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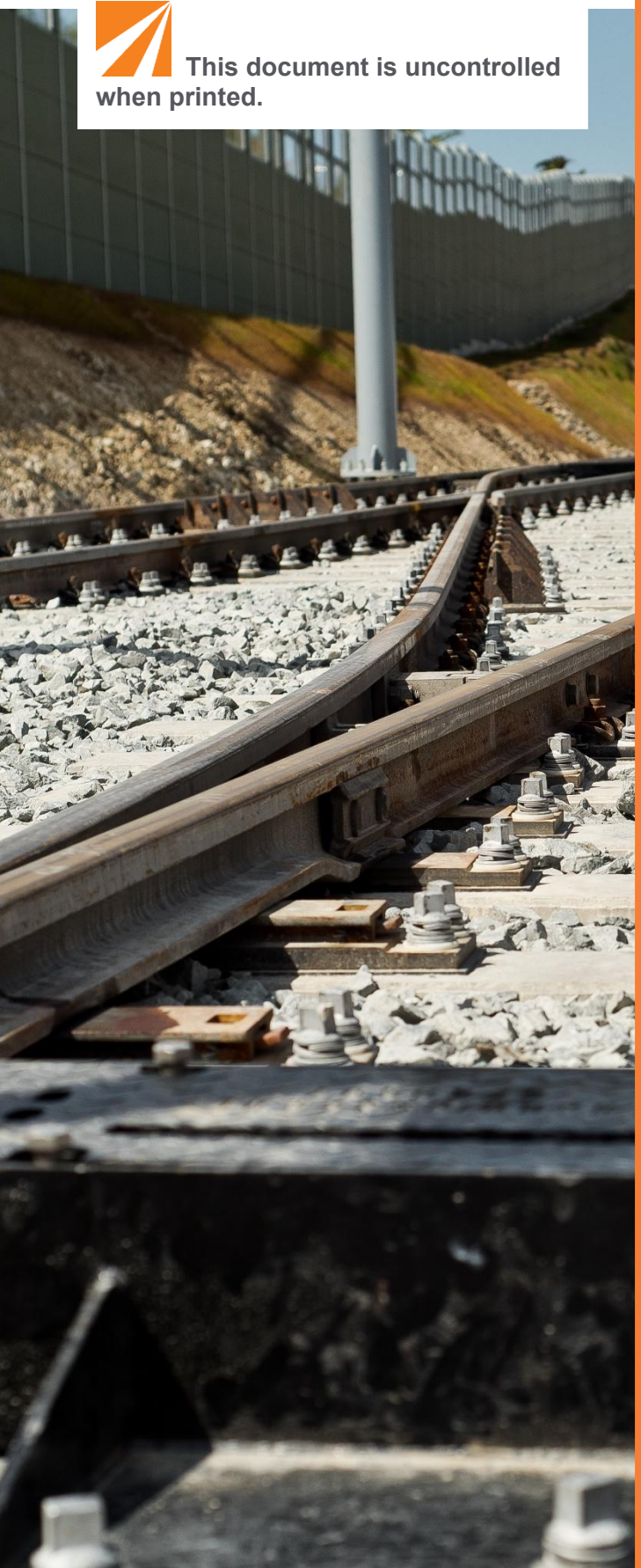

CONSTRUCTION MONITORING REPORT

OCTOBER 2025 TO MARCH 2026

Sydney Metro SWM4

Design and Construction of Errant and Hostile Vehicle Mitigation Treatments for the Southwest Metro Project

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PROJECT DOCUMENT NUMBER:
SMCSWSW7-MRL-1NL-EM-REP-001090

Document Control

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Revision History

REVISION	REVISION DATE	AMENDMENT	DATE OF DISTRIBUTION
Rev1	15/05/2025	Update of data from October 2024 to April 2025 including results and discussion summaries.	4/06/2025
Rev2	10/10/2025	Update of data from April 2025 to September 2025 including results and discussion summaries. Also includes comments from Sydney Metro upon initial review for the reporting period.	1/12/2025
Rev3	11/04/2026	Update of data from April 2025 to September 2025 including results and discussion summaries.	11/04/2026

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1 INTRODUCTION

1.1 Purpose

This Construction Monitoring Report (CMR or Report) has been prepared to address the requirements of the Critical State Significant Infrastructure (CSSI) 8256 Conditions of Approval (CoA), specifically Conditions C8 to C14 relating to the Errant Hostile Vehicle Mitigation Treatments (EHVMT or the Project).

This Report has been prepared under the approved Construction Monitoring Program (CMP) and presents the results of noise and vibration monitoring and complaints management outcomes undertaken as part of the Errant and Hostile Vehicle Mitigation Treatments Project (hereafter referred to as *the Project*).
The Project scope generally includes:

- Errant Vehicle Mitigation (EVM) treatments comprising:
  - Eight (8) station overbridge barriers
  - Seven (7) non-station road-over-rail overbridge barriers
  - Forty-two (42) non-bridge locations along the southwest corridor
- Hostile Vehicle Mitigation (HVM) treatments in eight (8) station precincts
- Road upgrades (kerbside ramps)
- Fencing, finishing works, and other streetscape and remediation elements.

This Construction Monitoring Report has been prepared to satisfy CoA C8–C14 and includes monitoring outcomes for the period October 2025 to March 2026.

1.2 Construction Monitoring Program Framework

This Report has been developed *under the approved* Construction Monitoring Program (CMP). The CMP applicable to this Project is contained within Section 9 of the Noise and Vibration Management Plan (SMCSWSW7-MRL-1NL-EM-PLN-000038), and establishes the monitoring framework, parameters, frequency, and reporting mechanisms to compare actual construction performance against predicted outcomes.

The CMP was developed in accordance with CoAs C8–C13 and endorsed by the Independent Environmental Representative (ER) prior to the commencement of construction.
This Report presents the monitoring outcomes in accordance with the CMP and forms part of the continuous improvement process required by the Conditions of Approval.

Consultation with relevant agencies has been undertaken in accordance with CoAs C8–C10, including:

- Inner West Council,
- City of Canterbury Bankstown, and
- DPHI.

Evidence of consultation and agency correspondence is provided in Appendix B and within the Project Noise and Vibration Management Plan.

1.3 Submission and Review

In accordance with condition the Ministers' Conditions of Approval (MCoA) C14, this Construction Monitoring Report will be submitted to the following agencies for information:

- Inner West Council;
- City of Canterbury Bankstown; and
- DPHI.

The Independent Environmental Representative for the Project will review the report prior to submission.

This Construction Monitoring Report will not be submitted to the EPA as the Project is not subject to an EPL.

2 NOISE AND VIBRATION

The Errant and Hostile Vehicle Mitigation Treatments program has been carried out along the Southwest Metro corridor. The Southwest corridor is located in predominantly suburban residential areas with mixed use near the stations, including commercial, residential, childcare and medical consulting rooms. These land-uses are mixed within the identified noise catchments, although in general there are clusters of industrial and commercial areas surrounding stations, primarily residential areas between stations. The area surrounding the project sites are affected by rail noise and vibration. The majority of works will occur along the Southwest Metro corridor.

Noise and vibration monitoring must be carried out for the duration of Construction. The predominant reason for monitoring noise and vibration associated with the construction works is to ensure compliance with modelled results for noisy works and to ensure compliance with modelled results and the project's Conditions of Approval(s) and NVMP. Modelling undertaken prior to noisy construction activities assesses if Respite Offers (RO) and Alternate Accommodation (AA) are required to be provided to sensitive receivers that are impacted by noise from works conducted outside of standard working hours. Other reasons to conduct noise and vibration monitoring include:

- In response to noise or vibration complaints
- If requested by Sydney Metro, the ER, DPHI or EPA
- To augment baseline noise levels, if the noise environment at a receiver is considered to be different from the noise logger locations used for the EIS
- To validate predicted noise levels associated with each works scenario assessed in the CNVIS, at the commencement of works and new construction activities or location.
- To confirm baseline vibration levels currently experienced at heritage-listed structures and at any vibration-sensitive equipment
- Where vibration levels are predicted to exceed the vibration screening level, attended vibration monitoring would be carried out to ensure vibration levels remain below appropriate limits for that structure, in accordance with Revised Environmental Mitigation Measure (REMM) NVC12; and
- As part of a plant noise audit.

The methodology and rationale for conducting noise and vibration monitoring is contained within the relevant Noise and Vibration Monitoring Plan (SMCSWSW7-MRL-1NL-EM-REP-001090).

2.1 Results – Noise Monitoring

This Construction Monitoring Report captures progress from 1 October 2025 to 31 March 2026. The following scope of works was completed at each respective overbridge location where noise monitoring was required.

2.1.1 Canterbury Road, Canterbury NSW

A high volume of noise monitoring was completed at Canterbury Road for several activity types during the reporting period, including:

- Road sawing for slit trenches as part of utility relocation works
- Vacuum truck operation to excavate utility relocation cavities using non-destructive digging
- Excavator using a combination of bucket/hammer attachments to break ground as part of utility relocation works

The results of the monitoring were consistent in that LAeq (15 minute) and LaMax most often observed results under the predicted levels associated with each scenarios Construction Noise and Vibration impact assessment.

The project adapted to the progressive results seen through the reporting period and further mitigated the impacts through the following methods:

- Increasing the area of AA/RO qualifying properties for consideration; and
- Ensuring that all scheduling of works had any high impact activities (road sawing) completed at the earliest time of the shift possible, once traffic control was set.

These measures were effective as demonstrated by subsequent monitoring results, which saw a significant drop in the number of noise-related complaints recorded within the noise catchment area (NCA) during the reporting period.

There were three instances where resident complaints corresponded with these works, however, investigations and community feedback did not generally identify the operation of specific plant or machinery as the primary cause of dissatisfaction. It is therefore unlikely that these minor and/or brief exceedances observed were responsible for the reported impacts. Refer to Section 3.2 for further details.

2.1.2 Stacey Street, Bankstown NSW:

Noise monitoring conducted near the Stacey Street overbridge was to monitor the high impact activity of hydro-demolition of several road kerbs and bridge bearing foundations both during nightworks.

Monitoring observed results of adherence to the predicted levels. A single exceedance of LaMax was observed within the results, however this was not attributed to Project-related works.

No noise complaints were recorded as part of this monitored activity. Refer to Section 3.2 for further details.

Table 1 below contains a summary of the noise monitoring results between October 2025 and March 2026.

