 38 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 66 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (66 dB) is lower than the predicted level (74 dB) Predicted noise levels (Day shift works) in this area didn't trigger offers for Respite.
4		14/04/2024 To 15/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			58	73	Yes	<ul style="list-style-type: none"> RBL: 33 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 56 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (56 dB) is lower than the predicted level (73 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
5		15/04/2024	Day to Evening 7:00 to 22:00			61	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
6		15/04/2024 To 16/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			61	73	Yes	<ul style="list-style-type: none"> RBL: 33 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 61 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (61 dB) is lower than the predicted level (73 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
7		16/04/2024	Day to Evening 7:00 to 22:00			58	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
8		16/04/2024 To 17/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			61	73	Yes	<ul style="list-style-type: none"> RBL: 33 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 61 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (61 dB) is lower than the predicted level (73 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
9		17/04/2024	Day to Evening 7:00 to 22:00			57	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
10		17/04/2024 To 18/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			58	73	Yes	<ul style="list-style-type: none"> RBL: 33 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 56 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (56 dB) is lower than the predicted level (73 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
11		18/04/2024	Day to Evening 7:00 to 22:00			75	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
12		18/04/2024 To 19/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			60	73	Yes	<ul style="list-style-type: none"> RBL: 33 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 60 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (60 dB) is lower than the predicted level (73 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
13		19/04/2024	Day to Evening 7:00 to 22:00			62	Normal construction hours 8:00 – 18:00, No construction activity after 18:00.		
14		19/04/2024 To 20/04/2024	Night 22:00 to 7:00			60	No Construction Activity		

Table 4. Continues monitoring result for Monitoring Location D

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location	Predicted noise level LAeq,15min at resident	Compliant	Comments
1	NCA 02 - (HEX516) • Continuous Monitoring • 11m N of 81 Ewart St, Dulwich Hill • 13 - 24/04/24	13/04/2024	Day to Evening 7:00 to 22:00	General track related construction activities	<ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dump 60T crane Site lights 	70	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
2		13/04/2024 To 14/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			71	57	Yes	<ul style="list-style-type: none"> RBL: 33 No exceedance due to construction activity The noise monitor recorded a highest LAeq15min value of 71 dB. This nighttime noise level of 71 dB appears consistent with the live ARTC freight train 15m from monitoring location
3		14/04/2024	Day to Evening 7:00 to 22:00			71	58	Yes	<ul style="list-style-type: none"> RBL: 38 No exceedance due to construction activity The noise monitor recorded a highest LAeq15min value of 71 dB. This nighttime noise level of 71 dB appears consistent with the live ARTC freight train 15m from monitoring location
4		14/04/2024 To 15/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			71	59	Yes	<ul style="list-style-type: none"> RBL: 33 No exceedance due to construction activity The noise monitor recorded a highest LAeq15min value of 71 dB. This nighttime noise level of 71 dB appears consistent with the live ARTC freight train 15m from monitoring location
5		15/04/2024	Day to Evening 7:00 to 22:00			71	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
6		15/04/2024 To 16/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			70	59	Yes	<ul style="list-style-type: none"> RBL: 33 No exceedance due to construction activity The noise monitor recorded a highest LAeq15min value of 70 dB. This nighttime noise level of 71 dB appears consistent with the live ARTC freight train 15m from monitoring location
7		16/04/2024	Day to Evening 7:00 to 22:00			73	Normal construction hours 8:00 – 18:00, No construction activity after 18:00.		
8		16/04/2024 To 17/04/2024	Night 22:00 to 7:00			73	No Construction Activity		
9		17/04/2024	Day to Evening 7:00 to 22:00			70	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
10		17/04/2024 To 18/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			71	59	Yes	<ul style="list-style-type: none"> RBL: 33 No exceedance due to construction activity The noise monitor recorded a highest LAeq15min value of 71 dB. This nighttime noise level of 71 dB appears consistent with the live ARTC freight train 15m from monitoring location
11		18/04/2024	Day to Evening 7:00 to 22:00			74	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
12		18/04/2024 To 19/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			70	59	Yes	<ul style="list-style-type: none"> RBL: 33 No exceedance due to construction activity The noise monitor recorded a highest LAeq15min value of 70 dB. This nighttime noise level of 70 dB appears consistent with the live ARTC freight train 15m from monitoring location
13		19/04/2024	Day to Evening 7:00 to 22:00			70	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
14		19/04/2024 To 20/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			70	59	Yes	<ul style="list-style-type: none"> RBL: 33 No exceedance due to construction activity The noise monitor recorded a highest LAeq15min value of 70 dB. This nighttime noise level of 70 dB appears consistent with the live ARTC freight train 15m from monitoring location
15		20/04/2024	Day to Evening 7:00 to 22:00			70	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
16		20/04/2024 To 21/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			70	59	Yes	<ul style="list-style-type: none"> RBL: 33 No exceedance due to construction activity The noise monitor recorded a highest LAeq15min value of 70 dB. This nighttime noise level of 70 dB appears consistent with the live ARTC freight train 15m from monitoring location
17		21/04/2024	Day to Evening 7:00 to 22:00			69	61	Yes	<ul style="list-style-type: none"> RBL: 38 No exceedance due to construction activity The noise monitor recorded a highest LAeq15min value of 71 dB. This nighttime noise level of 71 dB appears consistent with the live ARTC freight train 15m from monitoring location
18		21/04/2024 To 22/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			72	59	Yes	<ul style="list-style-type: none"> RBL: 33 No exceedance due to construction activity The noise monitor recorded a highest LAeq15min value of 72 dB. This nighttime noise level of 72 dB appears consistent with the live ARTC freight train 15m from monitoring location
19		22/04/2024	Day to Evening 7:00 to 22:00			71	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
20		22/04/2024 To 23/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			73	59	Yes	<ul style="list-style-type: none"> RBL: 33 No exceedance due to construction activity The noise monitor recorded a highest LAeq15min value of 73 dB. This nighttime noise level of 73 dB appears consistent with the live ARTC freight train 15m from monitoring location
21		23/04/2024	Day to Evening 7:00 to 22:00			75	Normal construction hours 8:00 – 18:00, No construction activity after 18:00.		

22		23/04/2024 To 24/04/2024	Night 22:00 to 7:00			71	No Construction Activity. Noise attributed to ARTC rail operations
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Note: A number of extraneous events due to typical ARTC freight rail operations have been captured in this monitoring period as well as a period between 26th of January 2024 and 2nd of February 2024 in which no construction works occurred.

Table 5. Continues monitoring result for Monitoring Location E

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location	Predicted noise level LAeq,15min at resident	Compliant	Comments
1	NCA 03 - (HEX351) <ul style="list-style-type: none"> Continuous Monitoring 16m W of 2 Hopetoun St, Hurlstone Park 13 - 24/04/24 	13/04/2024	Day to Evening 7:00 to 22:00	General track related construction activities <ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dump 60T crane Site lights 		67		Yes	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model
2		13/04/2024 To 14/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)		60	74	Yes	<ul style="list-style-type: none"> RBL: 34 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 60 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (60 dB) is lower than the predicted level (74 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite. 	
3		14/04/2024	Day to Evening 7:00 to 22:00		64	72	Yes	<ul style="list-style-type: none"> RBL: 38 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 64 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (64 dB) is lower than the predicted level (72 dB) Predicted noise levels (Day shift works) in this area didn't trigger offers for Respite. 	
4		14/04/2024 To 15/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)		63	74	Yes	<ul style="list-style-type: none"> RBL: 34 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 63 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (63 dB) is lower than the predicted level (74 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite. 	
5		15/04/2024	Day to Evening 7:00 to 22:00		72			Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model	
6		15/04/2024 To 16/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)		68	74	Yes	<ul style="list-style-type: none"> RBL: 34 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 68 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (68 dB) is lower than the predicted level (74 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite. 	
7		16/04/2024	Day to Evening 7:00 to 22:00		65			Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model	
8		16/04/2024 To 17/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)		69	74	Yes	<ul style="list-style-type: none"> RBL: 34 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 69 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (69 dB) is lower than the predicted level (74 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite. 	
9		17/04/2024	Day to Evening 7:00 to 22:00		64			Normal construction hours 8:00 – 18:00, No construction activity after 18:00.	
10		17/04/2024 To 18/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)		68			No Construction Activity	
11		18/04/2024	Day to Evening 7:00 to 22:00		71			Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model	
12		18/04/2024 To 19/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)		65	74	Yes	<ul style="list-style-type: none"> RBL: 34 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 65 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (65 dB) is lower than the predicted level (74 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite. 	
13		19/04/2024	Day to Evening 7:00 to 22:00		68			Normal construction hours 8:00 – 18:00, No construction activity after 18:00.	
14		19/04/2024 To 20/04/2024	Night 22:00 to 7:00		67			No Construction Activity	
15		20/04/2024	Day to Evening 7:00 to 22:00		73			Normal construction hours 8:00 – 18:00, No construction activity after 18:00.	
16		20/04/2024 To 21/04/2024	Night 22:00 to 7:00		62			No Construction Activity	
17		21/04/2024	Day to Evening 7:00 to 22:00		63	66	Yes	<ul style="list-style-type: none"> RBL: 38 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 63 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (63 dB) is lower than the predicted level (66 dB) Predicted noise levels (Day shift works) in this area didn't trigger offers for Respite. 	

18		21/04/2024 To 22/04/2024	Night 22:00 to 7:00			67	No construction activity after 18:00.
19		22/04/2024	Day to Evening 7:00 to 22:00			70	Normal construction hours 8:00 – 18:00, No construction activity after 18:00.
20		22/04/2024 To 23/04/2024	Night 22:00 to 7:00			63	No Construction Activity
21		23/04/2024	Day to Evening 7:00 to 22:00			69	Normal construction hours 8:00 – 18:00, No construction activity after 18:00.
22		23/04/2024 To 24/04/2024	Night 22:00 to 7:00			74	No Construction Activity

Table 6. Continues monitoring result for Monitoring Location F

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location	Predicted noise level LAeq,15min at resident	Compliant	Comments
1	NCA 04 - (HEX519) <ul style="list-style-type: none"> Continuous Monitoring 6m N of 10B Charles St, Canterbury 13 - 24/04/24 	13/04/2024	Day to Evening 7:00 to 22:00	General track related construction activities	<ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dump 60T crane Site lights 	59			Normal construction hours 8:00 – 18:00, No construction activity after 18:00.
2		13/04/2024 To 14/04/2024	Night 22:00 to 7:00			58			No Construction Activity
3		14/04/2024	Day to Evening 7:00 to 22:00			60	69	Yes	<ul style="list-style-type: none"> RBL: 40 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 60 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (60 dB) is lower than the predicted level (69 dB) Predicted noise levels (Day shift works) in this area didn't trigger offers for Respite.
4		14/04/2024 To 15/04/2024	Night 22:00 to 7:00			61			No construction activity after 18:00.
5		15/04/2024	Day to Evening 7:00 to 22:00			61			Normal construction hours 8:00 – 18:00, No construction activity after 18:00.
6		15/04/2024 To 16/04/2024	Night 22:00 to 7:00			63			No Construction Activity
7		16/04/2024	Day to Evening 7:00 to 22:00			60			Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model
8		16/04/2024 To 17/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			65	73	Yes	<ul style="list-style-type: none"> RBL: 35 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 65 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (65 dB) is lower than the predicted level (73 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
9		17/04/2024	Day to Evening 7:00 to 22:00			60			Normal construction hours 8:00 – 18:00, No construction activity after 18:00.
10		17/04/2024 To 18/04/2024	Night 22:00 to 7:00			62	73	Yes	<ul style="list-style-type: none"> RBL: 35 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 62 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (62 dB) is lower than the predicted level (73 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
11		18/04/2024	Day to Evening 7:00 to 22:00			64			Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model
12		18/04/2024 To 19/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			61	73	Yes	<ul style="list-style-type: none"> RBL: 35 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 61 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (61 dB) is lower than the predicted level (73 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
13		19/04/2024	Day to Evening 7:00 to 22:00			64			Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model
14		19/04/2024 To 20/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			61	73	Yes	<ul style="list-style-type: none"> RBL: 35 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 61 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (61 dB) is lower than the predicted level (73 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
15		20/04/2024	Day to Evening 7:00 to 22:00			63			Normal construction hours 8:00 – 18:00, No construction activity after 18:00.
16		20/04/2024 To 21/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			60			No Construction Activity
17		21/04/2024	Day to Evening 7:00 to 22:00			60	74	Yes	<ul style="list-style-type: none"> RBL: 40 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 60 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (60 dB) is lower than the predicted level (74 dB) Predicted noise levels (Day shift works) in this area triggered offers for Respite.
18		21/04/2024 To 22/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			61			No construction activity after 18:00.

19		22/04/2024	Day to Evening 7:00 to 22:00			67	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
20		22/04/2024 To 23/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			62	73	Yes	<ul style="list-style-type: none"> RBL: 35 L_{Aeq}15min below predictions. Noise monitor detect highest L_{Aeq}15min value of 62 dB due to general construction noise between the hours 22:00 to 07:00. The Highest L_{Aeq} in work period (62 dB) is lower than the predicted level (73 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
21		23/04/2024	Day to Evening 7:00 to 22:00			62	Normal construction hours 8:00 – 18:00, No construction activity after 18:00.		
22		23/04/2024 To 24/04/2024	Night 22:00 to 7:00			59	No Construction Activity		

Table 7. Continues monitoring result for Monitoring Location G

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location	Predicted noise level LAeq,15min at resident	Compliant	Comments
1	NCA 06 - (HEX505) <ul style="list-style-type: none"> Continuous Monitoring 23m S of 3 Wilfred Avenue, Campsie. 17 - 24/04/24 	17/04/2024	Day to Evening 7:00 to 22:00	General track related construction activities	<ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dump 60T crane Site lights 	69			Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model
2		17/04/2024 To 18/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			69	54	Yes	<ul style="list-style-type: none"> RBL: 35 The noise monitor recorded a highest LAeq15min value of 69 dB. In this respect exceedance was considered not to be influenced by construction activities between the hours 22:00 to 07:00 Live ARTC freight train 9m from monitoring location
3		18/04/2024	Day to Evening 7:00 to 22:00			67			Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model
4		18/04/2024 To 19/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			67	54	Yes	<ul style="list-style-type: none"> RBL: 35 The noise monitor recorded a highest LAeq15min value of 67 dB. In this respect exceedance was considered not to be influenced by construction activities between the hours 22:00 to 07:00 Live ARTC freight train 9m from monitoring location
5		19/04/2024	Day to Evening 7:00 to 22:00			70			
6		19/04/2024 To 20/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			68	69	Yes	<ul style="list-style-type: none"> RBL: 35 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 68 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (68 dB) is lower than the predicted level (69 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
7		20/04/2024	Day to Evening 7:00 to 22:00			73			Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model
8		20/04/2024 To 21/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			69	69	Yes	<ul style="list-style-type: none"> RBL: 35 LAeq15min matched predictions. Noise monitor detect highest LAeq15min value of 69 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (69 dB) is lower than the predicted level (69 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
9		21/04/2024	Day to Evening 7:00 to 22:00			65	68	Yes	<ul style="list-style-type: none"> RBL: 45 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 65 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (65 dB) is lower than the predicted level (68 dB) Predicted noise levels (Day shift works) in this area didn't trigger offers for Respite.
10		21/04/2024 To 22/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			69	69	Yes	<ul style="list-style-type: none"> RBL: 35 LAeq15min matched predictions. Noise monitor detect highest LAeq15min value of 69 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (69 dB) is lower than the predicted level (69 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
11		22/04/2024	Day to Evening 7:00 to 22:00			66			Normal construction hours 8:00 – 18:00, No construction activity after 18:00.
12		22/04/2024 To 23/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			71			No Construction Activity
13		23/04/2024	Day to Evening 7:00 to 22:00			72			Normal construction hours 8:00 – 18:00, No construction activity after 18:00.
14		23/04/2024 To 24/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			68			No Construction Activity

Note: continuous real time noise monitoring occurred between the 22/04/2024 to 23/04/2024 and 23/04/2024 to 24/04/2024 in the absence of construction activities at Monitoring Location G (NCA06) 23m South of 3 Wilfred Avenue, Campsie. There were a number of elevated LAeq15min periods throughout the day and night time period attributed to ARTC freight operations.

Table 8. Continues monitoring result for Monitoring Location H

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location	Predicted noise level LAeq,15min at resident	Compliant	Comments
1	NCA 07 - (HEX513) <ul style="list-style-type: none"> Continuous Monitoring 2m E of 1 & 3 Hall St back wall, Belmore 20 – 24/04/2024 	20/04/2024	Day to Evening 7:00 to 22:00	General track related construction activities	<ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dumpy 60T crane Site lights 	70	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
2		20/04/2024 To 21/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			64	69	Yes	<ul style="list-style-type: none"> RBL: 35 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 64 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (64 dB) is lower than the predicted level (69 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
3		21/04/2024	Day to Evening 7:00 to 22:00			66	67	Yes	<ul style="list-style-type: none"> RBL: 41 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 66 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (66 dB) is lower than the predicted level (67 dB) Predicted noise levels (Day shift works) in this area didn't trigger offers for Respite.
4		21/04/2024 To 22/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			61	69	Yes	<ul style="list-style-type: none"> RBL: 35 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 61 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (61 dB) is lower than the predicted level (69 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
5		22/04/2024	Day to Evening 7:00 to 22:00			68	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
6		22/04/2024 To 23/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			59	69	Yes	<ul style="list-style-type: none"> RBL: 35 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 59 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (59 dB) is lower than the predicted level (69 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
7		23/04/2024	Day to Evening 7:00 to 22:00			67	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
8		23/04/2024 To 24/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			56	69	Yes	<ul style="list-style-type: none"> RBL: 35 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 56 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (56 dB) is lower than the predicted level (69 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.

Table 9. Continues monitoring result for Monitoring Location I

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq15min in work period at Monitoring Location	Predicted noise level LAeq,15min at resident	Compliant	Comments
1	NCA 08 - (HEX513) <ul style="list-style-type: none"> Continuous Monitoring 33m S of 54 Railway Parade, Lakemba 13 - 20/04/24 	13/04/2024	Day to Evening 11:45 to 22:00	General track related construction activities	<ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dump 60T crane Site lights 	61			Normal construction hours 8:00 – 18:00, No construction activity after 18:00.
2		13/04/2024 To 14/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			55			No Construction Activity
3		14/04/2024	Day to Evening 7:00 to 22:00			55	69	Yes	<ul style="list-style-type: none"> RBL: 47 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 55 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (55 dB) is lower than the predicted level (69 dB) Predicted noise levels (Day shift works) in this area didn't trigger offers for Respite.
4		14/04/2024 To 15/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			53	65	Yes	<ul style="list-style-type: none"> RBL: 41 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 53 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (53 dB) is lower than the predicted level (65 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
5		15/04/2024	Day to Evening 7:00 to 22:00			58			Normal construction hours 8:00 – 18:00, No construction activity after 18:00.
6		15/04/2024 To 16/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			53			No Construction Activity
7		16/04/2024	Day to Evening 7:00 to 22:00			57			Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model
8		16/04/2024 To 17/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			57	65	Yes	<ul style="list-style-type: none"> RBL: 41 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 57 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (57 dB) is lower than the predicted level (65 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
9		17/04/2024	Day to Evening 7:00 to 22:00			56			Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model
10		17/04/2024 To 18/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			51	65	Yes	<ul style="list-style-type: none"> RBL: 41 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 51 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (51 dB) is lower than the predicted level (65 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
11		18/04/2024	Day to Evening 7:00 to 22:00			66			Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model
12		18/04/2024 To 19/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			57	65	Yes	<ul style="list-style-type: none"> RBL: 41 LAeq15min below predictions Noise monitor detect highest LAeq15min value of 57 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (57 dB) is lower than the predicted level (65 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
13		19/04/2024	Day to Evening 7:00 to 22:00			58			Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model
14		19/04/2024 To 20/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			71	53	Yes	<ul style="list-style-type: none"> RBL: 41 One LAeq15min period above predictions of 71dB @01:00. The noise was attributed to a single noise event at 01:00AM, with a LAmax of 97dB. The noise has been identified as emergency service siren, not related to construction. The LA10 and LA90 for this period was similar to other periods indicating a short sharp impact from the siren. The next highest LAeq15min in this work period was 54dB (considered acceptable, AMMs consistent with predictions), all other periods were below 53dB.

Table 10. Continues monitoring result for Monitoring Location J

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location	Predicted noise level LAeq,15min at resident	Compliant	Comments
1	NCA 10 - (HEX312) <ul style="list-style-type: none"> Continuous Monitoring 75m SW of 43 Urunga Parade, Punchbowl 13 - 24/04/24 	13/04/2024	Day to Evening 7:00 to 22:00	General track related construction activities <ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dump 60T crane Site lights 		64		Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model	
2		13/04/2024 To 14/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)		56	63	Yes	<ul style="list-style-type: none"> RBL: 41 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 56 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (56 dB) is lower than the predicted level (63 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite. 	
3		14/04/2024	Day to Evening 7:00 to 22:00		62	51	Yes	<ul style="list-style-type: none"> RBL: 47 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 43 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (43 dB) is lower than the predicted level (51 dB) Predicted noise levels (Day shift works) in this area didn't trigger offers for Respite. 	
4		14/04/2024 To 15/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)		55	63	Yes	<ul style="list-style-type: none"> RBL: 41 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 55 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (55 dB) is lower than the predicted level (63 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite. 	
5		15/04/2024	Day to Evening 7:00 to 22:00		63			Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model	
6		15/04/2024 To 16/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)		53	64	Yes	<ul style="list-style-type: none"> RBL: 41 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 53 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (53 dB) is lower than the predicted level (64 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite. 	
7		16/04/2024	Day to Evening 7:00 to 22:00		55			Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model	
8		16/04/2024 To 17/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)		54	64	Yes	<ul style="list-style-type: none"> RBL: 41 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 54 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (54 dB) is lower than the predicted level (64 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite. 	
9		17/04/2024	Day to Evening 7:00 to 22:00		59			Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model	
10		17/04/2024 To 18/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)		58	64	Yes	<ul style="list-style-type: none"> RBL: 41 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 58 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (58 dB) is lower than the predicted level (64 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite. 	
11		18/04/2024	Day to Evening 7:00 to 22:00		66			Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model	
12		18/04/2024 To 19/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)		56	64	Yes	<ul style="list-style-type: none"> RBL: 41 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 56 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (56 dB) is lower than the predicted level (64 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite. 	
13		19/04/2024	Day to Evening 7:00 to 22:00		60			Normal construction hours 8:00 – 18:00, No construction activity after 18:00.	
14		19/04/2024 To 20/04/2024	Night 22:00 to 7:00		54			No Construction Activity	
15		20/04/2024	Day to Evening 7:00 to 22:00		70			Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model	
16		20/04/2024 To 21/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)		53	60	Yes	<ul style="list-style-type: none"> RBL: 41 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 53 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (53 dB) is lower than the predicted level (60 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite. 	

17		21/04/2024	Day to Evening 7:00 to 22:00			58	64	Yes	<ul style="list-style-type: none"> RBL: 47 L_{Aeq}15min below predictions. Noise monitor detect highest L_{Aeq}15min value of 58 dB due to general construction noise between the hours 07:00 to 22:00. The Highest L_{Aeq} in work period (58 dB) is lower than the predicted level (64 dB) Predicted noise levels (Day shift works) in this area didn't trigger offers for Respite.
18		21/04/2024 To 22/04/2024	Night 22:00 to 7:00			60	No construction activity after 18:00.		
19		22/04/2024	Day to Evening 7:00 to 22:00			60	Normal construction hours 8:00 – 18:00, No construction activity after 18:00.		
20		22/04/2024 To 23/04/2024	Night 22:00 to 7:00			61	No Construction Activity		
21		23/04/2024	Day to Evening 7:00 to 22:00			60	Normal construction hours 8:00 – 18:00, No construction activity after 18:00.		
22		23/04/2024 To 24/04/2024	Night 22:00 to 7:00			57	No Construction Activity		

Table 11. Continues monitoring result for Monitoring Location K

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location	Predicted noise level LAeq,15min at resident	Compliant	Comments
1	NCA 12 - (HEX515) <ul style="list-style-type: none"> Continuous Monitoring 86m NW of 2 A West Terrace, Bankstown 13 - 24/04/24 	13/04/2024	Day to Evening 7:00 to 22:00	General track related construction activities	<ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dumpy 60T crane Site lights 	64	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
2		13/04/2024 To 14/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			51	46	Yes	<ul style="list-style-type: none"> RBL: 42 No exceedance due to construction activity Exceedance due to high bird activity in the area in occasional LAeq15min period
3		14/04/2024	Day to Evening 7:00 to 22:00			58	46	Yes	<ul style="list-style-type: none"> RBL: 54 No exceedance due to construction activity Exceedance due to high bird activity in the area in the area in occasional LAeq15min period
4		14/04/2024 To 15/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			55	46	Yes	<ul style="list-style-type: none"> RBL: 42 No exceedance due to construction activity Exceedance due to high bird activity in the area in the area in occasional LAeq15min period
5		15/04/2024	Day to Evening 7:00 to 22:00			79	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
6		15/04/2024 To 16/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			52	68	Yes	<ul style="list-style-type: none"> RBL: 42 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 52 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (52 dB) is lower than the predicted level (68 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
7		16/04/2024	Day to Evening 7:00 to 22:00			77	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
8		16/04/2024 To 17/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			50	68	Yes	<ul style="list-style-type: none"> RBL: 42 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 50 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (50 dB) is lower than the predicted level (68 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
9		17/04/2024	Day to Evening 7:00 to 22:00			77	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
10		17/04/2024 To 18/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			51	68	Yes	<ul style="list-style-type: none"> RBL: 42 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 51 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (51 dB) is lower than the predicted level (68 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
11		18/04/2024	Day to Evening 7:00 to 22:00			77	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
12		18/04/2024 To 19/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			53	68	Yes	<ul style="list-style-type: none"> RBL: 42 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 53 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (53 dB) is lower than the predicted level (68 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
13		19/04/2024	Day to Evening 7:00 to 22:00			71	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
14		19/04/2024 To 20/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			50	69	Yes	<ul style="list-style-type: none"> RBL: 42 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 50 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (50 dB) is lower than the predicted level (69 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
15		20/04/2024	Day to Evening 7:00 to 22:00			64	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model		
16		20/04/2024 To 21/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			50	69	Yes	<ul style="list-style-type: none"> RBL: 42 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 50 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (50 dB) is lower than the predicted level (69 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite.
17		21/04/2024	Day to Evening 7:00 to 22:00			69	71	Yes	<ul style="list-style-type: none"> RBL: 54 LAeq15min below predictions.

									<ul style="list-style-type: none"> Noise monitor detect highest LAeq15min value of 69 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (69 dB) is lower than the predicted level (71 dB) Predicted noise levels (Day shift works) in this area didn't trigger offers for Respite.
18	21/04/2024 To 22/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			53	69	Yes	<ul style="list-style-type: none"> RBL: 42 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 53 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (53 dB) is lower than the predicted level (69 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite. 	
19	22/04/2024	Day to Evening 7:00 to 22:00			76	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model			
20	22/04/2024 To 23/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			51	69	Yes	<ul style="list-style-type: none"> RBL: 42 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 51 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (51 dB) is lower than the predicted level (69 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite. 	
21	23/04/2024	Day to Evening 7:00 to 22:00			68	Normal construction hours 8:00 – 18:00, Evening period (18:00-22:00) covered in nightshift model			
22	23/04/2024 To 24/04/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)			53	69	Yes	<ul style="list-style-type: none"> RBL: 42 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 53 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (53 dB) is lower than the predicted level (69 dB) Predicted noise levels (Nightshift works) in this area triggered offers for Respite. 	

Find address or place

Location A
NCA 01
13-17 April 2024
HEX-505



Find address or place

Map navigation controls: zoom in (+), zoom out (-), home, layers, print, and a coordinate display showing 5+971.

Location B
NCA 01
20-24 April 2024
HEX-514



Find address or place

Location C
NCA02
13-20 April 2024
HEX-514



Find address or place

Map navigation controls: zoom in (+), zoom out (-), home, layers, print, etc.

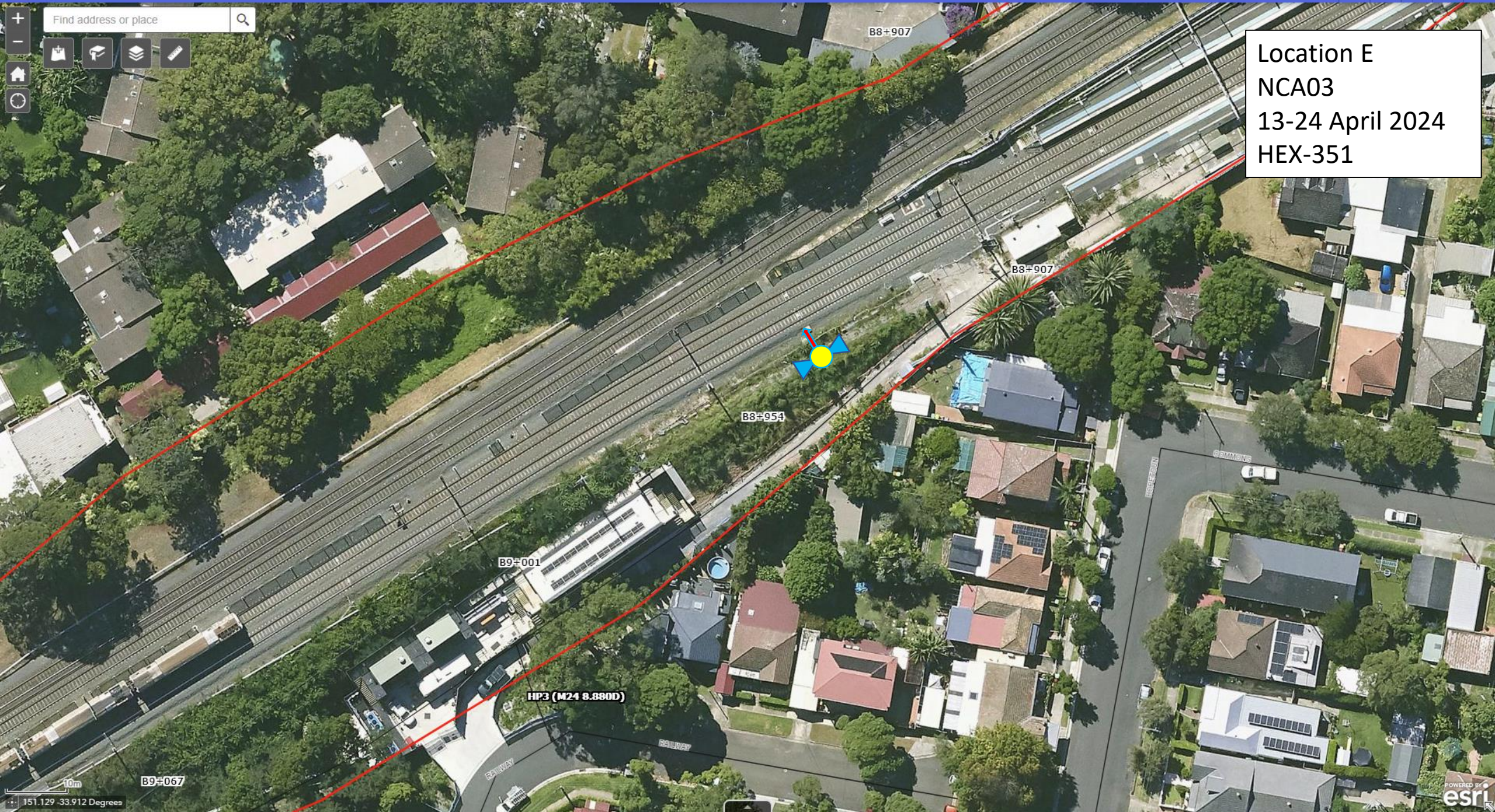
Location D
 NCA02
 13-24 April 2024
 HEX-516



Find address or place

Map navigation controls: zoom in (+), zoom out (-), home, refresh, layers, print, share.

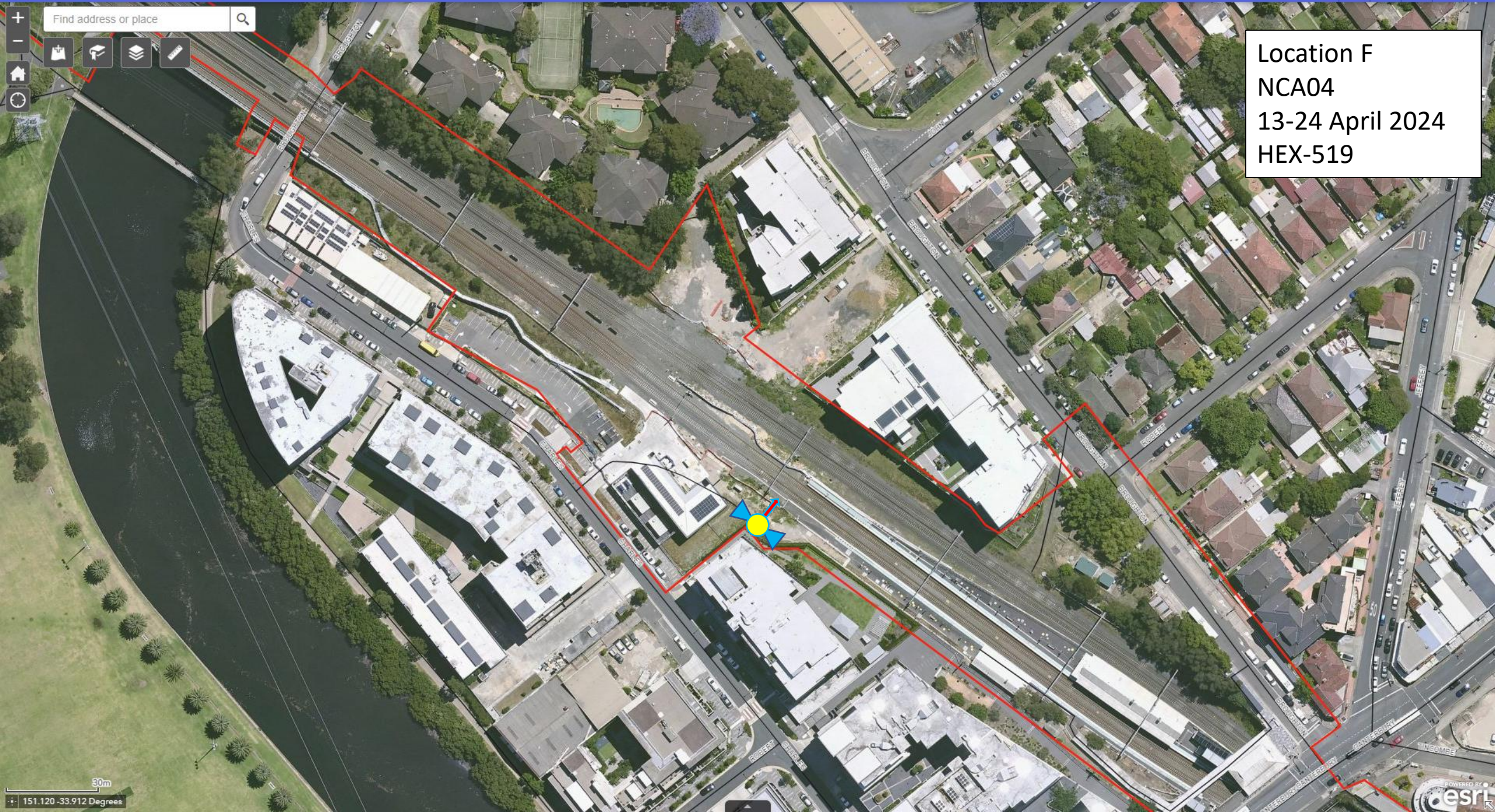
Location E
 NCA03
 13-24 April 2024
 HEX-351



Find address or place



Location F
NCA04
13-24 April 2024
HEX-519



Find address or place

Map navigation icons: zoom in (+), zoom out (-), home, layers, print, etc.

Location G
 NCA06
 17-24 April 2024
 HEX-505



Find address or place

Location H
NCA07
20-24 April 2024
HEX-513



Find address or place



Location I
NCA08
13-20 April 2024
HEX-513



Find address or place

Map navigation controls: zoom in (+), zoom out (-), home, location, layers, print, etc.

Location J
 NCA10
 13-24 April 2024
 HEX-312



B16+471

B16+436

B16+406

B16+367

PB2 (M24-16-358U)

B16+309

B16+260

B16+312

B16+366

B16+402

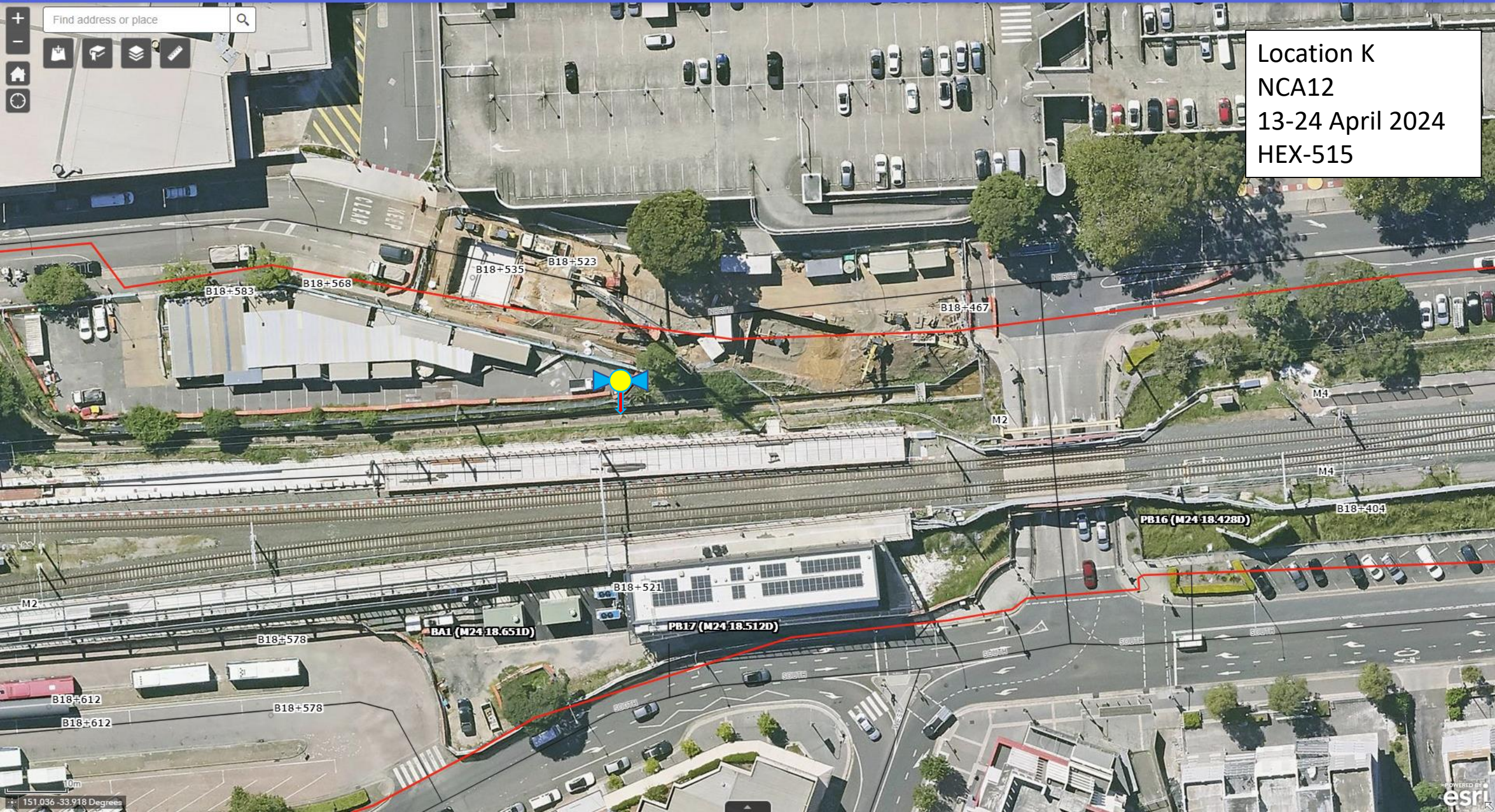
B16+436

B16+471

Find address or place

Navigation icons: zoom in, zoom out, home, location, layers, print, etc.

Location K
 NCA12
 13-24 April 2024
 HEX-515



Attachment 2 – Community Notification

Community Notifications were provided to residents of:

- Marrickville
- Canterbury
- Hurlstone Park
- Dulwich Hill
- Campsie
- Belmore
- Wiley Park
- Punchbowl to Bankstown

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

Construction Notification – Belmore Station

April 2024

Sydney Metro is Australia's biggest public transport project.

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

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Belmore (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Delivery of plant and materials• De-vegetation and tree clearing around the rail corridor where required• Work related to security fence installation• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Installation and modification of cable service route, cables and trackside equipment• Testing and commissioning and trackside inspection activities• Utility locating and associated activities• Minor defect rectification work around the station platform
Around Belmore Station and at the services building site (off Redman Parade, adjacent to the rail line)	<ul style="list-style-type: none">• Minor defect rectification work• Installation of tree grate• Remediation of landscaped areas in and around the station as required• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Temporary footpath closure along Burwood Road for underground utility service locating (traffic management will be in place for the duration of works)• Ongoing termination and cabling work at services buildings• Local cabling, mechanical and electrical fit out, linewise high voltage energisation, finishing work, surface painting and testing of padmounts• Energisation of Metro Services Building low voltage systems via padmount• Mechanical gap filler (MGF) installation work on station platforms
Belmore site compound (Bridge Road)	<ul style="list-style-type: none">• Delivery and storage of materials, including cables, cable drums, light and heavy vehicles• Ongoing truck and traffic movements in and out of site, occasionally managed by traffic control
Lakemba substation, off The Boulevard, near Taylor Street	<ul style="list-style-type: none">• Installation of cables and supports, conduits, transformers as well as mechanical and electrical fit outs• Landscaping and maintenance activities• Traffic control to facilitate truck movements on The Boulevard, if required• High voltage energisation of substation• 24/7 Operation of generators for testing and commissioning of padmount transformers• Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing• Testing and commissioning of new equipment

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



Out-of-hours work– due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Upcoming rail possession:	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • De-vegetation and tree clearing throughout the rail corridor where required • Mobilisation and demobilisation of plant and materials and defect rectification • Work related to overhead wiring upgrades
Saturday 13 April to Thursday 25 April 2024	<ul style="list-style-type: none"> • Work related to the segregation and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor • Track related construction activities and drainage work • Installation of equipment, cables, cable trays and cabinets in station rooms and buildings • Installation of cables and trackside equipment in the rail corridor
(24/7 work)	<ul style="list-style-type: none"> • Testing and commissioning of equipment and services, including trackside inspection • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Utility locating and associated activities • Preliminary visual inspections of underside of bridges and adjacent overhead wiring • Mechanical gap filler (MGF) installation work on station platforms
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Testing and commissioning of equipment and services, and trackside inspection • Installation of cables and trackside equipment

What to expect

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



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**

Construction Notification – Campsie Station

April 2024

Sydney Metro is Australia's biggest public transport project.

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

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Campsie (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials• De-vegetation and tree clearing throughout the rail corridor where required• Work related to security fence installation• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Preliminary visual inspections of underside of bridges and adjacent overhead wiring• Installation of and modification of cable service route• Testing and commissioning, and trackside inspection• Installation of cables and trackside equipment
Around Campsie Station	<ul style="list-style-type: none">• Defect rectification as required• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Mechanical gap filler (MGF) installation work on station platforms
Services building site at Lilian Lane opposite Dewar Street	<ul style="list-style-type: none">• Defect rectification work as required• Installation of cables and testing activities• Local cabling, mechanical and electrical fit out, linewise high voltage energisation, finishing work, surface painting and testing of padmounts• Energisation of Metro Services Building low voltage systems via padmount
Substation site (Off Lilian Street)	<ul style="list-style-type: none">• Installation of cables and cable supports as well as mechanical and electrical fit out inside Traction Substation Building• Landscaping and remediation activities• Traffic control to facilitate truck movements on Lilian Street, if required• Operation of transformers for testing and commissioning purposes• Testing and commissioning of new equipment

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

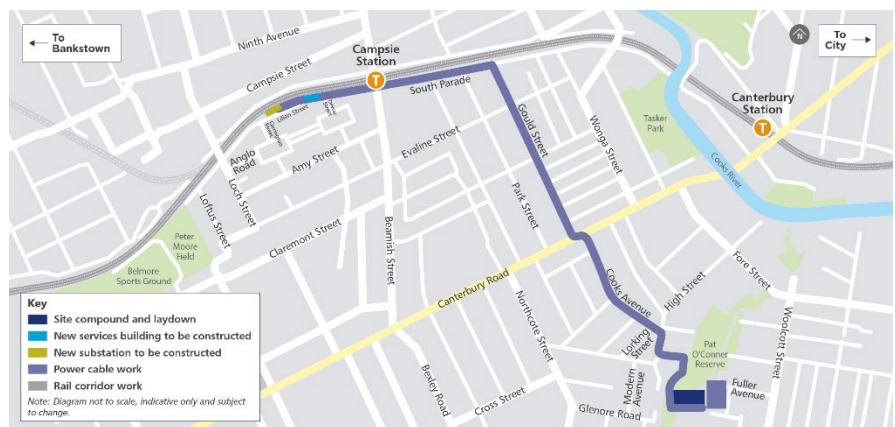


Out-of-hours work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Upcoming rail possession:	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • De-vegetation and tree clearing around the rail corridor where required • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
Saturday 13 April to Thursday 25 April 2024 (24/7 work)	<ul style="list-style-type: none"> • Work related to overhead wiring upgrades • Work related to the segregation and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor • Work related to the combined services routes within the corridor • Internal work and installation of brackets and containments on station platform • Track related construction activities • Preliminary visual inspections of underside of bridges and adjacent overhead wiring • Utilities investigation work involving concrete saw cutting on Loch Street rail overbridge. Lane closures in both directions on Loch Street will be required and footpath closures along the overbridge will be in place. Bus stops will remain open. • Testing and commissioning of equipment and services, and trackside inspection • Operation of generators for testing and commissioning of padmount transformers, 24 hours per day • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment in the rail corridor • Mechanical gap filler (MGF) installation work on station platforms
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Testing and commissioning of equipment and services, and trackside inspection • Installation of cables and trackside equipment

What to expect

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




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Construction Notification – Canterbury Station

April 2024

Sydney Metro is Australia's biggest public transport project.

