

Minor Works Approval Form

Minor Works are defined as any low impact activities that are undertaken prior to the commencement of operations of the Sydenham to Bankstown section of the M1 Metro, as defined in the project's applicable planning approval. However, if Minor Works affect or potentially affect heritage items, threatened species, populations or endangered ecological communities, these works are defined as 'construction' unless otherwise determined by the applicable planning authority.

Minor Works approvals do not remove any obligation to comply with the project's applicable planning approval conditions (including requirements prior to 'any works' commencing) or obtain any other applicable permits, licenses, or approvals, as necessary.

This application and all supporting information must be submitted to Sydney Metro/the Environmental Representative as one (1) PDF file at least 10 business days prior to the commencement of the proposed Minor Works (Trial Running).

Note: Refer to modification of State Significant Infrastructure Approval (SSI 8256) that had the following change made - *To change the definition of Construction to exclude Trial Running as a new Low Impact Activity. See Table 1 definitions Relevant to All CCI projects.*

Definition of Construction –

Includes activities required to construct the CSSI as described in the Condition A1, including commissioning trials of equipment and temporary use of any part of the CSSI, but excluding the following Low Impact Activities:

Item (I) trial running provided the noise impacts are consistent with the NSW EPA Rail Infrastructure Noise Guidelines.

Part 1: Application	
Contractor:	Metro Trains Sydney (MTS)
Project:	Southwest Metro
Application Title: (e.g. Smith St trenching works)	Sydenham to Bankstown Trial Running
Application Number:	MTS-PCMWA01
Application Date:	5 June 2026
Planning Approval:	CSSI 8256 Sydney Metro Sydenham to Bankstown
Minor Works Categories: - Highlight as applicable. - If Items 4, 8 or 11 are applicable, this form must be endorsed by an Environmental Representative.	- Survey, survey facilitation and investigations work (including road and building dilapidation survey works, drilling and excavation). - Treatment of contaminated sites. - Establishment of ancillary facilities (excluding demolition), including construction of ancillary facility access roads and providing facility utilities. - Operation of ancillary facilities that have minimal impact on the environment and community. - Minor clearing and relocation of vegetation (including native). - Installation of mitigation measures, including erosion and sediment controls, temporary exclusion fencing for sensitive areas and acoustic treatments. - Property acquisition adjustment works, including installation of property fencing and utility relocation and adjustments to properties. - Utility relocation and connections. - Maintenance of existing buildings and structures.

	10. Archaeological testing under the Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW, 2010) or archaeological monitoring undertaken in association with other Minor Works to ensure there is no impact on heritage items. 11. Any other activities that have minimal environmental impact, including construction of minor access roads, temporary relocation of pedestrian and cycle paths and the provision of property access.
Planning Authority Determination: Will the proposed works affect or have the potential to affect heritage items, threatened species, populations, or endangered ecological communities?	These proposed works do not affect or have potential to affect heritage items, threatened species, populations, or endangered ecological communities. The approved staging report 8.3 (https://www.sydneymetro.info/sites/default/files/2025-09/28082025%20CSW%20S2B%20Staging%20Report%20Rev%208.3%20-%20Final%20%28website%29.pdf) states below regarding trial running: "It is anticipated that testing and commissioning works, which will occur as part of construction. As per Schedule 1 of Application No. SSI 8256 – Summary of Modifications, SSI-8256-MOD 3 dated 1 April 2026 – <i>To Change the definition of Construction to exclude Trial Running as a Low Impact Activity</i>

Part 2: Details

Describe the proposed Minor Works: Including work methodologies, site location(s), and site description(s) (e.g. landscape type, waterways, etc.).	MTS will run a series of timetable running and operational tests along the Sydney Metro Sydenham to Bankstown network. This will involve running a full timetable service replicating the service offering when the Sydenham to Bankstown section of Sydney Metro opens. This includes real-life scenarios with station staff and a small number of scenarios with MTS staff acting as passengers. Station announcements will be played in areas accessible to the public. No scheduled maintenance activities will be undertaken by MTS during Trial Running Scenarios other than emergency or critical works. Metro trains will operate on the track network from the Marrickville dive to Bankstown Station every 4 minutes during peak hours, and every 5 minutes off peak. The timetable will also operate as per normal operating times; therefore, trains will operate from a 4:00am start time to a 1:00am finish time every day. Train speed will vary during testing from low speed (25 km/h) to high speed (100 km/h) throughout the trial running period. During trial running, existing buildings and structures will be worked on by the JHLOR-JV as part of the construction phase during this period, as the project nears completion for first passenger services. These works will also operate at the same time the trains are operating. Each Metro station will be handed over to MTS in batches and therefore inspections and maintenance will operate as MTS takes over each station. This could include but not limited to the completion of construction of the station boxes, offices, bathrooms, elevators, escalators, entry/exits and various structures within the stations themselves (e.g. doors, walls, art works) The map (Appendix 1) below shows the location and route of the Sydenham to Bankstown Metro alignment with each station marked out.
Planned Commencement Date:	High speed(100km/h) Dynamic Testing commenced on the 10 November 2025. Trial Running is expected to commence in July 2026, at the end of the testing and commissioning phase Note: Dynamic Testing is currently being undertaken by MTR
Local Sensitivities: Describe the presence (if any) of local sensitive environmental areas and community receptors	There are several residential and commercial properties located adjacent to the track including; Marrickville Precinct (NCA01) Dulwich Hill Precinct (NCA02)

	Canterbury Precinct (NCA04 and NCA05) Campsie Precinct (NCA06) Belmore Precinct (NCA07) Lakemba Precinct (NCA08) Wiley Park Precinct (NCA09) Punchbowl Precinct (NCA10) Bankstown Precinct (NCA11, NCA12 and NCA13) These properties may be sensitive to excessive noise and vibration, especially at the Sydenham to Bankstown Stations. While Sydney Trains services have previously operated in the area and ARTC freight services continue to operate, the absence of passenger services during the shutdown period may result in additional attention being paid by local residents to noise and vibration from Sydney Metro operations. This impact is expected to decrease during the high speed testing phase, resulting in a minimal impact in trial running. Since the closure of the rail corridor between Sydenham & Bankstown for the past 18 months, the corridor has been subject to construction noise associated with the work being undertaken by the JHLOR JV The community has been kept informed on the progress and environmental impacts of construction, including testing and commissioning, by Sydney Metro with monthly notifications being distributed to properties and online. Trial running activity will be included in the monthly notification prior to commencement, including the hours of operation. The notification will include details of how members of the community can contact Sydney Metro with any feedback or enquiries around trial running. Enquiries will be directed to and managed by the appropriate contractor as per the Sydney Metro Construction Complaints Management System and in line with agreed arrangements between Sydney Metro, MTS, and MTR.
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Part 3: Environmental Risk Assessment and Management

Prepare an Environmental Risk Assessment (in accordance with the [Sydney Metro Risk Management Standard](#)) and an Environmental Control Map for the proposed Minor Works and attach as Appendix 1.

If an Environmental Risk Assessment and/or an Environmental Control Map for the proposed Minor Works is/are already contained in existing documentation, attach the relevant section(s) as Appendix 1.

Documentation:

List any existing documents (including those referenced above) that the proposed Minor Works will be undertaken in accordance with and attach as Appendix 2 (e.g. plans, procedures, etc.).

