Pre-Construction Minor Works Approval Form

Minor Works are defined as any low impact activities that are undertaken prior to the commencement of 'construction' 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.

Part 1: Application	
Contractor:	Martinus
Project:	Southwest Metro
Application Title: (e.g. Smith St trenching works)	Corridor Intrusion Risk Assessment (CIRA) – Track-Level Survey and Dilapidation Survey
Application Number:	MWA-MR-007
Application Date:	DRAFT: 25/09/2024
Planning Approval:	The following Planning Approvals apply: • Sydney Metro City and Southwest Infrastructure Approval SSI-8256 (inclusive of CSSI 8256 MOD 1 determined 22 October 2020 and accompanying updated REMM's modification report) • Sydney Metro City and Southwest – Sydenham to Bankstown – Environmental Impact Statement (EIS) • Sydney Metro City and Southwest – Sydenham to Bankstown – Submissions and Preferred Infrastructure Report (SPIR) (inclusive of Revised Mitigation Measures: REMM)
Minor Works Categories: • Highlight as applicable. • If Items 4, 8 or 11 are applicable, this form must be endorsed by an Environmental Representative.	1. Survey, survey facilitation and investigations works (including road and building dilapidation survey works, drilling and excavation). 2. Treatment of contaminated sites. 3. Establishment of ancillary facilities (excluding demolition), including construction of ancillary facility access roads and providing facility utilities. 4. Operation of ancillary facilities that have minimal impact on the environment and community. 5. Minor clearing and relocation of vegetation (including native). 6. Installation of mitigation measures, including erosion and sediment controls, temporary exclusion fencing for sensitive areas and acoustic treatments. 7. Property acquisition adjustment works, including installation of property fencing and utility relocation and adjustments to properties. 8. Utility relocation and connections. 9. 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?	*If 'Yes', this completed form must be endorsed by an Environmental Representative, approved by Sydney Metro and submitted to the applicable planning authority to determine that the works are not defined as 'construction'.* This minor works project involves installation of track-level survey controls, dilapidation surveys and CCTV survey activities including: • Accessing the rail corridor with survey equipment to obtain the data required to maintain asset integrity. • Taking photos required for dilapidation reports. • Installation of equipment to provide a baseline vibration level. • Inspection and survey of existing drainage lines for CCTV installation. The minor works are considered 'Low Impact Activities' in accordance with Condition A1 of SSI 8256 and minor works category 1. The minor works proposed would have no adverse effects on State Heritage-listed items, areas of potential archaeological significance, threatened species, populations of, or endangered ecological communities. There will be no disturbance or impact on movable heritage items during any phase of the planned works outlined in this application. All environmental constraints relative to the scope of works have been identified in Environmental Control Maps with associated avoidance and mitigation conditions to ensure the category of Low Impact Activities is adhered to and environmental, social and economic features and values are protected, retained and conserved. Furthermore, Martinus will adhere to the Sydney Metro Unexpected Heritage Finds Procedure v5.0 and the Sydney Metro Unexpected Finds Contamination and Asbestos Procedure. These protocols will be implemented diligently across all minor works associated with this application, ensuring rigorous environmental and safety controls are in place. A comprehensive summary of compliance measures for corresponding minor works categories is provided below. **Minor Works Categories & Mitigation Measures** **Item 1 – Survey, survey facilitation and investigations works (including road and building dilapidation survey works)** Survey controls are proposed at seven locations along the alignment including Loch Street, Stacey Street, Punchbowl Road, King Georges Road, Haldon Street, Morton Street and Burwood Road. Dilapidation survey works will also be occurring at these locations. CCTV survey works will occur in various locations along the corridor. The works would require access to the rail corridor in these areas and the installation of survey equipment in the locations shown in Appendix 1: Environmental Risk Assessment and Environmental Control Maps. These activities will not impact heritage areas and areas containing threatened species, populations, or endangered ecological communities. The Heritage Impact Assessment defines magnitudes of heritage impacts including: • Minor adverse - Actions that would have a minor adverse impact on a heritage item. This may be the result of the action affecting only a small part of the place or a distant/small part of the setting of a heritage place. The action may also be temporary and/or reversible. • Negligible - Actions that are so minor that the heritage impact is considered negligible. • Neutral - Actions that would have no heritage impact. Survey and dilapidation reporting activities will be conducted in areas previously excavated and resurfaced for past utility and track installations. The scope does not require any excavation therefore, the proposed investigations are expected to have neutral long-term physical and visual impacts on listed heritage items. Although the survey locations fall adjacent to the boundaries of heritage-listed sites, no significant fabric related to these heritage items will be affected. Given the neutral impact, the threshold for material impact will not be reached, resulting in 'little to no impact' on heritage items. The works will be undertaken during standard construction hours. In the case that any OOH works are required, they will be approved under a separate OOH works application.

Part 2: Details

Describe the proposed Minor Works: Including work methodologies, site location(s) and site description(s) (e.g. landscape type, waterways, etc.).	**Site Location and Descriptions:** In accordance with the Environmental Impact Statement (EIS) approved as part of CSSI 8256 under the Environmental Planning & Assessment Act 1979 and associated Conditions of Approval, the Project areas lie within the railway corridor of the T3 Bankstown Line. This corridor encompasses stations, overbridges, overhead wiring structures, tracks, services, and ballast, stretching from Sydenham Station to Bankstown Station. All minor works outlined in this application are situated within the existing project boundaries specified in the approval. **General Biophysical Environment:** In the railway corridor, the majority of the Project sites comprise fill related to railway embankments or exposed bedrock associated with cuttings, overlaid with rail ballast or fill. Saline soils are situated west of Punchbowl Station, with certain isolated areas indicating a high potential for salinity. The area that the works will occur in have been heavily modified and subject to significant disturbance due to anthropogenic factors such as ongoing transport operations, maintenance and monitoring. Vegetation within the development footprint and the rail alignment as a whole has been historically cleared with small patches of native vegetation along the rail corridor surrounded by grasses, small shrubs and scattered canopy trees. Much of this vegetation comprises exotic or planted native species within a highly modified urban setting. This includes street trees in the vicinity of stations, overbridges and the rail corridor and road reserve boundary. There are small, isolated patches of remnant or regrowth native vegetation located within the study area associated with rail cuttings with less disturbed soil profiles. **Land use:** Land use within he surrounding locality of the Project sites is highly urbanised mixed land uses, ranging from high to low medium density residential and commercial with the inclusion of community, health, education, and recreation. The community has been suitably notified of the planned minor works through Community Notifications shown in Appendix 2. **Station locations, Heritage Significance and Impact Assessment:** A Heritage Impact Assessment Memorandum was undertaken by Artefact (Appendix 3) to assess the significance for heritage items at each site including summarising the investigation works and assessing the potential heritage impacts the investigation works will have on the heritage items and outline resulting mitigation measures. **Work methodologies, site location & Heritage Impact Assessment** The proposed investigations are located within mapped heritage areas of the project. Considering the scope consisting of survey investigations, the works are considered to have no 'physical impact'. In accordance with the definition of Low Works Impact (from SSI8256 Planning Approval), the works would have no 'physical impact' as there would be no altering of the fabric of heritage significance. All investigative works should be carried out in accordance with the mitigating measures outlined below. **Mitigating Measures** • Identified heritage items and areas of archaeological potential should be shown on Environmental Control Maps that are made available on site to inform site contractors. **Noise & Vibration** CoA E19 defines standard Sydenham to Bankstown hours of work as: • Monday to Friday 7am to 6pm and Saturdays 8am to 6pm. The works associated with this Minor Works Approval would all be undertaken during construction hours as per CoA E19. Any works planned to occur outside standard work hours must be assessed and approved in advance in accordance with Sydney Metro's approved City and Southwest Out of Hours Works Strategy/Protocol with supporting noise and vibration assessment. **Methodologies** **Item 1: Survey, survey facilitation and investigations works**

	Track level survey, CCTV and dilapidation works include: • Using survey equipment to determine accurate track data in order to maintain asset integrity. • Examining and documenting the current condition of rail assets. • Inspection and survey of existing drainage lines and other utilities to provide survey data for future CCTV installation. **Methodology** Installation of survey controls: • Survey equipment is to be used to determine the required data and controls are to be implemented. Dilapidation surveys: • Examine and record the current condition of the required assets for documentation. CCTV footage: • Examine existing drainage infrastructure ahead of any asset relocation works occurring
Planned Commencement Date:	The minor works scope items planned to commence during standard Construction Hours (CoA E19) from the 30 September 2024 to 7 October 2024 between 0700 and 1700.
Local Sensitivities: Describe the presence (if any) of local sensitive environmental areas and community receptors	There are a number of residential and commercial properties located within close proximity to the Project sites as can be seen within Appendix 1. Due to the nature of the works, it is anticipated that these properties will not be subjected to excessive noise. The works specific to this application shall be conducted during construction hours. Any potential impacts to these properties would be managed in accordance with the Construction Noise and Vibration Strategy, including relevant notifications. There are no vibratory activities associated with the works. Noise will be managed in accordance with the following criteria: • Construction 'Noise affected' noise management levels established using the Interim Construction Noise Guideline (DECC, 2009); Preliminary environmental site assessments identified the potential risk of contamination within the investigation area, with potential contamination sources being historical rail activities, and commercial and residential land use in surrounding areas. Potential contaminants identified in low to medium risk areas included: • Asbestos • Hydrocarbons • Heavy metals • Herbicides. Contamination will be managed in accordance with the Sydney Metro City and Southwest Unexpected Contamination Finds Procedure. Works are non-invasive and therefore risks associated with the disturbance of PASS/ASS are negligible. The proposed investigations are proposed within already existing utility locations which have been historically excavated and resurfaced for utility locating and installation. The works associated with the track survey and dilapidation survey are superficial in nature and would be impacting areas which have been historically excavated. No areas within the works area potentially contain aboriginal archaeology, known as PADs (Potential Archaeological Deposit) which are located within the EIS study area. Visual amenity – the visual aspects of the work sites would be consistent with the industrial nature of the rail corridor.

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, procedures, etc.).	• An Environmental Risk Assessment and ECMs for the proposed works are included in Appendix 1 • Community Notifications in Appendix 2 • Artefact Heritage – Heritage Impact Memo in Appendix 3

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?	Prior to any minor works a site induction will be provided to all personnel working on the project site. The induction will include relevant environmental aspects and risks associated with works on the project site.

Part 5: Community Consultation

What community consultation has been undertaken already?	The Southwest Metro project has been ongoing since 2021 and substantial community consultation has taken place about project activities.
What community consultation is planned to be undertaken?	Ongoing consultation will occur through the Monthly Community Notice with the addition of the installation of signage to advise the community of any impacts to any parking. The community will be notified of any use of these areas outside of standard construction hours in accordance with the Additional Mitigation Measures specified in the Construction Noise and Vibration Strategy.
If drafted already, attach applicable Community Notification as Appendix 2.	

Part 6: Contact Details

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

Name:	[redacted]	**Position:**	Project Manger	**Phone:**	[redacted]
	[redacted]		Environment Manager		[redacted]
	[redacted]		Communications Manager		[redacted]

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:	[redacted]		
Signature:	[redacted]	**Date:**	25/09/2024

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:	[redacted]	[redacted]	
Name:	[redacted]	[redacted]	
Date:	27/9/2024	27 September 2024	
Comments:			*Supporting letter attached as Appendix 4 if necessary.*
Conditions:			*Supporting letter attached as Appendix 4 if necessary.*

☑	Approved (by Sydney Metro)
☐	Endorsed (by Environmental Representative)
☐	Rejected

Appendix 1: Environmental Risk Assessment and Environmental Control Maps.

ECM – Track level dilapidation surveys		**PCBU / COMPANY DETAILS: Martinus**	
		Address: 23 – 27 Waratah St, Kirrawee NSW 2232	
		ABN: 87 155 894 894	**Phone no.:** 87 155 894 894
PROJECT: Sydenham to Bankstown Corridor Intrusion Risk Assessment		**CLIENT / PC DETAILS Name**:	
Address: Loch St, Stacey St, Punchbowl Rd, King Georges Rd, Haldon St, Moreton St and Burwood Rd overbridges – Track-level	**Start date: 30/09/2024**	**Contact:** Luis Barroso	**Phone no.** 0481 302 347
Document date: 10/09/2024			
Reviewed by: Phil Matevski			

Work Activity

The objective of this project is to conduct overbridge surveying, road dilapidation reporting and CCTV capture of existing drainage assets.

SCOPE OF WORK COVERED BY ECM

This Environmental Control Map (ECM) & document provides instruction relating to environmental requirements for geotechnical investigations. This document incorporates environmental legislative requirements, approval conditions and proponent commitments made during the environmental approvals process as well as sound industry practice.

The scope of works includes:

- Conduct thorough utility locating surveys using appropriate techniques and equipment to identify the presence and location of underground utilities
- Road dilapidation reports for overbridge structures
- CCTV footage capture of existing drainage assets (if required).

The ECM must be updated to reflect any proposed amendments to project approvals, clearing methodology or implemented control measures following risk review. This must then be updated in the relevant work pack and all personnel must resign on to and agree to the changes.

TIMING

Works would be carried out during standard construction hours between 30 September 2024 – 10 October 2024.

RELEVANT APPROVALS & LICENCES

The approvals and licences relevant to this ECM include:

- Approved SSI 8256 under the *Environmental Planning & Assessment Act 1979*
- Minor Works, Pre-construction Minor Works.

PERMITS/NOTIFICATIONS

☐ Traffic
☒ Other: Specify: Minor Works, Pre-construction minor works approval

INSTRUCTION FOR ECM

Prior to commencing construction, all staff must be inducted as to the requirements of this ECM and all construction activities must adhere to the environmental control measures

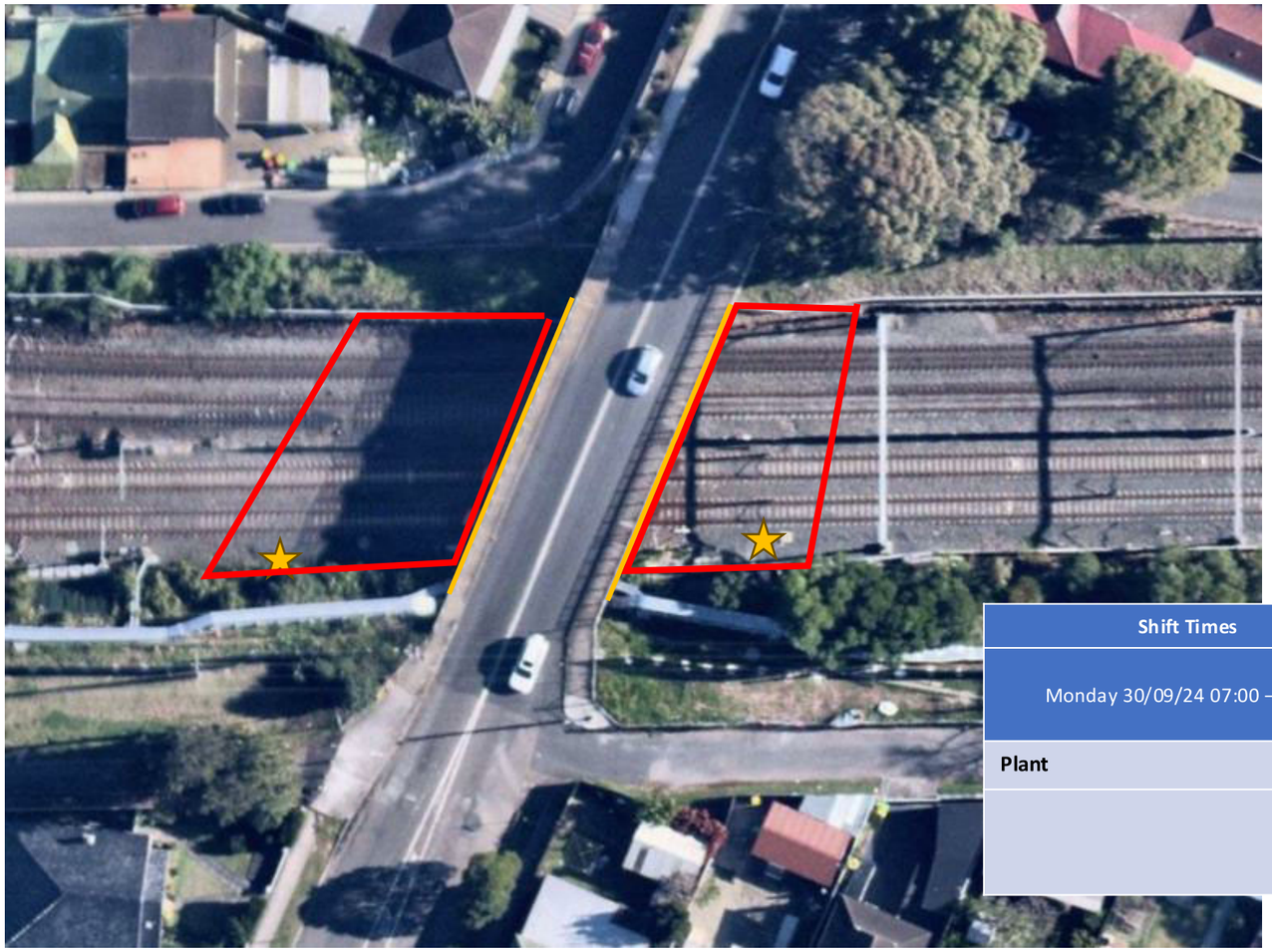
outlined herein. The ECM must be retained and accessible for the duration of construction works including revised versions. Works will be subject to inspections and approval by Sydney Metro NER/ER and Martinus Environmental Team.

Environmental high-risk activities (Check any that are applicable to this job)

	Impacts to soil resources due to soil erosion or contamination from spill or hydrocarbons or other chemicals.		Impacts to **water** resources (surface and groundwater) due to contamination or excessive water use for construction work		Introduction of **invasive plants** or **animals** to the construction site
	Damage to **protected vegetation**, **threatened flora/fauna** and their supporting habitat or other ecological values		Damage to sites of **cultural heritage** significance		**Increased traffic** in local area due to light and heavy vehicle movements to and from the site
	Environmental harm caused due to poor **waste management** practices		Nuisance to sensitive receptors and nearby work camps due to **emissions** from the track construction works		Adverse impact to surrounding environment because of an **environmental emergency**
	Communications with **external parties** during construction works		Other: Specify:		

Environmental Control Map

WK13 Stage 2 Loch Street Survey

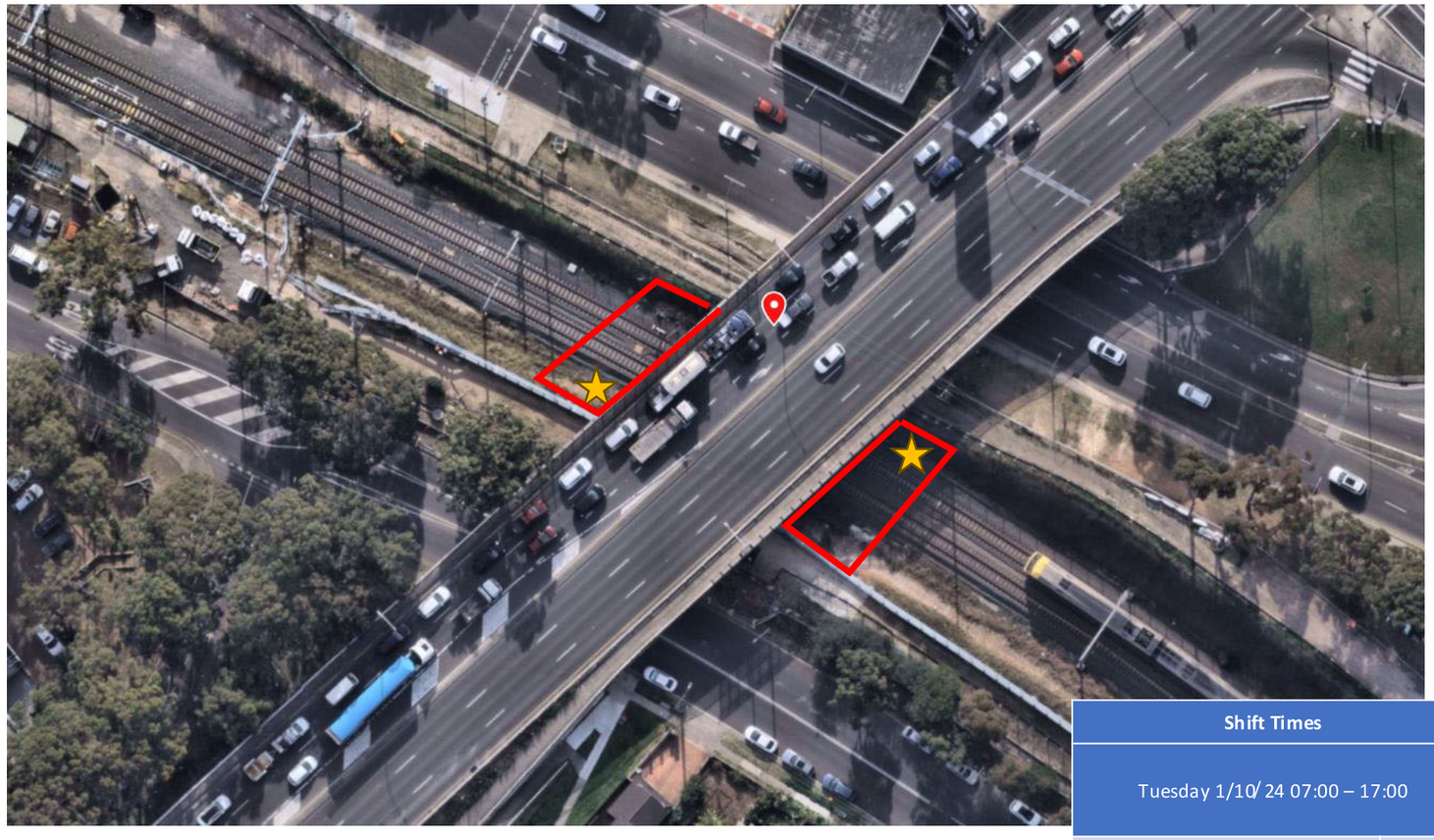


Area of works under this ECM

Survey Set-up locations

Shift Times		Scope:
Monday 30/09/24 07:00 – 17:00		• Temporary Works Survey of existing threaded rods • Installation of Survey Control
Plant	**Labour**	**Material**
	1 x Surveyor 1 x Supervisor 1 x PO2	