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

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Canterbury (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• De-vegetation and tree clearing around the rail corridor where required• Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work• Work related to security fence installation and combined services routes within the corridor• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Preliminary visual inspections of the underside of bridges and adjacent overhead wiring• Installation of and modification of cable service route and trackside equipment• Local cabling, mechanical and electrical fit out, linewise high voltage energisation, finishing work, surface painting and testing of padmounts• Energisation of metro services building low voltage systems via padmount
Around Canterbury Station	<ul style="list-style-type: none">• Minor civil, mechanical and electrical works• Testing and commissioning activities• Minor defect remediation work• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Minor civil works on Concourse/Platform• Minor electrical and containment works at station building/platforms• Minor works on metro services building (MSB)• Testing and commissioning activities• Mechanical gap filler (MGF) installation work on station platforms
Former Bowling Club	<ul style="list-style-type: none">• De-vegetation and tree clearing throughout the rail corridor where required• Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
Substation site (off Hutton Street)	<ul style="list-style-type: none">• Installation and modification of equipment, cables and cable supports• Landscaping and remediating activities• Drainage work on Hutton Street, with temporary lane closure and traffic management in place• Traffic control to facilitate truck movements on Hutton Street, as required• Operation of transformers for testing and commissioning purposes• Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing and surface painting• Testing and commissioning of new equipment

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



Out-of-hours work– due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Upcoming rail possession:	<ul style="list-style-type: none"> De-vegetation and tree clearing around the rail corridor where required Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
Saturday 13 April to Wednesday 24 April 2024 (24/7 work)	<ul style="list-style-type: none"> Work related to overhead wiring upgrades Work related to the segregation and security fence installation within the rail corridor Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor Track related construction activities Operation of generators for testing and commissioning of padmount transformers, 24 hours per day Testing and commissioning activities Installation of equipment, cables, cable tray and cabinets in station rooms and buildings Installation of cables, brackets, containments and trackside equipment along the rail corridor Minor civil, electrical and containment works at station building/platforms Minor works on metro services building (MSB) Preliminary visual inspections of underside of bridges and adjacent overhead wiring Mechanical gap filler (MGF) installation work on station platforms
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials Operation of generators for testing and commissioning of padmount transformers, 24 hours/day Testing and commissioning of new communications and signalling systems Utilities investigation work involving concrete saw cutting on Melford Street rail overbridge. Lane closures in both directions on Melford Street will be required and footpath closures along the overbridge will be in place. Installation of cables and trackside equipment in the rail corridor Testing and commissioning of equipment and services

What to expect


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

April 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Dulwich Hill (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials• Installation of brackets and containments on the station platform• De-vegetation and tree clearing around the rail corridor where required• Work related to security fence installation• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Installation and modification of cable service routes, cables and trackside equipment• Testing and commissioning, and trackside inspections• Utility locating and associated activities
Around Dulwich Hill Station	<ul style="list-style-type: none">• Minor defect rectification work around the station platform and new footbridge• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Temporary footpath closure along Wardell Road for underground utility service locating. Traffic management will be in place for the duration of works.• Mechanical gap filler (MGF) installation work on station platforms
Services building site at Ewart Lane	<ul style="list-style-type: none">• Defect rectification works as required• Work related to security fence installation• Ongoing termination, cabling and testing work at Metro Services Building (MSB)• Local cabling, mechanical and electrical fit out, linewise high voltage energisation, finishing work, surface painting and testing of padmounts• Energisation of MSB low voltage systems via padmount
Substation site (off Randall Street behind Albermarle Street, Marrickville)	<ul style="list-style-type: none">• Work related to security fence installation• Installation and modification of cables and equipment, and testing activities• Installation of upgraded roof covering on the substation• Landscaping and remediation activities• Traffic control to facilitate truck movements from Livingstone Road into Randall Street• Operation of transformers for testing and commissioning purposes

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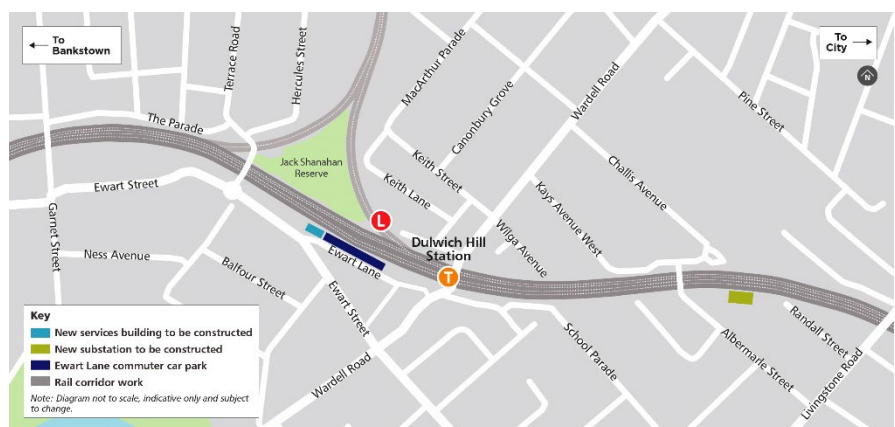
Out-of-hours work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Upcoming rail possession:	<ul style="list-style-type: none"> De-vegetation and tree clearing around the rail corridor where required Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
Saturday 13 April to Thursday 25 April 2024 (24/7 work)	<ul style="list-style-type: none"> Work related to overhead wiring upgrades Work related to the segregation and security fence installation within the rail corridor Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor Installation of and modification of cable service routes Installation of brackets and contaminants on the station platform and defect modifications Track related construction activities and drainage work Testing and commissioning of equipment and systems Operation of generators for testing and commissioning of padmount transformers, 24 hours per day Installation of equipment, cables, cable tray and cabinets in station rooms and buildings Installation of cables and trackside equipment along the rail corridor Installation of cables and cable supports, cable tray structure and canopy as well as mechanical and electrical fit out inside traction substation building Preliminary visual inspections of underside of bridges and adjacent overhead wiring Mechanical gap filler (MGF) installation work on station platforms
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials Operation of generators for testing and commissioning of padmount transformers, 24 hours/day Testing and commissioning of equipment and services Installation of cables and trackside equipment in the rail corridor

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.
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Construction Notification – Hurlstone Park Station

April 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

In April, work will continue along the corridor and at Hurlstone Park Station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**. You may also notice an increase in plant and materials being removed from our sites as contractors change over along the alignment.

What work are we doing?

Location	Work during standard hours
Hurlstone Park (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials• De-vegetation and tree clearing around the rail corridor where required• Work related to security fence installation• Installation of brackets and containments on the station platform• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Minor defect rectification work around the station platform• Testing and commissioning and trackside inspections• Installation and modification of cables service route, cables and trackside equipment• Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Around Hurlstone Park Station	<ul style="list-style-type: none">• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Mechanical gap filler (MGF) installation work on station platforms
Services building site off Railway Street	<ul style="list-style-type: none">• Mobilisation and demobilisation of plant and materials• Work related to security fence installation• De-vegetation and tree clearing around the rail corridor where required• Installation of the Trellis system• Installation of a new gate at the Metro Services Building• Local cabling, mechanical and electrical fit, linewise high voltage energisation, termination, finishing work, surface painting and testing of padmounts• Energisation of Metro Services Building low voltage systems via padmount• Remediation of landscaped areas as required
Substation site of Hutton Street	<ul style="list-style-type: none">• Work related to security fence installation• De-vegetation and tree clearing around the rail corridor where required• Installation and modification of cables and testing activities• Remediation of landscaped areas as required• Drainage work on Hutton street with temporary lane closure and traffic management in place• Traffic control to facilitate truck movements on Hutton Street as required• Operation of transformers for testing and commissioning purposes, 24 hours per day• Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing and surface painting

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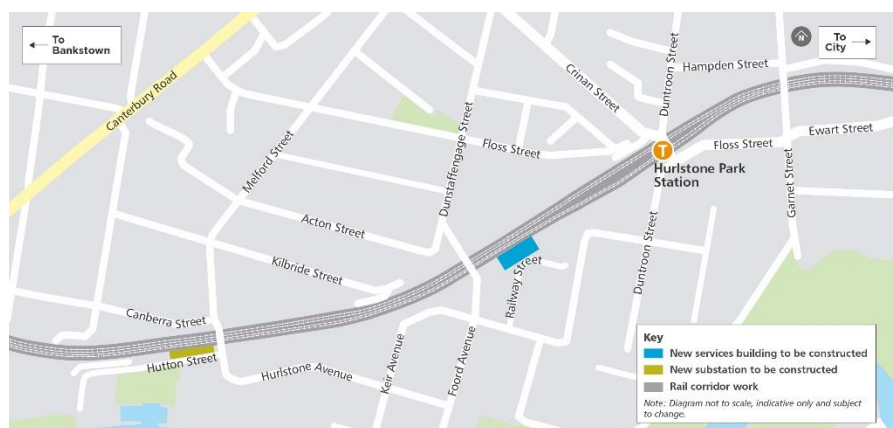


Out-of-hours work (night) work hours – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdown:	<ul style="list-style-type: none"> Mobilisation and demobilisation of plant and materials Delivery of plant and materials including preparatory activities for upcoming out-of-hours work Work related to overhead wiring upgrades Work related to the segregation and security fence installation within the rail corridor
Saturday 13 April to Thursday 25 April 2024 (24/7 work)	<ul style="list-style-type: none"> Installation of and modification of cable service routes Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor Installation of brackets and contaminants on the station platform Track related construction activities Operation of generators for testing and commissioning of padmount transformers, 24 hours/day Testing and commissioning of equipment and services, and trackside inspection Drainage work on Hutton street, with temporary lane closure and traffic management in place Installation of equipment, cables, cable tray and cabinets in station rooms and buildings Installation of cables and trackside equipment along the rail corridor Preliminary visual inspections of underside of bridges and adjacent overhead wiring Utilities investigation work involving concrete saw cutting on Duntroon Street rail overbridge. Lane closures in both directions on Duntroon Street will be required and footpath closures along the overbridge will be in place. Bus stops will remain open. Mechanical gap filler (MGF) installation work on station platforms
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work Operation of generators for testing and commissioning of padmount transformers, 24/7 Testing and commissioning of new communications and signalling systems Installation of cables and trackside equipment in the rail corridor Utilities investigation work involving concrete saw cutting on Melford Street rail overbridge. Lane closures in both directions on Melford Street will be required and footpath closures along the overbridge will be in place. Bus stops will remain open.

What to expect

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

April 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Lakemba (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work• Work related to security fence installation• De-vegetation and tree clearing around the rail corridor where required• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Temporary footpath closure along the rail corridor on The Boulevarde between Ernest Street and King Georges Road• Temporary footpath closure along the rail corridor between Railway Parade and King Georges Rd. Pedestrian diversion via Alice Street Nth and Lakemba Street to King Georges Road• Installation and modification of cables and trackside equipment• Testing and commissioning, and trackside inspections• Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Around Lakemba station (Railway Parade and The Boulevarde):	<ul style="list-style-type: none">• Minor civil, mechanical and electrical work• Minor defect remediation work• Testing and commissioning of equipment and services• Mechanical gap filler (MGF) installation work on station platforms• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings
Services building site off Railway Parade near Bellevue Avenue	<ul style="list-style-type: none">• Minor civil, mechanical and electrical work at the services building• Testing and commissioning activities• Ongoing termination and cabling work at services buildings• Linewise high voltage energisation, finishing work, surface painting and testing of padmounts• Energisation of metro services building low voltage systems via padmount
Lakemba substation, off The Boulevarde, near Taylor Street:	<ul style="list-style-type: none">• Testing and commissioning of equipment and services• Landscaping and remediation activities• Traffic control to facilitate truck movements on The Boulevarde as required• High voltage energisation of substation• Operation of generators for testing and commissioning of padmount transformers 24 hours/day• Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing

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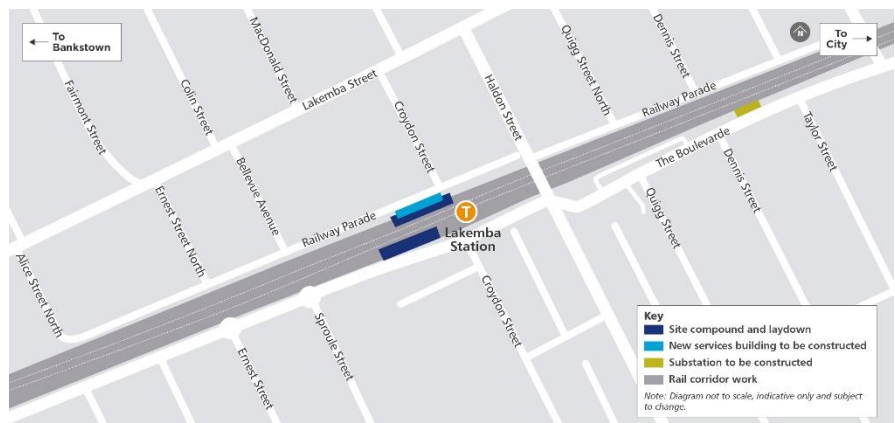


Out-of-hours work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdown:	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
Saturday 13 April to Thursday 25 April 2024	<ul style="list-style-type: none"> • Work related to overhead wiring upgrades • De-vegetation and tree clearing throughout the rail corridor where required • Work related to the segregation and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor • Temporary footpath closure along the rail corridor on The Boulevard between Ernest Street and King Georges Road and Railway Parade and King Georges Road • Installation of brackets and containments on the station platform • Track related construction activities • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Testing and commissioning of equipment and services • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment along the rail corridor • Minor civil, mechanical electrical and defect rectification work at station and services building • Preliminary visual inspections of underside of bridges and adjacent overhead wiring • Utilities investigation work involving concrete saw cutting on Haldon Street and Moreton Street rail overbridges. Lane closures in both directions on Haldon and Moreton Street will be required and footpath closures along the overbridge will be in place. Bus stops will remain open. • Mechanical gap filler (MGF) installation work on station platforms
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Operation of generators for testing and commissioning of padmount transformers, 24/7 • Testing and commissioning of new communications and signalling systems • Installation of cables and trackside equipment in the rail corridor

What to expect

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



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Construction Notification – Marrickville Station

April 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Marrickville (along the rail corridor)	<ul style="list-style-type: none">• 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• Installation of and modification of cable service route (CSR)• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Testing and commissioning and trackside inspections• Installation and modification of cables and trackside equipment• Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Around Marrickville Station	<ul style="list-style-type: none">• Minor defect rectification work• Work related to security fence installation• Testing and commissioning activities• Minor electrical works at station buildings and platforms• Minor work on platform fencing• Mechanical gap filler (MGF) installation work on station platforms• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings
Services building site in the rail corridor, off Victoria Road	<ul style="list-style-type: none">• Mobilisation and demobilisation of plant and materials• Work related to security fence installation• Local cabling, mechanical and electrical fit, linewise high voltage energisation, finishing work, surface painting and testing of padmounts• Energisation of metro services building (MSB) low voltage systems via padmount• Switchboard modifications for intertripping
Services building (off Randall Street behind Albermarle Street)	<ul style="list-style-type: none">• Mobilisation and demobilisation of plant and materials• Work related to security fence installation• Installation of cables and testing activities• Landscaping and remediation activities• Installation of upgraded roof covering on the substation• Traffic control to facilitate truck movements from Livingstone Road into Randall Street as required• Operation of transformers for testing and commissioning purposes, 24 hours/day

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



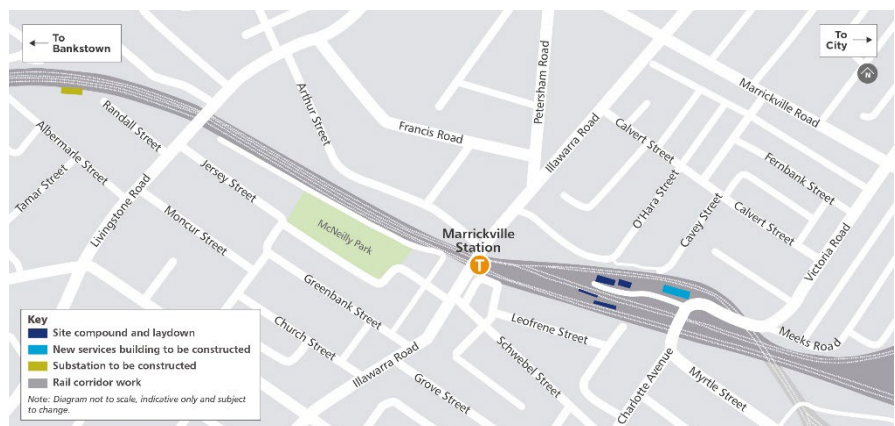
Out-of-hours work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdown:	<ul style="list-style-type: none"> De-vegetation and tree clearing throughout the rail corridor where required Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials Work related to the segregation and security fence installation within the rail corridor
Saturday 13 April to Thursday 25 April 2024 (24/7 work)	<ul style="list-style-type: none"> Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor Work related to overhead wiring upgrades and track related construction activities Victoria Road rail underpass including full closure and diversions in place and removal of parking and bike lanes Modification work to Livingstone Road rail overpass inside the rail corridor Installation and modification of cable service route, cables and trackside equipment along rail corridor Installation of brackets and containments on the station platform Operation of generators for testing and commissioning of padmount transformers, 24 hours/day Testing and commissioning of equipment and services and minor defect rectification Removal of current canopy and installation of upgraded covering of Dulwich Hill substation site Installation of equipment, cables, cable tray and cabinets in station rooms and buildings Preliminary visual inspections of underside of bridges and adjacent overhead wiring Mechanical gap filler (MGF) installation work on station platforms
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials Operation of generators for testing and commissioning of padmount transformers, 24 hours/day Testing and commissioning of equipment and services Installation of cables and trackside equipment in the rail corridor Utilities investigation work involving concrete saw cutting on Livingstone Road overbridge and Illawarra Road rail overbridge. Lane closures in both directions on Livingstone Road and Illawarra Road will be required and footpath closures along the overbridge will be in place. Bus stops will remain open. Temporary removal of parking on Randall Street and Livingstone Road


What to expect

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

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



Contact us

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Construction Notification – Punchbowl to Bankstown

April 2024

Sydney Metro is Australia's biggest public transport project.

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

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

In April, work will continue along the corridor and at Punchbowl and Bankstown (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**. You may also notice an increase in plant and materials being removed from our sites as contractors change over along the alignment.

What work are we doing?

Location	Work during standard hours
Punchbowl to Bankstown (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• De-vegetation and tree clearing throughout the rail corridor where required• Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work• Various works for the new metro platform at Bankstown Station• Work related to security fence installation• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Preliminary visual inspections of the underside of bridges and adjacent overhead wiring• Mechanical gap filler (MGF) installation work on Bankstown Station platforms• Installation and modification of cables, trackside equipment and trackside inspection• Testing and commissioning, and trackside inspections
Punchbowl Station and surrounding areas & concourse	<ul style="list-style-type: none">• Minor defect rectification work as required• Remediation of landscaped areas in and around the station as required• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Mechanical Gap Filler (MGF) installation work on station platforms
Services building site off Urunga Parade, adjacent to the rail line	<ul style="list-style-type: none">• Linewide high voltage energisation of padmount• Local cabling, mechanical and electrical fit out works for padmounts, and finishing work including surface painting and testing of padmounts• Energisation of metro services building low voltage systems via padmount• Minor defect rectification work as required.
Punchbowl substation, off South Terrace near Scott Street	<ul style="list-style-type: none">• Testing and commissioning of cable and equipment within the substation• Landscaping and remediating activities• Site demobilisation activities, involving using mobile crane and traffic control on South Terrace Street, including one lane closure• Traffic control to facilitate truck movements on South Terrace, if required• High voltage energisation of substation• Operation of transformers for testing and commissioning purposes, 24 hours/day• Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing and surface painting

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

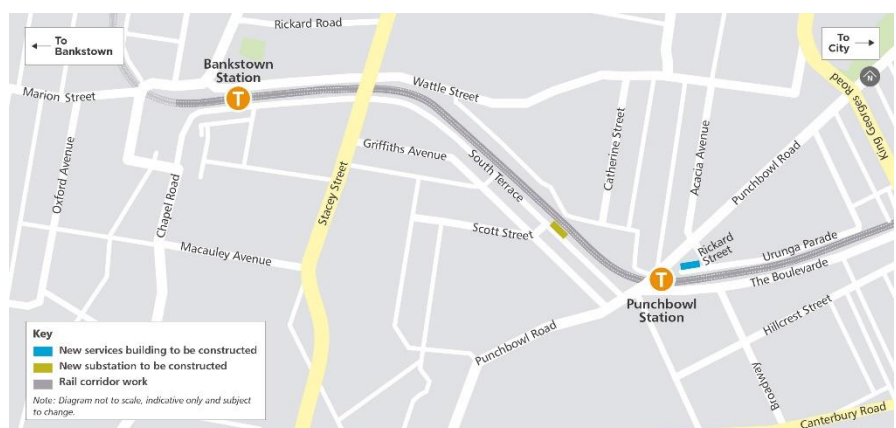


Out-of-hours work (night) work hours – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdown:	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Installation of cables and trackside equipment in the rail corridor
Saturday 13 April to Thursday 25 April 2024 (24/7 work)	<ul style="list-style-type: none"> • Testing and commissioning of equipment and cables, and trackside inspection • Cable pulling at Bankstown Plaza - Bankstown Station • Utilities investigation work involving concrete saw cutting on Stacey Street rail overbridge at Bankstown. and Punchbowl Road overbridge at Punchbowl. Lane closures in both directions on Stacey Street and Punchbowl Road will be required and footpath closures along the overbridge will be in place. Bus stops will remain open
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • De-vegetation and tree clearing throughout the rail corridor where required • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Work related overhead wiring upgrades and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor • Building of the new metro platform at Bankstown Station and associated work • Installation of brackets on station platform • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Testing and commissioning of equipment and cables, and trackside inspection • Cable pulling at Bankstown Plaza - Bankstown Station • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring • Mechanical gap filler (MGF) installation work on Punchbowl station platforms • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment along the rail corridor

What to expect

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

April 2024

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

In April, work will continue along the corridor and at Wiley Park Station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**. You may also notice an increase in plant and materials being removed from our sites as contractors change over along the alignment.

What work are we doing?

Location	Work during standard hours
Wiley Park (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work• De-vegetation and tree clearing throughout the rail corridor where required• Work related to security fence installation• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Temporary footpath closure along the rail corridor on The Boulevard between Ernest St and King Georges Road• Temporary footpath closure along the rail corridor between Railway Pde and King Georges Rd (pedestrian diversion via Alice St North and Lakemba Street to King Georges Road)• Preliminary visual inspections of the underside of bridges and adjacent overhead wiring• Linewide high voltage energisation of padmount• Local cabling, mechanical and electrical fit out works for padmounts, and finishing work including surface painting and testing of padmounts• Energisation of metro services building low voltage systems via padmount• Installation and modification of cables and trackside equipment• Testing and commissioning, and trackside inspections
Wiley Park Station	<ul style="list-style-type: none">• Testing and commissioning in station rooms and buildings• Preparation work and coring on station platforms for mechanical gap filler (MGF) installation• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Minor defect rectification work around the station• Remediation of landscaped areas in and around the station as required

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

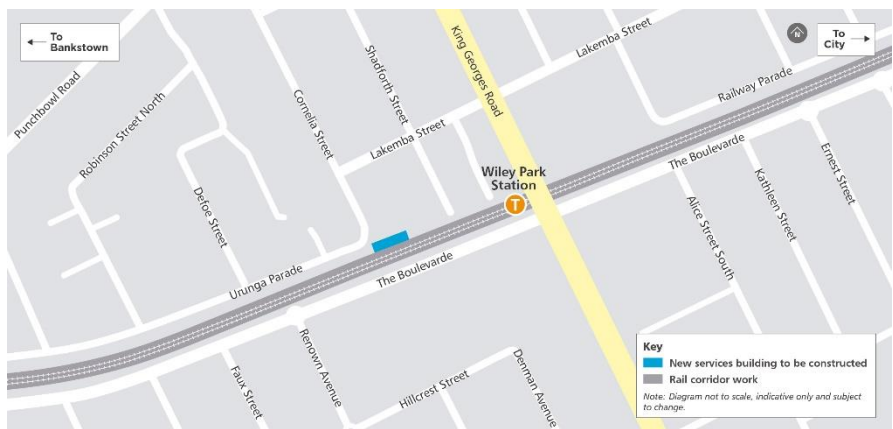


Out-of-hours work (night) work hours – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdown:	<ul style="list-style-type: none"> • 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 overhead wiring upgrades
Saturday 13 April to Thursday 25 April 2024 (24/7 work)	<ul style="list-style-type: none"> • Installation of brackets and containments on the station platform • Work related to the security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor • Temporary footpath closure along the rail corridor on The Boulevard between Ernest St and King Georges Road and Railway Parade and King Georges Road • Track related construction activities • Testing and commissioning of equipment and services and trackside inspection • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring • Preparation work and coring on station platforms for mechanical gap filler (MGF) installation • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment along the rail corridor
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Testing and commissioning of equipment and services • Utilities investigation work involving concrete saw cutting on King Georges Road rail overbridge. Lane closures in both directions on King Georges Road will be required from 7pm to 5am, and footpath closures along the overbridge will be in place. Bus stops will remain open. • Installation of cables and trackside equipment in the rail corridor

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.
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EPL 21147

R4.4 Validation Report

SWMC WE45

Installation of Segregation Fence; Security Fence auguring, Post and Panel/mesh screens; OHW boom replacement; GST Installation; Installation of Brackets at Stations; Bankstown upper platform construction; Cabling and Trackside Equipment.

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
00	10/05/2024	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 worksite3
- 2. A copy of the community notification required under Condition L5.124
- 3. Noise monitoring as required by L5.8(d)4
- 4. Details of any exceedances of predicted noise levels;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

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Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out over 4th and 5th of May during the Weekend 45 Rail Possession (WE45) over 2 days and one night. Works following activities were carried under condition L5.6 - Local Possessions;

- Train stop suppression & restoration work. Signal related works throughout corridor
- Stations – installation of platform brackets
- Segregation fence From Marrickville to Belmore Station – augering of holes for post installation, drilling for bolts, mesh & panel installation.
- Security fencing – augering of holes for post & panel installation at various locations throughout corridor
- Pavement works for Ewart Street high-rail pad
- Minor CSR activities. Installation of shallow GLT in ballast/CESS at various locations. Installation of local routes for new corridor gates
- Replacement of overhead wiring boom sections on existing portal and bridge structures throughout corridor
- Over Head Protection Beam (OHPB) installation at Victoria Bridge
- Station platform construction at Bankstown Station
- Installation of cabling and trackside equipment throughout corridor

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

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

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

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

- Excavators 3T, 6 and 13T (inc jack hammer, augering attachments)
- Balloon tyre dump trucks (Hydrema)
- Light vehicles
- Trucks
- Payloader
- Handheld powered tools
- Vac Trucks
- EWP/telehandler
- Front-end loader
- Concrete truck and line pump
- Portable Generators
- Compressors
- Compactor
- Bogie
- Water pumps
- 4T Dumpy
- Site lights
- Mobile crane

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 noise monitoring was carried out at 8 locations on the perimeter of the rail corridor:

- a. NCA 01 - (HEX515) adjacent to 29 & 31 Leofrene Ave back wall, Marrickville.
- b. NCA 01 - (HEX351) 12m NW of 17 Warburton St, Marrickville.
- c. NCA 02 - (HEX514) 12m N of 1 Ewart Ln, Dulwich Hill.
- d. NCA 02 - (HEX516) 11m N of 81 Ewart St, Dulwich Hill.
- e. NCA 03 - (HEX312) 20m N of 5 Railway St, Hurlstone Park.
- f. NCA 06 - (HEX513) 20m S of 36 Campsie St, Campsie
- g. NCA 07 - (HEX505) 5m E of 1 Hall St, Belmore
- h. NCA 12 - (HEX519) 86m NW of 2 A West Terrace, Bankstown

Refer to **Appendix 1** for noise monitoring results.

4. Details of any exceedances of predicted noise levels;

Noise (LAeq 15min) data was collected at the 8 locations during the WE45 period. Data recordings taken by SiteHive were reviewed and the source of noise assessed. There were no freight trains operating in the vicinity of the SiteHive loggers as the ARTC line was also included in the rail possession.

Note: ARTC performed track re-railing in the following locations:

- Between Sydney Train Chainage 6.476km to 6.758km on Up & Down Goods – (NCA01, from Wooley La access gate to Riverdale Ave)
- Between Sydney Train Chainage 7.800km to 8.300km on Up & Down Goods – (NCA02, from Ewart Street high-rail pad to Wardell Road Bridge)
- Between Sydney Train Chainage 9.640km to 10.000km on Up & Down Goods – (NCA04, from Boughton St access gate to Canterbury Traction Substation)

Noise monitoring results are shown in **Appendix 1**.

During WE45, there were no exceedances of the noise predictions due to JHLORJV construction activity.

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

The following noise mitigation measures are implemented:

- Potential source noise controls include mufflers fitted to exhausts, regular maintenance of plant, acoustic enclosure of machinery on plant items, non-tonal reversing alarms fitted to plant.
- General monthly community notification.
- Specific notification to impacted residents were provided no later than 7 days out from start of possession.
- Additional mitigation measures such as Alternative Accommodation and Respite Offers.
- Use of real time noise monitors at targeted work locations. Periodic desk top checks on

data collected by the 8 real time monitoring instruments were carried out during work periods.

- Environmental surveillance
- On site mitigation instructions to crews:
 - No music, no dropping of objects
 - No shouting or unnecessary noise
 - Be respectful of neighbors when coming and going from site. As far as possible, avoid congregating near residential property boundaries.
 - Position plant as far from residents as possible and orientate them if possible, to emit noise on non-resident side.
 - Plant to be switched off when not in use.

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

The works carried out on WE45 could only be safely conducted during a rail possession due to works occurring within the rail corridor/danger zone. Works were completed in accordance with EPL Condition L5.6 (Local Possession). Carrying out the construction activities during standard construction hours (specified in L5.1) would cause unacceptable risks to construction personnel safety; rail passenger and railways personnel safety and railway network operational reliability.

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

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

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

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

Attachment 1 – Noise Monitoring Results

- Monitoring Result
- Monitoring Location

Table 1. 04-05 Mat 2024 Night Shift

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location	Predicted noise level LAeq, 15min at resident	Compliant	Comments
1	Location a (NCA01 - HEX515) Adjacent to 29 & 31 Leofrene Ave back wall, Marrickville Continues Monitoring	4/05/2024 To 5/05/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)	General track related construction activities	<ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dump Site lights 	52	57	YES	<ul style="list-style-type: none"> RBL: 33 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 52 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (52 dB) is lower than the predicted level (57 dB) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
2	Location b (NCA01 - HEX351) 12m NW of 17 Warburton St, Marrickville Continues Monitoring					51	66	YES	<ul style="list-style-type: none"> RBL: 33 LAeq15min matched predictions. Noise monitor detect highest LAeq15min value of 51 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (66 dB) matches the predicted level (51 dB) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
3	Location c (NCA02 - HEX514) 12m N of 1 Ewart Ln, Dulwich Hill Continues Monitoring					57	54	YES	<ul style="list-style-type: none"> RBL: 33 LAeq15min is above the predictions. No JHLOR construction activity within 200m radius. Noise monitor detect highest LAeq15min value of 57 dB due to ARTC re-railing noise between the hours 22:00 to 07:00. The Highest LAeq in work period (57 dB) is higher than the predicted level (54 dB) Predicted noise levels (Night shift works) in this area triggered offers for Respite. Actual Noise level (Nightshift works) consistent with the predicted offers for Respite No additional mitigation measures required.
4	Location d (NCA02 - HEX516) 11m N of 81 Ewart St, Dulwich Hill Continues Monitoring					50	63	YES	<ul style="list-style-type: none"> RBL: 33 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 63 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (63 dB) is lower than the predicted level (69 dB) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
5	Location e (NCA03 - HEX312) 20m N of 5 Railway St, Hurlstone Park Continues Monitoring					57	54	YES	<ul style="list-style-type: none"> RBL: 34 LAeq15min above the predictions. No JHLOR construction activity within 200m radius. Noise monitor detect highest LAeq15min value of 57 dB not related to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (57 dB) is higher than the predicted level (54 dB) Predicted noise levels (Night shift works) in this area triggered offers for Respite. Actual Noise level (Nightshift works) consistent with the predicted offers for Respite No additional mitigation measures required.
6	Location f (NCA06 - HEX513) 20m S of 36 Campsie St, Campsie Continues Monitoring					55	68	YES	<ul style="list-style-type: none"> RBL: 35 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 55 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (55 dB) is lower than the predicted level (68 dB) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
7	Location g (NCA07 - HEX505) 5m E of 1 Hall St, Belmore Continues Monitoring					62	69	YES	<ul style="list-style-type: none"> RBL: 35 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 62 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (62 dB) is lower than the predicted level (69 dB) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
8	Location h (NCA12 - HEX519) 86m NW of 2 A West Terrace, Bankstown Continues Monitoring					60	71	YES	<ul style="list-style-type: none"> RBL: 42 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 60 dB due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (60 dB) is lower than the predicted level (71 dB) Predicted noise levels (Night shift works) in this area triggered offers for Respite.

Table 2. 24 March 2024 Day Shift

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location	Predicted noise level LAeq, 15min at resident	Compliant	Comments
1	Location a (NCA01 - HEX515) Adjacent to 29 & 31 Leofrene Ave back wall, Marrickville Continues Monitoring	24/02/2024	Day to Evening 7:00 to 15:00	General track related construction activities	<ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dumpy Site lights 	64	74	YES	<ul style="list-style-type: none"> RBL: 38 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 64 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (64 dB) is lower than the predicted level (74 dB) Predicted noise levels (Day shift works) in this area triggered offers for Respite.
2	Location b (NCA01 - HEX351) 12m NW of 17 Warburton St, Marrickville Continues Monitoring		Day to Evening 7:00 to 15:15			59	64	YES	<ul style="list-style-type: none"> RBL: 38 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 59 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (59 dB) is lower than the predicted level (64 dB) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.
3	Location c (NCA02 - HEX514) 12m N of 1 Ewart Ln, Dulwich Hill Continues Monitoring		Day to Evening 7:00 to 15:30			58	53	YES	<ul style="list-style-type: none"> RBL: 38 LAeq15min is above the predictions. No JHLOR construction activity within 200m radius. Noise monitor detect highest LAeq15min value of 57 dB due to ARTC re-railing noise between the hours 07:00 to 22:00. The Highest LAeq in work period (58 dB) is higher than the predicted level (53 dB) However Predicted noise levels (Day shift works) in this area did not trigger offers for Respite. Actual noise levels (Day shift works) in this area did not trigger offers for Respite. No additional mitigation measures required.
4	Location d (NCA02 - HEX516) 11m N of 81 Ewart St, Dulwich Hill Continues Monitoring		Day to Evening 7:00 to 22:00			56	62	YES	<ul style="list-style-type: none"> RBL: 38 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 56 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (56 dB) is lower than the predicted level (62 dB) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.
5	Location e (NCA03 - HEX312) 20m N of 5 Railway St, Hurlstone Park Continues Monitoring		Day to Evening 7:00 to 22:00			59	55	YES	<ul style="list-style-type: none"> RBL: 38 LAeq15min above the predictions. No JHLOR construction activity within 200m radius. Noise monitor detect highest LAeq15min value of 59 dB not related to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (59 dB) is higher than the predicted level (55 dB) However Predicted noise levels (Day shift works) in this area did not trigger offers for Respite. Actual noise levels (Day shift works) in this area did not trigger offers for Respite. No additional mitigation measures required.
6	Location f (NCA06 - HEX513) 20m S of 36 Campsie St, Campsie Continues Monitoring		Day to Evening 7:00 to 22:00			58	68	YES	<ul style="list-style-type: none"> RBL: 45 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 58 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (58 dB) is higher than the predicted level (68 dB) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.
7	Location g (NCA07 - HEX505) 5m E of 1 Hall St, Belmore Continues Monitoring		Day to Evening 7:00 to 22:00			71 (Calculated highest LAeq in work period at the nearest resident is 57)	69	YES	<ul style="list-style-type: none"> RBL: 41 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 57 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (57 dB) is higher than the predicted level (69 dB) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.
8	Location h (NCA12 - HEX519) 86m NW of 2 A West Terrace, Bankstown Continues Monitoring		Day to Evening 7:00 to 22:00			60	66	YES	<ul style="list-style-type: none"> RBL: 54 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 60 dB due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (60 dB) is higher than the predicted level (66 dB) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.

Find address or place

Map navigation controls: zoom in (+), zoom out (-), home, location, layers, print, etc.

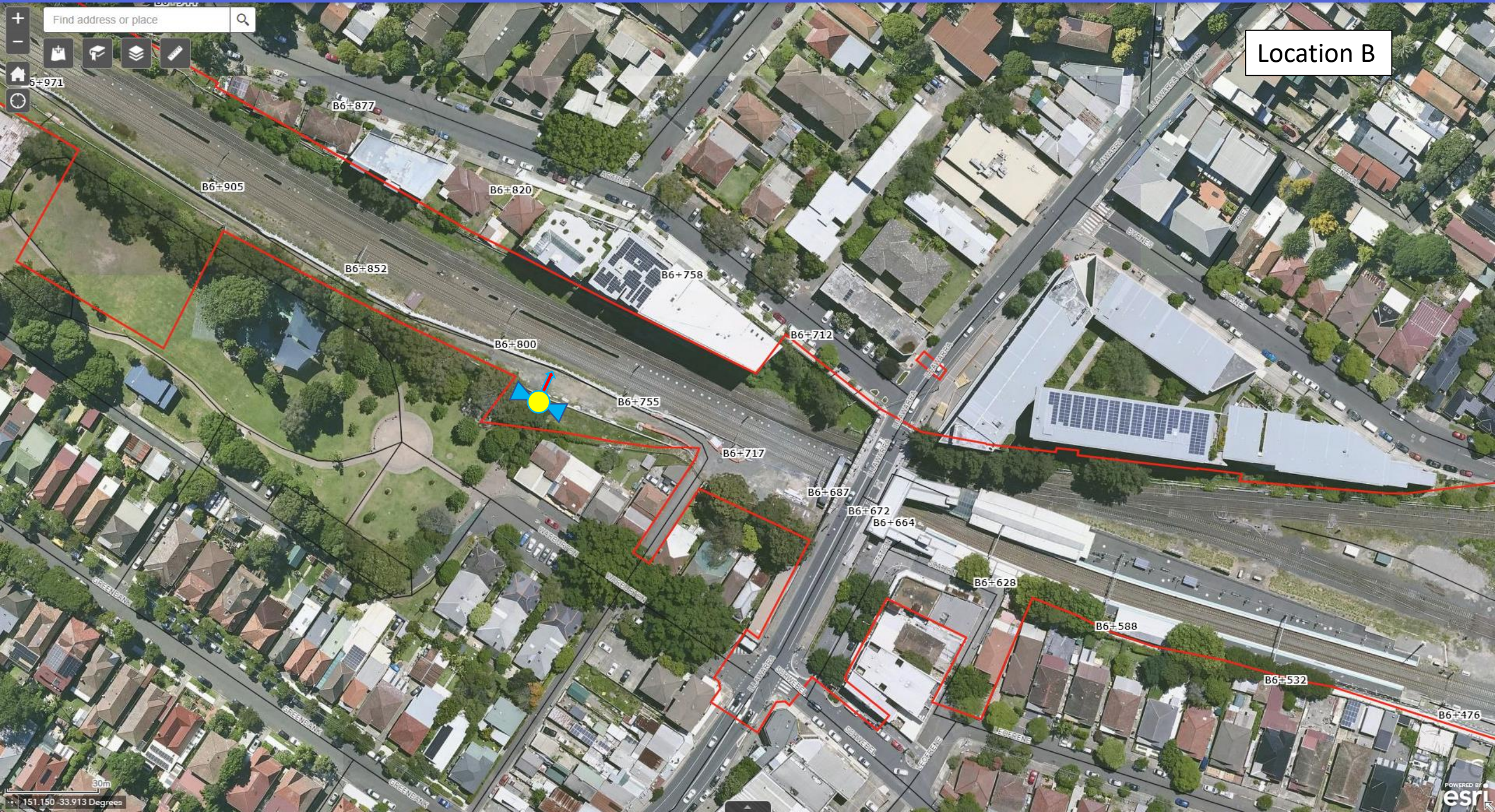
Location A
ARTC



Find address or place

Location B

Map navigation controls: zoom in (+), zoom out (-), home, layers, print, and a scale bar showing 3-971.



Find address or place



Location C
ARTC



DU2 (M24 8.038D)

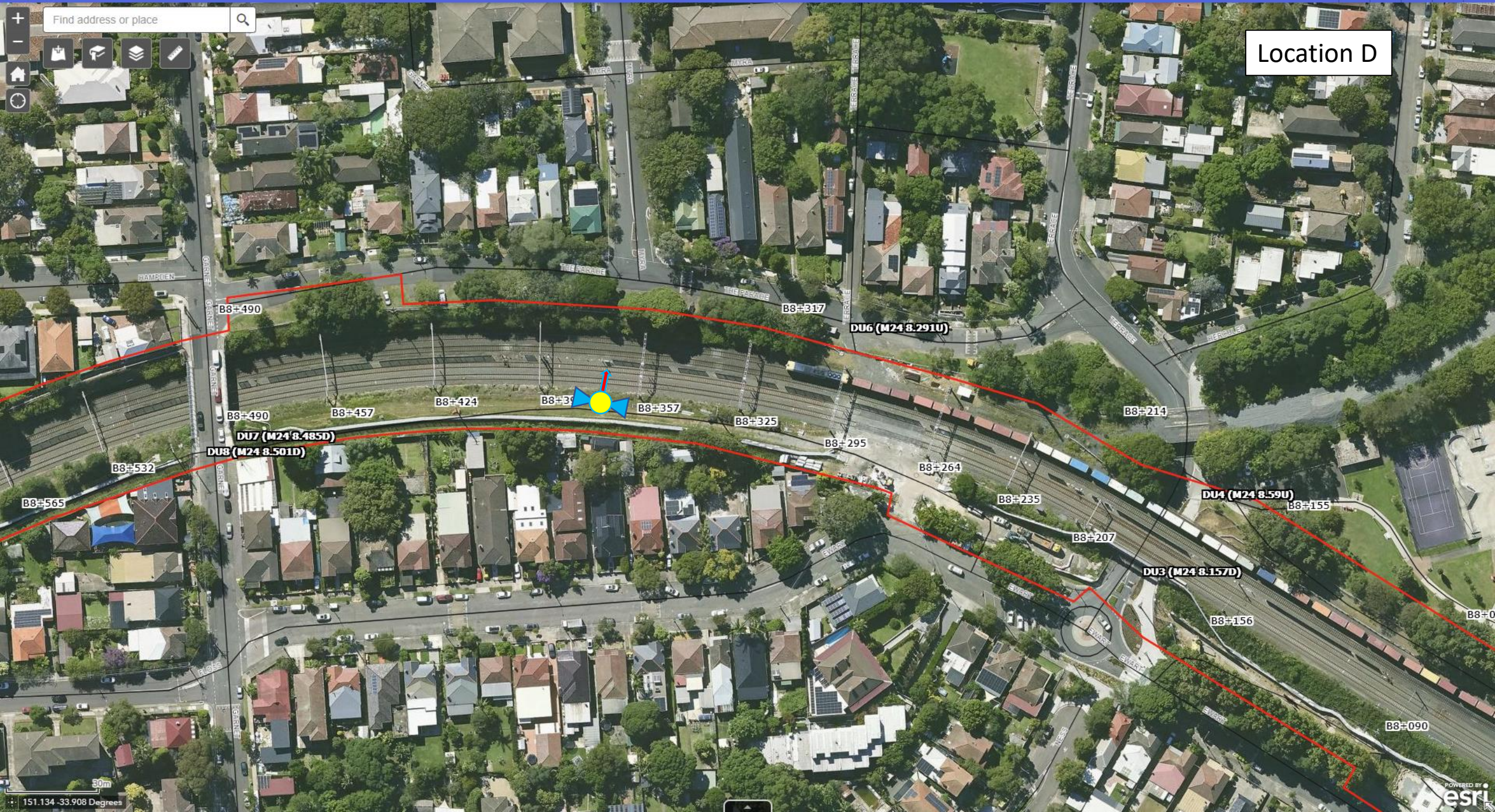
DU1 (M24 7.900D)

MA6 (M24 7.685U)

Find address or place

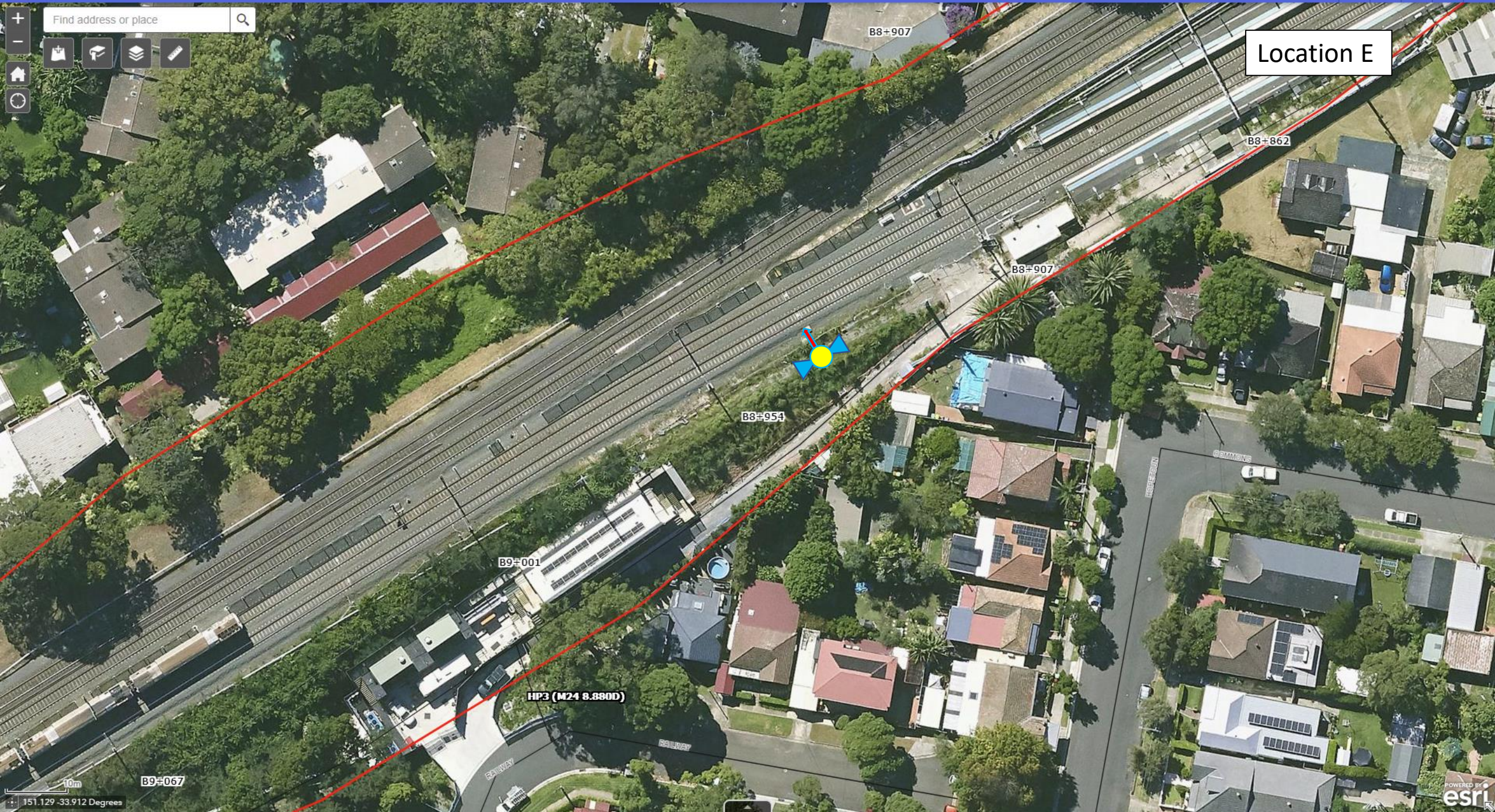
Map navigation controls: zoom in (+), zoom out (-), home, layers, print, etc.

Location D



Find address or place

Location E



Find address or place

Location F



Find address or place



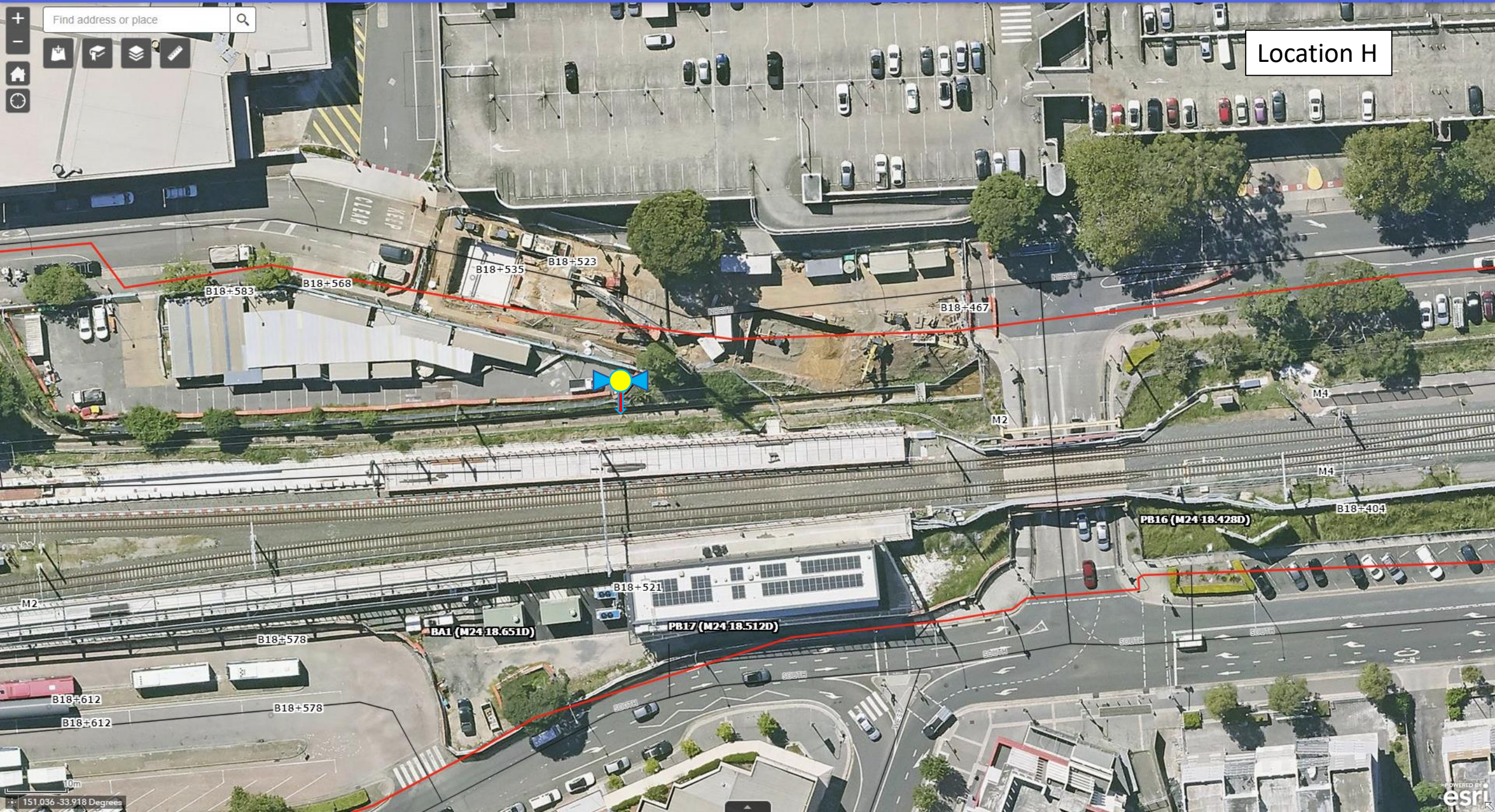
Location G



Find address or place

Navigation icons: zoom in, zoom out, home, location, layers, scale, print, share

Location H



Attachment 2 – Community Notification

Community Notifications were provided to residents of:

- Sydenham
- Marrickville
- Canterbury
- Hurlstone Park
- Dulwich Hill
- Campsie
- Belmore
- Wiley Park
- Punchbowl to Bankstown

Please refer to the following community notifications for works.