Table 1: Noise Monitoring Results

Date/Time	Assessment Point	Measured Plant	Predicted Noise Level dB(A)		Measured Noise Level		Above predicted noise level	Comments
			$L_{Aeq\ (15min)}$	L_{Amax}	$L_{Aeq\ (15min)}$	L_{Amax}		
Canterbury Road, Canterbury								
02/10/2025 09:28pm – 09:43pm (Completed by Renzo Tonin)	193 Canterbury Road, Canterbury	Vacuum truck, Concrete / road / rail saw, Tipper and Excavator w bucket (13t)	76	78	68	70	No (LAeq,15min)	The measured LAeq,15min contribution was below the predicted noise level. Concrete saw events were observed to be ~68-70 dB(A) and operated for 3 minutes in the 15-minute period. Noise blankets were installed surrounding the sawing works.
02/10/2025 09:45pm – 10:00pm (Completed by Renzo Tonin)	2 Charles Street, Canterbury	Vacuum truck, Concrete / road / rail saw, Tipper and Excavator w bucket (13t)	82	84	78	85	No (LAeq,15min)	The measured LAeq,15min contribution was below the predicted noise level. Concrete saw events were observed to be ~80-85 dB(A) and operated for 1 minute in the 15-minute period. Noise blankets were installed surrounding the sawing works.
02/10/2025 10:00pm – 10:15pm (Completed by Renzo Tonin)	2 Charles Street, Canterbury	Vacuum truck, Concrete / road / rail saw, Tipper and Excavator w bucket (13t)	82	84	69	69	No (LAeq,15min)	The measured LAeq,15min contribution was below the predicted noise level. Concrete saw events were observed to be ~67-69 dB(A) and operated for 2 minutes in the 15-minute period. Light vehicle events were observed to be ~60-65 dB(A) and operated for 7 minutes in the 15-minute period. Noise blankets were installed surrounding the sawing works.

Date/Time	Assessment Point	Measured Plant	Predicted Noise Level dB(A)		Measured Noise Level		Above predicted noise level	Comments
			$L_{Aeq\ (15min)}$	L_{Amax}	$L_{Aeq\ (15min)}$	L_{Amax}		
02/10/2025 10:19pm – 10:34pm (Completed by Renzo Tonin)	193 Canterbury Road, Canterbury	Vacuum truck, Concrete / road / rail saw, Tipper and Excavator w bucket (13t)	76	78	71	70	No (LAeq,15min)	The measured LAeq,15min contribution was below the predicted noise level. Concrete saw events were observed to be ~68-70 dB(A) and operated for 4 minutes in the 15-minute period. Light vehicle events were observed to be ~66-67 dB(A) and operated for 4 minutes in the 15-minute period. Noise blankets were installed surrounding the sawing works.
29.11.2025 09:34pm – 09:49pm	193 Canterbury Road, Canterbury	Light vehicle and hand tools	76	78	71	77	No	The measured LAeq,15min contribution was below the predicted noise level. Hand tool events were observed to be ~74-77 dB(A) and operated for 1 minute in the 15 minute period. Light vehicle events were observed to be ~70-72 dB(A) and operated for the entire 15 minute period. Noise blankets were installed surrounding the works.

Date/Time	Assessment Point	Measured Plant	Predicted Noise Level dB(A)		Measured Noise Level		Above predicted noise level	Comments
			$L_{Aeq\ (15min)}$	L_{Amax}	$L_{Aeq\ (15min)}$	L_{Amax}		
29.11.2025 09:51pm – 10:06pm	2 Charles Street, Canterbury	Light vehicle and hand tools	82	84	74	81	No	The measured LAeq,15min contribution was below the predicted noise level. Hand tool events were observed to be ~74-81 dB(A) and operated for 1 minute in the 15 minute period. Light vehicle events were observed to be ~73-75 dB(A) and operated for the entire 15 minute period. Noise blankets were installed surrounding the works.
29.11.2025 10:06pm – 10:21pm	2 Charles Street, Canterbury	Light vehicle and hand tools	82	84	69	80	No	The measured LAeq,15min contribution was below the predicted noise level. Hand tool events were observed to be ~77-80 dB(A) and operated for 1 minute in the 15 minute period. Light vehicle events were observed to be ~70-72 dB(A) and operated for the entire 15 minute period. Noise blankets were installed surrounding the works.

Date/Time	Assessment Point	Measured Plant	Predicted Noise Level dB(A)		Measured Noise Level		Above predicted noise level	Comments
			$L_{Aeq\ (15min)}$	L_{Amax}	$L_{Aeq\ (15min)}$	L_{Amax}		
29.11.2025 10:23pm – 10:38pm	193 Canterbury Road, Canterbury	Light vehicle and hand tools	76	78	67	73	No	The measured LAeq,15min contribution was below the predicted noise level. Hand tool events were observed to be ~69-73 dB(A) and operated for 1 minute in the 15 minute period. Light vehicle events were observed to be ~66-68 dB(A) and operated for the entire 15 minute period. Noise blankets were installed surrounding the works.
14.01.2026 22:36-22:58	89 Minter Street, Canterbury	Vacuum truck, excavator	50	75	49.9	74.3	No	The vacuum truck being operated nightworks were barely audible at this location.
14.01.2026 23:12-23:51	Crn Broughton St and Canterbury Road	Vacuum truck, excavator	68	79	69.6	89.7	Yes	Over the course of the excavation works, several cars with loud exhausts passed the recording, contributing the heightened LaMax readings. LaEQ maintained under predicted levels. Surrounding residences qualifying for Respite Offers were provided prior to works commencing.
16.01.2026 00:00-00:27	89 Minter Street, Canterbury	Vacuum truck, excavator	50	75	57.8	75.6	No	Road sawing needed to occur briefly to cut a small piece of asphalt, in which the vacuum truck continued with the excavation works thereafter.
07/02/2026 21:13-21:18	89 Minter Street, Canterbury	Vacuum truck, excavator	50	75	60.7	90.1	No	Ambient traffic volume from surrounding streets was the dominant source of noise. Noise generated by the WE32 possession works was not audible from the location.
07/02/2026 22:08-22:23	2 Charles Street	Vacuum truck, excavator	60	70	54.7	68.8	No	Noise results were within the predicted range.

Date/Time	Assessment Point	Measured Plant	Predicted Noise Level dB(A)		Measured Noise Level		Above predicted noise level	Comments
			$L_{Aeq\ (15min)}$	L_{Amax}	$L_{Aeq\ (15min)}$	L_{Amax}		
08/02/2026 00:06-00:21	2 Charles Street	Vacuum truck, excavator	72	84	68.9	84.9	No	Noise results were within the predicted range.
Stacey Street, Bankstown								
08/10/2025 4:26-4:41	198 South Terrace, Bankstown	Hydro demo Out of Hours	75	86	68.8	83.1	No	The ambient volume of peak traffic flow along Stacey Street was very clear, however the impact of the work activities on the day was evident in volume above the background level.
17/12/2025 21:25- 21:36	198 South Terrace, Bankstown	Powered hand tools (works on overbridge fascia)	60	72	60.9	80.6	No	The ambient volume of traffic passing along Stacey Street was more audible than the scope of works occurring under the overbridge, with several loud exhaust cars passing throughout the recording contributing the LaMax reading.

2.2 Results – Vibration Monitoring

The sections below contain a summary of the vibration monitoring results observed while carrying out vibration intensive activities within close proximity to a heritage structure.

In summary, no exceedances to the established criteria for cosmetic damage in the Sydney Metro Construction Noise and Vibration Statement were recorded over the monitoring period at the following locations:
Doc No. *TN794-01-04F04 Punchbowl Station Vibration Monitoring Report (r1)*

- M12 – Canterbury Road – Piling (bored) within 1.5m of Sydney Water asset, no exceedance.
- M13 – Canterbury Road – Piling (bored) within 1.5m of Sydney Water asset, no exceedance.

The established criteria for cosmetic damage in the Sydney Metro Construction Noise and Vibration Statement are as follows:

- Reinforced or framed structures: 25.0 mm/s;
- Unreinforced or light framed structures: 7.5 mm/s;
- Heritage structures (structurally sound): 7.5 mm/s; and
- Heritage structures (structurally unsound): 2.5 mm/s.

During the reporting period, vibration monitoring was undertaken at the following locations:

Table 2: Vibration monitoring locations

No.	Date	Plant	Location
Doc No. *TN794-01-04F02 Sydney Water Asset Vibration Monitoring Report (r6)*			
M1	06.03.2026	RTG RG 16T Vibratory Piling Rig with Silent Vibro Attachment	Punchbowl Road overbridge
M2	06.03.2026	RTG RG 16T Vibratory Piling Rig with Silent Vibro Attachment	Punchbowl Road overbridge
M3	06.03.2026	RTG RG 16T Vibratory Piling Rig with Silent Vibro Attachment	Punchbowl Road overbridge

Table 3: Vibration monitoring results

No.	Assessment point	Monitoring outcome	Comment
Doc No. *TN794-01-04F02 Sydney Water Asset Vibration Monitoring Report (r6)*			
M1	Punchbowl Station, heritage listed structure	Piling activities produced vibration levels below the screening criterion (7.5mm/s).	No further action
M2	Buried Ausgrid cables, underneath Punchbowl Road	Piling activities produced vibration levels below the screening criterion (7.5mm/s).	No further action
M3	709 Punchbowl Road, mixed-use building	Piling activities produced vibration levels below the screening criterion (7.5mm/s).	No further action

2.3 Discussion – Noise and Vibration Monitoring

2.3.1 Noise monitoring

Majorly, the noise monitoring conducted during the monitoring period observed results that did not exceed the predicted $LAeq^{15}$ levels, the provision of construction noise mitigation measures is therefore considered to be appropriate for the project. Occasional exceedances of predicted levels were noted, however each exceedance had a reasonable justification, where the impact was acute and the impact to surrounding sensitive receivers was brief.

It should also be noted that Martinus conducts regular inspection of the environmental controls, particularly the use of noise blankets in the dense urban environment that surround the Southwest Metro corridor. This proactive approach ensures that environmental controls are functioning properly rather than reactively inspecting the worksite following monitoring and reporting results.

Martinus also makes every effort to schedule high impact plant activities at the commencement of a shift whereby quieter activities are undertaken throughout the night as works are completed.

2.3.2 Vibration monitoring

The vibration monitoring results observed during the reporting period did not record any exceedances to the respective vibration criteria associated with each works scope.

3 COMPLAINTS MANAGEMENT

Martinus Rail's stakeholder and community objectives for the Project include:

- Identifying stakeholders and community members interested in or potentially affected by the in-scope works
- Establishing strong relationships with stakeholders and the local respective communities to facilitate two-way communication and involvement when appropriate
- Maximising understanding of the timing and potential impacts of construction activities at the respective sites and the measures to reduce these impacts
- Identifying issues for consideration in construction planning to reduce the impact on the community, where possible, and to respond to community feedback
- Collaborating with other Sydney Metro contractors and geographically related projects to streamline communications and avoid duplication where possible.
- Ensure Martinus Rail takes reasonable steps to coordinate works and minimise construction fatigue and cumulative impacts.

Martinus Rail's approach to stakeholder and community engagement is to complete work with minimal disruption. Where any issues are raised by stakeholders and/or community members, Martinus Rail will address them in accordance with the Sydney Metro's Overarching Community Communications Strategy and Construction Complaints Management System.

3.1 Overview

During the October 2025 to March 2026 reporting period, a total of 22 complaints were received for the Project, a 46% reduction from the previous reporting period. Of these, approximately 60% were regarding works around Canterbury, reflecting the concentration of construction activity and ongoing night works in that area.

Table 4 provides a breakdown of complaints by location, showing Canterbury as the primary hotspot for community concerns. Other areas such as Hurlstone Park, Dulwich Hill, and Marrickville recorded comparatively lower complaint volumes, often corresponding to short-term or more localised construction phases.

