

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 TfNSW/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:	HSE
Project:	Southwest Metro - Package 4
Application Title: (e.g. Smith St trenching works)	General site-wide minor works
Application Number:	HSE-PCMWA-001
Application Date:	Rev 00: 16/12/2020
Planning Approval:	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) Sydney Metro City and Southwest Infrastructure Approval SSI-8256 (Mod 1)
Minor Works Categories: <ul style="list-style-type: none"> Highlight as applicable. If Items 4, 8 or 11 are applicable, this form must be endorsed by an Environmental Representative. 	<ol style="list-style-type: none"> Survey, survey facilitation and investigations works (including road and building dilapidation survey works, drilling and excavation). Treatment of contaminated sites. Establishment of ancillary facilities (excluding demolition), including construction of ancillary facility access roads and providing facility utilities. Operation of ancillary facilities that have minimal impact on the environment and community. Minor clearing and relocation of vegetation (including native). Installation of mitigation measures, including erosion and sediment controls, temporary exclusion fencing for sensitive areas and acoustic treatments. Property acquisition adjustment works, including installation of property fencing and utility relocation and adjustments to properties. Utility relocation and connections. Maintenance of existing buildings and structures. 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. 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,	<p><i>If ‘Yes’, this completed form must be endorsed by an Environmental Representative, approved by TfNSW and submitted to the applicable planning authority to determine that the works are not defined as ‘construction’.</i></p> <p>No – it is anticipated that there will be no impacts associated with the works that will affect heritage items, areas of known or expected archaeological potential, threatened species, populations or threatened ecological communities. In addition, HSE will</p>

populations or endangered ecological communities?	implement the Sydney Metro Unexpected Finds Procedure V2.0 throughout the investigation works.
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Part 2: Details	
<p>Describe the proposed Minor Works: Including work methodologies, site location(s) and site description(s) (e.g. landscape type, waterways, etc.).</p>	<p>Site Description Overview</p> <p>This overview is based on information from the Environmental Impact Statement (EIS) and Submissions and Preferred Infrastructure Report (SPIR).</p> <p>Survey works are to occur within and surrounding the T3 Bankstown Line. The T3 Bankstown Line is comprised of stations, overbridges, overhead wiring structures, track, services and ballast, extending from Sydenham Station to Bankstown Station.</p> <p>The T3 line runs adjacent to a number of land zoning types between Sydenham Station and Bankstown Station including industrial, business and community, infrastructure, residential and recreational.</p> <p>Roads cross the T3 line in a number of places, both by overbridges and underpasses. A number of footbridges also cross the T3 line along the length of its alignment. The T3 Line crosses the Cooks River in one location between Sydenham and Bankstown. Other local waterways such as channels, culverts and stormwater systems are present along the alignment.</p> <p>The majority of vegetation in the survey area comprises exotic or planted native species on highly modified landforms. A number of threatened ecological communities, threatened plant species and habitat trees are within the rail corridor and project area. Refer to Appendix 1.</p> <p>Description of Works</p> <p>Survey and site inspection works are critical to the pre-construction phase and are required early prior to construction. Without this information, construction activities cannot proceed effectively. The proposed survey works are outlined below. Survey will happen within and around the station precincts of Marrickville, Canterbury and Lakemba stations, as shown in Appendix 1.</p> <p>Non-invasive survey and site inspection</p> <p>Survey and site inspection activities (including topographic survey, photography / videography, visual inspections, track alignment / condition surveys and measurements) will be undertaken within and around Marrickville, Canterbury and Lakemba Stations precincts both within the rail corridor and outside of the rail corridor; up to 200m from the corridor boundary. No physical works (e.g. clearance of vegetation) are required to undertake the survey works.</p> <p>A site ute will be used to travel between survey sites. Surveyors will proceed on foot with survey equipment. Personal torches may be required if survey works occur outside of daylight hours.</p> <p>Working Hours</p> <p><u>The non-invasive</u> survey and site inspection schedule has not be defined. Works will be carried out at any time from the date of approval of this application subject to meeting the community consultation requirements in Part 5.</p> <p>Work outside of standard working hours would be managed under an Out of Hours Works Approval and in accordance with the Sydney Metro City & Southwest Out of Hours Work Strategy/Protocol.</p>
<p>Planned Commencement Date:</p>	<p>The survey works are targeted to commence from Saturday 9 January 2021.</p>
<p>Local Sensitivities: Describe the presence (if any) of local sensitive environmental areas and community receptors</p>	<p>T3 Line between Sydenham Station and Bankstown Station</p> <ul style="list-style-type: none"> • There are a number of residential properties located within close proximity to the corridor as identified in Appendix 1. Noise and air quality impacts from survey works are expected to be negligible. • There is a 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 include: <ul style="list-style-type: none"> ○ Asbestos ○ Hydrocarbons ○ Heavy metals ○ Solvents ○ Herbicides.

