

Meeting minutes



TransGrid - Powering Sydney's Future CSRG

Date	2 July 2020	Time	5:00pm – 6:30pm
Chair	Brendan Blakeley, Elton Consulting	Recorder	Alexandra Krautil, Elton Consulting
Attendees	Brian Hudson, CSRG Member Jeff Senior, CSRG Member Jo Blackman, CSRG Member Manoj Isac, CSRG Member Wally Mehanna, CSRG Member Evonne Bennett, TransGrid Colin Mayer, TransGrid Padraig Clifford, TransGrid Luke Fania, TransGrid Monica Struzman, TransGrid Klia Stratigos, TransGrid Cameron Walters, TransGrid John Klaser, Taihan Colin O'Mahony, Taihan Rebecca Spencer, Becscomm Amanda Muir, Becscomm Brendan Elliott, Garde		

Item	Discussion Point
1.	Welcome and introductions <ul style="list-style-type: none">» The meeting commenced at 5:05pm.» Brendan welcomed all participants, including an acknowledgement of country.» All participants introduced themselves, with CSRG members providing an explanation of their role in the community and reasons for being on the committee, and TransGrid, Taihan, Becscomm and Garde team members explaining their role in the project.» It was noted TransGrid have awarded the contract to complete the construction works on the Powering Sydney's Future project to Taihan Electric Australia. They are working with team members from Becscomm and Garde as a delivery partner team.» Brendan gave an overview of the meeting agenda, explaining this meeting would provide an orientation to the project.
2.	Purpose of CSRG and housekeeping <ul style="list-style-type: none">» Brendan explained this group has been modelled on the CCC guidelines from the Department of Planning, Industry and Environment (DPIE) and will provide an opportunity for structured discussion between the project team and stakeholders that are along the route of the project.» Brendan highlighted the objectives of the group, as noted in the Terms of Reference:<ul style="list-style-type: none">> provide structured and formal opportunities for discussion between the Powering Sydney's Future project team and its stakeholders

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- > facilitate community participation in project development, especially in the pre-construction phase
 - > allow for sharing of local intel between stakeholders and the Powering Sydney's Future project team to create mutually beneficial project and community outcomes.
 - » He noted the distinction that the CSRG is a stakeholder reference group, not a decision-making mechanism. The CSRG is a consultative mechanism that will meet as the project unfolds over the next 12 months.
 - > After this point, will consider whether the group continues from there.
 - > The group will meet at least quarterly and not more than monthly.
 - > There may be a requirement around specific project milestones that could necessitate a special meeting.
 - » In relation to meeting formats, whether the group continues meeting online or in-person will be based around the government's COVID-19 guidelines at the time of each meeting.
 - » Brendan asked each CSRG member to share how they see their role, and what would help them complete their role to take information back to the bodies represented.
 - > *Jo: stated she is looking for clarification on the final route when it is available. As a member of the Greenway Steering Committee (a bikeway running across the route) the clarity on its location is important, including where it intersects with key areas such as Johnson Park. As well as representing IWEG, Jo explained she also lives very close to the cable route meaning people in her neighbourhood are also interested in the project.*
 - > *Wally: identified his role as disseminating information to the broader business community. He stated he hopes to showcase opportunities and share stories of business successes in the local area.*
 - > *Brian: stated he is also seeking clarification about the final route and other general project information to pass on to fellow community members in particular in the Ashbury area.*
 - > *Jeff: from the perspective of Canterbury-Bankstown Council, stated it is good to hear first-hand what community members have to say about the project. Happy to be a part of an open dialogue about how the project is being undertaken and hear feedback first hand.*
 - > *Manoj: stated he sees the meetings as important to ensure community concerns are understood and managed. He noted there are also other working group meetings with TransGrid which manage Council's direct project queries, but in this space focus on how community concerns are managed to be passed on to broader Council.*
 - » Brendan noted between meetings, Alex will get in touch one month out from the meeting to remind members the meeting is coming up, and to ask for any questions or agenda items. This will give the project team time to prepare a response and provide the information required at the meeting itself.
 - > If there are more immediate project-related concerns, get in touch with the community relations team: 1800 955 588, psf@transgrid.com.au, PO Box A1000, Sydney South, NSW 1235
 - > The sooner the team are aware of issues and can address them, the better. This group is more for oversight, forward planning and bringing higher order issues which can be taken back to your community.
 - » Brendan noted all members had received and signed the Code of Conduct and will be expected to abide by the standards of behaviour noted.
 - » Brendan asked the group to outline their expectations of his role as the independent chair of the CSRG. He noted committee members can get in touch with him at any time to discuss any feedback on how the meetings are chaired.
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- > *Jo: noted if the community has issues we would ask Brendan as the independent chair to bring them forward and discuss them. Overall, Brendan's role is to make sure the community's views are able to be put forward and there is a response provided.*
 - » Brendan highlighted the group member's expectations of him are an ongoing conversation and invited all members to get in touch should they have any further thoughts.
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3. **Project background**