Table 4: Complaints Summary - Location

Works Location	Oct	Nov	Dec	Jan	Feb	Mar	Total
Bankstown		2			1		**3**
Belmore					1		**1**
Canterbury			2	2	4	1	**10**
Dulwich Hill	2	1	2		2		**7**
Marrickville	1						**1**
Total							**22**

Complaints were predominantly associated with Noise and Vibration during Out of Hours Works (OOHW), followed by concerns regarding respite arrangements and traffic, transport, and parking impacts. This distribution is consistent with the nature of ongoing construction activities within mixed-use residential areas and the cumulative effects of concurrent contractor operations across multiple worksites.

Table 5 summarises the complaint topics, highlighting that over 70% of all complaints related to noise, vibration, and associated respite matters. The majority of these were linked to night-time construction fatigue and perceived continuity of OOHW activity, rather than non-compliance or unapproved works.

Table 5: Complaint Topics

Topic	Count
Noise & Vibration - OOHW	9
Consultation and community impacts	5
Property impacts	1
Traffic, Transport & Parking	6
Flora & Fauna	1

All matters were closed out following investigation.

Investigations consistently confirmed compliance with approved OOHWAs and prior community notification, with several complaints linked to cumulative nighttime fatigue or misattribution between multiple contractors. Respite/AA was applied where triggered by modelling and, in several cases, offered as a goodwill gesture due to individual sensitivities. Additional mitigations included noise blankets, improved traffic/pedestrian wayfinding and targeted toolbox talks on worker behaviour.

Further details are provided in Table 6 below.

Table 6: Complaints Recorded

Address/ Stakeholder ID	Date/Time	Nature of complaint	Investigation	Close out action with complainant	Complaint Status
90/10 Broughton Street Canterbury	25/03/2026 14:06	Resident has complained about constant night works and plantings dying on the roadside.	Sent email to JHLOR and SM regarding planting as not Martinus scope. Scope was defined as part of Sydney Metro's tree replanting scheme. Martinus scope at Canterbury is ongoing with Sydney Water main replacement and notifications sent weekly.	Emailed resident outlining how notifications are sent, noise assessment process in reference to respite offers. Received confirmation from Sydney Metro regarding dead plantings and the reason for this happening and the actions in place to rectify.	Closed
88 Bridge Road Belmore, 89 Bridge Road BELMORE	24/03/2026 16:43	Resident has emailed stating various issues in the last few years over the course of the project. Has claimed lack of consideration and notification of works both standard hours and OOHW, parking issues, access into their property, noise (day and night), accidents caused by public busses and deteriation of the road surface.	Discussed with SM comms team re issues. most points raised not directly from project or one contractor. Two contractors are currently investigating issues.	SM responded to stakeholder outlining the answer to her questions. Requested stakeholder to get back in touch if she had any further questions or wanted more clarification.	Closed
38 Challis Avenue Dulwich Hill	13/03/2026 10:45	Property Damage Claim sent to TfNSW and forwarded to Sydney Metro and Martinus for review and management. Resident believes their property at Dulwich Hill was damaged during WE39 works in March 2025. Claim to be dealt with separately under standard process.	Martinus Community Relations Manager investigating internally with Martinus Project Manager, Engineers and Environment Mangaer. Stakeholder was emailed notifying them that claim had been received and a response would be provided in due course.	Complaint will be managed in line with Property Damage Claims process.	Closed
Ewart Lane Dulwich Hill	12/03/2026 14:27	Complaint from stakeholder relating to design and traffic flow on Wardell Road and upkeep of planted areas near Wardell Road. Stakeholder is concerned that current bridge aspects are unsafe for motorists and pedestrians.	Complainant has previously complained to Inner West Council, which Martinus provided information to Council in November 2025 regarding the design of Wardell Road. Martinus Community Relations Manager contacted stakeholder via phone to understand further details regarding the issues being raised.	Email to stakeholder attaching previous correspondence and also confirming that barriers are to design and confirming that plantings are the responsibility of Council. Further email to stakeholder	Closed

Address/ Stakeholder ID	Date/Time	Nature of complaint	Investigation	Close out action with complainant	Complaint Status
			Martinus Community Relations Manager confirmed that the design of road signals is managed by Transport for New South Wales and that plantings were not installed by Martinus. Martinus Community Relations Manager passed concerns on to Sydney Metro, who advised to refer to TfNSW Network Team.	providing information to contact TfNSW Network team.	
Shop 9 118/2D Charles Street CANTERBURY	3/03/2026 16:23	Complaint from owner of cafe adjacent to Sydney Metro Upgrade works at Canterbury Station. Owner is seeking compensation / assistance as they believe works have negatively impacted trade, including due to noise and dust impacts on outdoor seating area.	Martinus works are only during the night when the cafe is not open and JHLOR works are currently very minimal at Canterbury Station. Complaint was escalated to Sydney Metro as the proponent.	SM Communications manager sent email to request a meeting at the cafe on Wednesday 11 March to discuss impacts, current and future work left in the area and any additional measures that can assist while also allowing Metro to complete approved activities. Meeting occurred and the owners were appreciative of the chat and were willing to be put in contact with Service NSW Business Bureau to discuss further support.	Closed
Stakeholder: 261132	26/02/2026 12:29	Resident was concerned about noise levels form works planned from 2nd March. Has had difficulty in sleeping during previous works and is inquiring about what mitigation measures will be used during works. Resident was also asking if she is eligible for AA or Respite.	Initially required property address as it was not in the current noise assessment parameters or in the database. Found property not within the limits of noise assessment therefore not eligible for any AA or Respite. Martinus reviewed recent noise level monitoring results and there were no exceedances. Martinus will continue to monitor noise levels at Canterbury Station	Responded to residents email to explain that they were not eligible for respite and what also outlined mitigation measures during works.	Closed
89 Minter Street Canterbury	23/02/2026 16:18	Repeat complaint from stakeholder who resides on Minter Street regarding cumulative impacts	Investigation regarding to SM occurred in previous two complaints. Responses	Martinus sent response to stakeholder on behalf of Syndey Metro	Closed

Address/ Stakeholder ID	Date/Time	Nature of complaint	Investigation	Close out action with complainant	Complaint Status
		relating to Sydney Metro and other development and social issues. Previous complaint numbers; 6499, 6529	and noise monitoring was undertaken to confirm compliance.		
208 Canterbury Road Canterbury	5/02/2026 14:13	Complaint from licensee of Canterbury Hotel regarding shoulder closure of Canterbury Road and confusion for patrons attempting to access Canterbury Hotel. This follows a complaint earlier in the week, which was closed out with Martinus providing a VMS sign to indicate to motorists that Tinconbe Street remained open.	Martinus Community Relations Manager met with Traffic Manager and Supervisor and reviewed 2x suggestions provided by licensee of Hotel. Option 1 provided for removal of cones on Canterbury Road to allow access to Canterbury Hotel car park via Canterbury Road, north of Intersection of Tincombe Street. Traffic Manager confirmed this was achievable and instructed traffic supervisor to implement change. Option 2 provided for two-way traffic via Minter Street, which is outside of Martinus work zone and a narrow, one-way street for residential traffic. This was not possible. These outcomes were provided via email to the licensee of Canterbury Hotel and changes to the TGS were updated and implemented. Further email 9/2 from Manager of Hotel stating that what had implemented to date (VMS in previous complaint and opening of second car park entrance) was not sufficient. Meeting requested between Martinus Community Relations Manager and Hotel Manager for 11/2 to work through	Initially, Martinus Community Relations Manager committed to allowing access via Canterbury Road to hotel patrons. This was implemented and agreed upon by the parties. The stakeholders then raised further concerns regarding broader pedestrian and vehicle access issues. Martinus Community Relations Manager met with stakeholders on 10/2 and confirmed the TGS implemented was compliant and that changes were not permissible. Stakeholder was dissatisfied with result and seeks SM escelation	Closed

Address/ Stakeholder ID	Date/Time	Nature of complaint	Investigation	Close out action with complainant	Complaint Status
			further. Manager of Hotel provided list of items to discuss during meeting on 10/2. The list of items were discussed within Martinus and most were not possible due to TGS restrictions. Meeting held 10/2 and Martinus Community Relations Manager explained that wording on the VMS board could be amended, however the others could not be implemented as would require new TGS.		
198 South Terrace Bankstown	4/02/2026 21:09	Stakeholder complained that OOHW occurred Monday 2 February and noise levels disrupted their sleep. The stakeholder also made complaint about no notification being issued	Martinus Community Relations Manager reviewed Bankstown Monthly notification and confirmed it outlines that corridor (internal and external) works would occur during February, during and outside of standard hours. Martinus Community Relations Manager met with Engineering team who confirmed works occurred on 2 February due to delays from previously scheduled and notified shifts on 12 January. However, scope from initially notified scope had changed to include portions of asphalting on northbound carriageway of Stacey Street bridge. Martinus Community Relations Manager reviewed February endorsed OOHWA and consulted with Martinus Environment Manager and confirmed no RO/AA offers were available for this work for residences. Martinus Community Relations	Martinus Community Relations Manager emailed stakeholder to confirm that works did occur and referred to monthly notification. Martinus Community Relations Manager provided update on upcoming scope at Stacey Street and confirmed to stakeholder that RO/AA was not triggered. Due to sensitivities of stakeholders, resident was offered goodwill AA for works occurring 5 February.	Closed

Address/ Stakeholder ID	Date/Time	Nature of complaint	Investigation	Close out action with complainant	Complaint Status
			Manager discussed forthcoming schedule with Martinus Engineering team who confirmed that work would be scheduled for 5 February and 9 February to complete scope.		
208 Canterbury Road Canterbury, Stakeholder: 259911	2/02/2026 11:46	Complaint from licensee of Canterbury Hotel regarding closure of Tincombe Street, Canterbury during scheduled OOHW. Licensee concerned that specific notice of closure was not provided and that trade of business may be impacted by similar closures in the future.	Martinus Community Relations Manager consulted with Martinus Senior Traffic Engineer and Subcontractor and confirmed that a closure was implemented for a few hours on Thursday 29 January to enable safe remediation / asphalting of intersection. Martinus Community Relations Manager reviewed community notification sent on 22/1 and confirmed that notification outlined traffic and pedestrian impacts to Canterbury Road and surrounding streets, "Traffic and pedestrian changes will be implemented on Canterbury Road and surrounding streets throughout the period of works". Martinus Community Relations Manager liaised with subcontractor to review upcoming work schedule and ascertained that subcontractor should be able to provide continual access to Tincombe Street. Martinus Community Relations Manager met with Licensee on 3/2 and discussed issue. Agreed to place VMS board in Hotel Car Park to ensure motorists know Tincombe Street remains open.	Martinus Community Relations Manager liaised with subcontractor to find a work-around to avoid future closures of Tincombe Street, unless worker safety required it, in which case, specific notification will be provided to Canterbury Hotel. Martinus Community Relations Manager provided works update and agreed with Licensee to place VMS board in Hotel Car Park, indicating that Tincombe Street is open to traffic	Closed