Construction Notification – Belmore Station

May 2024

Sydney Metro is Australia's biggest public transport project.

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

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

In May, work will continue along the corridor and at Belmore Station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**. You may also notice an increase in plant and materials being removed from our sites as contractors change over along the alignment.

What work are we doing?

Location	Work during standard hours
Belmore (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Delivery of plant and materials• De-vegetation and tree clearing around the rail corridor where required• Work related to security fence installation• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Installation and modification of cable service route, cables and trackside equipment• Testing and commissioning, and trackside inspection• Utility locating and associated activities• Minor defect rectification and remediation of landscaped areas in and around the station as required
Around Belmore Station and at the services building site (off Redman Parade, adjacent to the rail line)	<ul style="list-style-type: none">• Minor defect rectification and remediations as required• Installation of gate plates at Metro services building (MSB)• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Ongoing termination and cabling work at services buildings• Local cabling, mechanical and electrical fit, linewise high voltage energisation, finishing work, painting and testing of padmounts• Energisation of MSB low voltage systems via padmount
Belmore site compound (Bridge Road)	<ul style="list-style-type: none">• Delivery and storage of materials, including cables, cable drums, light and heavy vehicles• Maintenance, testing and commissioning of equipment and services• Ongoing truck and traffic movements in and out of site, occasionally managed by traffic control
Lakemba substation, off The Boulevard, near Taylor Street	<ul style="list-style-type: none">• Installation of cables, cable supports, conduits, and transformers and mechanical and electrical fit outs• Landscaping and maintenance activities• Traffic control to facilitate truck movements on The Boulevard, if required• High voltage energisation of substation• 24/7 Operation of generators for testing and commissioning of padmount transformers• Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing• Testing and commissioning of new equipment

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



Out-of-hours work (night) work hours – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Upcoming rail possession:	<ul style="list-style-type: none"> • 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 overhead wiring upgrades
Saturday 4 May to Sunday 5 May 2024 (24/7 work)	<ul style="list-style-type: none"> • Work related to the segregation and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment in the rail corridor • Testing and commissioning of equipment and services, including trackside inspection • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Utility locating and associated activities • Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Testing and commissioning of equipment and services, and trackside inspection • Installation of cables and trackside equipment

What to expect

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




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

Contact us

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Construction Notification – Campsie Station

May 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

In May, work will continue along the corridor and at Campsie Station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**. You may also notice an increase in plant and materials being removed from our sites as contractors change over along the alignment.

What work are we doing?

Location	Work during standard hours
Campsie (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials• De-vegetation and tree clearing throughout the rail corridor where required• Work related to security fence installation• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Preliminary visual inspections of underside of bridges and adjacent overhead wiring• Installation of and modification of cable service route• Testing and commissioning, and trackside inspection• Installation of cables and trackside equipment
Around Campsie Station	<ul style="list-style-type: none">• Minor defect rectification as required• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings
Services building site at Lilian Lane opposite Dewar Street	<ul style="list-style-type: none">• Minor defect rectification as required• Installation of cables and testing activities• Local cabling, mechanical and electrical fit, linewise high voltage energisation, finishing work, surface painting and testing of padmounts• Energisation of Metro Services Building low voltage systems via padmount
Substation site (Off Lilian Street)	<ul style="list-style-type: none">• Installation of cables and cable supports as well as mechanical and electrical fitout inside Traction Substation Building• Landscaping and remediation activities• Traffic control to facilitate truck movements on Lilian Street, if required• Operation of transformers for testing and commissioning purposes• Testing and commissioning of new equipment

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

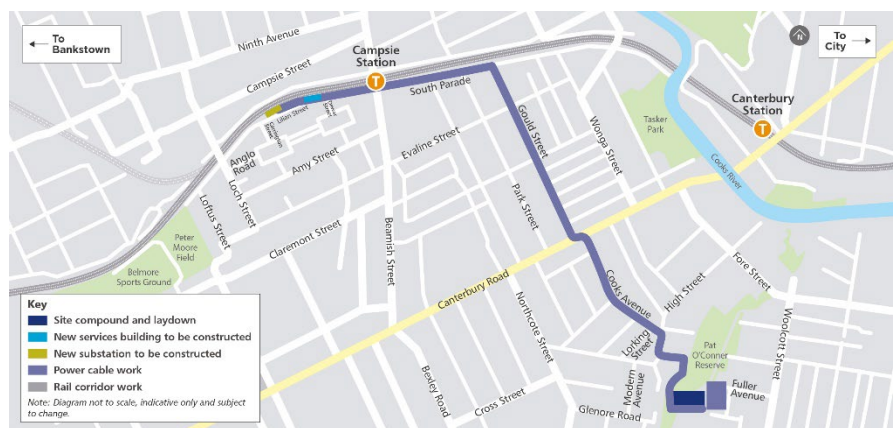


Out-of-hours work (night) work hours – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Upcoming rail possession:	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • De-vegetation and tree clearing around the rail corridor where required • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
Saturday 4 May to Sunday 5 May 2024 (24/7 work)	<ul style="list-style-type: none"> • Work related to overhead wiring upgrades • Work related to the segregation and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor • Work related to the combined services routes within the corridor • Internal work and installation of brackets and containments on station platform • Preliminary visual inspections of underside of bridges and adjacent overhead wiring • Testing and commissioning of equipment and services, and trackside inspection • Operation of generators for testing and commissioning of padmount transformers, 24 hours per day • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment in the rail corridor • Minor defect rectification as required
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Testing and commissioning of equipment and services, and trackside inspection • Installation of cables and trackside equipment

What to expect

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



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Construction Notification – Canterbury Station

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

In May, work will continue along the corridor and at Canterbury Station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**. You may also notice an increase in plant and materials being removed from our sites as contractors change over along the alignment.

What work are we doing?

Location	Work during standard hours
Canterbury (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• De-vegetation and tree clearing around the rail corridor where required• Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work• Work related to security fence installation and combined services routes within the corridor• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Preliminary visual inspections of the underside of bridges and adjacent overhead wiring• Installation of and modification of cable service route, cables, and trackside equipment• Local cabling, mechanical and electrical fit, linewide high voltage energisation, finishing work, surface painting and testing of padmounts• Energisation of metro services building low voltage systems via padmount
Around Canterbury Station	<ul style="list-style-type: none">• Testing and commissioning activities• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Minor civil works on the concourse and platforms• Minor electrical and containment works at station building/platforms• Minor works on Metro services building• Testing and commissioning activities• Minor defect rectification work as required
Former Bowling Club	<ul style="list-style-type: none">• De-vegetation and tree clearing throughout the rail corridor where required• Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
Substation site (off Hutton Street)	<ul style="list-style-type: none">• Installation and modification of equipment, cables and cable supports• Landscaping and remediation activities• Drainage work on Hutton Street, with temporary lane closure and traffic management in place• Traffic control to facilitate truck movements on Hutton Street, if required• Operation of transformers for testing and commissioning purposes• Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing and surface painting• Testing and commissioning of new equipment

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



Out-of-hours work (night) work hours – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Upcoming rail possession:	<ul style="list-style-type: none"> De-vegetation and tree clearing around the rail corridor where required Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
Saturday 4 May to Sunday 5 May 2024 (24/7 work)	<ul style="list-style-type: none"> Work related to overhead wiring upgrades Work related to the segregation and security fence installation within the rail corridor Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor Installation of brackets and containments Operation of generators for testing and commissioning of padmount transformers, 24 hours per day Testing and commissioning activities Installation of equipment, cables, cable tray and cabinets in station rooms and buildings Installation of cables and trackside equipment and trackside inspections along the rail corridor Minor civil, electrical and containment works at station building/platforms Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials Utilities investigation work involving concrete saw cutting on Canterbury Road rail bridge. Traffic on Canterbury Road will be open in each direction with traffic controllers and pedestrian detours around footpath closures in place. Bus Stop on the southern footpath of Canterbury Road (Bus Stop ID 2193108) will be relocated temporarily to Bus Stop ID 2193105 Installation of cables and trackside equipment in the rail corridor Operation of generators for testing and commissioning of padmount transformers, 24 hours per day Testing and commissioning of equipment and services

What to expect


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

May 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

In May, work will continue along the corridor and at Dulwich Hill Station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**. You may also notice an increase in plant and materials being removed from our sites as contractors change over along the alignment.

What work are we doing?

Location	Work during standard hours
Dulwich Hill (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials• Installation of brackets and containments on the station platform• De-vegetation and tree clearing around the rail corridor where required• Work related to security fence installation• Installation of and modification of cable service routes• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Installation and modification of cables and trackside equipment• Testing and commissioning, and trackside inspections• Utility locating and associated activities
Around Dulwich Hill Station	<ul style="list-style-type: none">• Minor defect rectification work around the station platform and new footbridge• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Mechanical gap filler (MGF) installation work on station platforms• Non-invasive site investigations at Wardell Road bridge using video camera technology
Services building site at Ewart Lane	<ul style="list-style-type: none">• Defect rectification work as required• Work related to security fence installation• Ongoing termination, cabling and testing work at Metro Services Building• Local cabling, mechanical and electrical fit, linewise high voltage energisation, finishing work, surface painting and testing of padmounts• Energisation of Metro Services Building low voltage systems via padmount
Substation site (off Randall Street behind Albermarle Street, Marrickville)	<ul style="list-style-type: none">• Work related to security fence installation• Installation and modification of cables and equipment, and testing activities• Mechanical and electrical fitout and maintenance in the substation buildings• Installation of upgraded roof covering on the substation• Landscaping and remediation activities• Traffic control to facilitate truck movements from Livingstone Road into Randall Street• Operation of transformers for testing and commissioning purposes

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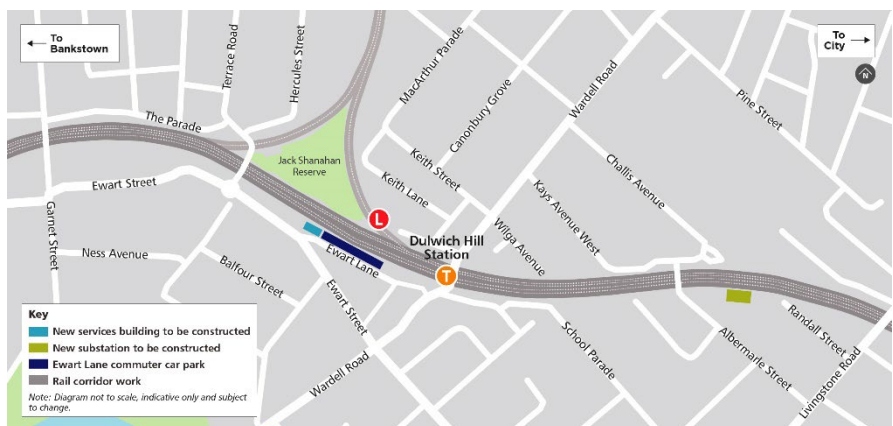
Out-of-hours work (night) work hours – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Upcoming rail possession:	<ul style="list-style-type: none"> De-vegetation and tree clearing around the rail corridor where required Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
Saturday 4 May to Sunday 5 May 2024 (24/7 work)	<ul style="list-style-type: none"> Work related to overhead wiring upgrades Work related to the segregation and security fence installation within the rail corridor Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor Installation of and modification of cable service routes Installation of brackets and contaminants on the station platform Track related drainage work Pavement work within the rail corridor related to the hi-rail access pad Sydney Water main connection to platform Minor defect work as required Testing and commissioning of equipment and systems and trackside inspections Operation of generators for testing and commissioning of padmount transformers, 24 hours per day Installation of equipment, cables, cable tray and cabinets in station rooms and buildings Installation of cables and trackside equipment along the rail corridor Installation of cables and cable supports, and upgraded roof covering on the substation as well as mechanical and electrical fitout inside traction substation building Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials Operation of generators for testing and commissioning of padmount transformers, 24 hours/day Testing and commissioning of equipment and services Installation of cables and trackside equipment in the rail corridor




What to expect

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

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



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Construction Notification – Hurlstone Park Station

May 2024

Sydney Metro is Australia's biggest public transport project.

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

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

In May, work will continue along the corridor and at Hurlstone Park Station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**. You may also notice an increase in plant and materials being removed from our sites as contractors change over along the alignment.

What work are we doing?

Location	Work during standard hours
Hurlstone Park (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials• De-vegetation and tree clearing around the rail corridor where required• Work related to security fence installation• Installation of brackets and containments on the station platform• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Minor defect rectification work as required• Platform 2 building variation work• Testing and commissioning and trackside inspections• Installation and modification of cables service route, cables and trackside equipment• Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Around the Station	<ul style="list-style-type: none">• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings
Services building site off Railway Street	<ul style="list-style-type: none">• Mobilisation and demobilisation of plant and materials• Work related to security fence installation• De-vegetation and tree clearing around the rail corridor where required• Rail gate access for mobilising and demobilisation of plant and equipment• Remediation of landscaped areas as required• Minor defect rectification work as required• Ongoing termination and cabling work• Local cabling, mechanical and electrical fit, linewise high voltage energisation, finishing work and testing of padmounts• Energisation of the low voltage systems via padmount
Substation site of Hutton Street	<ul style="list-style-type: none">• Work related to security fence installation• De-vegetation and tree clearing around the rail corridor where required• Installation and modification of cables and testing activities• Remediation of landscaped areas as required• Drainage work on Hutton Street with temporary lane closure and traffic management in place• Traffic control to facilitate truck movements on Hutton Street as required• Operation of transformers for testing and commissioning purposes, 24 hours per day• Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing and surface painting

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

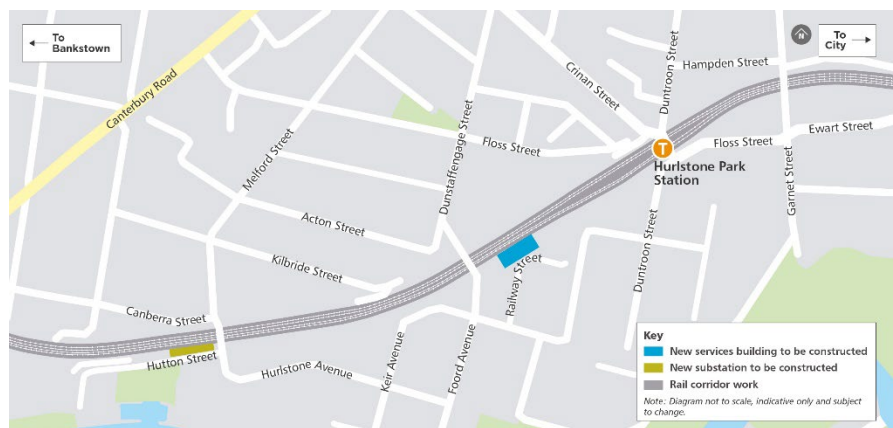


Out-of-hours work (night) work hours – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdown:	<ul style="list-style-type: none"> Mobilisation and demobilisation of plant and materials Delivery of plant and materials including preparatory activities for upcoming out-of-hours work Work related to overhead wiring upgrades Work related to the segregation and security fence installation within the rail corridor
Saturday 4 May to Sunday 5 May 2024 (24/7 work)	<ul style="list-style-type: none"> Installation of and modification of cable service routes Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor Installation of brackets and contaminants on the station platform Minor defect rectification work as required Operation of generators for testing and commissioning of padmount transformers, 24 hours/day Testing and commissioning of equipment and services, and trackside inspection Drainage work on Hutton Street, with temporary lane closure and traffic management in place Installation of equipment, cables, cable tray and cabinets in station rooms and buildings Installation of cables and trackside equipment along the rail corridor Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work Operation of generators for testing and commissioning of padmount transformers, 24/7 Testing and commissioning of equipment and services Installation of cables and trackside equipment in the rail corridor Utilities investigation work involving concrete saw cutting on Duntroun Street bridge. Duntroun Street bridge will be reduced to three lanes, however traffic can travel in each direction with traffic controllers and pedestrian detours around footpath closures in place

What to expect


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




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

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Construction Notification – Lakemba Station

May 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

In May, work will continue along the corridor and at Lakemba Station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**. You may also notice an increase in plant and materials being removed from our sites as contractors change over along the alignment.

What work are we doing?

Location	Work during standard hours
Lakemba (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work• Work related to security fence installation• De-vegetation and tree clearing around the rail corridor where required• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Temporary footpath closure along the rail corridor on The Boulevard between Ernest Street and King Georges Road• Temporary footpath closure along the rail corridor between Railway Parade and King Georges Road (Pedestrian diversion via Alice St Nth and Lakemba St to King Georges Road)• Installation and modification of cables and trackside equipment• Testing and commissioning, and trackside inspections• Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Around Lakemba station (Railway Parade and The Boulevard)	<ul style="list-style-type: none">• Minor civil, mechanical and electrical work• Minor defect remediation work as required• Testing and commissioning of equipment and services• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings
Services building site off Railway Parade near Bellevue Avenue	<ul style="list-style-type: none">• Minor civil, mechanical and electrical work at the services building• Testing and commissioning activities• Ongoing termination and cabling work at services buildings• Linewise high voltage energisation, finishing work and testing of padmounts• Energisation of metro services building low voltage systems via padmount
Lakemba substation, off The Boulevard, near Taylor Street	<ul style="list-style-type: none">• Testing and commissioning of equipment and services• Landscaping and remediation activities• Traffic control to facilitate truck movements on The Boulevard as required• Operation of generators for testing and commissioning of padmount transformers 24 hours/day• Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing

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



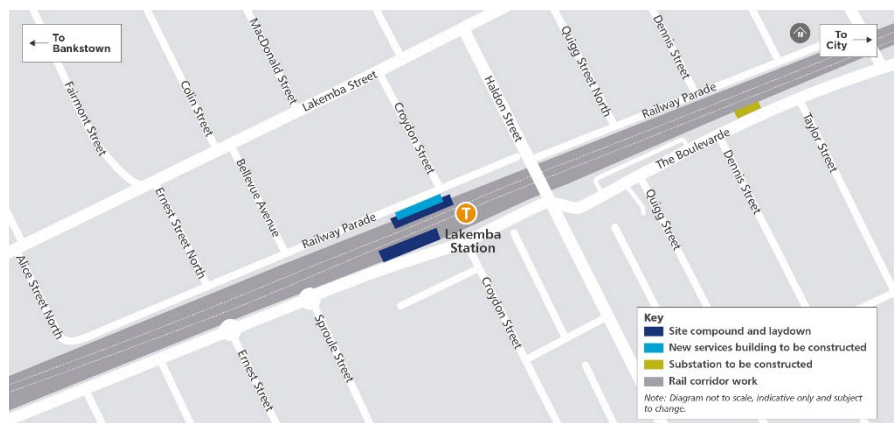
Out-of-hours work (night) work hours – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdown:	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
Saturday 4 May to Sunday 5 May 2024	<ul style="list-style-type: none"> • Work related to overhead wiring upgrades • De-vegetation and tree clearing throughout the rail corridor where required • Work related to the segregation and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor • Temporary footpath closure along the rail corridor on The Boulevard between Ernest Street and King Georges Road and Railway Parade and King Georges Road • Installation of brackets and containments on the station platform • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Testing and commissioning of equipment and services and trackside inspections along the rail corridor • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment along the rail corridor • Minor civil, mechanical, electrical and defect rectification work at station and services building • Preliminary visual inspections of underside of bridges and adjacent overhead wiring • Mechanical gap filler (MGF) installation work on station platforms
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Utility investigation work involving saw cutting on Haldon Street rail bridge. Haldon Street bridge will be reduced to three lanes, however traffic can travel in each direction with traffic controllers and pedestrian detours around footpath closures in place • Operation of generators for testing and commissioning of padmount transformers, 24/7 • Testing and commissioning of equipment and services • Installation of cables and trackside equipment in the rail corridor

What to expect

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

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Construction Notification – Marrickville Station

May 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

In May, work will continue along the corridor and at Marrickville Station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**. You may also notice an increase in plant and materials being removed from our sites as contractors change over along the alignment.

What work are we doing?

Location	Work during standard hours
Marrickville (along the rail corridor)	<ul style="list-style-type: none">• 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• Installation of and modification of cable service route (CSR)• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Testing and commissioning and trackside inspections• Installation and modification of cables and trackside equipment• Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Around Marrickville Station	<ul style="list-style-type: none">• Minor defect rectification work as required• Work related to security fence installation• Testing and commissioning activities• Minor electrical works at station buildings and platforms• Mechanical gap filler (MGF) installation work on station platforms• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings
Services building site in the rail corridor, off Victoria Road	<ul style="list-style-type: none">• Mobilisation and demobilisation of plant and materials• Work related to security fence installation• Local cabling, mechanical and electrical fit, linewise high voltage energisation, finishing work and testing of padmounts• Energisation of metro services building low voltage systems via padmount• Testing of high voltage and low voltage interface• Testing and commissioning activities
Services building (off Randall Street behind Albermarle Street)	<ul style="list-style-type: none">• Mobilisation and demobilisation of plant and materials• Work related to security fence installation• Installation of cables and testing activities• Landscaping and remediation activities• Installation of upgraded roof covering on the substation• Mechanical and electrical fitout inside Traction Substation Building• Traffic control to facilitate truck movements from Livingstone Road into Randall Street as required• Operation of transformers for testing and commissioning purposes, 24 hours/day

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Out-of-hours work (night) work hours – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdown:	<ul style="list-style-type: none"> De-vegetation and tree clearing throughout the rail corridor where required Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials Work related to overhead wiring upgrades
Saturday 4 May to Sunday 5 May 2024 (24/7 work)	<ul style="list-style-type: none"> Work related to the segregation and security fence installation within the rail corridor Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor Work around the Victoria Road rail underpass including full closure and diversions in place and removal of parking and bike lanes Modification works to Livingstone Road rail overpass inside the rail corridor Installation and modification of cable service route Installation of brackets and containments on the station platform Operation of generators for testing and commissioning of padmount transformers Testing and commissioning of equipment and services Installation of upgraded covering upgraded roof covering at the Dulwich Hill substation site, off Randal Street behind Albermarle Street, Marrickville Installation of equipment, cables, cable tray and cabinets in station rooms and buildings Installation of cables and trackside equipment and trackside inspection along the rail corridor Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials Operation of generators for testing and commissioning of padmount transformers Testing and commissioning of equipment and services Installation of cables and trackside equipment in the rail corridor

What to expect

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



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Construction Notification – Punchbowl to Bankstown

May 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

In May, work will continue along the corridor and at Punchbowl and Bankstown (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**. You may also notice an increase in plant and materials being removed from our sites as contractors change over along the alignment.

What work are we doing?

Location	Work during standard hours
Punchbowl to Bankstown (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• De-vegetation and tree clearing throughout the rail corridor where required• Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work• Various works for the new metro platform at Bankstown Station• Work related to security fence installation• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Preliminary visual inspections of the underside of bridges and adjacent overhead wiring• Installation and modification of cables, trackside equipment• Testing and commissioning, and trackside inspections
Punchbowl Station and surrounding areas & concourse	<ul style="list-style-type: none">• Minor defect rectification work as required• Remediation of landscaped areas in and around the station as required• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings
Services building site off Urunga Parade, adjacent to the rail line	<ul style="list-style-type: none">• Linewide high voltage energisation of padmount• Local cabling, mechanical and electrical fit out works for padmounts, and finishing work and testing of padmounts• Energisation of metro services building low voltage systems via padmount• Minor defect rectification work as required
Punchbowl substation, off South Terrace near Scott Street	<ul style="list-style-type: none">• Testing and commissioning of cable and equipment within the substation• Landscaping and remediating activities• Site demobilisation activities, involving using mobile crane and traffic control on South Terrace, including one lane closure• Traffic control to facilitate truck movements on South Terrace, if required• High voltage energisation of substation• Operation of transformers for testing and commissioning purposes, 24 hours/day• Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing and surface painting

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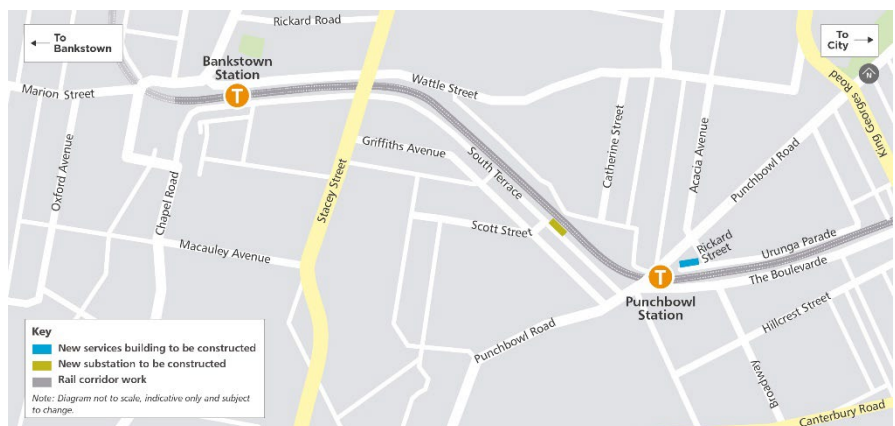


Out-of-hours work (night) work hours – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdown:	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Installation of cables and trackside equipment in the rail corridor
Saturday 4 May to Sunday 5 May 2024 (24/7 work)	<ul style="list-style-type: none"> • Testing and commissioning of equipment and cables, and trackside inspection • Cable pulling around Bankstown Station • Utilities investigation and bridge bearing investigation work involving concrete saw cutting on North Terrace and Stacey Street Bridge at Bankstown. Lane reductions will be in place, however traffic can travel in each direction with traffic controllers and pedestrian detours around footpath closures in place
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • De-vegetation and tree clearing throughout the rail corridor where required • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Work related overhead wiring upgrades and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor • Building of the new metro platform at Bankstown Station and associated work • Installation of brackets on station platform • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Testing and commissioning of equipment and cables, and trackside inspection • Cable pulling around Bankstown Station • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring • Minor defect rectification work as required • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment along the rail corridor

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.
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Construction Notification – Wiley Park Station

May 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

In May, work will continue along the corridor and at Wiley Park Station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**. You may also notice an increase in plant and materials being removed from our sites as contractors change over along the alignment.

What work are we doing?

Location	Work during standard hours
Wiley Park (along the rail corridor)	<ul style="list-style-type: none">• Testing and commissioning activities• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work• De-vegetation and tree clearing throughout the rail corridor where required• Work related to security fence installation• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Temporary footpath closure along the rail corridor on The Boulevard between Ernest Street and King Georges Road• Temporary footpath closure along the rail corridor between Railway Parade and King Georges Road (pedestrian diversion via Alice St North and Lakemba Street to King Georges Road)• Preliminary visual inspections of the underside of bridges and adjacent overhead wiring• Linewide high voltage energisation of padmount• Local cabling, mechanical and electrical fit out works for padmounts, and finishing work and testing of padmounts• Energisation of metro services building low voltage systems via padmount• Installation and modification of cables and trackside equipment• Testing and commissioning, and trackside inspections
Wiley Park Station	<ul style="list-style-type: none">• Testing and commissioning in station rooms and buildings• Preparation work and coring on station platforms for mechanical gap filler (MGF) installation• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Minor defect rectification work as required• Remediation of landscaped areas in and around the station as required• Installation of gate plates at the Metro Services Building

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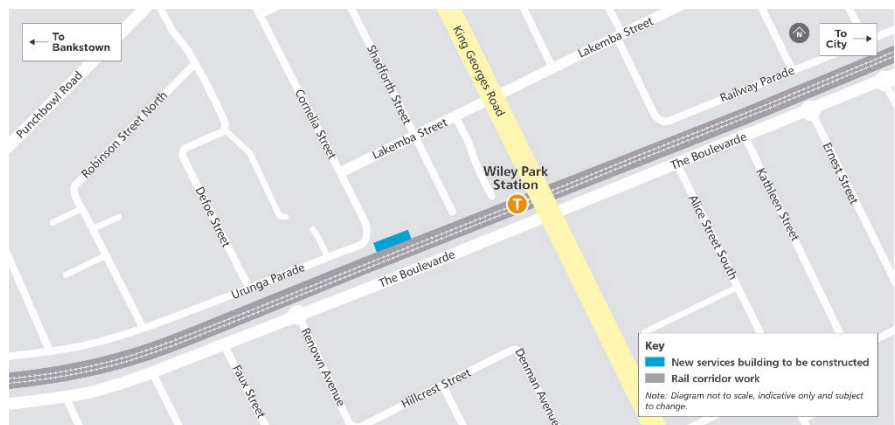
Out-of-hours work (night) work hours – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdown:	<ul style="list-style-type: none"> • 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 overhead wiring upgrades
Saturday 4 May to Sunday 5 May 2024 (24/7 work)	<ul style="list-style-type: none"> • Installation of brackets and containments on the station platform • Work related to the security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor • Temporary footpath closure along the rail corridor on The Boulevard between Ernest Street and King Georges Road and Railway Parade and King Georges Road • Testing and commissioning of equipment and services and trackside inspection • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment along the rail corridor
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Testing and commissioning of equipment and services • Installation of cables and trackside equipment in the rail corridor

What to expect

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

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EPL 21147

R4.4 Validation Report

SWMC Mid-Week, Night Works. West Terrace Rail Bridge Security Fence Infill Panels Measurement

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
00	31/05/2024	Report Prepared for Condition R4.4	Zhengyi Zhang	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 L5.6 & L5.7, a validation report must be submitted to the EPA that includes the following detail:3

- 1. Confirmation that the equipment used to undertake the works was as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite3
- 2. A copy of the community notification required under Condition L5.123
- 3. Noise monitoring as required by L5.8(d)3
- 4. Details of any exceedances of predicted noise levels;3
- 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.....3
- 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

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Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 and provides details to confirm compliance to the various R4.4 CoA noted below. JHLOR conducted out-of-hour works (weekday night) 20 May 2024. Works was carried under condition L5.7 (a) (iv) - Local Area and Utility Works Possessions at the following location:

- West Terrace Rail Bridge, Bankstown.

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

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

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

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

- Light vehicles
- EWP/telehandler
- Site Lights

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

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

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

Real time noise monitoring was carried out at one location (inside the corridor) on the south-east side of West Terrace Rail Bridge.

Refer to **Attachment 1**.

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

Actual noise (LAeq 15min) data was collected at the monitoring location and assessed. There were no exceedances of the noise predictions due to construction activities.

There were no noise complaints related to JHLOR construction activities.

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

The following noise mitigation measures were implemented:

- All workers made aware of the expectations in relation to community and work sites through a briefing at the OOHW prestart meeting.
- Works to only occur within the hours stipulated in the OOHW Permit.
- All plant, where possible to be positioned so that the exhaust (or noisiest side of the plant) is directed away from sensitive receivers.

- 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. Gathering of work crews are to be away from residential properties.
- Workers are to be mindful of location of the residents when mobilizing and demobilizing
- Noise mats are placed around the mobile generator.

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

- Community notification of works through a letter box drop
- A noise model was developed and specific notifications of respite were offered (RO) where predicted noise exceedance was over 20dB and alternative accommodation (AA) offered for residents with predicted noise exceeded 30dB above the background noise levels
- Real time noise monitoring was carried out at one selected location.

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

The security fence on West Terrace Rail Bridge balustrade needs to be pre-fabricated. The night works were required to measure for these infill panels on the balustrade from both road and rail sides. This activity requires the road to be closed to position EWP (under the West Terrace Rail Bridge) to lift and measure the dimensions for the infill panels..

The works carried out during the night period was carried under condition L5.7(a)(iv) - Local Area and Utility Works Possessions. Due to high daytime traffic volumes on West Terrace, Transport For NSW (the road authority in this area) has only approved Road Occupancy Licence (ROL) to JHLOR to conduct these activities at night as it minimizes disruptions to traffic, pedestrians and community as a whole. The Local Traffic Committee (Council, Fire, Police & Ambos) have endorsed the traffic plan for the activity.

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

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

This R4.4 Validation report has been submitted within the period above.

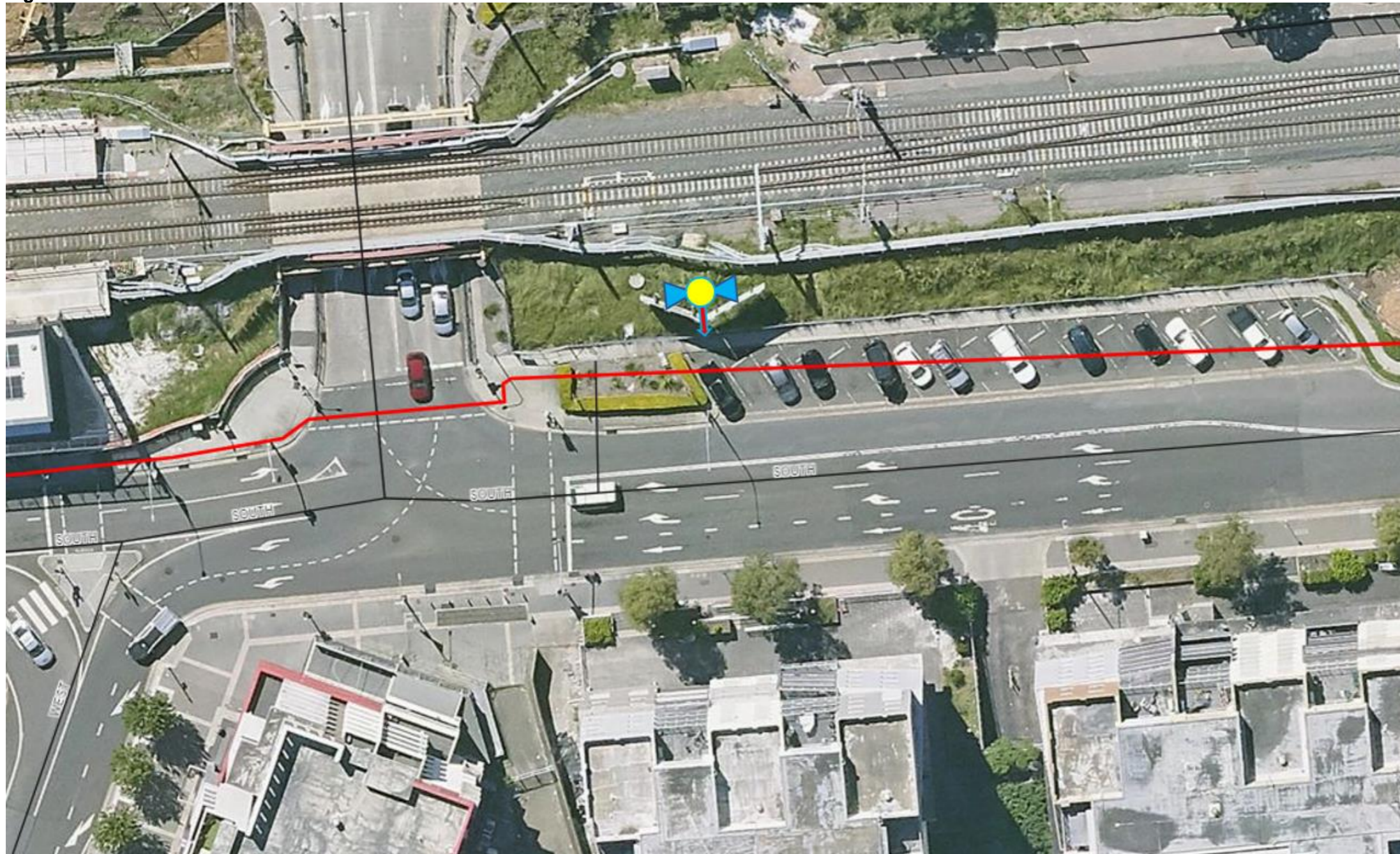
Attachment 1 – Noise Monitoring Results

- Monitoring Result
- Monitoring Location

Table 1. Continues noise monitoring result for instrument at Location: East of Wairoa Street Bridge

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location (dBA)	Predicted noise level LAeq,15min at resident (dBA)	Compliant	Comments
1	NCA 12 Bankstown <ul style="list-style-type: none"> Continuous Monitoring Location: 25m east of West Terrace Rail Bridge 6m south of track 20/05/2024 18:00 to 21/05/2024 07:00 	20/05/2024 To 21/05/2024	Night 22:00 to 7:00	Measuring dimensions of Security Fence infill panels on West Terrace Rail Bridge balustrade	<ul style="list-style-type: none"> Light vehicles EWP/telehandler Site Lights 	61	62	Yes	<ul style="list-style-type: none"> RBL: 42 LAeq15min at monitoring location was below predictions. Noise monitor detect highest LAeq15min value of 61 dB due to general construction noise between the hours of 22:00 and 07:00. The Highest LAeq in work period (61 dB) is lower than the predicted level (62 dB) Predicted noise levels in this area did not trigger offers for Respite (RO).

Figure 1. Sitehive Location



Attachment 2 – Community Notification

- Community Notifications

Construction Notification – Punchbowl to Bankstown

May 2024

Sydney Metro is Australia's biggest public transport project.

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

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

In May, work will continue along the corridor and at Punchbowl and Bankstown (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**. You may also notice an increase in plant and materials being removed from our sites as contractors change over along the alignment.

What work are we doing?

Location	Work during standard hours
Punchbowl to Bankstown (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• De-vegetation and tree clearing throughout the rail corridor where required• Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work• Various works for the new metro platform at Bankstown Station• Work related to security fence installation• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Preliminary visual inspections of the underside of bridges and adjacent overhead wiring• Installation and modification of cables, trackside equipment• Testing and commissioning, and trackside inspections
Punchbowl Station and surrounding areas & concourse	<ul style="list-style-type: none">• Minor defect rectification work as required• Remediation of landscaped areas in and around the station as required• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings
Services building site off Urunga Parade, adjacent to the rail line	<ul style="list-style-type: none">• Linewide high voltage energisation of padmount• Local cabling, mechanical and electrical fit out works for padmounts, and finishing work and testing of padmounts• Energisation of metro services building low voltage systems via padmount• Minor defect rectification work as required
Punchbowl substation, off South Terrace near Scott Street	<ul style="list-style-type: none">• Testing and commissioning of cable and equipment within the substation• Landscaping and remediating activities• Site demobilisation activities, involving using mobile crane and traffic control on South Terrace, including one lane closure• Traffic control to facilitate truck movements on South Terrace, if required• High voltage energisation of substation• Operation of transformers for testing and commissioning purposes, 24 hours/day• Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing and surface painting

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

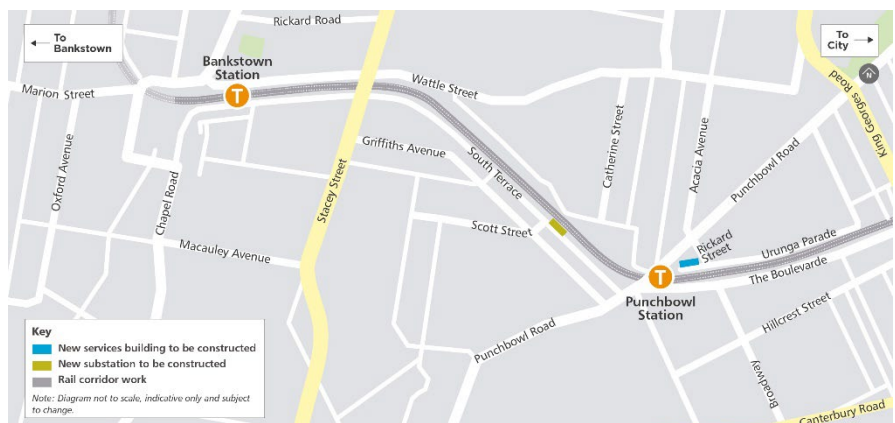


Out-of-hours work (night) work hours – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdown:	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Installation of cables and trackside equipment in the rail corridor
Saturday 4 May to Sunday 5 May 2024 (24/7 work)	<ul style="list-style-type: none"> • Testing and commissioning of equipment and cables, and trackside inspection • Cable pulling around Bankstown Station • Utilities investigation and bridge bearing investigation work involving concrete saw cutting on North Terrace and Stacey Street Bridge at Bankstown. Lane reductions will be in place, however traffic can travel in each direction with traffic controllers and pedestrian detours around footpath closures in place
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • De-vegetation and tree clearing throughout the rail corridor where required • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Work related overhead wiring upgrades and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor • Building of the new metro platform at Bankstown Station and associated work • Installation of brackets on station platform • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Testing and commissioning of equipment and cables, and trackside inspection • Cable pulling around Bankstown Station • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring • Minor defect rectification work as required • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment along the rail corridor

What to expect

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



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

Contact us

- 📞 24-hour Community Information Line **1800 171 386**
- ✉️ southwestmetro@transport.nsw.gov.au
- 📮 Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240



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EPL 21147

R4.4 Validation Report

SWMC Mid-Week, Night Works. West Terrace Rail Bridge Security Fence Installation & Bankstown Cable Pulling

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
00	07/06/2024	Report Prepared for Condition 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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- 3. Noise monitoring as required by L5.8(d)3
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- 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.....3
- 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

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Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 and provides details to confirm compliance to the various R4.4 CoA noted below. JHLOR conducted out-of-hour works (weekday night) 27-30 May 2024. Works was carried under condition L5.6 - Local Possessions;

- Security Fence installation on the West Terrace Rail Bridge, Bankstown, 27-29 May 2024
- Cable pulling from Bankstown Station to Stacey Street, Bankstown, 29-30 May 2024

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

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

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

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

- Light vehicles
- EWP/telehandler
- Powered hand tool
- Site Lights
- 2T Wrench

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

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

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

Real time noise monitoring was carried out at one location (inside the corridor) on the south-east side of West Terrace Rail Bridge.

Refer to **Attachment 1**.

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

Actual noise (LAeq 15min) data was collected at the monitoring location and assessed. There were no exceedances of the noise predictions due to construction activities.

There were no noise complaints related to JHLOR construction activities.

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

The following noise mitigation measures were implemented:

- All workers made aware of the expectations in relation to community and work sites through a briefing at the OOHW prestart meeting.

- Works to only occur within the hours stipulated in the OOHW Permit.
- All plant, where possible to be positioned so that the exhaust (or noisiest side of the plant) is directed away from sensitive receivers.
- 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. Gathering of work crews are to be away from residential properties.
- Workers are to be mindful of location of the residents when mobilizing and demobilizing
- Noise mats are placed around the mobile generator.

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

- Community notification of works through a letter box drop
- A noise model was developed and specific notifications of respite were offered (RO) where predicted noise exceedance was over 20dB and alternative accommodation (AA) offered for residents with predicted noise exceeded 30dB above the background noise levels
- Real time noise monitoring was carried out at one selected location.

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

The works carried out on WE48 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/TOA when no trains are running. Works will be conducted between the last & first train.

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

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

This R4.4 Validation report has been submitted within the period above.

Attachment 1 – Noise Monitoring Results

- Monitoring Result
- Monitoring Location

Table 1. Continues noise monitoring result for instrument at Location: East of Wairoa Street Bridge

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq,15min in work period at Monitoring Location (dBA)	Predicted noise level LAeq,15min at resident (dBA)	Compliant	Comments
1	NCA 12 Bankstown • Continuous Monitoring • Location: 25m east of West Terrace Rail Bridge 6m south of track	27/05/2024 To 28/05/2024	Night 22:00 to 7:00	<ul style="list-style-type: none"> Installation of Security Fence on West Terrace Rail Bridge balustrade 	- Light vehicles - EWP/telehandler - Powered hand tool - Site Lights	60	70	Yes	<ul style="list-style-type: none"> RBL: 42 Noise monitoring location is 25m from working location. Nearest sensitive receiver's façade is 40m from working location. LAeq15min at monitoring location was below predictions at the nearest sensitive receiver. Noise monitor detect highest LAeq15min value of 60 dB NOT related to general construction noise between the hours of 22:00 and 07:00. The Highest LAeq in work period (60 dB) is lower than the predicted level (70 dB) Predicted noise levels in this area triggered offers for Respite (RO).
2		28/05/2024 To 29/05/2024	Night 22:00 to 7:00	<ul style="list-style-type: none"> Installation of Security Fence on West Terrace Rail Bridge balustrade Cable pulling from Bankstown Station to Stacey Street inside corridor 	- Light vehicles - EWP/telehandler - Powered hand tool - Site Lights - 2T Wrench	61	71	Yes	<ul style="list-style-type: none"> RBL: 42 Noise monitoring location is 25m from working location. Nearest sensitive receiver's façade is 40m from working location. LAeq15min at monitoring location was below predictions at the nearest sensitive receiver. Noise monitor detect highest LAeq15min value of 61 dB NOT related to general construction noise between the hours of 22:00 and 07:00. The Highest LAeq in work period (61 dB) is lower than the predicted level (70 dB) Predicted noise levels in this area triggered offers for Respite (RO).
3		29/05/2024 To 30/05/2024	Night 22:00 to 7:00	<ul style="list-style-type: none"> Installation of Security Fence on West Terrace Rail Bridge balustrade Cable pulling from Bankstown Station to Stacey Street inside corridor 	- Light vehicles - EWP/telehandler - Powered hand tool - Site Lights - 2T Wrench	61	71	Yes	<ul style="list-style-type: none"> RBL: 42 Noise monitoring location is 25m from working location. Nearest sensitive receiver's façade is 40m from working location. LAeq15min at monitoring location was below predictions at the nearest sensitive receiver. Noise monitor detect highest LAeq15min value of 61 dB NOT related to general construction noise between the hours of 22:00 and 07:00. The Highest LAeq in work period (61 dB) is lower than the predicted level (70 dB) Predicted noise levels in this area triggered offers for Respite (RO).
4		30/05/2024 To 31/05/2024	Night 22:00 to 7:00	<ul style="list-style-type: none"> Cable pulling from Bankstown Station to Stacey Street inside corridor 	- Light vehicles - Site Lights - 2T Wrench	60 ¹	38	Yes	<ul style="list-style-type: none"> RBL: 42 Background highest LAeq15min value during the night period (22:00-07:00) without construction activity is consistently around 60 dBA.¹ As the construction activities were significantly far away from the monitor to have no impact, the noise model predicted noise levels lower than the RBL. The exceedance was considered not to be influenced by construction activities. Predicted noise levels (weekend works) near this area do not trigger offers for Respite. Actual noise levels (weekend works) in this area do not trigger offers for Respite.

