

Bankstown Line Conversion – Access, Possessions and Shutdowns:

Site Access

While the Southwest Station and Corridor works package has not yet been contracted, the access regime that is being worked towards is summarised in Table 1. This access regime will need to be confirmed once the works for delivery of the Southwest Station and Corridor works package has been contracted.

The general philosophy for how we intend the SSC works will be delivered to enable access to follow-on interfacing contractors is as follows:

Service Equipment Building Locations – Site clearing by SSC

The intent for the service equipment building sites is for SSC to clear the land and provide a level platform, existing services will be removed as required. The level site will be handed over to Line-wide and TSOM for installation of demountable buildings.

The service equipment building sites will be handed over in three stages as follows:

- Campsie SEB – 28 Feb 20
- Marrickville to Canterbury SEB's – 31 Aug 20
- Belmore to Bankstown SEB's – 30 Sep 20

Traction Substation Building Locations – Site clearing by SSC

The intent for the traction substation building sites is for SSC to clear the land and provide a level platform, existing services will be removed as required. The level site will be handed over to Line-wide for construction of the traction substations. TSOM will be provided access to the substations once construction has reached a Degree of Completion 2.

The traction substation building sites will be handed over to Line-wide in two stages as follows:

- Campsie traction substation – 28 Feb 20
- Dulwich Hill, Canterbury, Lakemba and Punchbowl traction substations – 16 Nov 20

For planning purposes, the following indicative TSOM access dates to traction substations at Degree of Completion 2 can be used:

- Campsie, Dulwich Hill and Canterbury traction substations – 30 Jun 21
- Lakemba and Punchbowl traction substations – 31 Aug 21

Combined Services Route (Main route excluding local routes)

The intent for the main combined services route is to hand this route over to both Line-wide and TSOM in the following two sections:

- Marrickville to Campsie – 31 Mar 21
- Campsie to Bankstown – 31 Aug 21

Local Routes and Trackside Infrastructure

The intent for the provision of access to completed local routes and trackside infrastructure is that it is provided to both Line-wide and TSOM in the following 3 sections:

- Marrickville to Campsie – 31 Aug 21
- Campsie to Bankstown (3 stations/corridors) – 31 Jan 22
- Campsie to Bankstown (Remaining two stations / corridors) – 30 Jun 22

Station Equipment Rooms

The intent for the provision of access to completed station equipment rooms is that it is provided to TSOM in the following 3 sections:

- Marrickville to Campsie – 31 Aug 21
- Campsie to Bankstown (3 stations/corridors) – 31 Jan 22
- Campsie to Bankstown (Remaining two stations / corridors) – 30 Jun 22

Possessions and Shutdowns

The possession and extended shutdown regime that can be used for planning the Bankstown Line works is as follows:

Sydney Trains Standard Possessions:

The standard Sydney Trains Bankstown Line possessions detailed in Table 2 should be used for possession dependant works. The works are not to be scheduled in non-standard possessions.

Possessions will be shared with SSC and Line-wide as applicable.

Non Traffic Hours working:

Non Traffic Hours (NTH) working can be undertaken during the week between Monday and Thursday, assume that a maximum of 3 night possessions would be available per week and that each NTH would enable 3 hours of effective working.

Extended Shutdowns:

Three extended shutdown have been arranged for completion of the SSC Contractors scope of works and are detailed in Table 3. Both Line-wide and TSOM will be able to share these extended shutdowns with SSC.

There exists the possibility to arrange additional 2 week shutdowns over the Dec/Jan period for Financial Years 2022/2023 and 2023/2024. TSOM would need to adequately justify that these shutdowns are necessary for completion of the works.

Final Conversion Shutdown

The final conversion shutdown is scheduled to commence on 15 June 2024 and is 3 months in duration.

Financial Year	Weekend	Date From	Date To
2019/2020	WE5	Saturday, 3 August 2019	Sunday, 4 August 2019
	WE13	Saturday, 28 September 2019	Sunday, 29 September 2019
	WE18	Saturday, 2 November 2019	Sunday, 3 November 2019
	WE34	Saturday, 22 February 2020	Sunday, 23 February 2020
	WE47	Saturday, 23 May 2020	Sunday, 24 May 2020
2020/2021	WE6	Saturday, 8 August 2020	Sunday, 9 August 2020
	WE17	Saturday, 24 October 2020	Sunday, 25 October 2020
	WE28	Saturday, 9 January 2021	Sunday, 10 January 2021
	WE38	Saturday, 20 March 2021	Sunday, 21 March 2021
2021/2022	WE8	Saturday, 21 August 2021	Sunday, 22 August 2021
	WE30	Saturday, 22 January 2022	Sunday, 23 January 2022
	WE37	Saturday, 12 March 2022	Sunday, 13 March 2022
	WE46	Saturday, 14 May 2022	Sunday, 15 May 2022
2022/2023	WE8	Saturday, 20 August 2022	Sunday, 21 August 2022
	WE21	Saturday, 19 November 2022	Sunday, 20 November 2022
	WE37	Saturday, 11 March 2023	Sunday, 12 March 2023
	WE47	Saturday, 20 May 2023	Sunday, 21 May 2023
2023/2024	WE07	Saturday, 12 August 2023	Sunday, 13 August 2023
	WE21	Saturday, 18 November 2023	Sunday, 19 November 2023

Table 3 - Extended shutdowns

Financial Year	Weekend	Date From	Date To
2019/2020	26 - 27	Tuesday, 24 December 2019	Sunday, 5 January 2020
2020/2021	26 - 28	Friday, 25 December 2020	Sunday, 10 January 2021
2021/2022	26 - 28	Saturday, 25 December 2021	Sunday, 9 January 2022