Address/ Stakeholder ID	Date/Time	Nature of complaint	Investigation	Close out action with complainant	Complaint Status
Stakeholder: 260002	29/01/2026 17:00	Resident at Canterbury who is offered goodwill alternative accommodation due to specific circumstances made complaint that alternative accommodation is disruptive and planned nightworks will disrupt his ability to live within residence.	Martinus Community Relations Manager reviewed OOHWA and confirmed that due to location of apartment, resident is generally not eligible for AA. However, due to their personal sensitivities, they are provided AA, rather than RO as a gesture of goodwill. Martinus Community Relations Manager reviewed the work program for upcoming OOHW and provided resident update via phone call which confirmed consistent night works will remain until Mid March, thereafter, works will be sporadic. Martinus Community Relations Manager escalated request for more permanent relocation to Sydney Metro for consideration. Sydney Metro responded with decision to continue AA as a goodwill gesture, due to personal circumstances, however relocation is not required or practicable.	Call with stakeholder on 29/1 to explain OOHW process for mitigations such as RO / AA, as they're offered and managed in accordance with the Project Conditions of Approval (PCOA). Further email received on 30/1 escalated to Sydney Metro for consideration. Stakeholder advised that it is with Sydney Metro for consideration and advice will be provided shortly. Email response and close out 3/2 notifying stakeholder that Sydney Metro will continue with AA, as a goodwill gesture, however permanent relocation is not feasible.	Closed
2e Charles Street Canterbury	27/01/2026 8:47	Canterbury resident was responding to weekly notification about upcoming night works and made complaint that they were not eligible for / or offered respite vouchers.	Martinus community engagement team reviewed approved noise assessment to ensure resident was not eligible for respite for upcoming works. Martinus community engagement team spoke to environmental manager to reaffirm approach. Environment Manager confirmed residence was not eligible for RO/AA. Martinus community engagement team escalated to Sydney Metro for consideration.	Martinus community engagement team spoke to Sydney Metro community team to discuss matter. Sydney Metro made decision to give respite as a goodwill gesture on this occasion, due to specific circumstances referenced by the resident. Respite has been provided to resident for upcoming works, and future RO will be considered in line with projected impacts on case-by-case basis.	Closed

Address/ Stakeholder ID	Date/Time	Nature of complaint	Investigation	Close out action with complainant	Complaint Status
89 Minter Street Canterbury	9/01/2026 14:18	Cumulative impact and noise complaint from stakeholder who resides near Canterbury Road overbridge. Stakeholder believes works have impacted their ability to sleep and rest over long duration. Stakeholder also complained about restricted access to street and noise impacts for works which occurred some time prior to 9 January.	Martinus Community Relations Manager reviewed work schedule for week commencing 5 January and confirmed Sydney Water were working on Canterbury Road, near Tincombe Street to undertake hydrant works. Martinus Community Relations Manager confirmed no works under Sydney Metro / Martinus took place. Martinus Community Relations Manager spoke to stakeholder on phone regarding their concerns and agreed to have attended noise monitoring occur during upcoming works. Martinus Community Relations Manager escalated to SM regarding claims of compensation for impacts. Martinus conducted noise monitoring on 2 occasions at residence on 14/1 and 16/1, the results were provided to the resident on 23/1 and no exceedances of LAeq and/or LaMax were noted. Resident was advised he was not eligible for respite on this occasion. Noise results recorded and provided to Sydney Metro.	Martinus Community Relations Manager attempted call to stakeholder at 1025hrs 12/01 and left voicemail as stakeholder did not answer call. Further attempts will be made. Martinus Community Relations Manager and Martinus Environment Manager to request noise monitoring to occur during upcoming period of works for Martinus commencing 15/1. Noise monitoring results to be shared with stakeholder after readings and exceedances (if applicable) to be managed per the CNVIS and approvals. Martinus conducted noise monitoring x2 and provided results to the resident, including explanation and confirmation that no respite / compensation was available on this occasion.	Closed
89 Minter Street Canterbury	8/12/2025 15:48	Stakeholder sought compensation backdated to 2023 for cumulative impacts to their household and family as a result of Sydney Metro Southwest works on and around Canterbury Road. Stakeholder believed that utility interruptions, environmental pollution, traffic	Stakeholder provided an email outlining issues which they believed necessitated compensation. The stakeholder raised issues of road and traffic impacts, noise and vibration, light impacts and service interruptions. Stakeholder did not provide specific dates, however noted that images	Martinus Community Relations Manager provided detailed email response to stakeholder outlining that it is understood that construction has impacts on residents, however provided an explanation regarding the respite and alternative accommodation	Closed

Address/ Stakeholder ID	Date/Time	Nature of complaint	Investigation	Close out action with complainant	Complaint Status
		impacts and noise should render them available for compensation.	provided were from September 2025. Martinus Community Relations Manager reviewed images and information provided by resident. Martinus Community Relations Manager and Martinus Environment Manager reviewed the endorsed and approved OOHWA #21 which covered works in September 2025. OOHWA21 had predicted noise levels at the residence as not triggering any additional mitigation measures, including respite and alternative accommodation. The resident lives 3 streets away from the station. Martinus Community Relations Manager confirmed that this residence has never been made an offer of AA/RO by Martinus, since works commenced in late 2024. Martinus Community Relations Manager confirmed with Martinus Senior Traffic Engineer that all road impacts and/or interface are not permitted to occur during standard hours and that images provided by the stakeholder of heavy traffic during standard hours are not attributable to Martinus Rail works. Additionally, Martinus Community Relations Manager reviewed images of a temporary boom-gate in operation on Tincombe Street, Canterbury which occurred during August and September 2025, under approved Road Occupancy Licenses.	process which is approved under the Conditions of Approval. Martinus Community Relations Manager provided explanation that compensation isn't readily available to nearby residents, the only form of 'compensation' is provided on a specific scope-based approach in the form of respite or alternative accommodation. Martinus Community Relations Manager assured stakeholder that each forthcoming period of works is assessed with an OOHWA, and that should these assessments identify the property as eligible for respite or alternative accommodation, contact will be made.	

Address/ Stakeholder ID	Date/Time	Nature of complaint	Investigation	Close out action with complainant	Complaint Status
			The stakeholder raised issues which are outside of Sydney Metro / Martinus control and influence, including residential demolition which occurred in the years prior on Canterbury Road, as well as service interruptions. Martinus Community Relations Manager reviewed the location of demolition, noted by the stakeholder and confirmed it is well outside of Sydney Metro scope and works location.		
260 Wardell Road Marrickville	8/12/2025 21:49	Resident living at Wardell Road at Marrickville complained they were not notified of works which caused light spill into residence.	Martinus Community Relations Manager reviewed Martinus Out of Hours Work Schedule and confirmed no OOHW were occurring at location. Investigated with other contractors who confirmed they were not working either. Work is believed to have been utility provider or Council.	Martinus Community Relations Manager contacted stakeholder and provided update that no Sydney Metro works occurred and it is believed that works were attributed to a utility provider or Council. Stakeholder was satisfied with response and asked for a lookahead for Sydney Metro works for 2026.	Closed
Stakeholder: 260911	7/12/2025 10:08	Contact from New South Wales Police to Sydney Metro call centre due to temporary traffic lights malfunctioning on Victoria Road at Marrickville. The malfunction led to vehicles from either side entering a single lane area, on a blind corner.	Call made to Sydney Metro 1800 number from NSW Police Officer. Call was directed to Martinus Rail and issue escalated to Sydney Metro Team. Martinus Community Relations Manager checked with construction team and confirmed the issue was not related to Metro activities.	Martinus Community Relations Manager contacted NSW Police on 8/12 who confirmed that officers on-site contacted traffic company who was managing works and they confirmed it was not Metro related and that the issue was resolved.	Closed
198 South Terrace Bankstown	13/11/2025 20:42	Stakeholder is the daughter of residents of property on South Terrace. Stakeholder made complaint that disruptive night works were occurring and that the residents did not receive notification of works occurring.	Martinus Community Relations Manager reviewed Out of Hours Work Assessment with Environment Manager and confirmed that the only activity which triggered RO/AA for residence was hydro-demolition works on Saturday 8 November. The residents accepted and were provided alternative	Due to the specific circumstances of resident, who has recently had surgery and is therefore more sensitive to noise impacts, alternative accommodation will be provided for remainder of this scope of work on Stacey Street bridge.	Closed

Address/ Stakeholder ID	Date/Time	Nature of complaint	Investigation	Close out action with complainant	Complaint Status
			accommodation for this work on Saturday 8 November. Martinus Community Relations Manager reviewed notifications provided for Stacey Street out of hours works which included a letterbox drop and e-mail specific notification on 6 and 7 November respectively. Martinus Community Relations Manager confirmed via Consultation Manager that residents had received and opened the email notification.	Offer and accommodation sent to residents.	
Stakeholder: 260793	13/11/2025 2:18	Complaint from stakeholder regarding noise from OOHW on Stacey Street at 2:18am. Stakeholder also made complaint that their request for alternative accommodation had not been processed. Stakeholder also mentioned that they had sent an email from their work account, regarding concerns.	Martinus Community Relations Manager reviewed work schedule for Out of Hours works at Stacey Street. Works planned included removal of the center median on Stacey Street overbridge. Martinus Community Relations Manager reviewed notifications provided to residents, which included Bankstown Monthly Update and a Specific Notification for the current OOHW which was distributed on 8 November, 2025. Martinus Community Relations Manager reviewed respite / alternative accommodation responses from stakeholder. review found that stakeholder was offered respite / alternative accommodation on two occasions recently on Wednesday 1 October and Monday 20 October. The stakeholder requested respite option for the offer made on 1 October but did	Stakeholder was contacted via email by Martinus Community Relations Manager confirming that the only acceptance of respite was on 1 October and no communication had been since received. Martinus Community Relations Manager confirmed to stakeholder that this voucher had been issued at the time. Martinus Community Relations Manager communicated to stakeholder that no email had been received from their work e-mail address and requested this correspondence is forwarded on from their personal email. Their work email is a NSW government email and often these have restrictions on sending external emails to non-government agencies. Martinus Community Relations	Closed

Address/ Stakeholder ID	Date/Time	Nature of complaint	Investigation	Close out action with complainant	Complaint Status
			not respond to 20 October offer. Respite voucher was issued for 1 October acceptance via GiftPay. Martinus Community Relations Manager reviewed work scope with Martinus Environment Manager and confirmed that works which occurred on morning of 13 November, did not trigger RO/AA, however did trigger specific notification which was provided. The CIRA inbox was checked by Martinus Community Relations Manager and it was confirmed that no correspondence had been received from the stakeholder's work email address, at any point. All and only contact was made from the stakeholders personal email address.	Manager advised stakeholder that if they cannot find the respite voucher in their inbox from 1 October, it can be re-sent to the email or mobile. Stakeholder requested that respite voucher is re-sent and stakeholder will forward on work email chain to Martinus Community Relations Manager.	
41 School Parade Marrickville	2/11/2025 9:33	Stakeholder was commuting as a pedestrian on Wardell Road to access Dulwich Hill Light Rail station and was concerned that due to footpath works occurring on Wardell Road, a formal and safe pedestrian crossing was not in place. Stakeholder stated that at 10:00am on 1 November, they did not observe traffic controllers assisting pedestrians. On return at 12:00pm 1 November, Stakeholder did observe traffic controllers assisting pedestrians with top/slow arrangement near Bedford Crescent.	Martinus Community Relations Manager contacted site supervisor and engineer to confirm if works occurred on Saturday 1 November and to confirm scope. Advice provided was that footpath works were underway and traffic control was on-site operating a stop/slow mechanism for pedestrians from 0800 until 1600. Martinus Community Relations Manager contacted stakeholder to seek further information on specific location where the stakeholder was attempting to cross Wardell Road. Stakeholder confirmed it was near Bedford Crescent. Stakeholder provided further	An email response was provided to the stakeholder acknowledging their concerns and seeking further information which was provided. A further email response was provided by Martinus Community Relations Manager outlining that a marked pedestrian crossing had previously been sought and not approved, hence the need for traffic controllers to manage pedestrians. Internal review of shift details identified that TC was onsite from 0700 until works had ceased.	Closed

