Southwest Metro Works Stage 3 Construction Monitoring Report 3

September 2025- February 2026

SMCSWSW8-JHL-WEC-EM-REP-000001

Document and Revision History

Document Details	
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Revisions

Revision	Date	Description	Prepared by	Reviewed by
Rev 1A	10/03/2025	Initial Issue	Tom Buratti	Lucas Dobrolot
Rev 1B	25/03/2025	Response to comments from the ER and SM	Tom Buratti	Lucas Dobrolot
Rev 2A	09/09/2025	Initial Issue	Ted Zhang	Lucas Dobrolot
Rev 2B	11/09/2025	Response to comments from the ER and SM	Lucas Dobrolot	Lucas Dobrolot
Rev 3A	07/04/2026	Initial submission	Lucas Dobrolot	Lucas Dobrolot
Rev 3B	29/04/2026	Response to comments from the ER and SM	Lucas Dobrolot	Lucas Dobrolot

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Management reviews

Review date	Details	Reviewed by

1 Compliance Matrix

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

2 Introduction

The Construction Monitoring Program is being implemented to monitor impacts on surrounding surface water quality resources and impacts from noise and vibration on the surrounding areas during the construction phase. The surface water monitoring program and noise and vibration monitoring program are also both designed to assess the effectiveness of the mitigation measures applied as part of the Southwest Metro Works Stage 3 (SWM3). This is the 3rd construction monitoring report (CMR 003) to cover the Stage 3 works, which are a continuation of the SWM works. The reporting periods for each document are as follows:

- The Construction Monitoring Report 001 has been prepared for the period between September 2024 to February 2025
- The Construction Monitoring Report 002 has been prepared for the period between March 2025 to August 2025.
- The Construction Monitoring Report 003 has been prepared for the period between September 2025 to February 2026

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

2.1 Submission Requirements

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

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

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

2.2 Surface Water

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

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

residential, commercial, and industrial properties.

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

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

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

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

2.3 Noise and Vibration

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

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

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

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

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

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

Construction noise levels for some SWM3 activities are expected to exceed the external noise management level at times, particularly during works outside of standard hours, resulting in noise impacts to outdoor spaces. Internal and external noise levels will be assessed as part of the Out of Hours Works (OOHW) Approval Process (CoA E20 c) and monitored accordingly.

3 Methodology

3.1 Surface Water

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

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

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

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

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

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

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

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

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

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

the construction phase of the project to date.

3.2 Surface Water Baseline Data

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

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

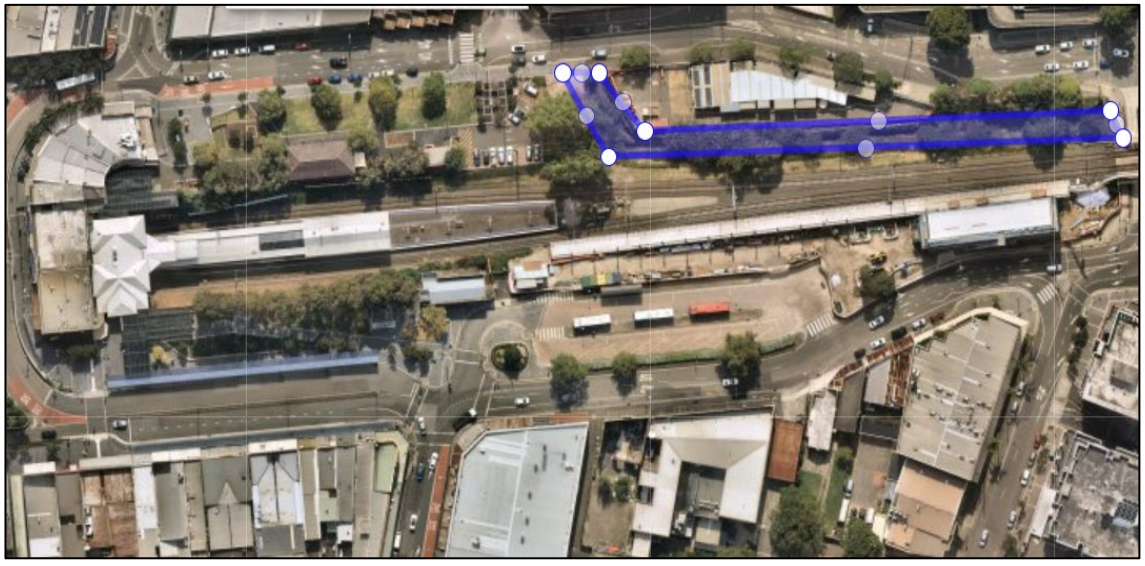

Figure 2 - Bankstown early works (water quality location 9)

Table 1 - *Surface Water Monitoring Baseline*

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

3.3 Noise and Vibration monitoring

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

Table 2 - *RBLs for SWM3 Noise Catchment Areas*

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

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

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

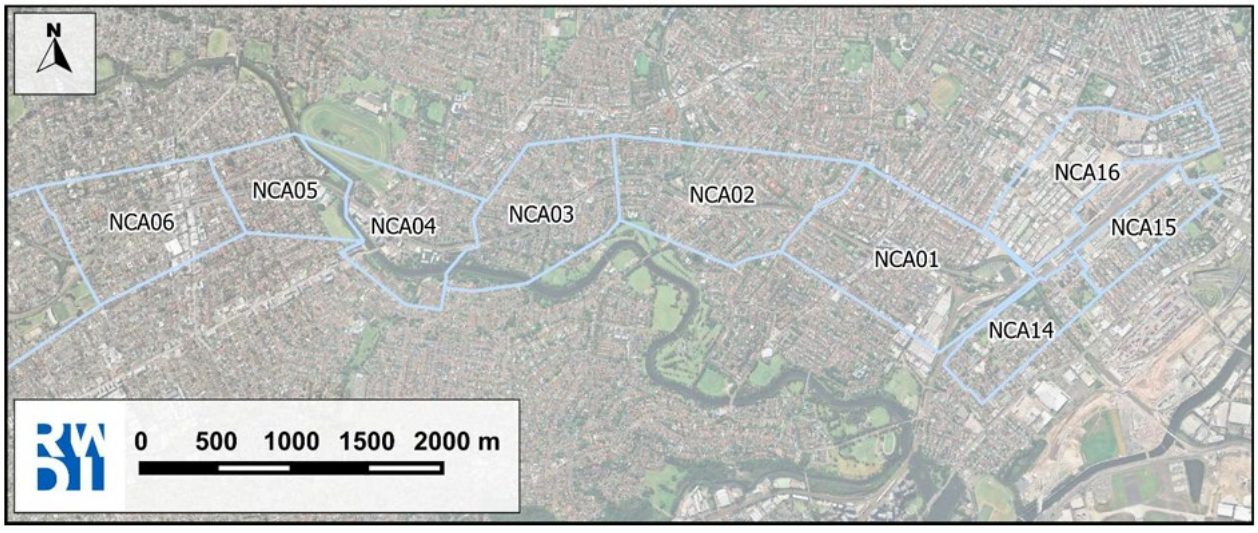

Figure 3: Sydenham to Bankstown Noise Catchment Areas-NCA 01 to NCA 06, NCA 14 to NCA16