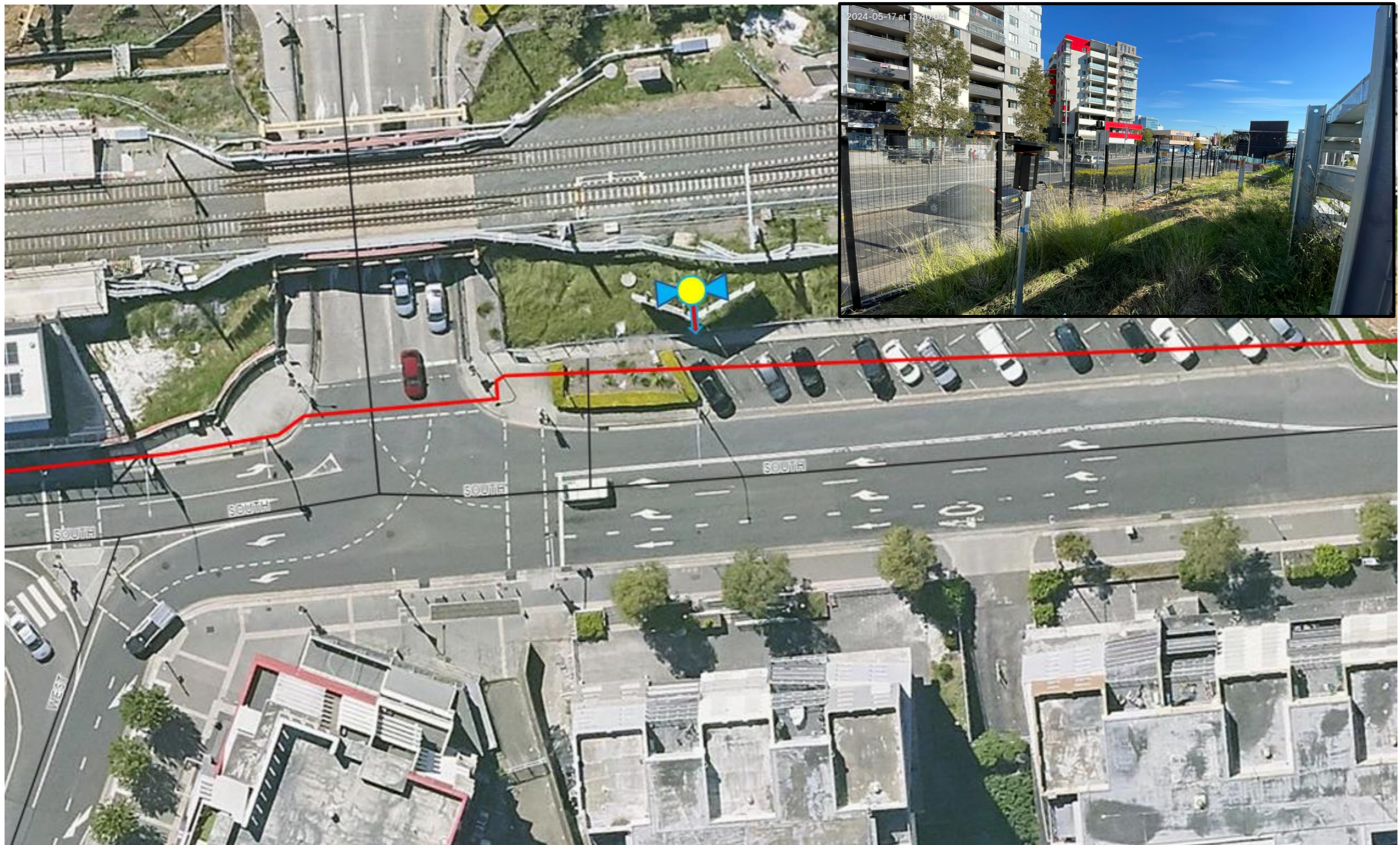
¹Continues noise monitor has been installed to the monitoring location from 17 May 2024 to collect actual background noise in the monitoring location.

The highest LAeq15min value detected during the night period (22:00-07:00) without construction activity is listed below:

Date of the night period (22:00-0700)	17-18 May 2024	18-19 May 2024	19-20 May 2024	21-22 May 2024	22-23 May 2024	23-24 May 2024	24-25 May 2024	25-26 May 2024	26-27 May 2024
Highest LAeq15min value detected (dBA)	59	63	61	62	59	65	61	60	61

The monitoring data shows that the background highest LAeq15min value during the night period (22:00-07:00) without construction activity is consistently around 60 dBA.

Figure 1. Sitehive Location



Attachment 2 – Community Notification

- Community Notifications

Construction Notification – Punchbowl to Bankstown

June 2024

Sydney Metro is Australia's biggest public transport project.

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

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Punchbowl to Bankstown (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• De-vegetation and tree clearing throughout the rail corridor where required• Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work• Various works for the new metro platform at Bankstown Station• Work related to security fence installation and signalling• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Preliminary visual inspections of the underside of bridges and adjacent overhead wiring• Installation and modification of cables, cable service route (CSR) and trackside equipment• Testing and commissioning activities and trackside inspections
Punchbowl Station and surrounding areas & concourse	<ul style="list-style-type: none">• Minor defect rectification work as required• Remediation of landscaped areas in and around the station as required• Installation of handrail on platform• Signalling related work• Installation and modification of cable service route (CSR)• Work related to security fence installation• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Investigation activities at Punchbowl Road bridge, Punchbowl involving temporary work site set ups on footpaths and temporary pedestrian detours in place
Services building site off Urunga Parade, adjacent to the rail line	<ul style="list-style-type: none">• Linewide high voltage energisation of padmount• Local cabling, mechanical and electrical fit out works for padmounts, and finishing work and testing of padmounts• Operation of generators for testing and commissioning purposes 24/7• Energisation of metro services building low voltage systems via padmount• Minor defect rectification work as required
Punchbowl substation, off South Terrace near Scott Street	<ul style="list-style-type: none">• Testing and commissioning of cable and equipment within the substation• Landscaping and remediating activities• Traffic control to facilitate truck movements on South Terrace, if required• Operation of transformers for testing and commissioning purposes, 24 hours/day• Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing and surface painting

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

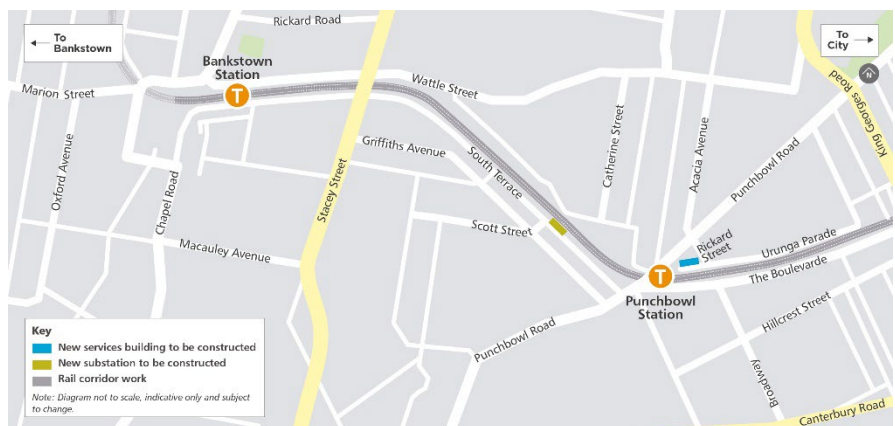


Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdowns:	<ul style="list-style-type: none"> • 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 overhead wiring upgrades
Saturday 1 June to Sunday 2 June 2024	<ul style="list-style-type: none"> • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor • Building of the new metro platform at Bankstown Station and associated work
Saturday 15 June to Sunday 16 June 2024 (24/7 work)	<ul style="list-style-type: none"> • Installation of brackets on station platform • Installation and modification of cable service route (CSR) • Signalling related work • Operation of generators for testing and commissioning 24/7 • Testing and commissioning of equipment and cables, and trackside inspection • Cable pulling at Bankstown Plaza around Bankstown Station • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring • Minor defect rectification as required • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment in the rail corridor
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Signalling related work • Operation of generators for testing and commissioning 24/7 • Testing and commissioning of equipment and cables, and trackside inspection • Cable pulling at Bankstown Plaza around Bankstown Station • Work related to the security fence installation within the rail corridor including contra flow traffic arrangements on West Terrace from 6pm to 7am Monday to Friday

What to expect

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



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

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EPL 21147

R4.4 Validation Report

SWMC WE49

Installation of Segregation Fence; Security Fence auguring, Post and Panel/mesh screens; OHW boom replacement; OHW wire run; GST Installation; Installation of Brackets at Stations; PSD and MGF installation; Bankstown upper platform construction; Cabling and Trackside Equipment.

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
00	17/06/2024	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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Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out over 1st and 2nd of May during the Weekend 49 Rail Possession (WE49) over 2 days and one night. Works following activities were carried under condition L5.6 - Local Possessions;

- Train stop suppression & restoration work. Signal related works throughout corridor
- Stations – installation of platform brackets
- Segregation fence From Marrickville to Belmore Station – augering of holes for post installation, drilling for bolts, mesh & panel installation.
- Security fencing – augering of holes for post & panel installation at various locations throughout corridor
- Gantry & bollard installation for Ewart Street & Belmore Triangle high-rail pad
- Minor CSR activities. Installation of shallow GLT in ballast/CESS at various locations. Installation of local routes for new corridor gates
- Install overhead wiring in Campsie
- Coring and Containment in all stations for PSD and MGF.
- Station platform construction at Bankstown Station
- Installation of cabling and trackside equipment throughout corridor

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

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

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

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

- Excavators 3T, 6 and 13T (inc jack hammer, augering attachments)
- Balloon tyre dump trucks (Hydrema)
- Light vehicles
- Trucks
- Payloader
- Handheld powered tools
- Vac Trucks
- EWP/telehandler
- Front-end loader
- Concrete truck and line pump
- Portable Generators
- Compressors
- Compactor
- Bogie
- Water pumps
- 4T Dumpy
- Site lights
- Mobile crane

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 noise monitoring was carried out at 8 locations on the perimeter of the rail corridor.

All monitoring location is closer to the source of the noise than the nearest sensitive receiver (except monitoring location a, noise monitoring location and the nearest sensitive receiver have equal distance to the source of the noise).

Note: calculation will be done where the noise at monitoring location exceeding the predicted level at the nearest sensitive receiver.

- a. NCA 01 - (HEX483) adjacent to 29 & 31 Leofrene Ave back wall, Marrickville.
 - Noise Monitor and Sensitive Receiver is 45 m from the source of the noise
- b. NCA 02 - (HEX537) 12m N of 1 Ewart Ln, Dulwich Hill.
 - Noise Monitor is 24 m from the source of the noise
 - Sensitive Receiver is 37 m from the source of the noise
- c. NCA 02 - (HEX282) 11m N of 81 Ewart St, Dulwich Hill.
 - Noise Monitor is 7 m from the source of the noise
 - Sensitive Receiver is 18 m from the source of the noise
- d. NCA 03 - (HEX419) 20m N of 5 Railway St, Hurlstone Park.
 - Noise Monitor is 69 m from the source of the noise
 - Sensitive Receiver is 73 m from the source of the noise
- e. NCA 06 - (HEX344) 25m S of 1 Assets St, Campsie.
 - Noise Monitor is 25 m from the source of the noise
 - Sensitive Receiver is 42 m from the source of the noise
- f. NCA 07 - (HEX505) 5m E of 1 Hall St, Belmore.
 - Noise Monitor is 1 m from the source of the noise
 - Sensitive Receiver is 6 m from the source of the noise
- g. NCA 08 – (HEX315) 35m SE of 54A Railway Parade, Lakemba.
 - Noise Monitor is 25 m from the source of the noise
 - Sensitive Receiver is 57 m from the source of the noise
- h. NCA 12 - (HEX516) 45m NW of 2 A West Terrace, Bankstown.
 - Noise Monitor is 25 m from the source of the noise
 - Sensitive Receiver is 43 m from the source of the noise

Refer to **Appendix 1** for noise monitoring results.

4. Details of any exceedances of predicted noise levels;

Noise (LAeq 15min) data was collected at the 8 locations over the 1st of May 2024 night shift to 2nd of May 2024 day shift and assessed. Where there were exceedances the recording taken by SiteHive was reviewed and the source of noise assessed. Freight trains operating in the vicinity of the SiteHive loggers impacted the data at some locations. This is denoted in the noise monitoring results in **Appendix 1**.

During WE49, there were no exceedances of the noise predictions due to JHLORJV construction activity.

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

The following noise mitigation measures are implemented:

- Potential source noise controls include mufflers fitted to exhausts, regular maintenance of plant, acoustic enclosure of machinery on plant items, non-tonal reversing alarms fitted to plant.
- General monthly community notification.
- Specific notification to impacted residents were provided no later than 7 days out from start of possession.
- Additional mitigation measures such as Alternative Accommodation and Respite Offers.
- Use of real time noise monitors at targeted work locations. Periodic desk top checks on data collected by the 8 real time monitoring instruments were carried out during work periods.
- Environmental surveillance
- On site mitigation instructions to crews:
 - No music, no dropping of objects
 - No shouting or unnecessary noise
 - Be respectful of neighbors when coming and going from site. As far as possible, avoid congregating near residential property boundaries.
 - Position plant as far from residents as possible and orientate them if possible, to emit noise on non-resident side.
 - Plant to be switched off when not in use.

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

The works carried out on WE49 could only be safely conducted during a rail possession due to works occurring within the rail corridor/danger zone. Works were completed in accordance with EPL Condition L5.6 (Local Possession). Carrying out the construction activities during standard construction hours (specified in L5.1) would cause unacceptable risks to construction personnel safety; rail passenger and railways personnel safety and railway network operational reliability.

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

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

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

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

Attachment 1 – Noise Monitoring Results

- Monitoring Result
- Monitoring Location

Table 1. 01-02 June 2024 Night Shift

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location (dBA)	Predicted noise level LAeq, 15min at resident (dBA)	Compliant	Comments
1	Location a (NCA01 – HEX483) Adjacent to 29 & 31 Leofrene Ave back wall, Marrickville Continues Monitoring	1/06/2024 To 2/06/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)	General track related construction activities	<ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dumpy Site lights 	60	71	YES	<ul style="list-style-type: none"> RBL: 33 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 60 dBA due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (60 dBA) is lower than the predicted level (71 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
2	Location b (NCA02 – HEX537) 12m N of 1 Ewart Ln, Dulwich Hill Continues Monitoring					66	76	YES	<ul style="list-style-type: none"> RBL: 33 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 66 dBA due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (66 dBA) is lower than the predicted level (76 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
3	Location c (NCA02 – HEX282) 11m N of 81 Ewart St, Dulwich Hill Continues Monitoring					71	44	YES	<ul style="list-style-type: none"> RBL: 33 dBA LAeq15min is above the predictions. No JHLOR construction activity within 200m radius. Noise monitor detect highest LAeq15min value of 71 dBA due to ARTC freight train noise between the hours 22:00 to 07:00. The Highest LAeq in work period (71 dBA) is higher than the predicted level (44 dBA) Predicted noise levels (Night shift works) in this area did not trigger offers for Respite. Actual Noise level do not consistent with the prediction due to the ARTC freight train. No additional mitigation measures required.
4	Location d (NCA03 – HEX419) 20m N of 5 Railway St, Hurlstone Park Continues Monitoring					64	67	YES	<ul style="list-style-type: none"> RBL: 34 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 64 dBA due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (64 dBA) is lower than the predicted level (67 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
5	Location e (NCA06 - HEX344) 25m S of 1 Assets St, Campsie Continues Monitoring					Highest LAeq in work period at Monitoring Location is 70	61	YES	<ul style="list-style-type: none"> RBL: 35 dBA Calculated construction related highest LAeq15min below the predictions. Calculated construction related highest LAeq15min value of 59 dBA related to general construction noise between the hours 22:00 to 07:00. The calculated construction related highest LAeq in work period (59 dBA) is lower than the predicted level (61 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite. Actual Noise level (Nightshift works) consistent with the predicted offers for Respite No additional mitigation measures required.
6	Location f (NCA07 - HEX505) 5m E of 1 Hall St, Belmore Continues Monitoring					62	70	YES	<ul style="list-style-type: none"> RBL: 35 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 62 dBA due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (62 dBA) is lower than the predicted level (70 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
7	Location g (NCA08 – HEX315) 35m SE of 54A Railway Parade, Lakemba Continues Monitoring					54	64	YES	<ul style="list-style-type: none"> RBL: 35 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 54 dBA due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (54 dBA) is lower than the predicted level (64 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
8	Location h (NCA12 - HEX516) 45m NW of 2 A West Terrace, Bankstown Continues Monitoring					64	68	YES	<ul style="list-style-type: none"> RBL: 42 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 64 dBA due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (64 dBA) is lower than the predicted level (68 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite.

1 - Freight train identified at the following time:
 - 1 June 2024: 22:29, 22:47 & 23:36
 - 2 June 2024: 00:27, 00:43; 01:11, 01:49, 02:38; 03:28

Table 2. 02 June 2024 Day Shift

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location	Predicted noise level LAeq, 15min at resident	Compliant	Comments
1	Location a (NCA01 – HEX483) Adjacent to 29 & 31 Leofrene Ave back wall, Marrickville Continues Monitoring	2/06/2024	Day to Evening 7:00 to 15:00	General track related construction activities	<ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dumpy Site lights 	66	64	YES	<ul style="list-style-type: none"> RBL: 38 dBA LAeq15min above predictions. Noise monitor detect highest LAeq15min value of 66 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (66 dBA) is higher than the predicted level (64 dB) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite. Actual noise levels (Day shift works) in this area did not trigger offers for Respite. No additional mitigation measures required.
2	Location b (NCA02 – HEX537) 12m N of 1 Ewart Ln, Dulwich Hill Continues Monitoring		Day to Evening 7:00 to 15:15			71	75	YES	<ul style="list-style-type: none"> RBL: 38 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 71 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (71 dBA) is lower than the predicted level (75 dBA) Predicted noise levels (Day shift works) in this area triggered offers for Respite.
3	Location c (NCA02 – HEX282) 11m N of 81 Ewart St, Dulwich Hill Continues Monitoring		Day to Evening 7:00 to 15:30			<ul style="list-style-type: none"> Highest LAeq in work period at Monitoring Location is 72 Excluding Freight train, the construction related highest LAeq detected to be 68¹ Due to the monitoring location is 7m from the noise source and sensitive receiver is 18m from the noise source, the calculated construction related highest LAeq at the sensitive receiver (Actual Noise level) is 60 	64	YES	<ul style="list-style-type: none"> RBL: 38 dBA Calculated construction related highest LAeq15min below the predictions. Calculated construction related highest LAeq15min value of 60 dBA not related to general construction noise between the hours 22:00 to 07:00. The calculated construction related highest LAeq in work period (60 dBA) is lower than the predicted level (64 dBA) However Predicted noise levels (Day shift works) in this area did not trigger offers for Respite. Actual noise levels (Day shift works) in this area did not trigger offers for Respite. No additional mitigation measures required.
4	Location d (NCA03 – HEX419) 20m N of 5 Railway St, Hurlstone Park Continues Monitoring		Day to Evening 7:00 to 22:00			63	64	YES	<ul style="list-style-type: none"> RBL: 38 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 63 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (63 dBA) is lower than the predicted level (64 dBA) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.
5	Location e (NCA06 - HEX344) 25m S of 1 Assets St, Campsie Continues Monitoring		Day to Evening 7:00 to 22:00			70	72	YES	<ul style="list-style-type: none"> RBL: 45 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 70 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (70 dBA) is lower than the predicted level (72 dBA) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.
6	Location f (NCA07 - HEX505) 5m E of 1 Hall St, Belmore Continues Monitoring		Day to Evening 7:00 to 22:00			65	70	YES	<ul style="list-style-type: none"> RBL: 41 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 65 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (65 dBA) is lower than the predicted level (70 dB) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.
7	Location g (NCA08 – HEX315) 35m SE of 54A Railway Parade, Lakemba Continues Monitoring		Day to Evening 7:00 to 22:00			58	63	YES	<ul style="list-style-type: none"> RBL: 47 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 58 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (58 dBA) is lower than the predicted level (63 dBA) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.
8	Location h (NCA12 - HEX516) 45m NW of 2 A West Terrace, Bankstown Continues Monitoring		Day to Evening 7:00 to 22:00			68	72	YES	<ul style="list-style-type: none"> RBL: 54 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 68 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (68 dBA) is lower than the predicted level (72 dBA) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.

1 - Freight train identified at the following time:

- 2 June 2024: 07:17, 07:37; 07:55, 08:36, 09:52, 11:15; 12:16, 13:09, 14:15, 14:32, 14:47, 15:03, 16:42, 17:26, 18:24 & 21:44

Airplane identified at the following time:

- 2 June 2024: 19:20, 19:42, 20:11, 20:32 & 20:57

Find address or place

Map navigation controls: Home, Layers, Full Screen, Print, Share



SY4 (M24 6.410D)

SY3 (M24 6.335U)

SY2 (M24 6.331D)

Find address or place



DU2 (M24 8.038D)

DU1 (124.7/300D)

MA6 (M24 7.685U)

Find address or place

Map navigation controls: Zoom in (+), Zoom out (-), Home, Layers, Full Screen, Print, Share



B8+490

B8+317

DU6 (M24 8.291U)

B8+490

B8+457

B8+424

B8+375

B8+357

B8+325

B8+295

B8+214

B8+565

B8+532

DU7 (M24 8.485D)

DU8 (M24 8.501D)

B8+264

B8+235

DU4 (M24 8.59U)

B8+155

B8+207

DU3 (M24 8.157D)

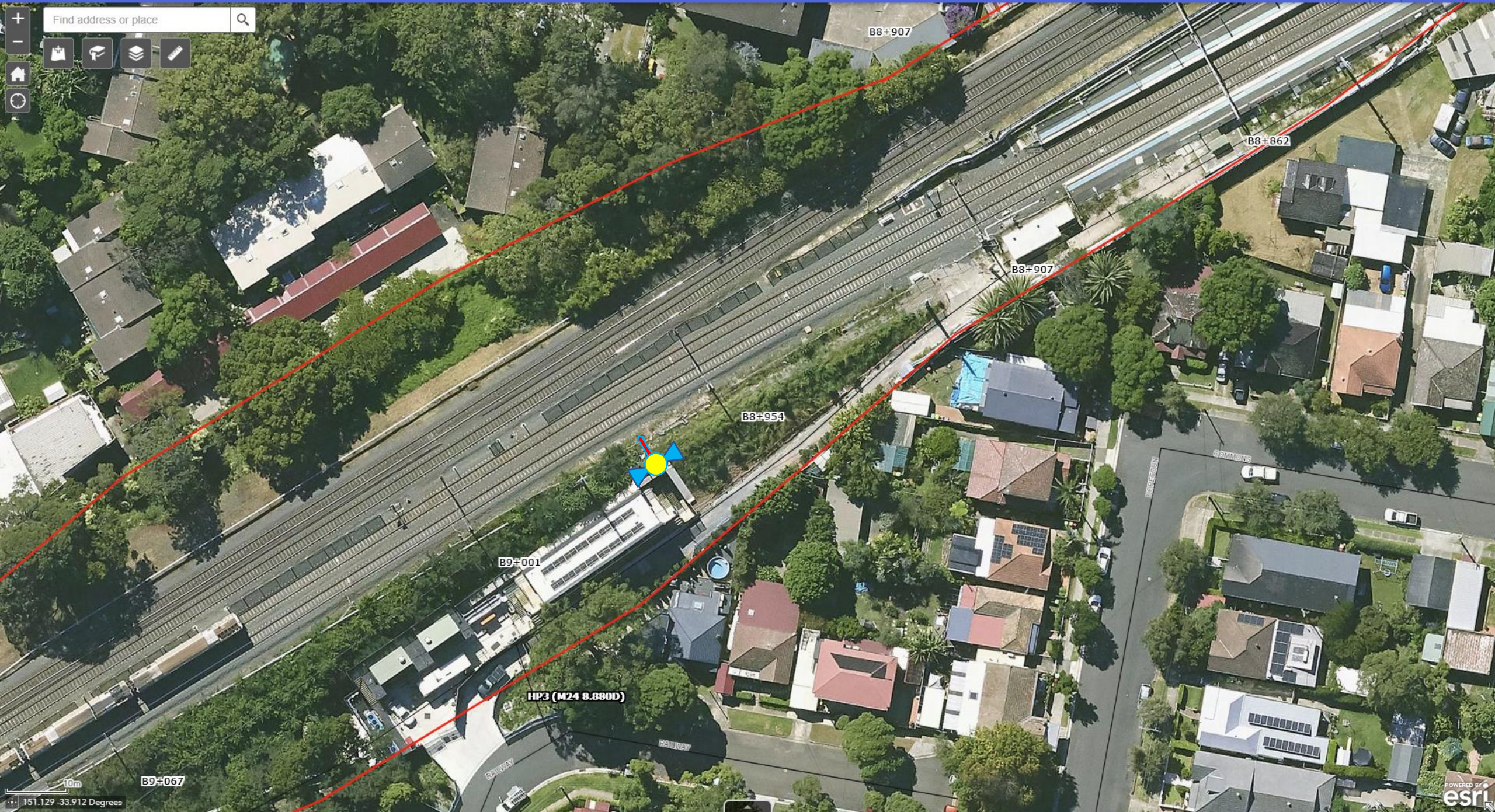
B8+156

B8+0

B8+090

Find address or place

Map navigation controls: Home, Layers, Full Screen, Print, Share



Find address or place



CP1 (M24-11.327U)

B11+814

B11+715

B11+668

B11+668

B11+715

B11+765

B11+814

B11+861

10m

151.101 -33.910 Degrees



Find address or place



30m

151.093 -33.915 Degrees

Find address or place

Map navigation controls: Home, Layers, Full Screen, Print, Share, Refresh, Zoom In, Zoom Out



Attachment 2 – Community Notification

Community Notifications were provided to residents of:

- Sydenham
- Marrickville
- Canterbury
- Hurlstone Park
- Dulwich Hill
- Campsie
- Belmore
- Wiley Park
- Punchbowl to Bankstown

Please refer to the following community notifications for works.

Construction Notification – Belmore Station

June 2024

Sydney Metro is Australia's biggest public transport project.

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

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

In June, work will continue along the corridor and at Belmore Station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**. You may also notice an increase in plant and materials being removed from our sites as contractors change over along the alignment.

What work are we doing?

Location	Work during standard hours
Belmore (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Delivery of plant and materials• De-vegetation and tree clearing around the rail corridor where required• Work related to security fence installation• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Installation and modification of cable service route, cables and trackside equipment• Signalling related work• Testing and commissioning and trackside inspection• Utility locating and associated activities• Minor defect rectification work as required• Remediation of landscaped areas in and around the station as required
Around Belmore Station and at the services building site (off Redman Parade, adjacent to the rail line)	<ul style="list-style-type: none">• Geotechnical investigations at the rail overbridge on Burwood Road, involving drilling equipment to create boreholes to collect information on underground utilities• Installation of gate plates at services building• Installation and modification of cable service route (CSR)• Signalling related work• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Ongoing termination and cabling work at services buildings• Local cabling, mechanical and electrical fit out, linewise high voltage energisation, finishing work, surface painting and testing of padmounts• Landscaping and maintenance activities, including tree planting• Operation of generators for testing and commissioning 24/7
Belmore site compound (Bridge Road)	<ul style="list-style-type: none">• Delivery and storage of materials, including cables, cable drums, light and heavy vehicles• Maintenance, testing and commissioning of equipment and services• Ongoing truck and traffic movements in and out of site, occasionally managed by traffic control
Lakemba substation, off The Boulevard, near Taylor Street	<ul style="list-style-type: none">• Installation of cables, cable supports, conduits, transformers and mechanical and electrical fit outs• Landscaping and maintenance activities• Traffic control to facilitate truck movements on The Boulevard, if required• High voltage energisation of substation• Operation of generators for testing and commissioning 24/7

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



Out-of-hours (night) work – due to the nature of some activities and for the safety of the community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Upcoming rail possessions:	<ul style="list-style-type: none"> • 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 overhead wiring upgrades
Saturday 1 June to Sunday 2 June 2024	<ul style="list-style-type: none"> • Work related to the segregation and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor • Installation of and modification of cable service route (CSR)
Saturday 15 June to Sunday 16 June 2024	<ul style="list-style-type: none"> • Track related construction activities • Signalling related works • Installation of equipment, cables, cable trays and cabinets in station rooms and buildings • Installation of cables and trackside equipment in the rail corridor • Testing and commissioning of equipment and services, including trackside inspection
(24/7 work)	<ul style="list-style-type: none"> • Operation of generators for testing and commissioning 24/7 • Utility locating and associated activities • Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Signalling related work • Testing and commissioning of equipment and services, and trackside inspection • Operation of generators for testing and commissioning 24/7

What to expect

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



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**

Construction Notification – Campsie Station

June 2024

Sydney Metro is Australia's biggest public transport project.

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

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Campsie (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials• De-vegetation and tree clearing throughout the rail corridor where required• Work related to security fence installation• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Installation of and modification of cable service route (CSR)• Signalling related works• Preliminary visual inspections of underside of bridges and adjacent overhead wiring• Testing and commissioning and trackside inspection• Installation of cables and trackside equipment
Around Campsie Station	<ul style="list-style-type: none">• Minor defect rectification as required• Signalling related work• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Geotechnical investigations at the Loch Street bridge, involving drilling equipment to create boreholes to collect information on underground utilities
Services building site at Lilian Lane opposite Dewar Street	<ul style="list-style-type: none">• Minor defect rectification as required• Installation of cables and testing activities• Local cabling, mechanical and electrical fit out, finishing work, surface painting and testing of padmounts• Energisation of Metro Services Building low voltage systems via padmount• Landscaping, remediation, testing, commissioning and maintenance activities, including tree planting• Operation of generators for testing and commissioning 24/7
Substation site (Off Lilian Street)	<ul style="list-style-type: none">• Installation of cables and cable supports as well as mechanical and electrical fit out inside Traction Substation Building• Landscaping and remediation activities• Traffic control to facilitate truck movements on Lilian Street, if required• Operation of transformers for testing and commissioning purposes 24/7• Testing and commissioning of equipment and services

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

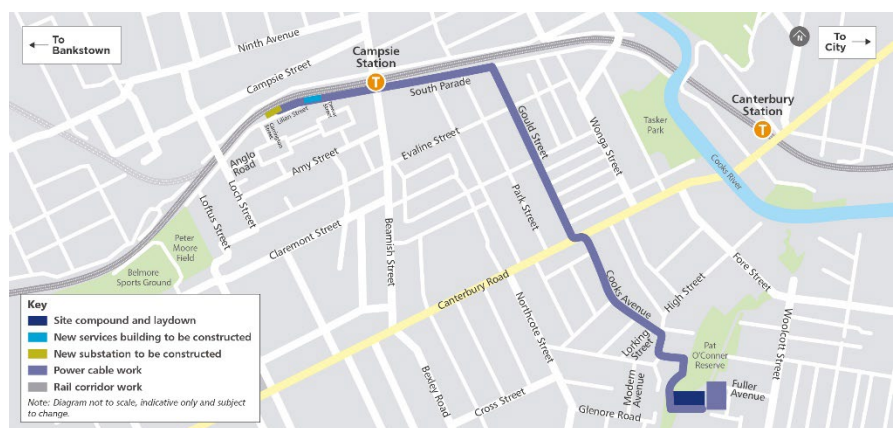


Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Upcoming rail possessions:	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • De-vegetation and tree clearing around the rail corridor where required • Mobilisation and demobilisation of plant and materials
Saturday 1 June to Sunday 2 June 2024	<ul style="list-style-type: none"> • Preparatory work on station platforms for installation of Mechanical gap filler (MGF) and Platform Screen Doors (PSD) • Work related to overhead wiring upgrades • Work related to the segregation and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor
Saturday 15 June to Sunday 16 June 2024	<ul style="list-style-type: none"> • Work related to the combined services routes within the corridor • Internal work and installation of brackets and containments on station platform • Track related construction work and signalling related activities • Preliminary visual inspections of underside of bridges and adjacent overhead wiring
(24/7 work)	<ul style="list-style-type: none"> • Testing and commissioning of equipment and services and trackside inspection • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment in the rail corridor • Fibre cable pulling involving temporary use of car spaces in South Parade carpark for duration of work • Minor defect rectification as required • Operation of transformers for testing and commissioning purposes 24/7
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities • Signalling related work • Testing and commissioning of equipment and services, and trackside inspection • Operation of transformers for testing and commissioning purposes 24/7

What to expect

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



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Contact us

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Construction Notification – Canterbury Station

June 2024

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

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Canterbury (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• De-vegetation and tree clearing around the rail corridor where required• Mobilisation and demobilisation of plant and materials• Work related to security fence installation and combined services routes within the corridor• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Installation of and modification of cable service route, cables, and trackside equipment• Signalling related work• Preliminary visual inspections of the underside of bridges and adjacent overhead wiring• Local cabling, mechanical and electrical fit, linewise energisation work, finishing work, surface painting and testing of padmounts
Around Canterbury Station	<ul style="list-style-type: none">• Geotechnical investigations at Canterbury Road rail overbridge, involving drilling equipment to create boreholes to collect information on underground utilities• Testing and commissioning activities• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Landscaping, remediation and maintenance activities, including tree planting• Operation of generators for testing and commissioning 24/7• Minor defect rectification work as required• Installation of brackets and containments and installation and modification of cable service route• Signalling related work
Former Bowling Club	<ul style="list-style-type: none">• De-vegetation and tree clearing throughout the rail corridor where required• Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
Substation site (off Hutton Street)	<ul style="list-style-type: none">• Installation and modification of equipment, cables and cable supports• Landscaping and remediation activities• Drainage work on Hutton Street, with temporary lane closure and traffic management in place• Operation of transformers and new equipment for testing and commissioning purposes 24/7• Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing and surface painting

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Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours



Date/Time	Out-of-hours work
Upcoming rail possessions:	<ul style="list-style-type: none"> De-vegetation and tree clearing around the rail corridor where required Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials
Saturday 1 June to Sunday 2 June 2024	<ul style="list-style-type: none"> Preparatory work on station platforms for installation of Mechanical gap filler (MGF) and Platform Screen Doors (PSD) Work related to overhead wiring upgrades Work related to the segregation and security fence installation within the rail corridor Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor
Saturday 15 June to Sunday 16 June 2024	<ul style="list-style-type: none"> Installation of brackets and containments Track related construction activities Installation and modification of cable service route (CSR) Signalling related work and testing and commissioning activities
(24/7 work)	<ul style="list-style-type: none"> Operation of transformers for testing and commissioning purposes 24/7 Installation of equipment, cables, cable tray and cabinets in station rooms and buildings Installation of cables and trackside equipment and trackside inspections along the rail corridor Minor civil, electrical and containment works at station building/platforms Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials Operation of transformers for testing and commissioning purposes 24/7 Testing and commissioning of equipment and services Signalling related work

What to expect

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




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Construction Notification – Dulwich Hill Station

June 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Dulwich Hill (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials• Installation of brackets and containments on the station platform• De-vegetation and tree clearing around the rail corridor where required• Work related to security fence installation• Installation of and modification of cable service routes• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Installation and modification of cables and trackside equipment• Testing and commissioning, trackside inspections and signalling activities• Utility locating and associated activities
Around Dulwich Hill Station	<ul style="list-style-type: none">• Minor defect rectification work around the station platform and new footbridge• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Installation and modification of cable service routes (CSR)• Signalling related work• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Mechanical gap filler (MGF) installation work on station platforms
Services building site at Ewart Lane	<ul style="list-style-type: none">• Defect rectification work as required• Work related to security fence installation• Installation and modification of cable service routes (CSR)• Ongoing termination, cabling and testing work at Metro Services Building• Local cabling, mechanical and electrical fit out, finishing work and testing of padmounts• Energisation of Metro Services Building low voltage systems via padmount• Operation of generators for testing and commissioning purposes 24/7
Substation site (off Randall Street behind Albermarle Street, Marrickville)	<ul style="list-style-type: none">• Work related to security fence installation• Installation and modification of cable service routes (CSR)• Installation and modification of cables and equipment, and testing activities• Mechanical and electrical fit out and maintenance in the substation buildings• Installation of upgraded roof covering on the substation including temporary use of car spaces on Randall Street for duration of work• Landscaping and remediation activities• Traffic control to facilitate truck movements from Livingstone Road into Randall Street• Operation of transformers for testing and commissioning purposes 24/7

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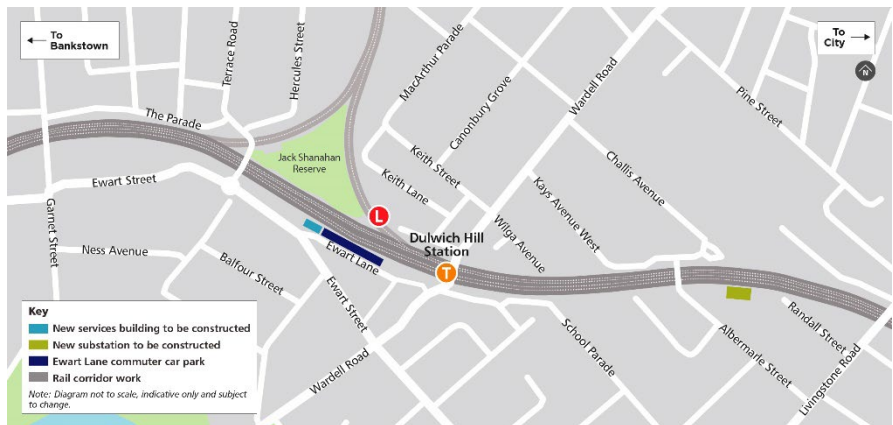


Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Upcoming rail possessions:	<ul style="list-style-type: none"> De-vegetation and tree clearing around the rail corridor where required Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
Saturday 1 June to Sunday 2 June 2024	<ul style="list-style-type: none"> Preparatory work for installation of Mechanical gap filler (MGF) and Platform Screen Doors (PSD) on station platforms Work related to overhead wiring upgrades Work related to the segregation and security fence installation within the rail corridor
Saturday 15 June to Sunday 16 June 2024 (24/7 work)	<ul style="list-style-type: none"> Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor Installation of and modification of cable service routes (CSR) Installation of brackets and contaminants on the station platform Pavement work within the rail corridor related to the hi-rail access pad Minor defect work as required Testing and commissioning of equipment and systems and trackside inspections Operation of transformers for testing and commissioning purposes 24/7 Installation of equipment, cables, cable tray and cabinets in station rooms and buildings Installation of cables and trackside equipment and drainage activities along the rail corridor Installation of cables and cable supports, and upgraded roof covering on the substation as well as mechanical and electrical fitout inside traction substation building Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials Operation of transformers for testing and commissioning purposes 24/7 Testing and commissioning of equipment and services Signalling related work

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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Construction Notification – Hurlstone Park Station

June 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Hurlstone Park (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials• De-vegetation and tree clearing around the rail corridor where required• Work related to signalling and security fence installation• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Minor defect rectification work as required• Building work on the platform 2 building• Testing and commissioning and trackside inspections• Installation and modification of cables service route, cables and trackside equipment• Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Around Hurlstone Park Station	<ul style="list-style-type: none">• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Installation of brackets and containments on the station platform• Installation and modification of cable service route (CSR)• Work related to signalling and security fence installation• Investigations at Duntroon Street bridge, involving traffic changes
Services building site off Railway Street	<ul style="list-style-type: none">• Mobilisation and demobilisation of plant and materials• Work related to security fence installation• De-vegetation and tree clearing around the rail corridor where required• Minor defect work and remediation of landscaped areas as required• Installation of services building gate and new plates• Ongoing termination and cabling work at services buildings• Local cabling, mechanical and electrical fit out, finishing work and testing of padmounts• Energisation of Metro Services Building low voltage systems via padmount• Operation of generators for testing and commissioning purposes 24/7
Substation site of Hutton Street	<ul style="list-style-type: none">• Work related to security fence installation• De-vegetation, tree clearing and landscape remediation around the rail corridor where required• Installation and modification of cables and testing activities• Activities on Hutton Street requiring temporary lane closure and traffic management in place• Operation of generators to testing and commissioning purposes 24/7• Cabling, mechanical and electrical fit-out, testing and finishing works for padmounts

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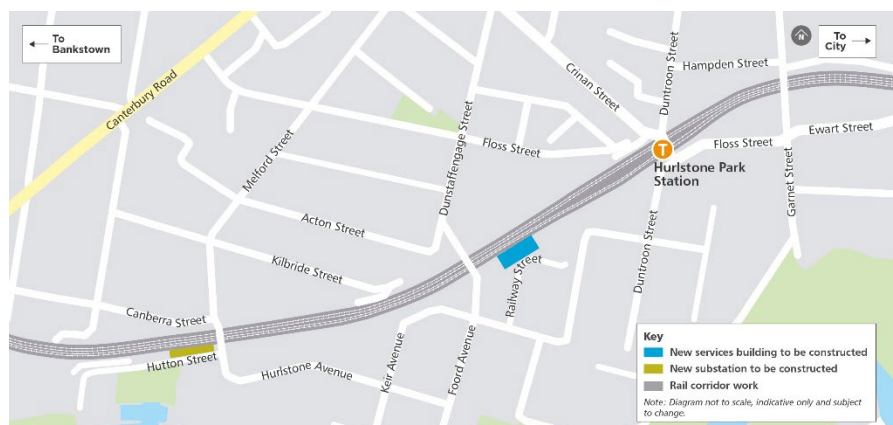


Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdowns:	<ul style="list-style-type: none"> Mobilisation and demobilisation of plant and materials Delivery of plant and materials including preparatory activities for upcoming out-of-hours work Preparatory work for installation of Mechanical gap filler (MGF) and Platform Screen Doors (PSD) on station platforms
Saturday 1 June to Sunday 2 June 2024	<ul style="list-style-type: none"> Work related to overhead wiring upgrades Work related to the segregation and security fence installation within the rail corridor Installation of and modification work at cable service routes
Saturday 15 June to Sunday 16 June 2024	<ul style="list-style-type: none"> Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor Installation of brackets and contaminants on the station platform Installation and modification of cable service route (CSR)
(24/7 work)	<ul style="list-style-type: none"> Track related construction activities and signalling related work Minor defect rectification work as required Operation of generators for testing and commissioning purposes 24/7 Testing and commissioning of equipment and services, and trackside inspection Drainage work on Hutton Street, with temporary lane closure and traffic management in place Installation of equipment, cables, cable tray and cabinets in station rooms and buildings Installation of cables and trackside equipment along the rail corridor Preliminary visual inspections of the underside of bridges and adjacent overhead wiring
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work Operation of generators for testing and commissioning purposes 24/7 Testing and commissioning of equipment and services Utilities investigation work involving concrete saw cutting on Duntroon Street bridge (traffic changes and traffic management will be in place when work is taking place)

What to expect


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

June 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Lakemba (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials• Work related to security fence installation• De-vegetation and tree clearing around the rail corridor where required• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Temporary footpath closure along the rail corridor on The Boulevard between Ernest Street and King Georges Road• Temporary footpath closure along the rail corridor between Railway Parade and King Georges Road (pedestrian diversion via Alice Street Nth and Lakemba Street to King Georges Road)• Signalling related work• Installation and modification of cables, cable service route (CSR) and trackside equipment• Testing and commissioning, and trackside inspections• Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Around Lakemba station (Railway Parade and The Boulevard):	<ul style="list-style-type: none">• Minor defect remediation work as required• Signalling related work• Installation and modification of cable service route (CSR)• Testing and commissioning of equipment and services• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Various investigations at Haldon Street bridge, involving traffic changes
Services building site off Railway Parade near Bellevue Avenue	<ul style="list-style-type: none">• Minor civil, mechanical and electrical work at the services building• Testing and commissioning activities• Ongoing termination and cabling work at services buildings• Operation of generators for testing and commissioning purposes 24/7• Finishing work, commissioning and testing of padmounts• Energisation of metro services building low voltage systems via padmount
Lakemba substation, off The Boulevard, near Taylor Street:	<ul style="list-style-type: none">• Testing and commissioning of equipment and services• Landscaping and remediation activities• Traffic control to facilitate truck movements on The Boulevard as required• Operation of generators for testing and commissioning of padmount transformers 24 hours/day• Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing

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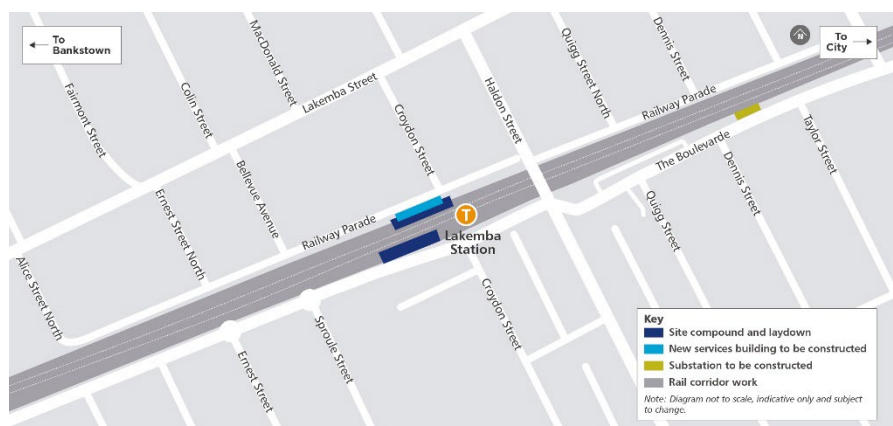


Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdowns:	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities • Work related to overhead wiring upgrades and signalling • De-vegetation and tree clearing throughout the rail corridor where required
Saturday 1 June to Sunday 2 June 2024	<ul style="list-style-type: none"> • Work related to the segregation and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor • Temporary footpath closure along the rail corridor on The Boulevard between Ernest Street and King Georges Road and Railway Parade and King Georges Road
Saturday 15 June to Sunday 16 June 2024	<ul style="list-style-type: none"> • Installation of brackets and containments on the station platform • Installation and modification of cable service route (CSR) • Track related construction activities
(24/7 work)	<ul style="list-style-type: none"> • Operation of generators for testing and commissioning purposes 24/7 • Testing and commissioning of equipment and services and trackside inspections along the rail corridor • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment along the rail corridor • Minor civil, mechanical, electrical and defect rectification work at station and services building • Preliminary visual inspections of underside of bridges and adjacent overhead wiring • Mechanical gap filler (MGF) installation work on station platforms
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Signalling related work • Utility investigation work involving saw cutting on Haldon Street rail bridge, traffic changes may be in place. • Operation of generators for testing and commissioning purposes 24/7 • Testing and commissioning of equipment and services

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.
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- Access to buildings and driveways will be maintained at all times.



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Construction Notification – Marrickville Station

June 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Marrickville (along the rail corridor)	<ul style="list-style-type: none">• 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, and parking and access at various locations along the corridor• Work at Livingstone Road bridge, with traffic changes in place from Monday 27 May-Friday 7 June• Testing and commissioning and trackside inspections• Installation and modification of cables, cable service route (CSR) and trackside equipment• Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Around Marrickville Station	<ul style="list-style-type: none">• Minor defect rectification work as required• Work related to security fence installation and signalling• Installation and modification of cable service route (CSR)• Testing and commissioning activities• Minor electrical works at station buildings and platforms• Mechanical gap filler (MGF) installation work on station platforms• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Investigations at Illawarra Road bridge, with traffic changes in place when work is taking place
Services building site in the rail corridor, off Victoria Road	<ul style="list-style-type: none">• Mobilisation and demobilisation of plant and materials• Work related to security fence installation• Local cabling, mechanical and electrical fit out, finishing work and testing of padmounts• Energisation of metro services building low voltage systems via padmount• Testing and commissioning of building systems and equipment
Services building (off Randall Street behind Albermarle Street)	<ul style="list-style-type: none">• Mobilisation and demobilisation of plant and materials• Work related to security fence installation• Installation of cables and testing activities• Landscaping and remediation activities• Installation of upgraded roof covering on the substation• Mechanical and electrical fitout inside the Traction Substation Building• Traffic control to facilitate truck movements from Livingstone Road into Randall Street as required• Operation of transformers for testing and commissioning purposes, 24 hours/day

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

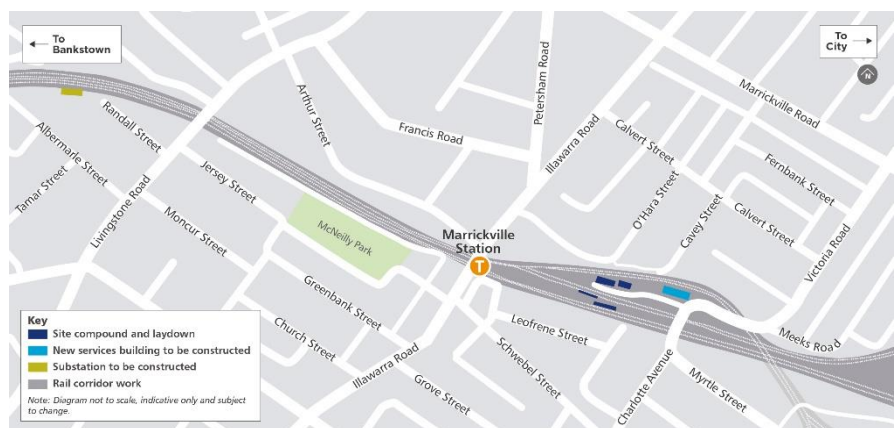


Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdowns:	<ul style="list-style-type: none"> De-vegetation and tree clearing throughout the rail corridor where required Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials Preparatory work for installation of Mechanical gap filler (MGF) and Platform Screen Doors (PSD) on station platforms
Saturday 1 June to Sunday 2 June 2024	<ul style="list-style-type: none"> Work related to overhead wiring upgrades Work related to the segregation and security fence installation within the rail corridor Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor
Saturday 15 June to Sunday 16 June 2024	<ul style="list-style-type: none"> Modification work to the Livingstone Road rail overpass inside the rail corridor Installation and modification of cable service route (CSR) Installation of brackets and containments on the station platform Track related construction activities and signalling work
(24/7 work)	<ul style="list-style-type: none"> Operation of generators for testing and commissioning of padmount transformers, 24 hours/day Testing and commissioning of equipment and services Installation of upgraded roof covering at the Dulwich Hill substation site Installation of equipment, cables, cable tray and cabinets in station rooms and buildings Installation of cables and trackside equipment and trackside inspection along the rail corridor Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials Signalling related work Operation of generators for testing and commissioning of padmount transformers, 24 hours/day Testing and commissioning of equipment and services

What to expect

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



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

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Construction Notification – Punchbowl to Bankstown

June 2024

Sydney Metro is Australia's biggest public transport project.

