

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 under 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 received planning approval on 19 December 2018.

### Bankstown Line metro upgrade

Over the next month early investigation work will continue along the Bankstown Line between Sydenham and Campsie stations (weather and site conditions permitting) and along some roads between Campsie and Canterbury.

Day work	
Project standard working hours are Monday to Friday 7am - 6pm and Saturday 8am - 6pm.	
Location	Detail
<b>Whole rail corridor (Sydenham – Campsie)</b>	<ul style="list-style-type: none"> <li>• Activities in the rail corridor (unless specified) will include:               <ul style="list-style-type: none"> <li>○ site establishment work, including site preparation, installation of haul roads and temporary fencing</li> <li>○ locating and confirming underground services using hand held equipment, cameras and non-destructive digging</li> <li>○ survey work in stations and nearby public areas</li> <li>○ geotechnical investigations including minor drilling sampling and ground testing</li> <li>○ clearing and grubbing</li> <li>○ installation of galvanised steel trough (GST) and ground level trough (GLT)</li> <li>○ installation of safety fencing.</li> </ul> </li> <li>• Equipment used for the above work will include vacuum suction trucks, dump trucks, excavators, crane trucks, lifting machinery, elevated work platform, forklift, water cart and power and hand tools.</li> <li>• Rail access gates along the corridor from Fraser Park to Campsie will be used for delivery and removal of plant, equipment and materials.</li> </ul>
<b>Campsie to Canterbury</b> 1 July to 31 August	<ul style="list-style-type: none"> <li>• Work for the new power supply cable (see attached factsheet) required between Canterbury electrical substation and Campsie Station will include:               <ul style="list-style-type: none"> <li>○ locating and inspecting existing underground services on Lillian Street, South Parade, Gould Street, Canterbury Road, Cooks Avenue, High Street and Anzac Street</li> <li>○ excavation and investigations within Pat O’Connor Reserve.</li> </ul> </li> <li>• Work will involve visual inspections, surveying using hand held instruments, pot holing and pavement cutting for trenches, vacuum removal of road base and ground condition testing using a truck mounted drill rig on trailer. Some locations will have short periods of noise (around 30 minutes) from the pavement cutting.</li> </ul>



## 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 and when there is less traffic on roads. Some equipment will also be delivered outside standard construction hours in line with RMS requirements for transporting oversized vehicles. Out-of-hours work activities include:

Date/Time	Locations	Detail
<b>1 July to 31 July</b> between <b>6pm</b> and <b>6am</b>	<ul style="list-style-type: none"> <li>• Marrickville</li> <li>• Dulwich Hill</li> <li>• Hurlstone Park</li> <li>• Canterbury</li> <li>• Campsie</li> </ul>	<ul style="list-style-type: none"> <li>• Overnight surveys, visual and structural inspections of the rail track. Hand held torches will be used during these works. <ul style="list-style-type: none"> <li>○ Lights will be directed away from residential properties when in use.</li> <li>○ Access to the rail corridor will be via the existing rail corridor and pedestrian gates located between Sydenham and Campsie stations.</li> </ul> </li> </ul>
<b>1 July to 31 August</b> between <b>7:30pm</b> and <b>5am</b>	<ul style="list-style-type: none"> <li>• Campsie</li> <li>• Canterbury</li> </ul>	<ul style="list-style-type: none"> <li>• Temporary closure of Lillian Lane between Beamish Street and Dewar Street for investigative work. Closure will be required for up to three evenings. <ul style="list-style-type: none"> <li>○ Business, residents and motorists will be notified prior to the temporary closure.</li> <li>○ Traffic control and directional signage will be in place (see map overleaf for detour routes).</li> </ul> </li> </ul>

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 on vehicles.

