



AUSTRALIAN RAIL TRACK CORPORATION LTD

**August 2013**  
**FINAL COMPLIANCE REPORT**  
**29 November 2012 to 2 August 2013**  
**for the**  
**SOUTHERN SYDNEY FREIGHT LINE**

Prepared by:

ARTC



## Table of Contents

	Page No
<b>I INTRODUCTION.....</b>	<b>1</b>
1.1 PROJECT OVERVIEW .....	2
1.2 PURPOSE AND CONTENT OF THIS REPORT .....	3
1.3 PROJECT STATUS .....	4
1.4 CONSTRUCTION UPDATE .....	8
1.5 DISTRIBUTION AND APPROVAL .....	13
<b>2 COMPLIANCE WITH THE CEMP, COA AND SOC .....</b>	<b>15</b>
2.1 COMPLIANCE WITH THE CEMP .....	15
2.2 COMPLIANCE WITH COAs AND SOCs.....	16
2.3 SUMMARY OF COMPLIANCE.....	16
<b>3 COMPLIANCE WITH APPROVALS OR LICENCES ISSUED BY RELEVANT GOVERNMENT DEPARTMENTS.....</b>	<b>17</b>
3.1 NSW GOVERNMENT - OEH.....	17
3.2 COMMONWEALTH GOVERNMENT - DSEWPC .....	18
<b>4 ENVIRONMENTAL CONTROLS AND MONITORING.....</b>	<b>19</b>
4.1 INTRODUCTION .....	21
4.2 NOISE AND VIBRATION.....	23
4.3 TRAFFIC .....	41
4.4 FLORA AND FAUNA .....	42
4.5 EROSION AND SEDIMENT CONTROL.....	44
4.6 SPOIL AND FILL .....	46
4.7 ACID SULPHATE SOILS.....	51
4.8 SURFACE WATER AND GROUNDWATER .....	52
4.9 AIR QUALITY .....	55
4.10 GREENHOUSE GASES AND SUSTAINABLE ENERGY .....	59
4.11 HAZARD AND RISK .....	61
4.12 BUILT AND INDIGENOUS HERITAGE .....	63
4.13 WASTE MANAGEMENT AND RECYCLING .....	64

<b>5</b>	<b>COMMUNITY CONSULTATION AND COMPLAINTS .....</b>	<b>67</b>
5.1	OVERVIEW OF THE COMMUNITY INVOLVEMENT PLAN.....	67
5.2	COMMUNITY COMPLAINTS .....	67
<b>6</b>	<b>REVIEW AND AMENDMENTS TO THE CEMP AND COAS.....</b>	<b>69</b>
<b>7</b>	<b>OTHER MATTERS RELATING TO COMPLIANCE .....</b>	<b>71</b>
<b>8</b>	<b>CONDITION OF APPROVAL COMPLIANCES.....</b>	<b>73</b>
<b>9</b>	<b>STATEMENT OF COMMITMENT COMPLIANCES.....</b>	<b>245</b>

### List of Tables

Table I-1:	Construction Status.....	8
Table 4-1:	Summary of Monitoring Outcomes from EMR Inspections.....	23
Table 4-2:	Corrective Action Summary – Non-Environmental .....	24
Table 4-3:	Noise and Vibration Mitigation Measures .....	24
Table 4-4:	Approved Project Working Hours .....	25
Table 4-5:	Noise Monitoring Outcomes .....	29
Table 4-6:	Noise Monitoring and Mitigation Measures 29 Nov 2012 to 2 August 2013.....	30
Table 4-7:	Corrective Actions Summary – Flora and Fauna.....	44
Table 4-8:	Corrective Action Summary – Sediment and Erosion Controls .....	47
Table 4-9:	Predicted versus Actual Water Quality Impacts .....	53
Table 4-10:	Corrective Action Summary – Surface and Groundwater.....	55
Table 4-11:	Dust Monitoring Results.....	58
Table 4-12:	Corrective Action Summary – Air Quality .....	59
Table 4-13:	Asbestos Contamination .....	62
Table 4-14:	Corrective Action Summary – Waste Management and Recycling .....	66

### List of Figures

Figure 1	Location of Southern Sydney Freight Line .....	2
Figure 2:	High Noise Impact Sticker.....	27
Figure 3:	Weekly Toolbox Talk .....	27

Figure 4: Hoarding Around Large Generator .....28

Figure 5: Hoarding Around Pump.....28

## CoA Summary Table

When reading an electronic copy of this report, the entries below for each CoA provide direct links to the relevant page in Section 8. To activate the link, press the “control” key and click the mouse on the relevant CoA.

<b>CoA No.</b>	<b>1 - General</b>	<b>All Phases of the Project</b>	<b>Closed</b>
<b>CoA No.</b>	<b>2 – Comply with all these Conditions of Approval</b>	<b>All Phases of the Project</b>	<b>Delivered by OEMP</b>
<b>CoA No.</b>	<b>3 – Obligations under any other Act</b>	<b>All Phases of the Project</b>	<b>Delivered by OEMP</b>
<b>CoA No.</b>	<b>4 – Matters requiring further assessment by the Director-General</b>	<b>All Phases of the Project</b>	<b>Delivered by OEMP</b>
<b>CoA No.</b>	<b>5 – Comply with any requirements of the Director-General</b>	<b>All Phases of the Project</b>	<b>Delivered by OEMP</b>
<b>CoA No.</b>	<b>6 – May construct the Project in Stages</b>	<b>All Phases of the Project</b>	<b>Closed</b>
<b>CoA No.</b>	<b>7 – Notification</b>	<b>Pre-Construction and Pre-Operation</b>	<b>Closed</b>
<b>CoA No.</b>	<b>8 – Compliance Reports</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>9 – Compliance Reports</b>	<b>Pre-Operation</b>	<b>Closed</b>
<b>CoA No.</b>	<b>10 – Compliance Reports</b>	<b>Construction</b>	<b>Closed</b>

<b>CoA No.</b>	<b>11 – Environmental Impact Audits</b>	<b>Post-Construction</b>	<b>Delivered by OEMP</b>
<b>CoA No.</b>	<b>12 – Environmental Impact Audits</b>	<b>Operation</b>	<b>Delivered by OEMP</b>
<b>CoA No.</b>	<b>13 – Construction and Operation Management Plans</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>14 – Construction and Operation Management Plans</b>	<b>Pre-Operation and Operation</b>	<b>Closed</b>
<b>CoA No.</b>	<b>15 – Appoint Environmental Management Representative</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>16 – Revoke appointment of Environmental Management Representative</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>17 – Audit actions of Environmental Management Representative</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>18 - Roles of Environmental Management Representative</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>19 – Community Involvement Plan</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>20 - Independent Community Liaison Representative(s)</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>21 – Community Liaison Groups</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>22 – Consult Property Owners</b>	<b>Pre-Construction, Construction &amp; Operation</b>	<b>Closed</b>
<b>CoA No.</b>	<b>23 – Construction Complaints Management System</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>

<b>CoA No.</b>	<b>24 – Urban Design and Landscaping Plan preparation</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>25 – Urban Design and Landscaping Plan contents</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>26 – Urban Design and Landscaping Plan along Broomfield Street</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>27 – Urban Design and Landscaping Plan</b>	<b>Operation</b>	<b>Delivered by OEMP</b>
<b>CoA No.</b>	<b>28 – Cabramatta Station Precinct CCTV</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>29 – Cabramatta Station Precinct Car parking</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>30 – Cabramatta Station Precinct traffic, cycle and pedestrian arrangements</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>31 – Cabramatta Station</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>32 – Level Crossings</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>33 – Level Crossings – Casula Arts Regional Centre</b>	<b>Pre-Operation</b>	<b>Closed</b>
<b>CoA No.</b>	<b>34 – Level Crossings - Liverpool Hospital</b>	<b>Pre-Operation</b>	<b>Closed</b>
<b>CoA No.</b>	<b>35 – Future Access Provisions with relevant Councils</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>36 – Future Access Provisions for Liverpool cycle path</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>37 – Existing Facilities</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>



<b>CoA No.</b>	<b>38 – Interactions with Existing and Planned Rail Infrastructure</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>39 – Prepare a Construction Noise and Vibration Management Sub Plan</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>40 – Prepare Noise and Vibration Impact Statement(s)</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>41 – Monitoring for the Construction Noise and Vibration Management Sub Plan</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>42 – Independent Verification of the Adequacy of Noise Impact Assessment and Proposed Mitigation Measures</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>43 – Construction Hours</b>	<b>Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>44 – Out of Hours Construction</b>	<b>Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>45 – Construction Noise Objective</b>	<b>Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>46 – Vibration Limits</b>	<b>Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>47 – Limit Construction Noise in the Vicinity of Education Institutions</b>	<b>Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>48 – Limits on Public Address Systems used on Construction Work Sites</b>	<b>Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>49 – Noise and Vibration - Piling Activities</b>	<b>Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>50 – Noise and Vibration - Blasting</b>	<b>Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>51 – Prepare an Operation Noise and Vibration Management Plan</b>	<b>Pre-Operation and Operation</b>	<b>Closed</b>

<b>CoA No.</b>	<b>52 – Install Physical Noise and Vibration Mitigation Measures</b>	<b>Pre-Operation and Operation</b>	<b>Closed</b>
<b>CoA No.</b>	<b>53 – Absorptive Surfaces on all Noise Barriers</b>	<b>Pre-Operation and Operation</b>	<b>Closed</b>
<b>CoA No.</b>	<b>54 - Monitor and Review Noise and Vibration Mitigation Measures</b>	<b>Pre-Operation and Operation</b>	<b>Delivered by OEMP</b>
<b>CoA No.</b>	<b>55 – Prepare and Implement a Construction Traffic Management Sub Plan</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>56 - Prepare Traffic Management Plans</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>57 – Contents of Traffic Management Plans</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>58 – Access Requirements</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>59 – Requirements for Construction Vehicles using Public Roads</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>60 – Prepare and Implement a Biodiversity Management Sub Plan</b>	<b>Pre-Construction and Construction</b>	<b>Delivered by OEMP</b>
<b>CoA No.</b>	<b>61 – Prepare a Soils and Water Management Sub Plan</b>	<b>Pre-Construction and Construction</b>	<b>Delivered by OEMP</b>
<b>CoA No.</b>	<b>62 – Undertake a Flood Management Study</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>63 – Requirements of the Flood Management Study</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>64 – Minimise the Compulsory Acquisition of Individual Properties</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>65 – Management Sub Plans to be Referred to in the Statements of</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>

	<b>Commitment</b>		
<b>CoA No.</b>	<b>66 – Maintenance and Operation of Environmental Control Equipment</b>	<b>Construction and Operation</b>	<b>Delivered by OEMP</b>
<b>CoA No.</b>	<b>67 – Greenhouse Gases and Sustainable Energy</b>	<b>Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>68 – Prepare Hazard and Risk studies and reports</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>69 – Prepare and Implement a Hazard and Risk Management Sub Plan</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>70 – Prepare an Operation Hazards and Risk Management Plan</b>	<b>Pre-Operation and Operation</b>	<b>Delivered by OEMP</b>
<b>CoA No.</b>	<b>71 – Comply with all reasonable requirements of the Director-General in implementing measures arising from CoAs 68 - 70</b>	<b>Pre-Construction, Pre-Operation and Operation</b>	<b>Delivered by OEMP</b>
<b>CoA No.</b>	<b>72 – Prepare a Built Heritage Management Sub-Plan</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>73 – Undertake a Historical Archaeological Assessment and Statement of Heritage Impact of the Early Liverpool Town Centre</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>74 – Prepare an Archival and Photographic Record</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>75 – Indigenous Heritage</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>CoA No.</b>	<b>76 – Air Quality</b>	<b>Pre-Operation and Operation</b>	<b>Delivered by OEMP</b>

## SoC Summary Table

The entries below for each SoC provide direct links to the relevant page in Section 9. To activate the link, press the “control” key and click the mouse on the relevant SoC. Those SoCs that have been deleted by DoPI are not included in Section 9, and therefore no link is provided.