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

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Punchbowl to Bankstown (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• De-vegetation and tree clearing throughout the rail corridor where required• Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work• Various works for the new metro platform at Bankstown Station• Work related to security fence installation and signalling• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Preliminary visual inspections of the underside of bridges and adjacent overhead wiring• Installation and modification of cables, cable service route (CSR) and trackside equipment• Testing and commissioning activities and trackside inspections
Punchbowl Station and surrounding areas & concourse	<ul style="list-style-type: none">• Minor defect rectification work as required• Remediation of landscaped areas in and around the station as required• Installation of handrail on platform• Signalling related work• Installation and modification of cable service route (CSR)• Work related to security fence installation• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Investigation activities at Punchbowl Road bridge, Punchbowl involving temporary work site set ups on footpaths and temporary pedestrian detours in place
Services building site off Urunga Parade, adjacent to the rail line	<ul style="list-style-type: none">• Linewide high voltage energisation of padmount• Local cabling, mechanical and electrical fit out works for padmounts, and finishing work and testing of padmounts• Operation of generators for testing and commissioning purposes 24/7• Energisation of metro services building low voltage systems via padmount• Minor defect rectification work as required
Punchbowl substation, off South Terrace near Scott Street	<ul style="list-style-type: none">• Testing and commissioning of cable and equipment within the substation• Landscaping and remediating activities• Traffic control to facilitate truck movements on South Terrace, if required• Operation of transformers for testing and commissioning purposes, 24 hours/day• Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing and surface painting

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

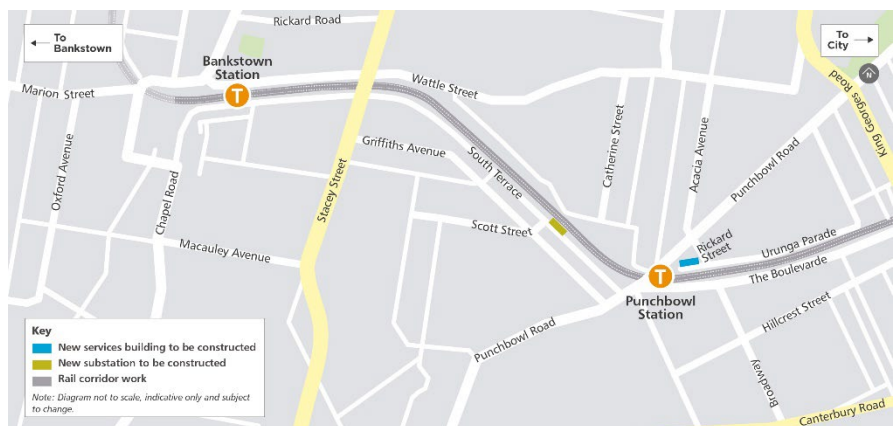


Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdowns:	<ul style="list-style-type: none"> • 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 overhead wiring upgrades
Saturday 1 June to Sunday 2 June 2024	<ul style="list-style-type: none"> • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor • Building of the new metro platform at Bankstown Station and associated work
Saturday 15 June to Sunday 16 June 2024 (24/7 work)	<ul style="list-style-type: none"> • Installation of brackets on station platform • Installation and modification of cable service route (CSR) • Signalling related work • Operation of generators for testing and commissioning 24/7 • Testing and commissioning of equipment and cables, and trackside inspection • Cable pulling at Bankstown Plaza around Bankstown Station • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring • Minor defect rectification as required • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment in the rail corridor
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Signalling related work • Operation of generators for testing and commissioning 24/7 • Testing and commissioning of equipment and cables, and trackside inspection • Cable pulling at Bankstown Plaza around Bankstown Station • Work related to the security fence installation within the rail corridor including contra flow traffic arrangements on West Terrace from 6pm to 7am Monday to Friday




What to expect

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



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Construction Notification – Wiley Park Station

June 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Wiley Park (along the rail corridor)	<ul style="list-style-type: none">• Testing and commissioning activities• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials• De-vegetation and tree clearing throughout the rail corridor where required• Work related to security fence installation• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Temporary footpath closure along the rail corridor on The Boulevard between Ernest Street and King Georges Road• Temporary footpath closure along the rail corridor between Railway Parade and King Georges Road (pedestrian diversion via Alice Street North and Lakemba Street to King Georges Road)• Installation and modification of cable service route (CSR)• Preliminary visual inspections of the underside of bridges and adjacent overhead wiring• Linewise high voltage energisation of padmount• Local cabling, mechanical and electrical fit out works for padmounts, and finishing work and testing of padmounts• Energisation of metro services building low voltage systems via padmount• Installation and modification of cables and trackside equipment• Testing and commissioning, and trackside inspections
Wiley Park Station	<ul style="list-style-type: none">• Testing and commissioning in station rooms and buildings• Preparation work and coring on station platforms for mechanical gap filler (MGF) installation• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Operation of generators for testing and commissioning purposes 24/7• Signalling related work• Minor defect rectification work as required• Remediation of landscaped areas in and around the station as required• Installation of gate plates at the Metro Services Building

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



Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdowns:	<ul style="list-style-type: none"> • 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 overhead wiring upgrades
Saturday 1 June to Sunday 2 June 2024	<ul style="list-style-type: none"> • Installation of brackets and containments on the station platform • Work related to the security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor
Saturday 15 June to Sunday 16 June 2024	<ul style="list-style-type: none"> • Temporary footpath closure along the rail corridor on The Boulevard between Ernest Street and King Georges Road and Railway Parade and King Georges Road • Installation and modification of cable service route (CSR) • Track related construction activities • Signalling related work
(24/7 work)	<ul style="list-style-type: none"> • Testing and commissioning of equipment and services and trackside inspection • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment along the rail corridor
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Signalling related work • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Testing and commissioning of equipment and services • Hostile Vehicle Mitigation investigations at King Georges Road rail bridge, involving reduced speed limits and traffic control during the work period

What to expect

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

R4.4 Validation Report

SWMC Mid-Week, Night Works. West Terrace Rail Bridge Security Fence Installation

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
00	19/06/2024	Report Prepared for Condition 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 worksite3
- 2. A copy of the community notification required under Condition L5.123
- 3. Noise monitoring as required by L5.8(d)3
- 4. Details of any exceedances of predicted noise levels;3
- 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.....3
- 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

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Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 and provides details to confirm compliance to the various R4.4 CoA noted below. JHLOR conducted out-of-hour works (weekday night) 12-14 June 2024. Works was carried under condition L5.6 - Local Possessions;

- Security Fence installation on the West Terrace Rail Bridge, Bankstown, 12-14 June 2024

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

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

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

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

- Light vehicles
- EWP/telehandler
- Powered hand tool
- Site Light

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

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

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

Real time noise monitoring was carried out at one location (inside the corridor) on the south-east side of West Terrace Rail Bridge.

Refer to **Attachment 1**.

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

Actual noise (LAeq 15min) data was collected at the monitoring location and assessed. There were no exceedances of the noise predictions due to construction activities.

There were no noise complaints related to JHLOR construction activities.

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

The following noise mitigation measures were implemented:

- All workers made aware of the expectations in relation to community and work sites through a briefing at the OOHW prestart meeting.
- Works to only occur within the hours stipulated in the OOHW Permit.
- All plant, where possible to be positioned so that the exhaust (or noisiest side of the plant) is

- directed away from sensitive receivers.
- 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. Gathering of work crews are to be away from residential properties.
 - Workers are to be mindful of location of the residents when mobilizing and demobilizing
 - Noise mats are placed around the mobile generator.

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

- Community notification of works through a letter box drop
- A noise model was developed and specific notifications of respite were offered (RO) where predicted noise exceedance was over 20dB and alternative accommodation (AA) offered for residents with predicted noise exceeded 30dB above the background noise levels
- Real time noise monitoring was carried out at one selected location.

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

The works carried out on WE50 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/TOA when no trains are running. Works will be conducted between the last & first train.

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

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

This R4.4 Validation report has been submitted within the period above.

Attachment 1 – Noise Monitoring Results

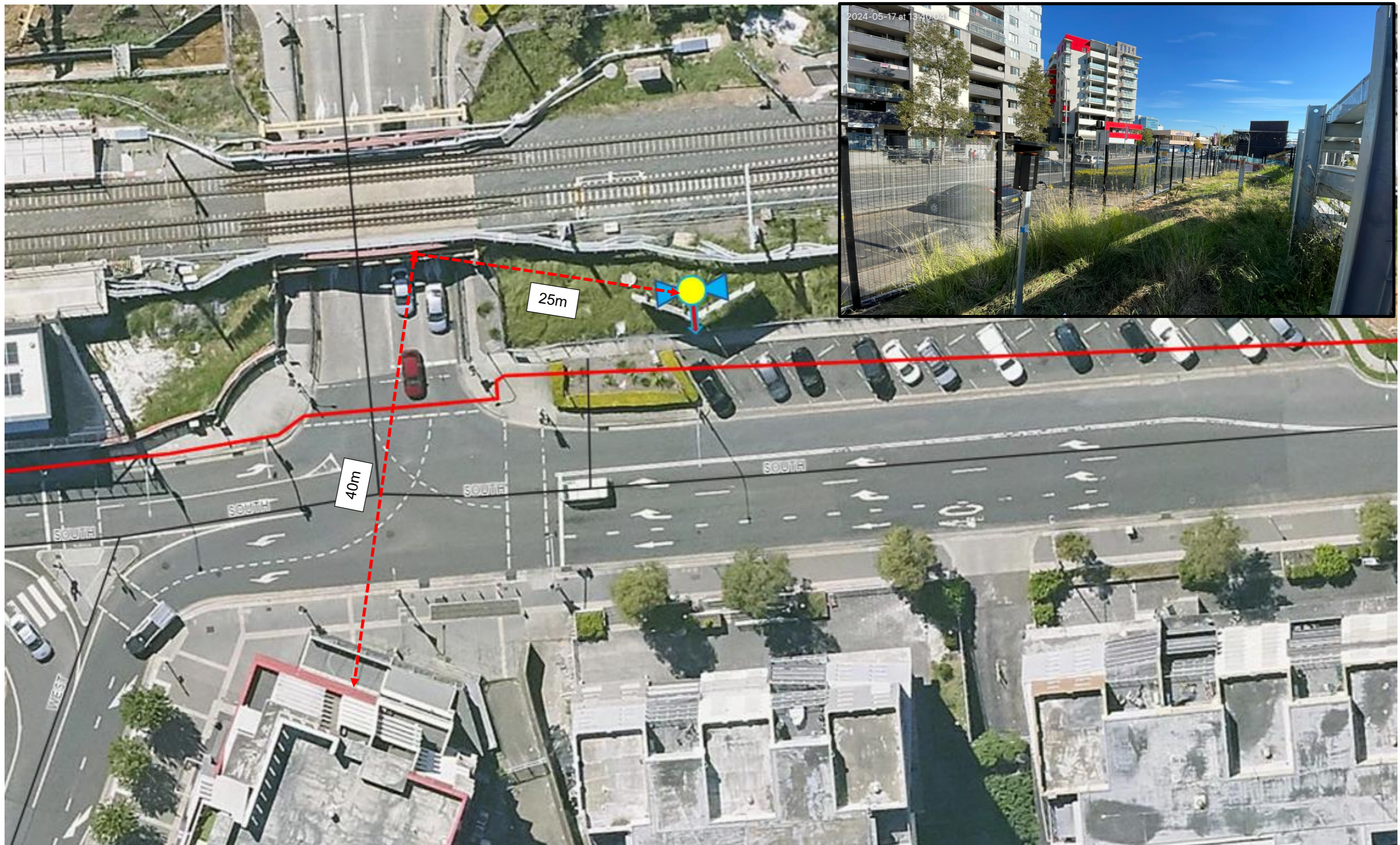
- Monitoring Result
- Monitoring Location

Table 1. Continues noise monitoring result for instrument at Location: East of Wairoa Street Bridge

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq, 15min in work period at Monitoring Location (dBA)	Predicted noise level LAeq,15min at resident (dBA)	Compliant	Comments
1	NCA 12 Bankstown • Continuous Monitoring • Location: 25m east of West Terrace Rail Bridge 6m south of track	12/06/2024 To 13/06/2024	Night 22:00 to 7:00	Installation of Security Fence on West Terrace Rail Bridge balustrade	- Light vehicles - EWP/telehandler - Powered hand tool - Site Lights	• Highest LAeq in work period at Monitoring Location is 64 • Excluding Non-construction related noise, the construction related highest LAeq detected to be 61 ¹	62	Yes	<ul style="list-style-type: none"> RBL: 42 Noise monitoring location is 25m from working location. Nearest sensitive receiver's façade is 40m from working location. Construction related LAeq15min at monitoring location was below predictions at the nearest sensitive receiver. Noise monitor detect highest LAeq15min value of 60 dB NOT related to general construction noise between the hours of 22:00 and 07:00. The construction related highest LAeq in work period (61 dB) is lower than the predicted level (62 dB) Predicted noise levels in this area triggered offers for Respite (RO).
2		13/06/2024 To 14/06/2024	Night 22:00 to 7:00	Installation of Security Fence on West Terrace Rail Bridge balustrade	- Light vehicles - EWP/telehandler - Powered hand tool - Site Lights	61	62	Yes	<ul style="list-style-type: none"> RBL: 42 Noise monitoring location is 25m from working location. Nearest sensitive receiver's façade is 40m from working location. LAeq15min at monitoring location was below predictions at the nearest sensitive receiver. The Highest LAeq in work period (61 dB) is lower than the predicted level (72 dB) Predicted noise levels in this area triggered offers for Respite (RO).
3		14/06/2024 To 15/06/2024	Night 22:00 to 7:00	Installation of Security Fence on West Terrace Rail Bridge balustrade	- Light vehicles - EWP/telehandler - Powered hand tool - Site Lights	61	62	Yes	<ul style="list-style-type: none"> RBL: 42 Noise monitoring location is 25m from working location. Nearest sensitive receiver's façade is 40m from working location. LAeq15min at monitoring location was below predictions at the nearest sensitive receiver. The Highest LAeq in work period (61 dB) is lower than the predicted level (72 dB) Predicted noise levels in this area triggered offers for Respite (RO).

¹Non-construction related noise identified at the following time:
 - 12 June 2024: 22:30, 22:49 & 23:29
 - 13 June 2024: 00:49, 01:22; 01:43; 05:07, 06:03 & 06:34

Figure 1. Sitehive Location



Attachment 2 – Community Notification

- Community Notifications

Construction Notification – Punchbowl to Bankstown

June 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Punchbowl to Bankstown (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• De-vegetation and tree clearing throughout the rail corridor where required• Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work• Various works for the new metro platform at Bankstown Station• Work related to security fence installation and signalling• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Preliminary visual inspections of the underside of bridges and adjacent overhead wiring• Installation and modification of cables, cable service route (CSR) and trackside equipment• Testing and commissioning activities and trackside inspections
Punchbowl Station and surrounding areas & concourse	<ul style="list-style-type: none">• Minor defect rectification work as required• Remediation of landscaped areas in and around the station as required• Installation of handrail on platform• Signalling related work• Installation and modification of cable service route (CSR)• Work related to security fence installation• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Investigation activities at Punchbowl Road bridge, Punchbowl involving temporary work site set ups on footpaths and temporary pedestrian detours in place
Services building site off Urunga Parade, adjacent to the rail line	<ul style="list-style-type: none">• Linewide high voltage energisation of padmount• Local cabling, mechanical and electrical fit out works for padmounts, and finishing work and testing of padmounts• Operation of generators for testing and commissioning purposes 24/7• Energisation of metro services building low voltage systems via padmount• Minor defect rectification work as required
Punchbowl substation, off South Terrace near Scott Street	<ul style="list-style-type: none">• Testing and commissioning of cable and equipment within the substation• Landscaping and remediating activities• Traffic control to facilitate truck movements on South Terrace, if required• Operation of transformers for testing and commissioning purposes, 24 hours/day• Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing and surface painting

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

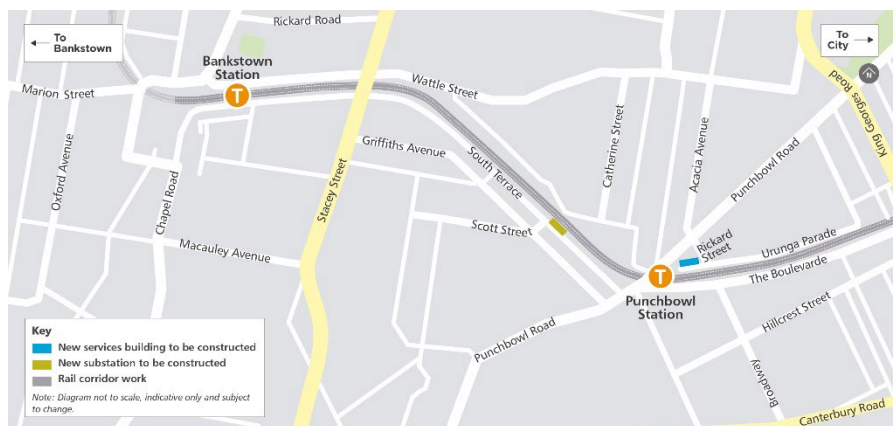


Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdowns:	<ul style="list-style-type: none"> • 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 overhead wiring upgrades
Saturday 1 June to Sunday 2 June 2024	<ul style="list-style-type: none"> • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor • Building of the new metro platform at Bankstown Station and associated work
Saturday 15 June to Sunday 16 June 2024 (24/7 work)	<ul style="list-style-type: none"> • Installation of brackets on station platform • Installation and modification of cable service route (CSR) • Signalling related work • Operation of generators for testing and commissioning 24/7 • Testing and commissioning of equipment and cables, and trackside inspection • Cable pulling at Bankstown Plaza around Bankstown Station • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring • Minor defect rectification as required • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment in the rail corridor
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Signalling related work • Operation of generators for testing and commissioning 24/7 • Testing and commissioning of equipment and cables, and trackside inspection • Cable pulling at Bankstown Plaza around Bankstown Station • Work related to the security fence installation within the rail corridor including contra flow traffic arrangements on West Terrace from 6pm to 7am Monday to Friday




What to expect

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



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

SWMC WE49

Installation of Segregation Fence; Security Fence auguring, Post and Panel/mesh screens; OHW boom replacement; OHW wire run; GST Installation; Installation of Brackets at Stations; PSD and MGF installation; Bankstown upper platform construction; Cabling and Trackside Equipment.

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
00	17/06/2024	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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R4.4 (b) The validation report must be submitted to the EPA fortnightly from the commencement of the works permitted by L5.6 & L5.7 by no later than 2 business days from the end of each fortnight. 5

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Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out over 1st and 2nd of May during the Weekend 49 Rail Possession (WE49) over 2 days and one night. Works following activities were carried under condition L5.6 - Local Possessions;

- Train stop suppression & restoration work. Signal related works throughout corridor
- Stations – installation of platform brackets
- Segregation fence From Marrickville to Belmore Station – augering of holes for post installation, drilling for bolts, mesh & panel installation.
- Security fencing – augering of holes for post & panel installation at various locations throughout corridor
- Gantry & bollard installation for Ewart Street & Belmore Triangle high-rail pad
- Minor CSR activities. Installation of shallow GLT in ballast/CESS at various locations. Installation of local routes for new corridor gates
- Install overhead wiring in Campsie
- Coring and Containment in all stations for PSD and MGF.
- Station platform construction at Bankstown Station
- Installation of cabling and trackside equipment throughout corridor

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

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

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

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

- Excavators 3T, 6 and 13T (inc jack hammer, augering attachments)
- Balloon tyre dump trucks (Hydrema)
- Light vehicles
- Trucks
- Payloader
- Handheld powered tools
- Vac Trucks
- EWP/telehandler
- Front-end loader
- Concrete truck and line pump
- Portable Generators
- Compressors
- Compactor
- Bogie
- Water pumps
- 4T Dumpy
- Site lights
- Mobile crane

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 noise monitoring was carried out at 8 locations on the perimeter of the rail corridor.

All monitoring location is closer to the source of the noise than the nearest sensitive receiver (except monitoring location a, noise monitoring location and the nearest sensitive receiver have equal distance to the source of the noise).

Note: calculation will be done where the noise at monitoring location exceeding the predicted level at the nearest sensitive receiver.

- a. NCA 01 - (HEX483) adjacent to 29 & 31 Leofrene Ave back wall, Marrickville.
 - Noise Monitor and Sensitive Receiver is 45 m from the source of the noise
- b. NCA 02 - (HEX537) 12m N of 1 Ewart Ln, Dulwich Hill.
 - Noise Monitor is 24 m from the source of the noise
 - Sensitive Receiver is 37 m from the source of the noise
- c. NCA 02 - (HEX282) 11m N of 81 Ewart St, Dulwich Hill.
 - Noise Monitor is 7 m from the source of the noise
 - Sensitive Receiver is 18 m from the source of the noise
- d. NCA 03 - (HEX419) 20m N of 5 Railway St, Hurlstone Park.
 - Noise Monitor is 69 m from the source of the noise
 - Sensitive Receiver is 73 m from the source of the noise
- e. NCA 06 - (HEX344) 25m S of 1 Assets St, Campsie.
 - Noise Monitor is 25 m from the source of the noise
 - Sensitive Receiver is 42 m from the source of the noise
- f. NCA 07 - (HEX505) 5m E of 1 Hall St, Belmore.
 - Noise Monitor is 1 m from the source of the noise
 - Sensitive Receiver is 6 m from the source of the noise
- g. NCA 08 – (HEX315) 35m SE of 54A Railway Parade, Lakemba.
 - Noise Monitor is 25 m from the source of the noise
 - Sensitive Receiver is 57 m from the source of the noise
- h. NCA 12 - (HEX516) 45m NW of 2 A West Terrace, Bankstown.
 - Noise Monitor is 25 m from the source of the noise
 - Sensitive Receiver is 43 m from the source of the noise

Refer to **Appendix 1** for noise monitoring results.

4. Details of any exceedances of predicted noise levels;

Noise (LAeq 15min) data was collected at the 8 locations over the 1st of May 2024 night shift to 2nd of May 2024 day shift and assessed. Where there were exceedances the recording taken by SiteHive was reviewed and the source of noise assessed. Freight trains operating in the vicinity of the SiteHive loggers impacted the data at some locations. This is denoted in the noise monitoring results in **Appendix 1**.

During WE49, there were no exceedances of the noise predictions due to JHLORJV construction activity.

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

The following noise mitigation measures are implemented:

- Potential source noise controls include mufflers fitted to exhausts, regular maintenance of plant, acoustic enclosure of machinery on plant items, non-tonal reversing alarms fitted to plant.
- General monthly community notification.
- Specific notification to impacted residents were provided no later than 7 days out from start of possession.
- Additional mitigation measures such as Alternative Accommodation and Respite Offers.
- Use of real time noise monitors at targeted work locations. Periodic desk top checks on data collected by the 8 real time monitoring instruments were carried out during work periods.
- Environmental surveillance
- On site mitigation instructions to crews:
 - No music, no dropping of objects
 - No shouting or unnecessary noise
 - Be respectful of neighbors when coming and going from site. As far as possible, avoid congregating near residential property boundaries.
 - Position plant as far from residents as possible and orientate them if possible, to emit noise on non-resident side.
 - Plant to be switched off when not in use.

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

The works carried out on WE49 could only be safely conducted during a rail possession due to works occurring within the rail corridor/danger zone. Works were completed in accordance with EPL Condition L5.6 (Local Possession). Carrying out the construction activities during standard construction hours (specified in L5.1) would cause unacceptable risks to construction personnel safety; rail passenger and railways personnel safety and railway network operational reliability.

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

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

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

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

Attachment 1 – Noise Monitoring Results

- Monitoring Result
- Monitoring Location

Table 1. 01-02 June 2024 Night Shift

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location (dBA)	Predicted noise level LAeq, 15min at resident (dBA)	Compliant	Comments
1	Location a (NCA01 – HEX483) Adjacent to 29 & 31 Leofrene Ave back wall, Marrickville Continues Monitoring	1/06/2024 To 2/06/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)	General track related construction activities	<ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dumpy Site lights 	60	71	YES	<ul style="list-style-type: none"> RBL: 33 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 60 dBA due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (60 dBA) is lower than the predicted level (71 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
2	Location b (NCA02 – HEX537) 12m N of 1 Ewart Ln, Dulwich Hill Continues Monitoring					66	76	YES	<ul style="list-style-type: none"> RBL: 33 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 66 dBA due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (66 dBA) is lower than the predicted level (76 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
3	Location c (NCA02 – HEX282) 11m N of 81 Ewart St, Dulwich Hill Continues Monitoring					71	44	YES	<ul style="list-style-type: none"> RBL: 33 dBA LAeq15min is above the predictions. No JHLOR construction activity within 200m radius. Noise monitor detect highest LAeq15min value of 71 dBA due to ARTC freight train noise between the hours 22:00 to 07:00. The Highest LAeq in work period (71 dBA) is higher than the predicted level (44 dBA) Predicted noise levels (Night shift works) in this area did not trigger offers for Respite. Actual Noise level do not consistent with the prediction due to the ARTC freight train. No additional mitigation measures required.
4	Location d (NCA03 – HEX419) 20m N of 5 Railway St, Hurlstone Park Continues Monitoring					64	67	YES	<ul style="list-style-type: none"> RBL: 34 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 64 dBA due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (64 dBA) is lower than the predicted level (67 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
5	Location e (NCA06 - HEX344) 25m S of 1 Assets St, Campsie Continues Monitoring					Highest LAeq in work period at Monitoring Location is 70	61	YES	<ul style="list-style-type: none"> RBL: 35 dBA Calculated construction related highest LAeq15min below the predictions. Calculated construction related highest LAeq15min value of 59 dBA related to general construction noise between the hours 22:00 to 07:00. The calculated construction related highest LAeq in work period (59 dBA) is lower than the predicted level (61 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite. Actual Noise level (Nightshift works) consistent with the predicted offers for Respite No additional mitigation measures required.
6	Location f (NCA07 - HEX505) 5m E of 1 Hall St, Belmore Continues Monitoring					62	70	YES	<ul style="list-style-type: none"> RBL: 35 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 62 dBA due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (62 dBA) is lower than the predicted level (70 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
7	Location g (NCA08 – HEX315) 35m SE of 54A Railway Parade, Lakemba Continues Monitoring					54	64	YES	<ul style="list-style-type: none"> RBL: 35 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 54 dBA due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (54 dBA) is lower than the predicted level (64 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
8	Location h (NCA12 - HEX516) 45m NW of 2 A West Terrace, Bankstown Continues Monitoring					64	68	YES	<ul style="list-style-type: none"> RBL: 42 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 64 dBA due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (64 dBA) is lower than the predicted level (68 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite.

1 - Freight train identified at the following time:
 - 1 June 2024: 22:29, 22:47 & 23:36
 - 2 June 2024: 00:27, 00:43; 01:11, 01:49, 02:38; 03:28

Table 2. 02 June 2024 Day Shift

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location	Predicted noise level LAeq, 15min at resident	Compliant	Comments
1	Location a (NCA01 – HEX483) Adjacent to 29 & 31 Leofrene Ave back wall, Marrickville Continues Monitoring	2/06/2024	Day to Evening 7:00 to 15:00	General track related construction activities	<ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dump Site lights 	66	64	YES	<ul style="list-style-type: none"> RBL: 38 dBA LAeq15min above predictions. Noise monitor detect highest LAeq15min value of 66 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (66 dBA) is higher than the predicted level (64 dB) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite. Actual noise levels (Day shift works) in this area did not trigger offers for Respite. No additional mitigation measures required.
2	Location b (NCA02 – HEX537) 12m N of 1 Ewart Ln, Dulwich Hill Continues Monitoring		Day to Evening 7:00 to 15:15			71	75	YES	<ul style="list-style-type: none"> RBL: 38 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 71 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (71 dBA) is lower than the predicted level (75 dBA) Predicted noise levels (Day shift works) in this area triggered offers for Respite.
3	Location c (NCA02 – HEX282) 11m N of 81 Ewart St, Dulwich Hill Continues Monitoring		Day to Evening 7:00 to 15:30			<ul style="list-style-type: none"> Highest LAeq in work period at Monitoring Location is 72 Excluding Freight train, the construction related highest LAeq detected to be 68¹ Due to the monitoring location is 7m from the noise source and sensitive receiver is 18m from the noise source, the calculated construction related highest LAeq at the sensitive receiver (Actual Noise level) is 60 	64	YES	<ul style="list-style-type: none"> RBL: 38 dBA Calculated construction related highest LAeq15min below the predictions. Calculated construction related highest LAeq15min value of 60 dBA not related to general construction noise between the hours 22:00 to 07:00. The calculated construction related highest LAeq in work period (60 dBA) is lower than the predicted level (64 dBA) However Predicted noise levels (Day shift works) in this area did not trigger offers for Respite. Actual noise levels (Day shift works) in this area did not trigger offers for Respite. No additional mitigation measures required.
4	Location d (NCA03 – HEX419) 20m N of 5 Railway St, Hurlstone Park Continues Monitoring		Day to Evening 7:00 to 22:00			63	64	YES	<ul style="list-style-type: none"> RBL: 38 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 63 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (63 dBA) is lower than the predicted level (64 dBA) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.
5	Location e (NCA06 - HEX344) 25m S of 1 Assets St, Campsie Continues Monitoring		Day to Evening 7:00 to 22:00			70	72	YES	<ul style="list-style-type: none"> RBL: 45 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 70 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (70 dBA) is lower than the predicted level (72 dBA) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.
6	Location f (NCA07 - HEX505) 5m E of 1 Hall St, Belmore Continues Monitoring		Day to Evening 7:00 to 22:00			65	70	YES	<ul style="list-style-type: none"> RBL: 41 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 65 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (65 dBA) is lower than the predicted level (70 dB) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.
7	Location g (NCA08 – HEX315) 35m SE of 54A Railway Parade, Lakemba Continues Monitoring		Day to Evening 7:00 to 22:00			58	63	YES	<ul style="list-style-type: none"> RBL: 47 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 58 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (58 dBA) is lower than the predicted level (63 dBA) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.
8	Location h (NCA12 - HEX516) 45m NW of 2 A West Terrace, Bankstown Continues Monitoring		Day to Evening 7:00 to 22:00			68	72	YES	<ul style="list-style-type: none"> RBL: 54 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 68 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (68 dBA) is lower than the predicted level (72 dBA) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.

1 - Freight train identified at the following time:

- 2 June 2024: 07:17, 07:37; 07:55, 08:36, 09:52, 11:15; 12:16, 13:09, 14:15, 14:32, 14:47, 15:03, 16:42, 17:26, 18:24 & 21:44

Airplane identified at the following time:

- 2 June 2024: 19:20, 19:42, 20:11, 20:32 & 20:57

Find address or place

Map navigation controls: Home, Layers, Full Screen, Print, Share



SY4 (M24 6.410D)

SY3 (M24 6.335U)

SY2 (M24 6.331D)

Find address or place



DU2 (M24 8.038D)

DU1 (1247/300D)

MA6 (M24 7.685U)

Find address or place

Map navigation controls: Zoom in (+), Zoom out (-), Home, Layers, Full Screen, Print, Share



B8+490

B8+317

DU6 (M24 8.291U)

B8+490

B8+457

B8+424

B8+375

B8+357

B8+325

B8+295

B8+214

B8+565

B8+532

DU7 (M24 8.485D)

DU8 (M24 8.501D)

B8+264

B8+235

B8+207

DU4 (M24 8.59U)

B8+155

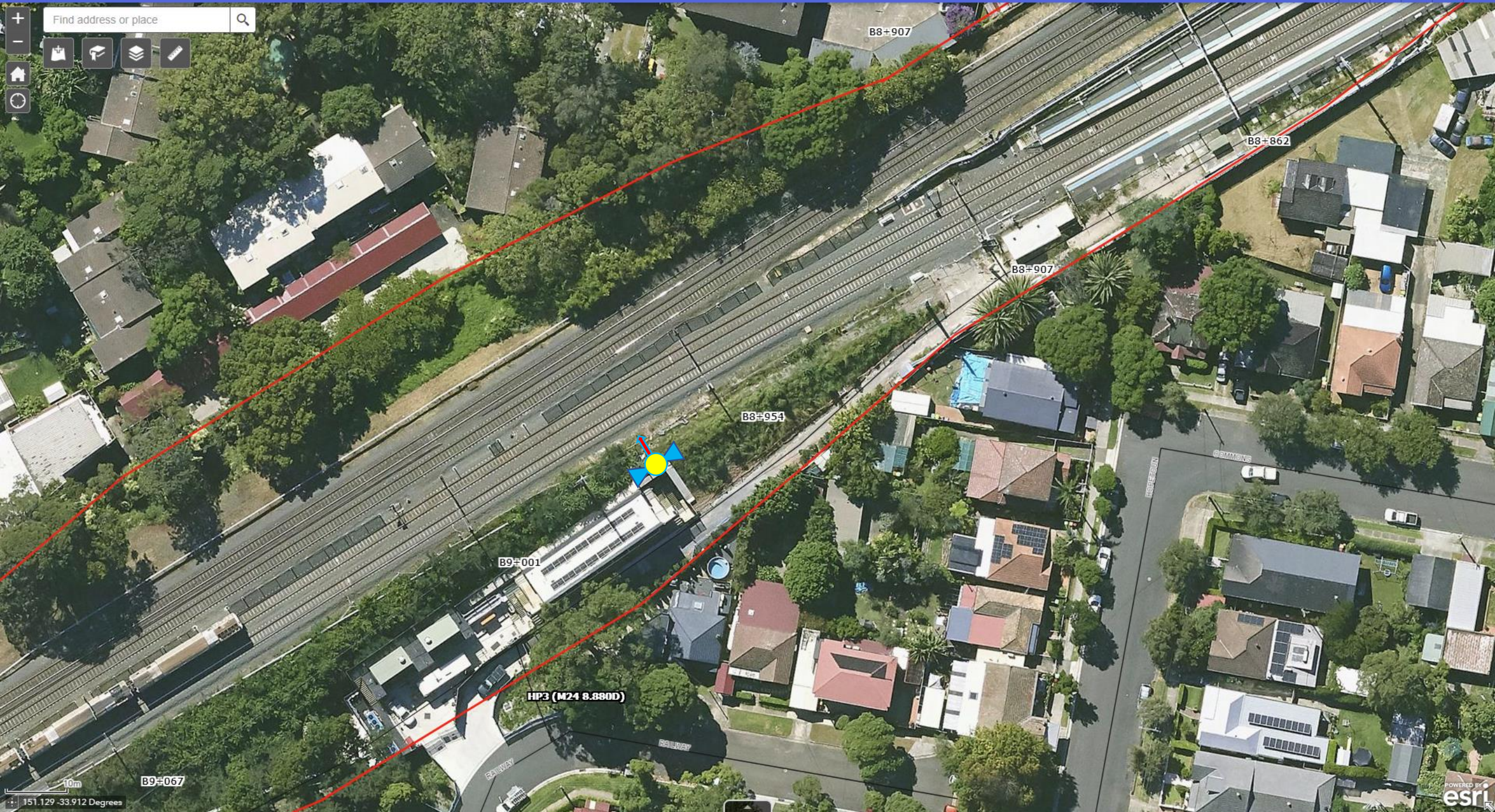
DU3 (M24 8.157D)

B8+156

B8+0

B8+090

Find address or place



B8#907

B8#862

B8#907

B8#954

B9#001

HP3 (M24 8.890D)

B9#067

10m
151.129 -33.912 Degrees

Find address or place



CP1 (M24-11.327U)

B11-814

B11-715

B11-668

B11-668

B11-715

B11-765

B11-814

B11-861

10m

151.101 -33.910 Degrees



Find address or place



30m

151.093 -33.915 Degrees

Find address or place

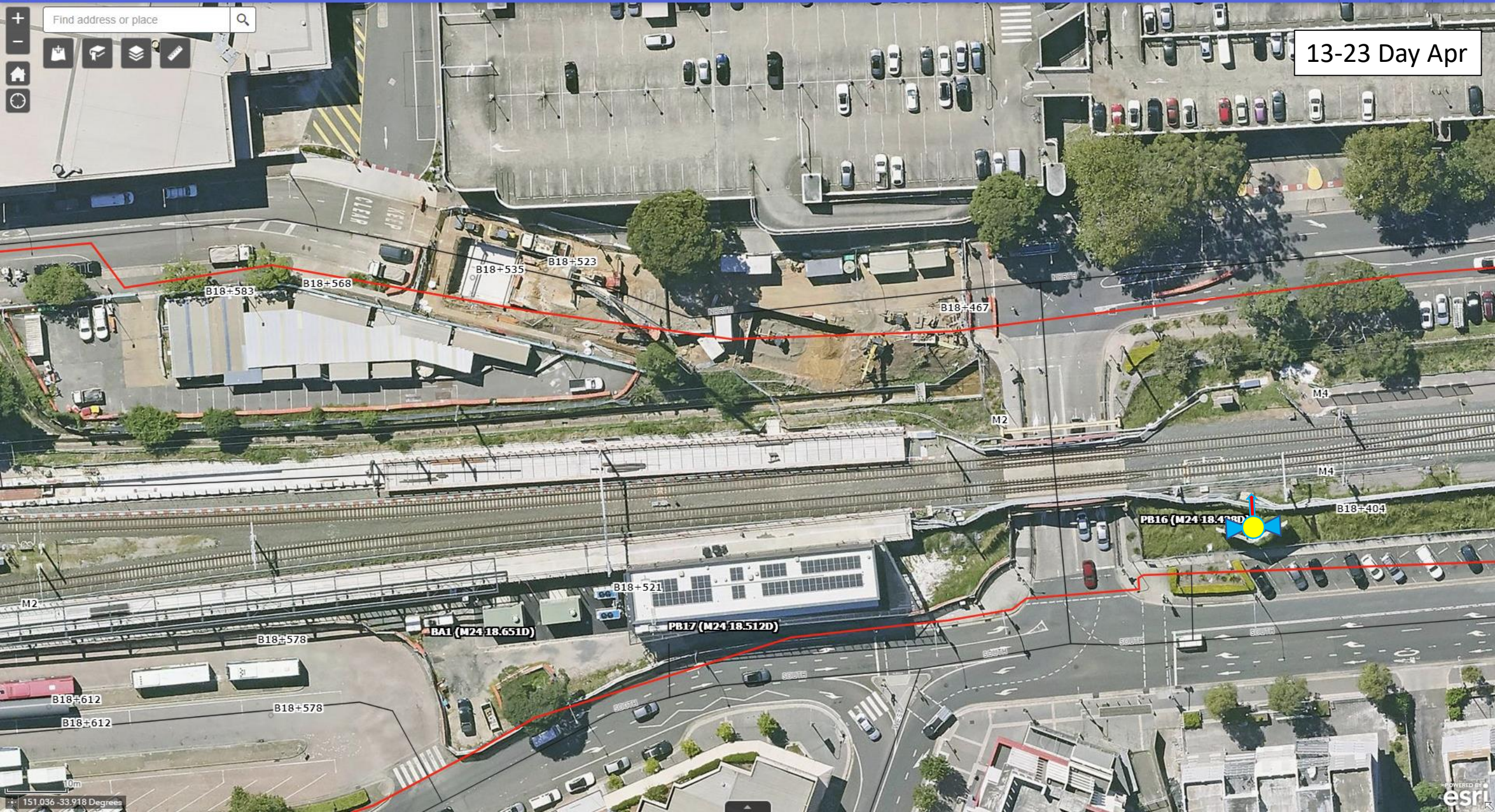
Map navigation controls: Home, Layers, Full Screen, Print, Share, Refresh, Zoom In, Zoom Out



13-23 Day Apr

Find address or place

Map navigation icons: Home, Back, Forward, Layers, Full Screen, Refresh, etc.



Attachment 2 – Community Notification

Community Notifications were provided to residents of:

- Sydenham
- Marrickville
- Canterbury
- Hurlstone Park
- Dulwich Hill
- Campsie
- Belmore
- Wiley Park
- Punchbowl to Bankstown

Please refer to the following community notifications for works.

Construction Notification – Belmore Station

June 2024

Sydney Metro is Australia's biggest public transport project.

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

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

In June, work will continue along the corridor and at Belmore Station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**. You may also notice an increase in plant and materials being removed from our sites as contractors change over along the alignment.

What work are we doing?