## Keeping you informed

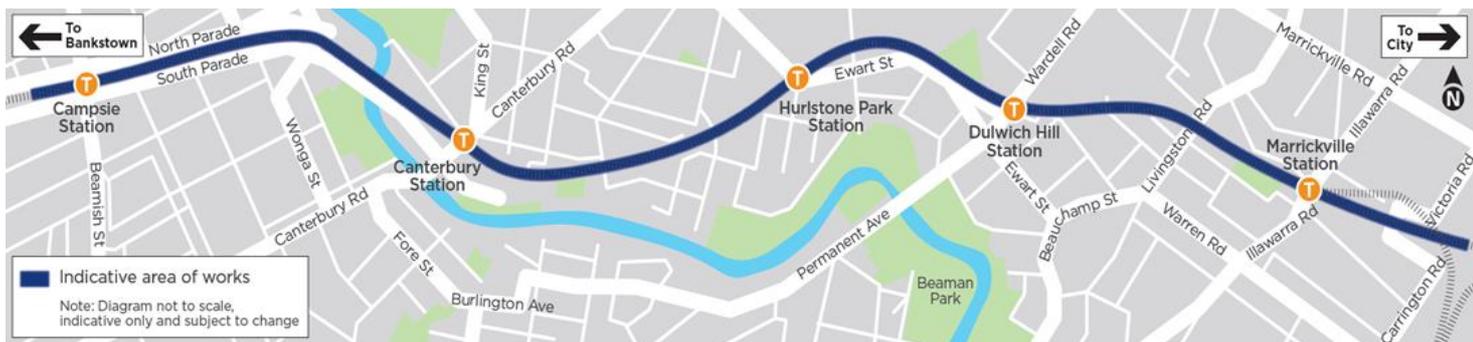
Properties close to the rail corridor will receive notifications when work is scheduled to occur. Sydney Trains will deliver notifications for work done during scheduled rail maintenance periods and Sydney Metro will keep you informed of all other work. If you'd prefer to receive updates by email, please contact us using the details below.

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

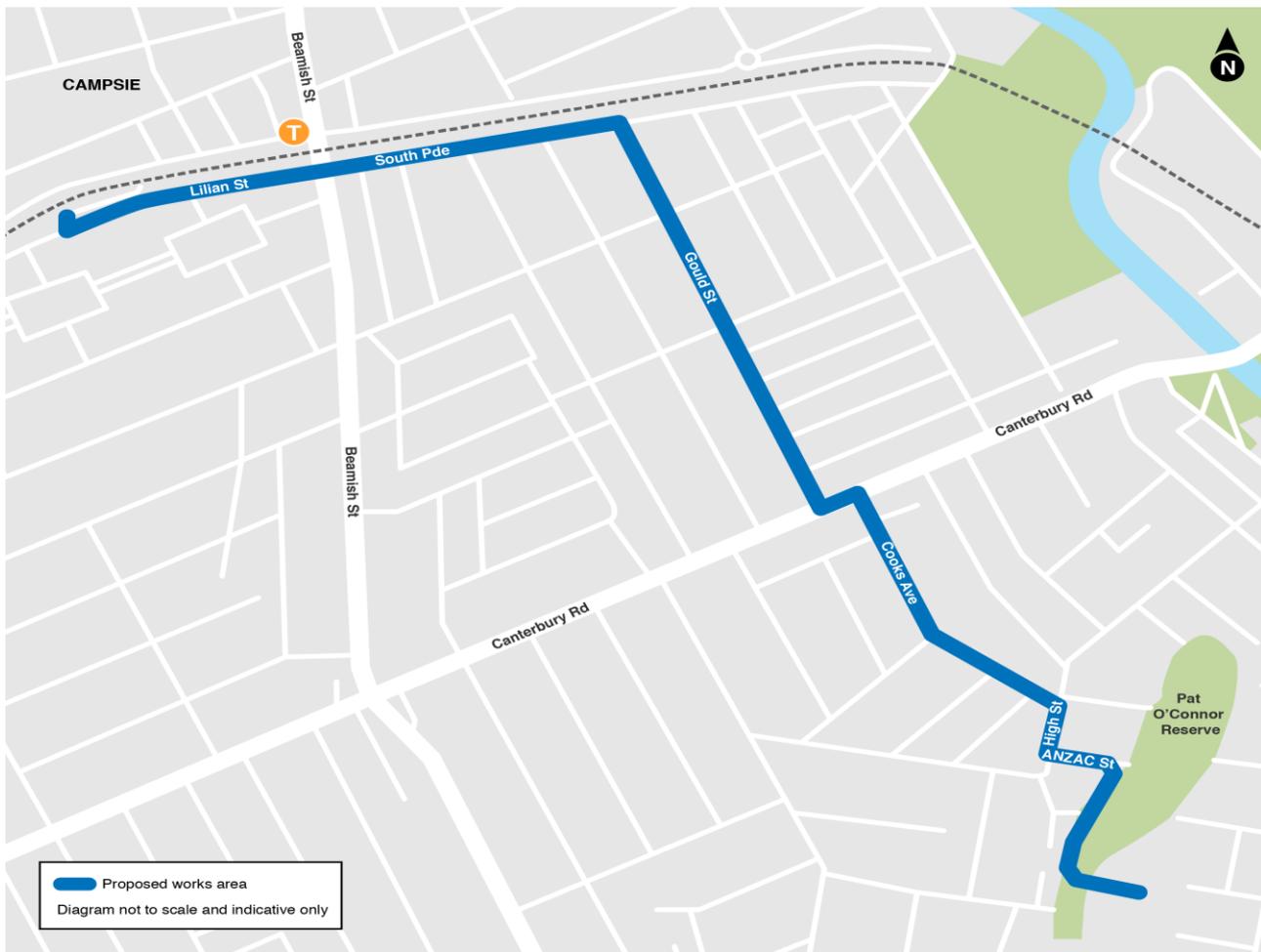
If you have any questions about rail corridor work, please contact **Melanie** on **1800 171 386** (24 hour community information line) or [SouthwestMetro@transport.nsw.gov.au](mailto:SouthwestMetro@transport.nsw.gov.au)