	<p>Investigative works are restricted to non-invasive methodologies which would preclude a risk of mobilising contamination that is present in the rail corridor. Contractors will follow good working practices and implement an unexpected finds procedure (Appendix 2) to mitigate the risk of encountering significant contamination.</p> <ul style="list-style-type: none"> • No invasive survey works will occur within designated heritage areas (Appendix 1) precluding the potential for an impact. Works will be undertaken in accordance with the Sydney Metro City and Southwest Unexpected Finds Procedure V2.0 for heritage. • A number of areas of threatened ecological communities and threatened plant species (<i>Acacia pubescens</i>) have been identified along the rail corridor. These areas are shown in Appendix 1. No invasive works will occur within these areas and the survey work will not require the removal or trimming of any vegetation along the corridor, precluding an impact on biodiversity. • Survey works may occur in the vicinity of local stormwater systems and the Cooks River. There is no erosion and sedimentation risk associated with the proposed survey work. • It is anticipated that no roadways or footpaths will be blocked as part of the works. ROL or TCPs will be required should short term impacts to access or roads/footpaths be required.
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Part 3: Environmental Risk Assessment and Management

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

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

<p>Documentation: List any existing documents (including those referenced above) that the proposed Minor Works will be undertaken in accordance with and attach as Appendix 2 (e.g. plans, procedures, etc.).</p>	<p>Maps showing the local sensitivities discussed in Part 2 will be provided to the survey teams to ensure impacts are avoided. The maps are provided in Appendix 1.</p> <p>The mitigation measures developed as part of the environmental risk assessment (provided in Appendix 1) will be provided to survey teams as part of the pre-survey induction.</p> <p>Works will also be undertaken in accordance with the:</p> <ul style="list-style-type: none"> - <i>Sydney Metro Unexpected Heritage Finds Procedure (v2.0)</i> - <i>The Unexpected Finds Procedures for contamination and heritage (Appendix 2)</i>. - <i>The Sydney Metro monthly notifications for January 2021, provided (Appendix 3) and any future notifications as required.</i>
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Part 4: Workforce Notification

<p>How will the environmental and community risks and associated mitigation measures of the proposed Minor Works be communicated to the contractor's workforce?</p>	<p>HSE will provide a site induction to all personnel working on the Project site. The induction will include relevant environmental aspects and risks associated with works on the Project site.</p> <p>All site personnel will be advised that in the event they are approached by members of the public during works, to be courteous and direct all enquiries/complaints to the Southwest Metro 24/7 community infoline number 1800 181 376 or e-mail Southwestmetro@transport.nsw.gov.au Site personnel are not to answer community enquiries on the project's behalf.</p>
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Part 5: Community Consultation

<p>What community consultation has been undertaken already?</p>	<p>The Sydney Metro Sydenham to Bankstown monthly notifications for January 2021 includes reference to all of the activities proposed (included in Appendix 3).</p>
<p>What community consultation is planned to be undertaken?</p>	<p>All future works will be included within subsequent monthly notifications and additional targeted notifications, as required by the Sydney Metro Overarching Community Communications Strategy (OCCS). In accordance with the Sydney Metro OCCS, 7 days notification will be given to the community prior to works starting.</p>

(Uncontrolled when printed)

	Both City of Canterbury Bankstown Council and Inner West Council will be notified of any works taking place outside of the rail corridor.
If drafted already, attach applicable Community Notification as Appendix 3.	

Part 6: Contact Details

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

Name:	Celso Paiva	Position:	Senior Project Manager	Phone:	0499 013 312
	Brad Cole		Environmental Manager		0407 782 830
	David Simpfendorfer		Communications Manager		0438 427 774

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:	Celso Paiva		
Signature:		Date:	18/12/2020

Determination Page

(TfNSW/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).

	TfNSW Principal Manager, Communication & Engagement – Endorsement (required for all applications)	TfNSW Principal Manager, Sustainability, Environment & 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:			
Name:	May Li Foong	Fil Cerone	
Date:	21/12/20	22 Dec 2020	
Comments:			<i>Supporting letter attached as Appendix 4 if necessary.</i>
Conditions:	As per Part 5		<i>Supporting letter attached as Appendix 4 if necessary.</i>
<input checked="" type="checkbox"/>	Approved (by TfNSW)		
<input type="checkbox"/>	Endorsed (by Environmental Representative)		
<input type="checkbox"/>	Rejected		

Appendix 1: Environmental Risk Assessment and Environmental Sensitivities Maps.

Environmental Risk Assessment

The Risk Assessment has been undertaken in accordance with the requirements of the Sydney Metro Risk Management Standard.