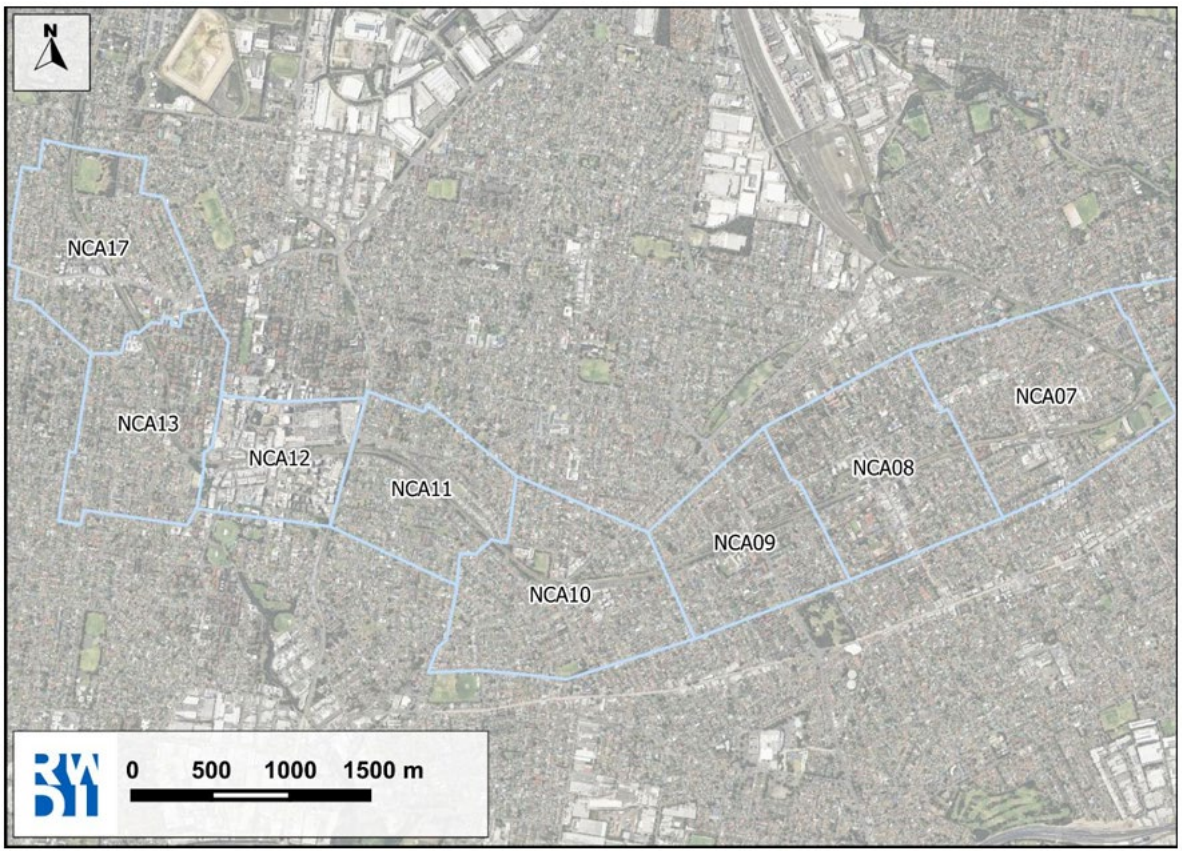

Figure 4 – Sydenham to Bankstown Noise Catchment Areas- NCA 07 to NCA 13, NCA 17

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

4 Results

4.1 Surface Water

Water quality monitoring inspections were undertaken on three (3) occasions during this reporting period;

- 11/09/25, 75mm+
- 19/01/26, 103mm+
- 27/02/26, 97.2mm+

There were no adverse impacts relating to JHLOR works observed during the period.
Refer to **Appendix A** full monitoring inspections, including commentary and photographs within the water monitoring report.

4.2 Noise and Vibration Monitoring

4.3.1 Noise Monitoring

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

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

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

- SSJ-R4-4-123 Y25 WE10 (06 - 07 September)
- SSJ-R4-4-124 Y25 WE11 (12 - 18 September)
- SSJ-R4-4-125 Y25 WE12 (19 - 21 September)
- SSJ-R4-4-124 Y25 WE13 (28 September)
- SSJ-R4-4-125 Y25 WE14 (3–7 Oct)
- SSJ-R4-4-126 Y25 WE15 (11–13 Oct)
- SSJ-R4-4-127 Y25 WE16 (17–19 Oct)
- SSJ-R4-4-128 Y25 WE17 (25–29 Oct)
- SSJ-R4-4-129 Y25 WE18 (01–03 Nov)
- SSJ-R4-4-130 Y25 WE19 (07–13 Nov)
- SSJ-R4-4-131 Y25 WE22 (29 Nov–01 Dec)
- SSJ-R4-4-132 Y25 WE23 & 24 (05–15 Dec)
- SSJ-R4-4-133 Y26 WE26 & 27 (01 & 04 Jan)
- SSJ-R4-4-134 Y26 WE28 (11 Jan)
- SSJ-R4-4-135 Y26 WE28 (11 Jan) – UGL
- SSJ-R4-4-136 Y26 WE31 (30 Jan–01 Feb)
- SSJ-R4-4-137 Y26 WE32 (06–08 Feb)
- SSJ-R4-4-138 Y26 WE33 (14-15 Feb)
- SSJ-R4-4-139 Y26 WE35 (28 Feb- 1 Mar)

There was one (1) exceedance during the monitoring period that required a change of mitigation measures, which was reported in accordance with EPL 21147 & a non-compliance raised.

Detailed noise monitoring results are attached in **Appendix B**. Throughout the works carried out over the reporting period (September 2025- February 2026). Actual noise (LAeq 15min) data was collected at the monitoring location and assessed for exceedances.
Construction impacts as well as extraneous noise was recorded as impacting receivers and monitoring results. Frequent extraneous noise sources throughout the night included:

- Noise from passing freight trains on the ARTC line
- Road traffic, particularly rail replacement buses during rail possessions

- Air traffic, especially in the Sydenham/Marrickville area.

4.3.2 Vibration

As per the Construction Noise and Vibration Impact Statement, vibration monitoring is conducted when the works are predicted to exceed the building cosmetic damage vibration goals and/or human comfort vibration goals. Five (5) vibration monitoring events occurred throughout this reporting period. Refer to Appendix C – Vibration Monitoring Report.

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.

4.4 Complaints

There were eighteen (18) complaints throughout this six (6) month reporting period. Eight (8) of the complaints were unrelated to S2B works. These complaints are shaded orange. Seven (7) complaints were unavoidable. These complaints are shaded green. Three (3) complaint resulted in a non-compliance. This complaint is shaded purple.

Complaint Id	Date received	Time received	Suburb complaint relates to	Construction site/work complaint relates to	Complaint description	Response provided to stakeholder by community team	Action/s taken by project team/team on site - If no action is taken, give reasons - If monitoring was undertaken, was it helpful in resolving the issue?	Status (E.g. Resolved, Ongoing, Monitoring)
ECO140	28/10/2025	15:30:00	Dulwich Hill	OOH Noise	Excavator delivered to rail corridor at 05:38, Friday 24th November.	*Upon investigation we have identified that the delivery was related to our works.* *We apologise for the disturbance this delivery caused your household. This delivery had been scheduled to occur after 7am on Friday however the delivery subcontractor has delivered before the scheduled booked time.* *We will be raising this directly with the subcontractor involved and reminding them of the rules around conducting deliveries.* *We will offer you an additional mitigation measure respite voucher retrospectively for this delivery and this has been sent to your email inbox.* *Sydney Metro would like to thank you for your patience while we complete this essential work.*	The delivery was booked in through the Project delivery scheduling system 'Data Scope' by a JHLOR sub contractor. The sub contractor was aware of the project requirements around standard construction hours as the delivery was found to be booked in for after 0700. The subcontractor has implemented further mitigation measures to prevent a repeat of this incident as follows: 1. The driver has received warning for this breach of procedure 2. All drivers were reminded of the importance to book in through Data Scope and keep to the agreed schedule 3. Implemented a telematics alert that will notify their management team if their float truck departs the depot before 6am	Closed.
ECO141	30/10/2025		Dulwich Hill	OOH Noise	Resident emailed to complain about OOH noise associated with piling rig loading & transport	JHLORJV CRM emailed back to apologise for the disturbance and confirm that the noise level predictions were validated with monitoring, and the appropriate level of mitigation was offered.	Noise monitoring validated predictions, appropriate level of mitigation offered in accordance with the Project CNVMP and CNVIS in the context of up to 2hrs for one night only. The delivery was scheduled OOH due to the impact on the road network, justified in accordance with EPL 21147 Condition L5.6 (iv). Residents were notified with in the appropriate timeframe (no less than 5, no greater than 14 days prior to works).	Closed
ECO142	30/10/2025	08:26:00	Hurlstone Park	OOH Noise	Resident emailed to complain about OOH noise associated with piling rig transport & unloading.	JHLORJV CRM emailed back to apologise for the disturbance and confirm that the noise level predictions were validated with monitoring, and the appropriate level of mitigation was offered.	Noise monitoring validated predictions, appropriate level of mitigation offered in accordance with the Project CNVMP and CNVIS in the context of up to 2hrs for one night only. The delivery was scheduled OOH due to the impact on the road network, justified in accordance with EPL 21147 Condition L5.6 (iv). Residents were notified with in the appropriate timeframe (no less than 5, no greater than 14 days prior to works).	Closed
ECO143	6/11/2025	14:48:00	Punchbowl	Noise	Resident called to complain about construction noises and wanted to know how long this noise will be going on for as no notification has been issued.	Sydney Metro (SM) CMR called back to apologise for the inconvenience. SM CMR confirmed works were finishing up.	Vacuum truck operations were being undertaken by JHLOR Interface Contractor UGL in preparation for 2x pole piers and 2 x equipment slabs. UGL were working in standard construction hours and implemented the 3 hours on 1 hour off as required by JHLOR EPL.	Closed