Location	Work during standard hours
Belmore (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Delivery of plant and materials• De-vegetation and tree clearing around the rail corridor where required• Work related to security fence installation• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Installation and modification of cable service route, cables and trackside equipment• Signalling related work• Testing and commissioning and trackside inspection• Utility locating and associated activities• Minor defect rectification work as required• Remediation of landscaped areas in and around the station as required
Around Belmore Station and at the services building site (off Redman Parade, adjacent to the rail line)	<ul style="list-style-type: none">• Geotechnical investigations at the rail overbridge on Burwood Road, involving drilling equipment to create boreholes to collect information on underground utilities• Installation of gate plates at services building• Installation and modification of cable service route (CSR)• Signalling related work• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Ongoing termination and cabling work at services buildings• Local cabling, mechanical and electrical fit out, linewise high voltage energisation, finishing work, surface painting and testing of padmounts• Landscaping and maintenance activities, including tree planting• Operation of generators for testing and commissioning 24/7
Belmore site compound (Bridge Road)	<ul style="list-style-type: none">• Delivery and storage of materials, including cables, cable drums, light and heavy vehicles• Maintenance, testing and commissioning of equipment and services• Ongoing truck and traffic movements in and out of site, occasionally managed by traffic control
Lakemba substation, off The Boulevard, near Taylor Street	<ul style="list-style-type: none">• Installation of cables, cable supports, conduits, transformers and mechanical and electrical fit outs• Landscaping and maintenance activities• Traffic control to facilitate truck movements on The Boulevard, if required• High voltage energisation of substation• Operation of generators for testing and commissioning 24/7

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



Out-of-hours (night) work – due to the nature of some activities and for the safety of the community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Upcoming rail possessions:	<ul style="list-style-type: none"> • 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 overhead wiring upgrades
Saturday 1 June to Sunday 2 June 2024	<ul style="list-style-type: none"> • Work related to the segregation and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor • Installation of and modification of cable service route (CSR)
Saturday 15 June to Sunday 16 June 2024	<ul style="list-style-type: none"> • Track related construction activities • Signalling related works • Installation of equipment, cables, cable trays and cabinets in station rooms and buildings • Installation of cables and trackside equipment in the rail corridor • Testing and commissioning of equipment and services, including trackside inspection
(24/7 work)	<ul style="list-style-type: none"> • Operation of generators for testing and commissioning 24/7 • Utility locating and associated activities • Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Signalling related work • Testing and commissioning of equipment and services, and trackside inspection • Operation of generators for testing and commissioning 24/7

What to expect

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



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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Construction Notification – Campsie Station

June 2024

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

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Campsie (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials• De-vegetation and tree clearing throughout the rail corridor where required• Work related to security fence installation• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Installation of and modification of cable service route (CSR)• Signalling related works• Preliminary visual inspections of underside of bridges and adjacent overhead wiring• Testing and commissioning and trackside inspection• Installation of cables and trackside equipment
Around Campsie Station	<ul style="list-style-type: none">• Minor defect rectification as required• Signalling related work• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Geotechnical investigations at the Loch Street bridge, involving drilling equipment to create boreholes to collect information on underground utilities
Services building site at Lilian Lane opposite Dewar Street	<ul style="list-style-type: none">• Minor defect rectification as required• Installation of cables and testing activities• Local cabling, mechanical and electrical fit out, finishing work, surface painting and testing of padmounts• Energisation of Metro Services Building low voltage systems via padmount• Landscaping, remediation, testing, commissioning and maintenance activities, including tree planting• Operation of generators for testing and commissioning 24/7
Substation site (Off Lilian Street)	<ul style="list-style-type: none">• Installation of cables and cable supports as well as mechanical and electrical fit out inside Traction Substation Building• Landscaping and remediation activities• Traffic control to facilitate truck movements on Lilian Street, if required• Operation of transformers for testing and commissioning purposes 24/7• Testing and commissioning of equipment and services

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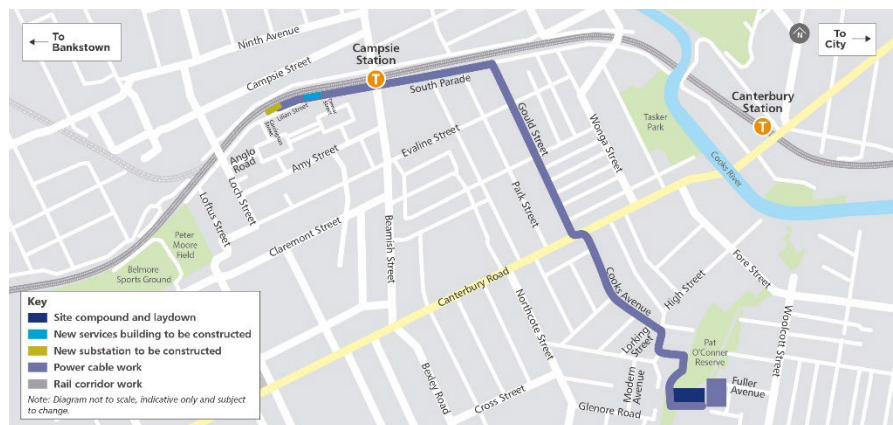


Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Upcoming rail possessions:	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • De-vegetation and tree clearing around the rail corridor where required • Mobilisation and demobilisation of plant and materials
Saturday 1 June to Sunday 2 June 2024	<ul style="list-style-type: none"> • Preparatory work on station platforms for installation of Mechanical gap filler (MGF) and Platform Screen Doors (PSD) • Work related to overhead wiring upgrades • Work related to the segregation and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor
Saturday 15 June to Sunday 16 June 2024	<ul style="list-style-type: none"> • Work related to the combined services routes within the corridor • Internal work and installation of brackets and containments on station platform • Track related construction work and signalling related activities • Preliminary visual inspections of underside of bridges and adjacent overhead wiring
(24/7 work)	<ul style="list-style-type: none"> • Testing and commissioning of equipment and services and trackside inspection • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment in the rail corridor • Fibre cable pulling involving temporary use of car spaces in South Parade carpark for duration of work • Minor defect rectification as required • Operation of transformers for testing and commissioning purposes 24/7
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities • Signalling related work • Testing and commissioning of equipment and services, and trackside inspection • Operation of transformers for testing and commissioning purposes 24/7

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.
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Construction Notification – Canterbury Station

June 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Canterbury (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• De-vegetation and tree clearing around the rail corridor where required• Mobilisation and demobilisation of plant and materials• Work related to security fence installation and combined services routes within the corridor• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Installation of and modification of cable service route, cables, and trackside equipment• Signalling related work• Preliminary visual inspections of the underside of bridges and adjacent overhead wiring• Local cabling, mechanical and electrical fit, linewise energisation work, finishing work, surface painting and testing of padmounts
Around Canterbury Station	<ul style="list-style-type: none">• Geotechnical investigations at Canterbury Road rail overbridge, involving drilling equipment to create boreholes to collect information on underground utilities• Testing and commissioning activities• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Landscaping, remediation and maintenance activities, including tree planting• Operation of generators for testing and commissioning 24/7• Minor defect rectification work as required• Installation of brackets and containments and installation and modification of cable service route• Signalling related work
Former Bowling Club	<ul style="list-style-type: none">• De-vegetation and tree clearing throughout the rail corridor where required• Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
Substation site (off Hutton Street)	<ul style="list-style-type: none">• Installation and modification of equipment, cables and cable supports• Landscaping and remediation activities• Drainage work on Hutton Street, with temporary lane closure and traffic management in place• Operation of transformers and new equipment for testing and commissioning purposes 24/7• Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing and surface painting

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Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours



Date/Time	Out-of-hours work
Upcoming rail possessions:	<ul style="list-style-type: none"> De-vegetation and tree clearing around the rail corridor where required Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials
Saturday 1 June to Sunday 2 June 2024	<ul style="list-style-type: none"> Preparatory work on station platforms for installation of Mechanical gap filler (MGF) and Platform Screen Doors (PSD) Work related to overhead wiring upgrades Work related to the segregation and security fence installation within the rail corridor Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor
Saturday 15 June to Sunday 16 June 2024	<ul style="list-style-type: none"> Installation of brackets and containments Track related construction activities Installation and modification of cable service route (CSR) Signalling related work and testing and commissioning activities
(24/7 work)	<ul style="list-style-type: none"> Operation of transformers for testing and commissioning purposes 24/7 Installation of equipment, cables, cable tray and cabinets in station rooms and buildings Installation of cables and trackside equipment and trackside inspections along the rail corridor Minor civil, electrical and containment works at station building/platforms Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials Operation of transformers for testing and commissioning purposes 24/7 Testing and commissioning of equipment and services Signalling related work


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.
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Construction Notification – Dulwich Hill Station

June 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Dulwich Hill (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials• Installation of brackets and containments on the station platform• De-vegetation and tree clearing around the rail corridor where required• Work related to security fence installation• Installation of and modification of cable service routes• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Installation and modification of cables and trackside equipment• Testing and commissioning, trackside inspections and signalling activities• Utility locating and associated activities
Around Dulwich Hill Station	<ul style="list-style-type: none">• Minor defect rectification work around the station platform and new footbridge• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Installation and modification of cable service routes (CSR)• Signalling related work• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Mechanical gap filler (MGF) installation work on station platforms
Services building site at Ewart Lane	<ul style="list-style-type: none">• Defect rectification work as required• Work related to security fence installation• Installation and modification of cable service routes (CSR)• Ongoing termination, cabling and testing work at Metro Services Building• Local cabling, mechanical and electrical fit out, finishing work and testing of padmounts• Energisation of Metro Services Building low voltage systems via padmount• Operation of generators for testing and commissioning purposes 24/7
Substation site (off Randall Street behind Albermarle Street, Marrickville)	<ul style="list-style-type: none">• Work related to security fence installation• Installation and modification of cable service routes (CSR)• Installation and modification of cables and equipment, and testing activities• Mechanical and electrical fit out and maintenance in the substation buildings• Installation of upgraded roof covering on the substation including temporary use of car spaces on Randall Street for duration of work• Landscaping and remediation activities• Traffic control to facilitate truck movements from Livingstone Road into Randall Street• Operation of transformers for testing and commissioning purposes 24/7

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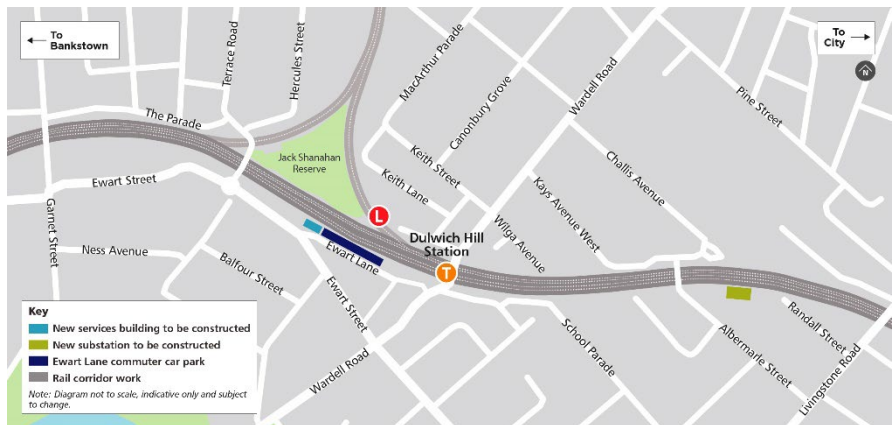


Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Upcoming rail possessions:	<ul style="list-style-type: none"> De-vegetation and tree clearing around the rail corridor where required Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
Saturday 1 June to Sunday 2 June 2024	<ul style="list-style-type: none"> Preparatory work for installation of Mechanical gap filler (MGF) and Platform Screen Doors (PSD) on station platforms Work related to overhead wiring upgrades Work related to the segregation and security fence installation within the rail corridor
Saturday 15 June to Sunday 16 June 2024 (24/7 work)	<ul style="list-style-type: none"> Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor Installation of and modification of cable service routes (CSR) Installation of brackets and contaminants on the station platform Pavement work within the rail corridor related to the hi-rail access pad Minor defect work as required Testing and commissioning of equipment and systems and trackside inspections Operation of transformers for testing and commissioning purposes 24/7 Installation of equipment, cables, cable tray and cabinets in station rooms and buildings Installation of cables and trackside equipment and drainage activities along the rail corridor Installation of cables and cable supports, and upgraded roof covering on the substation as well as mechanical and electrical fitout inside traction substation building Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials Operation of transformers for testing and commissioning purposes 24/7 Testing and commissioning of equipment and services Signalling related work

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.
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Construction Notification – Hurlstone Park Station

June 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Hurlstone Park (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials• De-vegetation and tree clearing around the rail corridor where required• Work related to signalling and security fence installation• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Minor defect rectification work as required• Building work on the platform 2 building• Testing and commissioning and trackside inspections• Installation and modification of cables service route, cables and trackside equipment• Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Around Hurlstone Park Station	<ul style="list-style-type: none">• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Installation of brackets and containments on the station platform• Installation and modification of cable service route (CSR)• Work related to signalling and security fence installation• Investigations at Duntroon Street bridge, involving traffic changes
Services building site off Railway Street	<ul style="list-style-type: none">• Mobilisation and demobilisation of plant and materials• Work related to security fence installation• De-vegetation and tree clearing around the rail corridor where required• Minor defect work and remediation of landscaped areas as required• Installation of services building gate and new plates• Ongoing termination and cabling work at services buildings• Local cabling, mechanical and electrical fit out, finishing work and testing of padmounts• Energisation of Metro Services Building low voltage systems via padmount• Operation of generators for testing and commissioning purposes 24/7
Substation site of Hutton Street	<ul style="list-style-type: none">• Work related to security fence installation• De-vegetation, tree clearing and landscape remediation around the rail corridor where required• Installation and modification of cables and testing activities• Activities on Hutton Street requiring temporary lane closure and traffic management in place• Operation of generators to testing and commissioning purposes 24/7• Cabling, mechanical and electrical fit-out, testing and finishing works for padmounts

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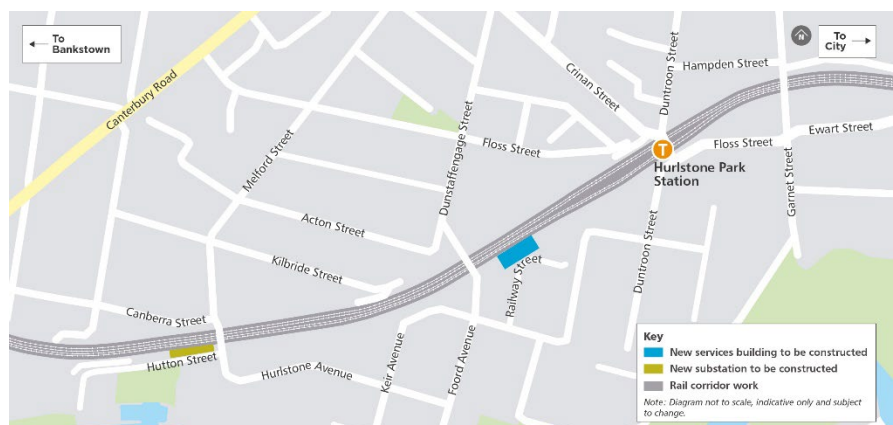


Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdowns:	<ul style="list-style-type: none"> Mobilisation and demobilisation of plant and materials Delivery of plant and materials including preparatory activities for upcoming out-of-hours work Preparatory work for installation of Mechanical gap filler (MGF) and Platform Screen Doors (PSD) on station platforms
Saturday 1 June to Sunday 2 June 2024	<ul style="list-style-type: none"> Work related to overhead wiring upgrades Work related to the segregation and security fence installation within the rail corridor Installation of and modification work at cable service routes
Saturday 15 June to Sunday 16 June 2024	<ul style="list-style-type: none"> Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor Installation of brackets and contaminants on the station platform Installation and modification of cable service route (CSR)
(24/7 work)	<ul style="list-style-type: none"> Track related construction activities and signalling related work Minor defect rectification work as required Operation of generators for testing and commissioning purposes 24/7 Testing and commissioning of equipment and services, and trackside inspection Drainage work on Hutton Street, with temporary lane closure and traffic management in place Installation of equipment, cables, cable tray and cabinets in station rooms and buildings Installation of cables and trackside equipment along the rail corridor Preliminary visual inspections of the underside of bridges and adjacent overhead wiring
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work Operation of generators for testing and commissioning purposes 24/7 Testing and commissioning of equipment and services Utilities investigation work involving concrete saw cutting on Duntroon Street bridge (traffic changes and traffic management will be in place when work is taking place)

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.
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Construction Notification – Lakemba Station

June 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Lakemba (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials• Work related to security fence installation• De-vegetation and tree clearing around the rail corridor where required• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Temporary footpath closure along the rail corridor on The Boulevarde between Ernest Street and King Georges Road• Temporary footpath closure along the rail corridor between Railway Parade and King Georges Road (pedestrian diversion via Alice Street Nth and Lakemba Street to King Georges Road)• Signalling related work• Installation and modification of cables, cable service route (CSR) and trackside equipment• Testing and commissioning, and trackside inspections• Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Around Lakemba station (Railway Parade and The Boulevarde):	<ul style="list-style-type: none">• Minor defect remediation work as required• Signalling related work• Installation and modification of cable service route (CSR)• Testing and commissioning of equipment and services• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Various investigations at Haldon Street bridge, involving traffic changes
Services building site off Railway Parade near Bellevue Avenue	<ul style="list-style-type: none">• Minor civil, mechanical and electrical work at the services building• Testing and commissioning activities• Ongoing termination and cabling work at services buildings• Operation of generators for testing and commissioning purposes 24/7• Finishing work, commissioning and testing of padmounts• Energisation of metro services building low voltage systems via padmount
Lakemba substation, off The Boulevarde, near Taylor Street:	<ul style="list-style-type: none">• Testing and commissioning of equipment and services• Landscaping and remediation activities• Traffic control to facilitate truck movements on The Boulevarde as required• Operation of generators for testing and commissioning of padmount transformers 24 hours/day• Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing

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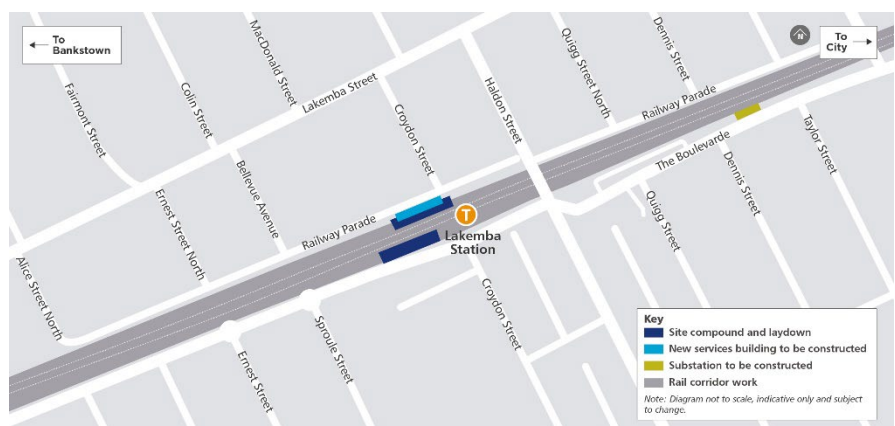


Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdowns:	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities • Work related to overhead wiring upgrades and signalling • De-vegetation and tree clearing throughout the rail corridor where required
Saturday 1 June to Sunday 2 June 2024	<ul style="list-style-type: none"> • Work related to the segregation and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor • Temporary footpath closure along the rail corridor on The Boulevard between Ernest Street and King Georges Road and Railway Parade and King Georges Road
Saturday 15 June to Sunday 16 June 2024	<ul style="list-style-type: none"> • Installation of brackets and containments on the station platform • Installation and modification of cable service route (CSR) • Track related construction activities
(24/7 work)	<ul style="list-style-type: none"> • Operation of generators for testing and commissioning purposes 24/7 • Testing and commissioning of equipment and services and trackside inspections along the rail corridor • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment along the rail corridor • Minor civil, mechanical, electrical and defect rectification work at station and services building • Preliminary visual inspections of underside of bridges and adjacent overhead wiring • Mechanical gap filler (MGF) installation work on station platforms
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Signalling related work • Utility investigation work involving saw cutting on Haldon Street rail bridge, traffic changes may be in place. • Operation of generators for testing and commissioning purposes 24/7 • Testing and commissioning of equipment and services

What to expect

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



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

Contact us

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Construction Notification – Marrickville Station

June 2024

Sydney Metro is Australia's biggest public transport project.

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

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Marrickville (along the rail corridor)	<ul style="list-style-type: none">• 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, and parking and access at various locations along the corridor• Work at Livingstone Road bridge, with traffic changes in place from Monday 27 May-Friday 7 June• Testing and commissioning and trackside inspections• Installation and modification of cables, cable service route (CSR) and trackside equipment• Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Around Marrickville Station	<ul style="list-style-type: none">• Minor defect rectification work as required• Work related to security fence installation and signalling• Installation and modification of cable service route (CSR)• Testing and commissioning activities• Minor electrical works at station buildings and platforms• Mechanical gap filler (MGF) installation work on station platforms• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Investigations at Illawarra Road bridge, with traffic changes in place when work is taking place
Services building site in the rail corridor, off Victoria Road	<ul style="list-style-type: none">• Mobilisation and demobilisation of plant and materials• Work related to security fence installation• Local cabling, mechanical and electrical fit out, finishing work and testing of padmounts• Energisation of metro services building low voltage systems via padmount• Testing and commissioning of building systems and equipment
Services building (off Randall Street behind Albermarle Street)	<ul style="list-style-type: none">• Mobilisation and demobilisation of plant and materials• Work related to security fence installation• Installation of cables and testing activities• Landscaping and remediation activities• Installation of upgraded roof covering on the substation• Mechanical and electrical fitout inside the Traction Substation Building• Traffic control to facilitate truck movements from Livingstone Road into Randall Street as required• Operation of transformers for testing and commissioning purposes, 24 hours/day

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



Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdowns:	<ul style="list-style-type: none"> De-vegetation and tree clearing throughout the rail corridor where required Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials Preparatory work for installation of Mechanical gap filler (MGF) and Platform Screen Doors (PSD) on station platforms
Saturday 1 June to Sunday 2 June 2024	<ul style="list-style-type: none"> Work related to overhead wiring upgrades Work related to the segregation and security fence installation within the rail corridor Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor
Saturday 15 June to Sunday 16 June 2024	<ul style="list-style-type: none"> Modification work to the Livingstone Road rail overpass inside the rail corridor Installation and modification of cable service route (CSR) Installation of brackets and containments on the station platform Track related construction activities and signalling work
(24/7 work)	<ul style="list-style-type: none"> Operation of generators for testing and commissioning of padmount transformers, 24 hours/day Testing and commissioning of equipment and services Installation of upgraded roof covering at the Dulwich Hill substation site Installation of equipment, cables, cable tray and cabinets in station rooms and buildings Installation of cables and trackside equipment and trackside inspection along the rail corridor Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials Signalling related work Operation of generators for testing and commissioning of padmount transformers, 24 hours/day Testing and commissioning of equipment and services

What to expect

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



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Construction Notification – Punchbowl to Bankstown

June 2024

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

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Punchbowl to Bankstown (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• De-vegetation and tree clearing throughout the rail corridor where required• Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work• Various works for the new metro platform at Bankstown Station• Work related to security fence installation and signalling• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Preliminary visual inspections of the underside of bridges and adjacent overhead wiring• Installation and modification of cables, cable service route (CSR) and trackside equipment• Testing and commissioning activities and trackside inspections
Punchbowl Station and surrounding areas & concourse	<ul style="list-style-type: none">• Minor defect rectification work as required• Remediation of landscaped areas in and around the station as required• Installation of handrail on platform• Signalling related work• Installation and modification of cable service route (CSR)• Work related to security fence installation• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Investigation activities at Punchbowl Road bridge, Punchbowl involving temporary work site set ups on footpaths and temporary pedestrian detours in place
Services building site off Urunga Parade, adjacent to the rail line	<ul style="list-style-type: none">• Linewide high voltage energisation of padmount• Local cabling, mechanical and electrical fit out works for padmounts, and finishing work and testing of padmounts• Operation of generators for testing and commissioning purposes 24/7• Energisation of metro services building low voltage systems via padmount• Minor defect rectification work as required
Punchbowl substation, off South Terrace near Scott Street	<ul style="list-style-type: none">• Testing and commissioning of cable and equipment within the substation• Landscaping and remediating activities• Traffic control to facilitate truck movements on South Terrace, if required• Operation of transformers for testing and commissioning purposes, 24 hours/day• Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing and surface painting

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

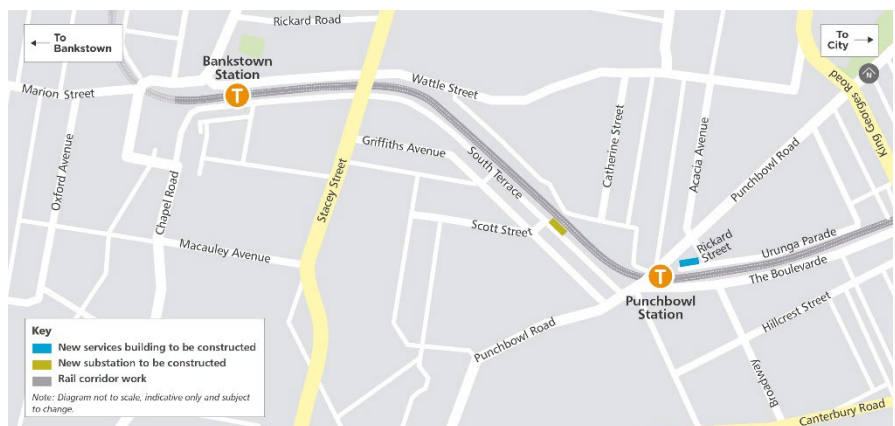


Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdowns:	<ul style="list-style-type: none"> • 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 overhead wiring upgrades
Saturday 1 June to Sunday 2 June 2024	<ul style="list-style-type: none"> • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor • Building of the new metro platform at Bankstown Station and associated work
Saturday 15 June to Sunday 16 June 2024 (24/7 work)	<ul style="list-style-type: none"> • Installation of brackets on station platform • Installation and modification of cable service route (CSR) • Signalling related work • Operation of generators for testing and commissioning 24/7 • Testing and commissioning of equipment and cables, and trackside inspection • Cable pulling at Bankstown Plaza around Bankstown Station • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring • Minor defect rectification as required • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment in the rail corridor
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Signalling related work • Operation of generators for testing and commissioning 24/7 • Testing and commissioning of equipment and cables, and trackside inspection • Cable pulling at Bankstown Plaza around Bankstown Station • Work related to the security fence installation within the rail corridor including contra flow traffic arrangements on West Terrace from 6pm to 7am Monday to Friday

What to expect

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



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Construction Notification – Wiley Park Station

June 2024

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Wiley Park (along the rail corridor)	<ul style="list-style-type: none">• Testing and commissioning activities• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials• De-vegetation and tree clearing throughout the rail corridor where required• Work related to security fence installation• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Temporary footpath closure along the rail corridor on The Boulevard between Ernest Street and King Georges Road• Temporary footpath closure along the rail corridor between Railway Parade and King Georges Road (pedestrian diversion via Alice Street North and Lakemba Street to King Georges Road)• Installation and modification of cable service route (CSR)• Preliminary visual inspections of the underside of bridges and adjacent overhead wiring• Linewise high voltage energisation of padmount• Local cabling, mechanical and electrical fit out works for padmounts, and finishing work and testing of padmounts• Energisation of metro services building low voltage systems via padmount• Installation and modification of cables and trackside equipment• Testing and commissioning, and trackside inspections
Wiley Park Station	<ul style="list-style-type: none">• Testing and commissioning in station rooms and buildings• Preparation work and coring on station platforms for mechanical gap filler (MGF) installation• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Operation of generators for testing and commissioning purposes 24/7• Signalling related work• Minor defect rectification work as required• Remediation of landscaped areas in and around the station as required• Installation of gate plates at the Metro Services Building

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

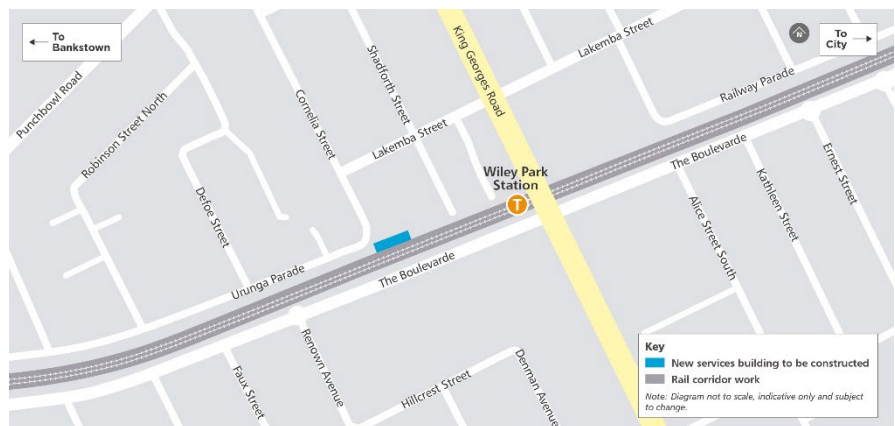


Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdowns:	<ul style="list-style-type: none"> • 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 overhead wiring upgrades
Saturday 1 June to Sunday 2 June 2024	<ul style="list-style-type: none"> • Installation of brackets and containments on the station platform • Work related to the security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor
Saturday 15 June to Sunday 16 June 2024	<ul style="list-style-type: none"> • Temporary footpath closure along the rail corridor on The Boulevard between Ernest Street and King Georges Road and Railway Parade and King Georges Road • Installation and modification of cable service route (CSR) • Track related construction activities • Signalling related work
(24/7 work)	<ul style="list-style-type: none"> • Testing and commissioning of equipment and services and trackside inspection • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment along the rail corridor
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Signalling related work • Operation of generators for testing and commissioning of padmount transformers, 24 hours/day • Testing and commissioning of equipment and services • Hostile Vehicle Mitigation investigations at King Georges Road rail bridge, involving reduced speed limits and traffic control during the work period

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.
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EPL 21147

R4.4 Validation Report

SWMC Y24 WE01

Overhead Wire upgrade.

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
00	08/07/2024	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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Introduction3

R4.4(a) For activities permitted under Condition L5.6 & L5.7, a validation report must be submitted to the EPA that includes the following detail:3

- 1. Confirmation that the equipment used to undertake the works was as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite3
- 2. A copy of the community notification required under Condition L5.123
- 3. Noise monitoring as required by L5.8(d)3
- 4. Details of any exceedances of predicted noise levels;4
- 5. Details of the noise and vibration mitigation measures that were implemented as specified in the relevant Construction Noise and Vibration Impact Assessment for the worksite.....4
- 6. The justification required under L5.6 for the carrying out of works outside of standard construction hours in L5.1.4

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

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Attachment 2 – Community Notification8

Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out on 7th of July during the Weekend 01 Rail Possession (WE01) over Sunday day time. Works following activities were carried under condition L5.6 - Local Possessions;

- Install overhead wiring secondary insulation circuit at country side of Sydenham Station

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:

- Handheld powered tools
- EWP/telehandler

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)**

WE01 noise monitoring was carried out at 1 locations on the perimeter of the rail corridor.

Due to the safety limitation of the corridor, noise monitor has been installed at the location as close as possible to the nearest receiver.

HEX505, north footing of OHW structure (SW5+515), Sydenham Station West Service Building, Sydenham.

- Noise Monitor is 26 m from the source of the noise
- Sensitive Receiver (110 Railway Rd, Sydenham) is 3 m from the source of the noise
- Sydney Trains is working in the same area between the noise monitor and the nearest receiver
- Due to frequent and continues extraneous noise sources (Traffic, Aircraft, ARTC freight train, etc.) in localized area, the JHLORJV noise data at monitoring location was heavily affected to the point that noise impacts from construction activities cannot be differentiated.

The monitoring result will be compared to the resident (104 Railway Rd, Sydenham) located in 26m radius of source of the noise.

Refer to **Appendix 1** for noise monitoring results.

4. Details of any exceedances of predicted noise levels;

Noise (LAeq 15min) data was collected over the 7th of July 2024 day shift and assessed. Where there were exceedances the recording taken by SiteHive was reviewed and the source of noise assessed. Sydney Train activities in the vicinity of the SiteHive loggers impacted the data at the monitoring location. This is denoted in the noise monitoring results in **Appendix 1**.

During WE01, there were no exceedances of the noise predictions due to JHLORJV construction activity.

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

The following noise mitigation measures are implemented:

- Potential source noise controls include mufflers fitted to exhausts, regular maintenance of plant, acoustic enclosure of machinery on plant items, non-tonal reversing alarms fitted to plant.
- General monthly community notification.
- Specific notification to impacted residents were provided no later than 7 days out from start of possession.
- Additional mitigation measures such as Alternative Accommodation and Respite Offers.
- Use of real time noise monitors at targeted work locations. Periodic desk top checks on data collected by the 8 real time monitoring instruments were carried out during work periods.
- Environmental surveillance
- On site mitigation instructions to crews:
 - No music, no dropping of objects
 - No shouting or unnecessary noise
 - Be respectful of neighbors when coming and going from site. As far as possible, avoid congregating near residential property boundaries.
 - Position plant as far from residents as possible and orientate them if possible, to emit noise on non-resident side.
 - Plant to be switched off when not in use.

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

The works carried out on WE51 could only be safely conducted during a rail possession due to works occurring within the rail corridor/danger zone. Works were completed in accordance with EPL Condition L5.6 (Local Possession). Carrying out the construction activities during standard construction hours (specified in L5.1) would cause unacceptable risks to construction personnel safety; rail passenger and railways personnel safety and railway network operational reliability.

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

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

R4.4 (b) The validation report must be submitted to the EPA fortnightly from the

commencement of the works permitted by L5.6 & L5.7 by no later than 2 business days from the end of each fortnight.

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

Attachment 1 – Noise Monitoring Results

- Monitoring Result
- Monitoring Location

Table 1. 07 July 2024 Day Shift

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location (dBA)	Predicted noise level LAeq, 15min at resident (dBA)	Compliant	Comments
1	HEX505 North footing of OHW structure (SW5+515), Sydenham Continues Monitoring	07/07/2024	Day 07:00 to 18:00	General track related construction activities	<ul style="list-style-type: none"> Handheld powered and non-powered tools EWP/telehandler 	<ul style="list-style-type: none"> Highest LAeq in work period at Monitoring Location is 71 Excluding Sydney Train activity, the construction related highest LAeq detected to be 69¹ 	70	YES	<ul style="list-style-type: none"> RBL: 51 Excluding Sydney Train activity, the construction related highest LAeq15min below the predictions. Excluding Sydney Train activity, the construction related highest LAeq in work period (69 dBA) is lower than the predicted level (70 dBA) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite. Actual noise levels (Day shift works) in this area did not trigger offers for Respite. No additional mitigation measures required.

1 – Sydney Train activities identified at the following time:

- 07 July 2024: 08:14, 08:29, 08:45, 09:00, 11:15, 12:25, 13:45, 14:44, 14:59, 16:39, 16:55



Attachment 2 – Community Notification

Community Notifications were provided to residents of:

- Sydenham

Please refer to the following community notifications for works.

Sydney Trains

Central to Hurstville track maintenance

From Saturday 6 July to Monday 8 July 2024

What we're doing

To improve service reliability, Sydney Trains will complete maintenance works between Central and Hurstville from Saturday 6 July to Monday 8 July.

At Sydenham, Sydney Metro will be installing TV equipment and cabling, carrying out electrical fit out, testing and commissioning installed equipment and undertaking dynamic train testing.

Work activities include:

- Civil track maintenance
- Drainage works at various locations
- Routine signal and electrical maintenance
- Station maintenance works, to improve safety on stations
- Track defect removal to improve network reliability
- Track inspection and preventative maintenance
- Track resurfacing, tamping and rail grinding activities
- Trackside signage and maintenance work at various locations
- Turnout grinding between Penshurst and Oatley
- Turnout resurfacing between Sydenham and Arncliffe
- Vegetation maintenance, litter, and graffiti removal.

We understand this work may have an impact on you and we appreciate your patience and understanding.

How this affects you

Noise

- These works may create additional noise at night.
- **Work will take place from 2am Saturday 6 July to 2am Monday 8 July.**
- Equipment may be delivered to the worksite outside the above times. Some deliveries may occur at night due to daytime travel restrictions on large vehicles.
- Diesel work trains may have their engines running on site for an extended period.
- Finishing works including the removal of equipment may take place beyond the dates stated above.

Traffic and parking

- Heavy vehicles will use local streets to access the rail corridor. Parking will be limited near access gates.
- We will park our vehicles inside the rail corridor where possible, however please be aware that on-street parking may be limited near worksites.
- Traffic controllers will be on duty to assist motorists and pedestrians throughout the duration of the works.

We apologise for any inconvenience and thank you for your cooperation during these essential works.

Contact us

For upcoming work

www.transport.nsw.gov.au/sydtraincommunity

To report environmental concerns (24hours) **1300 656 999**



Visit transportnsw.info

EPL 21147

R4.4 Validation Report

SWMC Mid-Week, Night Works. South Terrace Bus Depot Site Shed Demobilization

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
00	24/06/2024	Report Prepared for Condition R4.4	Zhengyi Zhang	Lucas Dobrolot

Management reviews

Review date	Details	Reviewed by

Controlled: NO Copy no.: Uncontrolled: YES

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- 3. Noise monitoring as required by L5.8(d)3
- 4. Details of any exceedances of predicted noise levels;3
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R4.4 (b) The validation report must be submitted to the EPA fortnightly from the commencement of the works permitted by L5.6 & L5.7 by no later than 2 business days from the end of each fortnight.4

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Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 and provides details to confirm compliance to the various R4.4 CoA noted below. JHLOR conducted out-of-hour works (weekday night) 20-21 June 2024. Works was carried under condition L5.6 - Local Possessions;

- Demobilize the site shed from South Terrace Bus Depot, Bankstown, 20-21 June 2024

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

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

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

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

- Light vehicles
- Front end loader
- Flatbed truck
- Site light

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

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

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

Real time noise monitoring was carried out at one location (inside the corridor) on the south-west side of West Terrace Rail Bridge.

Refer to **Attachment 1**.

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

Actual noise (LAeq 15min) data was collected at the monitoring location and assessed. There were no exceedances of the noise predictions due to construction activities.

There were no noise complaints related to JHLOR construction activities.

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

The following noise mitigation measures were implemented:

- All workers made aware of the expectations in relation to community and work sites through a briefing at the OOHW prestart meeting.
- Works to only occur within the hours stipulated in the OOHW Permit.
- All plant, where possible to be positioned so that the exhaust (or noisiest side of the plant) is

directed away from sensitive receivers.

- 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. Gathering of work crews are to be away from residential properties.
- Workers are to be mindful of location of the residents when mobilizing and demobilizing
- Noise mats are placed around the mobile generator.

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

- Community notification of works through a letter box drop
- A noise model was developed and specific notifications of respite were offered (RO) where predicted noise exceedance was over 20dB and alternative accommodation (AA) offered for residents with predicted noise exceeded 30dB above the background noise levels
- Real time noise monitoring was carried out at one selected location.

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

The works carried out on mid-week WE51 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/TOA when no trains are running. Works will be conducted between the last & first train.

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

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

This R4.4 Validation report has been submitted within the period above.

Attachment 1 – Noise Monitoring Results

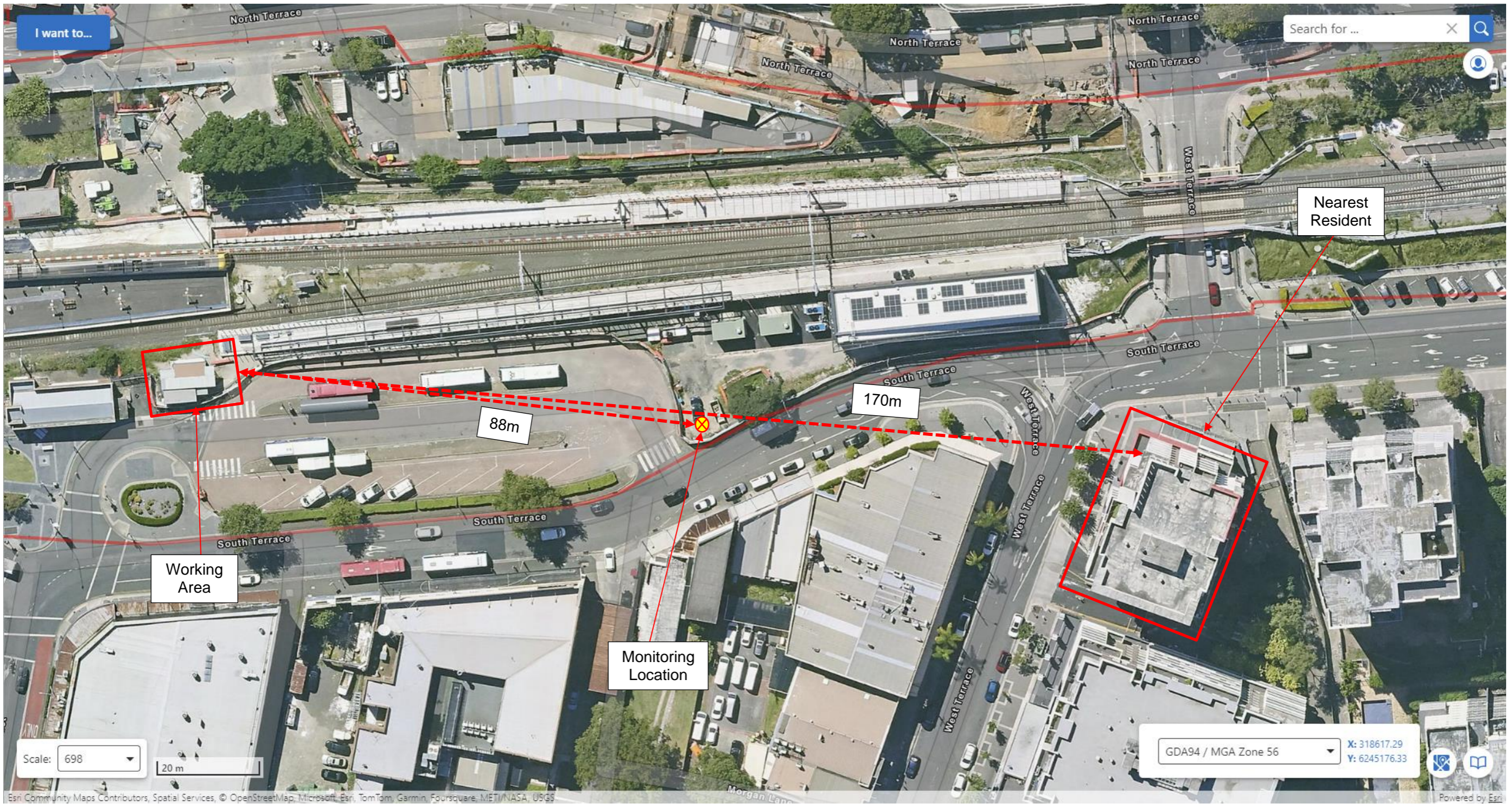
- Monitoring Result
- Monitoring Location

Table 1. Continues noise monitoring result for instrument at Location: East of Wairoa Street Bridge

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq, 15min in work period at Monitoring Location (dBA)	Predicted noise level LAeq,15min at resident (dBA)	Compliant	Comments
1	NCA 12 Bankstown • Continuous Monitoring • Location: 85m west of West Terrace Rail Bridge 30m south of track	20/06/2024 To 21/06/2024	Night 22:00 to 7:00	Demobilize the site shed from South Terrace Bus Depot	- Light vehicles - Front end loader - Flatbed truck - Site light	<ul style="list-style-type: none"> Highest LAeq in work period at Monitoring Location is 68 Excluding Non-construction related noise, the construction related highest LAeq detected to be 64¹ Due to the monitoring location is 88m from the noise source and sensitive receiver is 170m from the noise source, <u>the calculated construction related highest LAeq at the sensitive receiver (Actual Noise level) is 58</u> 	56	Yes	<ul style="list-style-type: none"> RBL: 42 Noise monitoring location is 88m from working location. Nearest sensitive receiver's façade is 170m from working location. The calculated construction related highest LAeq in work period (58 dBA) is higher than the predicted level (56 dBA) Predicted noise levels (Night shift works) in this area did not trigger offers for Respite. Actual noise levels (Night shift works) in this area did not trigger offers for Respite. No additional mitigation measures required.

¹Non-construction related noise identified at the following time:
 - 20 June 2024: 22:34, Possible exhaust from resident vehicle
 - 21 June 2024: 00:54, Possible siren from emergency vehicle

Figure 1. Sitehive Location



Attachment 2 – Community Notification

- Community Notifications

Construction Notification – Punchbowl to Bankstown

June 2024

Sydney Metro is Australia's biggest public transport project.

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

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Punchbowl to Bankstown (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• De-vegetation and tree clearing throughout the rail corridor where required• Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work• Various works for the new metro platform at Bankstown Station• Work related to security fence installation and signalling• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Preliminary visual inspections of the underside of bridges and adjacent overhead wiring• Installation and modification of cables, cable service route (CSR) and trackside equipment• Testing and commissioning activities and trackside inspections
Punchbowl Station and surrounding areas & concourse	<ul style="list-style-type: none">• Minor defect rectification work as required• Remediation of landscaped areas in and around the station as required• Installation of handrail on platform• Signalling related work• Installation and modification of cable service route (CSR)• Work related to security fence installation• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Investigation activities at Punchbowl Road bridge, Punchbowl involving temporary work site set ups on footpaths and temporary pedestrian detours in place
Services building site off Urunga Parade, adjacent to the rail line	<ul style="list-style-type: none">• Linewide high voltage energisation of padmount• Local cabling, mechanical and electrical fit out works for padmounts, and finishing work and testing of padmounts• Operation of generators for testing and commissioning purposes 24/7• Energisation of metro services building low voltage systems via padmount• Minor defect rectification work as required
Punchbowl substation, off South Terrace near Scott Street	<ul style="list-style-type: none">• Testing and commissioning of cable and equipment within the substation• Landscaping and remediating activities• Traffic control to facilitate truck movements on South Terrace, if required• Operation of transformers for testing and commissioning purposes, 24 hours/day• Cabling, mechanical and electrical fit-out and finishing works for padmounts, including testing and surface painting

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

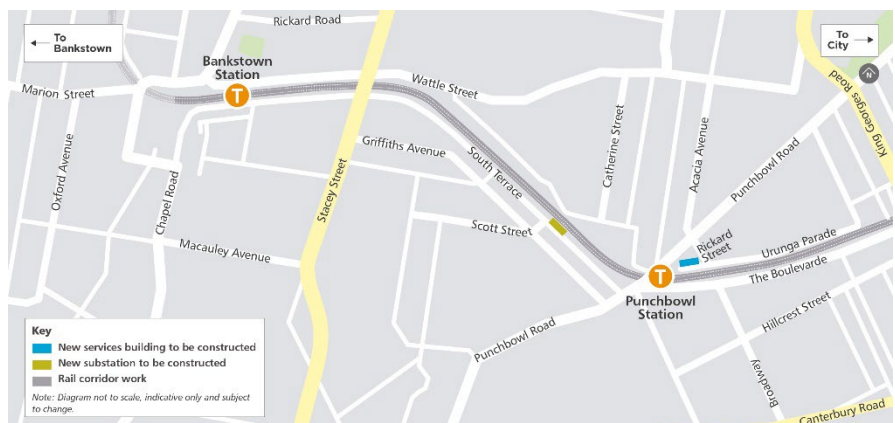


Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdowns:	<ul style="list-style-type: none"> • 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 overhead wiring upgrades
Saturday 1 June to Sunday 2 June 2024	<ul style="list-style-type: none"> • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor • Building of the new metro platform at Bankstown Station and associated work
Saturday 15 June to Sunday 16 June 2024 (24/7 work)	<ul style="list-style-type: none"> • Installation of brackets on station platform • Installation and modification of cable service route (CSR) • Signalling related work • Operation of generators for testing and commissioning 24/7 • Testing and commissioning of equipment and cables, and trackside inspection • Cable pulling at Bankstown Plaza around Bankstown Station • Preliminary visual inspections of the underside of bridges and adjacent overhead wiring • Minor defect rectification as required • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation of cables and trackside equipment in the rail corridor
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Signalling related work • Operation of generators for testing and commissioning 24/7 • Testing and commissioning of equipment and cables, and trackside inspection • Cable pulling at Bankstown Plaza around Bankstown Station • Work related to the security fence installation within the rail corridor including contra flow traffic arrangements on West Terrace from 6pm to 7am Monday to Friday

What to expect

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



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

SWMC WE02

Installation of Segregation Fence, Security Fence auguring, Post and Panel/mesh screens; OHW footing installation; GST Installation; Installation of Brackets at Stations; PSD and MGF installation; Bankstown upper platform construction; Cabling and Trackside Equipment.

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
00	26/07/2024	Prepared for R4.4	Zhengyi Zhang	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 L5.6 & L5.7, a validation report must be submitted to the EPA that includes the following detail:3

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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. 5

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Introduction

This validation report has been prepared in accordance with EPL 21147 Condition R4.4 for out-of-hour works carried out over 13th and 14th of July during the Weekend 02 Rail Possession (WE02) over 2 days and one night. There was a reduction in the planned SoW due to HV (isolation not issued) and 1500 electrical (isolation issued late on Sat night). The following activities were carried under condition L5.6 - Local Possessions;

- Train stop suppression & restoration work. Signal related works throughout corridor
- Signal pit installation in Marrickville
- Stations – installation of platform brackets
- Segregation fence From Marrickville to Belmore Station – augering of holes for post installation, drilling for bolts, mesh & panel installation.
- Security fencing – augering of holes for post & panel installation at various locations throughout corridor
- Minor CSR activities. Installation of shallow GLT in ballast/CESS at various locations. Installation of local routes for new corridor gates, install CCTV pole in various locations.
- Install overhead wiring footing in Bankstown
- Coring and Containment activities at Campsie and Canterbury Stations for PSD and MGF.
- Investigation of fill material in Bankstown Station platforms
- Installation of cabling and trackside equipment throughout corridor
- Guard rail installation on Wairoa Bridge and Belmore Oval Bridge

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

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

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

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

- Excavators 3T, 6 and 13T (inc jack hammer, augering attachments)
- Balloon tyre dump trucks (Hydrema)
- Light vehicles
- Trucks
- Payloader
- Handheld powered tools
- Vac Trucks
- EWP/telehandler
- Front-end loader
- Concrete truck and line pump
- Portable Generators
- Compressors
- Compactor
- Bogie
- Water pumps
- 4T Dumpy
- Site lights
- Mobile crane
- Tamper

- Regulator

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)

WE02 noise monitoring was carried out at 8 locations on the perimeter of the rail corridor.

All monitoring location is closer to the source of the noise than the nearest sensitive receiver.

Note: calculation will be done where the noise at monitoring location exceeding the predicted level at the nearest sensitive receiver.

- a. NCA 01 - (HEX569) 4m N of 17 Leofrene Avenue (on station platform), Marrickville.
 - Noise Monitor is 48 m from the source of the noise
 - Sensitive Receiver is 48 m from the source of the noise
- b. NCA 02 - (HEX573) 11m N of 51A Ewart Lane, Dulwich Hill.
 - Noise Monitor is 17 m from the source of the noise
 - Sensitive Receiver is 17 m from the source of the noise
- c. NCA 02 - (HEX591) 11m N of 81 Ewart Street, Dulwich Hill.
 - Noise Monitor is 21 m from the source of the noise
 - Sensitive Receiver is 32 m from the source of the noise
- d. NCA 03 - (HEX419) 20m N of 5 Railway St (at MSB), Hurlstone Park.
 - Noise Monitor is 20 m from the source of the noise
 - Sensitive Receiver is 40 m from the source of the noise
- e. NCA 06 - (HEX570) 14m S of the rear 36-38 Campsie Street (on Wilfred Ave), Campsie.
 - Noise Monitor is 17 m from the source of the noise
 - Sensitive Receiver is 32 m from the source of the noise
- f. NCA 07 - (HEX505) 4m E of 1 Hall St, Belmore.
 - Noise Monitor is 1.6 m from the source of the noise
 - Sensitive Receiver is 4 m from the source of the noise
- g. NCA 08 – (HEX589) 50m SE of 54 Railway Parade (country end of station platform), Lakemba.
 - Noise Monitor is 20 m from the source of the noise
 - Sensitive Receiver is 30 m from the source of the noise
- h. NCA 12 - (HEX582) 222m NW of 2 A West Terrace, Bankstown.
 - Noise Monitor is 22 m from the source of the noise
 - Sensitive Receiver is 200 m from the source of the noise

Refer to **Appendix 1** for noise monitoring results.

4. Details of any exceedances of predicted noise levels;

Noise (LAeq 15min) data was collected at the 8 locations over the 13th of July 2024 night shift to 15th of July 2024 day shift and assessed.

During WE02, there were no exceedances of the noise predictions generated from JHLORJV construction activity.

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

The following noise mitigation measures are implemented:

- Potential source noise controls include mufflers fitted to exhausts, regular maintenance of plant, acoustic enclosure of machinery on plant items, non-tonal reversing alarms fitted to plant.
- General monthly community notification.
- Specific notification to impacted residents were provided no later than 7 days out from start of possession.
- Additional mitigation measures such as Alternative Accommodation and Respite Offers.
- Use of real time noise monitors at targeted work locations. Periodic desk top checks on data collected by the 8 real time monitoring instruments were carried out during work periods.
- Environmental surveillance
- On site mitigation instructions to crews:
 - No music, no dropping of objects
 - No shouting or unnecessary noise
 - Be respectful of neighbors when coming and going from site. As far as possible, avoid congregating near residential property boundaries.
 - Position plant as far from residents as possible and orientate them if possible, to emit noise on non-resident side.
 - Plant to be switched off when not in use.

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

The works carried out on WE02 could only be safely conducted during a rail possession due to works occurring within the rail corridor/danger zone. Works were completed in accordance with EPL Condition L5.6 (Local Possession). Carrying out the construction activities during standard construction hours (specified in L5.1) would cause unacceptable risks to construction personnel safety; rail passenger and railways personnel safety and railway network operational reliability.