Aspect	Potential environmental impact	Initial risk rating			Control measures	Residual risk rating		
		Consequence	Likelihood	Risk		Consequence	Likelihood	Risk
Air quality and noise emissions	Noise and air quality impacts on nearby sensitive receivers.	6	5	Low	<ul style="list-style-type: none"> Site equipment is to be turned off when not in use Stockpiles are to be covered during windy weather Visual observation of dust emissions will trigger dust suppression mitigation strategies, including wetting of the excavation area Induction and pre-start briefing to include noise mitigation and "good neighbour" approach Follow the appropriate approval process and submit OOHW applications for Environmental Representative approval. Mitigation measures to be implemented in accordance with the Sydney Metro City & Southwest Construction Noise and Vibration Strategy (CNVS), including appropriate notification. 	6	6	Low

Aspect	Potential environmental impact	Initial risk rating			Control measures	Residual risk rating		
		Consequence	Likelihood	Risk		Consequence	Likelihood	Risk
Mobilisation of contamination	Local contamination and health risk to surveyors	5	4	Low	<ul style="list-style-type: none"> Surveyors will be vigilant for hazardous materials that may be uncovered during investigations Unexpected finds procedure (Appendix 2) will be followed. Reference to this procedure will be included within the contractor induction material. No refuelling will occur in the work area Spill kits will be kept near to work areas at all times and trained staff present in case of a spill 	6	4	Low
Work in heritage areas	No impact to heritage will occur because all invasive works will avoid designated heritage areas	6	6	Low	<ul style="list-style-type: none"> Environmental sensitivities maps will be provided to surveyors as part of the site induction process to ensure heritage areas are avoided. The location of known heritage items and areas will be communicated to all site workers prior to investigations commencing. No invasive work will occur with designated heritage areas In the event potential heritage items are encountered the Sydney Metro Unexpected Heritage Finds 	6	6	Low

Aspect	Potential environmental impact	Initial risk rating			Control measures	Residual risk rating		
		Consequence	Likelihood	Risk		Consequence	Likelihood	Risk
					Procedure (v2.0) will be implemented.			
Work in biodiversity areas	No impact to biodiversity. Invasive works will avoid designated biodiversity areas. No vegetation will be impacted by the survey work.	6	6	Low	<ul style="list-style-type: none"> Environmental sensitivities maps will be provided to surveyors as part of the site induction process to ensure biodiversity areas are avoided No vegetation trimming or clearing is to be undertaken Park vehicles in designated areas only 	6	6	Low
Erosion and sedimentation control	Runoff of mud or dirt into the local stormwater system due to tracking of site vehicles. Potential for escape of contaminated materials causing local contamination.	5	4	Low	<ul style="list-style-type: none"> Mud will be cleaned from wheels/tracks before plant/equipment/vehicles leave site to minimise mud tracking Roads and footpaths would be kept clean (via sweeping or other methods that do not generate a run-off risk) with any tracked mud or dirt removed throughout the works, and prior to ceasing works. 	6	5	Low
Transport and access	Negative impact to local roads, parking and footpaths from closures or obstructions during survey work.	5	5	Low	<ul style="list-style-type: none"> Surveyors will park within the rail corridor where possible. Surveyors will minimise the number of vehicles used to travel to the site. Surveyors will not block roadways or pathways Surveyors will park legally and observe restrictions at all times 	5	6	Low

Aspect	Potential environmental impact	Initial risk rating			Control measures	Residual risk rating		
		Consequence	Likelihood	Risk		Consequence	Likelihood	Risk
					<ul style="list-style-type: none"> Investigation work that impacts footpaths and roadways will be carried out under a council-approved traffic control plan (TCP), using a traffic control team to manage pedestrian and/or traffic flow. Controls will be implemented in accordance with the TCP. Road occupancy licences (ROL) and road opening permits (ROP) will be sought from council for the drop-off/collection of site investigation plant. Controls will be implemented in accordance with the ROL/ROP. The community would be notified of all planned closures. Survey work in roadways will be undertaken at times to avoid peak traffic flow. 			
Service strike	Damage to services during inspections which cause an environmental incident	5	4	Low	<ul style="list-style-type: none"> Service locator and surveyor will check all excavation locations with DSS and locating equipment to identify areas clear of services Where there is a clash of services and proposed survey site the survey site will be moved to a services-free area 	6	5	Low

Aspect	Potential environmental impact	Initial risk rating			Control measures	Residual risk rating		
		Consequence	Likelihood	Risk		Consequence	Likelihood	Risk
					<ul style="list-style-type: none"> Survey area will be sprayed with spray paint by service locator once confirmed clear, approx. 1m square section 			
Weeds	Contact and induced proliferation of priority weeds as listed under the Biosecurity Act 2015	5	5	Low	<ul style="list-style-type: none"> Surveyors should avoid areas of weeds to reduce risk of proliferation. 	5	5	Low
Waste	Improper management of waste could result in an environmental incident	4	4	Moderate	<ul style="list-style-type: none"> Induction of staff will include waste management practices Wastes (e.g. food scrap, empty fuel canisters) will be lawfully transported and disposed of. All liquid and/or non-liquid waste generated on site shall be assessed and classified in accordance with Waste Classification Guidelines and managed appropriately according to its classification. 	4	5	Low

Environmental Sensitivities Maps







Appendix 2: Environmental Management Documentation.