<b>SoC No.</b>	<b>1 – The Activity</b>	<b>All Phases of the Project</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>2 – Obligations under any other Act</b>	<b>All Phases of the Project</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>3 – Notification</b>	<b>Pre-Construction and Pre-Operation</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>4 – Comply with all this Statement of Commitments</b>	<b>All Phases of the Project</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>5 – Matters requiring further assessment by the Director-General</b>	<b>All Phases of the Project</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>6 – Comply with any requirements of the Director-General</b>	<b>All Phases of the Project</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>7 – Submit a Staging Report</b>	<b>Pre-Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>8 – Submit a Pre-Construction Compliance Report</b>	<b>Pre-Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>9 – Submit a Pre-Operation Compliance Report</b>	<b>Pre-Operation</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>10 – Submit Construction Compliance Reports</b>	<b>Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>11 – Prepare an Environmental Impact Audit Report - Construction</b>	<b>Post-Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>12 – Prepare an Environmental Impact Audit Report - Operation</b>	<b>Operation</b>	<b>Deleted by DoPI</b>

<b>SoC No.</b>	<b>13 – Prepare a Construction Environmental Management Plan</b>	<b>Pre-Construction and Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>14 – Prepare an Operation Environmental Management Plan</b>	<b>Pre-Operation and Operation</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>15 – Appoint Environmental Management Representative</b>	<b>Pre-Construction and Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>16 – Revoke appointment of Environmental Management Representative</b>	<b>Pre-Construction and Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>17 – Audit actions of Environmental Management Representative</b>	<b>Pre-Construction and Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>18 – Roles of Environmental Management Representative</b>	<b>Pre-Construction and Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>19 – Advise the Local Community and Businesses of Construction Activities</b>	<b>Pre-Construction and Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>20– Establish and maintain an Activity Internet Site</b>	<b>Pre-Construction and Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>21 – Form a Community Liaison Group</b>	<b>Pre-Construction and Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>22 – Consult with Adjacent Property Owners</b>	<b>Pre-Construction and Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>23 – Prepare and Implement a Construction Complaints Management System</b>	<b>Pre-Construction and Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>24 – Independent Community Liaison Representative(s)</b>	<b>Pre-Construction and Construction</b>	<b>Deleted by DoPI</b>

<b>SoC No.</b>	<b>25 – Prepare a Biodiversity Management Sub Plan</b>	<b>Pre-Construction and Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>26 – Survey for <i>Acacia pubescens</i></b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>27 – Survey for Green and Golden Bell Frog</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>28 – Survey for <i>Pimelea spicata</i></b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>29 - Prepare an Aboriginal Heritage Management Sub Plan</b>	<b>Pre-Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>30 – Survey Designated Areas for Aboriginal Heritage Items</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>31 - Prepare a Built Heritage Management Plan</b>	<b>Pre-Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>32 – Unexpected Historical Relics</b>	<b>Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>33 - Undertake a Historical Archaeological Assessment and Statement of Heritage Impact of the Early Liverpool Town Centre</b>	<b>Pre-Construction and Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>34 – Photographic Documentation of affected Footbridges</b>	<b>Pre- Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>35 – Design of Rail Bridges near Viaducts</b>	<b>Pre- Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>36 – Photographic Documentation of Narellan Road Level Crossing and Camden Rail Line Extension</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>37 – Prepare a Construction Noise and Vibration Management Sub Plan</b>	<b>Pre-Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>38– Construction Hours</b>	<b>Construction</b>	<b>Deleted by DoPI</b>

<b>SoC No.</b>	<b>39– Construction Noise Objective</b>	<b>Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>40 – Limits on Public Address Systems used on Construction Work Sites</b>	<b>Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>41 – Hours for Specified Activities</b>	<b>Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>42 – Noise and Vibration - Piling Activities</b>	<b>Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>43 – Install Physical Noise Mitigation Measures</b>	<b>Pre-Construction and Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>44 – Limit Construction Noise in the Vicinity of Education Institutions</b>	<b>Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>45– Vibration Criteria</b>	<b>Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>46– Amelioration of Operation Noise Impacts</b>	<b>Pre-Operation</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>47 – Prepare an Operation Noise and Vibration Management Sub Plan</b>	<b>Pre-Operation and Operation</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>48 - Monitor and Review Noise and Vibration Mitigation Measures</b>	<b>Pre-Operation and Operation</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>49 – Prepare an Erosion and Sedimentation Control Plan</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>50 – Implement the Erosion and Sedimentation Control Plan</b>	<b>Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>51 – Detailed Design of Cut Batters and Embankments</b>	<b>Pre-Construction</b>	<b>Closed</b>

<b>SoC No.</b>	<b>52 – Prepare an Acid Sulphate Soil Management Sub Plan</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>53 – Design to not worsen Existing Flooding</b>	<b>Pre-Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>54 – Design and Construction of Bridges and Culverts</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>55 – Undertake Geological Investigations to Assess Likely Impacts on Groundwater Dependent Ecosystems</b>	<b>Pre-Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>56 – Resolve Landowner Disputes Relating to Flooding Using Complaints Management System</b>	<b>Pre-Construction, Construction and Operation</b>	<b>Closed</b>
<b>SoC No.</b>	<b>57 – Prepare a Spoil and Fill Management Sub Plan</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>58 - Reuse or Recycle Spoil and Fill</b>	<b>Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>59 – Undertake further Air Quality Monitoring</b>	<b>Operation</b>	<b>Delivered by OEMP</b>
<b>SoC No.</b>	<b>60 – Prepare a Dust Management Sub Plan</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>61 – Minimise Dust caused by Construction Vehicles</b>	<b>Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>62 – Minimise Emissions from Construction Plant and Equipment</b>	<b>Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>63 - Adopt Energy Efficient Work Practices</b>	<b>Pre-Construction, Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>64 – Undertake Property Inspections on all Structures potentially affected by Construction Vibration</b>	<b>Pre-Construction</b>	<b>Closed</b>



<b>SoC No.</b>	<b>65 – Undertake Risk Assessment to determine if Property Inspections are required</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>66 – Rectify Property Damage or Compensate Property Owners for Damage</b>	<b>Construction, Operation</b>	<b>Delivered by OEMP</b>
<b>SoC No.</b>	<b>67 – Rectify Adverse Affects on Property Water Supplies or Compensate Landowners</b>	<b>Construction, Operation</b>	<b>Closed</b>
<b>SoC No.</b>	<b>68 – Maintain Access to Properties and Reinstate any Affected Access</b>	<b>Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>69 – Prepare Road Dilapidation Reports and Repair any Damage to Roads</b>	<b>Pre-Construction, Construction</b>	<b>Delivered by OEMP</b>
<b>SoC No.</b>	<b>70 – Prepare Traffic Management Reports for Bankstown, Liverpool and Fairfield LGAs as part of the CEMP</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>71 – Traffic Management Plans</b>	<b>Pre-Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>72 – Design New Road Crossings of the Rail Corridor to ensure Compliance with Road Authority Requirements</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>73 – Ensure Local and Emergency Vehicle Access not adversely affected</b>	<b>Pre-Construction, Construction, Operation</b>	<b>Delivered by OEMP</b>
<b>SoC No.</b>	<b>74 – Prepare Traffic Control Plans for all Construction Works that will affect Trafficable Areas</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>75 – Risk assessment for Third Tracks at Level Crossings</b>	<b>Pre-Construction</b>	<b>Deleted by DoPI</b>

<b>SoC No.</b>	<b>76 – Prepare Detailed Construction Plans for Railway Station Works and obtain RailCorp Approval of the Plans</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>77 – Manage and Minimise Traffic, Transport and Access Impacts at Leumeah Railway Station</b>	<b>Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>78 – Manage and Minimise Traffic, Transport and Access Impacts at Minto Railway Station</b>	<b>Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>79 – Manage and Minimise Traffic, Transport and Access Impacts at Casula Railway Station</b>	<b>Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>80 – Manage and Minimise Traffic, Transport and Access Impacts at Warwick Farm Railway Station</b>	<b>Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>81 – Manage and Minimise Traffic, Transport and Access Impacts at Cabramatta Railway Station</b>	<b>Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>82 – Manage and Minimise Traffic, Transport and Access Impacts at Sefton Railway Station</b>	<b>Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>83 – Cycleway between Lighthorse Park and Liverpool</b>	<b>Pre-Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>84 – Maintain Pedestrian Access and Undertake Works in Lighthorse Park</b>	<b>Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>85 – Assessment of Alternate Pedestrian and Cyclist Bridge during Works on Auburn Road Bridge</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>86 – Consult with the RTA on the Design for the Reconstructed Auburn Road Bridge</b>	<b>Construction</b>	<b>Closed</b>

<b>SoC No.</b>	<b>87 – Schedule Construction of Road Bridge Spans at Railway Underbridges to Minimise Disruption to Road Users</b>	<b>Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>88 – Maintain Pedestrian Access to Georges River between Liverpool and Casula</b>	<b>Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>89 – Urban Design and Landscape Report</b>	<b>Pre-Construction</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>90 – Monitor and Maintain Landscape Areas</b>	<b>Operation</b>	<b>Deleted by DoPI</b>
<b>SoC No.</b>	<b>91 – Minimise Visual Impact of Leumeah Railway Station Works</b>	<b>Pre-Construction, Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>92 – Minimise Visual Impact of Minto Railway Station Works</b>	<b>Pre-Construction, Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>93 – Minimise Visual Impact of Casula Railway Station Works</b>	<b>Pre-Construction, Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>94 – Minimise Visual Impact of Warwick Farm Railway Station Works</b>	<b>Pre-Construction, Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>95 – Minimise Visual Impact of Cabramatta Railway Station Works</b>	<b>Pre-Construction, Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>96 – Minimise Visual Impact of Sefton Railway Station Works</b>	<b>Pre-Construction, Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>97 – Minimise Visual Impact of Liverpool Railway Station Works</b>	<b>Pre-Construction, Construction</b>	<b>Closed</b>
<b>SoC No.</b>	<b>98 – Landscaping Treatment at Farrow Road</b>	<b>Pre-Construction, Construction</b>	<b>Closed</b>

<b>SoC No.</b>	<b>99 – Investigate Existing Soil Contamination and Manage Construction Works to Minimise Hazards and Risks from Contaminated Materials and Soils</b>	<b>Pre-Construction, Construction</b>	<b>Closed</b>
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<b>SoC No.</b>	<b>100 – Prepare a Waste Management Sub Plan to the CEMP</b>	<b>Pre-Construction</b>	<b>Closed</b>
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<b>SoC No.</b>	<b>101 – Avoid Construction Impacts to Services and Utilities</b>	<b>Pre-Construction</b>	<b>Closed</b>
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<b>SoC No.</b>	<b>102 – Relocate RailCorp above-ground Signalling and Power Services</b>	<b>Pre-Construction, Construction</b>	<b>Closed</b>
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<b>SoC No.</b>	<b>103 – Prepare a Safe Working Plan for Activities adjacent to the Operating Railway</b>	<b>Construction</b>	<b>Closed</b>
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<b>SoC No.</b>	<b>104 – Environmental Criteria for Ancillary Facilities</b>	<b>Pre-Construction</b>	<b>Closed</b>
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## ABBREVIATIONS

ASS	Acid Sulphate Soils
ASSMSP	Acid Sulphate Soils Management Sub Plan
BHMSP	Built Heritage Management Sub Plan
CBR	California Bearing Ratio
CEMP	Construction Environment Management Plan
CNVMSP	Construction Noise and Vibration Management Sub Plan
CoA	Conditions of Approval
dB(A)	Decibel
DEWHA	Department of Environment, Water, Heritage and the Arts (now DSEWPC)
DoP	Department of Planning (now DoPI)
DoPI	Department of Planning and Infrastructure (formerly DoP)
DSEWPC	Department of Sustainability, Environment, Water, Population and Communities (formerly DEWHA)
EPA	Environment Protection Authority (formerly OEH)
EPL	Environment Protection Licence
ESCSP	Erosion and Sediment Control Sub Plan
LGA	Local Government Area
MFN	Metropolitan Freight Network
OEH	Office of Environment and Heritage (now EPA)
POEO Act	Protection of the Environment Operations Act 1997
SFMSP	Spoil and Fill Management Sub Plan
SoC	Statement of Commitments
SFL	Southern Freight Link (an alliance between ARTC and Leighton Contractors)
SSFL	Southern Sydney Freight Line
SWMSP	Soil and Water Management Sub Plan
TCA	Transport Construction Authority (formerly TIDC)
TCP	Traffic Control Plan
TfNSW	Transport for New South Wales (formerly TCA)
TMP	Traffic Management Plan
TMR	Traffic Management Report

TMSP                      Traffic Management Sub Plan

## I INTRODUCTION

### I.1 PROJECT OVERVIEW

The Australian Rail Track Corporation (ARTC) is presently undertaking a program of works to improve the efficiency and cost-effectiveness of rail freight services along the North-South Rail Corridor between Melbourne, Sydney and Brisbane. A major bottleneck in the rail freight network existed in southern Sydney, where freight trains share existing rail lines with the Sydney metropolitan passenger services operated by RailCorp. During morning and afternoon peak periods, freight services were permitted to run due to passenger priority. As a result, freight services could not arrive or depart Sydney at the optimum times.

To alleviate this bottleneck, the ARTC has constructed the Southern Sydney Freight Line (SSFL), which has involved building a 36 kilometre bi-directional, non-electrified, dedicated freight line from Macarthur to Sefton in south-western Sydney (**Figure I**). The new SSFL track is located on the western side of RailCorp's Main South Line corridor extending from south of Macarthur through to Ingleburn Railway Station where it connects into an existing six kilometre freight passing loop (constructed in 1995) and continues north to Glenfield Railway Station. The new construction starts again north of Glenfield Railway Station. The SSFL crosses from the western to the eastern side of the corridor on an overpass (or flyover) just north of RailCorp's Glenfield Junction where the East Hills Line joins the Main South Line.

The SSFL continues on the eastern side of the rail corridor through Cabramatta and then on the southern side through to Sefton Park Junction. At the Sefton Park Junction the SSFL crosses in an underpass (or deep cutting) to enable connection with the existing Metropolitan Goods Line. The SSFL is located wholly within the RailCorp corridor adjacent to their passenger tracks.

To accommodate the SSFL, retaining walls and earthworks were required to construct a new formation. New rail bridges and road bridge extensions were required, as were upgrades at six railway stations and their surrounding precincts — Leumeah, Minto, Casula, Warwick Farm, Cabramatta and Sefton — as well as modifications to a number of pedestrian bridges and other supplementary works, such as erection of noise barriers.

The SSFL Project was subject to extensive environmental examination under the NSW Government's *Environmental Planning and Assessment Act 1979* (EP&A Act) and received Approval from the Minister for Planning to proceed on 21 December 2006, subject to 76 Conditions of Approval (CoA) and 104 Statement of Commitments (SoC) relating to its design, construction and operation.