Address/ Stakeholder ID	Date/Time	Nature of complaint	Investigation	Close out action with complainant	Complaint Status
		Stakeholder believed that a top/slow arrangement was still not sufficient as it was not a formal crossing.	information which was passed on to Martinus Project Manager and Traffic Manager. Martinus Traffic Manager provided update to confirm that a previous application had been placed to implement a temporary marked pedestrian crossing, however this was rejected by IWC. Traffic Manager confirmed that the approved TGS has three traffic controllers to be stationed at Bedford Crescent to assist pedestrians crossing during work hours. Thereafter each day, the footpath is reinstated for use. Martinus Community Relations Manager has asked site management to confirm with Traffic Control, what their arrangement was at 10:00 when the stakeholder stated they did not observe traffic control at the location. Investigation ongoing.		
Stakeholder: 259754	27/10/2025 7:44	Complaint from local resident regarding conduct of traffic controllers at Wardell Road overbridge. Complainant was dissatisfied with traffic control efforts to assist pedestrians crossing Wardell Road near Bedford Crescent while the footpath was closed on the overbridge.	Martinus Community Relations Manager reviewed scope of work being undertaken with site team and confirmed that footpath works resulted in a temporary closure on city side of Wardell Road overbridge. Martinus Community Relations Manager and site team reviewed TGS for works in the area. It was identified that traffic controllers were on-shift specifically to assist pedestrians to cross Wardell Road. However, the	Martinus Senior Project Engineer contacted Traffic Management Contractor to raise a corrective action and to remind contractor of their role in assisting pedestrians to cross near Bedford Crescent, particularly during peak hours. Traffic Management Contractor held on-site toolbox and reviewed procedure with traffic crew(s). Response provided to complainant by Martinus Community Relations	Closed

Address/ Stakeholder ID	Date/Time	Nature of complaint	Investigation	Close out action with complainant	Complaint Status
			complaint noted that three traffic controllers were seated on Bedford Crescent and not assisting pedestrians at the time.	Manager. Furthermore, finish time in afternoon(s) was bought forward in an attempt to minimise disruption on afternoon peak pedestrian movement(s) especially for pedestrians using Light Rail service.	
Stakeholder: 260746	28/10/2025 12:43	Complaint from nearby resident concerning pedestrian changes at Wardell Road overbridge. Complainant is concerned that there is currently no safe crossing arrangement for pedestrians due to footpath works. Complainant stated that traffic control were seated on side road and were not assisting pedestrians.	Martinus Community Relations Manager contacted stakeholder to provide more information regarding specific location. Stakeholder provided SMS with image of location and an additional image of traffic controllers stationary on Bedford Crescent, standing in a group. Martinus Community Relations Manager met with site management and Traffic Supervisor to review TGS. The photo provided by the stakeholder indicated that the TGS was not adhered to as traffic controllers are to be stationed either side of Wardell Road near Bedford Crescent, which was not the case in the image provided. Site management issued corrective action to traffic subcontractor and requested a tool box talk be undertaken by the end of the week for on-site staff to ensure the TGS is implemented as per the approved plan. Toolbox was provided to Martinus on 30 October.	Response provided to stakeholder assuring that while footpath disruption is occurring, traffic controllers will assist pedestrians cross near Bedford Crescent. Additionally, traffic control crew contacted and advised that it isn't acceptable considering they are specifically tasked with assisting in crossing in this location. Traffic controllers tool boxed and instructed to adhere to TGS protocols on Friday 31 October. Toolbox has been attached. An additional measure was implemented also, requiring traffic control to cease works earlier than permitted by the standard hours provisions to reduce afternoon peak disruption to pedestrians.	Closed
3 Warburton Street Marrickville	15/10/2025 21:15	Resident raised concerns about noisy works from the Illawarra Road overbridge near his property. He advised that his family includes a	The Martinus Community Relations Manager investigated the resident's complaint by reviewing the site team's shift report, confirming that finishing	The Martinus Community Relations Manager responded directly to the resident to address the concerns raised and provide clarification	Closed

Address/ Stakeholder ID	Date/Time	Nature of complaint	Investigation	Close out action with complainant	Complaint Status
		sick relative, noted he hadn't received prior notification or a respite offer, and requested clarification on how the issue will be addressed, indicating he may escalate the matter if required.	works were undertaken on the Illawarra Road overbridge in accordance with approved conditions. The Sydney Metro monthly notification for Marrickville was reviewed, along with stakeholder correspondence confirming an email notification issued on 2 October and a letterbox drop on 13 October. The Out of Hours Work approval for Marrickville was also reviewed and verified to include these works, noting that the assessment did not trigger any respite offers.	regarding the works. The response included a link to the Sydney Metro monthly notification for Marrickville and an attachment for ease of reference. The resident was asked to confirm whether he had received the letterbox drop distributed on 13 October and the email notification issued on 2 October, to assist in verifying local delivery effectiveness. The correspondence also outlined that the works undertaken were finishing activities on the Illawarra Road overbridge and confirmed that all were conducted under approved Out of Hours Work conditions. The resident was informed that minor finishing works are planned for mid-November and was assured that the Community Relations Manager will make personal contact in advance to ensure he is well-informed prior to any further activities.	

3.2 Monitoring & Mitigation

Ongoing review of noise monitoring results and community feedback presented opportunities where further monitoring would be beneficial to ascertain acute impacts resulting from construction of the Southwest Metro.

Community feedback suggests that the primary cause of dissatisfaction during these periods was related to ongoing general cumulative night-time impacts near Canterbury Road, Canterbury and Stacey Street, Bankstown and particular safety concerns regarding the orientation of a new concrete barrier along Wardell Road near Dulwich Hill Station rather than the operation of specific plant or machinery during any monitored activity.

As discussed in Section 2.1.2, the project adapted to the results seen through the reporting period and further mitigated the impacts through the following methods:

- Increasing the area of AA/RO qualifying properties for consideration; and
- Ensuring that all scheduling of works had any high impact activities (road sawing) completed at the earliest time of the shift possible, once traffic control was set.

Table 7 provides a summary of the monitoring outcomes and associated community responses.

Table 7: Monitoring and Community Feedback Summary

Date/Time of Monitoring	Location of Monitoring	Results of Monitoring	Complaint Date	Complaint	Investigation	Alignment with Monitored Activity
16.01.2026	89 Minter Street, Canterbury	No exceedances of the Noise Management Level (NML) – barely audible	08.12.2025 09.01.2026	Cumulative impact and noise complaint from stakeholder who resides near Canterbury Road overbridge. Stakeholder believes works have impacted their ability to sleep and rest over long duration. Stakeholder also complained about restricted access to street and noise impacts for works which occurred sometime prior to 9 January. Stakeholder sought compensation backdated to 2023 for cumulative impacts to their household and family as a result of Sydney Metro Southwest works on and around Canterbury Road. Stakeholder believed that utility interruptions, environmental pollution, traffic impacts and noise should render them available for compensation.	"Stakeholder provided an email outlining issues which they believed necessitated compensation. The stakeholder raised issues of road and traffic impacts, noise and vibration, light impacts and service interruptions. Stakeholder did not provide specific dates, however noted that images provided were from September 2025. Martinus Community Relations Manager reviewed images and information provided by resident. Martinus Community Relations Manager and Martinus Environment Manager reviewed the endorsed and approved OOHWA #21 which covered works in September 2025. OOHWA21 had predicted noise levels at the residence as not triggering any additional mitigation measures, including respite and alternative accommodation. The resident lives 3 streets away from the station. Martinus Community Relations Manager confirmed that this residence has never been made an offer of AA/RO by Martinus, since works commenced in late 2024. Martinus Community Relations Manager confirmed with Martinus Senior Traffic Engineer that all road impacts and/or interface are not permitted to occur during standard hours and that images provided by the stakeholder of heavy	Compliant
17.01.2026	89 Minter Street, Canterbury					
07.02.2026	89 Minter Street, Canterbury					

					traffic during standard hours are not attributable to Martinus Rail works. Additionally, Martinus Community Relations Manager reviewed images of a temporary boom-gate in operation on Tincombe Street, Canterbury which occurred during August and September 2025, under approved Road Occupancy Licenses. The stakeholder raised issues which are outside of Sydney Metro / Martinus control and influence, including residential demolition which occurred in the years prior on Canterbury Road, as well as service interruptions. Martinus Community Relations Manager reviewed the location of demolition, noted by the stakeholder and confirmed it is well outside of Sydney Metro scope and works location."	

4 CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN AND SUBPLANS - AMENDMENTS

The Construction Environmental Management Plan and associated Subplans were approved by the Department of Planning, Housing and Infrastructure (DPHI) on the 10th of October 2024 (Appendix B).

The following table captures the cumulative changes and amendments made to the CEMP and Subplans throughout the Construction Period, that have been reviewed and accepted by Sydney Metro and the Environmental Representative for the project.

Table 8: CEMP and Subplans - Amendments throughout Construction

Amendment No.	Management Plan	Description
1	CEMP	Table 7 – Reference to the NVMP has been updated
2	CEMP	Appendix A – Compliance table – error repair to A35 and A37 references
3	CEMP	Appendix A – D1, E31, E34, E46, E53, TC6 wording amended away from Martinus responsibility due to being an operational aspect.
4	CEMP	Section 3.3 – Section added to address environmental 'life cycle perspective 'of products and general considerations around product procurement and disposal.
5	CEMP	Environmental Control Maps – Overall updates to reflect site conditions
6	Noise and Vibration Management Subplan (NVMP)	Appendix A – reference errors amended to several conditions throughout the table.
7	Heritage Management Subplan (HMP)	Section 5.1.3 – formatting error amended.
8	HMP	Appendix A – NAH19 and AH1 reference amended.
9	HMP	Appendix A – NAH21 and NAH22 missing, now added.
10	HMP	Header – error stating CEMP on pg. 61 amended to state HMP
11	VAMP	Table 7 – wording relating to CoA A20, Column 5 (*Compliance*) has been amended to reflect considerations around a *Change Notice* issued to Martinus from Sydney Metro regarding safety hazards around boundary screening being implemented on temporary fencing around worksites with high pedestrian thoroughfare and limited separation around public vehicles.

APPENDICES

APPENDIX A – Noise and Vibration Monitoring Reports (Renzo Tonin)

3 December 2025
TN794-08F01 Canterbury Noise Monitoring Report (r1)

Martinus
Phillip Matevski
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Southwest Metro Package 4 - Water main relocation works - Canterbury Noise Monitoring

1 Introduction

Renzo Tonin & Associates was engaged by Martinus to conduct noise monitoring during the Canterbury overbridge water main relocation works for the Southwest Metro Package 4.