							The works were consistent with the monthly Sydney Metro notification.	
ECO144	13/11/2025	23:10:00	Campsie	OOH Noise	Resident called in to complain about not being notified Noisy works have been going on at night since Monday until 3:00am each morning and would like to know when these works will finish.	Trying to get in contact with complainant.	OOH Approval reviewed. Works approved in the area, however exceedance of predictions identified. Undertaking investigation in accordance with R4.3 Report.	Closed.
ECO145	14/11/2025	14:20:00	Campsie	OOH Noise	Resident called in to complain about four nights of noisy OOH works that were not notified for.	The JHLORJV CRM emailed back to apologise for the disturbance and confirm that the noise level predictions were exceeded and that we will be offering retrospective respite as an offer of goodwill for the disturbance caused.	OOH Approval reviewed. Works approved in the area, however exceedance of predictions identified. Undertaking investigation in accordance with R4.3 Report.	Closed.
ECO146	25/11/2025	13:36:00	Lakemba	std construction hour noise	Lakemba resident complaining of noisy works occurring near residence	JHLORJV CRM email resident to advise that works conducted during standard construction hours weren't eligible for respite vouchers and team had completed noisy works for the day. Works going forward weren't expected to be noisy, but any High Noise Impact works would be completed in line with the requirement of 3hrs on 1 hr off where required.	Investigation identified works were occurring and were completed within two hours.	Closed.
ECO147	27/11/2025	20:59:00	Hurlstone Park	OOH noise and light spill	The noise is constant from the fans at the back of the MSB. It is relentless. The fluro light was on all night last night at the back of the MSB and shone straight into my windows and is also inescapable.	DTI (Sydney Metro Contractor) response: apologise for the disruption and impact of the fluorescent lighting. The lighting was activated for post-repair testing purposes; however, we failed to provide advance notification to affected residents. The operational lighting will remain deactivated. The persistent noise from the pad mount is being investigated and we will come back to you shortly with our findings and solution.	DTI are investigating separate to JHLORJV.	Closed.
ECO148-1	2/12/2025	14:53:00	Hurlstone Park	Day Noise	Ringing noise issue coming from Hurlstone Park platform 1	At around 16:30 the MTR Comms Reinforming them that the sound was being investigated - and at the time of the phone call the resident confirmed that the noise had stopped	System shut down and resident notified issue fixed.	Closed
ECO148-2	2/12/2025	18:53:00	Hurlstone Park	Evening Noise	recurrence of the noise	The MTR comms rep understood that the issue was going to be resolved remotely, they called the resident at 7:18pm to acknowledge the issue and advise that it would be shut down as soon as possible	System shut down and resident notified issue fixed.	Closed
ECO148-3	2/12/2025	14:53:00	Hurlstone Park	Noise	continuous ringing noise	The MTR comms rep assured resident at 16:28 that the noise would be resolved ASAP and apologised for the technical malfunction in the platform's alarm system	System shut down and resident notified issue fixed.	Closed
ECO148-4	2/12/2025	16:15:00	Hurlstone Park	Noise	ringing noise	The MTR comms rep notified the complainant that MTR was able to shut down the system remotely, which was completed at 7:35 pm	System shut down and resident notified issue fixed.	Closed

ECO149	5/12/2025	21:47:00	Hurlstone Park	Noise	Resident called to complain about an activated alarm which was coming from the platform screen doors	MTR Community and Stakeholder Engagement Manager spoke with resident on Saturday at 10.28am. The resident advised the alarm was coming from the platform screen doors, which also had lights flashing on them. Resident confirmed the alarm stopped about 10.20pm. Referred this information onto S2B who advised Sydney Metro.	Alarm isolated, and alarms proactively isolated at all 10 stations. Cause of alarm is being investigated.	Closed
ECO150	17/12/2025	13:53:00	Hurlstone Park	Noise	Hurlstone Park resident complaining of noisy works occurring near their residence without notice	JHLORJV Community and Stakeholder Engagement Manager has tried phoning resident to discuss, however was not able to get through. Instead, an email was sent to the resident to explain the works were being conducted during standard construction hours and in line with the monthly notification, CNVMP including at-source noise control and 1 hour off for every 3 hours on.	Investigation works occurring using vacc truck. HNI works, high noise affected residents. Notified prior to works commencing. Start Time: Works commenced at 8:15 am this morning (in line with the 8:00 am standard hour start) and again at 12:15 pm. Respite: The first break began prior to 11:15 am and 2nd break prior to 03:15 pm, adhering to the required "3 hours on, 1 hour off" respite blocks for high-noise activities. Mitigation: Noise blankets have been installed at the engine grill of the truck. This at-source noise control is feasible and reasonable and has been found to reduce the noise level. Investigations finishing on Monday, no works over weekend.	Closed
ECO151	19/12/2025	08:08:00	Hurlstone Park	Noise	Hurlstone Park resident complaining of noisy works occurring near their residence and referring to respite offers.	As discussed on the phone due to the heat today works with the vac truck has concluded today and the site team is currently making the site safe before leaving. The team will return on Monday, December 22nd, to complete the remaining work. Should they need to continue into Tuesday, I have noted your son's 3rd birthday party between 10:00 AM and 12:00 PM. I've coordinated with the site team to pause all work during those hours so you can enjoy the celebration undisturbed. Once again, we recognise these works are impactful and thank you for your patience whilst we complete them.	Works are considered 'High Noise Impact Noise'. Unfortunately, these works need to proceed as part of the approved project. In accordance with our Construction Noise and Vibration Management Plan (CNVMP) to reduce the impact, the works are being conducted in standard construction hours between 8:00 am to 6:00 pm Monday to Friday. Respite is provided by conducting the works in continuous blocks not exceeding three hours each with a minimum respite from those activities and works of not less than one hour between each block. Where possible we try to reduce the impact by orienting the nosiest part of the truck away from sensitive receivers as well as utilise natural shielding. For vacuum truck operations, the noisiest part of the plant is the engine grill. The noise mats will not make the works inaudible but do considerably drop out the magnitude of the noise. It is best management practice and a feasible and reasonable at source noise control.	Closed
ECO152	10/01/2026	18:16:00	Campsie	Alarm noise	Alarm activated at Campsie Station. The alarm has been sounding for past 7 hours and is quite loud	JHLOR Community Manager called back to apologise for the disturbance and confirmed the alarm is being isolated. The Resident confirmed the alarm had been turned off.	The JHLOR Services Team managed to isolate the system. The complaint has been passed on to DTI (IC to JHLOR) as this is their system. JHLOR has requested DTI to lodge this complaint on the Sydney Metro Complaints system and develop a permanent solution to mitigate a reoccurrence.	Closed
ECO153	12/01/2026	09:44:00	Canterbury	Noise	Canterbury resident complaining of noisy works occurring during standard construction hours	JHLOR Community Manager called back to apologise for the disturbance and advising that works would occur up until Wednesday this week and would adhere to the requirements of 3 on 1 off and only start after 8am each day.	Noise monitoring was undertaken and will continue. The residents in the area are considered near high noise affected as the works are considered high noise impact. The works are being conducted in standard construction hours, 3hrs on, 1hr off. The Site team are looking into	Closed

							strengthening noise controls is possible. The works are located in a challenging area leading to safety related limitations.	
ECO154	12/01/2026	13:44:00	Hurlstone Park	Noise	Complainant emailed to complain about noise and sought clarification on the on the nature of the noise, its duration, the reason it was occurring, where notification had been provided, and the location of the speakers in proximity to their residence	The Comms representative (from IC-MTR) confirmed that the noise was generated by PA system commissioning. 1. The stakeholder was informed that this testing had been included in the monthly notification. 2. The Comms representative also confirmed that PA speakers are located both within the Metro Services Building and externally. 3. The stakeholder requested a copy of the design report showing the locations of the speakers, the results of the white noise testing; and advance notice when similar testing is scheduled in the future. 4. The call was closed with confirmation that these items should be able to be provided, that email was the preferred method of communication for these items, and that the Comms representative would contact the stakeholder ahead of any future PA testing.	MTR did not take any construction noise monitoring as the complaint was resolved with the resident.	Closed

5 Mitigation Measures

5.1 Noise and Vibration

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

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

Note: Entry into Belmore Triangle before 7am did not trigger mitigation measures.