WK13 Stage 2 Stacey Street Survey & Dilap



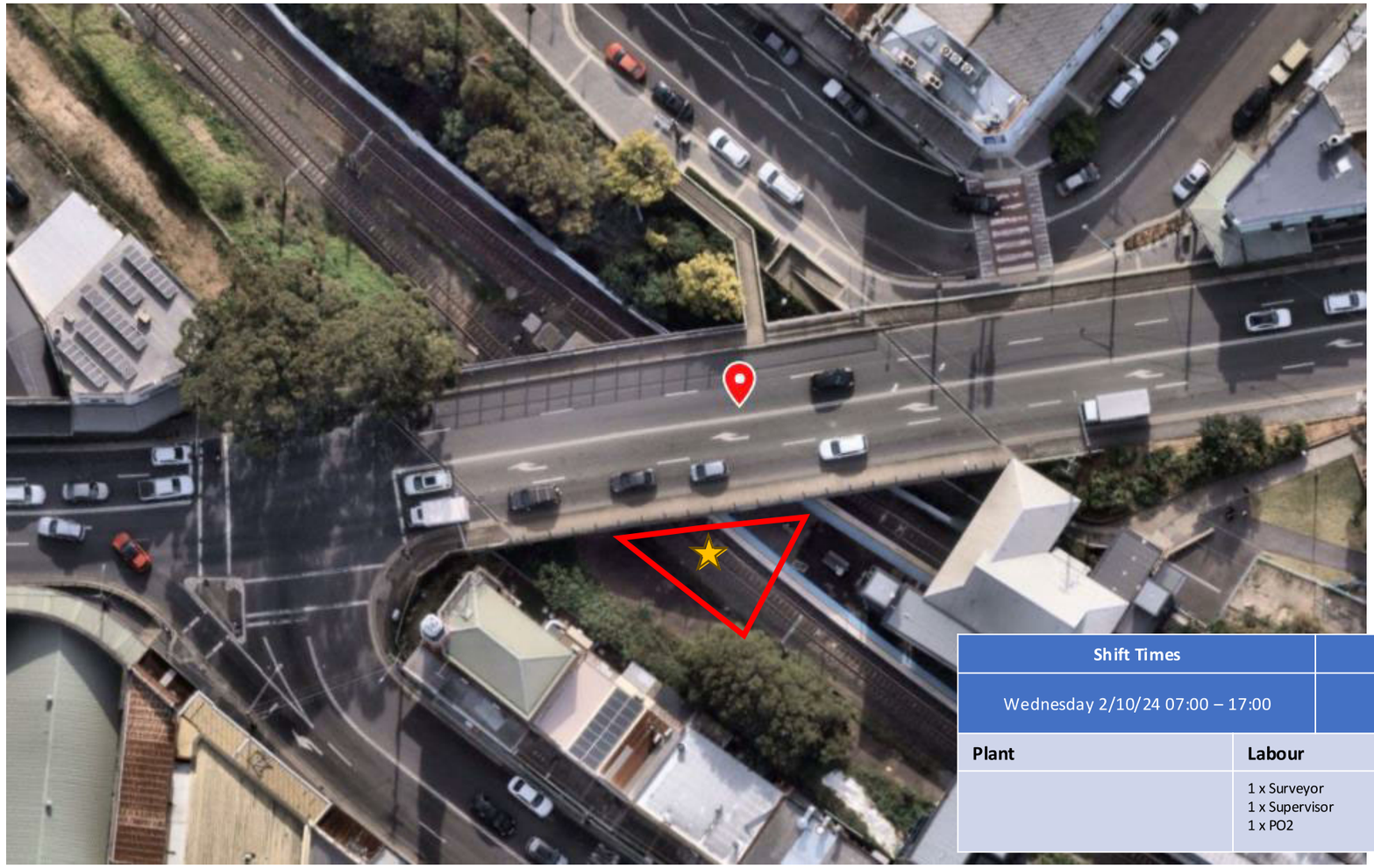
Area of works under this ECM

Survey Set-up locations

Shift Times	Scope:
Tuesday 1/10/ 24 07:00 – 17:00	• **Dilapidation survey** • **Installation of Survey Control** • **Vibration Monitoring Baseline**

Plant	Labour	Material
	1 x Surveyor 1 x Supervisor 1 x PO2	

WK13 Stage 2 Punchbowl Road Survey & Dilap



Area of works under this ECM

Survey Set-up locations

Shift Times		Scope:
Wednesday 2/10/24 07:00 – 17:00		• Dilapidation survey • Installation of Survey Control
Plant	**Labour**	**Material**
	1 x Surveyor 1 x Supervisor 1 x PO2	

WK13 Stage 2 King Georges Road Survey & Dilap

Wiley Park Station AMZ

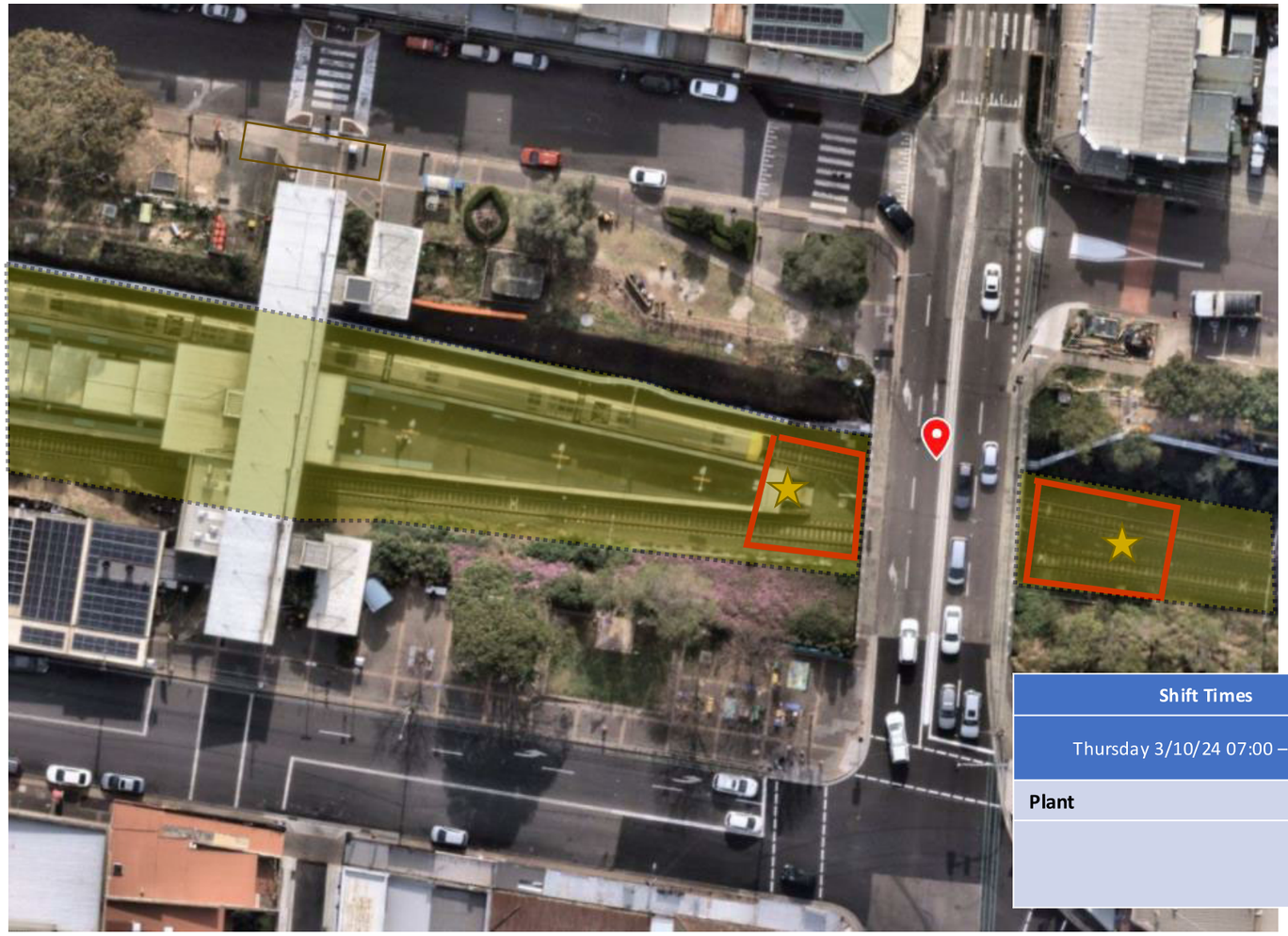
Area of works under this ECM

Survey Set-up locations

Shift Times	Scope:
Wednesday 2/10/24 07:00 – 17:00	• Dilapidation survey • Installation of Survey Control

Plant	Labour	Material
	1 x Surveyor 1 x Supervisor 1 x PO2	

WK13 Stage 2 Haldon Street Survey & Dilap



Lakemba Station AMZ

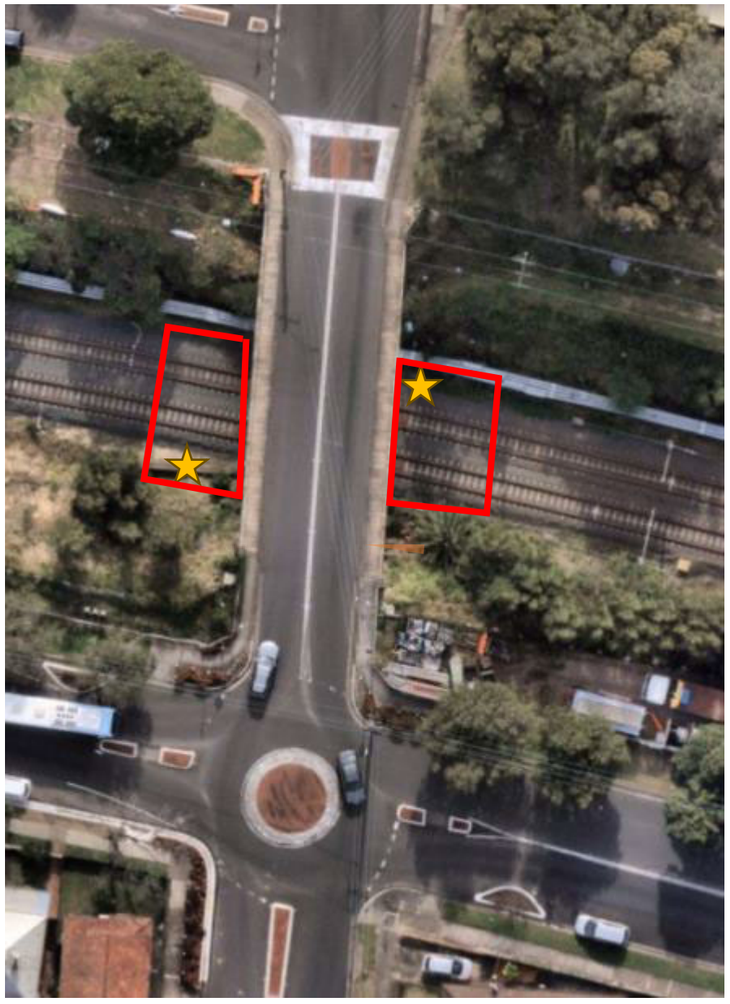
Area of works under this ECM

Survey Set-up locations

Shift Times	Scope:
Thursday 3/10/24 07:00 – 17:00	• Dilapidation survey • Installation of Survey Control

Plant	Labour	Material
	1 x Surveyor 1 x Supervisor 1 x PO2	

WK13 Stage 2 Morton Street Survey & Dilap

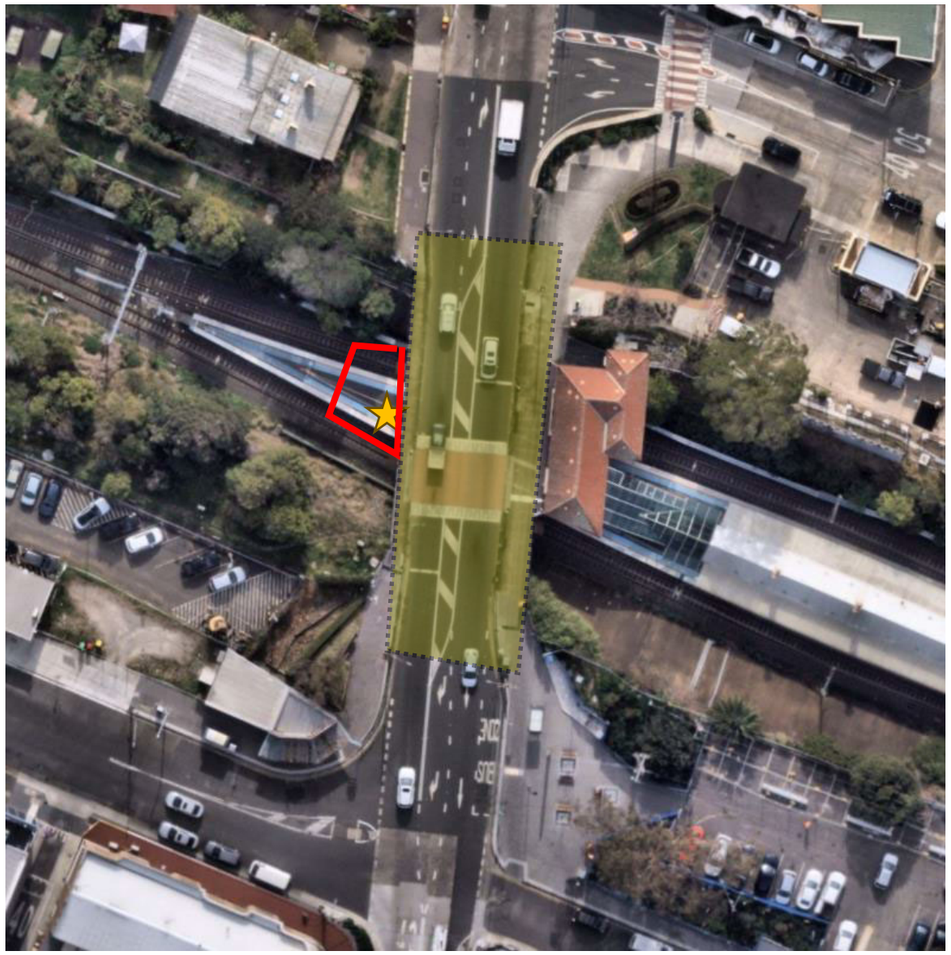


Area of works under this ECM

Survey Set-up locations

Shift Times		Scope:
Friday 4/10/24 07:00 – 17:00		• Dilapidation survey • Installation of Survey Control
Plant	**Labour**	**Material**
	1 x Surveyor 1 x Supervisor 1 x PO2	

WK14 Stage 2 Burwood Road Survey & Dilap



Belmore Road overbridge SHR listing

Area of works under this ECM

Survey Set-up locations

Shift Times		Scope:
Monday 7/10/24 07:00 – 17:00		• **Dilapidation survey** • **Installation of Survey Control**
Plant	**Labour**	**Material**
	1 x Surveyor 1 x Supervisor 1 x PO2	

ENVIRONMENTAL CONTROL MEASURES				
Key Environmental Risks	**Environmental Controls**	**Timing**	**Responsibilities**	**Check**
General	All site personnel to be inducted as to the requirements of this ECM including but not limited to the key environmental risks: • Heritage • Noise and vibration and nearest sensitive receivers • Access and egress • Unexpected finds procedure for sensitive areas.	Minor Works, Pre-construction and during construction	Site Manager, Project Manager, Environmental Manager	
	Pre-start register and toolbox attendance register signed by all site personnel.	Minor Works, Pre-construction	Site Manager, Project Manager, Environmental Manager and all inducted staff	
	Clearly ID and segregate work zones from public as required ensuring no works outside approved project boundary as per SSI 8256 and associated approvals.	During construction	Site Manager	
	Ensure all service identification activities have been completed with ground-truthed service locations marked out	During construction	Site Manager	
	Working areas would be maintained, kept free of rubbish and cleaned up at the end of each working day.	Minor Works, Pre-construction and during construction	Site Manager	
Heritage (CoA E10 – E17)	. Any heritage items or relics that are uncovered as part of the works will be reported to Sydney Metro as required. Implement Sydney Metro Unexpected Finds Procedure (SM-18-00105232).	Minor Works, Pre-construction and during construction	Site manager, Environmental Manager, Heritage Advisor and Project manager	
	If unanticipated archaeological deposits are identified within the project site during investigation works: • Stop work immediately • Notify EM, SM and PM • Notify the Heritage Advisor • Notify Sydney Metro • Do not recommence work without explicit approval to do so. If unforeseen Aboriginal objects are uncovered during construction: • Stop work immediately	Minor Works, Pre-construction and during construction		

	• Notify EM, SM and PM • Notify the Heritage Advisor • Notify Sydney Metro • Do not recommence work without explicit approval to do so.			
	In the event human remains are found, work would cease, the site would be secured and the NSW Police and Heritage NSW would be notified. Where required, further archaeological investigations and an Aboriginal Heritage Impact Permit would be obtained prior to works recommencing at the location.			
Noise and Vibration (CoA E18 – E37)	Staff are to be inducted as to the requirements outlined in the Noise and Vibration Impact Statement for the project and corresponding sensitive receivers.	Minor Works, Pre-construction	Site manager, Environmental Manager	
	Staff are expected to: • Respect neighbours by refraining from swearing or shouting • Minimise noise by using appropriate equipment in good condition	During construction	All inducted staff	
	All relevant personnel and contractors involved in the Project will be advised of the relevant noise and vibration considerations, legislative requirements and mitigation measures with the Construction Noise and Vibration Impact Statement for the project.		Site manager and Project manager	
Services, risk and unexpected finds	Potentially contaminated materials: • If previously unidentified contamination (including acid sulfate soils) is found within the site, cease work and follow the Unexpected Find Procedure. • In the event, contamination is identified, notify SM, PM and ER • Clearance Certificate must be retained for all contaminated material leaving site.	Minor Works, Pre-construction and During construction	Site manager, Environmental Manager and all inducted staff	
	Stormwater services: • The existing drainage systems would remain operational.			
Other Environmental Mitigation Measures	Inspections: • Site inspections to monitor environmental compliance and performance would be undertaken at appropriate intervals. Existing permanent fencing: • Where temporary removal of existing fencing for access purposes occurs, the fence is to be relocated and reinstalled in accordance with Sydney Metro standards.	Minor Works, Pre-construction and during construction	Site manager and Environmental Manager	

PROJECT CONTACTS		
Position	**Name**	**Contact**
Site Manger	Andrew Osborn	0438 977 274
Project Manger	Luis Barroso	0481 302 347
Environmental Manager	Phil Matevski	0420 353 980
Sydney Metro Manager	Robel Chowdhury	0481 059 128
Sydney Metro Environmental Manager	Emmanuel Smith	0488 310 438
Construction Response Team	-	1800 755 465
Transport Projects Delivery Office Infoline	-	1800 684 490
Heritage Advisor	Sandra Wallace	(02) 9518 8411
Community Manager	Shelley Addison-Bell	0434 370 740
EPA/OEH Pollution Hotline	-	131 555
WIRES	-	1300 094 73
Emergency	-	000

EMPLOYEE'S ACCEPTANCE

We, the undersigned, confirm that we have been consulted on the development and given opportunity to provide inclusions of the ECM nominated above and the details have been explained and clearly understood. We also confirm that our required qualifications to undertake this activity are current. We also clearly understand that the controls in this ECM must be applied as documented, otherwise work is to cease immediately.