- » Evonne provided an overview of TransGrid and the Powering Sydney's Future project.
 - > TransGrid have an exclusive license to manage, operate and maintain the transmissions network for NSW. They transfer electricity from generators to one of three distribution networks, where it is connected to homes and businesses, as well as providing direct connection to some larger load customers.
 - > TransGrid supplies bulk power to the CBD/Inner Sydney via the Haymarket and Alexandria substations, then using the distribution network owned by Ausgrid, lower voltage power is supplied to people's homes. This extensive network ensures a reliable power supply.
 - > Refer to p. 2 of the attached presentation for a map of TransGrid's NSW transmission network.
 - » Sydney's current distribution network was built largely in the 1960s and 1970s, and cables and electrical infrastructure have a certain lifespan. As the infrastructure ages, the reliability begins to fall away meaning some network elements need to be retired. This is occurring across the Ausgrid and TransGrid network and required a complex technical and planning process to work out the best solution.
 - » As a result, new infrastructure is being built around the city. Other reasons supporting this new infrastructure to reinforce the reliability of the network in the CBD and surrounding areas are:
 - > Increasing demand for peak power in the summer
 - > Deterioration in capacity
 - > Increasing populations
 - > Community expectation that there will always be reliable power.
 - » The technical and planning studies for the best solution to this infrastructure requirement commenced 10 years ago, and this resulted in a regulatory submission to AOR which was secured in May 2018.
 - » This identified the solution of a high-voltage submission cable between the TransGrid substation near Potts Hill, connecting to the other existing substation in Alexandria. This cable will enforce reliability for the next 20 years.
 - » Refer to p. 4 of the attached presentation for an overview of TransGrid's Inner Sydney transmission network. This project will be connecting the orange dot labelled Rookwood Road, to the orange dot labelled Beaconsfield which will be a 20km stretch of cable.
 - » The main reason the project is happening now is there is currently increased risk that in summer 2022, the CBD and surrounding suburbs would face rolling blackouts if only the existing infrastructure was available. This would cost an estimated \$130 million per day to the NSW economy.
 - » Evonne noted community members may be concerned about the impact of COVID-19 and whether the upgrade is still required. She clarified the peak demand is largely being driven by the population growth, as well as huge infrastructure projects that have an extremely high peak load. Additionally, as a long-term strategic plan, the upgrade is to manage long term trends and these still identified a need for upgrade in the 2022/23 summer peak.
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- » The Powering Sydney's Future project is the construction of a new 330kV underground cable linking TransGrid substations at Potts Hill and Alexandria, a 20km route.
 - » The project is also building in provision for a second cable to ensure the roads do not need to be dug up again in 10 years' time – in this way focussing on long-term infrastructure planning over the 20km long route.
 - » Refer to p. 6 of the attached presentation for a map of proposed project route, noting the final route is subject to the completion of investigation works and detailed design.
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4. **EIS approval process and project management plans overview**

- » The Powering Sydney's Future cable project is the outcome of many years of research and preparation and has particularly been a focus over the past two years with the proposal of the current route.
 - » During 2016 – 2018 TransGrid undertook extensive consultation regarding 30 alternate routes. As a result, the current proposed route was taken forward through the EIS process. The route selection was narrowed through technical studies as well as consideration of cost. As a regulatory project there is a real driver to minimise cost to consumers as this will be passed through to consumers in their transmission network costs.
 - > In this way, the route decision required a balancing act between community impact, cost to consumers, time, ethical feasibility and existing infrastructure impacts.
 - » The project went through an extensive EIS process over 18 months, including a number of studies and extensive work with DPIE to meet their criteria. Refer to p. 7 of the attached presentation for details of the EIS and studies that were included. This culminated in a Submissions Report lodged with DPIE in October 2019.
 - » Evonne thanked all members of the group for their contributions during the EIS process.
 - » Padraig highlighted community and stakeholder engagement that has occurred up to this point.
 - > Refer to p. 8 of the attached presentation for an image of community consultation that occurred during the EIS public display at Marrickville Markets.
 - > Extensive consultation was carried out with the community over a long period of time, as well as industry briefings with key stakeholders, including other utilities such as Sydney Water, Jemena etc to ensure all stakeholders were included in the cable route selection discussions and any concerns were understood and addressed.
 - » Having been awarded the construction contract, Taihan Electric Australia are continuing these discussions through detailed design with various utilities, Transport for NSW, Councils, Sydney Trains, ARTC, Light Rail and Metro.
 - » The next steps for consultation will be community relations on the ground, with the Taihan team of Amanda, Bec and Brendan completing doorknocking on streets where there is need for feedback on particular sections of the route. They will also provide information in the areas where there will be greater impacts with longer durations of construction outside of trenching.
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5. **Early works update and general construction methodology**

- » Padraig provided an outline of the construction process.
 - > As noted, the cable work is 20km in length. There is some work to modify the existing sub-stations but this is largely confined behind fences and walls, so will have minimal impact to the public.
 - > Trenching will be the main impact to the community – trenches will be up to 3m wide and up to 1.6m deep. Some areas of trenching may also need to be wider due to existing obstructions such as a water and gas mains or other cables.
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- > The project is due to commence in early August 2020 and be completed by 2022. There is an ambitious goal to finish the project slightly earlier, but the group will receive ongoing updates on the timeline as work progresses.
 - > Community members will be advised about the specific length of time works will occur in front of their home – the timeframe to 2022 is for the entire project completion, including testing and commissioning after cable laying works. It is expected the excavation portion of works will take 12 months for the 20km.
 - » In relation to commencing works, the contractor is geared up and ready to begin, but are waiting for DPIE approval of their Environmental Management Plans. The project has its EIS approvals, but then need to show how during construction the team will mitigate any harm or impact, which is shown through the various management plans.
 - » Once these are endorsed and approved by DPIE, the contractor will notify the community when and where construction will commence and start trenching.
 - » The project will utilise standard construction hours as much as possible. However, in some locations they may be directed by an authority to complete works out of hours, during the night for safety reasons, e.g. bridge over a rail corridor. Standard construction hours are:
 - > Monday to Friday, 7am – 6pm
 - > Saturday, 8am – 1pm
 - > No work on Sundays or public holidays.
 - » The project is creating about 140 jobs during construction. This includes roles such as engineering staff, community relations and construction workers on the ground.
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6. **Construction milestones and special crossings explanation**