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

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

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

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

Attachment 1 – Noise Monitoring Results

- Monitoring Result
- Monitoring Location

Table 1. Saturday 13 July 2024 Night Shift

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location (dBA)	Predicted noise level LAeq, 15min at resident (dBA)	Compliant	Comments
1	Location a (NCA 01 - HEX569) 4m N of 17 Leofrene Avenue, Marrickville. Continuous Monitoring	13/07/2024 To 14/07/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)	General track related construction activities	<ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dumpy Site lights Mobile Crane 	58	62	YES	<ul style="list-style-type: none"> RBL: 33 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 58 dBA due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (58 dBA) is lower than the predicted level (62 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
2	Location b (NCA 02 - HEX573) 11m N of 51A Ewart Lane, Dulwich Hill Continues Continuous Monitoring					59	68	YES	<ul style="list-style-type: none"> RBL: 33 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 59 dBA due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (59 dBA) is lower than the predicted level (68 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
3	Location c (NCA 02 - HEX591) 11m N of 81 Ewart Street, Dulwich Hill Continuous Monitoring					<ul style="list-style-type: none"> Highest LAeq in work period at Monitoring Location is 67 Due to the monitoring location being 21m from the source of the noise and sensitive receiver being 32m from the source of the noise, the calculated unexpected high noise impact event LAeq at the façade of the sensitive receiver (Actual Noise level) was equal to 63 <p>However, taking the following into consideration:</p> <ul style="list-style-type: none"> The source of noise was from within a cutting (3m). Refer to Appendix A – Figure 3 There was no direct line of site between the source of noise and the sensitive receiver. Residential building wall served as standard attenuation. <p>A reduction of 10dB was applied to estimate the sensitive receivers internal noise levels: 53</p>	60	YES	<ul style="list-style-type: none"> RBL: 33 dBA Estimated construction noise level LAeq15min was below the predictions. The estimated construction related highest LAeq in work period (53 dBA) is lower than the predicted level (60 dBA) Predicted noise levels (night shift works) in this area triggered offers for Respite. Actual noise levels (Night shift works) in this area triggered offers for Respite. No additional mitigation measures required.
4	Location d (NCA 03 - HEX419) 20m N of 5 Railway St, Hurlstone Park Continuous Monitoring					No Construction Activity			
5	Location e (NCA 06 - HEX570) 14m S of 36-38 Campsie Street, Campsie Continuous Monitoring					67	77	YES	<ul style="list-style-type: none"> RBL: 35 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 67 dBA due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (67 dBA) is lower than the predicted level (77 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
6	Location f (NCA 07 - HEX505) 4m E of 1 Hall St, Belmore Continuous Monitoring					66	70	YES	<ul style="list-style-type: none"> RBL: 35 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 66 dBA due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (66 dBA) is lower than the predicted level (70 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
7	Location g (NCA 08 - HEX589) 50m SE of 54 Railway Parade, Lakemba Continuous Monitoring					68	73	YES	<ul style="list-style-type: none"> RBL: 41 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 68 dBA due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (68 dBA) is lower than the predicted level (73 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
8	Location h (NCA 12 - HEX582) 222m NW of 2 A West Terrace, Bankstown Continuous Monitoring					<ul style="list-style-type: none"> Highest LAeq in work period at Monitoring Location is 64 Due to the monitoring location is 22m from the noise source and sensitive receiver is 200m from the noise source, the calculated construction related highest LAeq at the sensitive receiver (Actual Noise level) is 45 	51	YES	<ul style="list-style-type: none"> RBL: 42 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 64 dBA due to general construction noise between the hours 22:00 to 07:00. The Calculated LAeq in work period (45 dBA) is lower than the predicted level (51 dBA) Predicted noise levels (Night shift works) in this area did not trigger offers for Respite.

Table 2. Sunday 14 July 2024 Day Shift

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location	Predicted noise level LAeq, 15min at resident	Compliant	Comments
1	Location a (NCA 01 - HEX569) 4m N of 17 Leofrene Avenue, Marrickville. Continuous Monitoring	14/07/2024	Day to Evening 7:00 to 15:00	General track related construction activities	<ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dumpy Site lights Mobile Crane 	65	66	YES	<ul style="list-style-type: none"> RBL: 38 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 65 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (65 dBA) is lower than the predicted level (66 dBA) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.
2	Location b (NCA 02 - HEX573) 11m N of 51A Ewart Lane, Dulwich Hill Continuous Monitoring					63	67	YES	<ul style="list-style-type: none"> RBL: 38 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 63 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (63 dBA) is lower than the predicted level (67 dBA) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.
3	Location c (NCA 02 - HEX591) 11m N of 81 Ewart Street, Dulwich Hill Continuous Monitoring					68	74	YES	<ul style="list-style-type: none"> RBL: 38 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 68 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (68 dBA) is lower than the predicted level (74 dBA) Predicted noise levels (Day shift works) in this area trigger offers for Respite.
4	Location d (NCA 03 - HEX419) 20m N of 5 Railway St, Hurlstone Park Continuous Monitoring					61	53	YES	<ul style="list-style-type: none"> RBL: 38 dBA LAeq15min above predictions. Noise monitor detect highest LAeq15min value of 61 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (61 dBA) is higher than the predicted level (53 dBA) Predicted noise levels (Day shift works) in this area trigger offers for Respite. Actual noise levels (Day shift works) in this area did not trigger offers above the Respite limit. No additional mitigation measures required.
5	Location e (NCA 06 - HEX570) 14m S of 36-38 Campsie Street, Campsie Continuous Monitoring					66	77	YES	<ul style="list-style-type: none"> RBL: 45 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 66 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (66 dBA) is lower than the predicted level (77 dBA) Predicted noise levels (Day shift works) in this area trigger offers for Respite.
6	Location f (NCA 07 - HEX505) 4m E of 1 Hall St, Belmore Continuous Monitoring					65	70	YES	<ul style="list-style-type: none"> RBL: 41 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 65 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (65 dBA) is lower than the predicted level (70 dBA) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.
7	Location g (NCA 08 - HEX589) 50m SE of 54 Railway Parade, Lakemba Continuous Monitoring					71	72	YES	<ul style="list-style-type: none"> RBL: 47 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 71 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (71 dBA) is lower than the predicted level (72 dBA) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite.
8	Location h (NCA 12 - HEX582) 222m NW of 2 A West Terrace, Bankstown Continuous Monitoring					<ul style="list-style-type: none"> Highest LAeq in work period at Monitoring Location is 79 Due to the monitoring location is 222m from the noise source and sensitive receiver is 200m from the noise source, the calculated construction related highest LAeq at the sensitive receiver (Actual Noise level) is 60 	66	66	YES

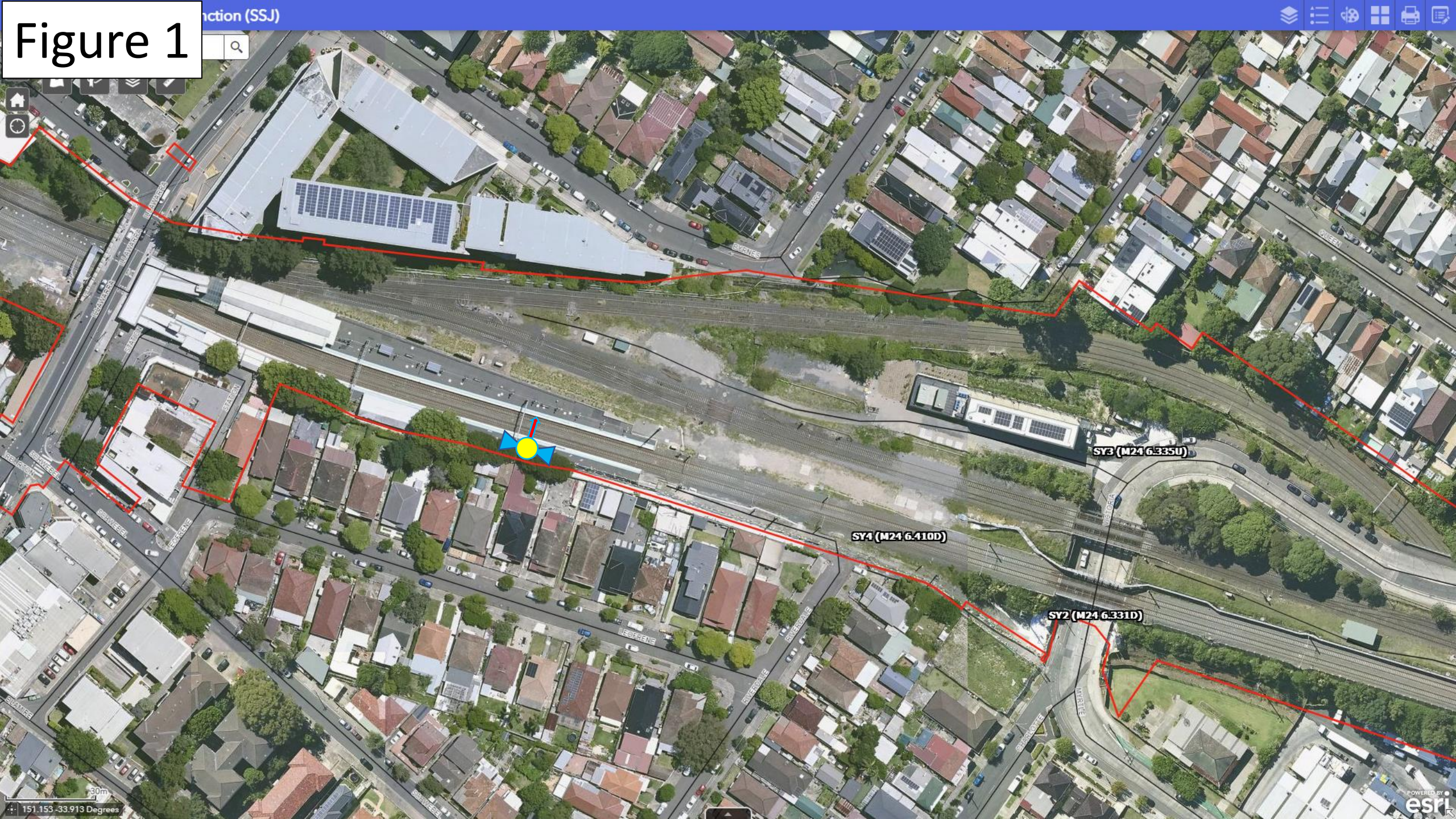


Figure 1

ction (SSJ)



SY3 (M24 6.335U)

SY4 (M24 6.410D)

SY2 (M24 6.331D)

30m

151.153, -33.913 Degrees

POWERED BY
esri

Figure 2

ction (SSJ)



Figure 3



ction (SSJ)



30m
151.134 -33.908 Degrees

POWERED BY
esri



Figure 4

Search bar with magnifying glass icon

B8+907

B8+862

B8+907

B8+954

B9+001

HP3 (M24 8.880D)

B9+067

Figure 5

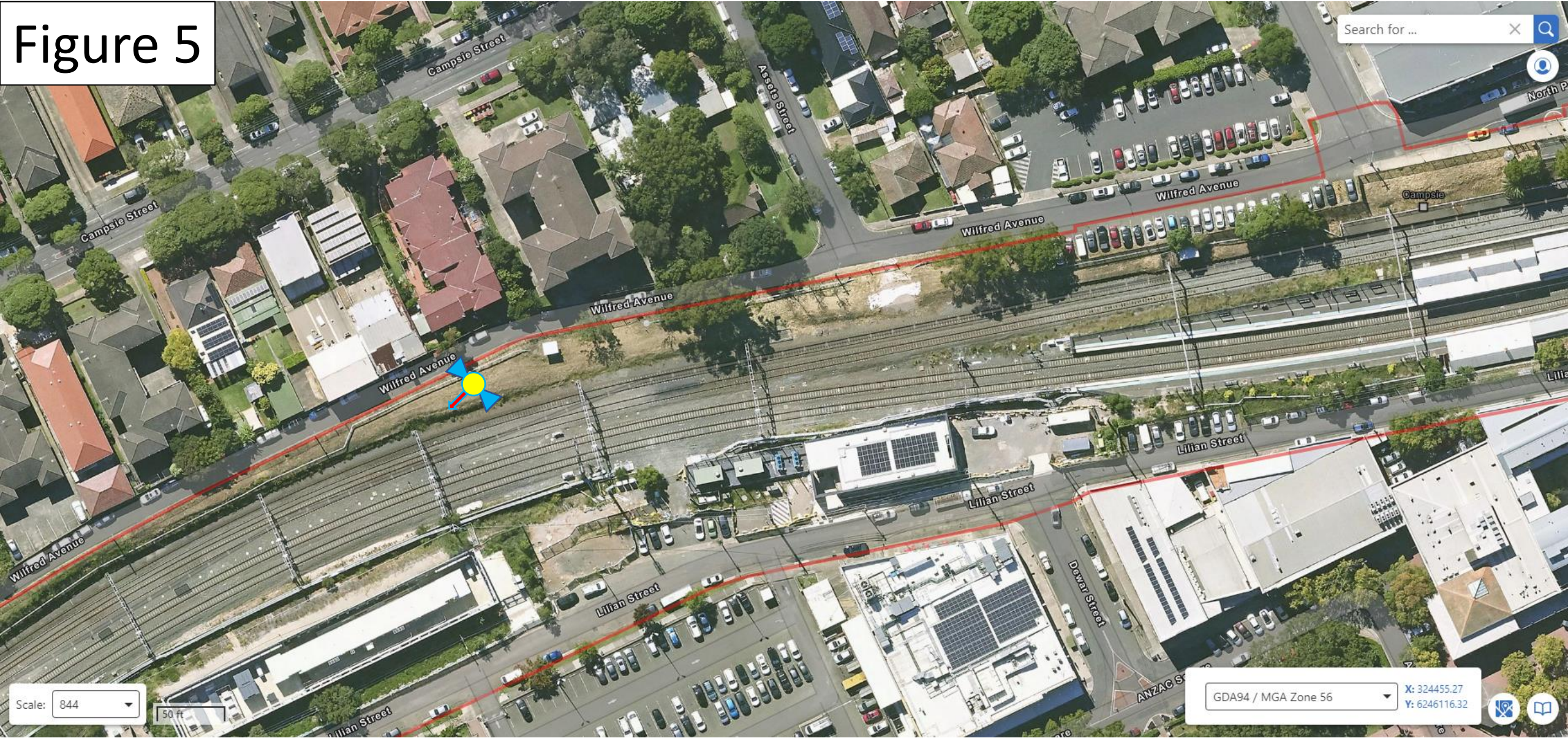


Figure 6



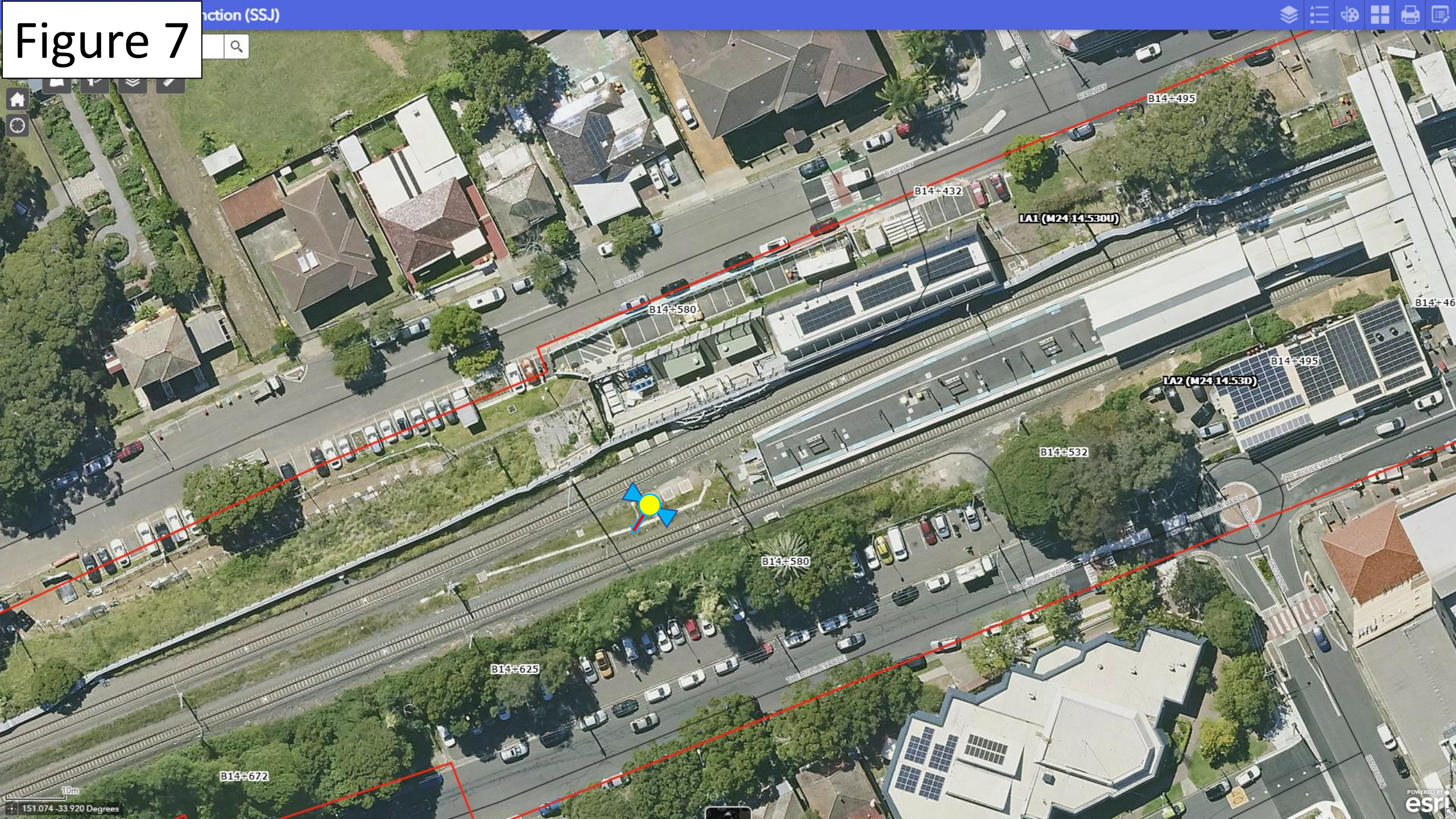
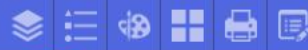


Figure 7

ction (SSJ)



B14+672

B14+625

B14+580

B14+532

B14+580

B14+432

B14+495

LA1 (M24 14 530U)

LA2 (M24 14 53D)

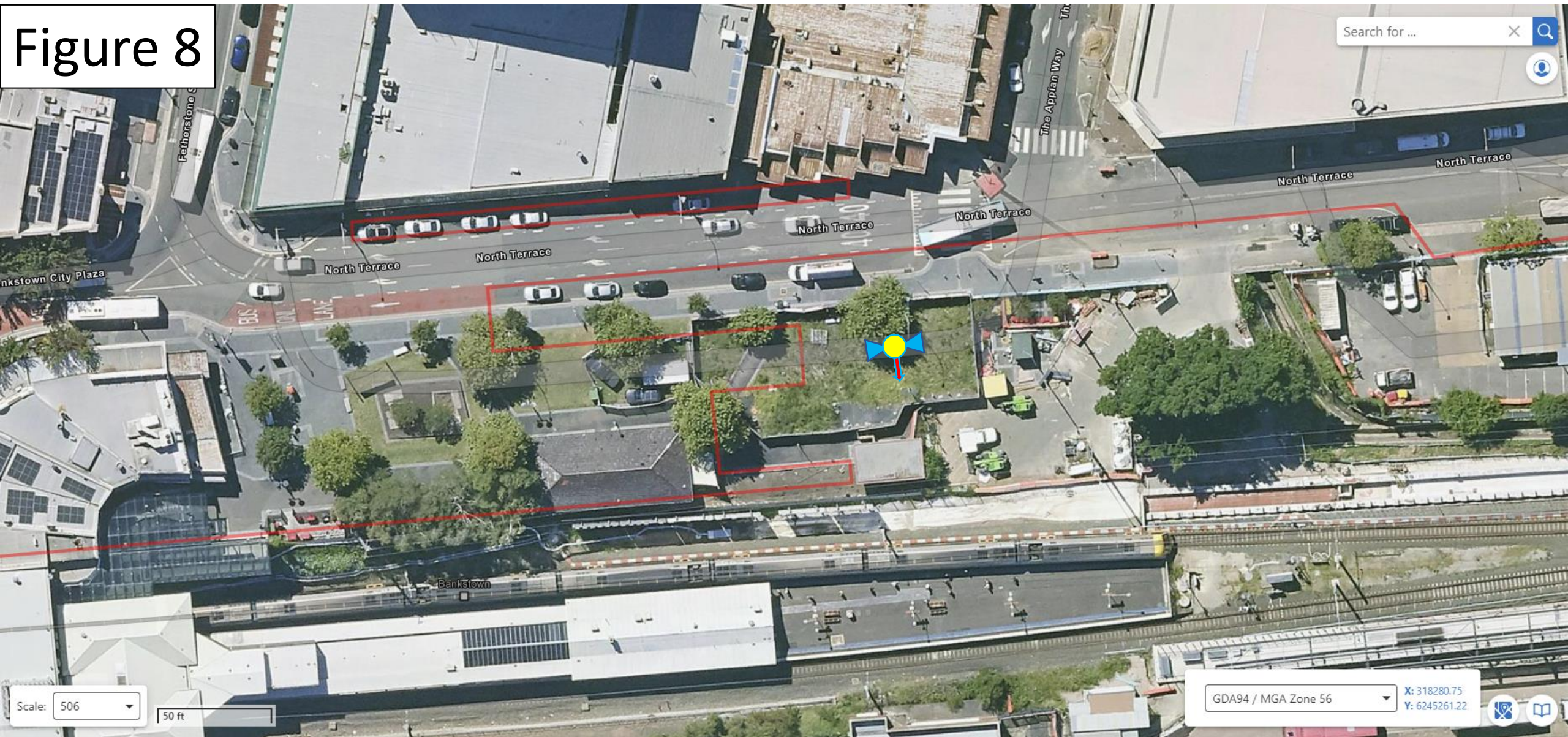
B14+495

B14+46

10m
151.074 - 33.920 Degrees

POWERED BY
esri

Figure 8



Attachment 2 – Community Notification

Community Notifications were provided to residents of:

- Sydenham
- Marrickville
- Canterbury
- Hurlstone Park
- Dulwich Hill
- Campsie
- Belmore
- Wiley Park
- Punchbowl to Bankstown

Please refer to the following community notifications for works.

Construction Notification – Belmore Station

July 2024

Sydney Metro is Australia's biggest public transport project.

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

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

In July, work will continue along the corridor and at Belmore Station (weather and site conditions permitting). Work will be undertaken during standard construction hours, **Monday to Friday 7am-6pm** and **Saturday 8am-6pm**. You may also notice an increase in plant and materials being removed from our sites as contractors change over along the alignment.

What work are we doing?

Location	Work during standard hours
Belmore (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Delivery of plant and materials• De-vegetation and tree clearing around the rail corridor where required• Work related to security fence installation• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Installation and modification of combined service route, cables and trackside equipment• Signalling related work• Testing and commissioning of services and equipment, and trackside inspection• Utility locating and associated activities• Preliminary visual inspections of underside of bridges and adjacent overhead wiring• Minor defect rectification work as required• Remediation of landscaped areas in and around the station as required
Around Belmore Station and at the services building site (off Redman Parade, adjacent to the rail line)	<ul style="list-style-type: none">• Survey investigations involving use of surveying equipment on Burwood Road and Moreton Street bridge (Equipment may temporarily impact access for short periods of time)• Installation of gate plates at services building• Installation and modification of combined service route (CSR)• Signalling related work• Security fence installation• Ongoing termination and cabling work, electrical fit out and finishing work in services buildings• Installation of equipment, cables and cabinets in station rooms and buildings• Landscaping, remediation and maintenance activities• Testing and commissioning of equipment and services
Belmore site compound (Bridge Road)	<ul style="list-style-type: none">• Delivery and storage of materials, including cables, cable drums and use of light and heavy vehicles• Maintenance, testing and commissioning of equipment and services• Ongoing truck and traffic movements in and out of site, occasionally managed by traffic control• Mobilisation and demobilisation of plant and materials
Lakemba substation, off The Boulevard, near Taylor Street	<ul style="list-style-type: none">• Installation of cables• Mechanical and electrical fit outs, operation of transformers; maintenance, testing and commissioning of equipment and services• Traffic control to facilitate truck movements on The Boulevard, if required• Security fence installation• Installation and modification of combined service route (CSR)

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



Out-of-hours (night) work – due to the nature of some activities and for the safety of the community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Upcoming rail possession:	<ul style="list-style-type: none"> • 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 overhead wiring upgrades
Saturday 13 July to Sunday 14 July 2024 (24/7 work)	<ul style="list-style-type: none"> • Work related to the segregation and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor • Track related construction activities • Signalling related works • Installation and modification of cables service route, cables and trackside equipment • Testing and commissioning of equipment and services, including trackside inspection • Mechanical Gap Filler (MGF) and Platform Screen Door (PSD) installation work on station platforms
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Signalling related work • Testing and commissioning of equipment and services, and trackside inspections • Utility locating and associated activities

What to expect


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




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

Contact us

 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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Construction Notification – Campsie Station

July 2024

Sydney Metro is Australia's biggest public transport project.

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Campsie (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials• De-vegetation and tree clearing throughout the rail corridor where required• Work related to security fence installation• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Signalling related works• Utility locating and associated activities• Preliminary visual inspections of underside of bridges and adjacent overhead wiring• Installation and modification of cables service route, cables and trackside equipment• Testing and commissioning of services and equipment, and trackside inspections
Around Campsie Station	<ul style="list-style-type: none">• Minor defect rectification as required• Services work within platform building• Signalling related work• Installation and modification of combined service route (CSR)• Security fence installation• Testing and commissioning of equipment and services• Installation of equipment, cables and cabinets in station rooms and buildings• Survey investigations involving use of surveying equipment on Loch Street bridge (equipment may temporarily impact access for short periods of time)
Services building site at Lilian Lane opposite Dewar Street	<ul style="list-style-type: none">• Minor defect rectification as required• Services work within services building• Ongoing termination and cabling work, electrical fit out and finishing work in services buildings• Landscaping, remediation and maintenance activities• Testing and commissioning of equipment and services• Installation and modification of combined service route (CSR)• Security fence installation
Substation site (Off Lilian Street)	<ul style="list-style-type: none">• Installation of cables• Mechanical and electrical fit outs, operation of transformers; maintenance, testing and commissioning of equipment and services• Traffic control to facilitate truck movements on Lilian Street, if required• Security fence installation• Installation and modification of combined service route (CSR)

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

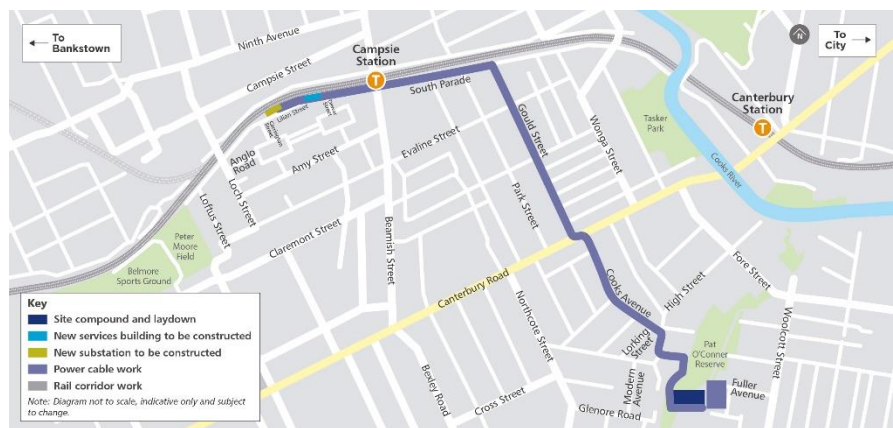


Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Upcoming rail possession: Saturday 13 July to Sunday 14 July 2024 (24/7 work)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • De-vegetation and tree clearing around the rail corridor where required • Mobilisation and demobilisation of plant and materials • Preparatory work on station platforms for installation of Mechanical Gap Fillers (MGF) and Platform Screen Doors (PSD) • Work related to overhead wiring upgrades • Work related to the segregation and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor • Internal work and installation of brackets and containments on station platform • Track related construction work and signalling related activities • Installation and modification of cables service route, cables and trackside equipment • Testing and commissioning of equipment and services, including trackside inspection • Minor defect rectification as required
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities • Signalling related work • Testing and commissioning of equipment and services, and trackside inspection • Utility locating and associated activities




What to expect

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



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

Contact us

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-  southwestmetro@transport.nsw.gov.au
-  Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240



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Construction Notification – Canterbury Station

July 2024

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

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Canterbury (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• De-vegetation and tree clearing around the rail corridor where required• Mobilisation and demobilisation of plant and materials• Work related to security fence installation within the corridor• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Installation of and modification of combined service route, cables, and trackside equipment• Signalling related work• Utility locating and associated activities• Preliminary visual inspections of the underside of bridges and adjacent overhead wiring• Testing and commissioning of services and equipment, and trackside inspection
Around Canterbury Station	<ul style="list-style-type: none">• Geotechnical investigations at Canterbury Road rail overbridge, involving drilling equipment to create boreholes to collect information on underground utilities• Survey investigations involving use of surveying equipment on Canterbury Road (equipment may temporarily impact access for short periods of time)• Ongoing termination and cabling work, electrical fit out and finishing work in services buildings• Installation of equipment, cables and cabinets in station rooms and buildings• Landscaping remediation and maintenance activities• Testing and commissioning of equipment and services• Minor defect rectification work as required• Minor civil, electrical and containment works at station building/platforms• Installation of brackets and containments and installation and modification of cable service route (CSR)• Signalling related work
Former Bowling Club	<ul style="list-style-type: none">• De-vegetation and tree clearing throughout the rail corridor where required• Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
Substation site (off Hutton Street)	<ul style="list-style-type: none">• Installation of cables• Mechanical and electrical fit out, operation of transformers and maintenance work• Testing and commissioning of equipment and services• Drainage work on Hutton Street, with temporary lane closures and traffic management in place• Traffic control to facilitate truck movements on The Boulevard, if required

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



Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Upcoming rail possession:	<ul style="list-style-type: none"> De-vegetation and tree clearing around the rail corridor where required Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials
Saturday 13 July to Sunday 14 July 2024 (24/7 work)	<ul style="list-style-type: none"> Preparatory work on station platforms for installation of Mechanical Gap Fillers (MGF) and Platform Screen Doors (PSD) Work related to overhead wiring upgrades Work related to the segregation and security fence installation within the rail corridor Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor Installation of brackets and containments Track related construction activities Signalling related work Temporary road closure at Charles Street and Broughton Street, with diversions in place Installation and modification of cables service route, cables and trackside equipment Testing and commissioning of equipment and services, including trackside inspection Minor defect rectification work as required
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials Testing and commissioning of equipment and services, and trackside inspection Signalling related work Utility locating and associated activities

What to expect

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




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

Contact us

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Construction Notification – Dulwich Hill Station

July 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Dulwich Hill (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials• Installation of brackets and containments on the station platform• De-vegetation and tree clearing around the rail corridor where required• Work related to security fence installation• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Installation and modification of combined service route (CSR), cables and trackside equipment• Testing and commissioning of services and equipment, and trackside inspection• Utility locating and associated activities• Preliminary visual inspections of underside of bridges and adjacent overhead wiring
Around Dulwich Hill Station	<ul style="list-style-type: none">• Geotechnical investigations at Wardell Road, involving drilling equipment to create boreholes to collect information on underground utilities• Minor defect rectification work around the station platform and new footbridge• Services work within platform buildings• Water main connection on platform• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Installation and modification of combined service routes (CSR)• Signalling related work• Work related to security fence installation• Installation of brackets and containments on the station platform
Services building site at Ewart Lane	<ul style="list-style-type: none">• Defect rectification work as required• Services work within services building• Work related to security fence installation• Installation and modification of combined service routes (CSR)• Ongoing termination and cabling work, electrical fit out and finishing work in services buildings• Landscaping, remediation and maintenance activities• Testing and commissioning of equipment and services
Substation site (off Randall Street behind Albermarle Street, Marrickville)	<ul style="list-style-type: none">• Work related to security fence installation• Installation and modification of combined service routes (CSR)• Installation of cables• Mechanical and electrical fit outs, operation of transformers and maintenance• Testing and commissioning of equipment and services• Substation rooftop finishing work, including temporary use of car spaces on Randall Street• Landscaping and remediation activities• Traffic control to facilitate truck movements from Livingstone Road into Randall Street

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

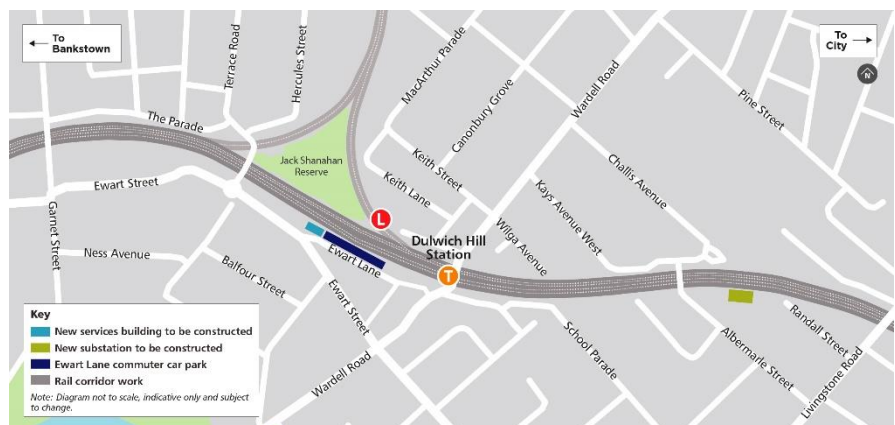


Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Upcoming rail possession:	<ul style="list-style-type: none"> De-vegetation and tree clearing around the rail corridor where required Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
Saturday 13 July to Sunday 14 July 2024 (24/7 work)	<ul style="list-style-type: none"> Preparatory work for installation of Mechanical Gap Fillers (MGF) and Platform Screen Doors (PSD) on station platforms Work related to overhead wiring upgrades Work related to segregation and security fence installation within the rail corridor Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor Installation of brackets and contaminants on the station platform Track related construction activities Signalling works Minor defect work as required Dulwich Hill Substation rooftop finishing work, including temporary use of car spaces on Randall Street Testing and commissioning of equipment and systems and trackside inspections Installation and modification of cables service route, cables and trackside equipment
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials Testing and commissioning of equipment and services Signalling related work Utility locating and associated activities

What to expect

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



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

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Construction Notification – Hurlstone Park Station

July 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Hurlstone Park (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials• De-vegetation and tree clearing around the rail corridor where required• Work related to signalling and security fence installation• Parking removal and lane closures to facilitate plant/truck operation and parking and access at various locations along the corridor• Minor defect rectification work as required• Building work on the Platform 2 building• Testing and commissioning and trackside inspections• Installation and modification of cables service routes, cables and trackside equipment• Preliminary visual inspections of the underside of bridges and adjacent overhead wiring• Utility locating and associated activities
Around Hurlstone Park Station	<ul style="list-style-type: none">• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Installation of brackets and containments on the station platform• Installation and modification of combined service route (CSR)• Work related to signalling and security fence installation• Defect rectification work• Platform 2 building variation work
Services building site off Railway Street	<ul style="list-style-type: none">• Mobilisation and demobilisation of plant and materials• Work related to security fence installation• De-vegetation and tree clearing around the rail corridor where required• Installation and modification of combined service routes (CSR)• Minor defect work and remediation of landscaped areas as required• Installation of services building gate and new plates• Ongoing termination and cabling work, electrical fit out and finishing work• Landscaping, remediation and maintenance activities• Testing and commissioning of equipment and services
Substation site of Hutton Street	<ul style="list-style-type: none">• Work related to security fence installation• De-vegetation, tree clearing and landscape remediation around the rail corridor where required• Installation of cables• Mechanical and electrical fit outs and operation and maintenance of transformers• Testing and commissioning of equipment and services• Activities on Hutton Street requiring temporary lane closure and traffic management in place• Landscaping and remediation activities

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

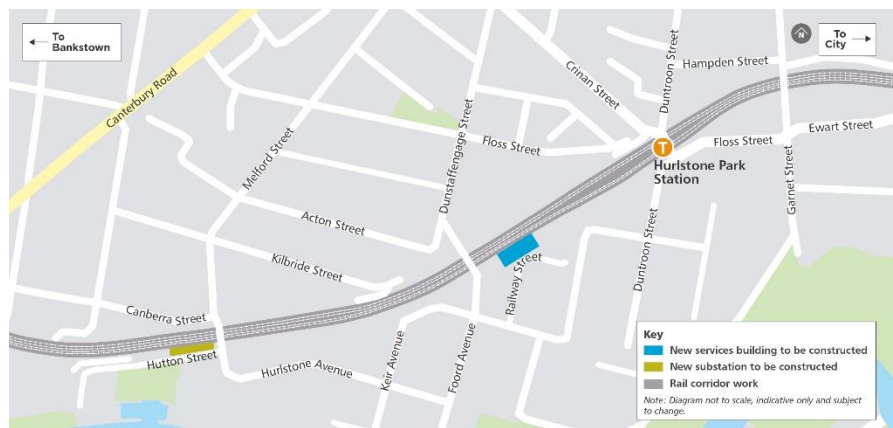


Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdown:	<ul style="list-style-type: none"> Mobilisation and demobilisation of plant and materials Delivery of plant and materials including preparatory activities for upcoming out-of-hours work Preparatory work for installation of Mechanical Gap Fillers (MGF) and Platform Screen Doors (PSD) on station platforms
Saturday 13 July to Sunday 14 July 2024 (24/7 work)	<ul style="list-style-type: none"> Work related to overhead wiring upgrades Work related to the segregation and security fence installation within the rail corridor Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor Installation of brackets and contaminants on the station platform Track related construction activities and signalling related work Minor defect rectification work as required Testing and commissioning of equipment and services, and trackside inspection Drainage work on Hutton Street, with temporary lane closure and traffic management in place Installation and modification of cables service route, cables and trackside equipment
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work Testing and commissioning of equipment and services Utility locating and associated activities

What to expect

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



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Construction Notification – Lakemba Station

July 2024

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Lakemba (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials• Work related to security fence installation• De-vegetation and tree clearing around the rail corridor where required• Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor• Temporary footpath closure along the rail corridor on The Boulevard between Ernest Street and King Georges Road• Temporary footpath closure along the rail corridor between Railway Parade and King Georges Road (pedestrian diversion via Alice Street Nth and Lakemba Street to King Georges Road)• Signalling related work• Installation and modification of cables service route, cables and trackside equipment• Testing and commissioning of services and equipment, and trackside inspections• Preliminary visual inspections of underside of bridges and adjacent overhead wiring• Utility locating and associated activities
Around Lakemba station (Railway Parade and The Boulevard):	<ul style="list-style-type: none">• Minor defect remediation work as required• Minor civil electrical and containment work at the station building/platforms as required• Installation and modification of cable service route (CSR)• Security fence installation• Testing and commissioning of equipment and services• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Survey investigations involving survey tripod and surveying equipment on Haldon Street bridge (equipment may temporarily impact access for short periods of time)
Services building site off Railway Parade near Bellevue Avenue	<ul style="list-style-type: none">• Ongoing termination and cabling work, electrical fit out and finishing work• Landscaping, remediation and maintenance activities• Testing and commissioning of equipment and services
Lakemba substation, off The Boulevard, near Taylor Street:	<ul style="list-style-type: none">• Installation of cables• Mechanical and electrical fit outs, operation of transformers; maintenance, testing and commissioning of equipment and services• Traffic control to facilitate truck movements on The Boulevard as required

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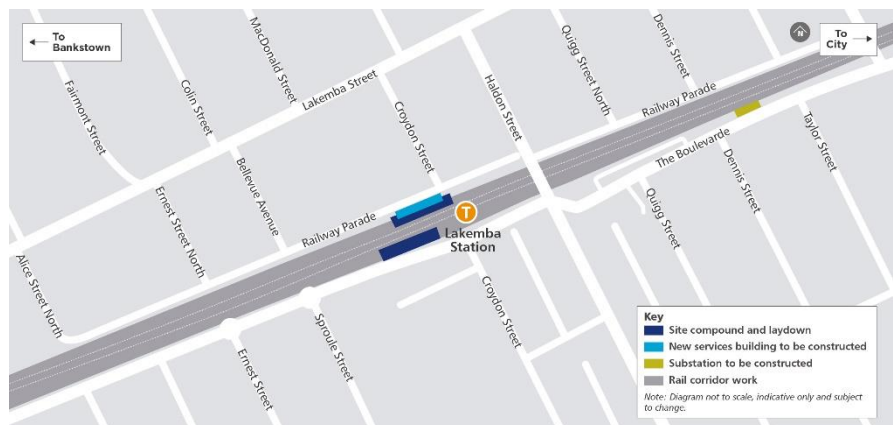


Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdown:	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities • Work related to overhead wiring upgrades and signalling • De-vegetation and tree clearing throughout the rail corridor where required
Saturday 13 July to Sunday 14 July 2024 (24/7 work)	<ul style="list-style-type: none"> • Work related to segregation and security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor • Temporary footpath closure along the rail corridor on The Boulevard between Ernest Street and King Georges Road and Railway Parade and King Georges Road • Installation of brackets and containments on the station platform • Track related construction activities • Installation and modification of cables service route, cables and trackside equipment • Testing and commissioning of equipment and services and trackside inspections along the rail corridor • Mechanical Gap Filler (MGF) and Platform Screen Door (PSD) installation work on station platforms • Minor defect rectification work as required
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Signalling related work • Utility locating and associated activities • Testing and commissioning of equipment and services, and trackside inspection


What to expect


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




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Construction Notification – Marrickville Station

July 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Marrickville (along the rail corridor)	<ul style="list-style-type: none">• 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, and parking and access at various locations along the corridor• Testing and commissioning and trackside inspections• Installation and modification of cables, cable services route (CSR) and trackside equipment• Preliminary visual inspections of underside of bridges and adjacent overhead wiring• Utility locating and associated activities
Around Marrickville Station	<ul style="list-style-type: none">• Minor defect rectification work as required• Installation of temporary safe accessway in Platform 1 building• Work related to security fence installation and signalling• Installation and modification of combined services route (CSR)• Installation of brackets and containments on the station platform• Testing and commissioning activities• Minor electrical works at station buildings and platforms• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings
Services building site in the rail corridor, off Victoria Road	<ul style="list-style-type: none">• Mobilisation and demobilisation of plant and materials• Work related to security fence installation• Installation and modification of combined services route (CSR)• Ongoing termination and cabling work, electrical fit out and finishing work in services buildings• Landscaping, remediation and maintenance activities• Testing and commissioning of building systems, equipment and services
Services building (off Randall Street behind Albermarle Street)	<ul style="list-style-type: none">• Mobilisation and demobilisation of plant and materials• Work related to security fence installation• Installation and modification of combined service route (CSR)• Installation of cables• Mechanical and electrical fit outs• Operation of transformers• Testing and commissioning of equipment and services• Landscaping, remediation and maintenance activities• Traffic control to facilitate truck movements from Livingstone Road into Randall Street as required

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



Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdown:	<ul style="list-style-type: none"> De-vegetation and tree clearing throughout the rail corridor where required Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials Preparatory work for installation of Mechanical Gap Filler (MGF) and Platform Screen Doors (PSD) on station platforms
Saturday 13 July to Sunday 14 July 2024 (24/7 work)	<ul style="list-style-type: none"> Work related to overhead wiring upgrades Work related to the segregation and security fence installation within the rail corridor Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor Installation of brackets and containments on the station platform Track related construction activities and signalling work Installation and modification of cables services route, cables and trackside equipment Mechanical and electrical fit outs, operation of transformers and maintenance activities Testing and commissioning of equipment and services Substation rooftop finishing work, including temporary use of car spaces on Randall Street Landscaping and remediation activities Traffic control to facilitate truck movements from Livingstone Road into Randall Street
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> Site investigations, surveys and associated activities Mobilisation and demobilisation of plant and materials Signalling related work Testing and commissioning of equipment and services Utility locating and associated activities

What to expect

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



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

Contact us

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Construction Notification – Punchbowl to Bankstown

July 2024

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

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

Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Punchbowl to Bankstown (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• De-vegetation and tree clearing throughout the rail corridor where required• Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work• Various work for the new metro platform at Bankstown Station• Work related to security fence installation and signalling• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Preliminary visual inspections of the underside of bridges and adjacent overhead wiring• Utility locating and associated activities• Installation and modification of cables, cable service route (CSR) and trackside equipment• Testing and commissioning activities and trackside inspections
Punchbowl Station and surrounding areas & concourse	<ul style="list-style-type: none">• Minor defect rectification work as required• Remediation of landscaped areas in and around the station as required• Installation of handrail on platform• Signalling related work• Installation and modification of cable service route (CSR)• Work related to security fence installation• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Survey investigations involving survey tripod and that surveying equipment on Punchbowl Road bridge and Stacey Street bridge, with temporarily access impacts
Services building site off Urunga Parade, adjacent to the rail line	<ul style="list-style-type: none">• Mechanical and electrical fit outs, operation of transformers and maintenance activities• Energisation of metro services building low voltage systems• Testing and commissioning of equipment and services• Minor defect rectification work as required• Sewer rectification work• Services work within service building
Punchbowl substation, off South Terrace near Scott Street	<ul style="list-style-type: none">• Installation of cables• Mechanical and electrical fit-out and finishing works, testing and commissioning of cable and equipment within the substation• Landscaping and remediating activities• Traffic control to facilitate truck movements on South Terrace, if required• Operation of generators and transformers for testing and commissioning purposes, 24 hours/day

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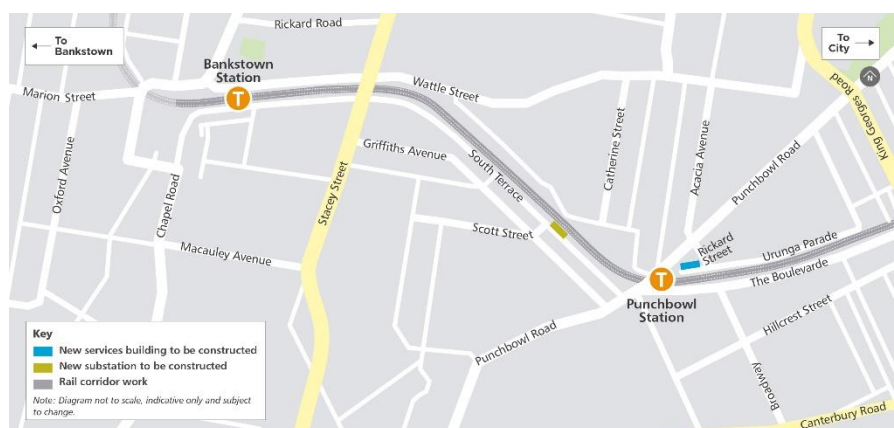


Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdown:	<ul style="list-style-type: none"> • 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 overhead wiring upgrades
Saturday 13 July to Sunday 14 July 2024 (24/7 work)	<ul style="list-style-type: none"> • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor • Building of the new metro platform at Bankstown Station and associated work • Installation of brackets on station platform • Signalling related work • Installation and modification of cables service route, cables and trackside equipment • Testing and commissioning of equipment and cables, and trackside inspection • Cable pulling at Bankstown Plaza around Bankstown Station • Minor defect rectification as required • Mechanical Gap Filler (MGF) and Platform Screen Door (PSD) installation work on station platforms
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Signalling related work • Testing and commissioning of equipment and cables, and trackside inspection • Cable pulling at Bankstown Plaza around Bankstown Station • Work related to the security fence installation within the rail corridor involving contra flow traffic arrangements on West Terrace from 6pm to 7am Monday to Friday • Utility locating and associated activities

What to expect

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



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Construction Notification – Wiley Park Station

July 2024

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Passenger services from Chatswood to Sydenham will commence in 2024, then onto Bankstown in 2025.

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

What work are we doing?