WORKER CONSULTATION, INSTRUCTION AND SIGN OFF			
Date	**Name**	**Employer**	**Signature**

Environmental risk assessment

This appendix includes a risk assessment for the Project. All relevant environmental issues have been assessed in accordance with the table below:

Risk Assessment Rankings:

- >31 Very High;
- 22 to 30 High;
- 11 to 21 Medium; and
- 1 to 10 Low.

Issues or activities that represent a Very High risk after the application of control measures are not to be undertaken.

Sydney Metro Consequence Criteria

	ENTERPISE RISK CONSEQUENCES					
	C6 Insignificant	C5 Minor	C4 Moderate	C3 Major	C2 Severe	C1 Catastrophic
Environment	No appreciable changes to environment and/or highly localised event.	Change from normal conditions within environmental regulatory limits & environmental effects are within site boundaries.	Short-term and/or well-contained environmental effects. Minor remedial actions probably required.	Impacts external ecosystem & considerable remediation is required.	Long-term environmental impairment in neighbouring or valued ecosystems. Extensive remediation required.	Irreversible large-scale environmental impact with loss of valued ecosystems.

Sydney Metro Likelihood Criteria and Risk Matrix

Probability: One off event How likely?	Frequency: Repeated How often?	Likelihood		Consequences C6 Insignificant	C5 Minor	C4 Moderate	C3 Major	C2 Severe	C1 Catastrophic *Transformational for opportunities*
Expected to occur frequently during time of activity or project. Greater than a 90% chance of occurring.	10 times or more every year	Almost certain	L1	20	22	29	32	34	36
Expected to occur occasionally during time of activity or project. A 75-90% chance of occurring.	1-10 times every year	Very Likely	L2	14	18	23	28	31	35
More likely to occur than not occur during time of activity or project A 50-75% chance of occurring.	Once each year	Likely	L3	9	12	16	24	27	33
More likely not to occur than occur during time of activity or project. A 25-50% chance of occurring.	Once every 1 to 10 years	Unlikely	L4	6	7	11	17	25	30
Not expected to occur during the time of activity or project. A 10-25% chance of occurring.	Once every 10 to 100 years	Very Unlikely	L5	3	4	8	13	19	26
Not expected to ever occur during time of activity or project. Less than 10% chance of occurring.	Less than once every 100 years	Almost Unprecedented	L6	1	2	5	10	15	21

Aspect	Potential Environmental Impact	Initial Rating L x	C	Risk	Control Measures	Residual Rating L x	C	Risk	Management of Residual Risk
Approvals and Licensing									
Not identifying appropriate approvals, licenses or permits required and proceeding without them	Works delayed, infringements, prosecution, poor community relations and reputational loss.	L4	C4	11	Review the project planning approval and statutory documentation for requirements relevant to the Project. Follow the advice of Subject Matter Experts providing advice to the Minor Works Approval. Check contract documentation. Identify and implement requirements from the Contract. Establish a register of approvals, licenses and permits.	L5	C4	8	Maintain Compliance Risk Matrix
Noise									
Noise from general construction activities resulting in impact to residents	Disturbance to residents or neighbouring businesses. Potential for complaints.	L4	C5	7	Respond to community enquiries and complaints in accordance with Sydney Metro requirements and implement the OCCS.	L5	C5	4	Noise performance will be continually monitored as per the mitigation measures of the Construction Noise and Vibration Impact Statement (CNVIS) for this Minor Works Approval. The Sydney Metro Construction Noise and Vibration Strategy (CNVS) is to be implemented. Works would be undertaken during standard construction hours. If scope of works change and OOHW is required, the respective OOHW approval will be applied for separately.
Heritage									
Unexpected heritage items encountered.	Work delays, additional studies, approvals required, damage to heritage item.	L4	C4	12	Implement the mitigation measures within the Heritage Impact Memo (Appendix 3). General inductions toolbox training on heritage management protocols. Label any known heritage items on Environmental Control Maps. If suspected heritage item encountered. Works to stop immediately and implement the Sydney Metro Unexpected Heritage Finds Procedure (within this Minor Works Approval).	L5	C4	8	Undertake regular inspections of work areas pre, during and after works to ensure controls are in good condition. Provide frequent toolbox talks on Unexpected Heritage Finds Procedure

Aspect	Potential Environmental Impact	Initial Rating		Risk	Control Measures	Residual Rating		Risk	Management of Residual Risk
		L x	C			L x	C		
Impact to Heritage Items	Damage to heritage fabric of heritage items by Project works	L4	C4	12	Implement the mitigation measures within the Heritage Impact Memo (Appendix 3). General inductions toolbox training on heritage management protocols. Label any known heritage items on Environmental Control Maps.	L5	C4	8	Undertake regular inspections of work areas pre, during and after works to ensure controls are in good condition. Provide frequent toolbox talks on managing change.
Traffic									
Loss of on-street car parking in adjacent residential streets and commercial areas / existing station carparks during survey works.	Loss of parking availability to adjacent residential and commercial properties could result in community complaints.	L4	C5	7	Community notifications via monthly notifications and VMS boards / signage and consultation with adjacent businesses (localised cafes for example) in accordance with the OCCS.	L5	C5	4	Complete regular toolbox talks on how to minimise impacts in relation to traffic. Undertake regular inspections of worksite and adjacent streets. Supervisor and traffic controller to enforce traffic management requirements

Appendix 2: Community Notifications

Sydney Metro City & Southwest

Construction Notification – Belmore Station

September 2024

Sydney Metro is Australia's biggest public transport project.

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

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

The T3 Bankstown Line will close later this year for up to 12 months to complete the final metro conversion works and in 2025, Southwest Sydney will have turn-up-and-go metro services every four minutes in the peak directly into Sydney CBD.

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

What work are we doing?

Location	Work during standard hours
Belmore (along the rail corridor)	• Site investigations, surveys and associated activities • Delivery of plant and materials • De-vegetation and tree clearing around the rail corridor where required • Work related to security fence installation • Parking removal and lane closures to facilitate plant/truck operation, parking and access • Installation and modification of combined service route (CSR), cables and trackside equipment • Signalling related work • Testing and commissioning of services and equipment, and trackside inspection
Around Belmore Station and at the services building site (off Redman Parade, adjacent to the rail line)	• Landscaping, remediation and maintenance activities around the station and services building • Services work within the services building • Establishment of laydown areas for temporary storage of construction materials • Installation and modification of CSR and security fence installation • Signalling related work • Installation of brackets and containments on station platform • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Site investigations, surveys, defect rectification and associated activities • Mobilisation of site compound • Parking removal and lane closures to facilitate plant/truck operation, parking and access • Ongoing termination and cabling work in services buildings, within the station and at the platforms • Testing and commissioning of equipment and services
Belmore site compound (Bridge Road)	• Delivery and storage of materials, including cables, cable drums, light and heavy vehicles • Maintenance, testing and commissioning of equipment and services • Ongoing truck and traffic movements in and out of site, occasionally managed by traffic control • Mobilisation and demobilisation of plant and materials • Establishment of site office including storage of materials
Lakemba substation, off The Boulevarde, near Taylor Street	• Ongoing cable termination and cabling work • Testing and commissioning of equipment and services • Traffic control to facilitate truck movements on The Boulevarde, if required • Installation and modification of CSR

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

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

Date/Time	Out-of-hours work
Mid-week between 6pm and 7am (for no more than 3 nights per week)	• Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Signalling related work • Testing and commissioning of equipment and services, and trackside inspection • Utility investigations to locate underground utilities at Burwood Road and Melford Street overbridge • Installation of brackets and containments on station platform

What to expect

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

- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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

Contact us

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

southwestmetro@transport.nsw.gov.au

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

Translating and interpreting service

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Sydney Metro City & Southwest

Construction Notification – Canterbury Station

September 2024

Sydney Metro is Australia's biggest public transport project.

By 2030, Sydney will have a network of four metro lines, 46 stations and 113km of new metro rail.
Sydney Metro is revolutionising how Australia's biggest city travels, connecting Sydney's north west, south west and greater west to fast, reliable turn-up-and-go metro services with fully accessible stations.
The T3 Bankstown Line will close later this year for up to 12 months to complete the final metro conversion works and in 2025, Southwest Sydney will have turn-up-and-go metro services every four minutes in the peak directly into Sydney CBD.

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

What work are we doing?

Location	Work during standard hours
Canterbury (along the rail corridor)	• Site investigations, surveys and associated activities • De-vegetation and tree clearing around the rail corridor where required • Mobilisation and demobilisation of plant and materials • Work related to security fence installation and combined services route (CSR) within the corridor • Signalling related work and testing and commissioning of services and equipment and inspections • Parking removal and lane closures to facilitate plant and truck operation, and parking and access • Installation and modification of combined service route (CSR), cables, and trackside equipment • Demolition of the former Canterbury Signals Depot building • Pedestrian footpath between former Canterbury Bowls Club and rail corridor to be closed between Canterbury Rd and Church St Pedestrian Footbridge. Diversions in place via Church St and Tincombe St • Establishment of laydown areas for temporary storage of construction materials
Around Canterbury Station	• Minor defect rectification work as required • Minor civil, electrical and containment works at station building/platforms • Testing and commissioning activities • Ongoing termination and cabling work within the station and on platforms • Installation of brackets and containments, and installation and modification of cable service routes • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Security fence installation • Signalling related work • Mobilisation of site compound and establishment of ancillary sites including a site office and ablutions • Parking removal and lane closures to facilitate plant and truck operation, and parking and access • Establishing laydown areas for temporary storage of construction materials
Services building site on Charles Street	• Ongoing termination and cabling work, electrical fit out and finishing work in services buildings • Testing and commissioning of equipment and services • Minor defect rectification work as required • Landscaping, remediation and maintenance activities
Former Bowling Club	• De-vegetation and tree clearing throughout the rail corridor where required • Mobilisation and demobilisation of plant and materials including preparatory activities for future work
Substation site (off Hutton Street)	• Ongoing termination and cabling work • Testing and commissioning of equipment and services • Drainage work on Hutton Street, with temporary lane closure and traffic management in place • Traffic control to facilitate truck movements on The Boulevarde, as required

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

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

Date/Time	Out-of-hours work
Mid-week between 6pm and 7am (for no more than 3 nights per week)	• Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Installation of brackets and containments on station platform • Testing and commissioning of equipment and services, and trackside inspection • Signalling related work • Utility locating and associated activities at Melford Street and Canterbury Road overbridges

What to expect

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

- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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

Contact us

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Translating and interpreting service

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Sydney Metro City & Southwest

Construction Notification – Dulwich Hill Station

September 2024

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The T3 Bankstown Line will close later this year for up to 12 months to complete the final metro conversion works and in 2025, Southwest Sydney will have turn-up-and-go metro services every four minutes in the peak directly into Sydney CBD.

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

What work are we doing?

Location	Work during standard hours
Dulwich Hill (along the rail corridor)	• Site investigations, surveys and associated activities • Installation of brackets and containments on the station platform • De-vegetation and tree clearing around the rail corridor where required • Work related to security fence installation • Installation and modification of combined service route (CSR), cables and trackside equipment • Mobilisation and demobilisation of plant and materials • Possible parking removal and lane closures to facilitate plant/truck operation • Testing and commissioning of equipment and services • Establishment of laydown areas for temporary storage of construction materials • Installation of temporary hoarding at Wardell Road overbridge
Around Dulwich Hill Station	• Mobilisation of site compound and establishment of ancillary sites including a site office, toilet ablutions and temporary materials laydown and storage area for construction materials • Minor defect rectification work around the station and platform • Ongoing termination and cabling work within the station and the platforms • Testing and commissioning of equipment and services • Installation and modification of CSR • Signalling related work • Work related to security fence installation • Installation of brackets and containments on the station platform • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Site investigations, surveys, defect rectification and associated activities • Parking removal and lane closures to facilitate plant/truck operation
Services building site at Ewart Lane	• Testing and commissioning of services • Work related to security fence installation • Installation and modification of combined service routes (CSR) • Ongoing termination and cabling work in services buildings • Testing and commissioning of equipment and services
Substation site (off Randall Street behind Albermarle Street)	• Work related to security fence installation • Installation and modification of combined service routes (CSR) • Ongoing termination and cabling work • Testing and commissioning of equipment and services • Traffic control to facilitate truck movements from Livingstone Road into Randall Street, if required

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

NSW GOVERNMENT

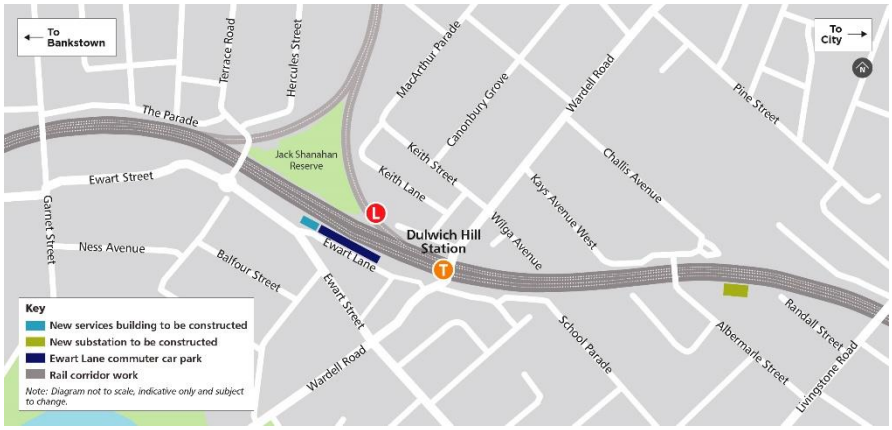
sydney METRO

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

Date/Time	Out-of-hours work
Mid-week between 6pm and 7am (for no more than 3 nights per week)	• Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Installation of brackets and containments on the station platform • Testing and commissioning of equipment and services and trackside inspections • Signalling related work • Utility locating and associated activities at Dulwich Hill Station and Albermarle Street overbridges

What to expect

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



- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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

Contact us

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Sydney Metro City & Southwest

Construction Notification – Hurlstone Park Station

September 2024

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

The T3 Bankstown Line will close later this year for up to 12 months to complete the final metro conversion works and in 2025, Southwest Sydney will have turn-up-and-go metro services every four minutes in the peak directly into Sydney CBD.

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

What work are we doing?

Location	Work during standard hours
Hurlstone Park (along the rail corridor)	• Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials involving parking and traffic changes • De-vegetation and tree clearing around the rail corridor where required • Work related to signalling and security fence installation • Installation and modification of combined services routes (CSR), cables and trackside equipment • Testing and commissioning and trackside inspections • Establishing laydown areas for temporary storage of construction materials • Installing temporary hoarding on the Melford Street and Duntroon Street overbridges
Around Hurlstone Park Station	• Ongoing termination and cabling work within the station and on platforms • Testing and commissioning of equipment and services • Installation of brackets and containments on the station platform • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Installation and modification of combined service route (CSR) • Work related to signalling and security fence installation • Site investigations, surveys and associated activities • Building variation work on platform 2 building • Landscaping, remediation, maintenance and defect rectification activities • Establishment of ancillary sites including a site office, toilet ablutions and laydown areas • Parking removal and lane closures to facilitate plant/truck operation
Services building site off Railway Street	• Mobilisation and demobilisation of plant and materials • Work related to security fence installation • De-vegetation and tree clearing around the rail corridor where required • Installation and modification of combined service route (CSR) • Minor defect work and remediation of landscaped areas as required • Installation of services building gate and new plates and electrical services • Ongoing termination and cabling work, electrical fit out and finishing work • Testing and commissioning of equipment and services and services work
Substation site of Hutton Street	• Work related to security fence installation • De-vegetation, tree clearing and landscape remediation around the rail corridor where required • Testing and commissioning of equipment and services and termination and cabling work • Activities on Hutton Street requiring temporary lane closure and traffic management in place

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NSW GOVERNMENT

sydney METRO

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

Date/Time	Out-of-hours work
Mid-week between 6pm and 7am (for no more than 3 nights per week)	• Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Installation of brackets and containments on the station platform • Testing and commissioning of equipment and services • Utility locating and associated activities at Duntroon Street overbridge

What to expect

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

- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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

Contact us

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Sydney Metro City & Southwest

Construction Notification – Lakemba Station

September 2024

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The T3 Bankstown Line will close later this year for up to 12 months to complete the final metro conversion works and in 2025, Southwest Sydney will have turn-up-and-go metro services every four minutes in the peak directly into Sydney CBD.

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

What work are we doing?

Location	Work during standard hours
Lakemba (along the rail corridor)	• Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Work related to security fence installation • De-vegetation and tree clearing around the rail corridor where required • Parking removal and lane closures to facilitate plant/truck operation, parking and access at various locations along the corridor • Signalling related work • Temporary footpath closure along the rail corridor on The Boulevarde between Ernest Street and King Georges Road • Temporary footpath closure along the rail corridor between Railway Parade and King Georges Road (pedestrian diversion via Alice Street Nth and Lakemba Street to King Georges Road) • Installation and modification of combined service route (CSR), cables and trackside equipment • Testing and commissioning of services and equipment and trackside inspection • Devegetation and site preparation activities at the Moreton Street overbridge
Around Lakemba station (Railway Parade and The Boulevarde):	• Minor defect remediation work as required • Minor civil electrical and containment work at station building/platforms as required • Installation and modification of CSR • Security fence installation • Installation of brackets and containments on station platform • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Site investigations, surveys and associated activities • Mobilisation of site compound • Parking removal and lane closures to facilitate plant/truck operation • Ongoing termination and cabling work within the station and platforms • Testing and commissioning of equipment and services • Establishment of laydown areas for temporary storage of construction materials and facilities
Services building site off Railway Parade near Bellevue Avenue	• Ongoing termination and cabling work, electrical fit out and finishing work • Testing and commissioning of equipment and services
Lakemba substation, off The Boulevarde, near Taylor Street:	• Ongoing termination and cabling work • Testing and commissioning of equipment and services • Traffic control to facilitate truck movements on The Boulevarde as required

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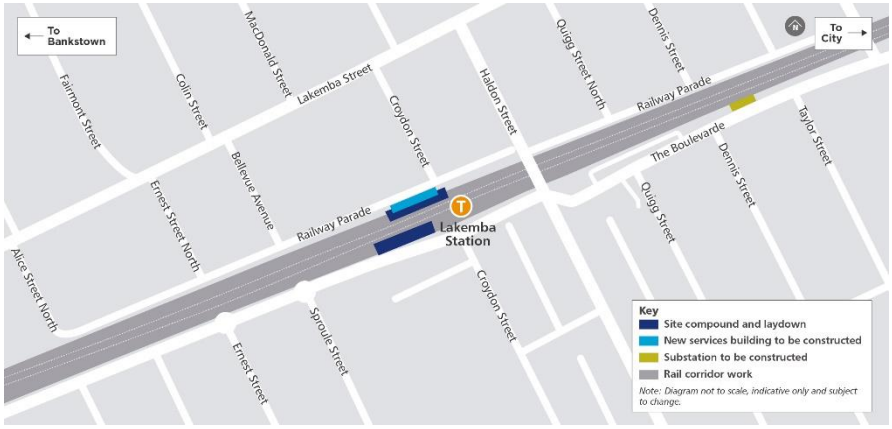
Out-of-hours (night) work – due to the nature of some activities and for the safety of community and workers, some work will occur outside standard construction hours

Date/Time	Out-of-hours work
Mid-week between 6pm and 7am (for no more than 3 nights per week)	• Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • Signalling related work • Installation of brackets and containments on station platform • Testing and commissioning of equipment and services, and trackside inspections

What to expect

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



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

Contact us

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Sydney Metro City & Southwest

Construction Notification – Wiley Park Station

September 2024

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

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

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

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

What work are we doing?