Unexpected Findings - Contamination

Workers will be vigilant for hazardous materials that may be uncovered during investigations. Unexpected finds include, but are not limited to, odour, visual contamination, acid sulfate soils, harmful material inclusions, asbestos containing material, Underground Storage Tanks (USTs) or any other suspect materials. Any unexpected finds will be reported to the HSE site manager immediately. Additionally, Sydney Metro and all site owners should be informed as soon as practical following an unexpected find.

If hazardous materials are uncovered / discovered during excavations HSE workcrew will:

- Cease all work in that vicinity (and fence the area if appropriate)
- Remove workers from the vicinity
- Report find to nominated HSE Site Manager
- An experienced environmental consultant / occupational hygienist will be contacted to assess the potential risks associated with the Unexpected Finds and provide appropriate management options
- Investigate the nature of the risk of the materials, determine the appropriate response and document the actions in accordance with contractual obligations.
- In the event of a serious unexpected find, which could cause harm to human health and/or the environment, Sydney Metro and the NSW EPA may need to be informed.

Unexpected Findings - Indigenous and Non-Indigenous Heritage

Aboriginal Heritage

If unforeseen Aboriginal objects are uncovered during construction works within the vicinity of the find would cease immediately. HSE Management would immediately notify the nominated Sydney Metro Project Manager and Environment and Planning Manager and coordinate with Sydney Metro to ensure the Department of Planning, Industry and Environment is to be informed in accordance with the National Parks and Wildlife Act 1974.

The heritage advisor will advise on the next steps which are likely to involve consultation with an Aboriginal heritage consultant, the OEH and the Local Aboriginal Land Council.

If human remains are found, work would cease, the site secured and the NSW Police and the OEH notified. Where required, further archaeological investigations and an Aboriginal Heritage Impact Permit would be obtained prior to works recommencing at the location

Works affecting Aboriginal objects on the site must not continue until the Department of Planning, Industry and Environment has been informed and the appropriate approvals are in place. Aboriginal objects must be managed in accordance with the National Parks and Wildlife Act 1974.

Non- Aboriginal Heritage

If unidentified Indigenous or non-Indigenous heritage/archaeological items are uncovered during construction works, the procedures shall be followed and all works in the vicinity of the find shall cease. The HSE Environment Manager shall be immediately notified to coordinate a response, which may include seeking appropriate advice from Sydney Metro and the project heritage advisor (in consultation with the Heritage Division, OEH where appropriate). Works in the vicinity of the find shall not re-commence until clearance has been received from Sydney Metro and/or the heritage advisor.

Incident Management / Corrective Action and Reporting

All incidents that occur on HSE construction projects shall be reported to the Project Manager and consulted immediately with Sydney Metro then recorded on the Incident register (SEQ-TP-007). This includes all major and minor incidents to enable HSE to analyse the data and identify any trends. By identifying these trends preventative action can be implemented to prevent further incidents.

All incidents that require environmental rehabilitation or significant control actions shall be investigated and documented on the Incident/Near miss reporting form. Corrective action shall be immediately determined and implemented following an incident. When the cause is identified preventative action shall be determined and recorded on the Incident/Near miss reporting form (SEQ-FM-002)

If a pollution incident occurs, all necessary action should be taken to minimise the size and any adverse effects of the release. If adequate resources are not available to contain the release and if it threatens public health, property or the environment, the NSW Fire and Rescue should be contacted for emergency assistance - phone 000.

Corrective action, preventative action and information about the incident shall be communicated to employees and service providers through tool box meetings and recorded on the toolbox meeting minutes form. The investigation report shall be provided to the client or relevant authorities as applicable.

Environmental non-conformances are to be recorded and rectified in accordance with SEQ-PR-065 Non-conformance and Corrective Action Procedure.

Corrective or preventive actions help eliminate the causes of actual or potential environmental non-conformances will be recorded on SEQ-FM-003 NCR-CAR Form.

Appendix 3: Community Notification.

Appendix 4: Environmental Representative Supporting Letter.

N/A

Notification - Bankstown Line metro upgrade

January 2021

Sydney Metro is Australia's biggest public transport project.