- » Refer to p. 10 of the attached presentation for an overview of the key project dates.
 - » Padraig provided an overview of the construction lookahead in the Canterbury Bankstown area. Refer to p. 11 of the attached presentation for a detailed task break down.
 - > investigations works are largely complete
 - > expect to start trenching activities in western part of the route in August.
 - » Padraig provided an overview of the construction lookahead in the Inner West area. Refer to p. 12 of the attached presentation for a detailed task break down:
 - > investigation works are continuing and the final route in this area is not yet confirmed
 - > the final route will be determined in the coming weeks
 - > construction will begin in the western area and move east after the route is determined.
 - » Padraig explained the construction activities that will occur as part of the project:
 - > Refer to pp. 13 – 14 of the attached presentation for a summary of the various construction activities and images of what these may include.
 - > One of the main features of this project is trenching and the associated excavations – before the trenching activity commences and the road is opened, community members will see delineation of the work area through cones. Traffic controllers will ensure any other road users can move safely around the work site and allow excavation equipment to do its job in the closed work zone.
 - > The EIS estimated trenching would progress at an average of 20m per day, however this timing does depend on the street, existing utilities and geotechnical conditions.
 - > The western area in the Canterbury Bankstown region is less congested with utilities so will have a slightly higher production rate.
 - > Another key part of the work is the excavation of joint bays. There are 24 sections of cable, meaning 23 joint bays are required to join these cables together. These joint bays
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- will be about 900m long in the western part of the route, and 600 – 800m in the eastern section. The slide image shows this concrete structure which is placed in the ground in segments or one piece depending on weight, then bolted together in the ground.
- > Cable pulling occurs after the conduits and joint bays are installed – at this point the team can pull cables from one joint bay to the other through conduits.
 - > The next step is cable jointing – the crew will set up a controlled environment over the joint bay to prevent dust or contaminants entering the area. If contaminants are in the bay it can lead to failure of joints – focus for construction crew is good quality joints. This cable jointing can take up to three weeks. During joint bay construction, community members in each location will be consulted prior to construction commencing about their access requirements – this is part of the doorknocking scheduled for the next six weeks.
 - > There are also some special crossings which are unique to the rest of the route. 18km of the project is trenching, the other 2km are either bridges or underbores that allow the cable to get across features that would be difficult to trench. Construction is approximately 10 weeks for each underbore, and 10 – 12 weeks for a bridge.
 - > As noted, the substation upgrades will not have a large community impact and are confined to their existing sites. Reconfiguration and augmentation works will occur at Rookwood Road, Beaconsfield West and Sydney South Substations.
 - > Road restoration will be completed following all construction work on site. The team have reached agreement with both Councils on the restoration requirements for roads. They will be smooth and safe to drive on, but it is important to note they will not look like a whole new road. Work will restore the area that has been impacted by construction.
 - » Refer to p. 15 of the attached presentation for an image explaining underboring.
 - > This shows a drill rig on one side, this bores down beneath the feature that needs to be crossed, then pops out into the receive pit on the other side. The duration of these underbores is dependent on ground conditions, such as whether drilling through rock or sand, and the length required.
 - » There is extensive work to be completed around underground utilities and keeping the community safe is the priority during these works. As shown on p. 16 of the attached presentation, streets will be marked up with spray paint to inform the excavation crew where utilities are located underground. Care is taken not to damage them to ensure the safety of workers, the public and the services.
 - > Dial Before You Dig (BDYD) is a legislated requirement and has been completed, however the locations are not always completely accurate. The construction crews will be extra vigilant when working in any street to avoid damage to any existing services.
 - » The construction crew is also inducted on the Code of Conduct – this covers mitigation measures expected of them while working in the community such as disallowing any forms of harassment, whistling or unsolicited remarks, offensive language, loud music etc. Any workers not complying with the code of conduct will be removed from site.
 - » Refer to p. 18 of the attached presentation for a photomontage of what the Muir Road cable bridge will look like as it crosses the rail line. The left-hand side shows the existing road bridge and the utility bridge will be placed to the side as shown and carry the cables beneath. It is not pedestrianised or for bike access – there is already space available for this access as shown on the image. The cable bridge will be purely to get cables across the rail line, which is the only feasible way of crossing due to the depth of the rail line.
 - » Refer to p. 19 of the attached presentation for an overview of the community and stakeholder engagement management through construction. This includes:
 - > Project phone number and email, website and social media updates
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- > Minimum requirements for notification, noting aim to give two weeks' notice for more intensive works such as nightworks to ensure residents can plan around the works, where possible.
 - » Brendan asked how many work fronts would be operating at one time, in terms of trenching and installation?
 - > Padraig responded the work groups will ramp up as construction progresses. In early August, expecting there will be approximately 4 – 5 work fronts completing trenching, pending approval. As joint bays commence there will be another crew completing these, so 5 – 6, and then in September the underboring and bridge crews will commence so may ramp up to 9 – 10 crews at the peak of construction. These will be spread across the route.
 - » Brendan called for any questions from the CSRG members.