If you have any questions about bulk power supply service investigations between Campsie and Canterbury, please contact Helena on **1800 171 386** (24 hour community information line) or [linewide@transport.nsw.gov.au](mailto:linewide@transport.nsw.gov.au)

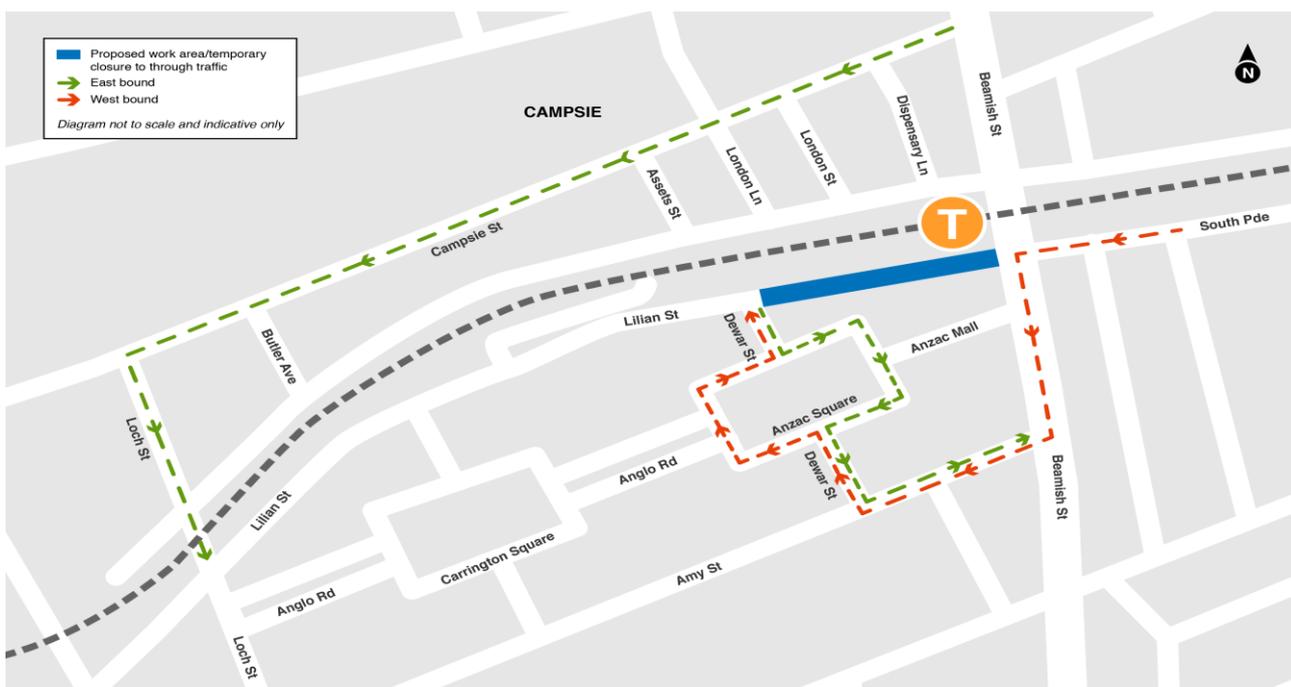
## Work locations – rail corridor work



## Work locations - power supply investigation route



## Traffic detours during road closure on Lillian Street



## Power Supply Upgrades

### Traction power supply

To operate Sydney Metro trains, a new traction power system, including new substations and a power supply cable, will be installed between Marrickville and Bankstown.

Traction power is a separate electricity network designed to supply train networks. The Sydney Metro network traction power system will be segregated and operate independently from the Sydney Trains network.

All Sydney Metro traction power infrastructure will be controlled from the Sydney Metro Trains Facility at Rouse Hill.

### New power supply cable

To provide a reliable source of power to the new substations, a new high voltage electricity supply cable is required. It will be installed between the new Campsie substation and the existing Canterbury substation, which is located about one kilometre south of Canterbury Station in Earlwood.

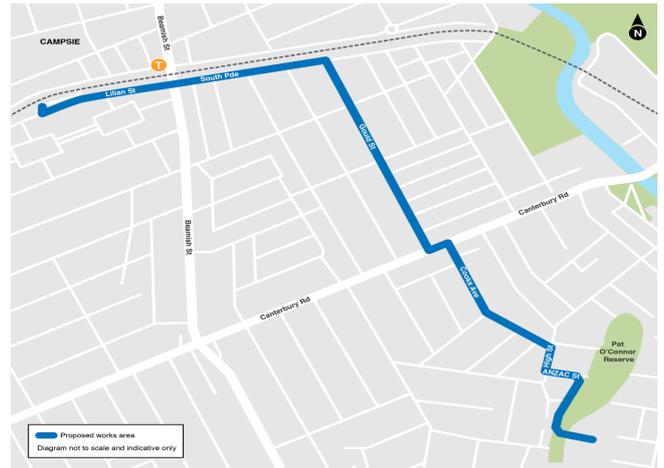
Since the Sydenham to Bankstown Environmental Impact Statement (EIS) was exhibited in September 2017, the proposed cable route has changed.