The Director-General's approval for the Construction Environmental Management Plan (CEMP) was received on 27 November 2008, and construction commenced on 29 November 2008.

The 5 km section of SSFL track between the existing Metropolitan Goods Line and Leightonfield, referred to as the Sefton Park Junction to Leightonfield SSFL throughout this Construction Compliance Report, became Operational on 24 June 2012, following final agreement between ARTC and RailCorp. A separate Pre-Operation Compliance Report, addressing the requirements of [CoA9](#), was approved by the Department of Planning and Infrastructure (DoPI) on 19 August 2011 as described in **Section I.3.3**.

The full length of the SSFL became operational on 23 December 2012, following final agreement between ARTC and RailCorp. The final Pre-Operation Compliance Report, addressing the operation of the entire 36km of the SSFL Project, was submitted to DoPI on 21 November 2012 as described in **Section I.3.3**. Construction of the SSFL was targeted for completed on 2 August 2013 ([20130726 Letter SSFL end of construction.pdf](#)). A very small amount of landscaping at Casula was not completed until 8 August, and the Casula Works Compound was demobilised and stabilised by 16 August 2013.

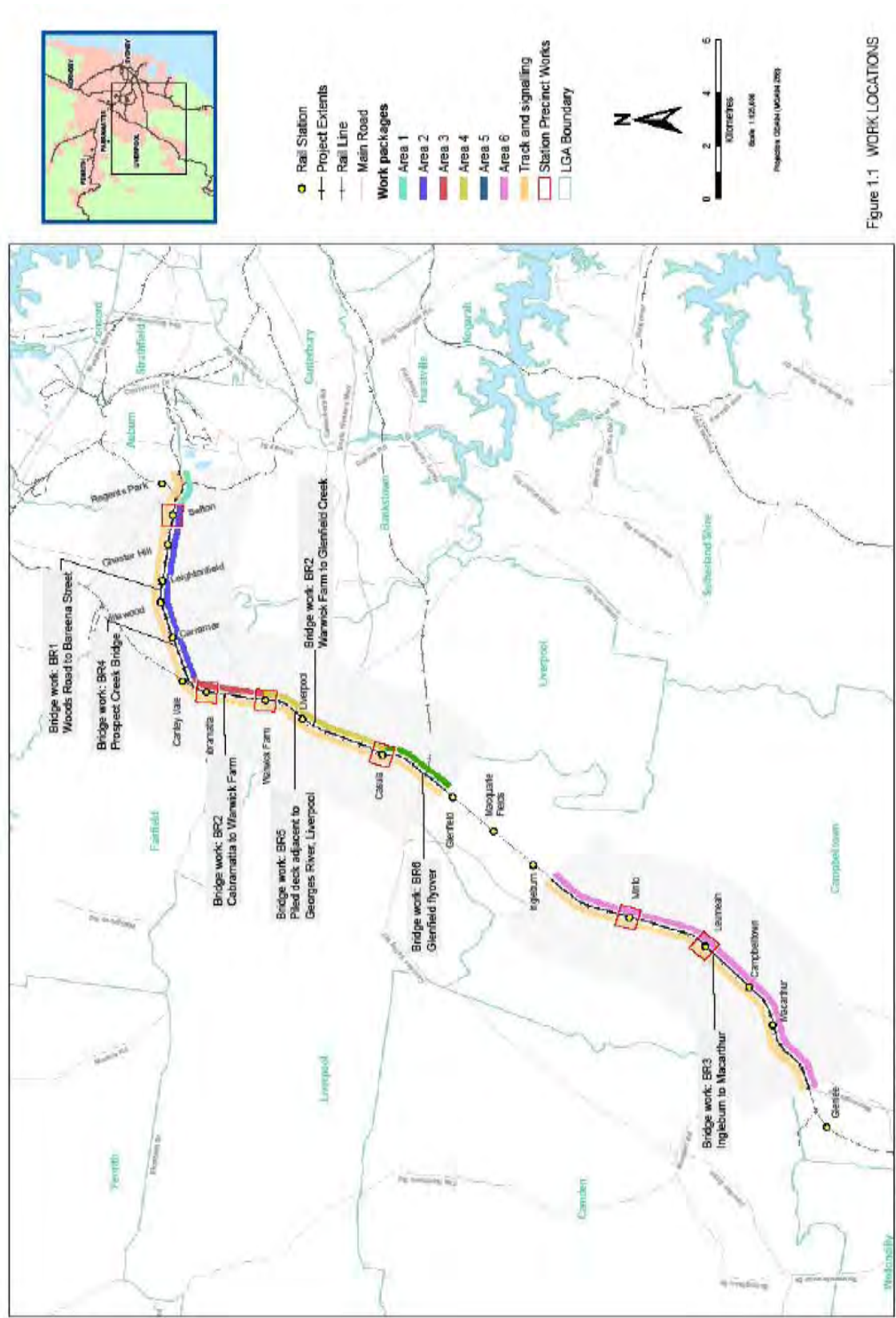


Figure 1 Location of Southern Sydney Freight Line



## 1.2 PURPOSE AND CONTENT OF THIS REPORT

This report addresses Condition 10 of the Minister's CoAs for the SSFL Project. CoA [10](#) which states:

*“The Proponent must provide the Director-General, Relevant Councils and Relevant Government Department nominated by the Director-General with Construction Compliance Reports. The EMR must review the Construction Compliance Reports before they are submitted to the Director-General and bring to the Director-General's attention any shortcomings.*

*The first Construction Compliance Report must report on the first six months of Construction and be submitted a maximum six weeks after expiry of that period (or at any other time interval agreed to by the Director-General). The second, and subsequent, Construction Compliance Reports must be submitted at maximum intervals of six months from the date of submission of the first Construction Compliance Report (or at any other time interval agreed to by the Director-General) for the duration of Construction.*

*The Construction Compliance Reports must include information on:*

- (a) compliance with the CEMP, CoA and SoC;*
- (b) compliance with any approvals or licences issued by Relevant Government Departments for Construction;*
- (c) the implementation and effectiveness of environmental controls. The assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP;*
- (d) environmental monitoring results, presented as a results summary and analysis;*
- (e) the number and details of any complaints, including a summary of main areas of complaint, action taken, response given and intended strategies to reduce recurring complaints;*
- (f) details of any review and amendments to the CEMP resulting from Construction during the reporting period; and*
- (g) any other matter relating to compliance with the CoA and SoC or as requested by the Director-General.*

*The Construction Compliance Reports must be made Publicly Available.”*

In accordance with CoA 10, this report deals exclusively with construction matters related to the SSFL. It is the eighth and final report submitted in accordance with CoA 10 and covers the construction period from 29 November 2012 to 2 August 2013. Operational and other matters have been addressed in the SSFL Pre-Operation Compliance Report ([CoA9](#)).

This report presents cumulative information for each CoA and SoC, so that the reader is provided with a clear and chronological history of compliance and need only refer to the most recent report. The original text from the first seven construction compliance reports has been maintained, along with the hyperlinks to documents referred to in those seven construction compliance reports:

- The original text is in **black**;
- Text that was added relating to the second compliance period was added in each condition in a Section clearly headed **November 2009 Update** and is in **red**;
- Text that was added relating to the third compliance period was added in each condition in a Section clearly headed **November 2010 Update** and is in **green**;
- Text that was added relating to the fourth compliance period was added in each condition in a Section clearly headed **May 2011 Update** and is in **blue**;
- Text that was added relating to the fifth compliance period was added in each condition in a Section clearly headed **November 2011 Update** and is in **violet**;
- Text that was added relating to the sixth compliance period was added in each condition in a Section clearly headed **May 2012 Update** and is in **brown**; and
- Text that was added relating to the seventh compliance period was added in each condition in a Section clearly headed **November 2012 Update** and is in **dark blue**.

All new text that has been added relating to the eighth compliance period has been added at the end of each condition in a Section clearly headed **August 2013 Update**. All text added as part of the update for the seventh compliance period is in **pink**.

The eighth construction compliance report for 29 November 2012 to 2 August 2013 was provided to the EMR in April 2013 for his review. The EMR provided his comments to ARTC on 12 April 2013, requesting a small number of updates and improvements to the report. ARTC amended the report and submitted it to DoPI on 23 August 2013.

Chapters 2 to 9 within this report address different components of CoA 10, as follows:

- Chapter 2 Compliance with the CEMP, CoA and SoC - addresses part (a)
- Chapter 3 Compliance with Approvals or Licences issued by Relevant Government Departments - addresses part (b)
- Chapter 4 Environmental Controls and Monitoring - addresses part (c), (d)
- Chapter 5 Community Consultation and Complaints - addresses part (e)
- Chapter 6 Review and Amendments to the CEMP and CoAs - addresses part (f)
- Chapter 7 Other Matters Relating to Compliance - addresses part (g)
- Chapter 8 CoA Compliances – hyperlinked to documentary evidence - addresses part (a)
- Chapter 9 SoC Compliances – hyperlinked to documentary evidence - addresses part (a)

### 1.3 PROJECT STATUS

On 2 November 2009, ARTC announced that the program for delivery of the SSFL was being re-evaluated with a view to determining the most cost effective way forward ([Media Release - SSFL 021109.pdf](#)).

On 14 September 2010, ARTC announced that the SSFL Project was “back on track” ([20100914 Southern Sydney Freight Line back on track.pdf](#)).

The opportunity to re-evaluate the program for delivery came about due to three key issues that directly impacted on the original delivery program as described in **Section 1.3.1** below. The resulting changes to the program for delivery are outlined in **Section 1.3.2**. This has had an effect on ARTC’s timetable for implementation of the compliance action improvements identified in the first Construction Compliance Report, as described in **Section 1.3.4**.

On 1 August 2011, ARTC announced that Leighton Contractors had been selected to deliver the final stage of the SSFL in an alliance agreement, titled the Southern Freight Link (SFL) ([20110801 Media Release.pdf](#)). This stage of the works is described in **Section 1.3.3**. The SFL commenced construction in December 2011.

#### 1.3.1 Re-evaluating the Program for Delivery

There were three key issues that directly impacted on the original delivery program:

- It became apparent that the windows available to complete the signalling design and modifications to RailCorp’s ATRICS signalling system did not match the SSFL project delivery schedule. This meant that signal changes could not be made until November 2010 or early 2011, with a resulting overall slowing of the SSFL project;
- It became necessary to redesign part of the route to minimise the environmental impacts associated with constructing the SSFL in the vicinity of the Glenfield Waste Disposal Facility;
- The requirement for more extensive relocation of services such as water, gas, electricity, etc along the rail corridor impacted on the estimates of the quantities of materials required for the project. The

significant size of this major infrastructure project and the adjustments to its delivery required the recalibration of quantities for the final construction of the line.

### **1.3.2 Changes to the Program for Delivery**

In re-evaluating the program for delivery of the SSFL, ARTC decided to proceed on the following basis. This approach was taken throughout the period November 2009 to September 2010:

- Complete all design work and obtain all approvals;
- Complete the design and construction of all services relocations;
- Complete without delay the delivery of “easy access” railway station upgrades at Minto and Cabramatta;
- Complete without delay the construction of Auburn Road Bridge, Chester Hill Road Bridge and Bareena Street Bridge;
- Continue with selected long lead item works or other works that impact on RailCorp or TCA, including Glenfield Flyover and Glenfield Junction;
- Complete other road upgrades and modifications to a point where they were “made safe” to alleviate any third party inconvenience. This would enable safe use and access of public areas, and address potential environmental impacts;
- Suspend construction on all other works until 2010.

Some work sites were decommissioned and placed on stand-by during this period, and were reactivated when work recommenced. Environmental controls remained in place and were regularly monitored and reported on throughout the SSFL Project area, including at all the decommissioned sites.

From September 2010 to end 2011:

- Complete remaining design work and obtain related approvals;
- Complete the design and construction of all services relocations;
- Complete the delivery of “easy access” railway station upgrades at Sefton, Cabramatta, Warwick Farm, Casula, Minto and Leumeah;
- Complete the first section of track between Leightonfield and Sefton, including the Sefton Dive underneath the Bankstown Line;
- Complete signalling to connect the SSFL to the existing network north and south of the project, and at Leightonfield;
- Continue with selected long lead item works or other works that impact on RailCorp or TCA, including Glenfield Flyover and Glenfield Junction;
- Complete other road upgrades and modifications, and commence construction of the Casula Access Road between Shepherd Street and the Casula Powerhouse Cultural Centre to a point where they were “made safe” to alleviate any third party inconvenience.

The works from September 2010 to end 2011 resulted in a clean and clear construction site, to enable completion of the remainder of the line between Leightonfield and Macarthur from December 2011 onwards as the Final Stage of works (**Section 1.3.3**).

Local communities, local Councils and government agencies were extensively consulted over the changed project timeframe and the changes to the program.

ARTC continued to work under its current approvals and licences. No changes or extensions were required.

### 1.3.3 Staged Delivery of the SSFL

On 23 May 2011, DoPI emailed ARTC that “Consistent with the advice the Department provided in its meeting with ARTC on 25 January 2011, and taking into account that the project is now being completed in stages, you are advised that in accordance with condition 6, a Staging Report for the operational requirements of the project is required to be approved by the Director-General”. [CoA6](#) states: “The Proponent may elect to construct the Project in Stages provided that these are consistent with the EA, Submissions Report and CoA. Where Stages are proposed, the Proponent may elect to address the requirements of CoA and SoC (including the preparation of plans, reports or other documents) on a Stage specific basis with the agreement of the Director-General.”