Q – Wally: are there any job opportunities available for local contractors on the project?

- » John responded that the Contractor's team are mainly all based in Silverwater and are using all local contractors on this project. There may be further opportunities and expressions of interest can be forwarded to the company.
- » ACTION: Link for expressions of interest to be provided to the CSRG
 - > Contact psf@transgrid.com.au for expressions of interest.

Wally: noted he looks forward to receiving the information and highlighted it would be excellent to showcase that this project will add value and engage with the local community.

Q – Jo: in relation to night works, will they occur right through the night?

- » Padraig responded nightworks will occur in overnight shifts and are restricted by the Transport Management Centre – they give road occupation hours from approx. 8:30pm to 5am. The EIS considered working up to three nights in any given week and providing respite for the remainder of the week. In management plans, Taihan are proposing for consideration both three night and two night options and will work to the determination DPIE provide.
 - > The construction crew would also prefer not to work at night as it is cheaper, more productive and safer to work during the day. Unfortunately, there are areas where road authorities or rail requirements dictate works can only take place at night.
 - > Brendan reiterated nightworks would only occur when other authorities stipulate it is unavoidable, it is not a standard procedure.

Q – Jo: will workers be driving to site in individual cars and parking in local streets?

- » John responded many workers will come to site with construction equipment and trucks that will be utilised on site, so will not park outside the work zone. The project is also planning for some workers to commence their days at the depot in Silverwater and travel to site in groups, minimising vehicles being used to move to site.
- » There will be a need for some staff to start and finish on site and parking requirements will be closely monitored for these people and managed to minimise any impact on the local community and their parking ability.

Jo: noted she has lived across from a major unit development and workers would come at 5 – 6am to park with the radio on and talking loudly which was very irritating.

- » John responded that the project team is mindful of such intrusions and will ensure workers are not disrupting neighbouring residents when arriving or leaving site.
- » Padraig added as trenching will be moving along the street, most workers will be able to park within the work zone and will not spend a large period of time in any one location.

Q – Jo: will underboring take place in Johnson Park under the light rail?

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- » Padraig advised the proposal is currently to undertake underboring on Constitution Road, meaning there would be no occupation or damage to the park.
 - » John reiterated there will be a strong on the ground presence in any area the project is working, and the community relations team will be doorknocking and talking with people, as well as being ready to respond to any phone or email enquiries. Consultation and notification will take place well in advance of the works commencing in an area.

Q – Manoj: have the roads plans been finalised around Johnson Park and Henson Park? Council provided comments on the environmental statement highlighting concern with potential impacts to the park depending which road is followed. Requested finalisation of the plans as quickly as possible to enable continuation of discussions.

- » John responded that the final route around Henson Park is still being finalised, however impacts are not expected within the park. Finalisation is expected shortly, and the team will be back in touch with Council as soon as plans are available.

Q – Brian: in relation to noise, will the machinery being operated outside of homes be very loud? Even during the day, people have differing sleep patterns and babies. Can noise impacts be compensated?

- » Colin O responded that management of noise and respite is part of the planning approval requirements worked through with DPIE. It is a condition of the project's approval that consultation needs to occur with any impacted community members to agree on appropriate timeframes for noisy works to occur. As people may have differing schedules, some could prefer extra nights worked to get construction out of the way quickly, and others may want different respites etc.
- » The team will talk with the directly impacted community to work out the best way forward.
- » Calculations have been completed to assess what noise will occur and how far it will travel, and these investigations set the parameters for who in the community is consulted.
- » There are some ways to mitigate noise such as noise blankets. The team will work with the community to minimise disruption as much as possible.

Q – Brian: noted he understood there is a trench planned on the road adjacent to Canterbury Racecourse. Have the project team considered trenching in the parkland and Racecourse itself rather than the road to reduce impact?

- » Padraig noted the Racecourse was considered as an alternative route and assessed through the route selection process. He noted TransGrid would confirm the reasons for its dismissal from the route and provide a response.
- » ACTION: TransGrid to provide response to Canterbury Racecourse route question.
 - > Response: One of the main objectives for route selection was to avoid disrupting any existing utilities and parklands as much as possible. After consulting with Council and Racecourse representatives then investigating the area, concerns were raised about impacts to their operations. For this reason, this route option was removed.

Q – Brian: noted Cooks River has been diverted over the years through a culvert channel, has this been considered and will it cause any construction problems?

- » Padraig responded the project is aware of the diversion of Cooks River, and the team have looked into where it is crossing which is now close to its original alignment, in Mildura Reserve between Brighton Avenue and Cowper Street.
- » Brendan clarified during the CSRG there may be questions which require detailed answers with a confirmed correct response, so some questions may be taken on notice with a response provided in the minutes, directly between meetings, or at the next meeting.