Location	Work during standard hours
Wiley Park (along the rail corridor)	• Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials • De-vegetation and tree clearing throughout the rail corridor where required • Work related to security fence installation • Parking removal and lane closures to facilitate plant and truck operation • Temporary footpath closure along the rail corridor on The Boulevarde between Ernest Street and King Georges Road • Temporary footpath closure along the rail corridor between Railway Parade and King Georges Road (pedestrian diversion via Alice Street North and Lakemba Street to King Georges Road) • Installation and modification of combined service route (CSR), cables, and trackside equipment • Testing and commissioning and trackside inspections • Establishing laydown areas for temporary storage of construction materials and worker facilities
Wiley Park Station	• Site investigations, surveys and associated activities • Signalling related work • Work related to security fence installation • Installation and modification of CSR, brackets and containment on station platform and buildings • Installation of equipment, cables, cable tray and cabinets in station rooms and buildings • Mobilisation of site compound • Parking removal and lane closures to facilitate plant and truck operation • Defect rectification work as required • Remediation of landscaped areas in and around the station as required • Establishing laydown areas for temporary storage of construction materials and worker facilities • Ongoing termination and cabling work within the station and at the platforms • Testing and commissioning of equipment and services
Services building off Urunga Parade	• Remediation of landscaped areas in and around the services building • Ongoing termination and cabling work, electrical fit out and finishing work in services buildings • Testing and commissioning of equipment and services • Minor defect rectification work as required • Services work within the services building • Landscaping, remediation and maintenance activities

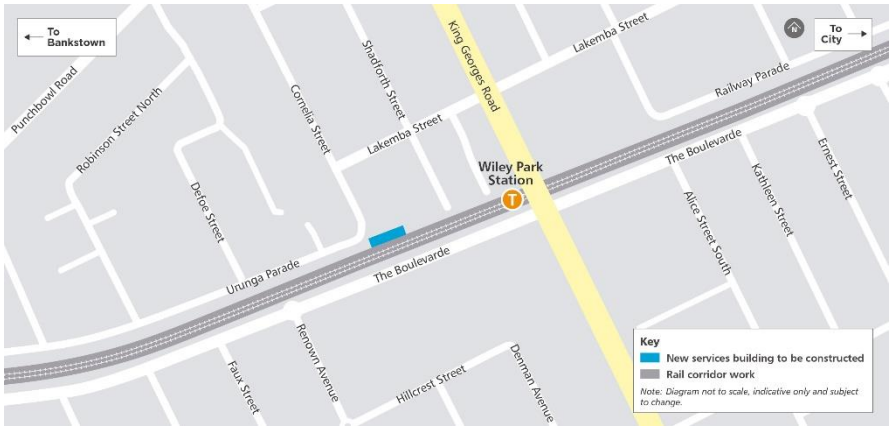
**From time to time we may finish work later than 6pm as we complete concrete pours. This will entail finishing off poured concrete using manual and powered floats and may continue until 10pm. This may occur on up to four separate evenings during the month. The noise impacts from this work will be very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

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

Date/Time	Out-of-hours work
Mid-week between 6pm and 7am (for no more than 3 nights per week)	• Site investigations, surveys and associated activities • Mobilisation and demobilisation of plant and materials including preparatory activities for upcoming out-of-hours work • Signalling related work • Testing and commissioning of equipment and services • Installation of brackets and containment on the station platform

What to expect

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



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

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Sydney Metro City & Southwest

Monthly Notification – Belmore Station

October 2024

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Kerbside changes may also be in place around the affected train stations for temporary bus zones. Please check signage before parking your car.

Work during October

Work will continue within and around Belmore Station from 30 September and during October. The main activities will include:

- Installation and modification of cables service route, cables and trackside equipment
- Cable termination on the traction substations and stations
- Maintenance, testing and commissioning of services and equipment, and trackside inspections
- Delivery and storage of materials, including cables, cable drums, light and heavy vehicles
- Installation of equipment, cables and cabinets in station rooms and buildings
- Installation, testing and commissioning of rail corridor security system including CCTV, poles and fibre cables
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security, segregation fence installation and signalling
- Works at station buildings and platforms including installation of mechanical gap fillers
- Track related construction activities
- Works related to overhead and high voltage wiring and utilites
- Works on various bridges along the corridor
- Installation of temporary hoarding
- Landscaping, remediation and maintenance activities
- Parking removal and lane closures to facilitate plant and truck operation

Most work will be carried out during standard construction hours: Monday to Friday 7am – 6pm and Saturday 8am – 6pm.

Work outside standard construction hours

Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

What to expect

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

Monthly Notification – Campsie Station

October 2024

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You can plan your trip at transportnsw.info and on real time apps or scan the QR code for more information.

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 October

Work will continue within and around Campsie Station from 30 September and during October. The main activities will include:

- Installation and modification of cables service route, cables and trackside equipment
- Cable termination on the traction substations and stations
- Maintenance, testing and commissioning of services and equipment, and trackside inspection
- Delivery and storage of materials, including cables, cable drums, light and heavy vehicles
- Installation of equipment, cables and cabinets in station rooms and buildings
- Installation, testing and commissioning of rail corridor security system including CCTV, poles and fibre cables
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security, segregation fence installation and signalling
- Works at station buildings and platforms and installation of temporary hoarding
- Track related contruction activities and work on various bridges along the corridor
- Works related to overhead and high voltage wiring and local utilities
- Installation of work protections at Loch Street overbridge
- Landscaping, remediation and maintenance activities
- Parking removal and lane closures to facilitate plant and truck operation

Most work will be carried out during standard construction hours: Monday to Friday 7am – 6pm and Saturday 8am – 6pm.

Work outside standard construction hours

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 equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
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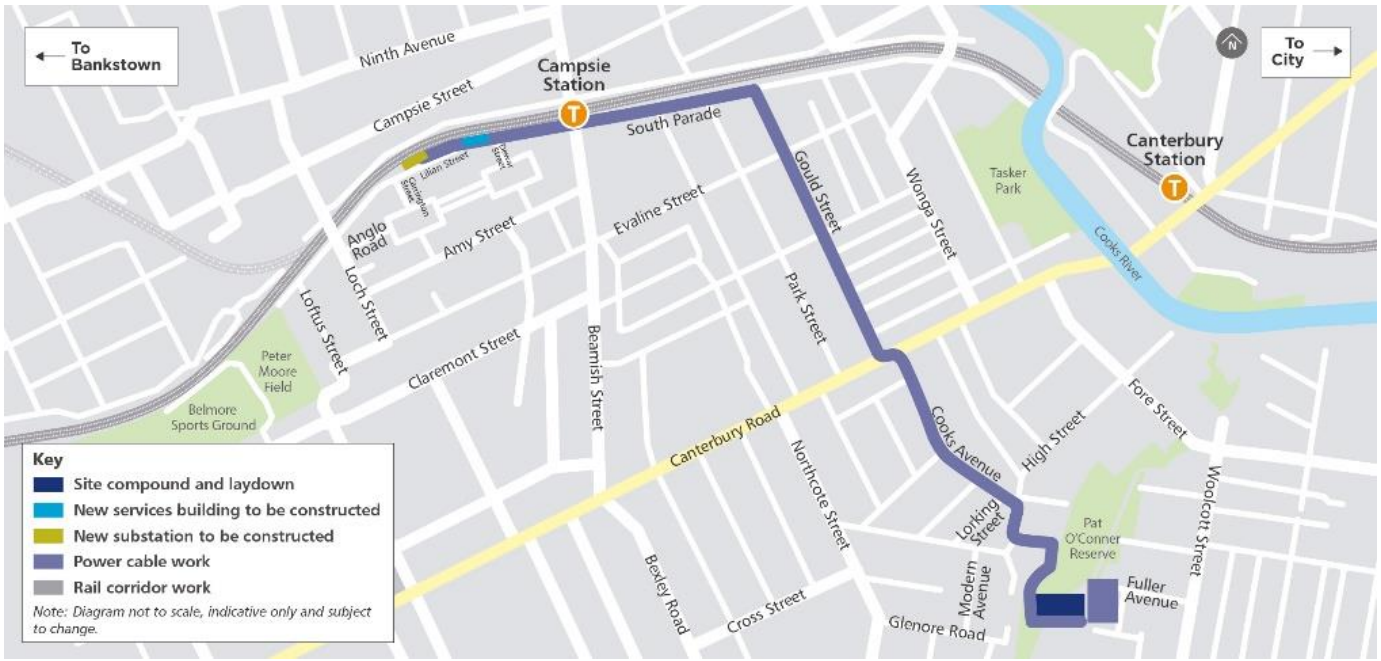

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Sydney Metro City & Southwest

Monthly Notification – Canterbury Station

October 2024

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Sydney Metro work during October

Work will continue within and around Canterbury Station from 30 September and during October. The main activities will include:

- Installation and modification of cables service route, cables and trackside equipment
- Cable termination at the traction substations and stations
- Maintenance, testing and commissioning of services and equipment and trackside inspection
- Delivery and storage of materials, including cables, cable drums, light and heavy vehicles
- Drainage work on Hutton Street
- Installation of equipment, cables and cabinets in station rooms and buildings
- Installation, testing and commissioning of rail corridor security systems including CCTV, poles and fibre cables
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials (which may include parking and traffic changes)
- Work related to security, segregation fence installation and signalling
- Works at station buildings and platforms and track related construction activities
- Works related to overhead and high voltage wiring and local utilities
- Works on various bridges along the corridor including installing hoardings and scaffolds
- Demolition of the former Canterbury Signals Depot building
- Landscaping, remediation and maintenance activities

Most work will be carried out during standard construction hours: Monday to Friday 7am – 6pm and Saturday 8am – 6pm.

Work outside standard construction hours

Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorists, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

What to expect

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

Monthly Notification – Hurlstone Park Station

October 2024

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Sydney Metro work during October

Work will continue within and around Hurlstone Park Station from 30 September and during October. Main activities will include:

- Installation and modification of cables service route, cables and trackside equipment
- Cable termination on the traction substations and stations
- Maintenance, testing and commissioning of services and equipment, and trackside inspections
- Delivery and storage of materials, including cables, cable drums, light and heavy vehicles
- Installation of equipment, cables and cabinets in station rooms and buildings
- Installation, testing and commissioning of rail corridor security system including CCTV, poles and fibre cables
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security, segregation fence installation and signalling
- Works at station buildings and platforms and track related construction activities
- Works related to overhead and high voltage wiring and local utilities
- Works on various bridges along the corridor including corridor protection works Garnet Street overbrdige
- De-vegetation, site preparation and installation of construction hoarding at Duntroon Street overbridge
- Landscaping, remediation, and maintenance activities
- Parking removal and lane closures to facilitate plant and truck operation

Work will be carried out during standard construction hours: Monday to Friday 7am – 6pm and Saturday 8am – 6pm.

Work outside standard construction hours

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 equipment may be transported outside of standard construction hours in line with Transport for NSW requirements for transporting oversized vehicles.
- Access to buildings and driveways will be maintained at all times.
- We will park our vehicles along the rail corridor where possible however, please be aware that on-street parking may be limited near worksites, particularly during planned rail possessions.

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

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Sydney Metro City & Southwest

Monthly Notification – Lakemba Station

October 2024

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Work during October

Work will continue within and around Lakemba Station from 30 September and during October. The main activities will include:

- Installation and modification of cables service route, cables and trackside equipment
- Cable termination on the traction substations and stations
- Maintenance, testing and commissioning of services and equipment, and trackside inspection
- Delivery and storage of materials, including cables, cable drums, light and heavy vehicles
- Installation of equipment, cables and cabinets in station rooms and buildings
- Installation, testing and commissioning of rail corridor security system including CCTV, poles and fibre cables
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials
- Work related to security, segregation fence installation and signalling
- Works at station buildings and platforms including installation of mechanical gap fillers
- Track related construction activities
- Works related to overhead wiring and high voltage wiring
- Works related to local utilities
- Works on various bridges along the corridor
- Installation of temporary hoarding
- Landscaping, remediation and maintenance activities
- Parking removal and lane closures to facilitate plant and truck operation

Most work will be carried out during standard construction hours: Monday to Friday 7am – 6pm and Saturday 8am – 6pm.

Work outside standard construction hours

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What to expect

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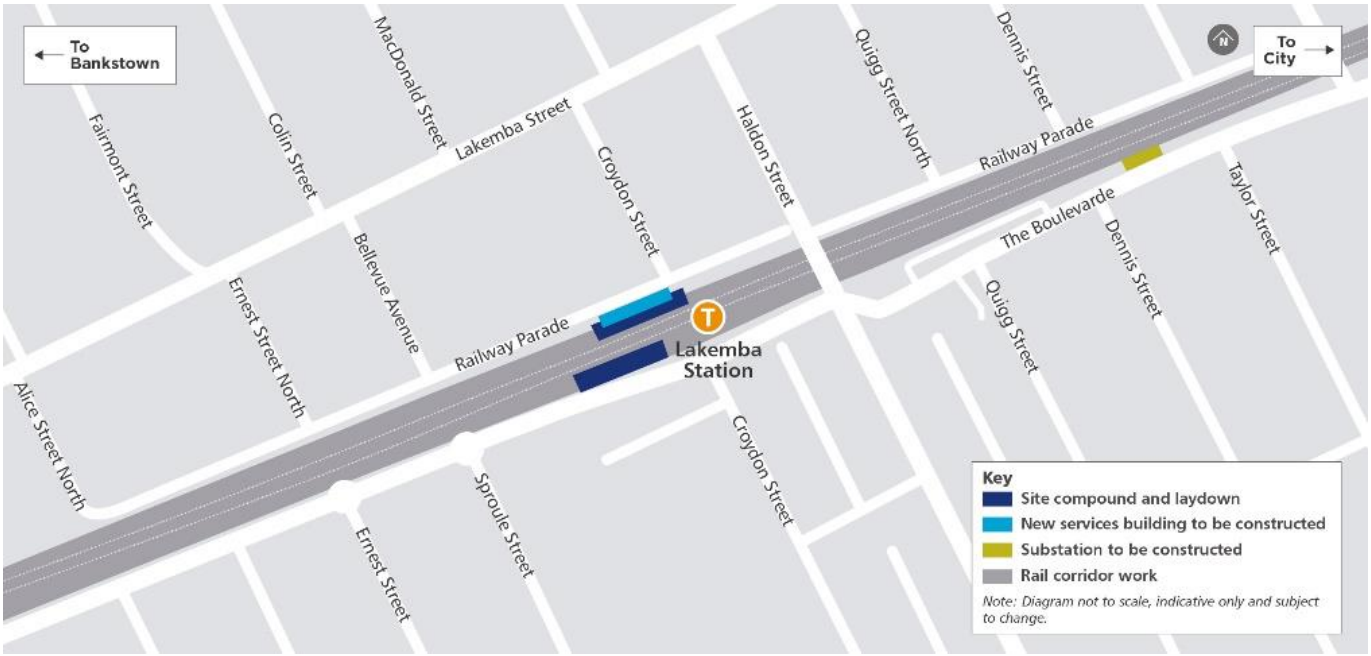

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Sydney Metro City & Southwest

Monthly Notification – Wiley Park Station

October 2024

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Kerbside changes may also be in place around the affected train stations for temporary bus zones. Please check signage before parking your car.

Work during October

Work will continue within and around Wiley Park Station from 30 September and during October. The main activities will include:

- Installation and modification of cables service route, cables and trackside equipment
- Cable termination on the traction substations and stations
- Maintenance, testing and commissioning of services and equipment, and trackside inspection
- Delivery and storage of materials, including cables, cable drums, light and heavy vehicles
- Installation of equipment, cables and cabinets in station rooms and buildings
- Installation, testing and commissioning of rail corridor security system including CCTV, poles and fibre cables
- Site investigations, surveys and associated activities
- De-vegetation and tree clearing throughout the rail corridor where required
- Mobilisation and demobilisation of plant and materials and installation of hoarding
- Work related to security, segregation fence installation and signalling
- Works at station buildings and platforms
- Track related construction activities
- Works related to overhead and high voltage wiring and utilities
- Works on various bridges along the corridor
- Landscaping, remediation and maintenance activities
- Parking removal and lane closures to facilitate plant and truck operation

Most work will be carried out during standard construction hours: Monday to Friday 7am – 6pm and Saturday 8am – 6pm.

Work outside standard construction hours

Some activities must be undertaken outside standard construction hours to minimise impacts on traffic and to ensure the safety of motorist, pedestrians and workers. Respite hours will be implemented in line with the project's approvals. Highly impacted residents will be notified separately.

What to expect

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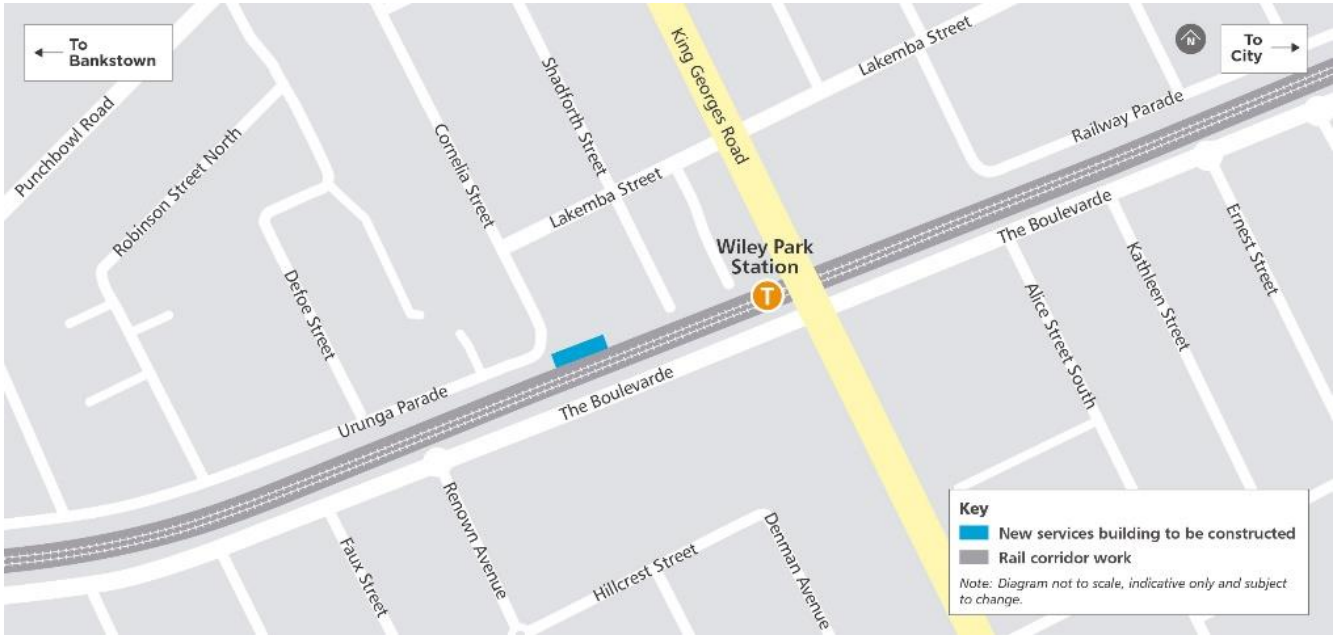

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Appendix 3: Heritage Impact Memo – Artefact Heritage

artefact

Memo: Heritage Impact for Site Investigations at Sites Listed on the State Heritage Register

Project: Southwest Metro Errant and Hostile Vehicle Project	**Date:**19 March 2024
To: Arch Artifex/ Martinus	**From:** Artefact Heritage and Environment

Introduction

Martinus, on behalf of Sydney Metro, have engaged Artefact Heritage to provide desktop assessments and heritage advice relating to conducting site investigations for the design of the Southwest Metro Errant and Hostile Vehicle Project. These works will be undertaken under the SSI provisions of the *Environmental Planning & Assessment Act 1979* in line with the previous Sydenham to Bankstown Sydney Metro (SSI 8256 Consent) and its relevant conditions of approval. The investigations will contribute to the final design as well as to inform a Heritage Construction Management Plan that is incorporated into the project Construction Environmental Management Plan (CEMP).

Sydney Metro are proposing to complete a series of investigations relating to the upgrade of approximately 13km of the southwest metro line into a fully segregated transport corridor. The scope of this Errant and Hostile Vehicle project includes installation of anti-throw screens and concrete bollards within the intersections of 15 bridges along the alignment as shown on Figure 1, as well as 66 individual locations along the corridor between Sydenham to Bankstown where safety improvements will be required.

This Heritage Impact Memo, which only refers to the three bridge sites that are within the curtilage of a State Heritage Register listing, draws from the Sydney Metro City & Southwest Sydenham to Bankstown Technical Paper 3 Non-Aboriginal Heritage Impact Assessment (Artefact, August 2017) and the Sydney Metro City & Southwest Sydenham to Bankstown Upgrade - Historical Archaeological Assessment & Research Design (Artefact, June 2018) for an assessment of significance for the heritage items, a summary of the investigation works including relevant plans, an assessment of the potential heritage impacts the investigation works will have on the heritage items and mitigation measures. This report is high level and assumes that investigative works are low impact works under the SSI. Much of the information is tabulated and a detailed assessment of significance or impact assessment is not provided in line with the expected minor impacts and nature of the works in relation to the SSI 8256 Planning Approval.

The proposed investigations are planned to be undertaken as low impact works under the Conditions of Approval (CoA).1 Under the CoA Low Impact Works include:

b) investigations including investigative drilling, contamination and excavation

The CoA for the project state in relation to Low Impact Work undertaken prior to construction that:

where heritage items on the State heritage register, areas of known or expected archaeological potential, or threatened species or threatened ecological communities (within the meaning of the Biodiversity Conservation Act 2016) are affected by any Low Impact Work, that activity is construction, unless otherwise determined by the Planning Secretary following consultation by the Proponent with OEH or DoI Fisheries (in the case of impact upon fish, aquatic invertebrates or marine vegetation).