The SSFL Project was made Operational in two stages:

- First Stage: The 5km section of SSFL track from Sefton Park Junction to Leightonfield, within the Bankstown City Council Local Government Area became Operational on 24 June 2012, accommodating down freight traffic. Up freight traffic continued to use RailCorp’s suburban line. There was no increase in freight traffic during this First Stage of Operations.
- Final Stage: The bi-directional 36 km SSFL track from Sefton Park Junction to Macarthur became Operational on 23 December 2012.

ARTC prepared a Staging Report to address the requirements of CoA 6 of the Minister’s CoAs for the SSFL Project: [20110606 Letter SSFL CoA6 Staging Report.pdf](#). ARTC submitted an amended Staging Report on 9 September 2011 to address issues raised by DoPI in its review of the initial report: [SSFL Staging Report 3 June 2011 - FINAL.pdf](#). DoPI approved the final Staging Report on 17 October 2011: [20111017 Approval for Staging Report.pdf](#).

The Staging Report described how the CoAs and SoCs were addressed on a Stage specific basis. Where a condition was not applicable or partly applicable, this was clearly justified.

The documentation required by the SSFL Planning Approval for Operation of the **First Stage** was submitted to DoPI in mid 2011. The Pre-Operation Compliance Report was submitted to DoPI on 10 June 2011 in accordance with [CoA9](#) ([20110610 Letter SSFL CoA 9 Pre-Operation Compliance Report.pdf](#)), amended and resubmitted on 19 July 2011 ([SSFL Pre-Operation Compliance Report June 2011 -Final.pdf](#)) and approved by DoPI on 19 August 2011: [20110819 Pre-Operation Compliance Report.msg](#).

The Operational Environmental Management Plan was submitted to DoPI on 10 June 2011 in accordance with CoA [14](#): [20110610 Letter SSFL CoA 14 OEMP.pdf](#) and [SSFL OEMP June 2011.pdf](#). As required by CoA [14](#), the OEMP incorporated the Operation Noise and Vibration Management Plan (ONVMP, CoA [51](#)), Operation Air Quality Management Plan (OAQMP, CoA [76](#)) and the Operation Hazard and Risk Management Plan (OHRMP, CoA [70](#)) for the First Stage.

DoPI approved the OHRMP on 8 July 2011 ([20110708 Approval for OHRMP \(CoA 70\).pdf](#)), and the OEMP and OAQMP on 21 July 2011 subject to two requirements ([20110721 Approvals for OEMP \(CoA14\) and OAQMP \(CoA 76\).pdf](#)). These requirements were met as no further comments were received from the EPA or RailCorp.

The ONVMP was approved on 5 October 2011 pursuant to five requirements which were addressed by ARTC in the ONVMP at: ([20111005 Approval of ONVMP \(CoA51\).pdf](#)).

The documentation required by the SSFL Planning Approval for Operation of the **Final Stage** was submitted to DoPI in November 2012. The Operational Environmental Management Plan was submitted to DoPI on 20 November 2012 in accordance with CoA [14](#): [20211120 Letter SSFL CoA 14 OEMP.pdf](#). As required by CoA [14](#), the OEMP incorporated the Operational Air Quality Management Plan (OAQMP, CoA [76](#)) and the Operational Hazards and Risk Management Plan (OHRMP, CoA [70](#)) for the Final Stage. The Department

responded on 17 December 2012 with comments on the OEMP, OAQMP and OHRMP: [20121217 DoPI Comments on OEMP.msg](#). ARTC addressed the Department's comments on 19 December 2012 ( [20121219 Ltr to DoPI re OEMP.pdf](#)) and submitted an updated OEMP and subplans: [SSFL OEMP 2012 Main Report Final Ver2.pdf](#). The Department approved the OEMP, OAQMP and OHRMP on 9 January 2013: [20130109 Approval for OEMP, OAQMP and OHRMP.pdf](#).

The Pre-Operation Compliance Report was submitted to DoPI on 21 November 2012 in accordance with [CoA9 \(20121121 SSFL letter CoA 9 Pre-Operation Compliance Report.pdf\)](#). DoPI provided comments to ARTC on the Pre-Operation Compliance Report on 7 February 2013: [SSFL \(MP 05\\_0089\) - Condition 9 - Pre-Operation Compliance Report - Department Comments.msg](#). ARTC amended the report and re-submitted it to DoPI on 28 March 2013: [CoA9](#) and [20130328 SSFL letter CoA 9 Pre-Operation Compliance Report.pdf](#).

This eighth Construction Compliance Report addresses the Construction of the SSFL over the entire 36km SSFL project length in the construction period 29 November 2012 to 2 August 2013 in accordance with [CoA10](#). This is the final Construction Compliance Report. Those CoAs and SoCs that are post-construction (such as asset handover) or of an operational nature are being addressed through the implementation of the OEMP. These CoAs and SoCs are identified in Sections 8 and 9 as '**Delivered by OEMP**'.

### 1.3.4 Compliance Improvements

ARTC's timetable for implementation of the compliance action improvements identified in the first Construction Compliance Report has been shaped by:

- The first Construction Compliance Report was submitted to the EMR on 23 September 2009, and reviewed by the EMR between 23 September and 20 November 2009. By mid-October ARTC had developed presentations for contractors on improvements required relating to collection and provision of information for the second Construction Compliance Report, ready for delivery following the EMR's review of the first Construction Compliance Report;
- Contractors were informed during October 2009 of the changes to program delivery, and partial suspension of work notices were issued on 21 October;
- Following the issuing of partial suspension of work notices, contractors were actively engaged in decommissioning sites and scaling back works. This continued until after the reporting period for the second Construction Compliance report which concluded on 29 November 2009. As a result, briefing sessions were not held with contractors during this compliance period, and not all the improvements to practices outlined in the first Construction Compliance report have been implemented;
- With the changes to the program for delivery commenced in September 2010, as described in **Section 1.3.2** above, ARTC developed a monthly environmental reporting checklist in collaboration with the contractor organisations: [SSFL Monthly Environmental Reporting Checklist.pdf](#). The checklist provides a template against which each organisation can report each month. The reporting schedule:
  - Matches with the existing EPL reporting schedule;
  - Includes additional information required for SSFL compliance reporting to DoPI.

All requested information is clearly labelled with the relevant EPL clause, condition of approval, statement of commitment, or CEMP Sub Plan through which it is required. The introduction of the checklist and a monthly reporting schedule now streamlines the reporting and compliance process. The first use of the new reporting was in January 2011;

- With the changes to the program for delivery commenced in September 2010, as described in **Section 1.3.2** above, ARTC developed a contamination checklist in collaboration with the contractor organisations: [Contamination Incident Checklist.pdf](#). The checklist provides a template against which each organisation can report and record contamination incidents as per the Contamination Management Plan. The first use of the new reporting was in January 2011;

- As part of the project's commitment to continuous improvement, the format of reporting noise monitoring results was refined in the October 2010 EPL Report to provide a more comprehensive and meaningful summary of the results. The monthly EPL report now details the predicted and measured noise levels, as well as the background noise levels and noise level above background (CoA [45](#));
- As part of the project's commitment to continuous improvement, the format of the EMR report was refined in February 2011 to clearly classify actions as *non-conformances*, *corrective actions* or *improvement opportunities*. This clarification has allowed actions to be suitable prioritised, addressed and reported;
- Following comments provided by DoPI on the fifth Construction Compliance Report and as part of the project's commitment to continuous improvement, ARTC reviewed the timing of implementing corrective actions issued by the EMR ([Letter to ARTC re 29 May to 29 Nov 2011 compliance report.pdf](#), [Response to letter re SSFL Six Month Construction Compliance Report 29 May to 29 November 2011.msg](#)). Improvements to the process have been included in the sixth and seventh compliance reports; and
- Following comments provided by DoPI on the sixth Construction Compliance Report ([CoA10](#)), and as part of the project's commitment to continuous improvement, ARTC has provided additional information on construction noise management for this compliance reporting period (**Section 4.2**).
- Following comments provided by DoPI on the seventh Construction Compliance Report ([CoA10](#)), and as part of the project's commitment to continuous improvement, ARTC has provided additional information on project changes including the earthmound near Warwick Farm Station, which has now been removed; the modification to the ONVMP for noise mitigation at Warwick Farm stables; the detention basin at Wattle Avenue, Villawood; and the approval by DoPI to dissolve the Fairfield Community Liaison Group.

## 1.4 CONSTRUCTION UPDATE

For the major works packages identified in the CEMP, **Table I-1** outlines the status of the project as at completion of construction on 2 August 2013.

**Table I-1: Construction Status**

Activity	Works Package	Status Description
Sefton Dive	SD	Retaining walls completed Jan 10. Auburn Road Bridge Stage 2 completed Feb 10. Sewer diversion ULX completed May 10. Aqueduct completed Jan 11. Underpinning at Cooper Rd Bridge completed Feb 11. Deflection wall completed Apr 11. Main excavation completed Jun 11. Track laying completed Jul 11. Auburn Road roundabout reinstatement completed Nov 11. Pump station commissioned Dec 11. Landscaping and road repairs in Bankstown Local Government Area completed Feb 12. Tie in pump station to Sydney Water sewer completed Jun 12. Restoration of Birrong school grounds. Final defect rectification works completed Jul 13.
Enabling Works	--	All service relocations including defect rectification works completed in Apr 13 – involving RailCorp signalling, RailCorp HV, Utility HV, Sydney Water and Gas relocations.

Activity	Works Package	Status Description
Earthworks and Retaining Walls	E&RW 1	Retaining walls between Woods Rd and Miller Rd completed May 11. Earthworks, shotcrete, rock nailing and drainage works completed during May 11. Track laying completed in Jun 11. Landscaping undertaken in Oct and Nov 11. Minor defects between Enfield West and Leightonfield completed Apr 13. 4th Ave Footbridge commenced Jan 12 and completed Aug 12.
	E&RW 2	Clearing works and earthworks/retaining walls completed. Cabramatta Road East Deflection Wall completed Jun 12. Liverpool civil embankment works around Liverpool Station completed Mar 13. New stairs to Newbridge Rd commissioned Dec 11. Casula Access Rd (North of Woodbrook Rd) opened to the public Sep 12 to access the Powerhouse Museum. Final asphalt and line marking completed Dec 12. Landscaping and weed management works completed Mar 13.
	E&RW 3	Clearing works and earthworks/retaining walls completed. Casula Access Rd (South of Woodbrook Rd) was opened to the public Sep 12 to access the Powerhouse Museum. Final asphalt and line marking completed Dec 12. Glenfield Junction channel diversion and tie-in completed Feb 11. Retaining walls and fill to abutments to Glenfield Flyover completed mid 2012. Northern, Southern and Glenfield Viaducts completed Nov 12. Landscaping and weed management works completed Mar 13.
	E&RW 4	Clearing works and earthworks/retaining walls completed. Minto Viaduct and Culverts completed Aug 12. Bow Bowing Ck diversion completed Jul 12. Landscaping and weed management works completed Mar 13.
	Campbelltown Perway Siding	Bulk excavation completed Nov 11. Civil works completed May 12. Track and signalling works completed Jun/Jul 12. New Perway commissioned Jul 12.