Refer to the noise assessment prepared by Renzo Tonin Appendix 2

Existing Documents that the proposed Minor Works will be undertaken in accordance with are listed below:

- Environment Protection License 21247 (<https://apps.epa.nsw.gov.au/prpoeoapp/Detail.aspx?instid=21247&id=21247&option=licence&searchrange=licence&range=POEO%20licence&prp=no&status=issued>)
- Sydney Metro City & Southwest Out of Hours Work Strategy/Protocol.
- Operational Noise and Vibration Review (dated 20/04/2026) (Renzo Tonin)
- Sydney Metro City and Southwest - SW Corridor Trial Running Noise Assessment
- MTS's Community Communications Strategy
- MTS's Stakeholder & Community Involvement Plan
- Sydney Metro Overarching Community Communications Strategy

Part 4: Workforce Notification

How will the environmental and community risks and associated mitigation measures of the proposed Minor Works be communicated to the contractor's workforce?

Environment and community risk will be mitigated by constant communication via toolbox talks, HSEQ alerts and via inductions for any new staff working on the proposed Minor Works. These inductions will include relevant HSE aspects and risks associated with the work. Any works will be undertaken in accordance with the relevant safe work method process applicable to the project.

Part 5: Community Consultation

What community consultation has been undertaken already?

Monthly community notifications have been issued by Sydney Metro via print, email and on their website for the duration of construction and this will continue during Trial Running. This includes information on train testing activity -see Appendix 4 for an example of community notifications.

Notifications are letterbox dropped to all properties within 200m of the alignment.

What community consultation is planned to be undertaken?

In addition to the monthly updates, specific notifications will be issued as required if consultation needs to be undertaken or specific advice needs to be communicated due to any impacts that arise during the Trial Running phase. Trial running activity through Sydney Metro station sites will be communicated as required in line with the Sydney Metro Overarching Community Communications Strategy.

MTS' Community Communications Strategy will be used regarding all communications from MTS. This strategy is underpinned by MTS' Stakeholder & Community Involvement Plan (SCIP) which outlines MTS' approach to management community and stakeholder engagement for the Sydenham to Bankstown Metro Network.

In addition to hosting the notifications on the website, notifications will be letterbox dropped to all properties within 50m to 200m of the alignment (dependent on the scope and impact of works) . Proactive consultation has also taken place over the past few months with sensitive receivers for testing activities such as the testing of the PA systems.

In regard to complaints management, the timeframes for responding to enquiries and complaints will be aligned with MTR's CCS (Community Communications Strategy), and enquiries and complaints will be recorded in Consultation Manager. Within 24 hours of the complaint being received, a record of the complaint received and how it was managed and closed out will be collated in the Consultation Manager database in accordance with Sydney Metro Construction Complaints Management System within 48 hours of receipt.

All complaints will be managed in accordance with the Sydney Metro, complaints process as per the OCCS and MTR CCS.

The Construction Notices for the Sydenham to Bankstown sites are appended in Appendix 4.

Out of hours Emergency Works may also need to be carried out during Trial Running due to unforeseen crisis's and/or potential injury/loss of life, damage of loss of property or to prevent environmental harm in accordance with CoA E20 & E21 in CSSI 8256.

On becoming aware of the need for emergency works in accordance with Condition E25 in CSSI 8256, MTS will notify the Sydney Metro Environment Manager, Environmental Representative and the Environment Protection Authority (EPA) of the need for those activities or work.

With out of hours emergency work, written and verbal notification will be provided to occupiers of properties immediately adjacent to or impacted by any works within two hours after commencing such works.

For planned out of hours work, written notification will be provided to all properties within a 200-metre radius of the work site seven (7) days prior to work commencing.

	MTS will also use best its best endeavours to notify all affected sensitive receivers of the impact and duration of those works within 2 hours. This is all covered in the Sydney Metro City & Southwest Out of Hours Work Strategy/Protocol.
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If drafted already, attach applicable Community Notification as Appendix 4.

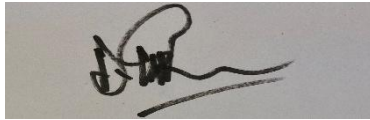
Part 6: Contact Details

Nominate contractor's project manager, environmental and communications contact(s).

Name:	Rachit Patel (MTS)	Position:	Southwest Delivery Director Transition	Phone:	0412867665
	Helen Wilkinson (MTS)		Interim General Manager Safety, Quality, Risk & Environment		0452279773
	Rachel Spencer (MTS)		General Manager Customer Experience & Operations		0447976688

Part 7: Signature

This signature acknowledges that the proposed Minor Works will be undertaken in accordance with this application, have minimal environmental impact and are not defined as 'construction' in accordance with the applicable planning approval.

Name:	David Wilson			
Signature:			Date:	12 June 2026

Determination Page

(Sydney Metro/Environmental Representative Use Only)

12. Endorsement/Approval

These signatures represent formal endorsement/approval for the proposed Minor Works to commence in accordance with this application and the applicable planning approval requirements (subject to any determination from the applicable planning authority as may be required by the planning approval conditions).

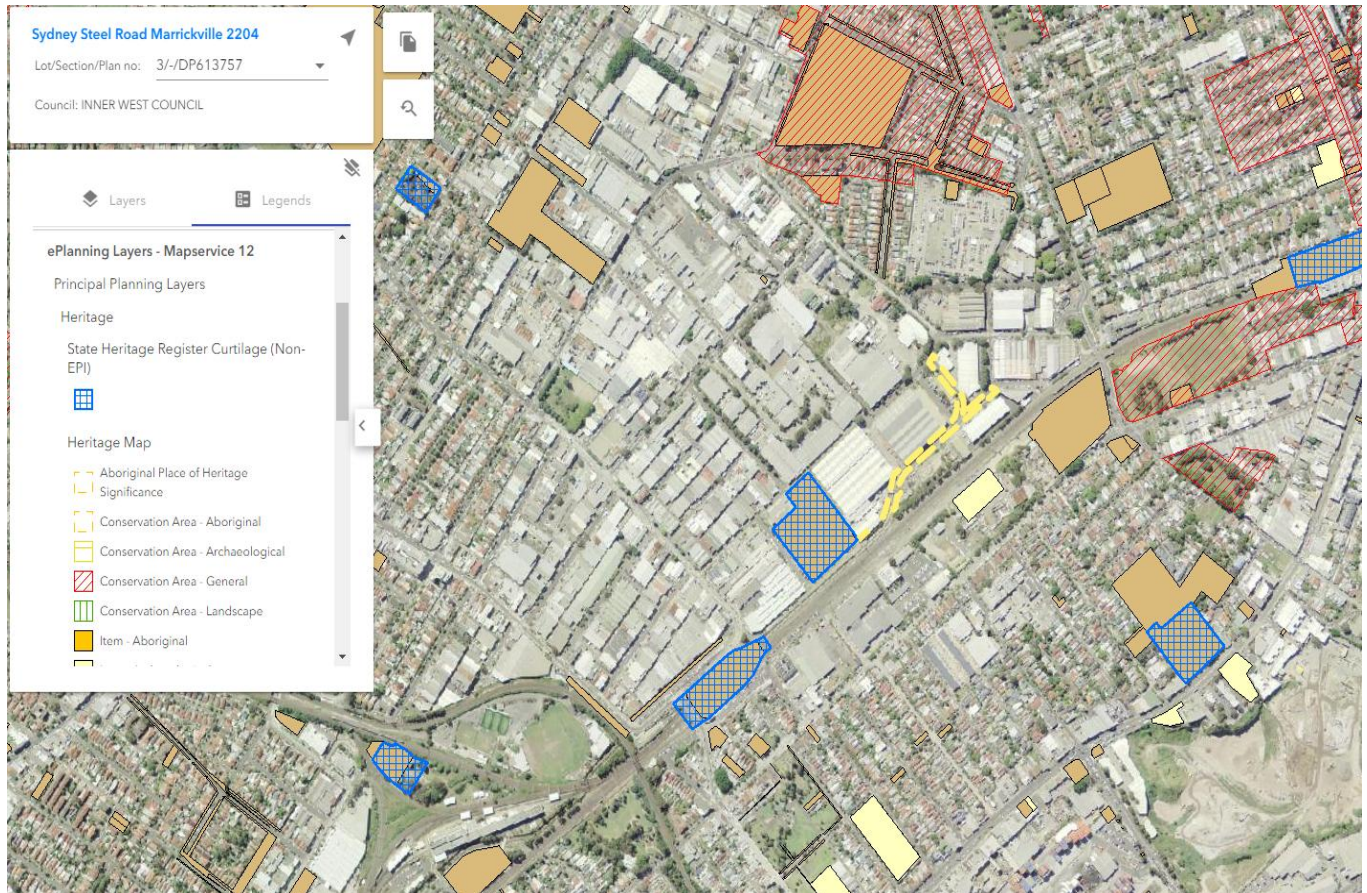
	Director Project Communications – Endorsement (required for all applications)	Director Environment, Sustainability & Planning – Approval (required for all applications)	Environmental Representative – Endorsement (required as necessary in accordance with the applicable planning approval, optional for all other circumstances)
Signature:			n/a
Name:	Catherine Orzinski	Hugh Chapman	n/a
Date:	15/06/2026	15/06/2026	n/a
Comments:	Discussion ongoing with MTS on a comms sub-plan	Nil	n/a
Conditions :		Nil	n/a
☒	Approved (by Sydney Metro)		
☐	Endorsed (by Environmental Representative) - Not Required n/a – see Modification of Consent		
☐	Rejected		