Martinus requires to complete utility investigations as Low Impact Works (as per the definition under SSI8256) within the State Heritage Register curtilage of Belmore, Canterbury and Marrickville Stations and their respective Overbridges. Martinus' scope of works would **not affect** the heritage significant fabric of either Belmore, Canterbury or Marrickville's State Heritage Register listed Overbridges. Management measures to be implemented while works are occurring are detailed throughout this Heritage Impact Memo

Fifteen bridge locations have been identified on the with the scope of investigation works proposed for each. The reference numbers are shown in Figure 1.

The following three bridges Illawarra Road, Canterbury Road, and Burwood Road their associated state heritage listings are outlined below,

Project location and works

Table 1: Road/Rail Overbridges, State heritage listings and proposed works

Numbers as shown in Figure 1.	**Road / Rail Overbridge**	**Heritage Listing**	**Proposed Investigation Works**
1	Illawarra Road Overbridge / Marrickville Station	NSW State Heritage Register, S170 Register	Non Destructive Drilling (NDD) sawcut/vac silt trenches (9/No.).
8	Canterbury Road Overbridge / Canterbury Station	NSW State Heritage Register, S170 Register	NDD – saw-cut slit trenches (8/No.). Mortar sampling
10	Burwood Road Overbridge / Belmore Station	NSW State Heritage Register, S170 Register	NDD sawcut/vac silt trenches (6/No.).

Report limitations

This heritage assessment is based on historical and archaeological research provided in the previously prepared heritage reports for the Southwest Metro project.

Recommendations and Mitigation Measures

- Heritage-specific briefings to be held with construction crews ahead of works commencing, ensuring that heritage significant aspects of the area are communicated
- In the case unexpected heritage items are uncovered, the Sydney Metro Unexpected Finds Procedure will be followed
- Labelling of any known items of Heritage significance on Environmental Control Maps
- All investigation works are to be reinstated "like for like" and match the existing fabric.

Works methodology

All impacts resulting from the investigation works will be temporary and reversible. Any rectification works will be carried out to match the existing fabric (like for like).

Utilities investigations

Non-destructive digging will be undertaken to ascertain the location and depth of services. Several slit trenches or potholes will be excavated using a vacuum truck, excavator or hand tools, following saw cut removal of rigid wearing surface for each location. Excavation will conclude utility services are identified and recorded.

Mortar Sampling

The mortar sampling will consist of acid digestion, sieve analysis of aggregate showing particle size distribution to AS 1141.11.1, and mix ratio of sand/aggregate to cement or cement/lime. Several samples of approximately 200g gram mortar will be required to confidently assess and determine the required composition.

All locations for mortar testing will be repointed with mortar to match or paint to match where bricks are painted.

Survey

Surveyor to set up survey equipment and pick up existing levels of the required infrastructure and utilities.

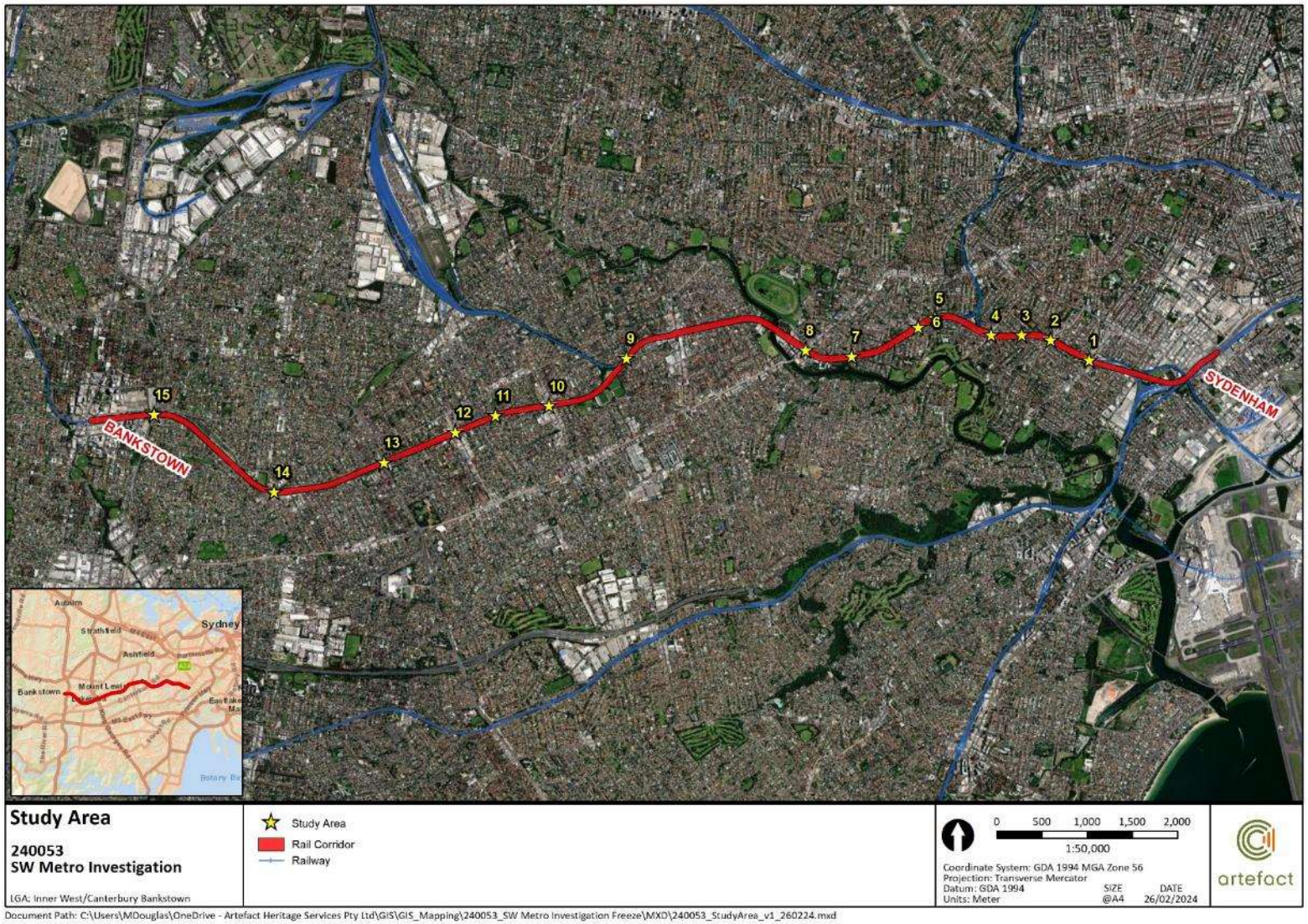

Figure 1: Metro development corridor with stars indicating the overbridges along the route. This report refers to bridges at Stations 1 (Marrickville, 8 (Canterbury) and 10 (Belmore)

Heritage item impact assessment

This section provides a discussion and assessment of the physical and visual impacts of the proposed early enabling works on heritage items within and in the vicinity of the three overbridges within the project corridor in Table 1.

Table 2: Terminology for assessing the magnitude of heritage impact.

Grading	Definition
Minor adverse	Actions that would have a minor adverse impact on a heritage item. This may be the result of the action affecting only a small part of the place or a distant/small part of the setting of a heritage place. The action may also be temporary and/or reversible.
Negligible	Actions that are so minor that the heritage impact is considered negligible.
Neutral	Actions that would have no heritage impact.

Table 3: Terminology for heritage impact types

Impact	Definition
Physical	Impacts resulting from works located within or outside the curtilage boundaries of the heritage item, caused by removing or altering the item or fabric of heritage significance
Visual	Impact to views, vistas and setting of the heritage item resulting from proposed works inside or outside the curtilage boundaries of the heritage item.
Potential	Impacts resulting from increased noise, vibrations and construction works located inside or outside the curtilage boundaries of the heritage item.
Archaeological	Impacts to potential archaeological remains located within the curtilage boundaries of the heritage item.

Site 1: Marrickville Station – Illawarra Road Overbridge

Location

Illawarra Road Overbridge, Marrickville

Physical Description

The Illawarra Overbridge, which runs northeast- southwest above Marrickville Station consists of steel girders and a concrete slab supported on central brick piers and side brick abutments.[1]

The existing barriers between the road and the rail corridor consist of painted brick parapet walls with steel mesh throw screens fixed to the top of the parapet walls on the eastern side of the road.

Figure 2: Illawarra Road Overbridge (Source: Google maps)

Historical summary

Marrickville Station, located on the Sydenham to Bankstown Railway line opened on 1 February 1895. Marrickville Station was one of three stations to be considered more important, and as such the station is a more elaborate brick structure. Modifications to the station include: in 1917 the construction of a new up platform, building and overhead booking office to accommodate the Metropolitan Goods Line and in 1926 the line was electrified.

The Illawarra Road Overbridge was constructed in 1911. The bridge has undergone few modifications, however in 1985 the southern staircase was added as additional access to the platforms.[2]

[1] Heritage NSW, "Marrickville Railway Station Group," State Heritage Inventory. https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5012096.
[2] Heritage NSW, "Marrickville Railway Station Group," State Heritage Inventory. https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5012096.

Assessment of Significance

Marrickville Railway Station is listed on the following heritage registers as an item of local heritage significance:

- State Heritage Register as “Marrickville Railway Station Group”, SHR# 01186
- Inner West Local Environment (LEP) 2022 as “Marrickville Railway Station Group, including interiors”, LEP# I1241
- RailCorp s170 Heritage Inventory Register as “Marrickville Railway Station Group”, SHI# 4801091.

The following statement of significance for Marrickville Station has been drawn from the SHR listing:

> *The railway station at Marrickville is significant as it is a station on the Sydenham to Bankstown Line which was constructed to relieve congestion on the Main South Line as well as to encourage suburban development and the growth of agriculture in the late 19th and early 20th century. The highly intact main platform building represents the period of transition from the boom time of the 1880s to the standardisation of NSW railway building design from the 1890s onwards, while the booking office on Platform 2 reflects a later period of expansion in the first quarter of the 20th century. Marrickville Railway Station is significant at a State level as the platform building demonstrates the high level of aesthetic design of the pre-1900 standard buildings, which included the use of polychromatic brickwork, decorative dentil coursing, ornate awning brackets and carved bargeboards. The platform building is intact and is representative of a small group of such ornate platform buildings including Canterbury and Belmore on the Bankstown Line. The platform building on platform 2 provides an interesting contrast, demonstrating the simpler design of the standard platform buildings of the 1910/20s. Also of significance is the intactness of the weatherboard booking office which is unusual for being one of the few examples of a booking office located on a platform with street entry only and no access from the footbridge or overbridge, though the structure itself is representative of a standard design.*[3]

The following description and assessment of the Illawarra Overbridge has been derived from the *Draft Sydney Metro and southwest -Marrickville Metro Station Detailed Stage 2 Design Heritage Impact and Consistency Assessment*, prepared by Artefact in 2019.[4]

The Illawarra Road Overbridge is in good condition and is of high significance. The bridge has undergone minor alterations, with the original access stairs from the overbridge to platform 1 retaining the original steel stringers, but the installation of new concrete treads and steel balustrades. The later stairs to the south were constructed from steel stringer supported on steel columns and precast concrete treads.

[3] Heritage NSW, “Marrickville Railway Station Group,” State Heritage Inventory. https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5012096.
[4] Artefact, *Draft Sydney Metro and southwest -Marrickville Metro Station Detailed Stage 2 Design Heritage Impact and Consistency Assessment*, 2019.

Proposed works

- Non Destructive Drilling (NDD) sawcut/vac slit trenches (9/No.)

Figure 3: Site Investigation Plan (Source: Arch Artifex/ Martinus)

Archaeological Potential

Illawarra Road overbridge is identified in the Sydney Metro City & Southwest Sydenham to Bankstown Technical Paper 3 Non-Aboriginal Heritage Impact Assessment (Artefact, August 2017) as an area of moderate to high potential for archaeological remains of local significance Recommended management is Zone 2 – AMS and archaeological investigation. Potential archaeological remains include former Earlwood tram line and associated infrastructure.

Heritage Impacts

Physical: Neutral physical heritage impacts

Visual: Neutral visual heritage impacts

The scope of works will **not affect** heritage-significant fabric of Marrickville Station overbridge, as the investigation works are only impacting the superficial surface of the overbridge, not affecting the overbridge's structure or foundations.

Potential Archaeological Impacts

The scope of works will **not affect** the significant archaeological deposits as the works are located off the ground and away from the location of the potential archaeological remains.

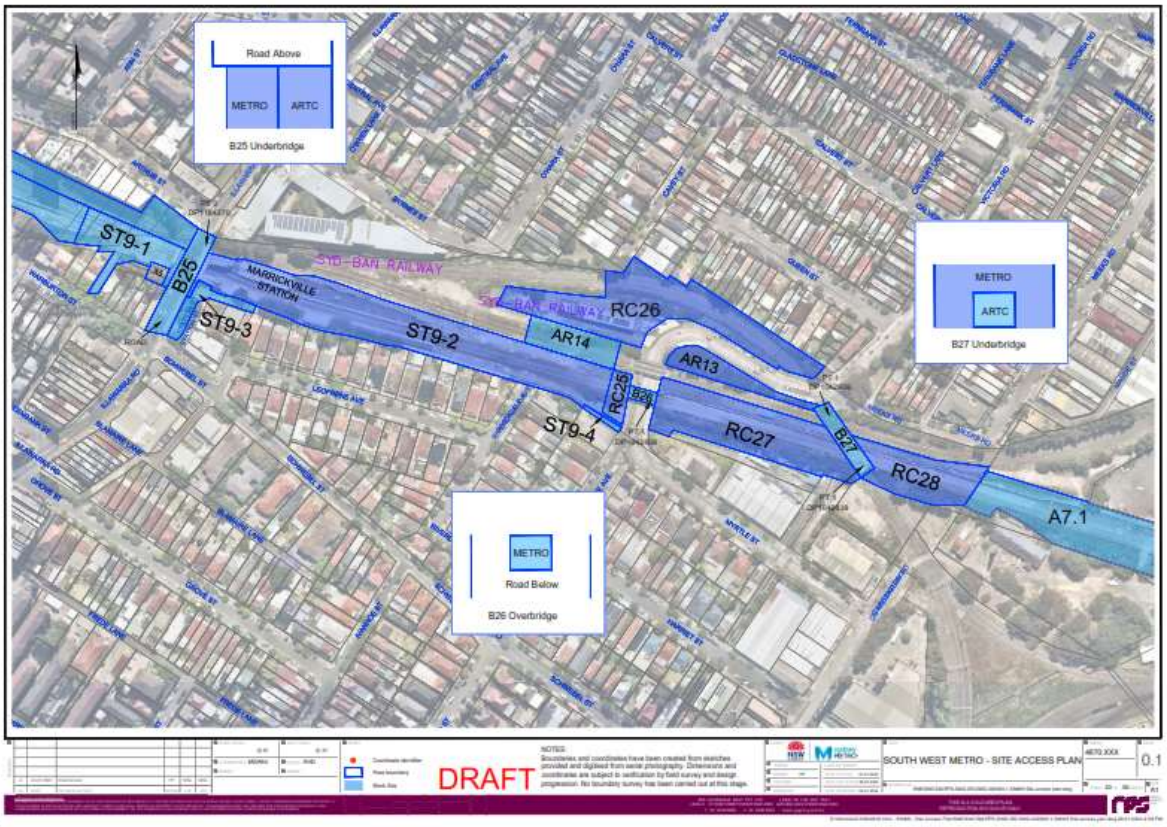

Figure 4: Location of Illawarra Road overbridge (B25) (Source: Sydney Metro)

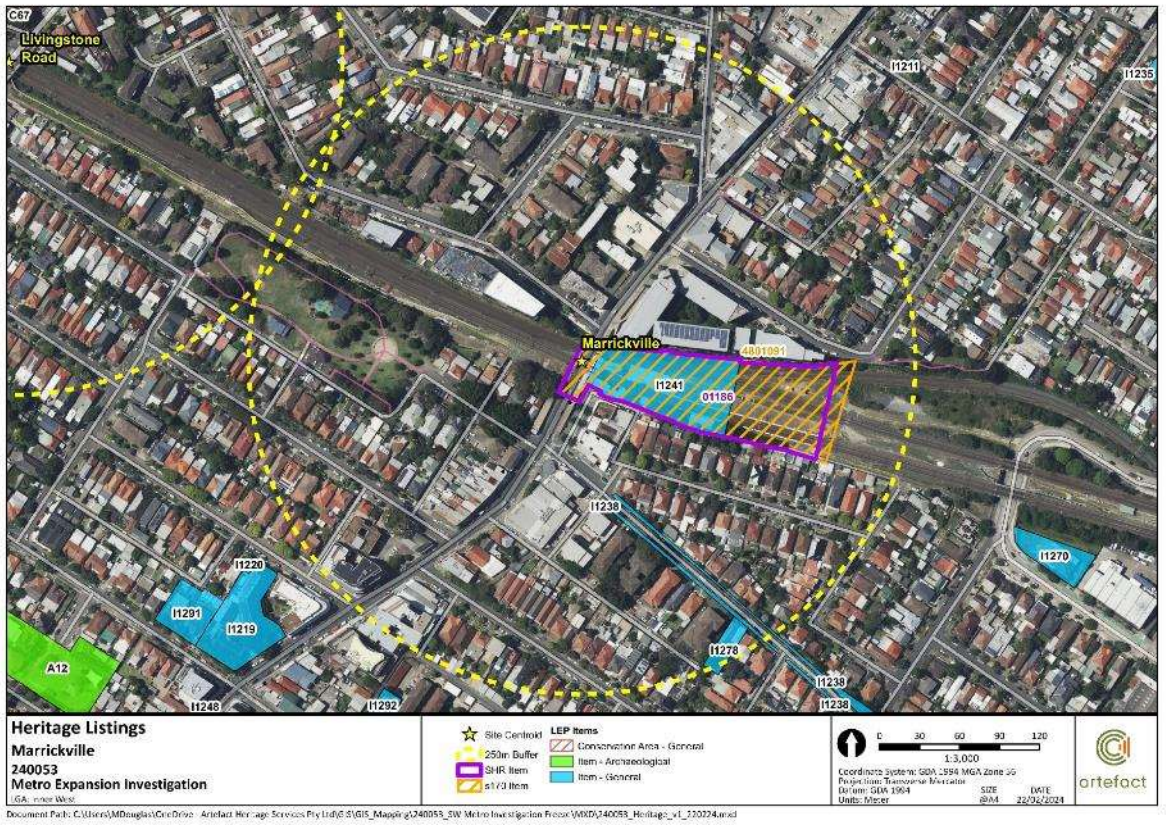

Figure 5: Location of Illawarra Road overbridge and surrounding heritage items

Site 8: Canterbury Road Overbridge, Canterbury Station

Location

Canterbury Road, Canterbury Station

Physical description

The Canterbury Road Overbridge consists of a jack arched brick and concrete deck support by steel girders. The girders are supported by concrete and brick abutments and span the Up and Down Line. The parapet walls lining the road deck are brick.[5]

Figure 6: Canterbury Road Overbridge (Source: Google Maps)

Historical summary

Canterbury Station is located on the Sydney to Bankstown Line which open 1 February 1895. As Canterbury Station was considered one of the more important stations on the line, it was designed as a more ornate brick structure in comparison to its timber counterparts. To accommodate the Metropolitan Goods line, the station was expanded in 1915, to have three platforms, although only two are in use today.

The Canterbury Road Overbridge was constructed in 1917.[6]

[5] OEH 2010. "Canterbury Railway Station Group SHI inventory", accessed online at https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5011966
[6] OEH 2010. "Canterbury Railway Station Group SHI inventory", accessed online at https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5011966

Assessment of significance

Canterbury Railway Station is listed on the following heritage registers as an item of state heritage significance:

- State Heritage Register as “Canterbury Railway Station Group”, SHR # 01109
- Canterbury Bankstown LEP 2023 as “Canterbury Station Group”, LEP# I90
- RailCorp s170 Heritage Inventory Register as “Canterbury Railway Station Group”, SHI# 4801100.

The following statement of heritage significance has been derived from the State Heritage Inventory (SHI) listing for the RailCorp s170 “Canterbury Railway Station Group” item:[7]

> *Canterbury Railway Station possesses historical significance as it is a station on the Sydenham to Bankstown Line which was constructed to relieve congestion on the Main South Line as well as to encourage suburban development and the growth of agriculture in the late 19th and early 20th century. The main platform building represents the period of transition from the boom time on the 1880s to the standardisation of NSW railway building design from the 1890s onwards.*
>
> *Canterbury Railway Station is significant at the state level as the platform 1 Building demonstrates the high level of aesthetic design of the pre-1900 standard railway buildings, which included the use of polychromatic brickwork, decorative dentil coursing, ornate awning brackets and carved bargeboards. This platform building is relatively intact and is representative of a small group of such ornate platform buildings including Marrickville and Belmore on the Bankstown Line.*
>
> *The Canterbury signal box is of historical significance as it is representative of the development of railway signalling technology in the first decades of the 20th century. As it was is [sic] intact internally it is capable of providing information about the workings of a signal box of this era.*

In the *Draft SMCSW Canterbury Detailed (stage 2) design heritage impact and consistency assessment*, prepared by Artefact in 2019, assessed the Canterbury Road Overbridge as being in good condition and is a highly significant component of the overall site.