Activity	Works Package	Status Description
Bridgeworks	BR 1	Hector Street Bridge completed Nov 09. Chester Hill Road Bridge completed Feb 10. Miller Road Bridge completed Sep 10. Bareena Street Bridge completed Jul 12. Woods Rd Bridge completed Jan 11. Hector Street intersection upgraded May 11.
	BR 2	All bridges substantially completed in 2009. Liverpool Yard Bridge has been replaced with a viaduct (see below).
	BR 3	Bunbury Curran Ck Bridge completed Nov 12. Minto Viaduct completed Nov 12. Bow Bowing Ck Bridge completed Apr 12.
	BR 4	Prospect Creek bridge completed in 09. Retaining walls and footpath approached completed Aug 12. Additional screens were installed Mar 13 and additional lighting installed Aug 13.
	BR 5	BR5 bridge completed in 2009. Liverpool Hospital Bridges completed and handed over in 2010.
	BR 6	Glenfield Flyover Bridge completed Nov 12.
	Liverpool Viaduct	Work to the Viaduct commenced in Aug 11. Piling completed Sep 11, main structural works completed Feb 12 and adjacent piled slab completed Jun 12.
Station Works	ST 1- Sefton, Carramar, Warwick Farm, Leightonfield, Casula	<p>Sefton – new pedestrian bridge extension and lift shafts installed. Cladding and glazing to lift shafts completed. Family Accessible Toilet completed May 11. Throw screens completed Aug 11. Preliminary lift shafts commissioned Nov 11. Reinstate platform finishes around new lift shafts and surrounding areas completed Nov 11. All works completed Feb 12.</p> <p>Carramar – extension to pedestrian subway completed 09. Final works completed Mar 11.</p> <p>Warwick Farm – car park largely completed 09. Foundations for overbridge completed, footbridge and two lift structure lifted into position Aug 10. Third lift shaft installed Apr 11. New pedestrian bridge installed Jul 11. Preliminary commission of lift shafts Nov 11. All works completed Apr 12 and restoration to carpark complete Jun 13).</p> <p>Leightonfield – deflection wall completed in 2009.</p> <p>Casula – two pilecaps and lift shaft bases completed in 2009. Padmount substation installed in 2010. Third lift shaft piling completed and lift pit progressed following the completion of the temporary road works to the Casula Powerhouse Jun 11. Installation of third lift shaft and pedestrian bridge Oct 11. All works completed Mar 12.</p>



Activity	Works Package	Status Description
Station Works	ST 2 - Cabramatta	Concourse with office, booking office and disabled amenities constructed with the lift and stairs completed in 2010 and commissioned Feb 11. Old ticket office demolished Mar 11. Decommissioned exiting platform access and supplied temporary access for public to platform Oct 11. Station and concourse works completed Feb 12.
	ST 3 – Minto, Leumeah, Campbelltown, Macarthur	<p>Minto – Bus stop relocated, stair demolished 2009, deflection wall completed, stairs and footbridge deck installed and bases for all lifts completed 2010. Third lift shaft lifted into position 2011. Commissioning of lift shafts Oct 11. All lifts, pedestrian walkways and stairs were completed May 12.</p> <p>Leumeah – Overbridge foundations and lift shaft progressed in 2009. Works suspended until Aug 10. Car park works completed May 11. Precast lift shaft installed Aug 11. Car park extension completed Aug 11. Pedestrian bridge installed Nov 11. Lifts, pedestrian footbridge and stairs completed Mar 12. Overall completion Jun 12.</p> <p>Campbelltown – Staff footbridge completed in 2010 except for lighting, CCTV and handrail installation. These works are dependent on earthing and bonding (by others). Deflection wall for pedestrian footbridge commenced Jul 11. Final strengthening and column removal works to the pedestrian footbridge completed May 12.</p> <p>Macarthur – Deflection wall completed 2009.</p>
Track Construction	TCI	<p>Installed 356 A&amp;B crossover at Sefton Jul 09.</p> <p>Installed Turnout 198 and catchpoints at Sefton Junction Aug 09.</p> <p>Installed 65A&amp;B points and 66A turnout at Glenlee Jan 10.</p> <p>Removed 48 points at Glenfield Jan 11.</p> <p>Installed Sefton Bi-Directional track Apr 11.</p> <p>Removed Metropolitan Down Goods Line between 21km and Sefton Junction Apr 11.</p> <p>Completed reconstruction of 450m of the Leightonfield Refuge Loop connecting into 223 pts Apr 11.</p> <p>Reconstructed 70m shunt neck into Leightonfield No1 siding onto new alignment Apr 11.</p> <p>Completed reconstruction of a further 720m of the Leightonfield refuge loop Oct 11.</p> <p>Completed maintenance works to Leightonfield No1 siding including the replacement of 220pts Oct 11.</p> <p>All SSFL track installed from 356 A&amp;B crossover, Sefton to the connection into Leightonfield No.1 siding, including installation of 62a and b points near Miller Road, Villawood. Completed Aug 11.</p> <p>Removed crossover 62 A&amp;B and turnout 61 A&amp;B at Ingleburn Jul 12.</p>

Activity	Works Package	Status Description
		Campbelltown Perway Siding commissioned Jul 12.
Track Construction	TCI	<p>Commissioned 65B catchpoints at Glenlee Aug 12.</p> <p>Casula Level Crossing decommissioned Oct 12.</p> <p>Removed crossover 223 A&amp;B and turnout 223 A&amp;B at Leightonfield Yard Oct 12</p> <p>All SSFL track from 223 A&amp;B crossover at Leightonfield Yard to 65B points at Glenlee installed by 9 Nov 12, including:</p> <ul style="list-style-type: none"> <li>• Approximately 26km of plain line track;</li> <li>• New turnout southern side of Glenfield loop;</li> <li>• Loop across Glenfield flyover;</li> <li>• New turnout northern side of Glenfield loop.</li> </ul> <p>Hi-rail pads at 4th Avenue Carramar, and Atkinson St Liverpool installed Oct 12.</p> <p>Completed maintenance tamping on SSFL Stage I Oct 12 (Leightonfield Yard to Enfield West).</p> <p>Completed tamping to line and level and final adjustments on Villawood to Glenlee 30 Nov 12.</p>
Signalling and Communication	SC I	<p>Commissioned Glenlee/Macarthur interlocking and transfer of Glenlee control to June Nov 10.</p> <p>Metropolitan Freight Network (MFN) take-up for Sefton Park Junction Jan 11.</p> <p>Completed construction works for Sefton/Sefton Park Junction bidirectional Apr 11.</p> <p>Decommissioning of Wellington Road Level Crossing, and associated commissioning of Sefton Triangle Bridge May 11.</p> <p>Commissioned Enfield West to Leightonfield Jul 11. Full operations commenced 24 Jun 12.</p> <p>Commissioning of Leightonfield yard including disconnection from RailCorp Oct 12.</p> <p>Construction and commissioning of Campbelltown Level Crossing for Line Speed Testing 2 Dec 12.</p> <p>Construction of signalling infrastructure for final stage Leightonfield to Glenlee Dec 12.</p> <p>Cross-bonding completed Feb 12.</p> <p>Permanent power supplies to Glenfield and Campbelltown bungalows completed Apr 13.</p>
Other	Noise Walls - GW2	<p>Noise walls in Bankstown City Council LGA completed May 11.</p> <p>Painting completed Aug 11.</p> <p>Noise walls in Fairfield, Liverpool and Campbelltown City Council LGAs completed Jan 13, Nov 12 and Dec 12 respectively.</p>
	Liverpool Section Hut	<p>Building completed and commissioned early 2010.</p> <p>Commissioning of new Liverpool Compressor Hut Jun 12.</p>

Activity	Works Package	Status Description
Other	Cabramatta Station – Sewer Diversion	Sydney Water sewer diversion completed Aug 11. Final cutover Jan 12.
	Campbelltown Yard	Campbelltown Yard, walkway, lighting services works and car park works completed Dec 12. Four new prefabricated personnel buildings were delivered to site in May 12, and fitout completed Jun 12. Enabling works completed Jun 12.

## 1.5 DISTRIBUTION AND APPROVAL

As required by [CoA10](#), this report is to be submitted to the Director-General, with copies also provided to the following Authorities:

- Environment Protection Authority (formerly the Office of Environment and Heritage);
- Department of Primary Industries (formerly the Department of Industry and Investment – incorporating the Office of Water);
- Department of Sustainability, Environment, Water, Population and Communities (DSEWPC);
- Bankstown, Fairfield, Liverpool and Campbelltown City Councils.

After review and approval by DoPI, a summary of this report will be made available to the public via the project website: <http://www.ssfl.artc.com.au/>

In addition, the full report will be on display at a number of locations to be identified on the website allowing the community to access it at their convenience.



## 2 COMPLIANCE WITH THE CEMP, COA AND SOC

This eighth Construction Compliance Report for the SSFL includes information on compliance with the CEMP, CoAs and SoCs.

### 2.1 COMPLIANCE WITH THE CEMP

Compliance with the CEMP involves:

- Implementing and maintaining the mitigation measures and controls as stated in the CEMP or Sub Plans;
- Undertaking the monitoring and reporting as described in the CEMP and Sub Plans.

**Chapter 4** provides detailed information demonstrating environmental compliance with both these key areas. Information is presented in the order in which the area of environmental compliance occurs in the main sections of the Project Approval: Noise and Vibration, Traffic, Flora and Fauna, Erosion and Sediment Control, Spoil and Fill, Acid Sulphate Soils, Surface Water and Groundwater, Air Quality (dust), Greenhouse Gases and Sustainable Energy, Hazard and Risk, Built and Indigenous Heritage and Waste Management and Recycling.

For each area of environmental compliance in **Chapter 4**, information is presented on:

- Environmental Controls
- Construction Impacts Against Predictions / Performance Criteria
- Environmental Monitoring Results.

The CEMP and Sub Plans describe the requirements for regular monitoring and reporting to be undertaken. They are described in **Chapter 4** and include:

- Noise and Vibration
  - Report to the EMR on noise and vibration monitoring
  - Noise and vibration information in EPL reports to the EPA
- Traffic
  - Inspections of damage to local roads and reporting to the EMR
  - Daily record of site entries and exits
- Flora and Fauna
  - Report to the EMR on the health of *Acacia Pubescens*
  - Monitoring of flying foxes by an ecologist
- Erosion and Sediment Control
  - Regular (daily to weekly) checking of erosion and sediment controls. These results are to be reported in the compliance report
  - Monthly site audit/monitoring reports by an independent geotechnical engineer
- Spoil and Fill
  - Regular (daily to weekly) checking stockpiles/fill storage locations, dust management, complaints and responses, etc. These results are to be reported in the compliance report
  - Monthly site audit/monitoring reports by an independent geotechnical engineer

- Acid Sulphate Soils
  - Fortnightly monitoring reports by contractor(s) when working in a potential Acid Sulphate Soils area
- Surface Water and Groundwater
  - Quarterly groundwater reports to the EMR. If pollution is found, immediate reporting to the EMR
- Air Quality
  - Monthly weather monitoring reports to the EMR
  - Monthly dust monitoring reports to the EMR
- Greenhouse Gases and Sustainable Energy
  - Six-monthly energy audits of the project
  - Reporting in the pre-construction and construction compliance reports
- Hazard & Risk
  - Atmosphere monitoring in excavations
- Built and Indigenous Heritage
  - Reporting historical relics and Aboriginal objects if discovered
- Waste Management and Recycling
  - Environment Manager to complete the waste register weekly
  - Monthly inspections of waste facilities and storage compounds
  - Quarterly audit of waste management procedures to ensure that the plan is being adhered to.

Where monitoring reports are available, they provide information that indicates that the controls are in place, and the reports provide sufficient evidence of compliance with the CEMP. For example, the noise and vibration monitoring reports summarised in **Table 4-6** show that the Construction Noise and Vibration Management Sub Plan is being complied with.

The monitoring reports also provide evidence of the implementation and effectiveness of controls. The EMR's reports described in **Chapter 7** and any non-compliance also provide evidence of the implementation and effectiveness of controls.

## **2.2 COMPLIANCE WITH CoAs AND SoCs**

Detailed information on compliance with CoAs 1-76 and SoCs 1-104 is presented in **Chapters 8** and **9**. Information for each condition and commitment includes:

- Number, summary title, project phase and status;
- Condition requirement;
- Who has responsibility for ensuring compliance;
- Evidence of compliance, hyperlinked to documentary evidence that is contained on the DVD provided with this report.

## **2.3 SUMMARY OF COMPLIANCE**

In compiling this eighth Construction Compliance Report, ARTC finds that the project is compliant with all 76 Conditions of Approval and all 104 Statements of Commitment.

### 3 COMPLIANCE WITH APPROVALS OR LICENCES ISSUED BY RELEVANT GOVERNMENT DEPARTMENTS

No additional approvals or licences were granted by other relevant government departments during the reporting period.

#### 3.1 NSW GOVERNMENT - EPA

ARTC is the holder of Environment Protection Licence No 12791 (EPL 12971) issued by the EPA under the *Protection of the Environment Operations Act 1997* (POEO Act). The licence was issued on 26 November 2008 and authorises the carrying out of scheduled development work comprising construction of the SSFL between Birrong and Macarthur. The EPA has issued 72 variations to the EPL up to 2 August 2013.

The EPL requires regular reporting to the EPA, including an Annual Return, comprising a Statement of Compliance and a summary of any monitoring required by the licence (including the recording of complaints). The Annual Return must be submitted within 60 days after 26 November. The First Annual Return was submitted to the EPA on 20 January 2010 ([AR 1108119 Final \(signed\).pdf](#)), and the Second Annual Return was submitted on 24 January 2011 ([SSFL 2010 Annual Return 1122145 Final Signed.pdf](#)). The Third Annual Return was submitted to the EPA on 23 January 2012 ([20120119 SSFL 2010-2011 Annual Return signed.pdf](#)). The Fourth Annual Return was submitted to the EPA on 21 January 2013 ([SSFL 2011-2012 Annual Return 21 Jan 13.pdf](#)). The Final Annual Return will be submitted to the EPA in mid September 2013 as described at the end of this Section.

During this compliance reporting period, the Project has not received any formal show cause letter or penalty infringement notices from the EPA.

On 18 November 2011 ARTC submitted an EPL variation application to the EPA requesting significant changes to EPL 12971, specifically in relation to out of hours (OOH) work approval conditions and reporting requirements. The following changes were approved by the EPA on 9 December 2011 ([L12971 EPL V57 - 9 Dec 2011.pdf](#)):

- L2.2 Exemption from normal hours – Low noise impact construction work;
- L2.6 Additional hours - Local Possessions;
- L2.7 Additional Hours - Weekends (independent of possessions);
- L2.8 Additional hours - Weekday evenings and nights (independent of possessions);
- E11 Special Requirements for Works Permissible Under Conditions L2.6, L2.7, L2.8, E1, E2, E3, E4, E5, E6, E7 and E8.

The additional requested changes were approved by the EPA on 17 February 2012 ([L12971 Variation Notice 1503679 - 17 Feb 12.pdf](#)):

- R4.1 Monthly Monitoring Report – Deleted
- R4.2 Monthly Complaints Statistics Report – Deleted

The final Monthly Monitoring Report and Monthly Complaints Statistic Report was submitted to the EPA in December 2012: [EPL Monthly Report - December 2012.pdf](#).