RISK NUMBER	RISK EVENT	CATEGORY	CAUSES	CONSEQUENCES	RISK RATING WITHOUT CONTROLS	CONTROLS/TREATMENTS	CONSEQUENCE LEVEL	LIKELIHOOD	RISK RATING WITH CONTROLS
Noise and Vibration									
1	Rolling stock /train operations during trial running Note: MTS will not be undertaking any scheduled or BAU maintenance works during trial running. Although critical or emergency works maybe required.	Surface Works	Rolling stock/train noise and squeal from interface with tracks Repair and maintenance works are undertaken without: - proper notification to the community; - implementation of mitigation measures.	- Public complaint. - Infringement notice from regulators; - Loss of reputation. - EPA applies stricter requirements to Maintenance & Repair works through the EPL (potentially restricting operating hours).	Medium	- Compliance with conditions of our EPL Noise and vibration monitoring has been completed during high speed Dynamic Testing. Results found no impacts on sensitive receivers. - Community notification to be undertaken in accordance with EPL provisions, Planning Approvals, and Deed requirements;	C3	L5	Low
2	Vibration from rolling stock/train operations during Trial Running	Surface Works	Vibration from rolling stock/train operations works undertaken without: - proper notification to the community;	- Public complaint; - Cosmetic damage; - Structural damage; - Infringement notice from regulators; - EPA applies stricter requirements to works through the EPL (potentially restricting operating hours).	Medium	Monitoring during Dynamic Testing has been completed to identify impacts on sensitive receivers, no impacts reported, no mitigation measures required. Community notification of works to be undertaken in accordance with EPL provisions , Planning Approvals, and Deed requirements; No mitigation measures are proposed as per the results of Vibration assessment undertaken during Dynamic Testing confirmed that this is not required Noise and Vibration Management Plan - Implementing control measures from the CNVIS	C4	L5	Low

Soil and Water									
3	Contamination of water through spills of fuels or chemicals.	All Works.	- Plant & equipment failure	- Pollution of watercourse and stormwater;		Will be managed according to MTS's Pollution Response Incident Management Plan	C4	L5	Low
			-Accidental spill	- Infringement notice;		Will be managed according to MTS's Pollution Response Incident Management Plan			
			-Inappropriate storage	- Reputational damage;		Will be managed according to MTS's Pollution Response Incident Management Plan			
			-Unapproved release of impacted water	- Clean-up costs.		Provision of Spill Kits at set locations, and mobile Spill Kits for stations			
			-Refuelling not appropriately controlled			- Training of all staff and workforce;			
			-Spill kit not available			- Incident Response Procedures (MTS's Pollution Incident Management Plan (PRIMP)).			
9	Impacts from flood risk to stations and other rail infrastructure.	Environment and Sustainability	- Rainfall events beyond the design capacity of the final built infrastructure.	- Flooding of stations and other assets;		- Previous flood assessments and as per MTS Flooding & Hydrology Plan	C4	L5	Low
				- Damage to infrastructure;		Response – MTS Emergency Management Plan			
				- Impacts on operations;		- Temporary flooding controls./ diversions			
				- Risk to human safety and life;		Response – MTS Emergency Management Plan			
Heritage									
11	Management of indigenous or non-indigenous objects and places during train testing	Environment and Sustainability	- Previously identified heritage item or listed on heritage register	- Damage to heritage item.		Compliance with Heritage Management Plan	C4	L6	Low
				- Delay to works while item is investigated and properly archived.		Compliance with Conservation Management Plans for each station			
				- Infringement notice.		Compliance with Heritage Management Plan			
				- Reputational damage.		Compliance with Conservation Management Plans for each station			
Ecology									
15	Impacts to threatened flora species during surface repair and maintenance works.	Surface Works	- Accidental clearing of threatened species;	- Infringement notice;		No vegetation maintenance is proposed during Trial Running. All related activities will comply with MTS's Flora & Fauna Plan	C4	L6	Low
			- Damage to root/ drip zone, of threatened tree species.	- Reputational damage.		All related activities will comply with MTS's Flora & Fauna Plan			
16	Impacts to threatened fauna species from noise, light	Surface Works	- Impact with maintenance and repair vehicles;	- Impact to health and life of fauna species increasing the		All related activities will comply with MTS's Flora & Fauna Plan	C4	L6	Low