Services started in May 2019 in the city's North West with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new CBD metro railway stations underground at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central.

In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system – the biggest urban rail project in Australian history. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre. The upgrade of the T3 Bankstown Line to metro standards between Sydenham and Bankstown received planning approval on 19 December 2018.

In January, early work will continue along the T3 Bankstown Line between early work will continue along the T3 Bankstown Line between Belmore and Bankstown stations (weather and site conditions permitting). Access to the rail corridor will be via existing corridor/pedestrian access gates. Day work will be undertaken during **project standard construction hours Monday to Friday 7am-6pm and Saturday 8am-6pm.**

Location	Detail of day work
Rail corridor (Belmore to Bankstown)	<p>Activities will include:</p> <ul style="list-style-type: none"> • Early investigative work including non-destructive digging, surveys and site establishment works • Soil assessments and utilities/ geotechnical investigations • Dilapidation surveys around Lakemba station • Non-intrusive survey of fencing along the rail corridor • Devegetation and clearing throughout the rail corridor where required • Locating and confirming underground services close to and inside the rail corridor • Installation of fencing, cabling and galvanised steel troughing (GST) in the rail corridor • Topographic/ scanning and drainage surveys in the rail corridor, at stations and in nearby public areas
Site compound at Bridge Road, Belmore (near intersection with Peel Street)	<ul style="list-style-type: none"> • Installing a covered area between and around the site sheds • Installing hard stand flooring.
<p>Substation sites at:</p> <p>Punchbowl (north of South Terrace and east of Scott Street)</p> <p>Lakemba (north of The Boulevarde and west of Taylor Street)</p>	<ul style="list-style-type: none"> • Site clearing and grubbing • Installation of perimeter fencing • Non-destructive excavation and soil sampling • Preparing the site amenities for work including a small temporary office, crib room and toilets • Temporary power installation, water and sewer connection.

Out-of-hours work

Due to the nature of some activities and for the safety of workers, some work will occur outside standard construction hours when trains are not running. Some equipment will also be delivered outside standard construction hours in line with Transport for NSW requirements for the movement of oversized vehicles.

Date / time	Detail of work (along the rail corridor)
During the scheduled rail shutdown weekend between 10.30pm Friday 8 January and 2am Monday 11 January 2021	<ul style="list-style-type: none"> • Early investigative work including non-destructive digging, survey and site establishment works • Devegetation and clearing throughout the rail corridor where required • Surveys around Bankstown station including overhead wiring survey, visual inspections and measurements. • Excavating and installing of cable routes and pits inside the rail corridor adjacent to Wiley Park, Lakemba and Punchbowl stations. For the safety of the community and workers the station footbridge at Punchbowl will be closed for the duration of these works. Signage will be in place to assist the community.
Sundays between 8am and 6pm	<ul style="list-style-type: none"> • Dilapidation surveys around Lakemba station
Weeknights between 10pm and 6am	<ul style="list-style-type: none"> • Topographic, scanning and drainage surveys inside the rail corridor and in nearby public areas. This work is not expected to be noisy.

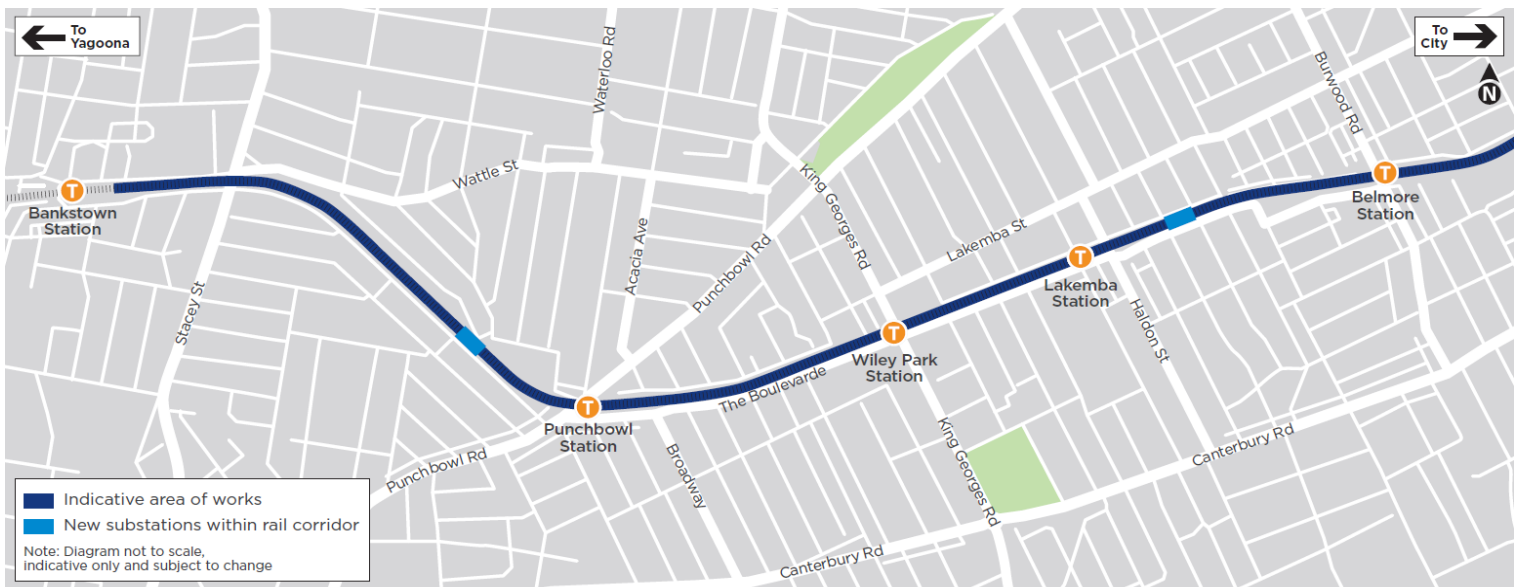
Equipment used for all the above work will include hand held equipment, light vehicles, vacuum suction trucks, mulcher, piling rig, dump trucks, excavators, crane trucks, drilling rig, lifting machinery, elevated work platform, concrete trucks, concrete pumps, cable pulling equipment, lighting towers, generators, compactors, construction vehicles, rollers, chainsaw, wood chipper, delivery trucks, grass cutters, forklift, water cart and power tools.