[7] OEH 2010. “Canterbury Railway Station Group SHI inventory”, accessed online at https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5011966

Proposed works

- Mortar sampling, NDD – saw-cut slit trenches (8/No.).

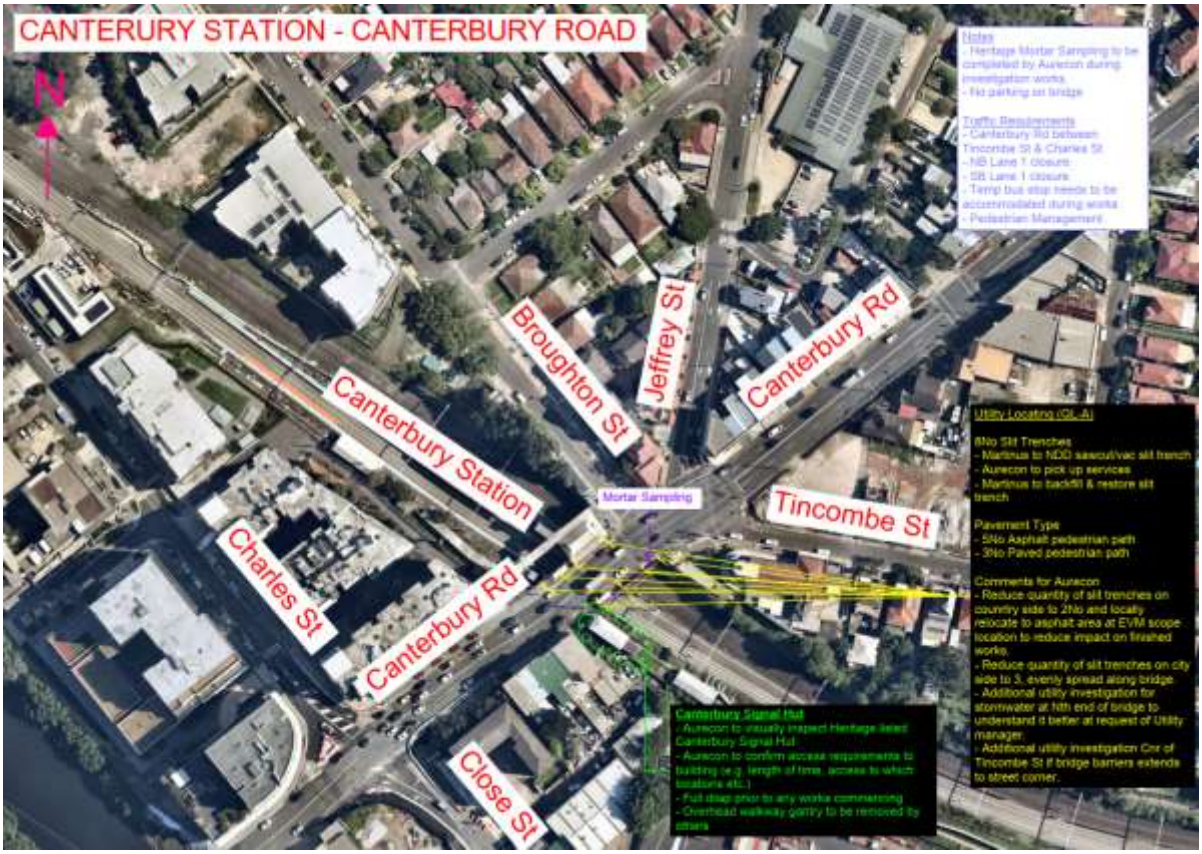

Figure 7: Site Investigation Plan (Source: Arch Artifex/ Martinus)

Archaeological Potential

The proposed investigative works at Canterbury Station are within an area of nil to low archaeological potential.

Heritage Impacts

Physical: Neutral physical heritage impacts.

Visual: Neutral visual heritage impacts.

The scope of works will **not affect** heritage-significant fabric of Canterbury Station overbridge, as the investigation works are only impacting the superficial surface of the overbridge, not affecting the overbridge's structure or foundations.

Potential Archaeological Impacts

The scope of works will **not affect** the significant archaeological deposits as the works are located off the ground.

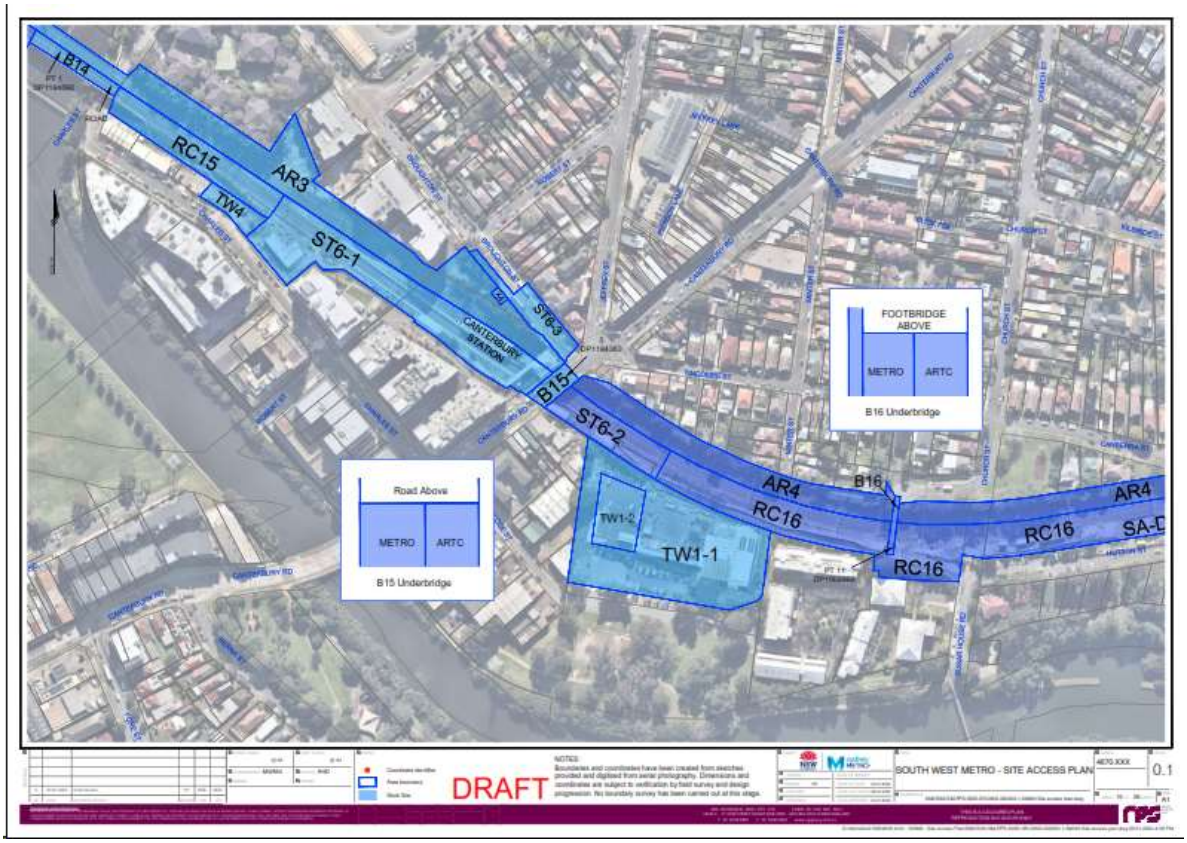

Figure 8: Location of Canterbury Road Overbridge B15 (Source: Sydney Metro)

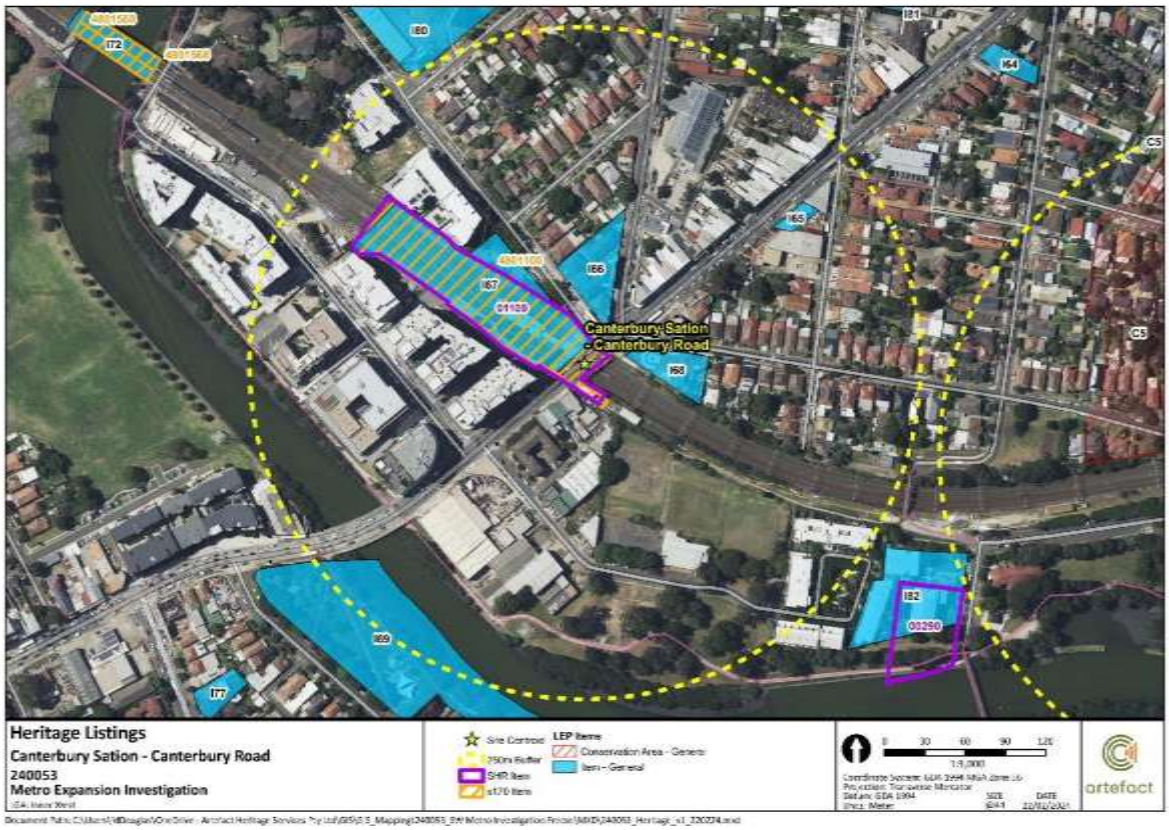

Figure 9: Location of Canterbury Road Overbridge and surrounding heritage items

Site 10: Burwood Road Overbridge, Belmore Station

Location

Burwood Road, Belmore Station

Physical Description

The Burwood Road Overbridge consists of a prestressed concrete road deck, support by concrete abutments on either side and a central brick pier which was part of the original overbridge. [8]

The existing barriers between the road and the rail corridor are steel mesh screens fixed to the concrete pavement.

Figure 10: Burwood Road Overbridge (Source: Google Maps)

Historical summary

Belmore Station was opened as part of the Sydenham-Bankstown line on 1 February 1895, during which time Belmore was still a rural town. The precinct used to include sidings for train storage, as the line terminated at Belmore before 1909. The sidings were extended in 1920s to accommodate the needs of Belmore and Canterbury Council. Other alterations include the electrification of the line in 1925-26 the addition of a booking office in 1937. The original timber Burwood Road Overbridge was replaced with the current prestressed concrete bridge in 1961, with the only remaining feature being the central brick pier.[9]

[8] OEH 2017. "Belmore Railway Station Group SHI listing", accessed online at https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5045375
[9] OEH 2017. "Belmore Railway Station Group SHI listing", accessed online at https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5045375

Assessment of significance

Belmore Railway Station is listed on the following heritage registers as an item of local heritage significance:

- State Heritage Register as “Belmore Railway Station Group”, SHR 01081
- Canterbury Bankstown LEP 2023 as “Federation railway station buildings”, LEP# I33
- RailCorp s170 Heritage Inventory Register as “Belmore Railway Station Group”, SHI# 4801084.

The following statement of heritage significance has been derived from the State Heritage Inventory (SHI) listing for the State Heritage Register “Belmore Railway Station Group” item:[10]

> *Belmore Station is of State significance as it was the initial terminus station on the Sydenham to Bankstown Line which had been constructed to relieve congestion on the Main South Line as well as to promote agriculture and suburban growth. The platform building represents the period of transition from the boom time of the 1880s to the standardisation of NSW railway building design of the 1890s onwards and the high level of aesthetic design of pre-1900 standard railway buildings, which included the use of polychromatic brickwork, decorative dentil coursing, ornate awning brackets and carved bargeboards. The building is relatively intact and is representative of a small group of such ornate platform buildings including Canterbury and Marrickville on the Bankstown Line.*

In the Draft SMCSW – Belmore Station Detailed (Stage 2) Design heritage impact and consistency assessment prepared by Artefact in 2019 identified the overbridge as in good condition but as a component of little heritage significance.

Proposed Works

- Non Destructive Drilling (NDD) sawcut/vac slit trenches (6/No.), lifting of a pre-cast pit lid.

[10] OEH 2017. “Belmore Railway Station Group SHI listing”, accessed online at https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5045375https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4802051

Figure 11: Site Investigation Plan (Source: Arch Artifex/ Martinus)

Archaeological Potential

The Burwood Road overbridge is located within an area of low to moderate potential for archaeological remains of local significance.

Heritage Impacts

Physical: Neutral physical heritage impacts.

Visual: Neutral visual heritage impacts.

The scope of works will **not affect** heritage-significant fabric of Burwood Station Station overbridge, as the investigation works are only impacting the superficial surface of the overbridge, not affecting the overbridge's remaining central brick pier.

Potential Archaeological Impacts

The scope of works will **not affect** the significant archaeological deposits as the works are located off the ground.

Figure 12: Location of Burwood Road Overbridge B8 (Source: Sydney Metro)

Figure 13: Location of Burwood Road overbridge and surrounding heritage items

Conclusion and Recommendations

The investigative works for Errant and Hostile Vehicle project to be conducted at Canterbury Station, Marrickville Station and Belmore Stations will not affect the heritage fabric of their respective SHR-listed overbridges in accordance with the Low Impact Works definition contained within the SSI 8256 Planning Approval.

The proposed works at these three locations involve investigating previously disturbed areas for the installation of utilities. Any impact that the investigations would have is deemed to be temporary and reversible in nature, where the restoration would be conducted like-for-like with the existing and surrounding fabric.

Further to the above, the activities outlined in Martinus' scope of works will result in **little to no impact** to the heritage significant fabric of either Belmore, Canterbury or Marrickville's State Heritage Register listed Overbridges, in accordance with Table 2 within the Heritage New South Wales Material Threshold Policy.

The investigation activities outlined in Martinus' scope of works will result in nil harm to significant archaeological remains. The investigation works at Canterbury Station are within an area identified within the *Sydney Metro City & Southwest Sydenham to Bankstown Upgrade - Historical Archaeological Assessment & Research Design (Artefact, June 2018) (AARD)* as demonstrating nil to low archaeological potential. The investigation works at Belmore Station and Marrickville Station, are within previously disturbed service trench areas and will not result in harm to areas of low to moderate potential for significant archaeological remains (as referenced within the AARD).

All investigative works should be carried out in accordance with the mitigation measures outlined below.

Mitigation Measures

- Heritage-specific briefings to be held with construction crews ahead of works commencing, ensuring that heritage significant aspects of the area are communicated
- In the case unexpected heritage items are uncovered, the Sydney Metro Unexpected Finds Procedure will be followed
- Labelling of any known items of Heritage significance on Environmental Control Maps
- All investigation works are to be reinstated "like for like" and match the existing fabric.

Recommended Archaeological Management

Marrickville Station – Illawarra Road Overbridge

Recommended archaeological management for investigation works is unexpected finds. In the case unexpected heritage items are uncovered, the Sydney Metro Unexpected Finds Procedure will be followed.

Canterbury Station – Canterbury Road

Recommended archaeological management for investigation works is unexpected finds. In the case unexpected heritage items are uncovered, the Sydney Metro Unexpected Finds Procedure will be followed.

Belmore Station – Burwood Road

Recommended archaeological management for investigation works is unexpected finds. In the case unexpected heritage items are uncovered, the Sydney Metro Unexpected Finds Procedure will be followed.

8.3 Archaeological Management Zone Mapping

Figure 8-1: Marrickville Station Catchment archaeological management zones

Figure 8-3 Belmore Station Catchment archaeological management zones

artefact

Memo: Heritage Impact for Site Investigations for Sites Not Listed on the State Heritage Register

Project: Southwest Metro Errant and Hostile Vehicle Project	**Date:**21 March 2024
To: Arch Artifex/ Martinus	**From:** Artefact Heritage and Environment

Introduction

Martinus, on behalf of Sydney Metro, have engaged Artefact Heritage to provide desktop assessments and heritage advice relating to conducting site investigations for the design of the Southwest Metro Errant and Hostile Vehicle Project. These works will be undertaken under the SSI provisions of the *Environmental Planning & Assessment Act 1979* in line with the previous Sydenham to Bankstown Sydney Metro (SSI 8256 consent) and its relevant conditions of approval. The investigations will contribute to the final design as well as to inform a Heritage Management Plan that is incorporated into the project Construction Environmental Management Plan (CEMP).

Sydney Metro are proposing to complete a series of investigations relating to the upgrade of approximately 13km of the southwest metro line into a fully segregated transport corridor. The scope of this Errant and Hostile Vehicle project includes installation of anti-throw screens and concrete bollards within the intersections of 15 bridges along the alignment as shown on Figure 1, as well as 66 individual locations along the corridor between Sydenham to Bankstown where safety improvements will be required. This memo refers to the 12 bridges that are not included in the curtilage of items listed on the State Heritage Register (SHR).

This Heritage Impact Memo report draws from existing Southwest Metro SSI reporting for an assessment of significance for the heritage items, a summary of the investigation works including relevant plans, an assessment of the potential heritage impacts the investigation works will have on the heritage items and mitigation measures. This report is high level and assumes that investigative works are low impact works under the SSI. Much of the information is tabulated and a detailed assessment of significance or impact assessment is not provided in line with the expected minor impacts and nature of the works in relation to the SSI approval.

The proposed investigations are planned to be undertaken as low impact works under the Conditions of Approval (CoA).1 Under the CoA Low Impact Works include:

b) investigations including investigative drilling, contamination investigations and excavation

> *The CoA for the project state in relation to Low Impact Work undertaken prior to construction that:*

where heritage items on the State heritage register, areas of known or expected archaeological potential, or threatened species or threatened ecological communities (within the meaning of the Biodiversity Conservation Act 2016) are affected by any Low Impact Work, that activity is construction, unless otherwise determined by the Planning Secretary following consultation by the Proponent with OEH or DoI Fisheries (in the case of impact upon fish, aquatic invertebrates or marine vegetation).

The low impact work described here becomes Construction, with the approval or endorsement of a CEMP. Where Low Impact Work has already commenced, this is considered to remain as Low Impact Work, and is managed in accordance with the framework under which it commenced.

Fifteen bridge locations have been identified on the with the scope of investigation works proposed for each. The reference numbers are shown in Figure 1.

The following twelve bridges are located on sites which are not listed on the State Heritage Register. Their associated heritage listings are outlined below.

Project location and works

Table 1: Road/Rail Overbridges, Non State heritage listings and proposed works

Numbers as shown in Figure 1.	Road / Rail Overbridge	Heritage Listing	Proposed Investigation Works
2	Livingston Road Overbridge / Marrickville	None	Non Destructive Drilling (NDD) sawcut/vac slit trenches (6/No.)
3	Albermarle Street Overbridge / Marrickville	LEP Conservation Area	NIL
4	Wardell Road Overbridge / Dulwich Hill Station	S170 Register, LEP Heritage Conservation Area	Core holing of bridge deck (2/No.)
5	Garnet Street Overbridge / Marrickville	None	Non Destructive Drilling (NDD) sawcut/vac slit trenches (3/No.),
6	Duntroon Street Overbridge / Hurlstone Park Station	S170 Register, LEP Heritage Conservation Area	Mortar sampling, Non Destructive Drilling (NDD) sawcut/vac slit trench (10/No.),
7	Melford Street Overbridge / Hurlstone Park	Adjacent LEP Heritage Conservation Area	Non Destructive Drilling (NDD) sawcut/vac slit trenches (6/No.),
9	Loch Street Overbridge / Campsie	None	Non Destructive Drilling (NDD) sawcut/vac slit trench (6/No.),

			Geotech investigation for piles 6/No.)
11	Moreton Street Overbridge / Lakemba	None	Non Destructive Drilling (NDD) sawcut/vac slit trench (4/No.)
12	Haldon Road Overbridge / Lakemba Station	S170 Register	Non Destructive Drilling (NDD) sawcut/vac slit trench (8/No.)
13	King Georges Road Overbridge / Wiley Park Station	S170 Register	Non Destructive Drilling (NDD) sawcut/vac slit trenches (10/No.),
14	Punchbowl Road Overbridge / Punchbowl Station	S170 Register	Non Destructive Drilling (NDD) sawcut/vac slit trenches (8/No.)
15	Stacey Street Overbridge / Bankstown	None	Non Destructive Drilling (NDD) sawcut/vac slit trenches (6/No.),

Report limitations

This heritage assessment is based on historical and archaeological research provided in the previously prepared heritage reports for the Southwest Metro project.