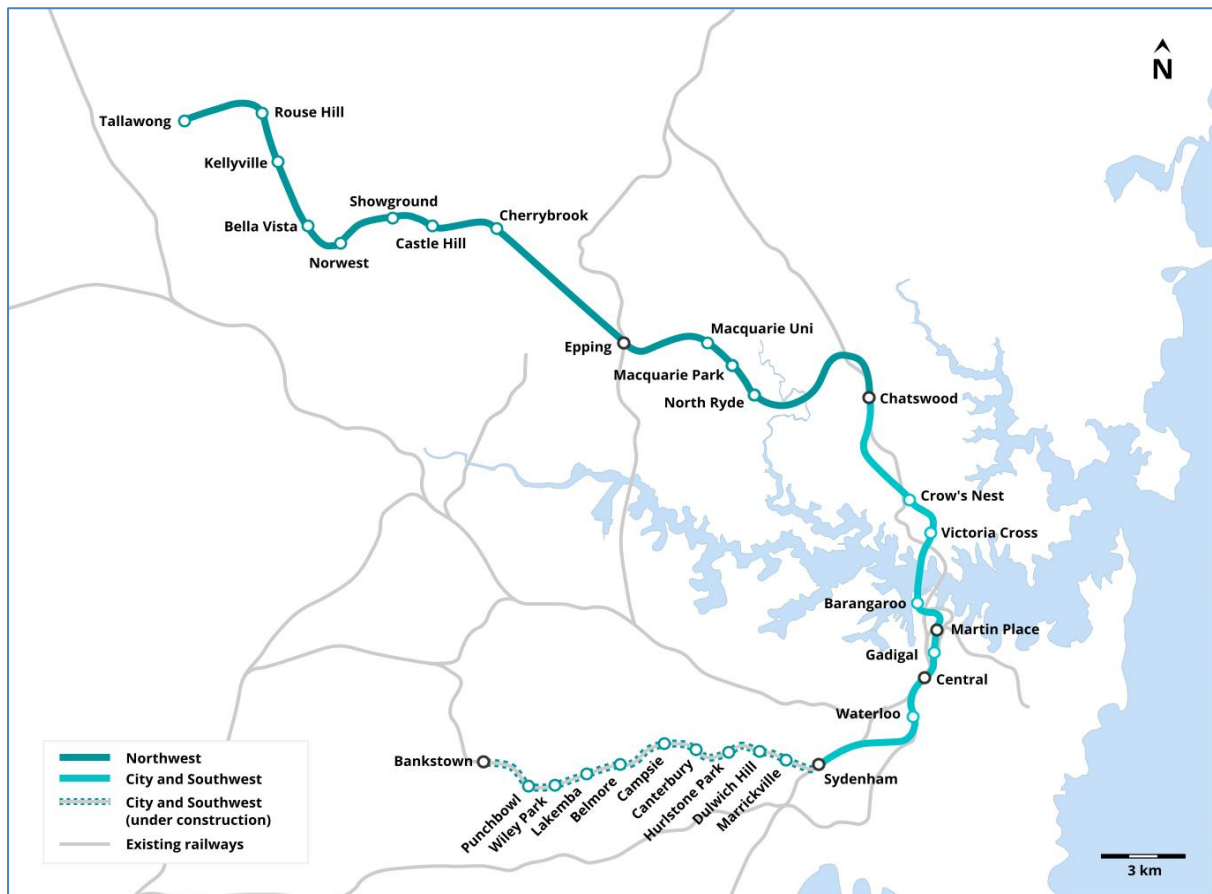
	spill, and collision.			chance of extinction.					
			- Impact with trains;	- Infringement notice;		Compliance with Operational Environmental Management Plan and sub Plans			
			Light spill impacting nocturnal fauna.	- Reputational damage.		All related activities will comply with MTS's Flora & Fauna Plan			
Waste and Resource Management									
19	Mismanagement of waste materials.	Environment and Sustainability	- Failure to follow waste management protocols for waste management from: offices; maintenance facilities; etc.	- Infringement notice for improper disposal of waste.		Compliance with Operational Environmental Management Plan and sub Plans	C4	L4	Low
						Waste and Resource Management Procedure, including:			
						Waste classification sampling;			
						Waste tracking docket.			
Community and Communications									
26	The community not being communicated any information regarding the Sydney Metro Trial Running		- Incidents occurring due to the community not understanding/ knowing what is occurring with the Sydney Metro Network - Complaints from the public due to the community not understanding/ knowing what is occurring with the Sydney Metro Network	- Environmental incidents occurring from the public not understating what is occurring with the network. E.g. Noise and vibration complaints.		Compliance with: Sydney Metro CSW Overarching Community Strategy MTS' Community Communications Strategy , SCIP and MTR's CCS.	C4	L5	Low

Marrickville Dive Site and Water Treatment Plant Spatial View Map



All other relevant Sydney Metro Sydenham to Bankstown Maps such as any location operated under the EPL are provided in the Environmental Section of MTS' website located at this link here: <https://metrotrains-sydney.com.au/environment/>

Appendix 1: Location Map



Note : Trial Running applies to the area between Sydenham & Bankstown Stations

Appendix 2: Environmental Management Documentation

Sydney Metro City and Southwest - SW Corridor Trial Running Noise Assessment

20 April 2026

TN498-08F01 SW Corridor Trial Running Noise Assessment (r0).docx

Metro Trains Sydney Pty Ltd

David Wilson

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From: Conrad Weber [Conrad.Weber@renzotonin.com.au]

Sydney Metro City and Southwest - SW Corridor Trial Running Noise Assessment

1 Introduction

1.1 Overview of works

Renzo Tonin & Associates was engaged by Metro Trains Sydney (MTS) to prepare an operational noise assessment for the trial running on the Sydney Metro City and Southwest (SMCSW) Sydenham to Bankstown corridor. A modification to the SMCSW Sydenham to Bankstown corridor Planning Approval has been made to exclude low-impact activities, including "trial running provided the noise impacts are consistent with the NSW EPA Rail Infrastructure Noise Guidelines".

This report presents a verification of the operational noise assumptions for trial running on the Sydenham to Bankstown corridor, to support compliance with the Rail Infrastructure Noise Guideline (RING). The proposed trial-running activities are being undertaken along the surface track alignment between Sydenham and Bankstown.

The trial-running activities commenced on 29 September 2025 and comprise a series of timetable running and operational tests along the network between Sydenham and Bankstown, including a full timetable service that is representative of the proposed revenue service operations.

Metro trains will operate on the track network every four minutes during peak hours, and every five minutes off peak. The timetable will also operate as per normal operating times; therefore, trains will operate from a 4:00am start time to a 1:00am finish time every day.

The objective of this assessment is to confirm that the operational noise inputs adopted in the Sydenham to Bankstown Operational Noise and Vibration Review (ONVR) are consistent with the Rail Infrastructure Noise Guideline (RING) requirements, with particular focus on validating the assumed

source noise levels of the trains through targeted on-site measurements. If the operational noise levels on ballasted track at the reference speed and distance are consistent with the modelling inputs, it can be concluded that the predicted operational noise levels are consistent with the operational noise modelling results in the ONVR, and therefore consistent with the RING requirements.

The assessment has been prepared with reference to the following documents:

- NSW EPA Rail Infrastructure Noise Guideline (RING) (EPA, 2013) ¹
- State Significant Infrastructure Approval (SSI-8256) for the Sydney Metro – Sydenham to Bankstown project, Conditions of Approval ²
- Sydenham to Bankstown Operational Noise and Vibration Review (ONVR) ³
- Sydney Metro Northwest (NWRL) operational noise measurement results (Appendix F of ONVR)

1.2 Background

The ONVR was prepared in 2022 to address the operational noise and vibration conditions outlined in:

- State Significant Infrastructure (SSI) Approval 8256 (dated 12 December 2018)
- Revised Environmental Mitigation Measures (REMMs)

The approval conditions included requirements to identify appropriate operational noise objectives at sensitive receivers (based on the RING) and operational noise predictions based on the expected final design, and an appropriately calibrated noise model. The results of the noise model were used to identify the required physical and other mitigation measures necessary to comply with the RING.

The ONVR describes the noise modelling inputs. The ONVR assessment adopted reference noise levels for the Sydney Metro trains, based on measurements undertaken on the Sydney Metro Northwest (NWRL) ballasted track section, between Tallawong and Rouse Hill stations, in 2019 and 2020. The reference noise levels adopted in the ONVR are summarised in Section 2.