Jeff noted he did not have any outstanding questions as he has been working closely with the project team to work through any queries.

7. **Upcoming meeting schedule and agenda items**

- » Brendan highlighted that going forward, the CSRG will discuss parts of the route as they are finalised and work programs when they are known for specific areas.
- » He asked if there are any aspects of the project members are interested in learning more about through a presentation at a subsequent meeting?

All CSRG members noted there are no currently outstanding matters for a presentation.

Q – Manoj: could TransGrid provide a monthly update about the project progress via email?

- » ACTION: TransGrid to provide monthly update on project that Alex will disseminate to the CSRG members.
- » Brendan asked to confirm the timing of meetings going forward, calling for any issues with the current time?

All CSRG members agreed the current time is appropriate.

- » Brendan confirmed meetings will aim to be held on the first Thursday of the month in each quarter. The next meeting will be held on Thursday 1 October 2020.
 - > Depending on the climate surrounding COVID-19 at that time, the meeting may be held in person at a central location such as a site office in Summer Hill, or again on WebEx.
 - > CSRG members will be kept updated on the meeting location.
- » Brendan explained the team will endeavour to provide draft minutes to CSRG members for review within a week of the meeting. Members can provide comments, any appropriate changes will be made, and then the minutes will be placed on the project website. This will assist in terms of accessibility and ensure the transparency of the process with information discussed being available for the community.

8. **General discussion**

- » Brendan called for any other matters any members would like to discuss?
- All CSRG members noted there were no further matters requiring discussion.*
- » Brendan reiterated that all members can contact him at any time to discuss CSRG matters.
 - » Brendan and the TransGrid team thanked the CSRG members for their involvement.

9. **Meeting close**

- » The next CSRG meeting is scheduled for Thursday 1 October 2020.
 - » Meeting was closed at 6:30pm.
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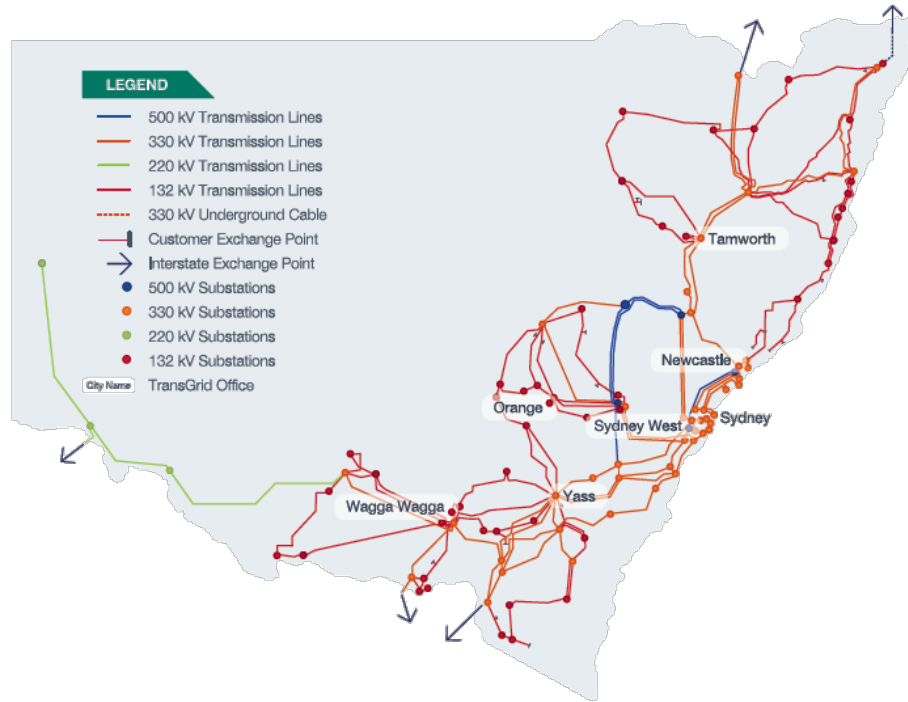
Powering Sydney's Future

Potts Hill to Alexandria transmission cable project

CSRG presentation

July 2020

About TransGrid



- TransGrid operates the NSW electricity transmission network.
- We transfer electricity from generators to one of three distribution networks, where it is connected to homes and businesses, as well as providing direct connection to some large load customers.
- TransGrid supplies bulk power to the CBD/Inner Sydney via the Haymarket and Alexandria substations (330 KV).
- Ausgrid then supplies power at lower voltages from the Haymarket and Alexandria substation through its distribution network.

Powering Sydney's Future – Summary

1. Ageing assets

Cables in the inner Sydney network dating back to the 1960s and 1970s are degrading and need to be retired.



2. Deteriorating condition of cables

As these cables continue to deteriorate in condition, their capacity to support the network decreases.



3. Peak demand

Sydney's population is growing and a number of large-scale infrastructure projects are underway in inner Sydney.