5.2 Water

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

6 Conclusion

Pre-construction surface water monitoring began in March 2021, with results showing several instances of poor water quality due to detritus and turbidity. Monitoring during the September 2025 to February 2026 period indicated no adverse impacts associated with JHLOR activities. Erosion-sediment control plans are maintained and reviewed regularly, and JHLOR conducts weekly and post rain environmental inspections. The Environment Representative also conducted bi-weekly inspections during this reporting period, and any observations are closed out within agreed timeframes.
Monitoring records have validated modelled noise and are consistent with the predicted impact of construction activities within the noise catchment areas on sensitive receivers.
There were zero (0) exceedances of the noise predictions for this reporting period that required additional mitigation.

Appendix A –Water Monitoring Report

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

Inspection type	Rain Event 27/02/2026(#59)
Rainfall (in previous 24hrs)	97.2mm+
Inspection by	Andre Kruize and Ted Zhang
Date(s) of inspection	Friday 27/02/26(07:30 onwards)
Other general notes	Cant Compound - Rain data, inspection and photos were taken through the corridor during the inspection Weather data from Canterbury Weather Station.

Latest Weather Observations for Canterbury

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IDN

Issued at 6:54 am EDT Friday 27 February 2026 (issued every 10 minutes, with the page automatically refreshed every 10 minutes)

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

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

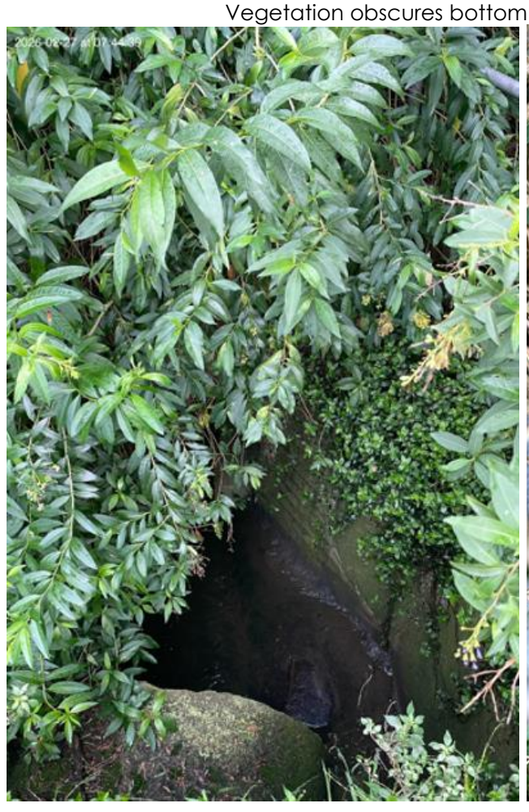
Date/Time EDT	Temp °C	App Temp °C	Dew Point °C	Rel Hum %	Delta-T °C	Wind					Press QNH hPa	Press MSL hPa	Rain since 9am mm
						Dir	Spd km/h	Gust km/h	Spd kts	Gust kts			
27/06:30am	20.2	21.9	20.2	100	0.0	SE	11	17	6	9	-	-	97.2
27/06:06am	20.1	21.0	20.1	100	0.0	SE	15	20	8	11	-	-	97.0
27/06:00am	20.2	21.2	20.2	100	0.0	SE	15	19	8	10	-	-	97.0
27/05:49am	20.2	21.2	20.2	100	0.0	SE	15	20	8	11	-	-	97.0
27/05:48am	20.2	20.8	20.2	100	0.0	SE	17	20	9	11	-	-	97.0
27/05:30am	20.0	21.6	20.0	100	0.0	ESE	11	17	6	9	-	-	97.0
27/05:00am	20.1	21.0	20.1	100	0.0	SE	15	22	8	12	-	-	96.0
27/04:47am	20.3	21.9	20.0	98	0.2	E	11	17	6	9	-	-	95.6
27/04:30am	20.4	23.2	20.4	100	0.0	NE	6	17	3	9	-	-	95.6
26/10:30pm	21.6	22.5	21.6	100	0.0	SE	19	30	10	16	-	-	89.8
26/10:00pm	21.6	24.4	21.6	100	0.0	ESE	9	15	5	8	-	-	86.0
26/09:59pm	21.6	24.8	21.6	100	0.0	ESE	7	15	4	8	-	-	86.0
26/09:34pm	21.6	22.9	21.6	100	0.0	SE	17	24	9	13	-	-	84.8
26/09:30pm	21.6	22.9	21.6	100	0.0	SE	17	24	9	13	-	-	84.8
26/09:00pm	21.6	22.3	21.6	100	0.0	ESE	20	35	11	19	-	-	81.0
26/08:53pm	21.6	22.3	21.6	100	0.0	E	20	30	11	16	-	-	80.0
26/08:30pm	21.7	23.0	21.7	100	0.0	ESE	17	24	9	13	-	-	78.2
26/08:04pm	21.7	23.0	21.7	100	0.0	ESE	17	28	9	15	-	-	76.2
26/08:00pm	21.6	23.3	21.6	100	0.0	ESE	15	28	8	15	-	-	75.8
26/07:32pm	21.2	23.0	21.2	100	0.0	E	13	20	7	11	-	-	73.0
26/07:30pm	21.2	22.7	21.2	100	0.0	ENE	15	26	8	14	-	-	72.6
26/07:00pm	21.8	24.0	21.8	100	0.0	E	13	20	7	11	-	-	44.0
26/06:47pm	21.8	22.8	21.8	100	0.0	SE	19	30	10	16	-	-	26.4
26/06:30pm	22.1	23.1	22.1	100	0.0	ESE	20	30	11	16	-	-	16.0
26/06:00pm	22.3	22.6	22.3	100	0.0	E	24	39	13	21	-	-	12.4
26/05:55pm	22.3	22.2	22.3	100	0.0	SE	26	39	14	21	-	-	11.6
26/05:46pm	22.2	24.6	22.2	100	0.0	SE	13	26	7	14	-	-	9.8
26/05:30pm	22.0	23.9	22.0	100	0.0	SSE	15	32	8	17	-	-	9.2
26/05:07pm	22.3	22.2	21.5	95	0.5	SE	24	39	13	21	-	-	5.8

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 1 Dulwich Hill MSB (Ewart Culvert), country side of commuter car park	No work in this area in Surfaces alongside this culvert on the: • LHS (west side) around the culvert is stabilised – vegetation and heavy leaf litter. • RHS (East side, alongside MSB) stabilised with vegetation and geofab cover .	**Water clarity and colour:** Low flow water in main culvert looks slightly turbid. *Side inlet on LHS*: Unknown upstream source. No cloud plume in main culvert from inlet *Side inlet on RHS:* No cloud plume in main culvert from inlet on RHS. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Currently low flow of water with signs of "high" flow & damage to vegetation. **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil **Other comments/description:** N/A	  **LHS Inlet (Concrete Headwall)** Unknown upstream source. No cloud plume in main culvert from inlet **RHS Inlet (Black pipe)** No cloud plume in main culvert from inlet on RHS.	JHLOR construction activities (for OHCB) at Ewart/Terrace Rd have been completed and surfaces have been stabilised since before the Xmas break.		
Location 2 Hurlstone Park, countryside	No JHLOR construction/excavation activities along the corridor near this location	**Water clarity and colour:** **Odour:** N/A **Description of flow and quantity/ Visible runoff (into the water body):** N/A **Oil and Grease:** N/A **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	**NO PO AVAILABLE, AREA LOCKED – AREA NOT INSPECTED**	Area alongside tracks and open culvert are very heavily vegetated. No activities in this area for 12 months +		
Location 3 West bank of Cook's River	No JHLOR construction/excavation activities along the corridor near this location or any work back to Campsie	**Water clarity and colour**: Discharge water into river looks clean. Water in river is dirty.		Cooks River – tide is in. NOTE: No photos taken along Wairoa, CB6 and locations near Gould St		