General Recommendations

- Heritage-specific briefings to be held with construction crews ahead of works commencing, ensuring that heritage significant aspects of the area are communicated
- In the case unexpected heritage items are uncovered, the Sydney Metro Unexpected Finds Procedure will be followed
- Labelling of any known items of Heritage significance on Environmental Control Maps
- All investigation works are to be reinstated "like for like" and match the existing fabric.

Works methodology

All impacts resulting from the investigation works will be temporary and reversible. Any rectification works will be carried out to match the existing fabric (like for like).

Utilities investigations

Non-destructive digging will be undertaken to ascertain the location and depth of services. Several slit trenches or potholes will be excavated using a vacuum truck, excavator or hand tools, following saw cut removal of rigid wearing surface for each location. Excavation will conclude utility services are identified and recorded.

Mortar Sampling

The mortar sampling will consist of acid digestion, sieve analysis of aggregate showing particle size distribution to AS 1141.11.1, and mix ratio of sand/aggregate to cement or cement/lime. Several samples of approximately 200g gram mortar will be required to confidently assess and determine the required composition.

All locations for mortar testing will be repointed with mortar to match or paint to match where bricks are painted.

Survey

Surveyor to set up survey equipment and pick up existing levels of the required infrastructure and utilities.

Archaeological management

Following the recommendation within the SWC non-Aboriginal Heritage Impact Statement, it is recommended that archaeological monitoring is conducted for works at Dulwich Hill Station. However, as works are occurring on the overbridge and within pre-disturbed surfaces, the appropriate management is adhering to the Sydney Metro Unexpected Finds Procedure.

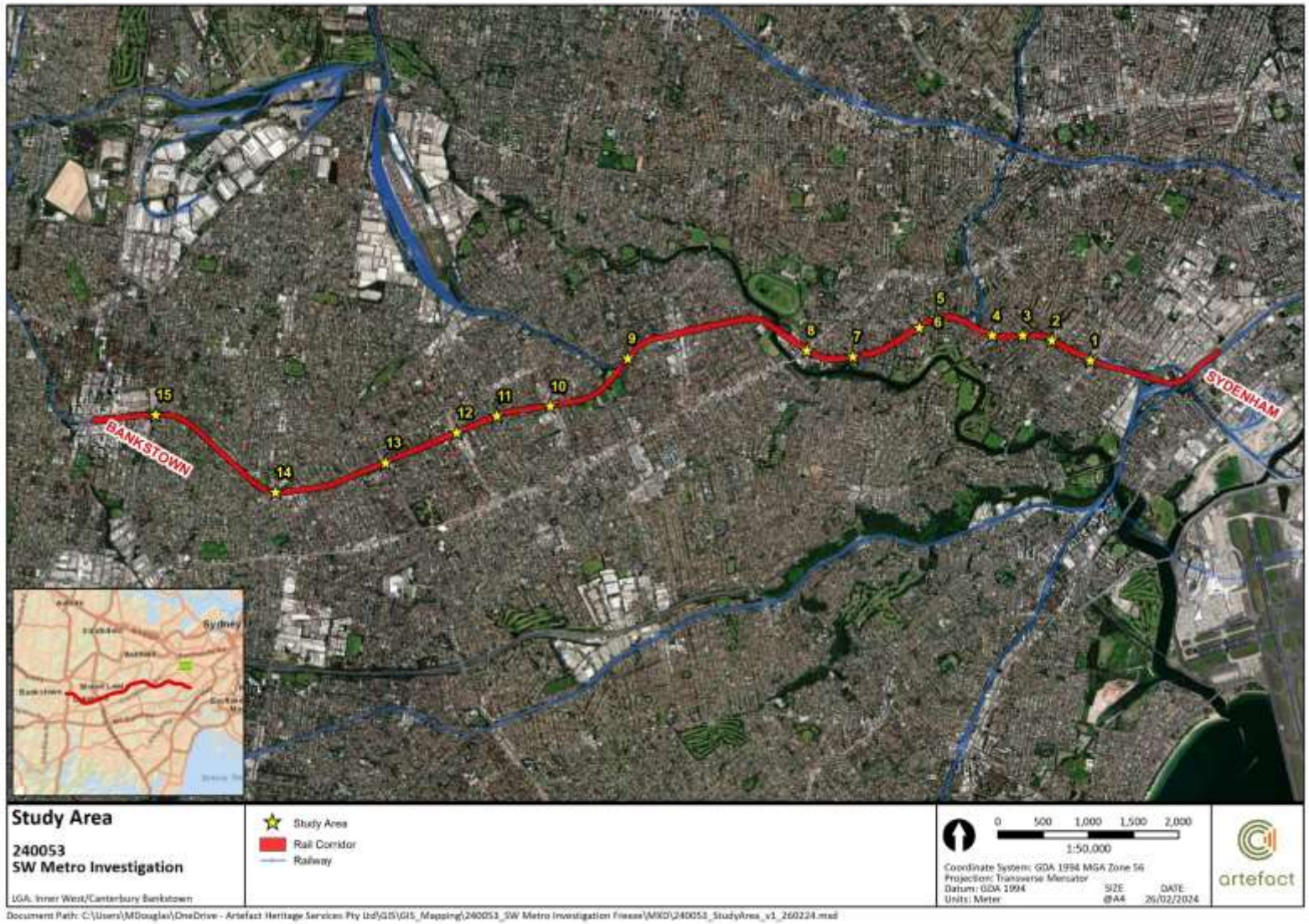

Figure 1: Metro development corridor with stars indicating the overbridges along the route. This report refers to bridges at sites 2,3,4,5,6,7,9,11,12,13,14,15

Heritage item impact assessment

This section provides a discussion and assessment of the physical and visual impacts of the proposed early enabling works on heritage items within and in the vicinity of the 12 overbridges within the project corridor.

Table 2: Terminology for assessing the magnitude of heritage impact.

Grading	Definition
Minor adverse	Actions that would have a minor adverse impact on a heritage item. This may be the result of the action affecting only a small part of the place or a distant/small part of the setting of a heritage place. The action may also be temporary and/or reversible.
Negligible	Actions that are so minor that the heritage impact is considered negligible.
Neutral	Actions that would have no heritage impact.

Table 3: Terminology for heritage impact types

Impact	Definition
Physical	Impacts resulting from works located within or outside the curtilage boundaries of the heritage item, caused by removing or altering the item or fabric of heritage significance
Visual	Impact to views, vistas and setting of the heritage item resulting from proposed works inside or outside the curtilage boundaries of the heritage item.
Potential	Impacts resulting from increased noise, vibrations and construction works located inside or outside the curtilage boundaries of the heritage item.
Archaeological	Impacts to potential archaeological remains located within the curtilage boundaries of the heritage item.

Site 2: Livingston Road Overbridge

Location

Livingstone Road, Marrickville

Physical description

Livingstone Road Overbridge spans north-east to south-west across the rail corridor. The bridge consists of a concrete road deck support by metal girders which span the width of the rail corridor and are supported by two brick piers and the embankments. The existing barrier between road and the rail corridor consist of the painted brick parapet walls.

Figure 2: Livingstone Road Overbridge (Source: Google maps)

Historical summary

The Sydenham to Bankstown line opened on the 1 February 1895. The Livingstone Road Overbridge was originally a timber structure, but this was replaced by the current structure in the 1910s to accommodate the Sydney to Sydenham quadruplication.

Assessment of significance

The Livingstone Road Overbridge is not heritage listed on any statutory or non-statutory registers.

Heritage Impacts

Physical: Neutral physical heritage impacts

Visual: Neutral visual heritage impacts

Figure 3: Location of Livingston Road overbridge (far left B24) (Source: Sydney Metro)

Figure 4: Location of Livingstone Road Overbridge and surrounding heritage items

Site 3: Albermarle Street Overbridge

Location

Albermarle Street - Marrickville

Physical description

Albermarle Street Overbridge consists of a concrete road deck atop girders which span between the embankments on either side of the rail corridor. The girders are supported by metal piers. A metal balustrade and safety fence line each side of the road deck.

Figure 5: Albermarle Street Overbridge (Source: Google Maps)

Historical summary

The Sydenham to Bankstown Line was opened on 1 February 1895. The overbridge was constructed after 1915.

Assessment of significance

The Albermarle Street Overbridge is encompassed in the South Dulwich Hill Conservation Area, which is listed as a Heritage Conservation Area (HCA) of local significance on the Inner West LEP 2022 (item no.C107). The statement of significance for the South Dulwich HCA has been derived from the SHI listing:

> *The South Dulwich Hill Heritage Conservation Area is of historical significance as an area developed in the Federation period as a series of c. 1910 subdivisions in the vicinity of the Wardell Road (now Dulwich Hill) Railway Station which opened in 1889. The Area is of aesthetic significance for its many good quality individual examples and small groups of Federation bungalows that retain original timber joinery, window hoods and detailing to gables and verandas to a quality and consistency rare in the Council area. The area includes excellent examples of the Marrickville Iron Palisade fence, particularly in Cannonbury Grove. The area*

contains a good collection of a locally significant variation of the 'standard' Federation bungalow design with a low ridgeline set parallel to the street alignment. The Area also includes streetscapes of a high quality. This quality is derived from the consistency of subdivision pattern, setbacks, built forms, roof volumes, materials, detailing, and garden spaces. The built forms of the area are representative of the Marrickville area in the early years of the 20th Century as it transformed from a dense urban to detached suburban cultural landscape which includes detached late Federation bungalows and wide lots allowing asymmetrical siting of houses to provide for a side driveway (later development).[1]

The Albermarle Street Overbridge has not been identified as a contributory item in the HCA

Proposed works

NIL

Heritage Impacts

Physical: Negligible physical heritage impacts

Visual: Neutral visual heritage impacts

[1] Heritage NSW, "South Dulwich Hill Conservation Area," State Heritage Inventory https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2030484

Figure 6: Location of Albermarle Street overbridge (centre B23) (Source: Sydney Metro)

Figure 7: Location of Albermarle Street Overbridge and surrounding heritage items

Site 4: Dulwich Hill Station – Wardell Road Overbridge

Location

Wardell Road Overbridge, Dulwich Hill

Physical description

The Wardell Road Overbridge consists of a modern, pre-stressed concrete road deck spanning between lateral concrete beams. These beams bear on the original face brick platform and the embankment piers on each side.[2]

Figure 8: Wardell Road Overbridge (Source: Google Maps)

Historical Summary

The Sydenham to Belmore line was opened in 1895, and was extended to Bankstown in 1909. Dulwich Hill Station was opened on 1 February 1895, originally names Wardell Road and was renamed Dulwich Hill in 1920, the platform station buildings were replaced in the 1930s. The Wardell Road Overbridge was built in c. 1930 and was renewed in c.1970.[3]

Assessment of significance

Dulwich Hill Railway Station is listed on the following heritage registers as an item of local heritage significance:

[2] OEH 2013. "Dulwich Hill Railway Station Group SHI inventory", accessed online at https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801909
[3] OEH 2013. "Dulwich Hill Railway Station Group SHI inventory", accessed online at https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801909

- Inner West LEP 2022 as “Dulwich Hill Railway Station Group, including interiors”, LEP# I1024
- RailCorp s170 Heritage Inventory Register as “Dulwich Hill Railway Station Group”, SHI# 4801909.

The following statement of significance has been drawn from the SHO listing for Railcorp s170 “Dulwich Hill Railway Station Group item”

> *Dulwich Hill Railway Station has local historical significance as it is one of the stations to be located on the Sydenham to Bankstown Line which was built to take pressure off the traffic on the Main South Line as well as promote agriculture and suburban development in the late 19th and early 20th centuries. While the original 1895 station buildings are no longer extant, the replacement 1935 group of structures including both the overhead booking office and the platform building are significant as they represent typical examples of the Inter-War Eclectic style utilised by NSW Railways. The overhead booking office is of high significance and rare as it retains its original configuration and much of its original fabric.*
>
> *The Dulwich Hill footbridge is of high heritage significance as a typical example of a 1935 platform access stair with a timber overhead booking office attached. The stair is substantially intact including balusters and newels.*[4]

The Wardell Road Overbridge is not included in the s170 register listing.

The *Draft Sydney Metro City and Southwest – Dulwich Hill Metro Station Detailed (stage 2) Design Heritage Impact and Consistency Assessment*, prepared by Artefact in 2019, assessed the Wardell Road Overbridge as being in good condition and is of moderate significance.[5]

Proposed works

- Core holing of bridge deck (2/No.)

Heritage Impacts

Physical: Minor adverse physical heritage impacts

Visual: Negligible visual heritage impacts

[4] OEH 2013. “Dulwich Hill Railway Station Group SHI inventory”, accessed online at https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801909
[5] Artefact, *Draft Sydney Metro City and Southwest – Dulwich Hill Metro Station Detailed (stage 2) Design Heritage Impact and Consistency Assessment,* 2019.

Figure 9: Location of Wardell Road overbridge (far left B22) (Source: Sydney Metro)

Figure 10: Location of Wardell Road Overbridge and surrounding heritage items

Site 5: Garnet Street Overbridge

Location

Garnet Street, Marrickville

Physical description

The Garnet Street Overbridge consists of a concrete road deck atop concrete and brick piers, spanning between embankments on either side of the rail corridor. The road deck is lined with a modern metal balustrade and metal sheet and mesh safety barriers.

Figure 11: Garnet Street Overbridge (Source: Google Maps)

Historical summary

The Sydenham to Belmore line was opened on 1 February 1895 and was extended to Bankstown in 1909.

Assessment of significance

The Garnet Street Overbridge is not heritage listed on any statutory heritage registers.

Proposed works

- Non Destructive Drilling (NDD) sawcut/vac slit trenches (3/No.),

Heritage Impacts

Physical: Neutral physical heritage impacts

Visual: Neutral visual heritage impacts

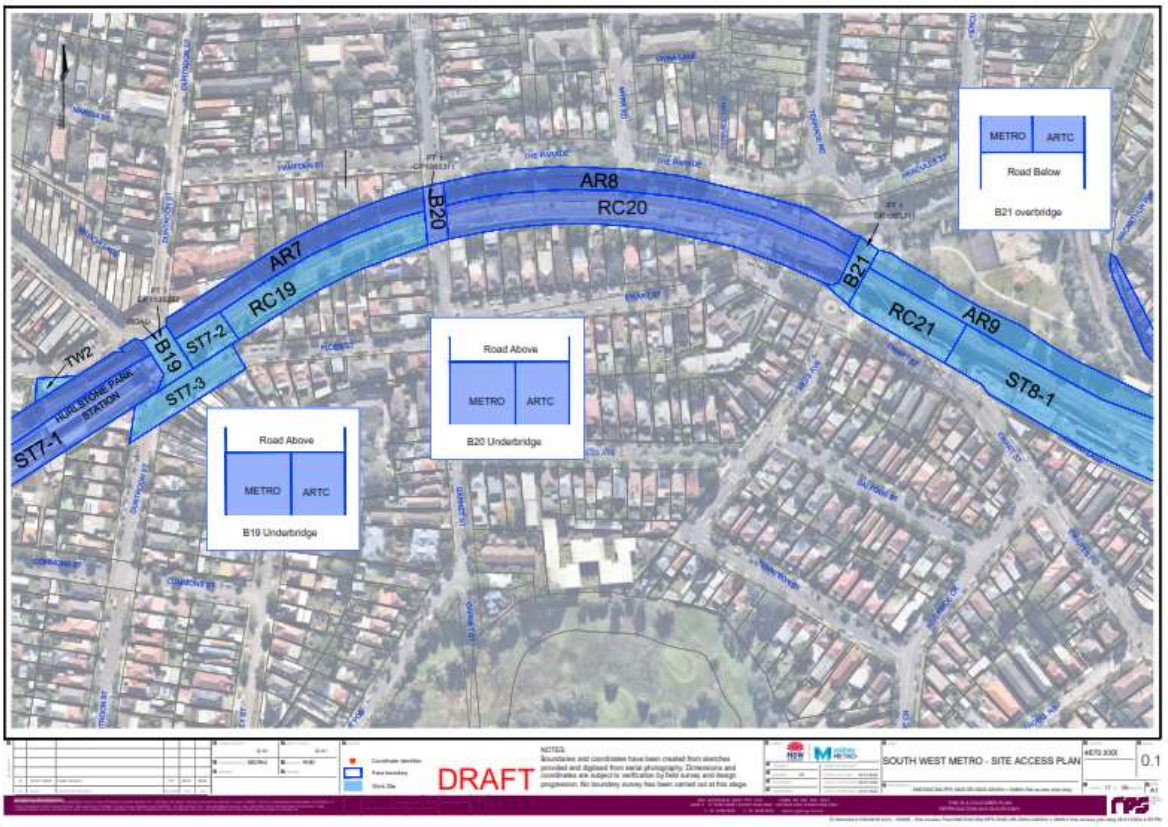

Figure 12: Location of Garnet Street overbridge (Centre) (Source: Sydney Metro)

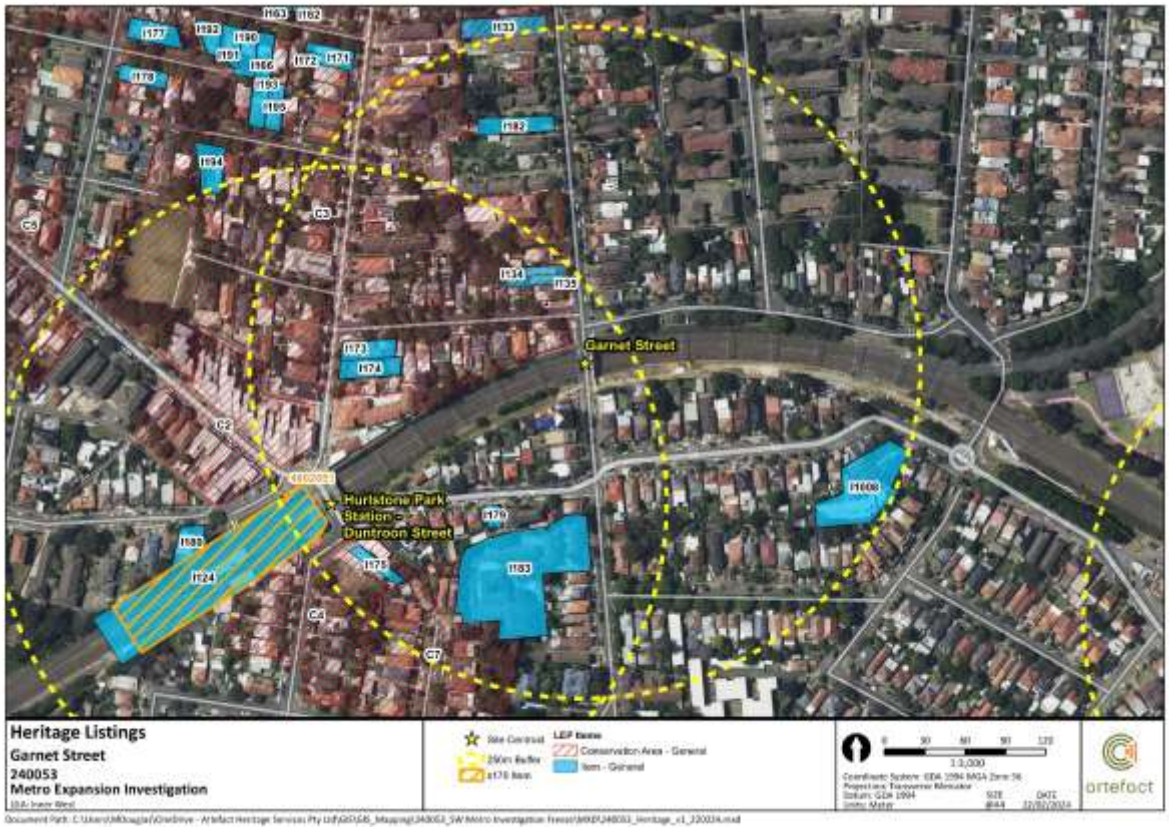

Figure 13: Location of Garnet Street overbridge and surrounding heritage items

Site 6: Hurlstone Park Station – Duntroon Street

Location

Duntroon Street, Hurlstone Park

Physical Description

The Hurlstone Park Overbridge consists of steel girders supported on face brick embankments and central brick piers, and modern balustrading.[6]

Figure 14: Duntroon Street Overbridge (Source: Google Maps)

Historical summary

Hurlstone Park Station was opened, originally named Fern Hill, on 27 November 1894. The station was renamed Hurlstone Park on 19 August 1911, at which time a new Down Platform was constructed to accommodate the Metropolitan Goods Line. In 1915 the original timber station buildings were replaced with brick buildings and an overhead booking station office was also constructed, however this office was replaced in 1980.[7]

Assessment of significance

Hurlstone Park Railway Station is listed on the following heritage registers as an item of local heritage significance:

- Canterbury Bankstown LEP 2023 as “Victorian and Federation Railway station buildings”, LEP# I175

[6] OEH 2017. “Hurlstone Park Railway Station Group SHI inventory”, accessed online at https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4802051
[7] OEH 2017. “Hurlstone Park Railway Station Group SHI inventory”, accessed online at https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4802051

- RailCorp s170 Heritage Inventory Register as “Hurlstone Park Railway Station Group”, SHI# 4802051.