This report reviews the key noise modelling inputs that were adopted in the ONVR to determine if the operational noise levels at sensitive receivers are consistent with the ONVR assessment.

This report presents the results of on-site noise measurements that were undertaken on 16 April 2026, at the same measurement location shown in Appendix F of the ONVR. This enables a direct comparison of the source noise levels of the trains and whether there is any material difference that is likely to affect

¹ NSW EPA Rail Infrastructure Noise Guideline, 2013, available <https://www.epa.nsw.gov.au/sites/default/files/20130018eparings.pdf>

² NSW Government Department of Planning and Environment - Conditions of Approval for Sydney Metro Sydenham to Bankstown Upgrade SSI 8256, dated 12/12/2018, Available: <https://www.planningportal.nsw.gov.au/major-projects/projects/sydney-metro-sydenham-bankstown-mod-3-modification-construction-definition>

³ Sydney Metro, City and Southwest Metro – Sydenham to Bankstown Operational Noise and Vibration Review (ONVR), Revision C dated 29/07/2022, available <https://www.sydneymetro.info/sites/default/files/2022-10/Sydenham-Bankstown-Operational-Noise-Vibration-Review.pdf>

the ONVR noise model predictions. A desktop review of other key noise model inputs (including train numbers, operational speeds, track form, bridge locations and similar parameters) has also been undertaken.

2 Operational noise assessment methodology

2.1 Rail Infrastructure Noise Trigger Levels

The NSW EPA Rail Infrastructure Noise Guideline (RING) provides the assessment framework for operational rail noise in New South Wales. Table 2-3 of the RING provides the noise trigger levels for residential receivers in the vicinity of redeveloped rail corridors. The RING trigger levels are based on the predicted $L_{Aeq(period)}$ and $L_{Amax,95\%}$ noise levels at the most-affected facade of each receiver. Table 2-1 summarises the relevant RING trigger levels for residential receivers.

Table 2-1: Summary of RING trigger levels for residential receivers

Type of development	Noise trigger levels dB(A) (External) ^{1,2}	
	Day (7am to 10pm)	Night (10pm to 7am)
Redevelopment of existing rail line ³	Development increases existing $L_{Aeq(period)}$ ⁴ rail noise levels by 2 dB or more, or existing L_{Amax} rail noise levels by 3 dB or more and Predicted rail noise levels exceed:	
	65 $L_{Aeq(15h)}$	60 $L_{Aeq(9h)}$
	or	or
	85 L_{AFmax}	85 L_{AFmax}

Notes:

1 See technical notes to tables 1, 2 and 3 on page 10 of RING

2 These numbers represent external levels of noise that trigger the need for an assessment of potential noise mitigation measures to reduce noise levels from a rail infrastructure project

3 See RING section 1.4.1.2 for definition of redeveloped rail line

4 $L_{Aeq(period)}$ means $L_{Aeq(15h)}$ for the day-time period and $L_{Aeq(9h)}$ for the night-time period

The RING assessment was completed in the ONVR. This report focuses on verification of the source noise level inputs adopted in the ONVR noise modelling.

2.2 Inputs and assumptions

The City and Southwest Metro – Sydenham to Bankstown ONVR was prepared to outline the methodology, the inputs and assumptions, and the results of the noise modelling and assessment of operational rail noise.

Table 2-2 provides a summary of the noise modelling inputs used in the ONVR and additional information relating to this assessment.

Table 2-2: Summary of noise modelling inputs

Input	Value	Source
Sydney Metro train reference noise levels (ballast track)	L _{AE} 85 dB(A), L _{AFmax,95%} 82 dB(A) at 80 km/h, 15 m from track (note that L _{AE} and SEL are equivalent metrics)	ONVR – Table 3-4 (NWRL measurement results)
Turnout correction	+6 dB to L _{AE} and L _{AFmax,95%}	ONVR – Section 3.4
Curve radius corrections	> 500m, 0 dB L _{Aeq} , 0 dB L _{AFmax} 400m to 500m, 3 dB L _{Aeq} , 3 dB L _{AFmax} 300m to 400m, 8 dB L _{Aeq} , 16 dB L _{AFmax} 200m to 300m, 8 dB L _{Aeq} , 17 dB L _{AFmax} < 200m, 8 dB L _{Aeq} , 17 dB L _{AFmax}	ONVR – Table 3-6
Bridge noise correction	Victoria Rd, +8 dB(A) Ness Ave, 0 dB(A) Foord Ave, 0 dB(A) Broughton St and Cooks River, +4 dB(A) Nowra St, 0 dB(A) Belmore Sportsground, 0 dB(A) West Terrace Rd, 0 dB(A)	ONVR – Table 3-8 (only Sydney Metro bridges are shown)
Train speed profile	As per Figure 3-1 of the ONVR	ONVR – Figure 3-1 (Sydney Metro Speed Profile)
Track type	Ballast track, except at the following stations where slab track is assumed (with a +6 dB(A) adjustment to the source noise levels): Marrickville, Dulwich Hill, Hurlstone Park, Canterbury, Campsie, Belmore, Lakemba and Punchbowl	ONVR – Section 3.4.6 and Table 3-8
Noise barriers	No noise barriers are proposed	ONVR – Page 9
Rail traffic	See Table 2-3	ONVR – Table 3-10
Ground type	Hard ground	ONVR – Section 3.4.8
Receiver height	1.5 m above ground (or floor level for multi-storey buildings)	ONVR – Section 3.4.8
Floor height	3 m per floor level	ONVR – Section 3.4.8
Trial running dates	Commenced 29 September 2025	Metro Trains Sydney, 15/09/2025
Trial running timetable	2025 build timetable (see Table 2-3)	Metro Trains Sydney, 15/09/2025
Trial running corridor	Surface track sections between Sydenham and Bankstown	Metro Trains Sydney, 15/09/2025

Table 2-3 is extracted from Table 3-10 of the ONVR, and provides a summary of the train movements used in the operational noise assessment for the project. Operational noise modelling in the ONVR was based on four scenarios including Year 2024 (with and without the project) and Year 2036 (with and without the project). The trial-running period that commenced in 2025 follows the same timetable as the “2024 with” scenario as described in the ONVR.

Table 2-3: Train movements, sourced from the ONVR

Scenario	Sydney Metro Train movements			
	Day ¹		Night ²	
	Up	Down	Up	Down
2024 with	225	225	27	27
Note:	1. Day is 7 am – 10 pm 2. Night is 10 pm – 7 am			

Section 3.7 and Appendix C of the ONVR provided predicted noise levels at nearby receivers for the proposed rail operations in Table 2-3. The ONVR noise predictions are based on the reference noise levels and corrections summarised in Table 2-2. If the reference noise levels measured on-site are consistent with those adopted in the ONVR, it can be concluded that the predicted operational noise levels along the Sydenham to Bankstown corridor are as per the ONVR and RING assessment.

3 Noise measurement results

3.1 Measurement location

Attended noise measurements were undertaken on 16 April 2026, adjacent to a ballast track section in Rouse Hill. The sound level meter was positioned at a distance of approximately 15.5 m from the near track centreline on the Down (southern) side of the railway corridor. The distance to the Up track was 19.5 m. The microphone was positioned 2.4 m above the local ground level, which was marginally higher than the top of rail. An aerial photo showing the measurement location is provided in Figure 3-1. A photo showing the microphone position is provided in Figure 3-2.