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

Keeping you informed

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

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



- 1800 171 386** Community information line open 24 hours
- southwestmetro@transport.nsw.gov.au**
- Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240
- If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 171 386**

Notification - Bankstown Line metro upgrade

January 2021

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In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system – the biggest urban rail project in Australian history. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre. The upgrade of the T3 Bankstown Line to metro standards between Sydenham and Bankstown received planning approval on 19 December 2018.

In January, early work will continue along the T3 Bankstown Line between Hurlstone Park and Canterbury, weather and site conditions permitting. Access to the rail corridor will be via existing corridor/pedestrian access gates. Day work will be during **project standard construction hours Monday to Friday 7am-6pm and Saturday 8am-6pm.**

Location	Detail of day work
Rail corridor (Hurlstone Park to Canterbury)	<p>Activities will include:</p> <ul style="list-style-type: none"> • Early investigative work including non-destructive digging and site surveys • Utilities investigations and soil assessments • Station investigations and non-intrusive pipe inspections on platforms • Tree assessments and clearing of vegetation where required • Topographic/ scanning and drainage surveys, geotechnical and site investigations in the rail corridor, at stations and in nearby public areas • Non-intrusive survey of fencing along the rail corridor • Site establishment work including installation of haul roads and temporary fencing throughout the corridor • Devegetation and clearing throughout the rail corridor where required • Dilapidation surveys around Canterbury station • Installation of cable service routes and galvanised steel troughing (GST) throughout the corridor • Installation of fencing and concrete piling • Transportation of earthworks material via the rail access gates near Hutton Street (Hurlstone Park) and Charles/ Wairoa/ Broughton Street (Canterbury) • Storage of materials adjacent to Broughton Street, Canterbury • Earthworks, rail embankment work and landscaping between Campsie and Canterbury, including retaining wall installation in the rail corridor adjacent to Wairoa Street, Canterbury • Installation of permanent security fencing adjacent to Wairoa Street, Charles Street and near the Church Street footbridge (south side), Canterbury
Substation site off Hutton Street, Hurlstone Park	<ul style="list-style-type: none"> • Site clearing and grubbing • Installation of the perimeter fence • Non-destructive excavation and soil sampling • Removal of redundant utility pipes • Preparing the site amenities for work including a small temporary office, crib room and toilets • Temporary power installation, water and sewer connection.

Out-of-hours work

Due to the nature of some activities and for the safety of workers, some work will occur outside standard construction hours when trains are not running. Some equipment will also be delivered outside standard construction hours in line with Transport for NSW requirements for the movement of oversized vehicles.