ARTC sought to amend the four authorised representatives for the SSFL project, as required under Condition O4.1 of the EPL, on 2 December 2012. Upon the EPA's request, ARTC subsequently submitted documentation on 14 May 2012 to demonstrate the nomination process for an authorised representative: [SSFL - Authorised representatives for the Environment Protection Licence 12971.msg](#).

The final EPA inspection of the SSFL Project was held on 31 July 2013. This looked at the close out of final works and agreed to a final inspection process to be undertaken by the EMR in preparation for being able to send the final variation to the EPA following the end of construction on 2 August 2013.

The EPA inspection process was aligned with the EMR inspection schedule. The EPA agreed that with the appearance of 'green pick' on formed areas in the Liverpool LGA, and EMR assessment (at the 27 August 2013 inspection) that these areas are stable and ready for handover to maintenance contractors for the 12 month landscape maintenance program, the EPA would agree to a submission for close out of the EPL to occur by 10 September 2013 (two weeks after 27 Aug).

Once the EPL close out date has been finalised, the final EPL Annual Return will be submitted to the EPA in mid September 2013 for the last reporting period.

### **3.2 COMMONWEALTH GOVERNMENT - DSEWPC**

ARTC's Environmental Actions Plan for the SSFL Project was approved under the Australian Government's EPBC Act on 23 October 2008. On 10 August 2009, ARTC wrote to the Department of Sustainability, Environment, Water, Population and Communities (DSEWPC, formerly the Department of Environment, Water, Heritage and the Arts) informing the Department that ARTC had completed the required Noise Barrier modelling, required as part of DEWHA's approval for the SSFL. ARTC requested DEWHA's approval for the construction of Noise Barriers ([20090810 DEWHA re noise walls.pdf](#)). This was supplemented on 15 October 2009 by ARTC forwarding to DSEWPC a requested copy of the Operational Noise & Vibration Management Plan for the SSFL. This plan contains details of the noise modelling conducted to help design the noise barriers, including their locations.

DSEWPC wrote to ARTC on 19 October 2011 advising that the SSFL project is now in the post-approval phase, that the Monitoring and Audit Section of the Department is the point of contact for further communication with the Department, and seeking information on the present status of the project in relation to its conditions of approval: [20111019 DSEWPC letter to ARTC \(EPB 2005 2393\).PDF](#). ARTC's response included a reference to the SSFL website to view the most recent Construction Compliance Report, from 29 November 2010 to 29 May 2011, and that this and future Construction Compliance reports will be forwarded to DSEWPC.

ARTC wrote to DSEWPC on 22 December 2011, advising that DoPI had recently approved the SSFL Operational Noise and Vibration Management Plan (ONVMP): [20111222 DSEWPC re noise walls.pdf](#). Attached to ARTC's letter were copies of DoPI's letter of approval, the approved amended ONVMP, and the package of drawings of noise barriers which accompanied and were approved as part of the ONVMP. DSEWPC responded to ARTC on 17 January 2012 that officers of the Monitoring and Audit Section of the Department had considered the plan and were satisfied that it met the noise and visual character requirements set out in the Environmental Action Plan and the conditions of approval: [20120117 Ltr from DSEWPC re ONVMP and noise walls.pdf](#).

ARTC sought comments from the Department on the draft OEMP on 20 September 2012: [ARTC request and DSEWPC review of SSFL OEMP.msg](#). DSEWPC responded on 22 October 2012: [ARTC request and DSEWPC review of SSFL OEMP.msg](#)

On 20 November 2012 ARTC notified the Department of the commencement of Operations of the SSFL on 23 December 2012 ([20121119 Letter to DSEWPC re Final Stage Operation.pdf](#)) as required by [CoA7](#).



ARTC wrote to the Department on 12 August 2013 advising of the end of construction of the SSFL and advising of close out actions being carried out with DoPI and the EPA: [20130812 SSFL - Notify DSEWPC of end construction.msg](#) ARTC advised that it was not aware of any formal close out process or requirement with the Commonwealth as part of ARTC's agreement with the Minister for the Environment. As the SSFL Project is providing comprehensive reporting on achievements against the requirements of all three levels of government in this Final Construction Compliance Report, ARTC proposed that the Department be sent a copy of the SSFL Final Construction Compliance Report to close out the Project with the Department.



## 4 ENVIRONMENTAL CONTROLS AND MONITORING

### 4.1 INTRODUCTION

Information in this chapter addresses the following parts from CoA [10](#) for each of the key areas of environmental compliance:

- (c) implementation and effectiveness of environmental controls. The assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP;*
- (d) environmental monitoring results, presented as a results summary and analysis.*

Information is presented in the order in which the area of environmental compliance occurs in the main sections of the Project Approval:

- Noise and Vibration
- Traffic
- Flora and Fauna
- Erosion and Sediment Control
- Spoil and Fill
- Acid Sulphate Soils
- Surface Water and Groundwater
- Air Quality
- Greenhouse Gases and Sustainable Energy
- Hazard and Risk
- Built and Indigenous Heritage
- Waste Management and Recycling.

For each area of environmental compliance, information is presented on:

- Environmental Controls
- Construction Impacts Against Predictions
- Environmental Monitoring Results. This includes both physical monitoring of noise, dust or water, and monitoring compliance with the CEMP and Sub Plans by way of measures such as audits and checklists.

The requirements for regular monitoring and reporting to be undertaken as described in the CEMP and Sub Plans include:

- Noise and Vibration
  - Monthly noise and vibration reports to the EMR
  - Noise and vibration information in monthly EPL reports to the EPA
- Traffic
  - Inspections of damage to local roads and reporting to the EMR
  - Daily record of site entries and exits
- Flora and Fauna
  - Monthly report to the EMR on the health of *Acacia Pubescens*
  - Monitoring of flying foxes by an ecologist
- Erosion and Sediment Control

- Regular (daily to weekly) checking of erosion and sediment controls. These results are to be reported in the compliance report
  - Monthly site audit/monitoring reports by an independent geotechnical engineer
- Spoil and Fill
  - Regular (daily to weekly) checking stockpiles/fill storage locations, dust management, complaints and responses, etc. These results are to be reported in the compliance report
  - Monthly site audit/monitoring reports by an independent geotechnical engineer
- Acid Sulphate Soils
  - Fortnightly monitoring reports by contractor(s) when working in a potential Acid Sulphate Soils area
- Surface Water and Groundwater
  - Quarterly groundwater reports to the EMR. If pollution is found, immediate reporting to the EMR
- Air Quality
  - Monthly weather monitoring reports to the EMR
  - Monthly dust monitoring reports to the EMR
- Greenhouse Gases and Sustainable Energy
  - Six-monthly energy audits of the project
  - Reporting in the pre-construction and construction compliance reports
- Hazard & Risk
  - Atmosphere monitoring in excavations
- Built and Indigenous Heritage
  - Reporting historical relics and Aboriginal objects if discovered
- Waste Management and Recycling
  - Environment Manager to complete the waste register weekly
  - Monthly inspections of waste facilities and storage compounds
  - Quarterly audit of waste management procedures to ensure that the plan is being adhered to.

#### 4.1.1 Summary of Environmental Monitoring Results

In this compliance reporting period, the EMR and an ARTC representative undertook weekly inspections of sections of the 36km length of the SSFL project. Following each inspection, the relevant Contractors were provided with a report from the EMR detailing required improvement actions; examples of these reports are provided for each contractor inspected in CoA [66](#).

The required actions are classified as either a *non-conformance*, a *corrective action* or an *improvement opportunity*:

- A *non-conformance* was raised by the EMR in situations that did not conform to the CEMP and presented environmental risk. A non-conformance may also have been raised if previous corrective actions were not suitably addressed.
- A *corrective action* was issued by the EMR in situations where there was a failure or breakdown in controls associated with a moderate environmental risk. Corrective actions were also issued for minor items that had not been addressed in a suitable timeframe.
- An *improvement opportunity* was issued by the EMR in circumstances associated with a low environmental risk where controls were in place, but management practices could be improved.

A summary of the number of *non-conformances*, *corrective actions* and *improvement opportunities* relating to each area of environmental monitoring detailed in **Section 4.1**, is provided in **Table 4-1**. These are also presented for each specific area of environmental compliance in the relevant sections on environmental monitoring results (Section 4.x.3).

**Table 4-1: Summary of Monitoring Outcomes from EMR Inspections**

Area of Environmental Monitoring	Non-Conformances	Corrective Actions	Improvement Opportunities
Noise and Vibration	0	0	0
Traffic	0	0	0
Flora and Fauna	0	6	7
Sediment and Erosion Controls	0	10	28
Spoil and Fill	0	0	3
Acid Sulphate Soils	0	0	0
Surface and Groundwater	0	2	2
Air Quality	0	1	0
Greenhouse Gases and Sustainable Energy	0	0	0
Hazard and Risk	0	0	0
Built and Indigenous Heritage	0	0	0
Waste Management and Recycling	0	2	4
Non-Environmental	0	1	7
<b>TOTAL</b>	<b>0</b>	<b>22</b>	<b>51</b>

In examining **Table 4-1** it should be noted that during the final 8-month reporting period:

- There were no *non-conformances* during this compliance reporting period;
- The number of *corrective actions* (22) was significantly reduced from 49 for the previous six month compliance period.

ARTC is committed to ongoing compliance improvement, and maintains a comprehensive schedule of site visits. The schedule tracks the timely responses of Contractors to the EMR reports, to ensure all actions are addressed and closed out in an acceptable time frame and manner. The Contractor responses are also used by ARTC to ensure the timely and appropriate close out of any non-conformances raised by the EMR.

ARTC may also elect to issue a contractual non-conformance to the Contractor. In these circumstances, the close out of the non-conformance is tracked by both the Contractors' response to the EMR report and a Non-Conformance Investigation Report.

A summary of *non-conformances* and *corrective actions* for each specific area of environmental compliance, corrective actions and close-out dates is provided in the relevant sections on environmental monitoring results (Section 4.x.3).

One corrective action and seven improvement opportunities from this compliance reporting period are not related to environmental compliance. There were no non-conformances during this compliance period.

A summary of the corrective actions issued by the EMR not relating to environmental controls, the response by ARTC and the Contractor to this corrective action and the close-out date is provided in **Table 4-2** below.

**Table 4-2: Corrective Action Summary – Non-Environmental**

Date Raised	Issue	Response	Date Closed
12-Dec-12	Restoration of compound area with a surface suitable for Council to maintain ( <a href="#">SFL Area 1 121212.pdf</a> )	Contractor removed coarse gravel and cobble sized material from surface. Area has been topsoiled and will be hydromulched ( <a href="#">121212 EMR Inspection close out.pdf</a> )	21-Dec-12

## 4.2 NOISE AND VIBRATION

### 4.2.1 Environmental Controls

During the reporting period, noise and vibration controls and monitoring were conducted as required by CoA [41](#). The monitoring program includes conducting environmental noise and vibration monitoring within one week after commencement of each new stage of the construction works and monthly thereafter.

Noise and vibration mitigation measures adopted on the project are described in the Construction Noise and Vibration Management Sub Plan (CNVMSP, [SSFL Construction Noise & Vibration 20090115.pdf](#)), and are summarised below in Error! Reference source not found..

Training and the establishment of strict working hours have been used to control noise impacts from construction activities. Site personnel have been toolboxed on the importance of noise reduction during works.

**Table 4-3: Noise and Vibration Mitigation Measures**

Item	Description
Construction Hours	Works will be carried out within standard Construction Hours (as defined in CoA <a href="#">43</a> ), unless the works are covered by CoA <a href="#">43</a> and <a href="#">44</a> .
Public Address Systems	Systems are designed and installed with their pointing axis directed away from residential buildings and sensitive receptors. Use is not permitted outside Construction Hours.
Deliveries	Deliveries are carried out generally within standard Construction Hours. Loading and unloading are carried out as far as possible away from sensitive receivers.
Equipment Noise	All equipment is adequately maintained and kept in good working order. All equipment is operated in an appropriate and efficient manner.
Truck Noise (off site)	Trucks have not been allowed to queue up outside residential areas prior to the 7.00 am start time. Trucking routes use main roads where feasible in accordance with the project TMP.
Clustering	Clustering of equipment within fleets is minimised wherever practical.
Site layout and Site Access	Where possible, plant has been located / orientated to direct noise away from sensitive receivers.
Reversing Alarms	Mobile plant and trucks operating on site for a significant portion of the project have reversing alarm noise emissions minimised in-so-far-as possible, recognising the need to maintain occupational safety. A program of converting reversing beepers to quackers, reducing the impact of reversing alarms was completed in previous compliance periods.

Item	Description
	Where possible, drive-on / drive-off arrangements for trucks have been provided, eliminating the need for reversing alarms to be used.
Noise Monitoring	Noise monitoring is being carried out during critical stages of construction at nearest affected residences, in accordance with the CNVMSP.
Vibration Monitoring	Vibration monitoring is carried out where vibration intensive activities are being undertaken to ensure works are conducted in accordance with CoA 46.
Community Liaison	A program of community liaison and complaint response has been implemented, to ensure complaints are addressed and responded to in a timely manner. Noise respite measures for residents subjected to lengthy periods of noise or vibration include pre-purchased movie tickets or similar and alternative accommodation as required.
L/pool Hosp	Where practical, vibration producing machinery is avoided and alternatives used.
Training	Site induction training includes a noise awareness component.