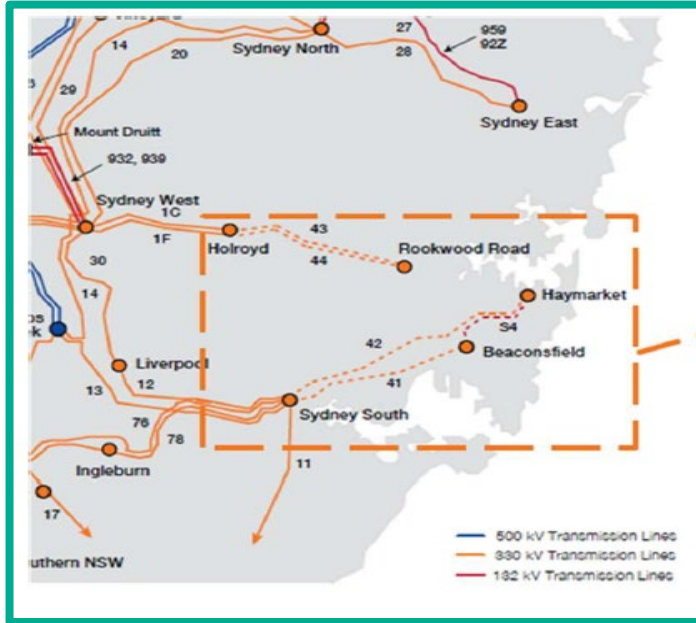


4. Reliability

Powering Sydney's Future represents the most reliable, affordable and sustainable solution to these challenges.



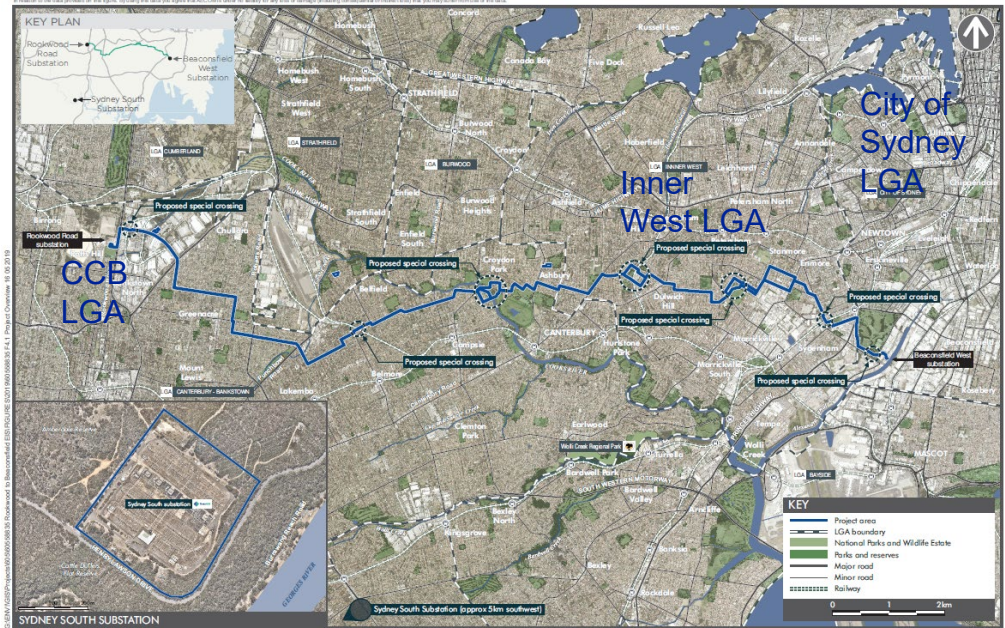
Powering Sydney's Future – Supply area



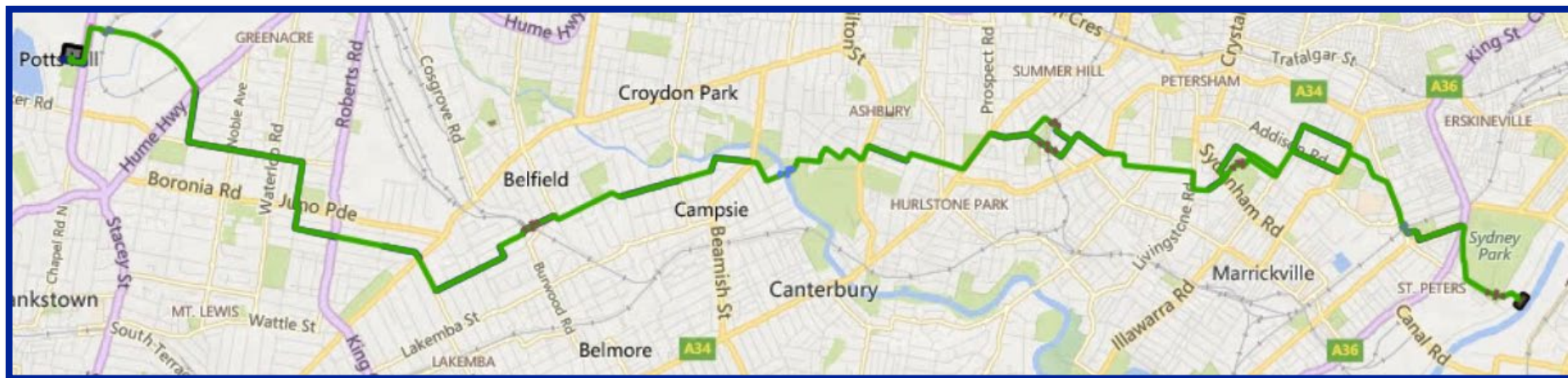
- Inner Sydney's transmission network powers more than 800,000 homes and businesses in the CBD and surrounding areas.
- Existing assets are nearing the end of their serviceable life.
- Increased risk of blackouts and load shedding from the 2022/23 summer during peak periods would cost an estimated \$130 Million a day to the NSW Economy.
- A secure energy supply is critical for Australia's largest and most important CBD.