Noise monitoring was undertaken to measure construction activities and compare them to the predicted noise levels presented in the Gatewave report (Gatewave ID: TN794_060) prepared for the works. This report provides a summary of the monitoring results.

The work documented in this report was carried out in accordance with the Renzo Tonin & Associates Quality Assurance System, which is based on Australian Standard / NZS ISO 9001.

2 Details of monitoring

Noise monitoring was undertaken at Canterbury Station on 29th November 2025.

2.1 Monitoring location

The noise measurements were conducted at the nominated monitoring locations in the Gatewave report prepared for the works or at the closest representative noise impacted receiver. The measurement locations are listed in Table 2-1. Figures depicting the monitoring locations are included in APPENDIX A.

Table 2-1: Measurement details

Measurement ID	Assessment Point	Date and Time	Measured plant	Monitoring type	Measured distance	Temporary noise barrier between measured plant/receiver
M1	193 Canterbury Road, Canterbury (Appendix A.1)	29.11.2025 09:34pm – 09:49pm	Light vehicle and handtools	Noise	44m	Noise blankets surrounding work area
M2	2 Charles Street, Canterbury (Appendix A.1)	29.11.2025 09:51pm – 10:06pm	Light vehicle and handtools	Noise	18m	Noise blankets surrounding work area
M3	2 Charles Street, Canterbury (Appendix A.1)	29.11.2025 10:06pm – 10:21pm	Light vehicle and handtools	Noise	18m	Noise blankets surrounding work area
M4	193 Canterbury Road, Canterbury (Appendix A.1)	29.11.2025 10:23pm – 10:38pm	Light vehicle and handtools	Noise	44m	Noise blankets surrounding work area

2.2 Monitoring methodology

Noise measurement equipment consisted of one NTi Audio XL2 Type 1 sound level meter and microphone calibrator. The microphone was checked prior and after measurements using a Bruel & Kjaer Type 1 model 4231 calibrator. No significant drift in calibration was observed. All instrumentation complies with AS IEC 61672.1 2004 '*Electroacoustics – Sound Level Meters*' and carries current NATA certification (or if less than 2 years old, manufacturers certification).

Table 2-2 provides a summary of the noise measurement equipment.

Table 2-2: Summary of noise measurement equipment

Instrument	Make	Model	Serial Number	Last Calibrated
Type 1 Sound Level Meter	NTi	XL2	#A2A-16217-E0	1 September 2025
Type 1 Sound Level Meter Calibrator	B&K	4231	#3009707	18 December 2024

2.3 Environmental conditions

Environmental conditions recorded during the measurements are provided in Table 2-3. Environmental conditions did not have an adverse effect on the measured noise levels.

Table 2-3: Environmental conditions

Measurement ID	Assessment Point	Date and Time	Environmental Conditions
M1	193 Canterbury Road, Canterbury	29.11.2025 09:34pm – 09:49pm	Clear sky; air temperature 18ºC, wind speed < 5m/s; relative humidity 67%
M2	2 Charles Street, Canterbury	29.11.2025 09:51pm – 10:06pm	Clear sky; air temperature 18ºC, wind speed < 5m/s; relative humidity 67%
M3	2 Charles Street, Canterbury	29.11.2025 10:06pm – 10:21pm	Clear sky; air temperature 18ºC, wind speed < 5m/s; relative humidity 67%
M4	193 Canterbury Road, Canterbury	29.11.2025 10:23pm – 10:38pm	Clear sky; air temperature 18ºC, wind speed < 5m/s; relative humidity 67%

3 Noise Monitoring results

The results of the noise monitoring are presented in Table 3.1.

Table 3.1: Noise monitoring results

Measurement ID	Assessment Point	Prediction assumption (plant and equipment)	Predicted noise level		Measured plant	Measured construction contribution dB(A)		Above predicted noise level?	Comments
			$L_{Aeq,15min}$ dB(A)	L_{Amax} dB(A)		$L_{Aeq,15min}$	L_{Amax}		
M1	193 Canterbury Road, Canterbury	Vacuum truck, Concrete / road / rail saw, Tipper and Excavator w bucket (13t)	76	78	Light vehicle and handtools	71	77	No ($L_{Aeq,15min}$)	The measured $L_{Aeq,15min}$ contribution was below the predicted noise level. • Hand tool events were observed to be ~74-77 dB(A) and operated for 1 minute in the 15 minute period. • Light vehicle events were observed to be ~70-72 dB(A) and operated for the entire 15 minute period. • Noise blankets were installed surrounding the works.
M2	2 Charles Street, Canterbury	Vacuum truck, Concrete / road / rail saw, Tipper and Excavator w bucket (13t)	82	84	Light vehicle and handtools	74	81	No ($L_{Aeq,15min}$)	The measured $L_{Aeq,15min}$ contribution was below the predicted noise level. • Hand tool events were observed to be ~74-81 dB(A) and operated for 1 minute in the 15 minute period. • Light vehicle events were observed to be ~73-75 dB(A) and operated for the entire 15 minute period. • Noise blankets were installed surrounding the works.
M3	2 Charles Street, Canterbury	Vacuum truck, Concrete / road / rail saw, Tipper and Excavator w bucket (13t)	82	84	Light vehicle and handtools	69	80	No ($L_{Aeq,15min}$)	The measured $L_{Aeq,15min}$ contribution was below the predicted noise level. • Hand tool events were observed to be ~77-80 dB(A) and operated for 1 minute in the 15 minute period. • Light vehicle events were observed to be ~70-72 dB(A) and operated for the entire 15 minute period. • Noise blankets were installed surrounding the works.
M4	193 Canterbury Road, Canterbury	Vacuum truck, Concrete / road / rail saw, Tipper and Excavator w bucket (13t)	76	78	Light vehicle and handtools	67	73	No ($L_{Aeq,15min}$)	The measured $L_{Aeq,15min}$ contribution was below the predicted noise level. • Hand tool events were observed to be ~69-73 dB(A) and operated for 1 minute in the 15 minute period. • Light vehicle events were observed to be ~66-68 dB(A) and operated for the entire 15 minute period. • Noise blankets were installed surrounding the works.

As shown in Table 3.1, the construction contribution $L_{Aeq,15min}$ were below the corresponding predicted noise levels for all monitoring locations.

4 Conclusion

Renzo Tonin & Associates has conducted noise monitoring during the Canterbury overbridge water main relocation works for the Southwest Metro Package 4.

The results of the noise measurements were below the predicted noise levels presented in the corresponding Gatewave report for all monitoring locations.

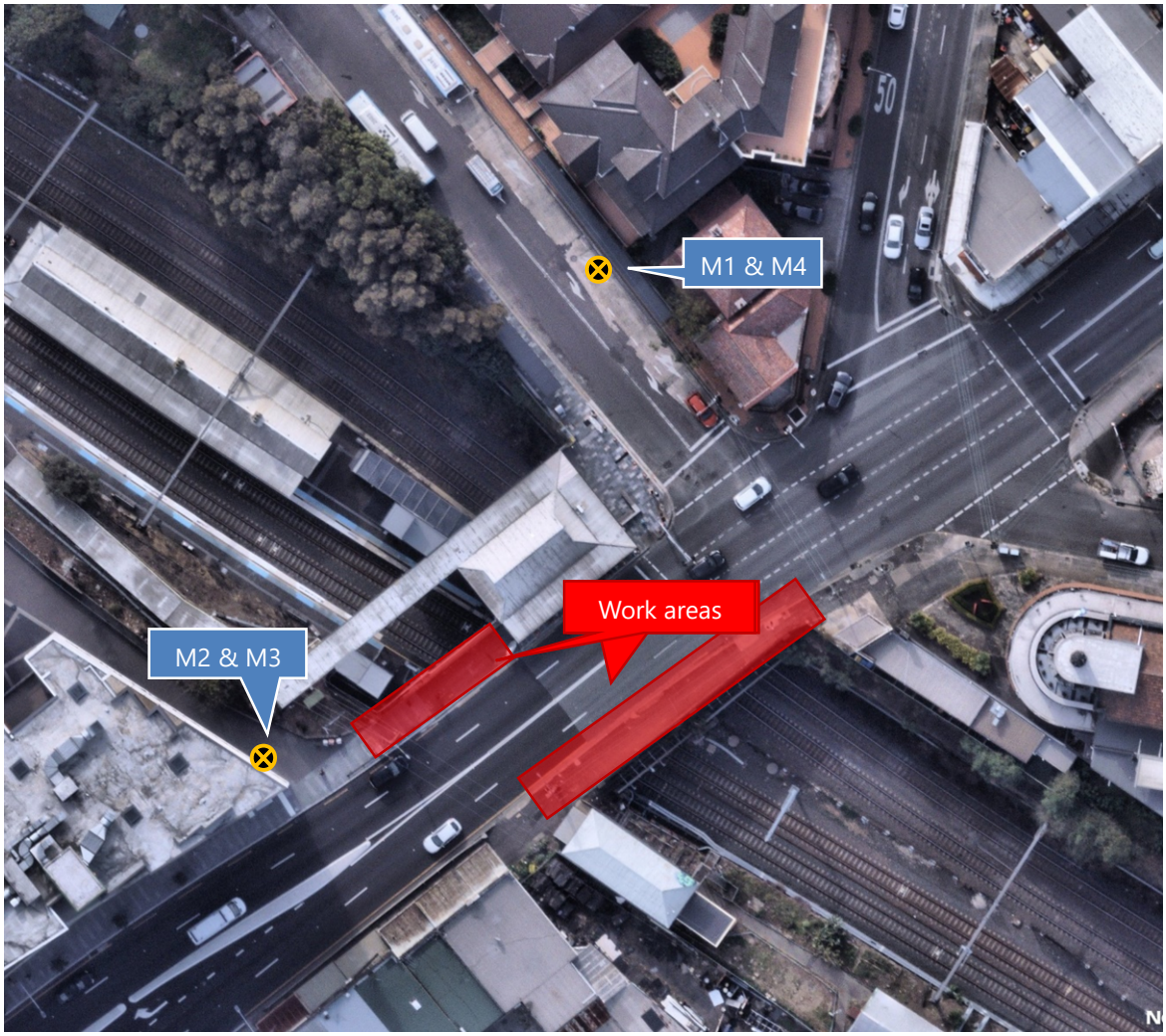
Document control

Date	Revision history	Non-issued revision	Issued revision	Prepared	Instructed	Reviewed / Authorised
03.12.2025	First issue	0	1	A. Hannelly	R. Zhafranata	R. Zhafranata

File Path: R:\AssocSydProjects\TN751-TN800\TN794 mt SWM4\1 Docs\03 Noise Monitoring\08 OOH Noise monitoring\TN794-08F01 Canterbury Noise Monitoring Report (r1).docx

APPENDIX A Monitoring locations

A.1 Canterbury Station: 2 Charles Street & 193 Canterbury Road, Canterbury



3 October 2025
TN794-07F01 Canterbury Noise Monitoring Report (r1)

Martinus
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Southwest Metro Package 4 - Water main relocation works - Canterbury Noise Monitoring

1 Introduction

Renzo Tonin & Associates was engaged by Martinus to conduct noise monitoring during the Canterbury overbridge water main relocation works for the Southwest Metro Package 4.