Location	Work during standard hours
Wiley Park (along the rail corridor)	<ul style="list-style-type: none">• Site investigations, surveys and associated activities• Mobilisation and demobilisation of plant and materials• De-vegetation and tree clearing throughout the rail corridor where required• Work related to security fence installation• Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor• Temporary footpath closure along the rail corridor on The Boulevardde between Ernest Street and King Georges Road• Temporary footpath closure along the rail corridor between Railway Parade and King Georges Road (pedestrian diversion via Alice Street North and Lakemba Street to King Georges Road)• Utility locating and associated activities• Preliminary visual inspections of the underside of bridges and adjacent overhead wiring• Installation and modification of cables service route, cables and trackside equipment• Testing and commissioning of services and equipment, and trackside inspection
Wiley Park Station	<ul style="list-style-type: none">• Geotechnical investigations at King Georges Road rail overbridge, involving drilling equipment to create boreholes to collect information on underground utilities.• Survey investigations involving survey tripod and surveying equipment on King Georges Road near the station, with temporary access impacts• Installation of equipment, cables, cable tray and cabinets in station rooms and buildings• Signalling related work• Minor defect rectification work as required• Remediation of landscaped areas in and around the station as required• Installation of electrical access control systems

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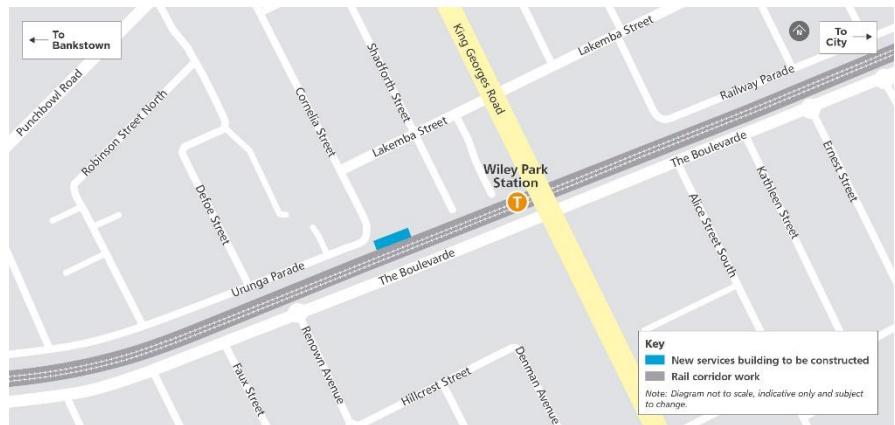


Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Scheduled rail shutdown:	<ul style="list-style-type: none"> • 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 overhead wiring upgrades
Saturday 13 July to Sunday 14 July 2024	<ul style="list-style-type: none"> • Installation of brackets and containments on the station platform • Work related to the security fence installation within the rail corridor • Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor
(24/7 work)	<ul style="list-style-type: none"> • Temporary footpath closure along the rail corridor on The Boulevard between Ernest Street and King Georges Road and Railway Parade and King Georges Road • Installation and modification of cable service route (CSR) • Track related construction activities • Signalling related work • Installation and modification of cables service route, cables and trackside equipment • Testing and commissioning of equipment and services and trackside inspection • Mechanical Gap Filler (MGF) and Platform Screen Door (PSD) installation work on station platforms
Mid-week between 6pm and 7am (for no more than 3 nights per week)	<ul style="list-style-type: none"> • Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Signalling related work • Testing and commissioning of equipment and services • Utility locating and associated activities

What to expect

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



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EPL 21147

R4.4 Validation Report

SWMC WE08

Installation of Segregation Fence, Security Fence auguring, Post and Panel/mesh screens; OHW footing installation; GST Installation; Installation of Brackets at Stations; PSD and MGF installation; Bankstown upper platform and drainage construction; Cabling and Trackside Equipment.

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
00	05/09/2024	Prepared for R4.4	Zhengyi Zhang	Andre Kruize

Management reviews

Review date	Details	Reviewed by

Controlled:	NO	Copy no.:	Uncontrolled:	YES
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Introduction3

R4.4(a) For activities permitted under Condition L5.6 & L5.7, a validation report must be submitted to the EPA that includes the following detail:3

- 1. Confirmation that the equipment used to undertake the works was as specified in the relevant Construction Noise and Vibration Impact Assessment for the 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; 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 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 over 24th and 25th of August during the Weekend 08 Rail Possession (WE08) over 2 days and one night. There was a reduction in the planned SoW due to HV (isolation not issued). The following activities were carried under condition L5.6 - Local Possessions;

- Train stop suppression & restoration work. Signal related works throughout corridor
- Stations – installation of platform brackets
- Segregation fence From Marrickville to Belmore Station – mesh & panel installation.
- Security fencing – augering of holes for post & panel installation at various locations throughout corridor
- Minor CSR activities. Installation of shallow GLT in ballast/CESS at various locations. Installation of local routes for new corridor gates, install CCTV pole in various locations.
- Install overhead wiring footing in Bankstown
- Coring and Containment activities at Punchbowl and Belmore Stations for PSD and MGF.
- Track drainage diversion in Bankstown Station
- Demolition of parcel office at Bankstown Station
- Installation of cabling and trackside equipment throughout corridor
- Guard rail installation on Wairoa Bridge and Cooks River Bridge

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

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

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

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

- Excavators 3T, 6 and 13T (inc jack hammer, augering and demolition attachments)
- Balloon tyre dump trucks (Hydrema)
- Light vehicles
- Trucks
- Payloader
- Handheld powered tools
- Vac Trucks
- EWP/telehandler
- Front-end loader
- Concrete truck and line pump
- Portable Generators
- Compressors
- Compactor
- Bogie
- Water pumps
- 4T Dumpy
- Site lights
- Mobile crane
- Tamper
- Regulator

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)

WE08 noise monitoring was carried out at 8 locations on the perimeter of the rail corridor.

All monitoring locations are closer to the source of the noise than the nearest sensitive receiver.

Note: calculation will be done where the noise at monitoring location exceeds the predicted level at the nearest sensitive receiver.

- a. NCA 01 - (HEX246) 38m N of 25 Leofrene Avenue, Marrickville.
 - Noise Monitor is 41 m from the source of the noise
 - Sensitive Receiver is 41 m from the source of the noise
- b. NCA 02 - (HEX630) 11m N of 51A Ewart Lane, Dulwich Hill.
 - Noise Monitor is 17 m from the source of the noise
 - Sensitive Receiver is 17 m from the source of the noise
- c. NCA 02 - (HEX631) 11m N of 81 Ewart Street, Dulwich Hill.
 - Noise Monitor is 21 m from the source of the noise
 - Sensitive Receiver is 32 m from the source of the noise
- d. NCA 04 - (HEX429) 15m S of 10-12 Broughton Street, Canterbury.
 - Noise Monitor is 15 m from the source of the noise
 - Sensitive Receiver is 30 m from the source of the noise
- e. NCA 07 - (HEX505) 4m E of 1 Hall St, Belmore.
 - Noise Monitor is 1.6 m from the source of the noise
 - Sensitive Receiver is 4 m from the source of the noise
- f. NCA 08 - (HEX242) 47m N of 63 The Boulevard, Lakemba.
 - Noise Monitor is 5 m from the source of the noise
 - Sensitive Receiver is 60 m from the source of the noise
- g. NCA 10 – (HEX616) 56m SW of 41 Urunga Parade, Punchbowl.
 - Noise Monitor is 20 m from the source of the noise
 - Sensitive Receiver is 78 m from the source of the noise
- h. NCA 12 - (HEX419) 177m NW of 2 A West Terrace, Bankstown.
 - Noise Monitor is 25 m from the source of the noise
 - Sensitive Receiver is 195 m from the source of the noise

Refer to **Appendix 1** for noise monitoring results.

4. Details of any exceedances of predicted noise levels;

Noise (LAeq 15min) data was collected at the 8 locations between the 24th of August 2024 night shift and 25th of August 2024 day shift and assessed.

During WE08, there were no exceedances of the noise predictions generated from the JHLORJV construction activity.

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

The following noise mitigation measures are implemented:

- Potential source noise controls include mufflers fitted to exhausts, regular maintenance of plant, acoustic enclosure of machinery on plant items, non-tonal reversing alarms fitted to plant.
- General monthly community notification.
- Specific notification to impacted residents were provided no later than 7 days out from start of possession.
- Additional mitigation measures such as Alternative Accommodation and Respite Offers.
- Use of real time noise monitors at targeted work locations. Periodic desk top checks on data collected by the 8 real time monitoring instruments were carried out during work periods.
- Environmental surveillance
- On site mitigation instructions to crews:
 - No music, no dropping of objects
 - No shouting or unnecessary noise
 - Be respectful of neighbors when coming and going from site. As far as possible, avoid congregating near residential property boundaries.
 - Position plant as far from residents as possible and orientate them if possible, to emit noise on non-resident side.
 - Plant to be switched off when not in use.

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

The works carried out on WE08 could only be safely conducted during a rail possession due to works occurring within the rail corridor/danger zone. Works were completed in accordance with EPL Condition L5.6 (Local Possession). Carrying out the construction activities during standard construction hours (specified in L5.1) would cause unacceptable risks to construction personnel safety; rail passenger and railways personnel safety and railway network operational reliability.

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

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

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

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

Attachment 1 – Noise Monitoring Results

- Monitoring Result
- Monitoring Location

Table 1. Saturday 24 August 2024 Night Shift

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location (dBA)	Predicted noise level LAeq, 15min at resident (dBA)	Compliant	Comments
1	Location a (NCA 01 – HEX246) 38m N of 25 Leofrene Avenue, Marrickville. Continuous Monitoring	24/08/2024 To 25/08/2024	Night 22:00 to 7:00 (Modeled from 18:00 to 7:00)	General track related construction activities	<ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dumpy Site lights Mobile Crane 	<ul style="list-style-type: none"> Highest ambient LAeq in period at Monitoring Location is 69 Excluding freight train/aircraft identified at the following time: <ul style="list-style-type: none"> 24 Aug 2024: 23:37 25 Aug 2024: 00:09; 01:30; 01:59; 03:10 & 06:30 Highest construction related LAeq in work period at Monitoring Location is 64 	69	YES	<ul style="list-style-type: none"> RBL: 33 dBA The calculated construction related highest LAeq in work period (64 dBA) is lower than the predicted level (69 dBA) Predicted noise levels (night shift works) in this area triggered offers for Respite. Actual noise levels (Night shift works) in this area triggered offers for Respite. No additional mitigation measures required.
2	Location b (NCA 02 – HEX630) 11m N of 51A Ewart Lane, Dulwich Hill Continuous Monitoring					63	68	YES	<ul style="list-style-type: none"> RBL: 33 LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 63 dBA due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (63 dBA) is lower than the predicted level (68 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
3	Location c (NCA 02 – HEX631) 11m N of 81 Ewart Street, Dulwich Hill Continuous Monitoring					<ul style="list-style-type: none"> Highest ambient LAeq in period at Monitoring Location is 74 Excluding freight train/aircraft identified at the following time: <ul style="list-style-type: none"> 25 Aug 2024: 00:55; 01:57; 03:38 & 06:18. Highest LAeq (exc extraneous noise) at Monitoring Location is 71 Due to the monitoring location being 13m from the source of the noise and sensitive receiver being 26m from the source of the noise, the calculated construction related highest LAeq at the sensitive receiver (Actual Noise level) is 65 	70	YES	<ul style="list-style-type: none"> RBL: 33 dBA The calculated construction related highest LAeq in work period (65 dBA) is lower than the predicted level (70 dBA) Predicted noise levels (night shift works) in this area triggered offers for Respite. Actual noise levels (Night shift works) in this area triggered offers for Respite. No additional mitigation measures required.
4	Location d (NCA 04 - HEX429) 15m S of 10-12 Broughton Street, Canterbury Continuous Monitoring					<ul style="list-style-type: none"> Highest ambient LAeq in period at Monitoring Location is 74 Excluding freight train/aircraft identified at the following time: <ul style="list-style-type: none"> 24 Aug 2024: 22:45; 23:43. 25 Aug 2024: 00:58; 01:22; 01:54; 03:15; 03:41 Highest LAeq (exc extraneous noise) at Monitoring Location is 64 Due to the monitoring location being 15m from the source of the noise and sensitive receiver being 30m from the source of the noise, the calculated construction related highest LAeq at the sensitive receiver (Actual Noise level) is 58 	64	YES	<ul style="list-style-type: none"> RBL: 35 dBA The calculated construction related highest LAeq in work period (58 dBA) is lower than the predicted level (64 dBA) Predicted noise levels (night shift works) in this area triggered offers for Respite. Actual noise levels (Night shift works) in this area triggered offers for Respite. No additional mitigation measures required.
5	Location e (NCA 07 - HEX505) 4m E of 1 Hall St, Belmore Continuous Monitoring					63	70	YES	<ul style="list-style-type: none"> RBL: 35 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 63 dBA due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (63 dBA) is lower than the predicted level (70 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
6	Location f (NCA 08 – HEX242) 47m N of 63 The Boulevard, Lakemba Continuous Monitoring					63	68	YES	<ul style="list-style-type: none"> RBL: 41 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 63 dBA due to general construction noise between the hours 22:00 to 07:00. The Highest LAeq in work period (63 dBA) is lower than the predicted level (68 dBA) Predicted noise levels (Night shift works) in this area triggered offers for Respite.
7	Location g (NCA 10 – HEX616) 56m SW of 41 Urunga Parade, Punchbowl Continuous Monitoring					<ul style="list-style-type: none"> Highest ambient LAeq in period at Monitoring Location is 73 Highest LAeq is triggered by unexpected intermittent, shot duration metal works 5 m away from the noise monitoring location. Excluding metal works identified at the following time: <ul style="list-style-type: none"> 25 Aug 2024: 05:00 - 06:30. Highest LAeq (exc extraneous noise and metal work) at Monitoring Location is 60 Due to the unexpected metal being 5 m away from the noise monitoring location, and the sensitive receiver being 60m from the source of the noise, the calculated construction related highest LAeq at the sensitive receiver (Actual Noise level) is 51 	61	YES	<ul style="list-style-type: none"> RBL: 41 dBA The calculated construction related highest LAeq in work period (58 dBA) is lower than the predicted level (64 dBA) Predicted noise levels (night shift works) in this area triggered offers for Respite. Actual noise levels (Night shift works) in this area triggered offers for Respite. No additional mitigation measures required.
8	Location h (NCA 12 – HEX419) 177m NW of 2 A West Terrace, Bankstown Continuous Monitoring					<ul style="list-style-type: none"> Highest ambient LAeq in period at Monitoring Location is 69 Due to the monitoring location being 25m from the noise source and sensitive receiver being 195m from the noise source, the calculated construction related highest LAeq at the sensitive receiver (Actual Noise level) is 51 	56	YES	<ul style="list-style-type: none"> RBL: 42 dBA The calculated construction related highest LAeq in work period (51 dBA) is lower than the predicted level (56 dBA) Predicted noise levels (night shift works) in this area not triggering offers for Respite. Actual noise levels (Night shift works) in this area not triggering offers for Respite. No additional mitigation measures required.

Table 2. Sunday 25 August 2024 Day Shift

Reference Number	Monitoring Location (Catchment, Type & Address)	Date	Period	Construction Activities	Main source of noise	Highest LAeq in work period at Monitoring Location	Predicted noise level LAeq, 15min at resident	Compliant	Comments
1	Location a (NCA 01 – HEX246) 38m N of 25 Leofrene Avenue, Marrickville. Continuous Monitoring	14/07/2024	Day to Evening 7:00 to 15:00	General track related construction activities	<ul style="list-style-type: none"> Excavators 3T, 6 and 13T (inc jack hammer attachments) Balloon tyre dump trucks (Hydrema) Light vehicles Trucks Payloader Handheld powered and non-powered tools Vac Trucks EWP/telehandler Front-end loader Concrete truck and line pump Portable Generators Compressors Compactor Bogie Water pumps 4T Dumpy Site lights Mobile Crane 	<ul style="list-style-type: none"> Highest ambient LAeq in period at Monitoring Location is 69 Excluding freight train/aircraft identified at the following time: - 07:55; 08:21; 10:18; 10:38; 13:13 & 13:45 Workers identified walking and talking close to the noise monitor at 08:37. The noise monitor record shows the LAeq15min for 08:30 – 08:45 is 69.9 dBA. The source of the noise is 2 m from the monitor and 20 m from the nearest resident. The calculated construction related highest LAeq at the sensitive receiver (Actual Noise level) is 49. Highest construction related LAeq in work period at Monitoring Location is 66 	68	YES	<ul style="list-style-type: none"> RBL: 38 dBA The calculated construction related highest LAeq in work period (66 dBA) is lower than the predicted level (68 dBA) Predicted noise levels (Day shift works) in this area triggered offers for Respite. Actual noise levels (Day shift works) in this area not triggering offers for Respite. No additional mitigation measures required.
2	Location b (NCA 02 – HEX630) 11m N of 51A Ewart Lane, Dulwich Hill Continuous Monitoring					65	71	YES	<ul style="list-style-type: none"> RBL: 38 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 65 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (65 dBA) is lower than the predicted level (71 dBA) Predicted noise levels (Day shift works) in this area triggered offers for Respite.
3	Location c (NCA 02 – HEX631) 11m N of 81 Ewart Street, Dulwich Hill Continuous Monitoring					74	75	YES	<ul style="list-style-type: none"> RBL: 38 dBA LAeq15min below predictions. Noise monitor detect highest LAeq15min value of 74 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (74 dBA) is lower than the predicted level (75 dBA) Predicted noise levels (Day shift works) in this area triggered offers for Respite.
4	Location d (NCA 04 - HEX429) 15m S of 10-12 Broughton Street, Canterbury Continuous Monitoring					<ul style="list-style-type: none"> Highest ambient LAeq in period at Monitoring Location is 69 Due to the monitoring location being 15m from the source of the noise and sensitive receiver being 30m from the source of the noise, the calculated construction related highest LAeq at the sensitive receiver (Actual Noise level) is 63 	62	YES	<ul style="list-style-type: none"> RBL: 40 dBA The calculated construction related highest LAeq in work period (63 dBA) is higher than the predicted level (62 dBA) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite. Actual noise levels (Day shift works) in this area did not trigger offers above the Respite limit. No additional mitigation measures required.
5	Location e (NCA 07 - HEX505) 4m E of 1 Hall St, Belmore Continuous Monitoring					<ul style="list-style-type: none"> Highest ambient LAeq in period at Monitoring Location is 73 Due to the monitoring location being 1m from the source of the noise and sensitive receiver being 5m from the source of the noise, the calculated construction related highest LAeq at the sensitive receiver (Actual Noise level) is 59 	72	YES	<ul style="list-style-type: none"> RBL: 41 dBA The calculated construction related highest LAeq in work period (59 dBA) is lower than the predicted level (72 dBA) Predicted noise levels (Day shift works) in this area triggered offers for Respite. Actual noise levels (Day shift works) in this area not triggering offers for Respite. No additional mitigation measures required.
6	Location f (NCA 08 – HEX242) 47m N of 63 The Boulevard, Lakemba Continuous Monitoring					70	68	YES	<ul style="list-style-type: none"> RBL: 47 dBA LAeq15min above predictions. Noise monitor detect highest LAeq15min value of 70 dBA due to general construction noise between the hours 07:00 to 22:00. The Highest LAeq in work period (70 dBA) is lower than the predicted level (68 dBA) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite. Actual noise levels (Day shift works) in this area not triggering offers for Respite. No additional mitigation measures required
7	Location g (NCA 10 – HEX616) 56m SW of 41 Urunga Parade, Punchbowl Continuous Monitoring					<ul style="list-style-type: none"> Highest LAeq in work period at Monitoring Location is 67 Highest LAeq is triggered by unexpected intermittent, shot duration metal works 5 m away from the noise monitoring location. Excluding metal works identified at the following time: - 25 Aug 2024: 07:00 - 09:45 Highest LAeq (exc extraneous noise and metal work) in work period at Monitoring Location is 61 Due to the unexpected metal works being 5 m away from the noise monitoring location, and the sensitive receiver being 60m from the source of the noise, the calculated construction related highest LAeq at the sensitive receiver (Actual Noise level) is 45 	61	YES	<ul style="list-style-type: none"> RBL: 47 dBA The calculated construction related highest LAeq in work period (61 dBA) is equal to the predicted level (61 dBA) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite. Actual noise levels (Day shift works) in this area did not trigger offers above the Respite limit. No additional mitigation measures required.
8	Location h (NCA 12 – HEX419) 177m NW of 2 A West Terrace, Bankstown Continuous Monitoring					<ul style="list-style-type: none"> Highest LAeq in work period at Monitoring Location is 65 Due to the monitoring location is 25m from the noise source and sensitive receiver is 195m from the noise source, the calculated construction related highest LAeq at the sensitive receiver (Actual Noise level) is 47 	58	YES	<ul style="list-style-type: none"> RBL: 54 dBA The calculated construction related highest LAeq in work period (47 dBA) is below the predicted level (58 dBA) Predicted noise levels (Day shift works) in this area did not trigger offers for Respite. Actual noise levels (Day shift works) in this area did not trigger offers above the Respite limit. No additional mitigation measures required.

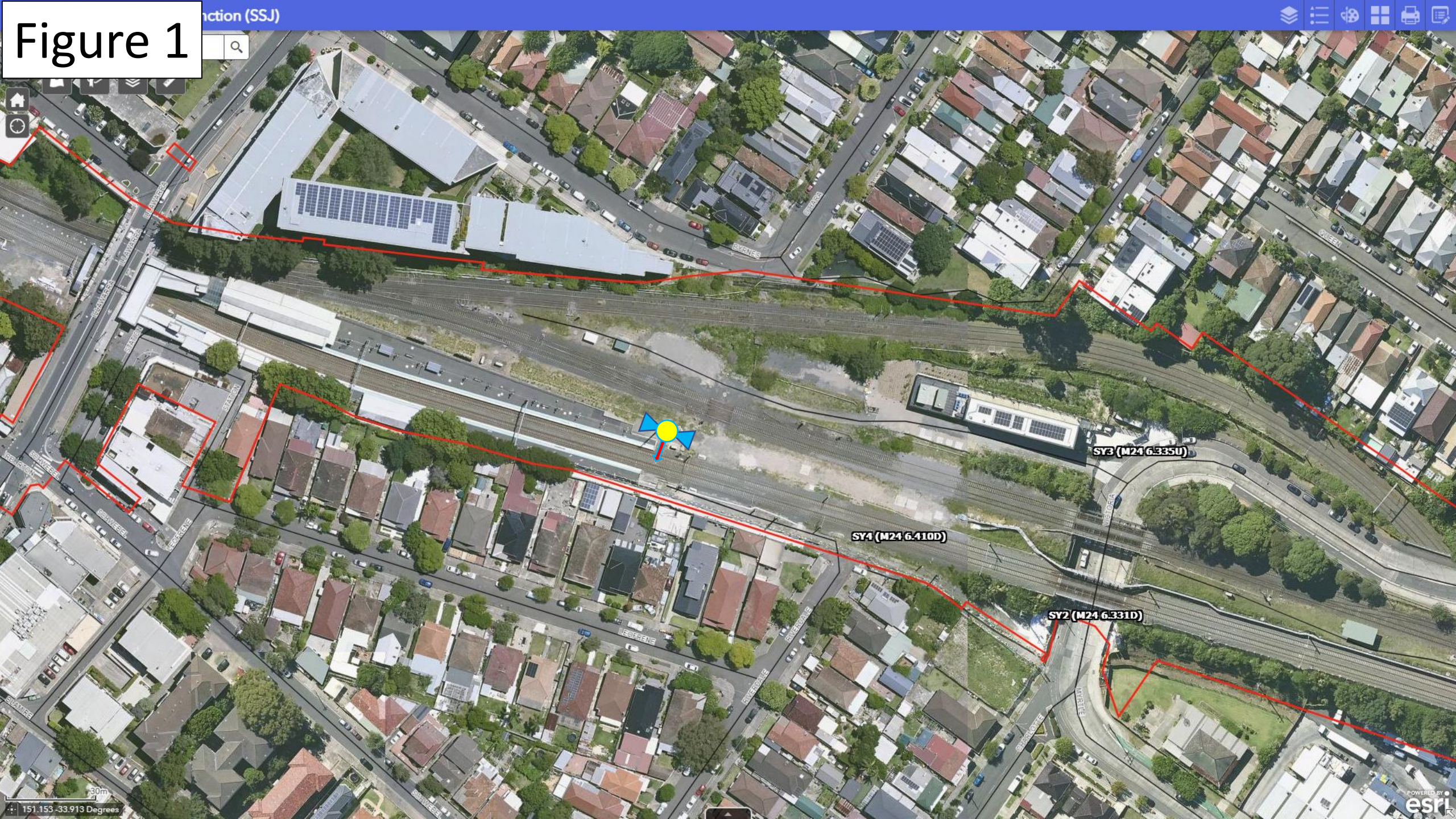


Figure 1

ction (SSJ)



SY3 (M24 6.335U)

SY4 (M24 6.410D)

SY2 (M24 6.331D)

30m

151.153, -33.913 Degrees

POWERED BY
esri

Figure 2

ction (SSJ)



Figure 3

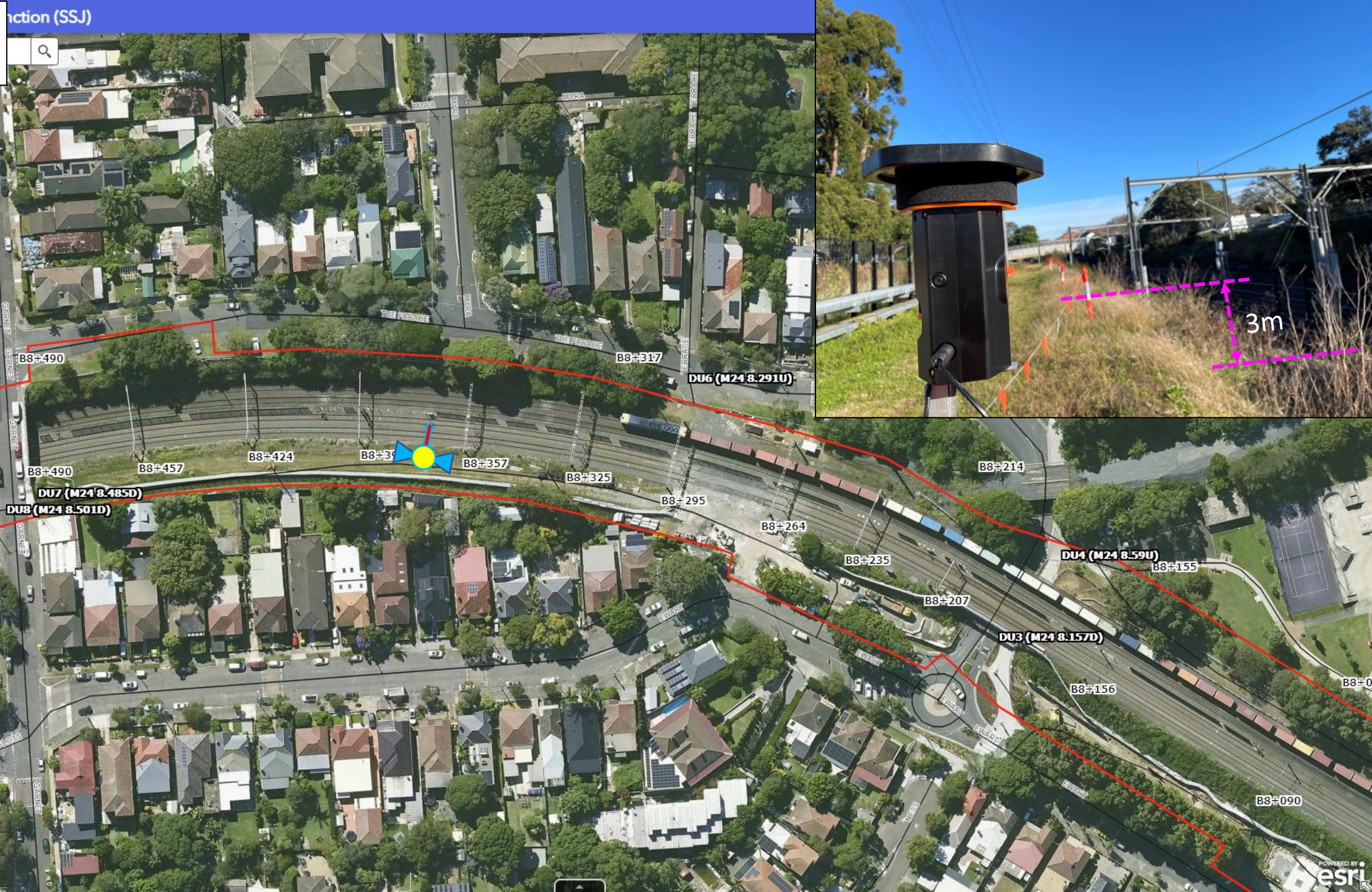
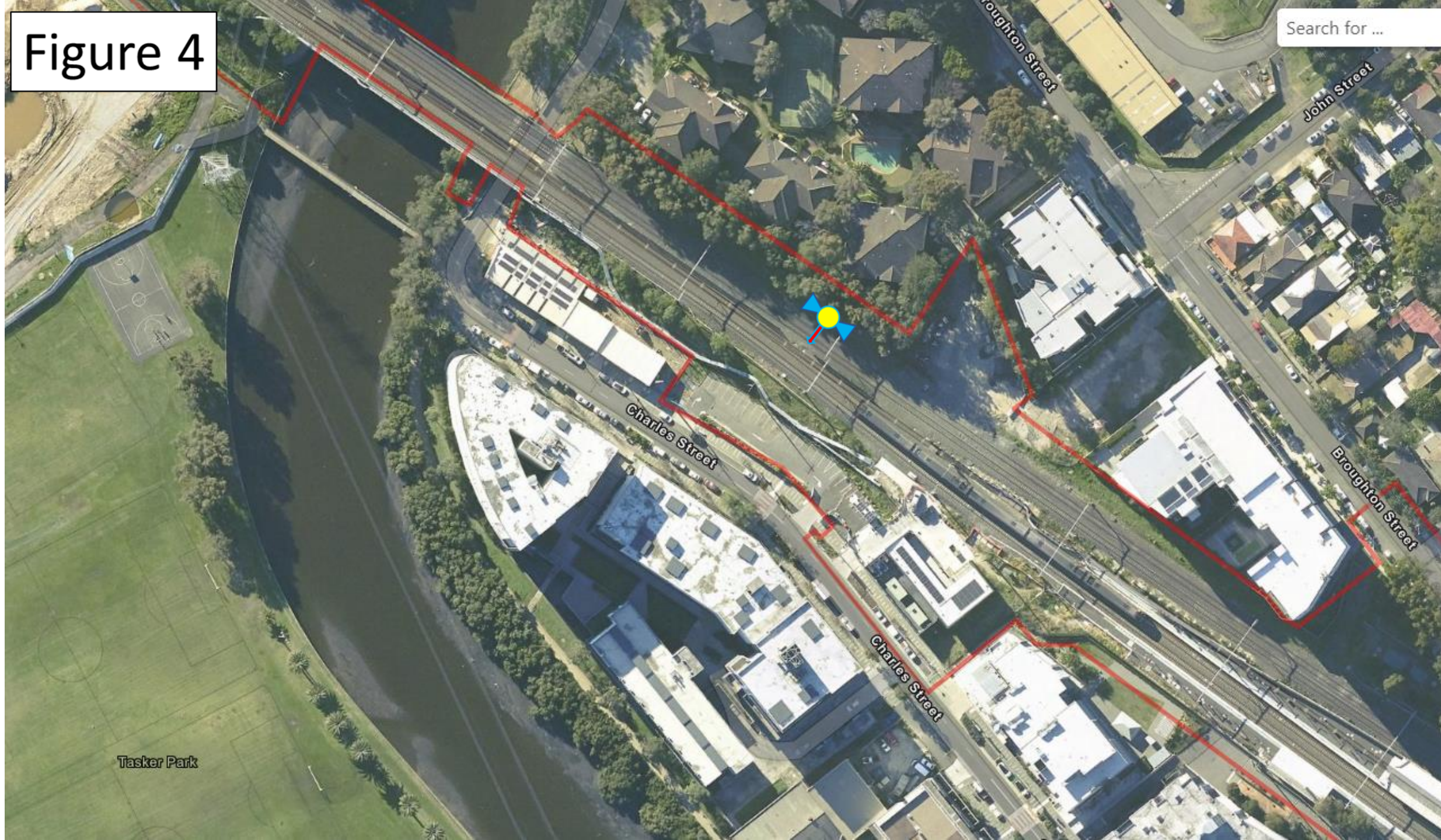


Figure 4



Search for ...

Tasker Park

Charles Street

Charles Street

Broughton Street

John Street

Figure 5



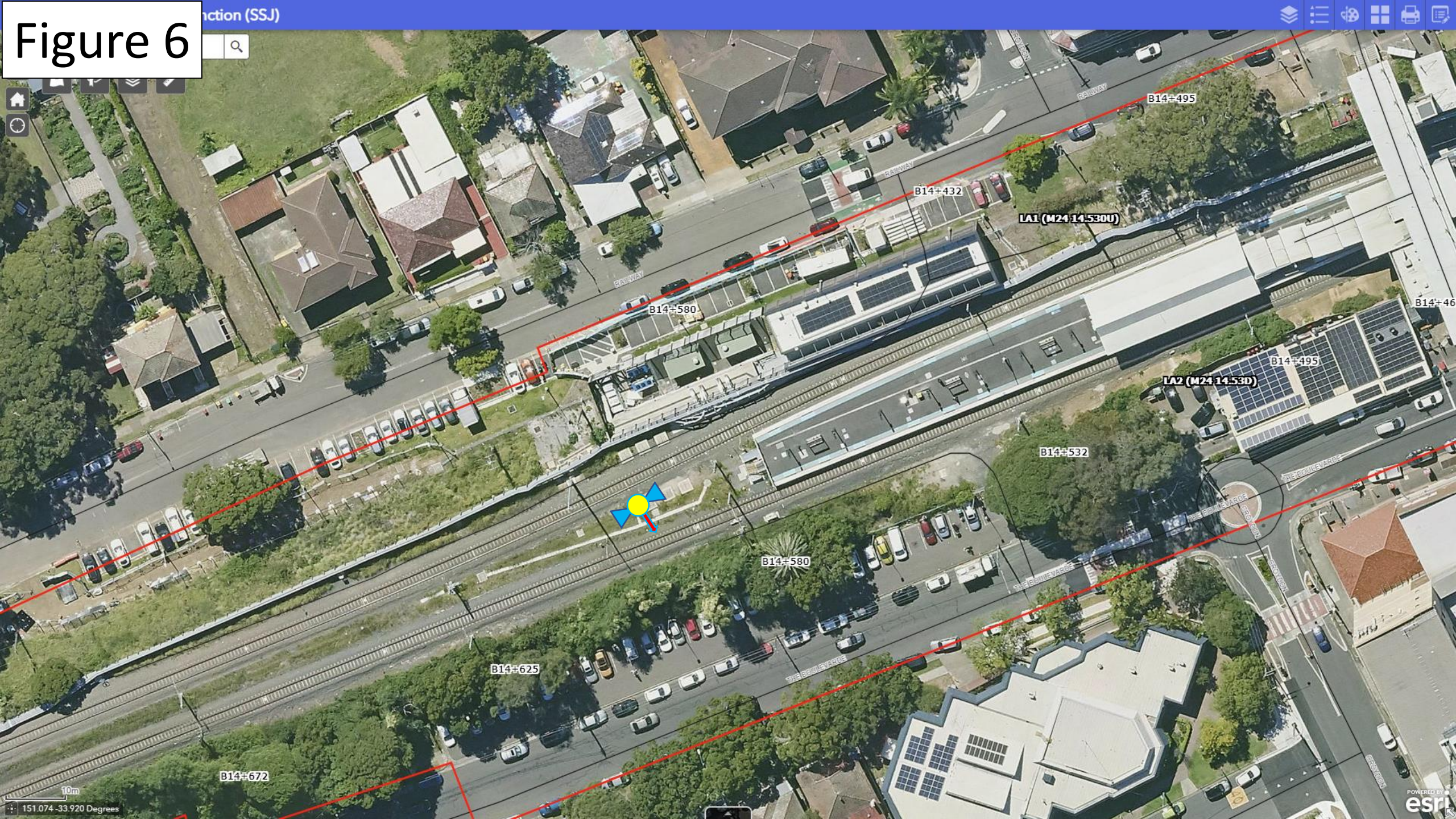


Figure 6

Search icon

Home icon
Refresh icon

B14+672

B14+625

B14+580

B14+532

B14+580

B14+432

B14+495

LA1 (M24-14-530U)

LA2 (M24-14-53D)

B14+495

B14+46

10m
151.074 -33.920 Degrees

Figure 7



Figure 8



Attachment 2 – Community Notification

Community Notifications were provided to residents of:

- Sydenham
- Marrickville
- Canterbury
- Hurlstone Park
- Dulwich Hill
- Campsie
- Belmore
- Wiley Park
- Punchbowl to Bankstown

Please refer to the following community notifications for works.

Upcoming Rail Possession – Belmore Station

Saturday 24 August – Sunday 25 August 2024

The T3 Bankstown Line will be closed between Sydenham to Bankstown from Saturday 24 August to Sunday 25 August 2024 for a **planned rail possession**. Sydney Metro work will take place in the rail corridor and at stations between Sydenham and Bankstown 24/7 across the weekend (weather and site conditions permitting). Works being undertaken during this rail possession are required in preparation for the final conversion of the T3 Bankstown Line later this year.

Opal enabled buses will replace trains during this possession period. Regular train services will re-commence in the early hours of Monday 26 August.

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.

Due to the nature of some activities and for the safety of our workers and the community, some of our construction work must be done during planned rail possessions when trains are not running.

What work are we doing?

- Defect rectification as required
- Remediation of landscaped areas in and around the station as required
- Work within the Services Building (MSB)
- Landscaping, remediation and maintenance activities at the MSB
- Electrical system commission to the MSB gate
- Cable pulling within the rail corridor
- Signalling and track related activities
- De-vegetation and tree clearing around the rail corridor where required
- Work related to the segregation and security fence installation within the rail corridor
- Preparatory work on platforms for installation of Mechanical Gap Fillers (MGF) and Platform Screen Doors (PSD)
- De-vegetation and tree clearing around the rail corridor where required
- Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
- Installation of brackets and containments
- Installation and modification of cables service route, cables and trackside equipment
- Testing and commissioning of equipment and services, including trackside inspection
- Work related to overhead wiring upgrades
- Site investigations, surveys and associated activities



What to expect


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


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



Contact us

 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**

Upcoming Rail Possession – Campsie Station

Saturday 24 August – Sunday 25 August 2024

The T3 Bankstown Line will be closed between Sydenham to Bankstown from Saturday 24 August to Sunday 25 August 2024 for a **planned rail possession**. Sydney Metro work will take place in the rail corridor and at stations between Sydenham and Bankstown 24/7 across the weekend (weather and site conditions permitting). Works being undertaken during this rail possession are required in preparation for the final conversion of the T3 Bankstown Line later this year.

Opal enabled buses will replace trains during this possession period. Regular train services will re-commence in the early hours of Monday 26 August.

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.

Due to the nature of some activities and for the safety of our workers and the community, some of our construction work must be done during planned rail possessions when trains are not running.

What work are we doing?

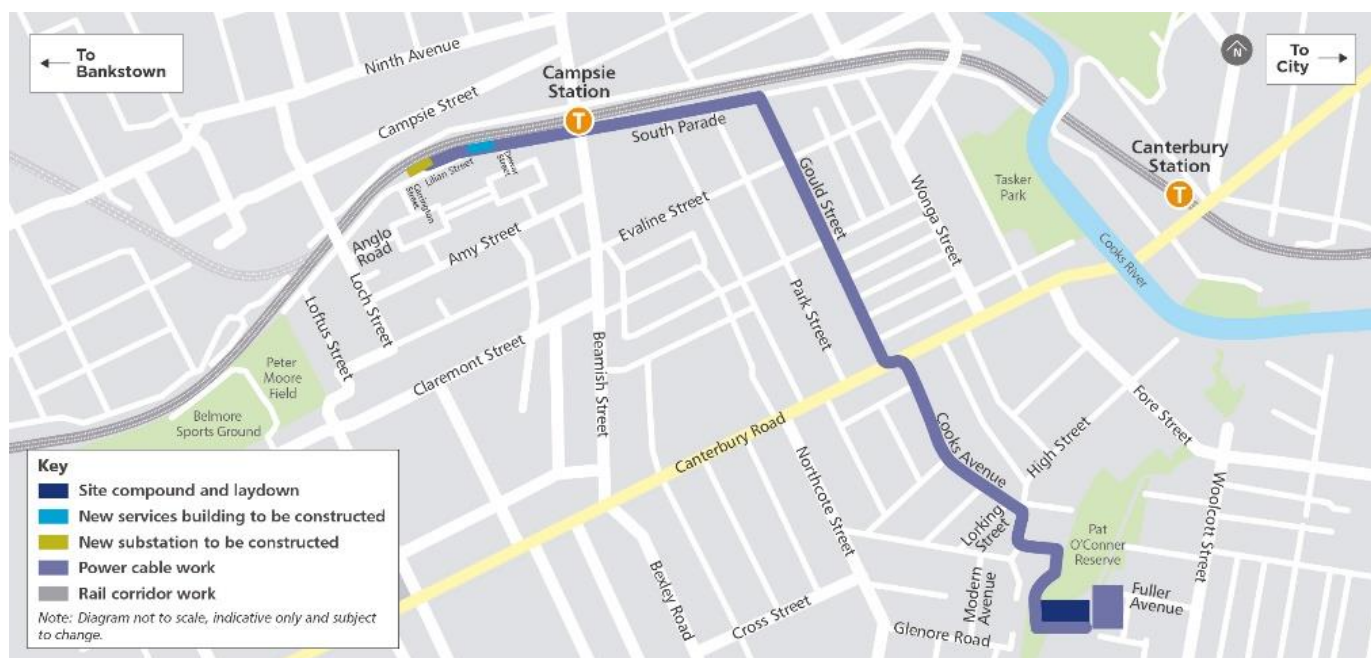
- Minor defect rectification work
- Cable pulling on station platform and concourse
- Signalling related work and track related construction activities
- De-vegetation and tree clearing around the rail corridor where required
- Work related to the segregation and security fence installation along the rail corridor
- Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
- Installation of brackets and containments
- Installation and modification of cables service route, cables and trackside equipment
- Testing and commissioning of equipment and services including trackside inspection
- Work related to overhead wiring upgrades
- Site investigations, surveys and associated activities
- Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor
- Cable pulling along the rail corridor from the Services Building to the overhead wiring structure (between Gould and Lilian Streets (trucks with cable stands will access and park alongside the rail corridor)



What to expect

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

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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Upcoming Rail Possession – Canterbury Station

Saturday 24 August – Sunday 25 August 2024

The T3 Bankstown Line will be closed between Sydenham to Bankstown from Saturday 24 August to Sunday 25 August 2024 for a planned rail possession. Sydney Metro work will take place in the rail corridor and at stations between Sydenham and Bankstown 24/7 across the weekend (weather and site conditions permitting). Works being undertaken during this rail possession are required in preparation for the final conversion of the T3 Bankstown Line later this year.

Opal enabled buses will replace trains during this possession period. Regular train services will re-commence in the early hours of Monday 26 August.

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.

Due to the nature of some activities and for the safety of our workers and the community, some of our construction work must be done during planned rail possessions when trains are not running.

What work are we doing?

- Signalling related work
- De-vegetation and tree clearing around the rail corridor where required
- Work related to the segregation and security fence installation within the rail corridor
- Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
- Installation of brackets and containments
- Installation and modification of cables service route, cables and trackside equipment
- Testing and commissioning of equipment and services, including trackside inspection
- Minor defect rectification work as required
- Work related to overhead wiring upgrades
- Track related construction activities
- Site investigations, surveys and associated activities



What to expect


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

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



Contact us

 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**

Upcoming Rail Possession – Dulwich Hill Station

Saturday 24 August – Sunday 25 August 2024

The T3 Bankstown Line will be closed between Sydenham to Bankstown from Saturday 24 August to Sunday 25 August 2024 for a **planned rail possession**. Sydney Metro work will take place in the rail corridor and at stations between Sydenham and Bankstown 24/7 across the weekend (weather and site conditions permitting). Works being undertaken during this rail possession are required in preparation for the final conversion of the T3 Bankstown Line later this year.

Opal enabled buses will replace trains during this possession period. Regular train services will re-commence in the early hours of Monday 26 August.

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.

Due to the nature of some activities and for the safety of our workers and the community, some of our construction work must be done during planned rail possessions when trains are not running.

What work are we doing?

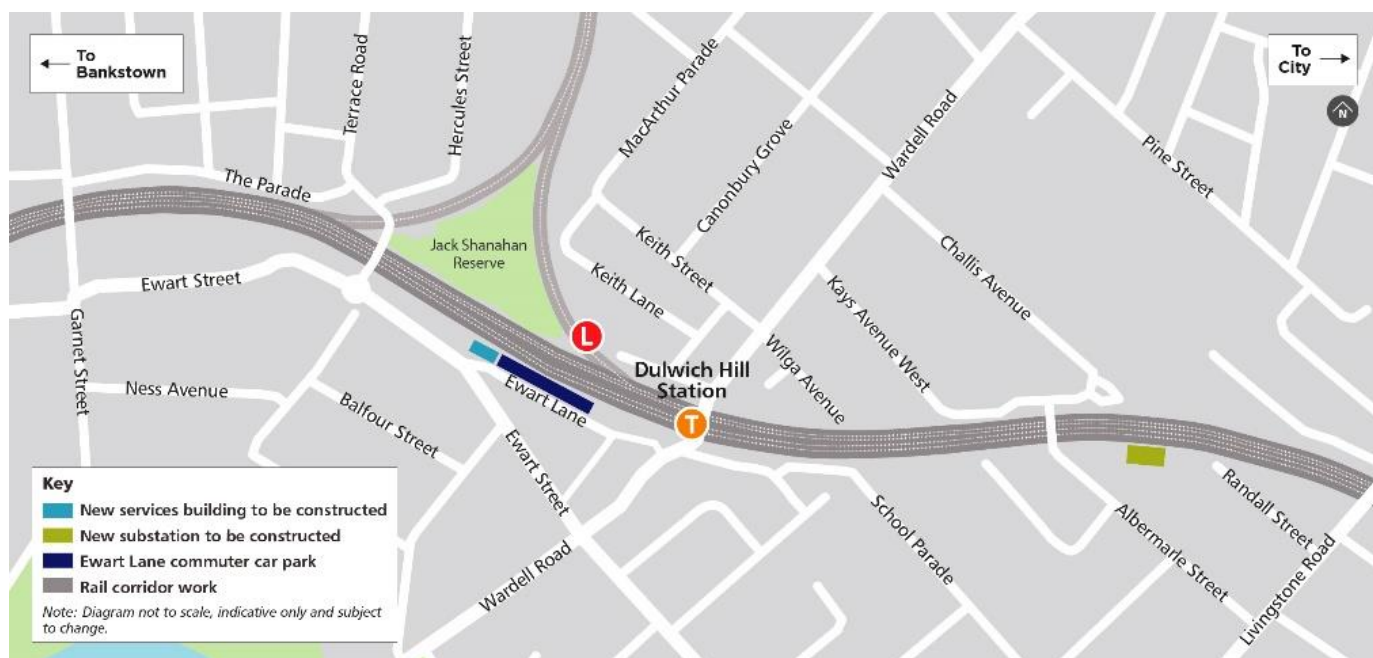
- Sydney Water main connection on the platform
- Minor defect rectification work
- Signalling related work
- De-vegetation and tree clearing around the rail corridor where required
- Work related to the segregation and security fence installation within the rail corridor
- Installation and modification of cables service route, cables and trackside equipment
- Testing and commissioning of equipment and services, including trackside inspection
- Work related to overhead wiring upgrades
- De-vegetation and tree clearing around the rail corridor where required
- Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
- Installation of brackets and containments
- Site investigations, surveys and associated activities
- Parking removal and lane closures to facilitate plant and truck operation, and parking and access at various locations along the corridor



What to expect


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


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



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Upcoming Rail Possession – Hurlstone Park Station

Saturday 24 August – Sunday 25 August 2024

The T3 Bankstown Line will be closed between Sydenham to Bankstown from Saturday 24 August to Sunday 25 August 2024 for a **planned rail possession**. Sydney Metro work will take place in the rail corridor and at stations between Sydenham and Bankstown 24/7 across the weekend (weather and site conditions permitting). Works being undertaken during this rail possession are required in preparation for the final conversion of the T3 Bankstown Line later this year.

Opal enabled buses will replace trains during this possession period. Regular train services will re-commence in the early hours of Monday 26 August.

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.

Due to the nature of some activities and for the safety of our workers and the community, some of our construction work must be done during planned rail possessions when trains are not running.

What work are we doing?

- Platform 2 building work
- Defect rectification work
- Services work and defect rectification work within the Services Building (MSB)
- Landscaping, remediation and maintenance activities at the station and MSB
- Testing and commissioning of equipment and services at the MSB
- Electrical system commission at the MSB gate
- Signalling related work
- De-vegetation and tree clearing around the rail corridor where required
- Work related to the segregation and security fence installation within the rail corridor
- Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work
- Installation of brackets and containments
- Work related to overhead wiring upgrades
- Temporary land closure at Floss Street with diversions in place
- Installation and modification of cables service route, cables and trackside equipment
- Testing and commissioning of equipment and services including trackside inspection
- Site investigations, surveys and associated activities