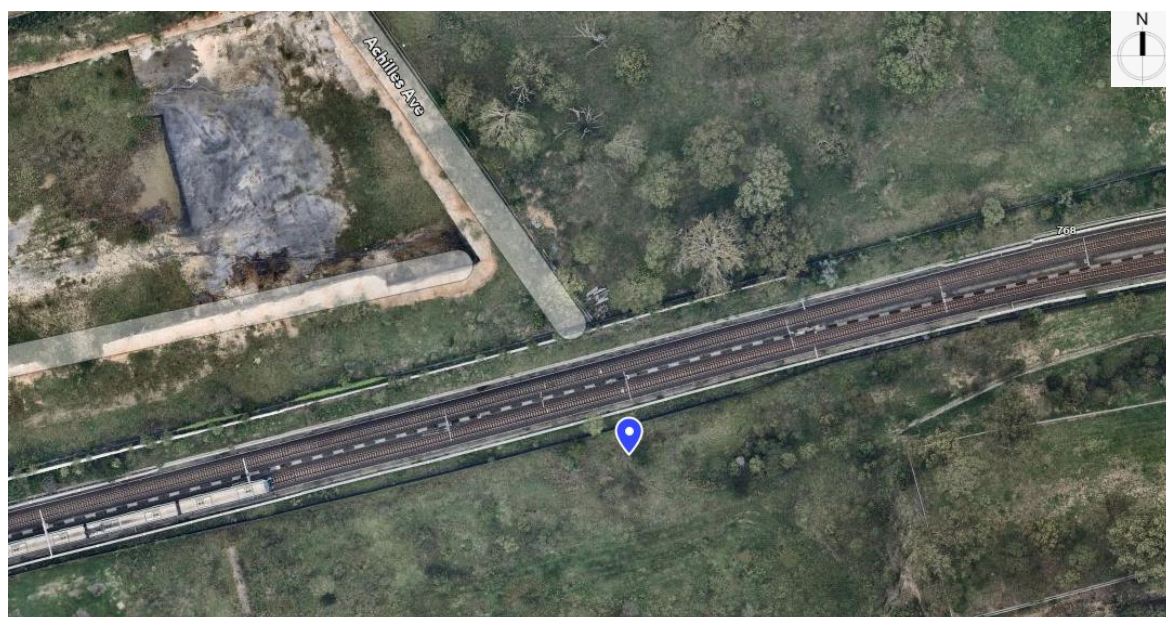
Figure 3-1: Attended noise measurement location

Figure 3-2: Microphone position (train on near Down track)

3.2 Measurement equipment

A summary of the measurement equipment is provided in Table 3-1.

Table 3-1: Measurement equipment

Type	Make / Model	Serial Number
Sound Level Meter	NTi Audio XL2	A2A-07073-E0
Sound Level Meter Calibrator	Bruel & Kjaer 4231	#2545601

3.3 Measurement methodology

The attended noise measurements were undertaken in accordance with the requirements of the RING and AS 2377. For all measurements, a video recording was made to measure the train passby times (used in conjunction with the train length to calculate the train speeds).

A Class 1 sound level meter (SLM) was used for the measurements. The SLM was calibrated prior and subsequent to the measurements using a Class 1 field calibrator. All instrumentation complied with the requirements of IEC 61672 (parts 1-3) '*Electroacoustics – Sound Level Meters*' and IEC 60942 '*Electroacoustics – Sound calibrators*' and carry current NATA certification (or if less than 2 years old, manufacturer's certification).

The measurements were undertaken between 11:30am and 12:30pm. During this period, the wind speed was less than 0.5 m/s and the air temperature was 28 °C.

Measurements were undertaken for ten train passbys in each direction. For each passby, the L_{AFmax} and SEL noise levels were measured and reported (see Section 3.4). For each train passby, the raw measurement results were adjusted for distance and speed, to provide normalised results at the reference conditions of 15 m from the track centreline and 80 km/h. A summary of the 95th percentile L_{AFmax} noise level and logarithmic average SEL was determined for the 20 train passbys.

3.4 Measurement results

A summary of the noise measurement results for each train passby event is provided in Table 3-2.

Table 3-2: Noise measurement results

Time	No Cars	Length, m	Direction	Tp, s	Speed, km/h	Measured noise levels, dB(A)			
						Raw results		Adjusted to 15 m, 80 km/h	
						L_{AFmax}	SEL	L_{AFmax}	SEL
11:40 AM	6	132.5	DN	7.8	61	73	81	76	83
11:45 AM	6	132.5	DN	6.8	70	75	83	77	84
11:49 AM	6	132.5	DN	7.7	62	73	81	77	84
11:54 AM	6	132.5	DN	6.8	70	76	83	78	84
12:00 PM	6	132.5	DN	7.8	61	77	85	80	87
12:04 PM	6	132.5	DN	7.8	61	74	82	77	84
12:09 PM	6	132.5	DN	7.7	62	75	83	78	85
12:15 PM	6	132.5	DN	7.7	62	75	83	78	85
12:19 PM	6	132.5	DN	7.8	61	74	82	78	84
12:24 PM	6	132.5	DN	7.8	61	77	85	80	87
11:39 AM	6	132.5	UP	5.4	88	75	81	75	81
11:44 AM	6	132.5	UP	5.4	88	75	81	75	81
11:49 AM	6	132.5	UP	5.4	88	74	80	75	80
11:54 AM	6	132.5	UP	5.4	88	74	80	74	81
11:59 AM	6	132.5	UP	5.4	88	75	80	75	80
12:04 PM	6	132.5	UP	5.4	88	75	81	75	81
12:09 PM	6	132.5	UP	5.4	88	74	80	74	80
12:14 PM	6	132.5	UP	5.4	88	75	81	75	81
12:19 PM	6	132.5	UP	5.4	88	75	81	75	81
12:24 PM	6	132.5	UP	5.4	88	74	80	74	80
								$L_{AFmax,95\%}$	Log Ave SEL
								80	83

Notes: Speed correction is based on an $A \log(\text{speed}/80)$ relationship, where $A = 30$ for L_{AFmax} and $A = 20$ for SEL. Distance correction is based on a $B \log(\text{distance}/15)$ relationship, where $B = 13.5$ for L_{AFmax} and $B = 10$ for SEL. Tp = passby time of train (buffer to buffer). L_{AE} and SEL are equivalent metrics.

3.5 Source noise level verification

The measured noise levels in Table 3-2 were $L_{AFmax,95\%}$ 80 dB(A) and SEL 83 dB(A). These values are 2 dB(A) lower than the reference levels of $L_{AFmax,95\%}$ 82 dB(A) and SEL 85 dB(A) that were used in the ONVR modelling, for the reference conditions.

The results from the current measurements indicate that the source noise levels of trains operating on the Sydney Metro North West Line, based on the current wheel and rail roughness levels, are less than what was assumed in the ONVR noise modelling. On the basis that these same trains will operate on the SMCSW Sydenham to Bankstown corridor, it is likely that operational noise levels will be lower than predicted in the ONVR and compliant with the RING.