Noise monitoring was undertaken to measure construction activities and compare them to the predicted noise levels presented in the Gatewave report (Gatewave ID: TN794_060) prepared for the works. This report provides a summary of the monitoring results.

The work documented in this report was carried out in accordance with the Renzo Tonin & Associates Quality Assurance System, which is based on Australian Standard / NZS ISO 9001.

2 Details of monitoring

Noise monitoring was undertaken at Canterbury Station on 2nd October 2025.

2.1 Monitoring location

The noise measurements were conducted at the nominated monitoring locations in the Gatewave report prepared for the works or at the closest representative noise impacted receiver. The measurement locations are listed in Table 2-1. Figures depicting the monitoring locations are included in APPENDIX A.

Table 2-1: Measurement details

Measurement ID	Assessment Point	Date and Time	Measured plant	Monitoring type	Measured distance	Temporary noise barrier between measured plant/receiver
M1	193 Canterbury Road, Canterbury (Appendix A.1)	02.10.2025 09:28pm – 09:43pm	Concrete saw and handtools	Noise	44m	Noise blankets surrounding sawing activity
M2	2 Charles Street, Canterbury (Appendix A.1)	02.10.2025 09:45pm – 10:00pm	Concrete saw and handtools	Noise	18m	Noise blankets surrounding sawing activity
M3	2 Charles Street, Canterbury (Appendix A.1)	02.10.2025 10:00pm – 10:15pm	Concrete saw, light vehicle and handtools	Noise	18m	Noise blankets surrounding sawing activity
M4	193 Canterbury Road, Canterbury (Appendix A.1)	02.10.2025 10:19pm – 10:34pm	Concrete saw, excavator and light vehicle	Noise	44m	Noise blankets surrounding sawing activity

2.2 Monitoring methodology

Noise measurement equipment consisted of one NTi Audio XL2 Type 1 sound level meter and microphone calibrator. The microphone was checked prior and after measurements using a Bruel & Kjaer Type 1 model 4231 calibrator. No significant drift in calibration was observed. All instrumentation complies with AS IEC 61672.1 2004 '*Electroacoustics – Sound Level Meters*' and carries current NATA certification (or if less than 2 years old, manufacturers certification).

Table 2-2 provides a summary of the noise measurement equipment.

Table 2-2: Summary of noise measurement equipment

Instrument	Make	Model	Serial Number	Last Calibrated
Type 1 Sound Level Meter	NTi	XL2	#A2A-16217-E0	1 September 2025
Type 1 Sound Level Meter Calibrator	B&K	4231	#3009707	18 December 2024

2.3 Environmental conditions

Environmental conditions recorded during the measurements are provided in Table 2-3. Environmental conditions did not have an adverse effect on the measured noise levels.

Table 2-3: Environmental conditions

Measurement ID	Assessment Point	Date and Time	Environmental Conditions
M1	193 Canterbury Road, Canterbury	02.10.2025 09:28pm – 09:43pm	Clear sky; air temperature 13ºC, wind speed < 5m/s; relative humidity 60%
M2	2 Charles Street, Canterbury	02.10.2025 09:45pm – 10:00pm	Clear sky; air temperature 13ºC, wind speed < 5m/s; relative humidity 60%
M3	2 Charles Street, Canterbury	02.10.2025 10:00pm – 10:15pm	Clear sky; air temperature 13ºC, wind speed < 5m/s; relative humidity 60%
M4	193 Canterbury Road, Canterbury	02.10.2025 10:19pm – 10:34pm	Clear sky; air temperature 13ºC, wind speed < 5m/s; relative humidity 60%

3 Noise Monitoring results

The results of the noise monitoring are presented in Table 3.1.

Table 3.1: Noise monitoring results

Measurement ID	Assessment Point	Prediction assumption (plant and equipment)	Predicted noise level		Measured plant	Measured construction contribution dB(A)		Above predicted noise level?	Comments
			$L_{Aeq,15min}$ dB(A)	L_{Amax} dB(A)		$L_{Aeq,15min}$	L_{Amax}		
M1	193 Canterbury Road, Canterbury	Vacuum truck, Concrete / road / rail saw, Tipper and Excavator w bucket (13t)	76	78	Concrete saw and handtools	68 (63+5)[1]	70	No ($L_{Aeq,15min}$)	The measured $L_{Aeq,15min}$ contribution was below the predicted noise level. • Concrete saw events were observed to be ~68-70 dB(A) and operated for 3 minutes in the 15 minute period. • Noise blankets were installed surrounding the sawing works.
M2	2 Charles Street, Canterbury	Vacuum truck, Concrete / road / rail saw, Tipper and Excavator w bucket (13t)	82	84	Concrete saw and handtools	78 (73+5)[1]	85	No ($L_{Aeq,15min}$)	The measured $L_{Aeq,15min}$ contribution was below the predicted noise level. • Concrete saw events were observed to be ~80-85 dB(A) and operated for 1 minute in the 15 minute period. • Noise blankets were installed surrounding the sawing works.
M3	2 Charles Street, Canterbury	Vacuum truck, Concrete / road / rail saw, Tipper and Excavator w bucket (13t)	82	84	Concrete saw, light vehicle and handtools	69 (64+5)[1]	69	No ($L_{Aeq,15min}$)	The measured $L_{Aeq,15min}$ contribution was below the predicted noise level. • Concrete saw events were observed to be ~67-69 dB(A) and operated for 2 minutes in the 15 minute period. • Light vehicle events were observed to be ~60-65 dB(A) and operated for 7 minutes in the 15 minute period. • Noise blankets were installed surrounding the sawing works.
M4	193 Canterbury Road, Canterbury	Vacuum truck, Concrete / road / rail saw, Tipper and Excavator w bucket (13t)	76	78	Concrete saw, excavator and light vehicle	71 (66+5)[1]	70	No ($L_{Aeq,15min}$)	The measured $L_{Aeq,15min}$ contribution was below the predicted noise level. • Concrete saw events were observed to be ~68-70 dB(A) and operated for 4 minutes in the 15 minute period. • Light vehicle events were observed to be ~66-67 dB(A) and operated for 4 minutes in the 15 minute period. • Noise blankets were installed surrounding the sawing works.

Notes: 1. 5 dB(A) penalty applied to concrete sawing works due to annoying characteristics in accordance with the ICNG.

As shown in Table 3.1, the construction contribution $L_{Aeq,15min}$ were below the corresponding predicted noise levels for all monitoring locations.

4 Conclusion

Renzo Tonin & Associates has conducted noise monitoring during the Canterbury overbridge water main relocation works for the Southwest Metro Package 4.

The results of the noise measurements were below the predicted noise levels presented in the corresponding Gatewave report for all monitoring locations.

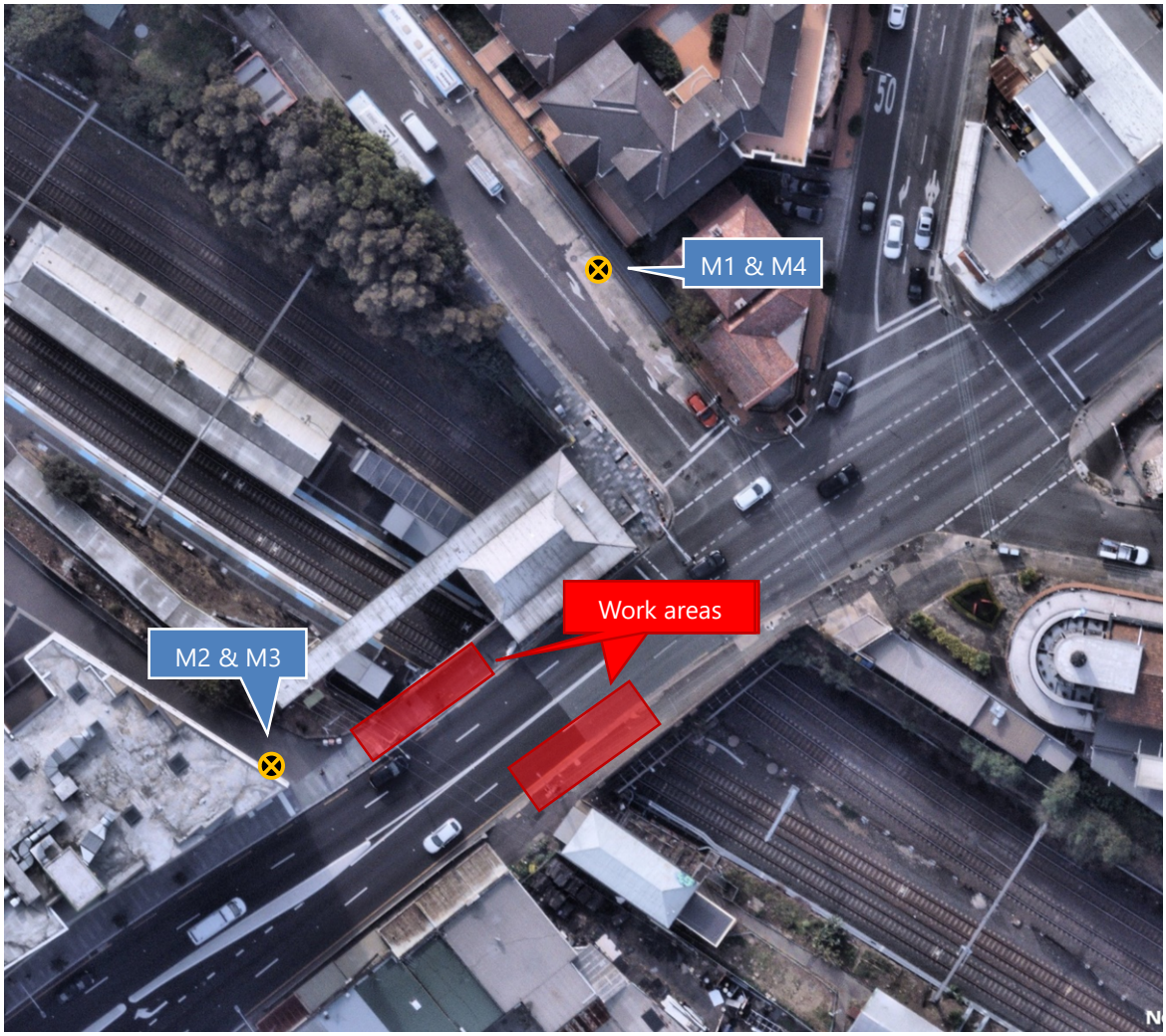
Document control

Date	Revision history	Non-issued revision	Issued revision	Prepared	Instructed	Reviewed / Authorised
03.10.2025	First issue	0	1	A. Hannelly	R. Zhafranata	R. Zhafranata

File Path: R:\AssocSydProjects\TN751-TN800\TN794 mt SWM4\1 Docs\03 Noise Monitoring\07 WExx Noise Monitoring\TN794-07F01 Canterbury Noise Monitoring Report (r1).docx

APPENDIX A Monitoring locations

A.1 Canterbury Station: 2 Charles Street & 193 Canterbury Road, Canterbury



18 March 2026

TN794-01-04F04 Punchbowl Station Vibration Monitoring Report (r1)

Martinus
U3B, 33-35 Belmont Street, Sutherland
New South Wales 2232
Australia

Sydney Metro Southwest Metro Conversion and Station Works (SWM4) - Punchbowl Station Vibration Monitoring Report

1 Introduction

Renzo Tonin & Associates was engaged by Martinus to conduct vibration monitoring as part of the SWM4 Project. The vibration monitoring was undertaken during vibratory sheet piling works to assess the potential vibration impacts on nearby assets. This report provides a summary of the monitoring results.