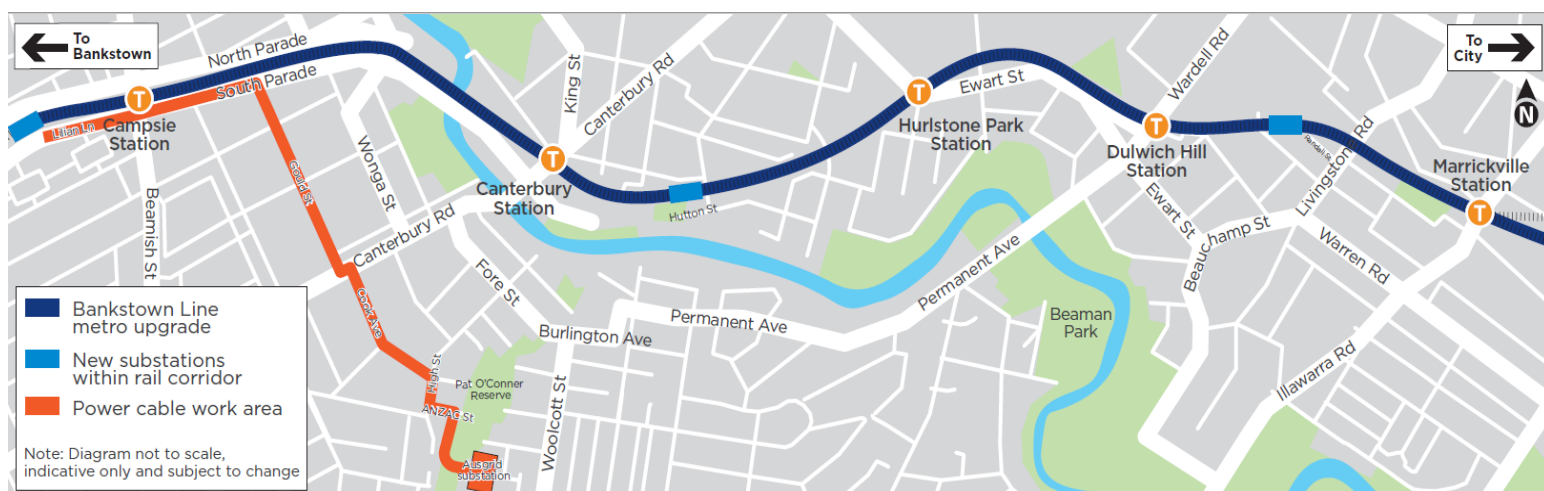
Date / time	Detail of work
During the scheduled rail shutdown weekend between 10.30pm Friday 8 January and 2am Monday 11 January 2021	<ul style="list-style-type: none"> • Early investigative work including non-destructive digging, survey and site establishment works. • Devegetation and clearing throughout the rail corridor where required • Site inspection works including the use of hand held tools inside the rail corridor adjacent to Foord Avenue bridge, Hurlstone Park
Sundays between 8am and 6pm	<ul style="list-style-type: none"> • Dilapidation surveys around Canterbury station
Weeknights between 10pm and 6am	<ul style="list-style-type: none"> • Topographic, scanning and drainage surveys inside the rail corridor and in nearby public areas. This work is not expected to be noisy.

Equipment used for all the above work will include hand held equipment, light vehicles, vacuum suction trucks, mulcher, piling rig, dump trucks, excavators, crane trucks, drilling rig, lifting machinery, elevated work platform, concrete trucks, concrete pumps, cable pulling equipment, lighting towers, generators, compactors, construction vehicles, rollers, chainsaw, wood chipper, delivery trucks, grass cutters, forklift, water cart and power tools.

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

Keeping you informed

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Notification - Bankstown Line metro upgrade

January 2021

Sydney Metro is Australia’s biggest public transport project.

Services started in May 2019 in the city’s North West with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new CBD metro railway stations underground at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central.

In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system – the biggest urban rail project in Australian history. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre. The upgrade of the T3 Bankstown Line to metro standards between Sydenham and Bankstown received planning approval on 19 December 2018.

In January, early work will continue along the T3 Bankstown Line between Sydenham to Dulwich Hill, weather and site conditions permitting. Access to the rail corridor will be via existing corridor/pedestrian access gates. Day work will be during **project standard construction hours Monday to Friday 7am-6pm and Saturday 8am-6pm.**

Location	Detail of day work
Rail corridor (Sydenham to Dulwich Hill)	<p>Activities will include:</p> <ul style="list-style-type: none"> • Early investigative work including non-destructive digging and site surveys • Utilities investigations and soil assessments • Station investigations and non-intrusive pipe inspections on platforms • Topographic/ scanning and drainage surveys, geotechnical and site investigations in the rail corridor, at stations and in nearby public areas • Non intrusive survey of fencing along the rail corridor • Site establishment work including installation of haul roads and temporary fencing throughout the rail corridor • Tree assessments and clearing of vegetation where required • Dilapidation surveys around Marrickville station • Installation of fencing, cabling and galvanised steel troughing (GST) throughout the corridor in Marrickville and Dulwich Hill • Transportation of earthworks material via the rail access gates near Ewart Street (Dulwich Hill), Randall Street and Kays Avenue (Marrickville) • Installation of permanent security fencing between Fraser Park and Victoria Road, Marrickville • Installation of bollards and pit and pipe route in the rail corridor, Dulwich Hill
Livingstone Road bridge near Marrickville Avenue	<ul style="list-style-type: none"> • Utility investigation works
Substation site (off Randall Street behind Albermarle Street, Marrickville)	<ul style="list-style-type: none"> • Site clearing and grubbing • Installation of the perimeter fence • Non-destructive excavation and soil sampling • Removal of redundant utility pipes • Preparing the site amenities for work including a small temporary office, crib room and toilets. • Temporary power installation, water and sewer connection.