The following statement of heritage significance has been derived from the State Heritage Inventory (SHI) listing for the RailCorp s170 “Hurlstone Park Railway Station Group” item:[8]

> *Hurlstone Park Railway Station has local historical significance as it is one of the stations to be located on the Sydenham to Bankstown Line which was built to take pressure off the traffic on the Main South Line as well as promote agriculture and suburban development in the late 19th and early 20th centuries. The platform buildings, footbridge and stairs are significant as examples of the designs used by NSW Railways during the period 1910 to 1920. The wayside platform buildings are good examples of their type, being relatively intact, with the original 1915 men's toilet on Platform 2, although long disused, still retaining its original configuration.*

The Duntroon Street overbridge is excluded from the S170 listing as the Overbridge has undergone upgrades which has resulted in the general loss of integrity.[9] However in the *Draft Sydney Metro City and Southwest – Hurlstone Park Metro Station Detail (stage 2) Design Heritage Impact and Consistency Assessment* prepared by Artefact in 2019, the face brick abutments, constructed in 1951 which support the overbridge are considered to be in good condition and have high heritage significance.[10]

Proposed Works

- Mortar sampling
- Non Destructive Drilling (NDD) sawcut/vac slit trench (10/No.),

Heritage Impacts

Physical: Negligible physical heritage impacts

Visual: Negligible visual heritage impacts

[8] OEH 2017. “Hurlstone Park Railway Station Group SHI inventory”, accessed online at https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4802051
[9] OEH 2017. “Hurlstone Park Railway Station Group SHI inventory”, accessed online at https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4802051
[10] Artefact, *Draft Sydney Metro City and Southwest – Hurlstone Park Metro Station Detail (stage 2) Design Heritage Impact and Consistency Assessment,* 2019.

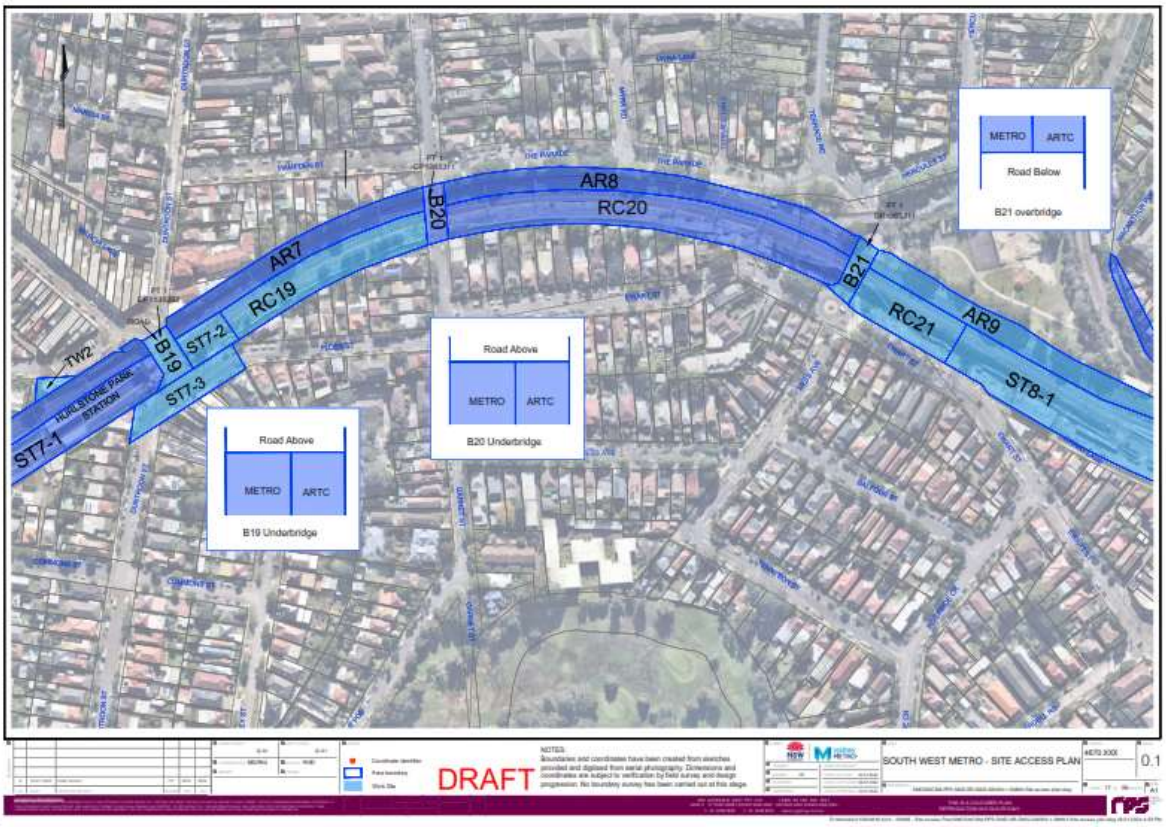

Figure 15: Location of Duntroon Street overbridge (Far left B19) (Source: Sydney Metro)

Figure 16: Location of Duntroon Street overbridge and surrounding heritage items

Site 7: Melford Street Overbridge, Hurlstone Park

Location

Melford Street, Hurlstone Park

Physical description

The Melford Street Overbridge is a three span bridge concrete girder bridge, crossing four railway tracks. It is 26 metres in length sitting atop concrete and brick piers.[11]

Figure 17: Melford Street Overbridge (Source: Google Maps)

Historical summary

The Sydenham to Belmore Railway line was opened on 1 February 1895 and extended to Bankstown in 1909.

Assessment of significance

The Melford Street Overbridge is not registered as a heritage item on any statutory heritage register. It is located physically adjacent to the Melford Street HCA, which is a locally listed conservation area on the Canterbury Bankstown LEP 2023 (Item no. C5).[12]

Proposed works

- Non Destructive Drilling (NDD) sawcut/vac slit trenches (6/No.),
- Geotech investigation for piles (4/No.)

[11] AECOM, *Sydney Metro City and Southwest Sydenham to Bankstown Upgrade – Technical Paper 1 – Traffic, Transport and Access*, 2017, https://www.sydneymetro.info/sites/default/files/document-library/Sydenham%20to%20Bankstown%20Environmental%20Impact%20Statement%20Volume%202%20Traffic%20Part%204%20Report.pdf

[12] Heritage NSW, "Melford Street Heritage Conservation Area," State Heritage Inventory, https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1300455

Heritage Impacts

Physical: Neutral physical heritage impacts

Visual: Neutral visual heritage impacts

Figure 18: Location of Melford Street Overbridge (Far left B17) (Source: Sydney Metro)

Figure 19: Location of Melford Street Overbridge and surrounding heritage items

Site 9: Loch Street Overbridge, Campsie

Location

Loch Street, Campsie

Physical descriptions

Loch Street Overbridge is a four span concrete rock deck supported by girders, and concrete and brick piers and abutment on each side of the rail corridor. It is lined with a metal mesh balustrade.[13]

Figure 20: Loch Street Overbridge (Source: Google Maps)

Historical summary

The Sydenham to Belmore railway line was opened on 1 February 1895 and extended to Bankstown in 1909.

Assessment of significance

The Loch Street Overbridge is not listed as a heritage item on any statutory heritage registers.

Proposed works

- Non-Destructive Drilling (NDD) sawcut/vac slit trench (6/No.),
- Geotech investigation for piles (6/No.)

[13] AECOM, *Sydney Metro City and Southwest Sydenham to Bankstown Upgrade – Technical Paper 1 – Traffic, Transport and Access*, 2017, https://www.sydneymetro.info/sites/default/files/document-library/Sydenham%20to%20Bankstown%20Environmental%20Impact%20Statement%20Volume%202%20Traffic%20Part%204%20Report.pdf

Heritage Impacts

Physical: Neutral physical heritage impacts.

Visual: Neutral visual heritage impacts.

Figure 21: Location of Loch Street overbridge B10 (Source: Sydney Metro)

Figure 22: Location of Loch Street overbridge and surrounding heritage items

Site 11: Moreton Street overbridge, Lakemba

Location

Moreton Street, Lakemba

Physical description

The Moreton Street Overbridge is a four-span bridge with concrete road deck and girders supported by brick and concrete piers.[14]

Figure 23: Moreton Street Overbridge (Source: Google Maps)

Historical Summary

The Sydney to Belmore Line was opened on 1 February 1895 and extended to Bankstown in 1909.

Assessment of Significance

The Moreton Street Overbridge is not listed as a heritage item on any statutory heritage registers.

Proposed works

- Non Destructive Drilling (NDD) sawcut/vac slit trench (4/No.)

[14] AECOM, *Sydney Metro City and Southwest Sydenham to Bankstown Upgrade – Technical Paper 1 – Traffic, Transport and Access*, 2017, https://www.sydneymetro.info/sites/default/files/document-library/Sydenham%20to%20Bankstown%20Environmental%20Impact%20Statement%20Volume%202%20Traffic%20Part%204%20Report.pdf

Heritage Impacts

Physical: Neutral physical heritage impacts

Visual: Neutral visual heritage impacts

Figure 24: Location of Moreton Street overbridge (top right B7) (Source: Sydney Metro)

Figure 25: Location of Moreton Street overbridge and surrounding heritage items

Site 12: Haldon Street Overbridge, Lakemba Station

Location

Haldon Street, Lakemba

Physical description

Haldon Street Overbridge is a two span concrete girder structure, stretching approximately 27m. [15]

Figure 26: Haldon Street Overbridge (Source: Google Maps)

Historical summary

The Sydenham-Bankstown Railway line was extended to Bankstown in 1909, and Lakemba Station opened on 14 April 1909. The station was originally an island platform with entrance steps from the Haldon Street Overbridge and a small timber station building. A brick station building at the Bankstown end of the platform replace the original timber structure on 24 December 1919. A beam footbridge and overhead booking office was opened in 1926 as the line was electrified.[16]

Assessment of Significance

Lakemba Railway Station is listed on the following heritage registers as an item of local heritage significance:

- Canterbury-Bankstown LEP 2023 as “Federation railway station buildings”, LEP# I208

[15] AECOM, *Sydney Metro City and Southwest Sydenham to Bankstown Upgrade – Technical Paper 1 – Traffic, Transport and Access*, 2017, https://www.sydneymetro.info/sites/default/files/document-library/Sydenham%20to%20Bankstown%20Environmental%20Impact%20Statement%20Volume%202%20Traffic%20Part%204%20Report.pdf

[16] https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801916

- RailCorp s170 Heritage Inventory Register as “Lakemba Railway Station Group”, SHI# 4801916.

The following statement of heritage significance has been derived from the State Heritage Inventory (SHI) listing for “Lakemba Railway Station Group”:[17]

> *Lakemba Railway Station has local historical significance as it was one of the stations to be located on the Sydenham to Bankstown Line which was built to take pressure off the traffic on the Main South Line as well as promote agriculture and suburban development in the late 19th and early 20th centuries. The station reflects the extension of the line to Bankstown in 1909 and the platform building, and associated stairs reflect the development of suburbs in the area after World War I. The platform building and stairs are also significant as examples of the design and technology of these structures built by NSW Railways between 1910 and the 1950s*

The Haldon Street Overbridge is not within the curtilage of the above heritage listings.

Proposed Works

- Non Destructive Drilling (NDD) sawcut/vac slit trench (8/No.)

Impacts

Physical: Negligible physical heritage impacts**.**

Visual: Negligible visual heritage impacts**.**

[17] OEH 2008. “Lakemba Railway Station Group”, accessed online at https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801916https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4802051

Figure 27: Location of Haldon Street overbridge (Far left B6) (Source: Sydney Metro)

Figure 28: Location of Haldon Street overbridge and surrounding heritage items

Site 13: King Georges Road Overbridge, Wiley Park Station

Location

King Georges Road, Wiley Park

Physical description

The King Georges Overbridge is a three span concrete girder structure spanning approximately 31 metres.[18]

Figure 29: King Georges Road Overbridge (Source: Google Maps)

Historical summary

Wiley Park Station was opened on 19 June 1938, which is significantly later than other stations on the line. The station was constructed during the 30s at the expense of Canterbury Council due to the suburban growth in the area and the need for an interchange at King George's Road. The major station building was the overhead booking office with ramps leading down to the two platforms and the small brick shelters on the platform. The King Georges Road Overbridge dates to 1974.[19]

[18] AECOM, *Sydney Metro City and Southwest Sydenham to Bankstown Upgrade – Technical Paper 1 – Traffic, Transport and Access*, 2017, https://www.sydneymetro.info/sites/default/files/document-library/Sydenham%20to%20Bankstown%20Environmental%20Impact%20Statement%20Volume%202%20Traffic%20Part%204%20Report.pdf

[19] OEH 2008. "Wiley Park Railway Station Group", accessed online at https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801946

Assessment of significance

Wiley Park Railway Station is listed on the following heritage registers as an item of local heritage significance:

- Canterbury Bankstown LEP 2023 as “Interwar railway station building”, LEP# I236
- RailCorp s170 Heritage Inventory Register as “Wiley Park Railway Station Group”, SHI# 4801946.

The following statement of heritage significance has been derived from the State Heritage Inventory (SHI) listing for “Wiley Park Railway Station Group”:[20]

> *Wiley Park Railway Station is historically significant at a local level as it was the last of the stations erected on the Sydenham to Bankstown Line which had been built to relieve congestion on the Main Southern Line and to promote agriculture and suburban development in the late 19th and early 20th centuries. The brick platform building and overhead booking office reflect the need to service the growing population in the area in the 1930s. The station is significant as unlike other stations in the Metro network it was a station which was not financed and constructed by the State Government, but by the Local Council. While the overall integrity of the complex has been compromised by alterations and additions the overhead booking office and brick waiting room on platform 2 have a moderate level of integrity and are representative of the Inter-War Railway Domestic style utilised by NSW Railways at the time.*

The 1974 King George Street Overbridge has been excluded from this listing,

Proposed Works

- Non Destructive Drilling (NDD) sawcut/vac slit trenches (10/No.),

Heritage Impacts

Physical: Negligible physical heritage impacts**.**

Visual: Negligible visual heritage impacts**.**

[20] OEH 2008. “Wiley Park Railway Station Group”, accessed online at https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801946 https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4802051

Figure 30: Location of King Georges overbridge B5 (Source: Sydney Metro)

Figure 31: Location of King Georges Road Overbridge and surrounding heritage items

Site 14: Punchbowl Road Overbridge, Punchbowl Station

Location

Punchbowl Road, Punchbowl

Physical description

Punchbowl Road Overbridge, constructed in 1979, is s two span concrete girder bridge spanning approximately 48 metres.[21]

Figure 32: Punchbowl Road overbridge (Source: Google Maps)

Historical summary

Punchbowl Station was opened on 14 April 1909, when the line was extended to Bankstown. The station building was constructed by George Leggo of Paddington. Alterations include the addition of a good siding in 1919, which was removed in 1981, the addition of a station building awning in 1924, and modifications associated with the electrification if the line 1926. In 1929, an overhead booking office was built, the platforms were lengthened and the stairway to the Punchbowl Overbridge was removed**.** The current Punchbowl Overbridge was constructed in 1979.[22]

[21] AECOM, *Sydney Metro City and Southwest Sydenham to Bankstown Upgrade – Technical Paper 1 – Traffic, Transport and Access*, 2017, https://www.sydneymetro.info/sites/default/files/document-library/Sydenham%20to%20Bankstown%20Environmental%20Impact%20Statement%20Volume%202%20Traffic%20Part%204%20Report.pdf

[22] OEH 2017. "Punchbowl Railway Station Group SHI listing", accessed online at https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4802009

Assessment of significance

Punchbowl Railway Station is listed on the following heritage registers as an item of local heritage significance:

- Canterbury Bankstown LEP 2023 as “Federation railway station building”, LEP# I226
- RailCorp s170 Heritage Inventory Register as “Punchbowl Railway Station Group”, SHI# 4802009.

The following statement of heritage significance has been derived from the State Heritage Inventory (SHI) listing for the State Heritage Register “Punchbowl Railway Station Group” item:[23]

> *Punchbowl Railway Station has local historical significance as it was one of the stations to be located on the Sydenham to Bankstown Line which was built to take pressure off the traffic on the Main South Line as well as promote agriculture and suburban development in the late 19th and early 20th centuries. The station reflects the extension of the line to Bankstown in 1909 and the overhead booking office, footbridge and stairs, reflect the development of suburbs in the area during the Interwar period.*

The Punchbowl Road Overbridge is excluded from the above listings.

Works

- Non-Destructive Drilling (NDD) sawcut/vac slit trenches (8/No.)

Heritage Impacts

Physical: Negligible physical heritage impacts

Visual: Negligible visual heritage impacts

[23] OEH 2017. “Punchbowl Railway Station Group SHI listing”, accessed online at https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4802009https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4802051

Figure 33: Location of Punchbowl Road overbridge B4 (Source: Sydney Metro)

Figure 34: location of Punchbowl overbridge and surrounding heritage items

Site 15: Stacey Street overbridge, Bankstown

Location

Stacey Street, Bankstown

Physical description

The Stacey Street Overbridge is a three span concrete girder bridge which stretches approximately 90m, crossing both the rail corridor and South Terrace.[24]

Figure 35: Stacey Street Overbridge (Source: Google Maps)

Historical Summary

The Sydenham to Belmore line opened on 1 February 1895 and the line was extended to Bankstown in 1909. Tenders for Stacey Street Bridge were opened on 1 August 1970, and it was completed by 1973. [25]

Assessment of significance

The Stacey Street Overbridge is not listed on any statutory heritage registers.

Proposed works

- Non Destructive Drilling (NDD) sawcut/vac slit trenches (6/No.)

[24] AECOM, *Sydney Metro City and Southwest Sydenham to Bankstown Upgrade – Technical Paper 1 – Traffic, Transport and Access*, 2017, https://www.sydneymetro.info/sites/default/files/document-library/Sydenham%20to%20Bankstown%20Environmental%20Impact%20Statement%20Volume%202%20Traffic%20Part%204%20Report.pdf

[25] Artefact, *Draft Stacey Street Widening Statement of Heritage Impact Stage 2*, 2021.

Heritage Impacts

Physical: Neutral physical heritage impacts

Visual: Neutral visual heritage impacts

Figure 36: map showing location of the Stacey Street Overbridge B3 (Source: Sydney Metro)

Figure 37: Map showing location of Stacey Street overbridge and surrounding heritage items

Conclusion and Recommendations

The heritage impacts resulting from the investigative works for Errant and Hostile Vehicle project will result in neutral to minor adverse. The scope of works in this project includes installation of anti-throw screens and concrete bollards within the intersections of the 12 bridges that are not included in the curtilage of an item on the SHR, along the alignment of the Southwest Metro between Sydenham Station and Bankstown Station.

All proposed works relating to the investigations to the upgrade of approximately 13km of the southwest metro line are low impact works and have been assessed as resulting in heritage impacts ranging from neutral to minor adverse. Neutral heritage impacts result from actions that would have no negative impact. Negligible heritage impacts result from actions that are so minor that the heritage impact is considered negligible. Minor adverse heritage impacts result from actions that would have a minor adverse impact on a heritage item. This may be the result of the action affecting only a small part of the place or a distant/ small part of the setting of a heritage place. The action may also be temporary and/ or reversible.

All investigative works should be carried out in accordance with the mitigating measures outlined below.

Mitigating Measures

- Heritage-specific briefings to be held with construction crews ahead of works commencing, ensuring that heritage significant aspects of the area are communicated
- In the case unexpected heritage items are uncovered, the Sydney Metro Unexpected Finds Procedure will be followed
- Labelling of any known items of Heritage significance on Environmental Control Maps
- All investigation works are to be reinstated "like for like" and match the existing fabric.

Recommended Archaeological Management

The regulators stated where the AMS zones were mapped in the context of the work areas, an assessment be provided in the report which provided justifications to not undertaking AMS monitoring. Previous assessments had acknowledged the work areas mapped under the AMZ would have lower archaeological sensitivity or that alternative measures are in place to mitigate any potential impacts on cultural heritage.

The following stations are mapped under AMS:

- Lakemba
- Wiley Park

For Dulwich Hill Station there will be monitoring required in accordance with the AMS.