Powering Sydney's Future – What is proposed?

- A new 330kV underground cable linking our substations at Potts Hill and Alexandria.
- Proposed route is 20km long.
- Provision for the installation of a second cable circuit to be added in the future.
- Minor substation works.



Project route



The final route is subject to the completion of investigation works and detailed design

Environmental Impact Statement

The EIS was informed by a number of studies on specific environmental considerations for the project. These studies identified potential impacts to the environment and communities, and proposed management measures to avoid or minimise these impacts.

Chapters on identified key issues included:

- Traffic and transport
- Noise and vibration
- Air quality
- Landscape and visual amenity
- Soils and contamination.

Other chapters included biodiversity, electric and magnetic fields, heritage, land use and property, surface water and flooding, groundwater, social and economic, hazards and risks, waste management, cumulative impacts.



Community & stakeholder engagement

- Extensive consultation carried out on route modification, EIS and construction impacts.
- Industry briefings held with key stakeholders.
- Continuing discussions with utility design interfaces, road and rail authorities on detailed design and environmental management plans.
- Extensive engagement on EIS approval.
- Next engagement will be ahead of construction and on-going during the life of the project.



Construction outline

Cable length	Approximately 20km
Construction method	Trenching – up to 3m wide and up to 1.6m deep
Timing and duration	Mid-2020 – 2022
Construction hours	Standard construction hours (where reasonable and feasible): <ul style="list-style-type: none">• Monday to Friday 7am to 6pm• Saturday 8am to 1pm• No work on Sundays and public holidays Some work occur outside of standard construction hours, including night work. This will be required for certain activities and at locations where road or rail authorities require us to work out-of-hours to minimise disruption.
Jobs: up to 140 during main construction.	

Powering Sydney's Future – Key dates

Milestone	Date
Community and stakeholder engagement during EIS development	Early 2018 – mid 2019
Australian Energy Regulator approval granted	Mid 2018
EIS placed on public exhibition for 6 weeks	11 October 2019
EIS public submissions close	22 November 2019
Planning approval decision	Received 14 May 2020
Construction	Early August 2020 – late 2022

We are here

Powering Sydney's Future – City of Canterbury Bankstown Construction look ahead

Activity	Start	Finish
Investigation works	Ongoing	TBC
Trenching	August 2020	January 2021
Joint bay construction	August 2020	February 2021
Underboring	September 2020	February 2021
Muir Road Cable bridge	September 2020	December 2020
Cable hauling	October 2020	March 2021
Cable jointing	November 2020	April 2021

Timing is approximate and subject to change

Powering Sydney's Future – Inner West Construction look ahead

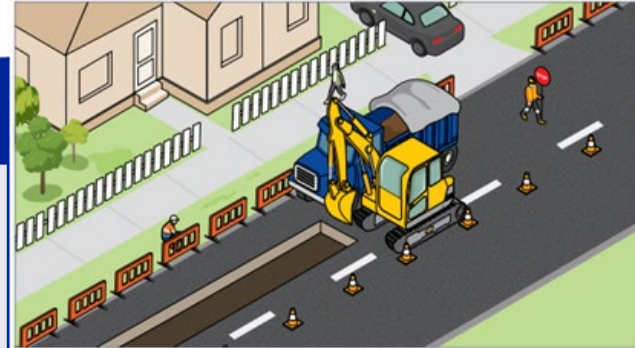
Activity	Start	Finish
Investigation works	Ongoing	TBC
Underboring	September 2020	February 2021
Trenching	November 2020	January 2021
Joint bay construction	November 2020	February 2021
Bedwin Road Cable bridge	November 2020	June 2021

Timing is approximate and subject to change

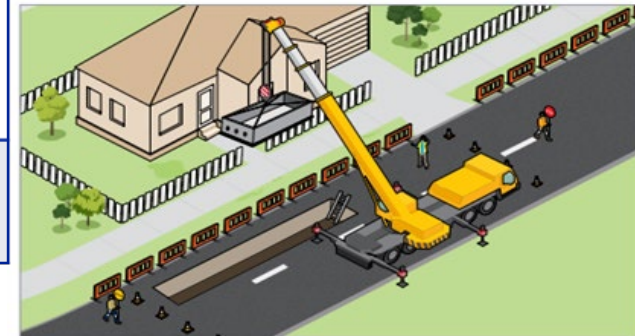
Construction activities

Construction activities	Expected duration of activity at a typical property
Trenching and excavation <ul style="list-style-type: none">• Before trenching, traffic management would be implemented• Trenches would typically be up to 3m wide and up to 1.6m deep, depending on underground utilities• Conduits would be installed in the trench and temporarily backfilled	2 weeks
Excavating and establishing joint bays <ul style="list-style-type: none">• Joint bays are concrete lined pits around 10m long, 3m wide and 2m deep• Generally located every 600m - 800m along the cable route, where sections of the cable are connected	5 weeks
Cable pulling <p>Once the joint bays have been constructed, cables would be pulled through the conduits</p>	2 weeks