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
	station. Corridor area is vegetated/stabilized all the way up to Campsie other than alongside the concrete crash barrier (Martinus). NOTE: No photos taken along Wairoa, CB6 and locations near Gould St	**Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Med flow **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	**Storm Water oulet at River**   **Upstream Photos from Cooks River along Wairoa to the access gate CB6.** No photos taken in this area **Area at Gould/Park St.** No photos taken in this area			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 4 Belmore Triangle Access Road	BelmoreT – There is a ballast access road alongside this open channel, however the road doesn't drain to the culvert. Access track opens into BelmoreT transit space and also into Stockpile area at BelmoreT Wedge	**Water clarity and colour**: Turbid water through SW culvert. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** medium flow. No visible signs of sediment flow from ballast access road. Dirty water on track side of road is from truck wash along ballast road. None of this is draining into open culvert - It stays on this side and settles in vegetated pond. **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	**SW oulet alongside access/ballast road.** Turbid water flows coming from inside culvert pipe. Unknown source   **Redman Pde – Upstream Status & Controls.** No water flowing into kerb/gutter   **Ballast Access Road - Toe of batter on side of road.** Water ponds in this location (No signs of turbidity in the ponded water). NOTE: Dirty water does not drain to open culvert. Vegatated swale was checked alongside access – no signs of dirty water 	This water outlet location is alongside a stabilized ballast track that allows access into BelmoreT Area and BelmoreT Wedge Area **Belmore Triangle Area:** 1.Is an open transit area for vehicles. 2.Surface in the BelmoreT area is mostly covered by ballast. 3.There is a mid batter berm (mulch) in place to divide catchment (concrete barrier divider placed). 4.Thick vegetated area around lower sed fence at bottom of area. Second mulch berm added. 5.No stockpiling of spoil in this area as it is only a transit point for plant and vehicles to hi-rail pad and BelmoreT wedge. **Belmore Triangle Wedge Area:** Stockpiles (spoil and Engineered fill) are located on top of batter above the access road. No sign of dirty water movement down slope onto ballast access road – see ponded water on side of ballast access track Stockpile area is flat. Top of batter behind the spoil stockpiles is surrounded by double barrier and geofab curtain over barriers. Volumes of ponded water remains on top of platform retained in the stockpile bays. (No dirty water seen along bottom of batter/ballast access track)		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			  **BelmoreT Wedge Stockpile area**. Photos from top of batter above the ballast accesss road - Double concrete barrier & geofab ERSED controls. Volume of ponded water remains on top of platform retained in the stockpile bays. (No dirty water seen along bottom of batter/ballast access track)    			

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

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 6 Wiley Park, countryside.	No JHLOR excavation works on the UP & DWN side of the tracks Contractor (not JHGLOR) is using the WP3 access as laydown of plant, equipment & Engineering fill (DGB).	**Water clarity and colour:** See detail below photos • **Downstream (UP side):** See notes in photo section. • **Upstream (DWN side):** See notes in photo section. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** See notes in photo section. **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil. **Other comments/description:** Nil	**CORRIDOR (UP SIDE)** **UPSTREAM AREA** ***Inside*** of corridor - Area upstream of open Culverts at Gate WP3 is well stabilised. ***Outside*** of corridor – very low flow of water in concrete channel down to western most culvert. Water looks clear.   **ACTUAL CULVERT AREA (inside corridor)**   **Western most culvert** Water at high level, looks like standing water without flow. Turbid water through main culvert with clean water flow from inlet on RHS.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 **Middle culvert:** Water at high level, looks like standing water without flow. Turbid water in middle section of culvert.  **Eastern most culvert** Med flow, clear water through main culvert. No oil & grease. No odour. Photos show culvert on corridor side of Urunga Pde. **DOWNSIDE OF CORRIDOR**			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 **Western most culvert** – low flow. Looks like clear water through main culvert.  **Middle culvert** – Standing water. This culvert picks up water flow off batters. It is not fed by incoming drains/culverts. Leaf litter on surface.			

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

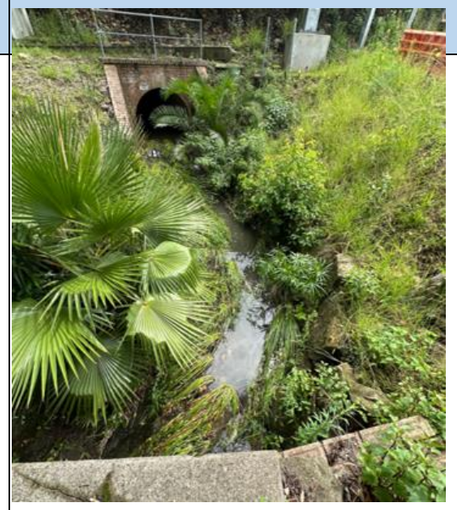
Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 8 Canterbury Compound	No JHLOR construction/excavation activities along the corridor near this location	**Water clarity and colour of water in main culvert (flowing Under Corridor).** low flow, slightly turbid water at downstream exit No photos taken of water flow from Canterbury Compound **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Low, slightly turbid flow of water in open channel **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil **Other comments/description:** Nil	**Inside Canterbury Compound – Water flow** No photo taken of this area **Outside Canterbury Compound – Water Flow** Eastern Channel. Outside Canterbury Compound boundary alongside pedestrian footpath:  Upstream from JHLOR discharge point. Low flow, slightly turbid water flowing in channel.	No excavation activities along the corridor near this location  This photo shows previous status of downstream batter slope during event dated 11/8/25. Batter showed signs of slip.		

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

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

Inspection type	Rain Event 19/01/2026(#58)
Rainfall (in previous 24hrs)	103mm+
Inspection by	Andre Kruize and Ted Zhang
Date(s) of inspection	Monday 19/01/26(07:30 onwards)
Other general notes	Cant Compound - Rain data, inspection and photos were taken through the corridor during the inspection Weather data from Canterbury Weather Station.