3.6 Desktop review of other model inputs

In addition to the source noise level verification, a desktop review of the other key noise model inputs adopted in the ONVR has been undertaken. The following inputs have been reviewed to confirm consistency with the current trial-running operations:

- **Bridge corrections:** The bridge types and noise modelling correction values in the ONVR were reviewed. The adopted correction values are considered to be appropriate for all bridges except for the Broughton Street Bridge (Freight Line). The bridge type over Broughton Street was assumed to be ballasted, concrete span with no side screens in the ONVR, but is an open transom, fabricated steel web bridge with no side screens. This only affects freight train noise levels and would not impact the RING assessment of mitigation measures.
- **Train speed profile:** A review of the freight train speeds within the Sydenham to Campsie project area has not been undertaken and is assumed to be consistent with the ONVR assumptions. A review of the trial running operational speeds on the Up and Down lines has been undertaken by MTS, which confirms that the operational speeds of passenger trains are less than or equal to the assumed speeds in the ONVR.
- **Track type:** The ONVR assumed that ballast track would be provided at all locations, except at Marrickville, Dulwich Hill, Hurlstone Park, Canterbury, Campsie, Belmore, Lakemba and Punchbowl stations, where the noise modelling assumed that slab track would be incorporated into the design, with a source noise correction of +6 dB(A). This review identified that ballast track is present at all stations. The ONVR noise prediction results are conservatively high at these locations and would not impact the RING assessment of mitigation measures.
- **Rail traffic data:** The ONVR noise modelling assumed for the proposed year of opening (2024), that there would be 225 passenger trains in each direction during the 7:00am to 10:00pm daytime period and 27 passenger trains in each direction during the 10:00pm to 7:00am night-time period. MTS has confirmed that there are no changes to the proposed trial running timetable.

The alignment of the metro lines, including turnouts, curves and ground terrain, has not been reviewed as part of this assessment. Similarly, the locations of noise-sensitive receivers and existing noise barriers have not been reviewed. These parameters are fixed physical and geometric characteristics of the corridor that have not changed since the ONVR was prepared, and are therefore assumed to be consistent with the ONVR noise modelling inputs. Changes in land use since the preparation of the ONVR do not need to be assessed, as the operational noise assessment is based on the land use that was present at the time the ONVR was prepared.

4 Discussion and conclusion

Renzo Tonin & Associates was engaged by Metro Trains Sydney to prepare an operational noise assessment for the trial running on the SMCSW Sydenham to Bankstown corridor. The assessment was prepared to verify if the operational noise levels during the current trial running are likely to be consistent with the NSW EPA Rail Infrastructure Noise Guideline.

The key noise modelling input parameter is the source noise levels of the Sydney Metro trains. These were verified through targeted on-site noise measurements at the existing Sydney Metro North West ballasted track measurement location between Tallawong and Rouse Hill stations. The measured noise levels of $L_{AFmax,95\%}$ 80 dB(A) and SEL 83 dB(A) were 2 dB(A) lower than the reference levels adopted in the ONVR ($L_{AFmax,95\%}$ 82 dB(A) and SEL 85 dB(A) at 80 km/h, 15 m from track). On this basis, the ONVR noise modelling assumptions are conservative, and the predicted operational noise levels along the Sydenham to Bankstown corridor are considered to remain valid and consistent with the RING assessment.

A desktop review of other key noise model inputs in the ONVR has also been undertaken. Two minor differences were noted in relation to the assumed bridge correction value at one location on the existing freight line and the track type at station platforms. In both cases, the ONVR modelling assumptions are conservative and do not influence the RING assessment of mitigation measures.

Assessment of the rail roughness levels across the Sydenham to Bankstown project area has not been undertaken as part of this review. This assessment assumes that the rail roughness levels will be consistent with the rail roughness levels present at the Rouse Hill measurement site, and that a similar maintenance regime will be implemented. This assessment also assumes that any wayside or onboard gauge face lubrication and/or top of rail friction modification systems have been commissioned and are functional, to minimise the risk of curve-related noise.

On the basis that the source noise levels of the metro passenger trains are 2 dB(A) lower than assumed in the ONVR noise modelling and that other key noise modelling parameters have been verified or are conservative, it is concluded that the operational noise levels from trial running are likely to be consistent with or lower than the ONVR noise predictions, which were assessed in accordance with the RING. On this basis, the trial running operations are considered to be low-impact activities, as defined in the Planning Approval modification.

Document control

Date	Revision history	Non-issued revision	Issued revision	Prepared	Instructed	Reviewed / Authorised
20.04.2026	First Issue	0	1	C. Weber	-	M. Gange
File Path: \\192.168.168.249\data\AssocSydProjects\TN451-TN500\TN498 cw ONVMP for SMCSW\1 Docs\08 Trial Running RING Assessment\TN498-08F01 SW Corridor Trial Running (r1).docx						

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

This document is issued subject to review and authorisation by the suitably qualified and experienced person named in the last column above. If no name appears, this document shall be considered as preliminary or draft only and no reliance shall be placed upon it other than for information to be verified later.

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In preparing this report, we have relied upon, and presumed accurate, any information (or confirmation of the absence thereof) provided by the Client and/or from other sources. Except as otherwise stated in the report, we have not attempted to verify the accuracy or completeness of any such information. If the information is subsequently determined to be false, inaccurate or incomplete then it is possible that our observations and conclusions as expressed in this report may change.

We have derived data in this report from information sourced from the Client (if any) and/or available in the public domain at the time or times outlined in this report. The passage of time, manifestation of latent conditions or impacts of future events may require further examination and re-evaluation of the data, findings, observations and conclusions expressed in this report.

We have prepared this report in accordance with the usual care and thoroughness of the consulting profession, for the sole purpose described above and by reference to applicable standards, guidelines, procedures and practices at the date of issue of this report. For the reasons outlined above, however, no other warranty or guarantee, whether expressed or implied, is made as to the data, observations and findings expressed in this report, to the extent permitted by law.

The information contained herein is for the purpose of acoustics only. No claims are made and no liability is accepted in respect of design and construction issues falling outside of the specialist field of acoustics engineering including and not limited to structural integrity, fire rating, architectural buildability and fit-for-purpose, waterproofing and the like. Supplementary professional advice should be sought in respect of these issues.

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APPENDIX A Glossary of terminology

The following is a brief description of the technical terms used to describe noise to assist in understanding the technical issues presented.

Adverse weather	Weather effects that enhance noise (that is, wind and temperature inversions) that occur at a site for a significant period of time (that is, wind occurring more than 30% of the time in any assessment period in any season and/or temperature inversions occurring more than 30% of the nights in winter).
Ambient noise	The all-encompassing noise associated within a given environment at a given time, usually composed of sound from all sources near and far.
Assessment period	The period in a day over which assessments are made.
Assessment point	A point at which noise measurements are taken or estimated. A point at which noise measurements are taken or estimated.
Background noise	Background noise is the term used to describe the underlying level of noise present in the ambient noise, measured in the absence of the noise under investigation, when extraneous noise is removed. It is described as the average of the minimum noise levels measured on a sound level meter and is measured statistically as the A-weighted noise level exceeded for ninety percent of a sample period. This is represented as the L90 noise level (see below).
Decibel [dB]	The units that sound is measured in. The following are examples of the decibel readings of every day sounds: 0 dB The faintest sound we can hear 30 dB A quiet library or in a quiet location in the country 45 dB Typical office space. Ambience in the city at night 60 dB CBD mall at lunch time 70 dB The sound of a car passing on the street 80 dB Loud music played at home 90 dB The sound of a truck passing on the street 100 dB The sound of a rock band 115 dB Limit of sound permitted in industry 120 dB Deafening
dB(A)	A-weighted decibels. The A-weighting noise filter simulates the response of the human ear at relatively low levels, where the ear is not as effective in hearing low frequency sounds as it is in hearing high frequency sounds. That is, low frequency sounds of the same dB level are not heard as loud as high frequency sounds. The sound level meter replicates the human response of the ear by using an electronic filter which is called the "A" filter. A sound level measured with this filter switched on is denoted as dB(A). Practically all noise is measured using the A filter.
dB(C)	C-weighted decibels. The C-weighting noise filter simulates the response of the human ear at relatively high levels, where the human ear is nearly equally effective at hearing from mid-low frequency (63Hz) to mid-high frequency (4kHz), but is less effective outside these frequencies.
Frequency	Frequency is synonymous to pitch. Sounds have a pitch which is peculiar to the nature of the sound generator. For example, the sound of a tiny bell has a high pitch and the sound of a bass drum has a low pitch. Frequency or pitch can be measured on a scale in units of Hertz or Hz.
Impulsive noise	Having a high peak of short duration or a sequence of such peaks. A sequence of impulses in rapid succession is termed repetitive impulsive noise.
Intermittent noise	The level suddenly drops to that of the background noise several times during the period of observation. The time during which the noise remains at levels different from that of the ambient is one second or more.
L _{Max}	The maximum sound pressure level measured over a given period.