Contractors maintain checklists of noise and vibration controls and mitigation measures at their sites, including:

- SFL: [2013 01 January Inspection sheet.pdf](#); and
- Invensys: [SSFL2\\_Hydro Excavation\\_04-051212.pdf](#).

The EMR's inspection reporting includes a check on noise and vibration issues in order to highlight any areas of non-compliance with the CEMP or Sub Plans.

Strict work hours have been implemented throughout the project in accordance with CoA 43. These hours are provided below inError! Reference source not found..

**Table 4-4: Approved Project Working Hours**

Day of the Week	Work Hours
Monday-Friday	7 am to 6 pm
Saturday	8 am to 1 pm
Sunday and public holiday	No work undertaken

During the period 29 November 2012 to 2 August 2013, one request was made for Out of Hours Work to be approved by the EPA, as shown in CoAs 43 and 44 in Section 8.

## 4.2.2 Construction Impacts Against Predictions

### Noise

The monthly periodic construction noise monitoring in **Table 4-6** shows that noise levels for a number of the activities exceeded the background noise level by more than 5 dB(A) (highlighted) and according to the EPA New South Wales Construction Noise Guideline, all feasible and reasonable measures should be implemented to reduce this  $L_{A10}$ . ARTC's contractors have undertaken all reasonable and feasible mitigation measures to minimise construction noise and have adopted measures outlined in Section O6 of the EPL and in accordance with the recommendations contained within the Construction Noise & Vibration Impact Statements prepared for the SSFL Project.

Noise mitigation measures include, but are not limited to: the selection of quietest plant; maintaining plant to minimise noise; switching off idle plant; locating noisy plant the maximum distance from residents; orienting equipment away from residences; loading and unloading of materials and deliveries as far as practical from sensitive receivers; avoiding the simultaneous operation of two or more noisy plant; scheduling works to reduce

the cumulative impacts to receivers; scheduling respite periods; and briefing personnel on the sensitivity of working out of hours. Furthermore, in the case of out of hours works where noise impacts on residents are a concern, extra resources are utilised where possible to maximise productivity and reduce the need for night time works. These and other measures are listed in Error! Reference source not found..

ARTC has adopted the Transport Construction Authority (TCA), now Transport for New South Wales (TfNSW), Construction Noise Strategy (Rail Projects) 2010 ([TCA - Construction Noise Strategy \(Rail Projects\) Oct 2010.pdf](#)). ARTC will continue to provide additional mitigation measures for 'noticeable', 'clearly audible', 'moderately intrusive' and 'highly intrusive' noise levels in accordance with the strategy. Details of mitigation measures applied in cases where the noise level of construction activities exceeded the background noise level (noise goal) by more than 5 dB(A) are listed below in **Table 4-6**. ARTC notes that the details of noise mitigation measures are insufficient or incomplete for a number of activities. This information is collected in the Monthly Environmental Reporting Checklist, as described in **Section 1.3.4**, and is systematically provided by, and reviewed with, contractors to facilitate continuous improvements in both the recording and implementation of noise mitigation measures.

### **Vibration**

As earthworks and works considered high risk vibration works were completed in the previous compliance reporting period, vibration monitoring was not undertaken during this compliance reporting period.

Complaints received during the reporting period regarding noise and vibration are summarised below in **Section 4.2.3** and in **Section 5.2**.

## **4.2.3 Environmental Monitoring Results**

In this compliance reporting period, the EMR weekly inspection identified no non-conformances, corrective actions or improvement opportunities relating to noise and vibration issues, as detailed in **Table 4-1**.

### **Noise Monitoring - Construction**

The monthly periodic construction noise reports were used to gain an understanding of the impact of project works on the ambient noise levels. The results from 29 November 2012 to 2 August 2013 are detailed in **Table 4-6**.

Noise monitoring is undertaken for all out of hours works as per Condition M4 of the EPL ([130222 SSFL EPL 12971.pdf](#)). Residents assessed as exposed to "highly intrusive" noise levels (per the [TIDC Noise Strategy.pdf](#)) are offered respite, in the form of movie tickets or alternative accommodation.

It should be noted that although 93% of the noise monitoring results in **Table 4-6** are above background noise levels stated in the CNVIS, often the construction noise is inaudible to the human ear during monitoring. This shows that there are changes to background levels from the original CNVIS. As the project has now been completed the background noise levels do not require modelling.

Examples of mitigation measures put in place during normal and out of hours works include, high noise impact working hours sticker placed in all machinery as a visual reminder of works classified as noisy works and the respite times (**Figure 2**), noisy works toolbox talks ([Noisy works information sheet.docx](#) and **Figure 3**) and hoarding of generators / pumps required to run 24 hours per day (**Figure 4** and **Figure 5**).



## High Noise Impact Works and activities



Our project licence restricts the hours we are allowed to undertake noisy works.

### What classifies as “Noisy Works”?

Jack hammering, rock breaking or hammering, pile driving, vibratory rolling, cutting of pavement, concrete or steel, or other work that generates noise with intermittent, tonal or low frequency characteristics.

### SFL High Noise Working Hours

	Monday – Friday	Saturday
8am – 10am	Work	Work
10am – 11am	1 hour respite	1 hour respite
11am – 1pm	Work	Work
1pm – 2pm	1 hour respite	No Work
2pm – 5pm	Work	No Work

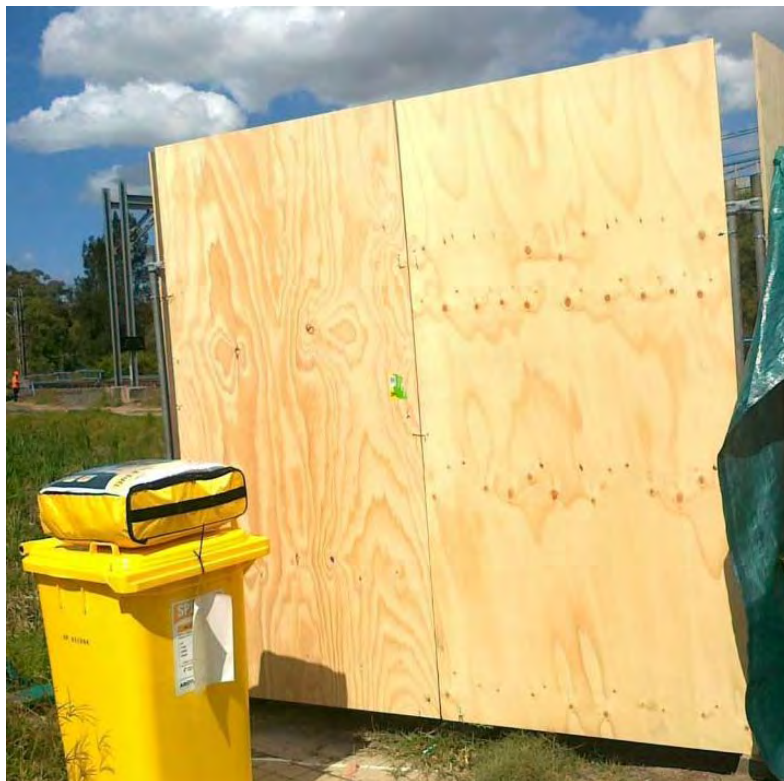
Figure 2: High Noise Impact Sticker



Figure 3: Weekly Toolbox Talk



**Figure 4: Hoarding Around Large Generator**



**Figure 5: Hoarding Around Pump**

The number of noise monitoring results exceeding the noise goal in the compliance period are detailed in **Table 4-5**. This table also details the number of noise monitoring results that exceeded the predicted noise levels.

**Table 4-5: Noise Monitoring Outcomes**

Monitoring Period	Noise Monitoring Results (Number)	Results > 5dB(A) Above Background Noise Levels (Number)	Results > 5dB(A) Above Background Noise Levels (%)	Results Exceeding Predicted Noise Levels (Number)	Results Exceeding Predicted Noise Levels (%)
29 Nov 12 – 2 August 13	27	25	93%	12	44%

One noise complaint was received in the compliance reporting period ([Complaints for 29 November 2012 to 2 August 2013](#)). The noise complaint related to, construction noise causing disturbance to a resident in Casula. The noise complaint was addressed as per condition M3.4 of the Project's EPL ([I30222 SSFL EPL I2971.pdf](#)).

#### Noise Monitoring – Background

The SFL Alliance undertook background noise monitoring at the closest residential receiver to their proposed compound at Glenfield (9 Slessor Road, Casula): [EMS 11 9373 Background Noise Level 16 12 2011.pdf](#). This background monitoring was in addition to monitoring undertaken at 21 Slessor Road, Casula, in November 2011: [EMS 11 9303 Background Noise Assessment 25 11 2011.pdf](#).

The SFL Alliance also undertook background noise monitoring at the Warwick Farm compound on 14 November 2011: [2011-11-14 - OOH monitoring - 23 Manning st.pdf](#) and [2011-11-14 - OOH monitoring - Opp 23 Manning st.pdf](#).

#### Vibration Monitoring

Vibration monitoring was undertaken on one occasion on 23 July 2013 at Casula ([Vibration Monitoring I30723 Casula](#)) during this compliance reporting period. A series of ground vibration measurements were undertaken during vibratory rolling at Casula in response to a complaint from a resident on Buckland Road, Casula.

The levels of vibration measured at this location complied with the German Standard DIN 4150-3 for structural damage and it is considered that there is an extremely low likelihood that structural damage to the property would occur.



**Table 4-6: Noise Monitoring and Mitigation Measures 29 Nov 2012 to 2 August 2013**

[Activities highlighted in light turquoise exceeded the background noise level (noise goal) by more than 5 dB(A)]

Date	Location (NCA)	Background Noise Levels LA10 dB(A)	Predicted Noise Levels LA10 dB(A)	Equipment / Activities	Maximum Noise Level Reported dB(A)	Level Above Background Noise dB(A)	Noise Level Above Predicted Noise Level	Mitigation Measures Applied [Where background noise level (noise goal) is exceeded by more than 5 dB(A)]	Noise Monitoring Report
01-Dec-12	Slessor Road CASI	37	58*	Trucks Hand Tools	47.8*	10.8	-10.2	<p>Community notifications were delivered to all residents deemed to be affected by these works 5-14 days prior to the works commencing and noise monitoring was undertaken in accordance to the Construction Noise and Vibration Impact Assessment.</p> <p>Where required, the most affected residents were offered respite in the form of alternate accommodation in accordance with the Transport Infrastructure Development Corporation Construction Noise Strategy (Rail Projects), November 2007. Where accommodation was not taken residents were offered project specific respite in the form of movie tickets.</p> <p>All practicable measures were employed to reduce the noise impact of machinery and equipment. This included measures such as: all vehicles are required to have non-tonal reversing alarms on site; a cost review shows that smaller (quieter) equipment is less expensive to run / maintain on site, therefore the smallest (quietest) plant / equipment is selected for the task undertaken; proper maintenance of plant to maximise efficiency and minimise noise; orienting equipment away from residences; using equipment i.e. battery / solar powered daymakers as an alternative to fuel generated where possible to minimise</p>	<a href="#">121201 WE22 CASI.pdf</a>



Date	Location (NCA)	Background Noise Levels LA10 dB(A)	Predicted Noise Levels LA10 dB(A)	Equipment / Activities	Maximum Noise Level Reported dB(A)	Level Above Background Noise dB(A)	Noise Level Above Predicted Noise Level	Mitigation Measures Applied [Where background noise level (noise goal) is exceeded by more than 5 dB(A)]	Noise Monitoring Report
								noise production, briefing personnel on the sensitivity of working out of hours and programming works where possible to have noisy and multiple work sites occurring during day shifts. Where OOH are to take place, prioritise use of weekend day shift before utilising night shift.  Noisy hours of works across the project have been standardised to two hours works, 1 hour respite, 2 hours work, 1 hour respite and three hours work, a higher standard than required by the EPL to ensure management of cumulative impact of adjacent work sites and minimise blocks of noisy work impacting the community	
06-Jan-13	37 – 39 Waldron Road CHE4	40	62	A Rail Defects Front End Loader Hanners Welder Oxy Cutter	64.2*	24.2	2.2	Community notifications were delivered to all residents deemed to be affected by these works 5-14 days prior to the works commencing and noise monitoring was undertaken in accordance to the Construction Noise and Vibration Impact Assessment.	<a href="#">120106 37-39 Waldron Road.pdf</a>
06-Jan-13	I Kirrang Avenue VIL2	42	63*	Noise Wall Installation Backhoe Hand Tools Hammer	66.1*	24.1	3.1	Where required, the most affected residents were offered respite in the form of alternate accommodation in accordance with the Transport Infrastructure Development Corporation Construction Noise Strategy (Rail Projects), November 2007. Where accommodation was not taken residents were offered project specific respite in the form of movie tickets.  All practicable measures were employed to reduce the noise impact of machinery and equipment. This included measures such as: all	<a href="#">130106 I Kirrang Ave.pdf</a>