Out-of-hours work

Due to the nature of some activities and for the safety of workers, some work will occur outside standard construction hours when trains are not running. Some equipment will also be delivered outside standard construction hours in line with Transport for NSW requirements for the movement of oversized vehicles.

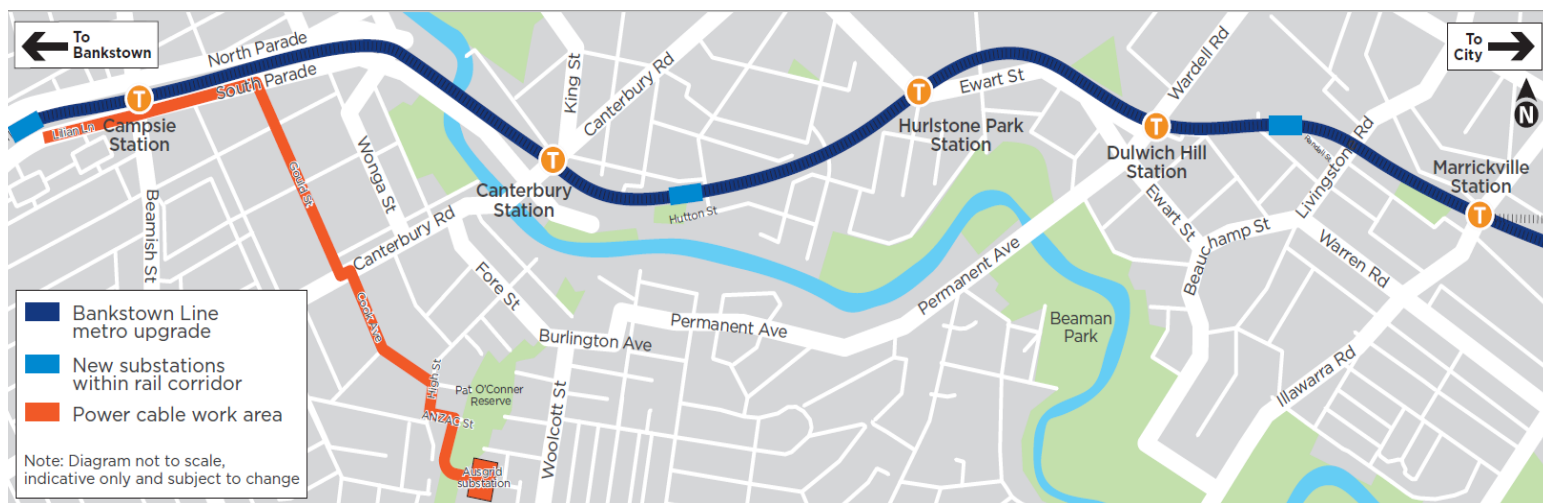
Date / time	Detail of work
During the scheduled rail shutdown weekend between 10.30pm Friday 8 January and 2am Monday 11 January 2021	<ul style="list-style-type: none"> • Installation of combined security fence and GST in the rail corridor near Victoria Road, Marrickville • Investigations including non-destructive digging, surveys and site establishment works • Devegetation and clearing throughout the rail corridor where required • Excavating and installing new cable routes inside the rail corridor adjacent to Dulwich Hill station
Sundays between 8am and 6pm	<ul style="list-style-type: none"> • Dilapidation surveys around Marrickville station
Weeknights between 10pm and 6am	<ul style="list-style-type: none"> • Topographic, scanning and drainage surveys inside the rail corridor and in nearby public areas. This work is not expected to be noisy.

Equipment used for all the above work will include: hand held equipment, light vehicles, vacuum suction trucks, mulcher, piling rig, dump trucks, excavators, crane trucks, borehole driller, drilling rig, lifting machinery, elevated work platform, concrete trucks, bobcats, concrete pumps, cable pulling equipment, compactors, lighting towers, generators, construction vehicles, rollers, chainsaw, wood chipper, delivery trucks, grass cutters, forklift, water cart and power tools.

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

Keeping you informed

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



- 1800 171 386** Community information line open 24 hours
- southwestmetro@transport.nsw.gov.au**
- Sydney Metro City & Southwest, PO Box K659, Haymarket NSW 1240
- If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 171 386**