L _{Min}	The minimum sound pressure level measured over a given period.
L ₁	The sound pressure level that is exceeded for 1% of the time for which the given sound is measured.
L ₁₀	The sound pressure level that is exceeded for 10% of the time for which the given sound is measured.
L ₉₀	The level of noise exceeded for 90% of the time. The bottom 10% of the sample is the L90 noise level expressed in units of dB(A).
L _{eq}	The “equivalent noise level” is the summation of noise events and integrated over a selected period of time.
Reflection	Sound wave changed in direction of propagation due to a solid object obscuring its path.
SEL	Sound Exposure Level (SEL) is the constant sound level which, if maintained for a period of 1 second would have the same acoustic energy as the measured noise event. SEL noise measurements are useful as they can be converted to obtain L _{eq} sound levels over any period of time and can be used for predicting noise at various locations.
Sound	A fluctuation of air pressure which is propagated as a wave through air.
Sound absorption	The ability of a material to absorb sound energy through its conversion into thermal energy.
Sound level meter	An instrument consisting of a microphone, amplifier and indicating device, having a declared performance and designed to measure sound pressure levels.
Sound pressure level	The level of noise, usually expressed in decibels, as measured by a standard sound level meter with a microphone.
Sound power level	Ten times the logarithm to the base 10 of the ratio of the sound power of the source to the reference sound power.
Tonal noise	Containing a prominent frequency and characterised by a definite pitch.

Appendix 3 Environment Protection License (NSW EPA)

(Note :EPA have advised that no amendment is required for Trial Running as the same conditions for Dynamic Testing will apply)

Section 55 Protection of the Environment Operations Act 1997

Environment Protection Licence



Licence - 21247

Licence Details

Number:	21247
Anniversary Date:	26-April

Licensee

METRO TRAINS SYDNEY PTY LTD
47 TALLAWONG ROAD
ROUSE HILL NSW 2155

Premises

SYDNEY METRO
ROUSE HILL NSW 2155

Scheduled Activity

Railway activities - rolling stock operations
Railway activities - railway infrastructure operations

Fee Based Activity

Scale

Railway infrastructure operations	Any annual capacity
Rolling stock operations	Any annual capacity

Contact Us

NSW EPA
6 Parramatta Square
10 Darcy Street
PARRAMATTA NSW 2150
Phone: 131 555
Email: info@epa.nsw.gov.au

Locked Bag 5022
PARRAMATTA NSW 2124

Appendix 4: Community Notification – example of notifications published on Sydney Metro website.

Sydney Metro City & Southwest

Monthly Notification – Bankstown Station

September 2025

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

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

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

Sydney Metro work during September and October

Work will continue during and outside of standard construction hours within and around Bankstown Station during September and October. The main activities will include:

- Modification of cable service routes, cables, wiring and trackside equipment in the rail corridor, substations and stations
- Delivery of materials and equipment using light and heavy vehicles
- Installation of cables and communications equipment in station platforms, buildings and concourse
- Energisation of equipment in stations, service buildings and corridor boundary gates
- Adjustments to corridor boundary gates and track signal equipment
- Continued dynamic train testing and commissioning activities – including use of train horns
- Installation, testing and commissioning of rail corridor security systems including CCTV, foundations, poles, outdoor equipment cabinets, solar panels, cable pits and cable containment
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security fence installation and signalling and track related construction activities
- Parking removal and lane closures to facilitate plant and truck operation around the station and along the corridor, including within nearby carparks to build securing barriers
- Additional work related to overhead wiring, high and low voltage wiring and local utilities, including utility adjustments works on Stacey Street and North Terrace
- Fencing strengthening at South Terrace
- Footpath closures with diversions in place with parking changes continuing on the Stacey Street onramp and Stacey Street temporary compound work area
- Additional work demolishing the footpath and other related street scaping works on North and South Terrace
- Finishing work requiring night work and lane changes to facilitate line marking and other demobilisation work at the Stacey Street overbridge structure
- Work on various bridges along the corridor
- Work related to the new Bankstown Metro platforms including ongoing work on platform screen doors and work on the existing platform
- Work related to the new cross corridor plaza and associated buildings
- Remediation night work within the rail corridor including at night
- Delivery and installation of shutters, equipment and anti-throw screens involving traffic changes at the overbridge
- Concrete works on Stacey Street bridge approaches and bridge deck



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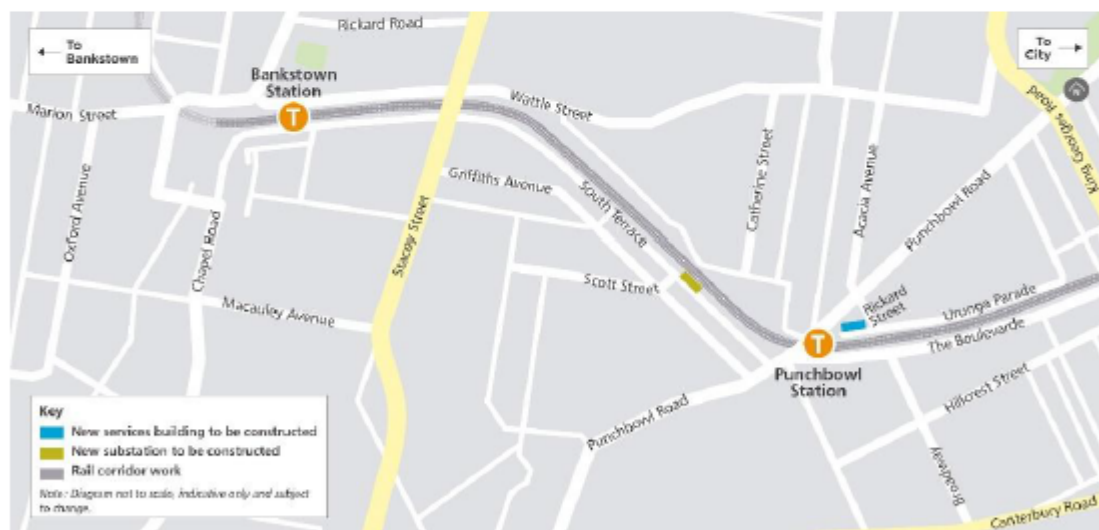
Hours of work

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

What to expect

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

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



Contact us



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



southwestmetro@transport.nsw.gov.au



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



Translating and interpreting service

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