The work documented in this report was carried out in accordance with the Renzo Tonin & Associates Quality Assurance System, which is based on Australian Standard / NZS ISO 9001.

2 Details of monitoring

Attended vibration monitoring was conducted at Punchbowl on 6th March 2026.

2.1 Monitoring location

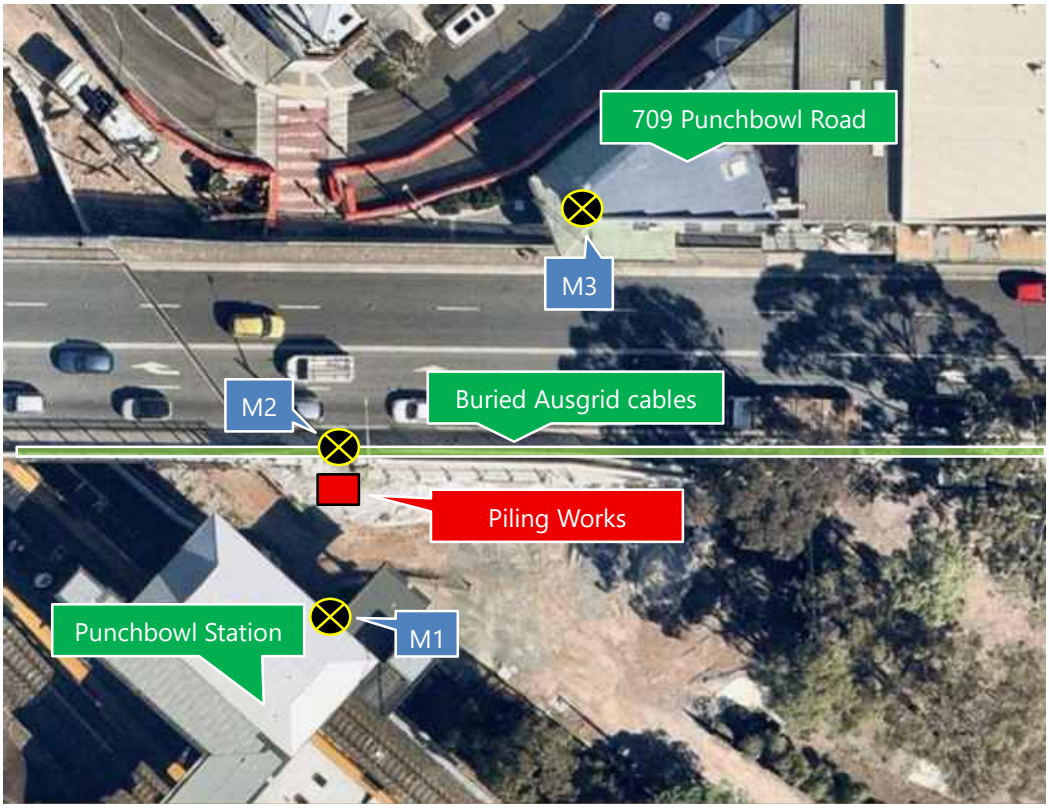
The details of the monitoring are listed in Table 2-1. The monitoring locations are shown in Figure 2-1. Photos depicting the monitoring setup are also included in APPENDIX A.

Table 2-1: Monitoring details

Measurement ID	Assessment Point	Date and time	Plant	Monitoring type	Approx. distance to measured plant
M1	Punchbowl Station, heritage listed structure	06.03.2026	RTG RG 16T Vibratory Piling Rig with Silent Vibro Attachment	Attended Vibration	10m
M2	Buried Ausgrid cables, underneath Punchbowl Road	06.03.2026	RTG RG 16T Vibratory Piling Rig with Silent Vibro Attachment	Attended Vibration	3.5m

Measurement ID	Assessment Point	Date and time	Plant	Monitoring type	Approx. distance to measured plant
M3	709 Punchbowl Road, mixed-use building	06.03.2026	RTG RG 16T Vibratory Piling Rig with Silent Vibro Attachment	Attended Vibration	27m

Figure 2-1: Monitoring locations



2.2 Measurement equipment & methodology

The vibration monitor was installed as close as practicable to the assessed structures. Monitoring location surfaces were brushed to displace any dirt, and the accelerometers were attached to the surface using double sided adhesive tape. In accordance with CoA E30, a heritage specialist was consulted and approved the use of double-sided adhesive tape to mount the monitor on heritage structures.

The instrumentation used for the vibration measurement is summarised in Table 2-2. The listed equipment has current calibration certificates.

Table 2-2: Summary of vibration instrumentation

Type	Make / Model
Triaxial Transducers	Sinus Soundbook-1 + B&K Type 4524B (SN: 39142)

3 Vibration criteria

3.1 Punchbowl Station Heritage Listed Structure

In accordance with Section 6.7 of the NVMP[1], the heritage buildings within all station precincts have been deemed structurally sound. Therefore, the cosmetic damage screening criterion for heritage structures that are structurally sound is:

- Structurally sound (unreinforced or light framed structures): 7.5 mm/s PPV
- Structurally sound (reinforced or framed structures): 25.0 mm/s PPV

Conservatively, the cosmetic damage screening criterion for structurally sound (unreinforced or light framed structures) of 7.5 mm/s PPV has been adopted.

3.2 Buried Ausgrid Cables

In accordance with Ausgrid's Ground Movement, Vibration and Pressure Near Buried Cables document[2], the vibration limits for Ausgrid's buried cables are shown in Figure 3-1.

Figure 3-1: Vibration limits for Ausgrid buried assets

Specific PPV[1] Limits (mm/s)		
Asset	**Alarm Limit (mm/s)**	**Stop Work Limit (mm/s)**
All cables (excluding the assets listed below)	80	100
Cables in conduits encased in TSB or concrete	50	60
Cable joints (excluding oil-filled and gas-filled transmission cables)	40	50
Oil-filled and gas-filled transmission cable joints	20	25

[1] PPV - Peak Particle Velocity.

Martinus has indicated that the buried cables are not encased and the applicable peak particle velocity (PPV) limit should be:

- Alarm limit: 80 mm/s PPV
- Stop works limit: 100 mm/s PPV

[1] Noise and Vibration Management Plan, 10.02.2025, MR-EHVMT-EE-002 (revision B)

[2] Ground Movement, Vibration and Pressure Near Buried Cables, 12.12.2023, NS193 (version 2)

3.3 709 Punchbowl Road mixed-use building

In accordance with Section 6.7 of the NVMP, the cosmetic damage screening criterion for unreinforced or light framed structures is 7.5 mm/s PPV.

4 Vibration monitoring results

The vibration monitoring results are presented in Table 4-1.

Table 4-1: Measured vibration levels

ID	Measured activity	Distance from source	95th percentile PPV (mm/s)			Maximum PPV (mm/s)			Assessment Point	PPV Screening Criterion	Comments
			X	Y	Z	X	Y	Z			
M1	Vibratory Piling	10m	2.75	1.78	0.78	2.89	1.82	0.93	Punchbowl Station, heritage listed structure	7.5 mm/s	Piling activities produced vibration levels below the screening criterion.
M2	Vibratory Piling	3.5m	2.54	1.54	2.04	3.03	1.67	2.04	Buried Ausgrid cables, underneath Punchbowl Road	80 mm/s	Piling activities produced vibration levels below the screening criterion.
M3	Vibratory Piling	27m	2.16	0.79	1.35	2.24	0.85	1.49	709 Punchbowl Road, mixed-use building	7.5 mm/s	Piling activities produced vibration levels below the screening criterion.

As can be noted from Table 4-1, the vibration sheet piling works at Punchbowl Station produced vibration levels below the corresponding vibration screening criteria for cosmetic damage at all monitoring locations. Therefore, the vibration monitoring confirmed compliance with the corresponding vibration screening criteria for cosmetic damage for all assessed structures/assets.

5 Conclusion

Renzo Tonin & Associates was engaged by Martinus to conduct vibration monitoring as part of the SWM4 Project. The vibration monitoring was undertaken during vibratory sheet piling works to assess the potential vibration impacts on nearby assets. The vibration monitoring confirmed compliance with the corresponding vibration screening criteria for cosmetic damage for all assessed structures/assets.

Document control

Date	Revision history	Non-issued revision	Issued revision	Prepared	Instructed	Reviewed / Authorised
18.03.2026	First issue	0	1	S. Smith	R. Zhafranata	R. Zhafranata

File Path: R:\AssocSydProjects\TN751-TN800\TN794 mt SWM4\1 Docs\04 Vibration Monitoring\TN794-01-04F04 Punchbowl Station Vibration Monitoring Report (r1).docx

APPENDIX A Monitoring locations

A.1 M1 - vibration monitoring setup

A.2 M2 - vibration monitoring setup

A.3 M3 - vibration monitoring setup

APPENDIX B – CEMP and Subplans Approval Evidence

Department of Planning, Housing & Infrastructure

Our Reference: SSI-8256-PA-431

Fil Cerone
Director of Sustainability, Environment and Planning
Sydney Metro

Attention: Sam Fard – Senior Manager Environment

10/10/2024

Subject: Sydney Metro, City & Southwest, Sydenham to Bankstown, Errant and Hostile Vehicle Mitigation Treatments – Construction Management Environmental Plan and Sub-plans.

Dear Mr Cerone

Thank you for submitting the Sydney Metro, City & Southwest, Sydenham to Bankstown Errant and Hostile Vehicle Mitigation Treatments (EHVMT) – Construction Environmental Management Plan and Sub-plans as outlined in Table 1 (the documents), on 30 August 2023. Thank you also for responding to the Department's requests for additional information.

I note the documents in Table 1 have been:

- prepared in consultation with the relevant stakeholders,
- reviewed by Sydney Metro and no issues have been raised with the Department, and
- endorsed by the project Environmental Representative.

Accordingly, as nominee of the Planning Secretary, I approve the documents listed in Table 1 under conditions C2 and C6 of SSI 8256. Further, I approve the monitoring programs incorporated into those documents under condition C11 of SSI 8256.

Table 1 – CEMP and Sub-plans

Document	Revision	Reference
Construction Environmental Management Plan (CEMP)	D	SSI-8256-PA-431
Heritage Management Plan (HMP)	C	SSI-8256-PA-433
Noise and Vibration Management Plan (NVMP)	C	SSI-8256-PA-432
Waste and Spoil Management Plan (WSMP)	B	SSI-8256-PA-434
Utility Management Strategy (UMS)	B	SSI-8256-PA-435

If there are any inconsistencies between the documents and the conditions of approval, the conditions prevail.

Please ensure you make the documents and this letter publicly available on the project website as soon as possible.

If you wish to discuss the matter further, please contact Lincoln De Haas at Lincoln.dehaas@dpie.nsw.gov.au

Yours sincerely

Grant Brown
Acting Director
Infrastructure Management

As nominee of the Planning Secretary