Trenching



Joint bay construction



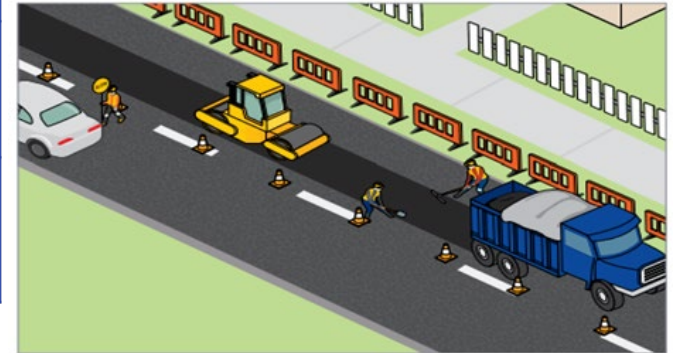
Construction activities

Construction activities	Expected duration of activity at a typical property
Cable jointing Sections of cable are connected at the joint bays	3 weeks
Special crossing: underground <ul style="list-style-type: none">To install conduits underground, a method called underboring would be usedLess surface impacts than trenching and would avoid disturbing rail corridors, rivers and parks	8 – 10 weeks
Special crossing: cable bridge Cable bridges may be installed to avoid disturbing rail corridors or rivers	10 weeks
Substation upgrades TransGrid's Rookwood Road, Beaconsfield West and Sydney South substations would be upgraded to allow for the connection and operation of the transmission cable circuit	4 – 9 months
Road restoration Restoration within the road reserve would be: <ul style="list-style-type: none">temporary, while trenching and cable pulling is underwaypermanent, once cable pulling and cable testing is complete	2 weeks

Cable jointing

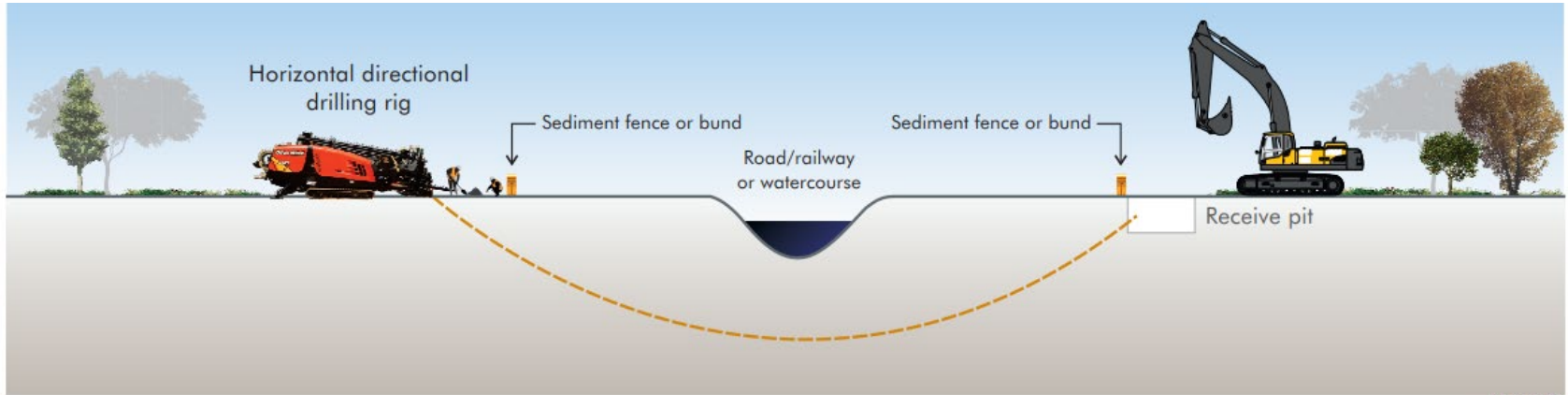


Permanent road restoration



Construction activities

Underboring



Not to scale

Working around underground utilities

- Keeping the community safe is our priority.
- Dial Before You Dig (DBYD).
- Utility markup by accredited locator.
- Expose utilities in accordance with Safework NSW - work near underground assets guide.
- Any unexpected damage to utilities will be handled in accordance with Taihan/Garde incident response procedures.
- Affected property owners will be contacted as required. E.g. expected disruption to water supply.



Code of conduct

- All forms of harassment are unacceptable.
- Behaviour such as whistling or unsolicited remarks are prohibited.
- Employees are advised that offensive language (e.g. swearing), is not acceptable on site.
- Radios and other loud outdoor music are not permitted.

Any worker not following these requirements will be removed from site.



Visual – cable bridge

Muir Road, Chullora



Existing view from footpath looking east along Muir Road, Chullora



Visual simulation showing proposed cable bridge across rail corridor at Muir Road (subject to final detailed design)

Community & stakeholder engagement

- **Notifications** to be distributed minimum 7 days ahead of construction.
- **Website and social media** regularly updated – including mapping.
- **Emails** with notifications.
- **Newsletters** will be issued.
- **Home and Business Plans and door knocking** – ahead of construction to understand and mitigate any access impacts etc.
- **24 hour Community Information Line (1800 number) & PSF email, plus post** – available for enquiries and complaints management.
- **Community & Stakeholder Reference Group.**



Contact the project team

General project contact details

Toll-free phone number: 1800 955 588

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Thank you

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