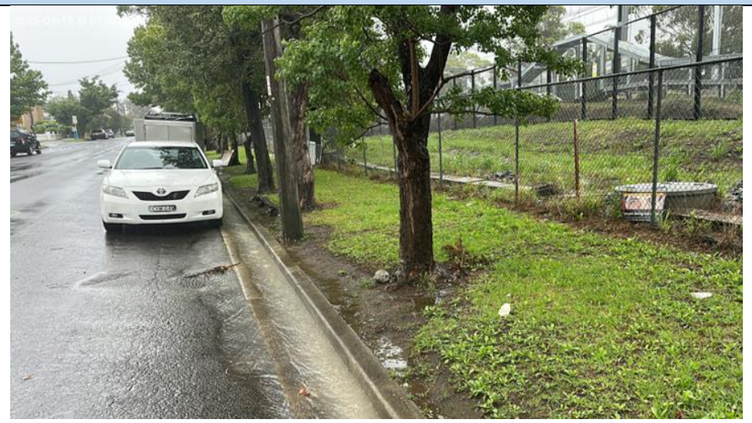
19/01:00pm	22.6	21.0	15.0	62	4.5	SE	17	22	9	12	-	-	0.0
19/12:30pm	23.2	22.4	16.0	64	4.4	ESE	15	22	8	12	-	-	0.0
19/12:00pm	23.7	23.1	16.7	65	4.3	ESE	15	20	8	11	-	-	0.0
19/11:30am	22.7	24.7	18.7	78	2.5	S	6	11	3	6	-	-	0.0
19/11:00am	21.0	21.8	17.2	79	2.3	SW	9	15	5	8	-	-	0.0
19/10:30am	20.1	20.8	17.1	83	1.8	S	9	15	5	8	-	-	0.0
19/10:00am	19.4	22.2	18.9	97	0.3	S	2	9	1	5	-	-	0.0
19/09:30am	18.7	20.5	18.7	100	0.0	SW	7	13	4	7	-	-	0.0
19/09:00am	18.4	20.6	18.4	100	0.0	NNW	4	7	2	4	-	-	21.0
19/08:30am	17.9	20.3	17.9	100	0.0	NNE	2	9	1	5	-	-	21.0
19/08:10am	17.5	20.1	17.5	100	0.0	CALM	0	6	0	3	-	-	20.8
19/08:00am	17.4	18.8	17.4	100	0.0	NNE	6	9	3	5	-	-	20.8
19/07:30am	17.2	18.3	17.2	100	0.0	SSE	7	15	4	8	-	-	19.2
18/10:35am	19.8	19.8	19.0	95	0.5	ESE	17	26	9	14	-	-	2.2
18/10:30am	19.4	19.2	18.6	95	0.5	ESE	17	28	9	15	-	-	2.2
18/10:17am	19.1	17.9	17.6	91	0.9	E	20	35	11	19	-	-	2.0
18/10:00am	19.9	18.7	17.5	86	1.5	ESE	20	30	11	16	-	-	1.6
18/09:30am	18.9	18.4	17.9	94	0.6	SE	17	28	9	15	-	-	1.2
18/09:20am	18.7	17.7	17.9	95	0.5	SE	20	30	11	16	-	-	1.2
18/09:04am	18.6	18.3	18.3	98	0.2	SE	17	22	9	12	-	-	0.4
18/09:00am	18.6	17.8	18.1	97	0.3	SSE	19	24	10	13	-	-	81.6
18/08:30am	19.0	18.2	18.0	94	0.6	SE	19	32	10	17	-	-	80.0
18/08:00am	19.0	18.0	18.0	94	0.6	SE	20	33	11	18	-	-	79.2
18/07:52am	18.9	17.9	17.9	94	0.6	SE	20	35	11	19	-	-	79.0
18/07:32am	18.7	17.0	18.2	97	0.3	SE	24	39	13	21	-	-	77.8
18/07:30am	18.8	17.2	18.3	97	0.3	SE	24	39	13	21	-	-	77.4
18/07:00am	18.7	16.4	18.4	98	0.2	SE	28	39	15	21	-	-	75.8
18/06:43am	19.0	16.8	18.8	99	0.1	SE	28	52	15	28	-	-	75.4
18/06:30am	18.7	16.7	18.2	97	0.3	SE	26	39	14	21	-	-	75.2
18/06:00am	18.9	16.8	18.9	100	0.0	SE	28	41	15	22	-	-	74.4
18/05:30am	19.0	17.7	19.0	100	0.0	SE	24	37	13	20	-	-	73.8

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
Location 1 Dulwich Hill MSB (Ewart Culvert), country side of commuter car park	No work in this area in +- last 4 weeks Surfaces alongside this culvert on the: • west side around the culvert is stabilised – vegetation and heavy leaf litter. • East side (alongside MSB) stabilised with vegetation and geofab cover .	**Water clarity and colour:** Low flow water in main culvert looks slightly turbid. *Side inlet on LHS*: Unknown upstream source. No cloud plume in main culvert from inlet *Side inlet on RHS:* No cloud plume in main culvert from inlet on RHS. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Currently low flow of water with signs of damage to vegetation. **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil **Other comments/description:** N/A	  **LHS Inlet (Concrete Headwall)** Unknown upstream source. No cloud plume in main culvert from inlet **RHS Inlet (Black pipe)** No cloud plume in main culvert from inlet on RHS.	JHLOR construction activites (for OHCB) at Ewart/Terrace Rd have been completed and surfaces have been stabilsed since before the Xmas break.		
Location 2 Hurlstone Park, countryside	No JHLOR construction/excavation activities along the corridor near this location	**Water clarity and colour:** **Odour:** N/A **Description of flow and quantity/ Visible runoff (into the water body):** N/A **Oil and Grease:** N/A **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	**NO PO AVAILABLE, AREA LOCKED – AREA NOT INSPECTED**	Area alongside tracks and open culvert are very heavily vegetated. No activities in this area for 12 months +		
Location 3 West bank of Cook's River	No JHLOR construction/excavation activities along the corridor near this location or any work back to Campsie	**Water clarity and colour**: Turbid water at outlet of SW pipe. Water in pond and river is dirty.		Cooks River – tide is in.		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
	station. Corridor area is vegetated/stabilized all the way up to Campsie other than alongside the concrete crash barrier (Martinus). NOTE: Upstream photos taken along Wairoa, CB6 and locations near Gould St show turbid water flowing from corridor – unknown source but comes from under track culvert and is thought to be "legacy work" from Sydney Trains old work behind concrete barrier where they excavated into the open channel to release water from upstream Not from JHLOR works (no groundbreaking construction activities upstream).	**Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** **H**igh flow **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	**Storm Water oulet at River**   	NOTE: Upstream photos taken along Wairoa, CB6 and locations near Gould St show turbid water flowing from corridor – unknown source but comes from under track culvert and is thought to be "legacy work" from Sydney Trains old work behind concrete barrier where they excavated into the open channel to release water from upstream Not from JHLOR works (no groundbreaking construction activities upstream).		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			Upstream Photos from Cooks River along Wairoa to the access gate CB6.    			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 **Area at Gould/Park St.** Turbid water drains from corridor (Legacy work from Sydney Trains old work behind concrete barrier where they excavated into the open channel to release water) 			

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

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
						
Location 4 Belmore Triangle Access Road	BelmoreT – There is a ballast access road alongside this open channel, however the road doesn't drain to the culvert. Access track opens into BelmoreT transit space and also into Stockpile area at BelmoreT Wedge	**Water clarity and colour**: Very Slightly turbid water through SW culvert. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** medium. No visible signs of sediment flow from ballast access road. Dirty water on track side of road is from truck wash along ballast road. None of this is draining into open culvert - It stays on this side and settles in vegetated pond. **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	**SW oulet alongside access/ballast road.** Very Slightly turbid water flows from inside culvert pipe.  **Redman Pde – Upstream Status & Controls. Small volumes of c**lear water flowing into kerb/gutter	This water outlet location is alongside a stabilized ballast track that allows access into BelmoreT Area and BelmoreT Wedge Area **Belmore Triangle Area:** 1.Is an open transit area for vehicles. 2.Surface in the BelmoreT area is mostly covered by ballast. 3.There is a mid batter berm (mulch) in place to divide catchment (concrete barrier divider placed). 4.Thick vegetated area around lower sed fence at bottom of area. Second mulch berm added. 5.No stockpiling of spoil in this area as it is only a transit point for plant and vehicles to hi-rail pad and BelmoreT wedge. **Belmore Triangle Wedge Area:** Stockpiles (spoil and Engineered fill) are located on top of batter above the access road. No sign of spoil movement down slope onto ballast access road – see ponded water on side of ballast access track Stockpile area is flat. Top of batter behind the spoil stockpiles is surrounded by double barrier and geofab curtain over barriers.		