A potential new and shorter route is being investigated to help improve power reliability and reduce construction impacts. The new proposed route travels 2.5km from Campsie to Canterbury via Lillian Street South Parade, Gould Street, Cooks Avenue, High Street, Anzac Street and Pat O'Connor Reserve.

### How will this affect me?

Once a route is finalised, the power cable will be installed underneath the road to avoid impacts to property. Some traffic changes will be required during construction, including temporary lane closures. Access to properties will be maintained at all times. Sydney Metro will provide regular notifications during the work to keep residents and the community informed.

### Proposed new cable route



### Electric and magnetic fields

Sydney Metro will meet relevant health standards for electric and magnetic fields (EMF), which are found wherever electricity is present. This includes home and office appliances, substations and electrical cables.

The Draft Radiation Standard – Exposure Limits for Magnetic Fields (Australian Radiation Protection and Nuclear Safety Agency, 2006) provides exposure limits that are typically applied when considering electric and magnetic fields from new developments. Sydney Metro will ensure that the exposure limits for the community suggested by the Draft Radiation Standard will not be exceeded within public areas.

Appliance measurements were taken at typical distances experienced by users.

Common EMF measurements Sources	Range of (Milligauss)
PC	2–20
Refrigerator	2–5
Substation	1–8 (at substation fence)

Source ARPANSA