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

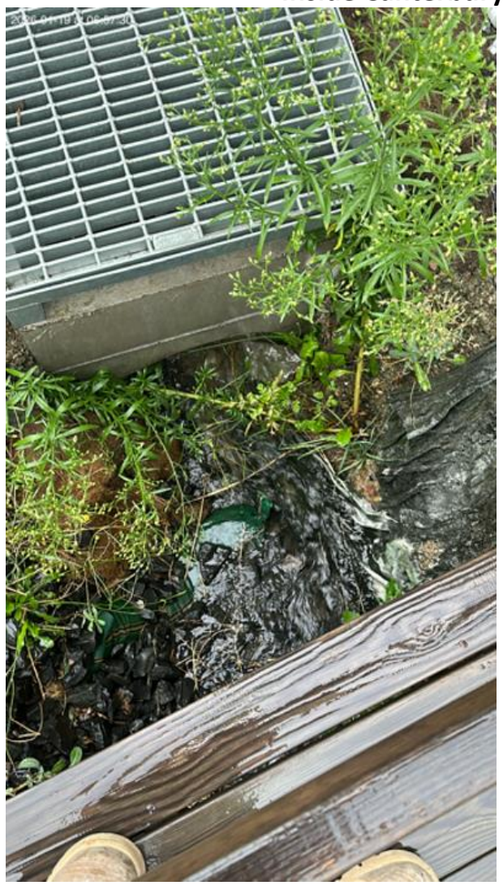
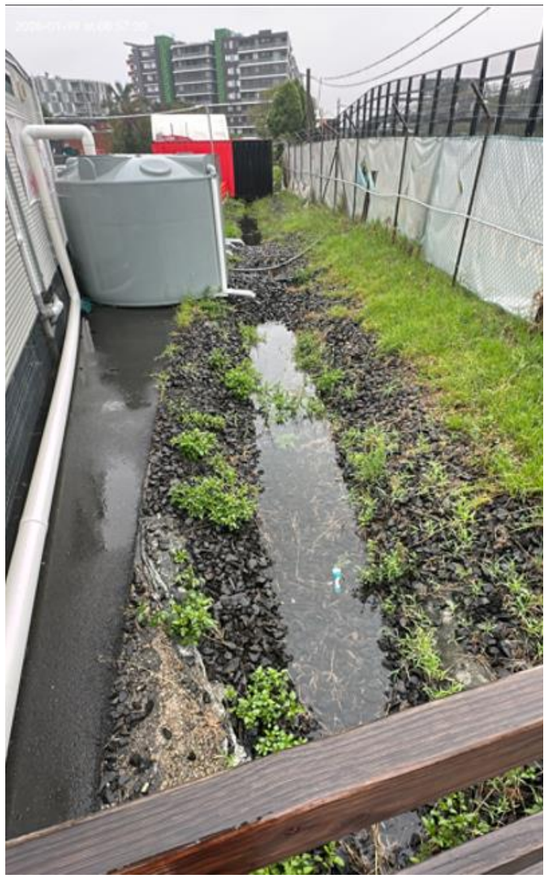
Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 **BelmoreT Wedge Stockpile area**. Photos from top of batter above the ballast accesss road - Double concrete barrier & geofab ERSED controls. Small volume of ponded water remains on top of platform (No dirty water seen alomg bottom of batter/ballast acess track)  			
Location 5 Lakemba, country side	Only commisionig work on the platform buildings up at Station. Landscaping on the nature strip/outside of	**Water clarity and colour:** **Odour:** N/A **Description of flow and quantity/ Visible runoff (into the water body):**	**Nth side of corridor (UP side)** No photos taken Drainage network below ground/road – water from road discharges into drop pit **Sth side of corridor – Two culverts (Down Side)**			

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
	corridor (UP side) is completed and hardstand stabilised. ERSED in place. Exposed surfaces are covered. No excavtion type work on the inside of corridor (Upside) No construction activities on the DWN side of corridor both inside/outside of corridor.	N/A **Oil and Grease:** Nil **Details of any foreign objects within the water:** N/A **Other comments/description:** N/A	Vegetation obscures bottom of culverts but looks like water is clear.  			
Location 6 Wiley Park, countryside.	No JHLOR excavation works on the UP & DWN side of the tracks Contractor (not JHGLOR) is using the WP3 access as laydown of plant, equipment & Engineering fill (DGB).	**Water clarity and colour:** See detail below photos • **Downstream (UP side):** See notes in photo section. • **Upstream (DWN side):** See notes in photo section. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** See notes in photo section. **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil. **Other comments/description:** Nil	**UPSIDE OF CORRIDOR** **UPSTREAM AREA** On inside of corridor - Area upstream of open Culverts at Gate WP3 () is well stabilised. On outside of corridor - Med flow of water in concrete channel (due to earlier down por) down to western most culvert. Water looks clear.   **ACTUAL CULVERT AREA**			

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

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

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 **Middle culvert** – None to very little, clear water draining off batters. Leaf litter on surface.  **Eastern most Culvert –** med flow, clear water through main culvert.			
Location 7 Bankstown	Nil activities in the area		**No PO available – not inspected – no JHLOR works in catchment.** NOTE: This flow line is below ground and runs across the corridor from Nth to Sth and can be seen through pits only. They are all inside corridor.			
Location 7ALT City side of Bankstown DOWN track (near Stacey St)	No JHLOR excavation activities have been carried out alongside the corridor near this location in the last 6-8 months. Area stable with heavy vegetation growth in corridor CESS and alongside culvert	**<u>Sth Side</u>** **Water clarity and colour:** high flow, clear water **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** see above. **Oil and Grease:** Nil				

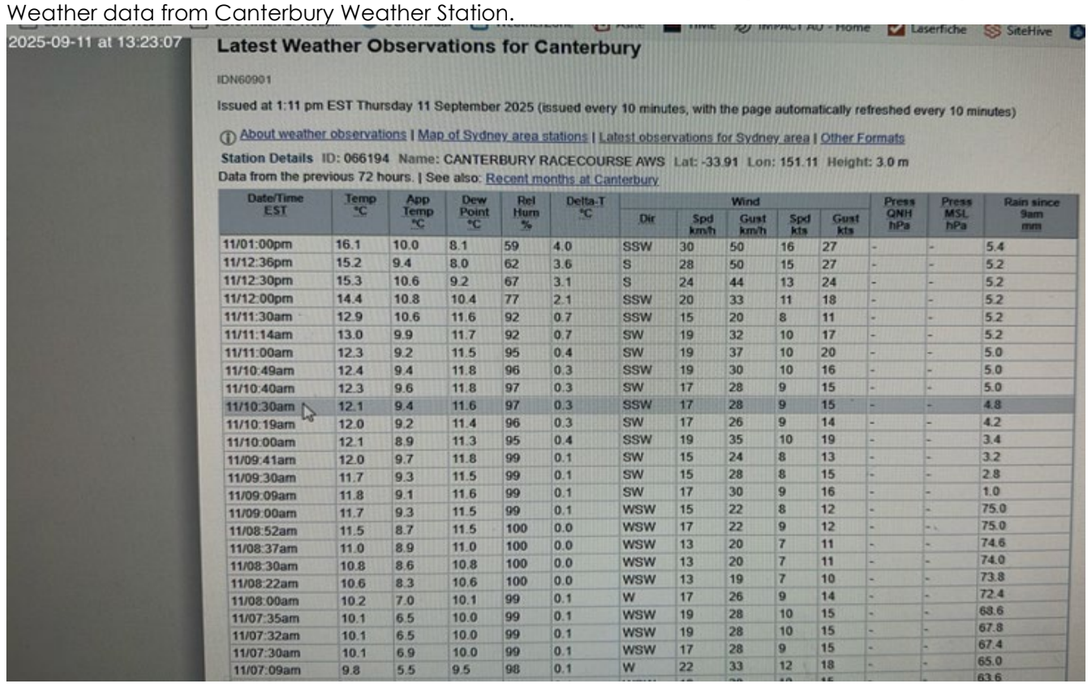
Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
		Details of any foreign objects within the water: No debris in water **Other comments/description** Nil				
Location 8 Canterbury Compound	No JHLOR construction/excavation activities along the corridor near this location	**Water clarity and colour of water in main culvert (flowing Under Corridor).** Med flow, clear water at downstream exit NOTE: There is clear water flow from compound hard stand/asphalt carpark into ballast drain at pit. **Odour:** Nil **Description of flow and quantity/ Visible runoff (into the water body):** Med, clear flow of water in open channel **Oil and Grease:** Nil **Details of any foreign objects within the water:** Nil **Other comments/description:** Nil	**Inside Canterbury Compound – Water flow**   Med, clear water flow through ballast channel. No odour and no oil & grease. Water is clear going into pit **Outside Canterbury Compound – Water Flow** Eastern Channel. Outside Canterbury Compound boundary alongside pedestrian footpath:	No excavation activities along the corridor near this location		

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			 Upstream from JHLOR discharge point. Med, clear water flow in channel.			

Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			  <u>Downstream from JHLOR discharge point:</u> Downstream water observed to be clear – looks like no additional scour/collapse on downstream batter slope	 This photo shows previous status of downstream batter slope during event dated 11/8/25. Batter showed signs of slip.		
Location 9 Bankstown Platform works	Culvert backfilled. No further inspections required for this waterway. Brick culvert filled in. No reporting & no photos required	**Water clarity and colour:** **Odour:** **Description of flow and quantity/ Visible runoff (into the water body):** **Oil and Grease:** **Details of any foreign objects within the water:** **Other comments/description**	**JHLOR site.** Brick culvert filled in. No reporting & no photos required			

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

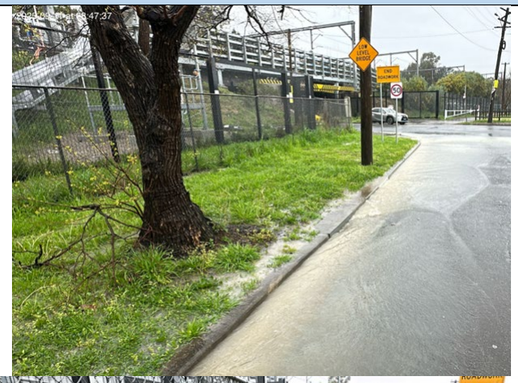
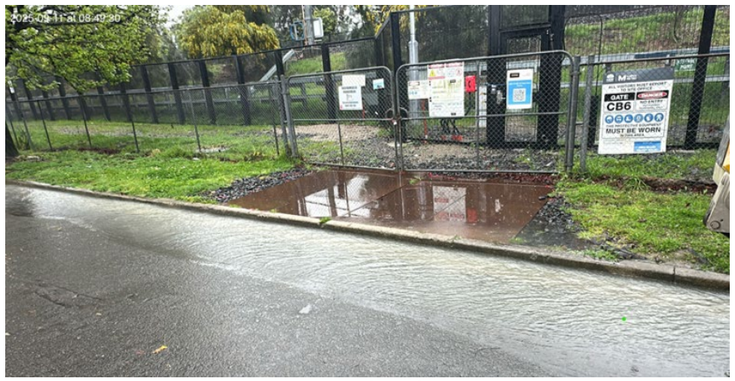
Inspection type	Rain Event 11/09/2025(#57)
Rainfall (in previous 24hrs)	75mm+
Inspection by	Andre Kruize
Date(s) of inspection	Thursday 11/9/25 (07:30 onwards)
Other general notes	Cant Compound - Rain data, inspection and photos were taken through the corridor during the inspection Weather data from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



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

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

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

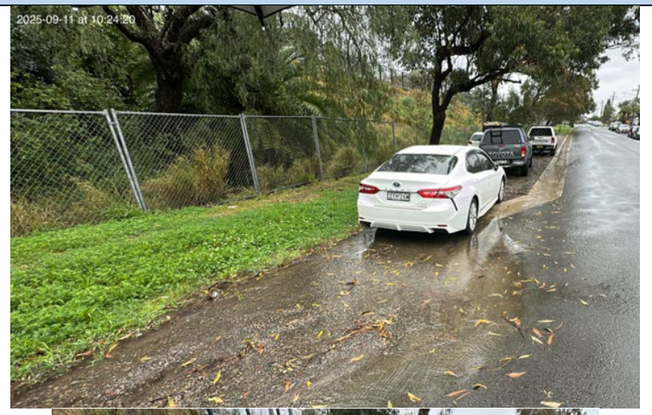
Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
		Other comments/description: N/A	   **Upstream at Wairoa.** No flow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

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

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

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

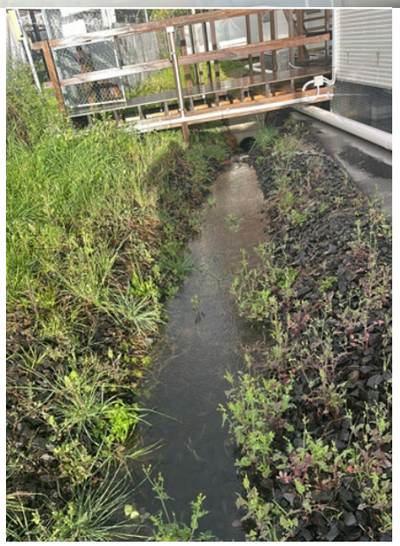
Inspection Type:	JHLOR Construction Activities in area	Comments from Inspection of waterways	Photos	Additional Observations Are there any impacts related to JHLOR construction works	Follow up action required	Outcome of follow up action
			BelmoreT Wedge Stockpile area. Photos from top of batter above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

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

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

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

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

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

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

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

Appendix B – Noise Monitoring Report

Available: https://sydenhamstationupgrade.com/sydenhamstationupgrade/

- Monthly Monitoring Data – September 2025
- Monthly Monitoring Data – October 2025
- Monthly Monitoring Data – November 2025
- Monthly Monitoring Data – December 2025
- Monthly Monitoring Data – January 2026
- Monthly Monitoring Data – February 2026

Appendix C – Vibration Monitoring Report

Start Date	Finish Date	Start Time	Finish Time	Type of Monitoring (Complaint/New Activity/Inquiry)	Sensitive Receiver/Address of monitoring location	Distance to activity (m)	Key activity occurring including plant list.	Criteria	Compliance target	Observed Vibration	Notes	Link to Vibration File/File Number
(05) 15/10/25	15/10/2025	9:11	12:32	New Activity	NESS Ave Bridge, country side at Dulwich Hill	6m	Piling for OHCB (Overhead Crash Beam)	PPV	<7.5mm/s	700µm/s	(ABK) Attended monitoring during piling (country side) for Overhead Crash Beam. Monitor at 6m from the auguring. Monitor is placed alongside the brick column of the bridge at the closest place to the piling. Monitoring was for both periods - no work/no auguring and during auguring when flight was at 8.68m below NGL. Drilling was into rock.	Refer to project folder SWM3 /1400 Enviro/1430 Monitoring & Insp Records/Vibration (#5)
(06) 16/10/25	16/10/2025	8:22	8:48	New Activity	Riverdale Ave, Marrickville	2m	Piling alongside residents wall. Monitoring of vibration on wall during auguring.	PPV	<7.5mm/s	165µm/s	(ABK) Attended monitoring during auguring of pile to support a Sewer Vent. Monitor at 2m from the auguring. Monitor is placed alongside the residents brick wall. Monitoring was for both periods - no work/no auguring and during auguring when flight was at 1m into soil. NOTE: Auguring (in sandy/clay) commenced from inside a trench down 1m from NGL. Monitoring during auguring was (between 1m-2m from NGL) only recorded for about 1" as the flight hit an obstruction and work was stopped. Wall is braced.	Refer to project folder SWM3 /1400 Enviro/1430 Monitoring & Insp Records/Vibration (#6)
(07) 22/10/25	22/10/2025	9:13	9:28	New Activity	NESS Ave Bridge, city side at Dulwich Hill	3m	Piling for OHCB (Overhead Crash Beam)	PPV	<7.5mm/s	500µm/s	(ABK) Attended monitoring during piling (city side) for Overhead Crash Beam. Monitor at 3m from the auguring. Monitor is placed on the footpath alongside the concrete abutment wall of the bridge at the closest place to the piling. Monitoring was during auguring when flight was at 4m below GL.Drilling was into rock.	Refer to project folder SWM3 /1400 Enviro/1430 Monitoring & Insp Records/Vibration (#7)
(08)05/11/25	12/11/2025	Continues Monitoring		New Activity	South Side of Foord Ave Bridge , country side of Hurlstone Park Station	5m	Piling for OHCB (Overhead Crash Beam)	PPV	<7.5mm/s	Peak Vibration Value observed on 12 November at 11:40 The peak vibration	Continues monitoring during piling (south side) for Overhead Crash Beam. Monitor at 5m from the auguring. Monitor is placed alongside the brick column of the bridge at the closest place to the piling. Monitoring covers the whole period of piling.	Site Hive Monitoring Device: VIB-000449 Site Hive Monitoring Point: NCA03_Foord St Vib

									measured as 4.994mm/s		
(09) 14/11/25	28/11/2025	Continues Monitoring	New Activity	North Side of Foord Ave Bridge , country side of Hurlstone Park Station	5m	Piling for OHCB (Overhead Crash Beam)	PPV	<7.5mm/s	Peak Vibration Value observed on 22 November at 14:20 The peak vibration measured as 5.797mm/s	Continues monitoring during piling (north side) for Overhead Crash Beam. Monitor at 5m from the auguring. Monitor is placed alongside the brick column of the bridge at the closest place to the piling. Monitoring covers the whole period of piling.	Site Hive Monitoring Device: VIB-000449 Site Hive Monitoring Point: NCA03_Foord St Vib