Date	Location (NCA)	Background Noise Levels LA10 dB(A)	Predicted Noise Levels LA10 dB(A)	Equipment / Activities	Maximum Noise Level Reported dB(A)	Level Above Background Noise dB(A)	Noise Level Above Predicted Noise Level	Mitigation Measures Applied [Where background noise level (noise goal) is exceeded by more than 5 dB(A)]	Noise Monitoring Report
								<p>vehicles are required to have non-tonal reversing alarms on site; a cost review shows that smaller (quieter) equipment is less expensive to run / maintain on site, therefore the smallest (quietest) plant / equipment is selected for the task undertaken; proper maintenance of plant to maximise efficiency and minimise noise; orienting equipment away from residences; using equipment i.e. battery / solar powered daymakers as an alternative to fuel generated where possible to minimise noise production, briefing personnel on the sensitivity of working out of hours and programming works where possible to have noisy and multiple work sites occurring during day shifts. Where OOH are to take place, prioritise use of weekend day shift before utilising night shift.</p> <p>Noisy hours of works across the project have been standardised to two hours works, 1 hour respite, 2 hours work, 1 hour respite and three hours work, a higher standard than required by the EPL to ensure management of cumulative impact of adjacent work sites and minimise blocks of noisy work impacting the community</p>	
12-Jan-13	11 Station Street WF2	52	68*	Pothole Truck	71.3*	19.3	3.3	Community notifications were delivered to all residents deemed to be affected by these works 5-14 days prior to the works commencing and noise monitoring was undertaken in accordance to the Construction Noise and Vibration Impact Assessment.	<a href="#">130112 - 11 station street.docx</a>
12-Jan-13	38 Broomfield Street CAB6	35	67*	Light Vehicles	46.7*	11.7	-20.3		<a href="#">130112 - 38Broomfield.docx</a>
12-Jan-13	170 Sandal Crescent CAR6	35	64*	Rail Replacement	55.7*	20.7	-8.3	Where required, the most affected residents were offered respite in the form of alternate	<a href="#">130112 - 170 SANDAL.docx</a>



Date	Location (NCA)	Background Noise Levels LA10 dB(A)	Predicted Noise Levels LA10 dB(A)	Equipment / Activities	Maximum Noise Level Reported dB(A)	Level Above Background Noise dB(A)	Noise Level Above Predicted Noise Level	Mitigation Measures Applied [Where background noise level (noise goal) is exceeded by more than 5 dB(A)]	Noise Monitoring Report
								<p>accommodation in accordance with the Transport Infrastructure Development Corporation Construction Noise Strategy (Rail Projects), November 2007. Where accommodation was not taken residents were offered project specific respite in the form of movie tickets.</p> <p>All practicable measures were employed to reduce the noise impact of machinery and equipment. This included measures such as: all vehicles are required to have non-tonal reversing alarms on site; a cost review shows that smaller (quieter) equipment is less expensive to run / maintain on site, therefore the smallest (quietest) plant / equipment is selected for the task undertaken; proper maintenance of plant to maximise efficiency and minimise noise; orienting equipment away from residences; using equipment i.e. battery / solar powered daymakers as an alternative to fuel generated where possible to minimise noise production, briefing personnel on the sensitivity of working out of hours and programming works where possible to have noisy and multiple work sites occurring during day shifts. Where OOH are to take place, prioritise use of weekend day shift before utilising night shift.</p> <p>Noisy hours of works across the project have been standardised to two hours works, 1 hour respite, 2 hours work, 1 hour respite and three hours work, a higher standard than required by the EPL to ensure management of cumulative impact of adjacent work sites and</p>	



Date	Location (NCA)	Background Noise Levels LA10 dB(A)	Predicted Noise Levels LA10 dB(A)	Equipment / Activities	Maximum Noise Level Reported dB(A)	Level Above Background Noise dB(A)	Noise Level Above Predicted Noise Level	Mitigation Measures Applied [Where background noise level (noise goal) is exceeded by more than 5 dB(A)]	Noise Monitoring Report
								minimise blocks of noisy work impacting the community	
12-Jan-13	Victoria Road Minto	48	70*	Excavator	49.8*	1.8	-20.2	Construction noise meets noise level criteria	<a href="#">130112 - victoria Road.docx</a>
13-Jan-13	34 Broomfield Street CAB6	35	67*	Excavator Wacker Packer	64.7*	29.7	-2.3	Community notifications were delivered to all residents deemed to be affected by these works 5-14 days prior to the works commencing and noise monitoring was undertaken in accordance to the Construction Noise and Vibration Impact Assessment.	<a href="#">130113 - 34 Broomfield Street.pdf</a>
13-Jan-13	66 Minto Road	48	70*	Excavator Trucks Hand Tools	54.2*	6.2	-15.8	Where required, the most affected residents were offered respite in the form of alternate accommodation in accordance with the Transport Infrastructure Development Corporation Construction Noise Strategy (Rail Projects), November 2007. Where accommodation was not taken residents were offered project specific respite in the form of movie tickets.  All practicable measures were employed to reduce the noise impact of machinery and equipment. This included measures such as: all vehicles are required to have non-tonal reversing alarms on site; a cost review shows that smaller (quieter) equipment is less expensive to run / maintain on site, therefore the smallest (quietest) plant / equipment is selected for the task undertaken; proper maintenance of plant to maximise efficiency and minimise noise; orienting equipment away from residences; using equipment i.e. battery / solar powered daymakers as an alternative to fuel generated where possible to minimise	<a href="#">130113 - 66 Minto Road.pdf</a>





Date	Location (NCA)	Background Noise Levels LA10 dB(A)	Predicted Noise Levels LA10 dB(A)	Equipment / Activities	Maximum Noise Level Reported dB(A)	Level Above Background Noise dB(A)	Noise Level Above Predicted Noise Level	Mitigation Measures Applied [Where background noise level (noise goal) is exceeded by more than 5 dB(A)]	Noise Monitoring Report
								noise production, briefing personnel on the sensitivity of working out of hours and programming works where possible to have noisy and multiple work sites occurring during day shifts. Where OOH are to take place, prioritise use of weekend day shift before utilising night shift.  Noisy hours of works across the project have been standardised to two hours works, 1 hour respite, 2 hours work, 1 hour respite and three hours work, a higher standard than required by the EPL to ensure management of cumulative impact of adjacent work sites and minimise blocks of noisy work impacting the community	
19-Jan-13	7 Station Street WF2	52	68*	Tamping (Track Slew Work) Tamper Regulator Bogie Excavator Bob Cat	61.2*	9.2	-6.8	Community notifications were delivered to all residents deemed to be affected by these works 5-14 days prior to the works commencing and noise monitoring was undertaken in accordance to the Construction Noise and Vibration Impact Assessment.	<a href="#">130119.7 Station Street Warwick Farm.pdf</a>
19-Jan-13	10 Slessor Road, Casula CASI	38	58*	Tamping 39 Points Tamper Regulator	51.3*	13.3	-6.7	Where required, the most affected residents were offered respite in the form of alternate accommodation in accordance with the Transport Infrastructure Development Corporation Construction Noise Strategy (Rail Projects), November 2007. Where accommodation was not taken residents were offered project specific respite in the form of movie tickets.	<a href="#">130119.10 Slessor Road Casula - Evening.pdf</a>
19-Jan-13	10 Slessor Road, Casula CASI	38	52*	Welding	45.1*	7.1	-6.9		<a href="#">130119.10 Slessor Road Casula - Night.pdf</a>
19-Jan-13	16 Rushton Place	39	69*	Casula Level Crossing Potholing	54.8*	15.8	-14.2		<a href="#">130119.16 Rushton Place Casula.pdf</a>
19-Jan-13	34 Minto Road MIN2	44	70*	Potholing and Fencing	64.2*	20.2	-5.8	All practicable measures were employed to reduce the noise impact of machinery and equipment. This included measures such as: all	<a href="#">130119.34 Minto</a>



Date	Location (NCA)	Background Noise Levels LA10 dB(A)	Predicted Noise Levels LA10 dB(A)	Equipment / Activities	Maximum Noise Level Reported dB(A)	Level Above Background Noise dB(A)	Noise Level Above Predicted Noise Level	Mitigation Measures Applied [Where background noise level (noise goal) is exceeded by more than 5 dB(A)]	Noise Monitoring Report
								<p>vehicles are required to have non-tonal reversing alarms on site; a cost review shows that smaller (quieter) equipment is less expensive to run / maintain on site, therefore the smallest (quietest) plant / equipment is selected for the task undertaken; proper maintenance of plant to maximise efficiency and minimise noise; orienting equipment away from residences; using equipment i.e. battery / solar powered daymakers as an alternative to fuel generated where possible to minimise noise production, briefing personnel on the sensitivity of working out of hours and programming works where possible to have noisy and multiple work sites occurring during day shifts. Where OOH are to take place, prioritise use of weekend day shift before utilising night shift.</p> <p>Noisy hours of works across the project have been standardised to two hours works, 1 hour respite, 2 hours work, 1 hour respite and three hours work, a higher standard than required by the EPL to ensure management of cumulative impact of adjacent work sites and minimise blocks of noisy work impacting the community</p>	<a href="#">Road.pdf</a>
20-Jan-13	16 Rushton Place CAS4	39	69*	Hammering Drill	51.3*	12.3	-17.7	Community notifications were delivered to all residents deemed to be affected by these works 5-14 days prior to the works commencing and noise monitoring was undertaken in accordance to the Construction Noise and Vibration Impact Assessment.	<a href="#">130120 - 16 rushton.docx</a>
20-Jan-13	4 Sussex Street MINI	45	79*	Fencing	65.5*	20.5	-13.5		<a href="#">130120 - 4 sussex street.docx</a>
20-Jan-13	Victoria Road, Minto MIN2	48	70*	Hi Rail Access Pad Installation	56.9*	8.9	-13.1	Where required, the most affected residents were offered respite in the form of alternate	<a href="#">130120 victoria road.docx</a>



Date	Location (NCA)	Background Noise Levels LA10 dB(A)	Predicted Noise Levels LA10 dB(A)	Equipment / Activities	Maximum Noise Level Reported dB(A)	Level Above Background Noise dB(A)	Noise Level Above Predicted Noise Level	Mitigation Measures Applied [Where background noise level (noise goal) is exceeded by more than 5 dB(A)]	Noise Monitoring Report
								<p>accommodation in accordance with the Transport Infrastructure Development Corporation Construction Noise Strategy (Rail Projects), November 2007. Where accommodation was not taken residents were offered project specific respite in the form of movie tickets.</p> <p>All practicable measures were employed to reduce the noise impact of machinery and equipment. This included measures such as: all vehicles are required to have non-tonal reversing alarms on site; a cost review shows that smaller (quieter) equipment is less expensive to run / maintain on site, therefore the smallest (quietest) plant / equipment is selected for the task undertaken; proper maintenance of plant to maximise efficiency and minimise noise; orienting equipment away from residences; using equipment i.e. battery / solar powered daymakers as an alternative to fuel generated where possible to minimise noise production, briefing personnel on the sensitivity of working out of hours and programming works where possible to have noisy and multiple work sites occurring during day shifts. Where OOH are to take place, prioritise use of weekend day shift before utilising night shift.</p> <p>Noisy hours of works across the project have been standardised to two hours works, 1 hour respite, 2 hours work, 1 hour respite and three hours work, a higher standard than required by the EPL to ensure management of cumulative impact of adjacent work sites and</p>	



Date	Location (NCA)	Background Noise Levels LA10 dB(A)	Predicted Noise Levels LA10 dB(A)	Equipment / Activities	Maximum Noise Level Reported dB(A)	Level Above Background Noise dB(A)	Noise Level Above Predicted Noise Level	Mitigation Measures Applied [Where background noise level (noise goal) is exceeded by more than 5 dB(A)]	Noise Monitoring Report
								minimise blocks of noisy work impacting the community	
20-Jan-13	5 Station Street WF2	52	68*	Potholing	50*	-2	-18	Construction noise meets noise level criteria	<a href="#">130120 - 5 station street.docx</a>
10-Feb-13	Dovedale Close MAC2	42	56*	Removal of GIJs Excavator Bobcat	57.4*	15.4	1.4	<p>Community notifications were delivered to all residents deemed to be affected by these works 5-14 days prior to the works commencing and noise monitoring was undertaken in accordance to the Construction Noise and Vibration Impact Assessment.</p> <p>All practicable measures were employed to reduce the noise impact of machinery and equipment. This included measures such as: all vehicles are required to have non-tonal reversing alarms on site; a cost review shows that smaller (quieter) equipment is less expensive to run / maintain on site, therefore the smallest (quietest) plant / equipment is selected for the task undertaken; proper maintenance of plant to maximise efficiency and minimise noise; orienting equipment away from residences; using equipment i.e. battery / solar powered daymakers as an alternative to fuel generated where possible to minimise noise production, briefing personnel on the sensitivity of working out of hours and programming works where possible to have noisy and multiple work sites occurring during day shifts. Where OOH are to take place, prioritise use of weekend day shift before utilising night shift.</p> <p>Noisy hours of works across the project have been standardised to two hours works, 1 hour</p>	<a href="#">130210 TOA - GIJ Removal.pdf</a>

Date	Location (NCA)	Background Noise Levels LA10 dB(A)	Predicted Noise Levels LA10 dB(A)	Equipment / Activities	Maximum Noise Level Reported dB(A)	Level Above Background Noise dB(A)	Noise Level Above Predicted Noise Level	Mitigation Measures Applied [Where background noise level (noise goal) is exceeded by more than 5 dB(A)]	Noise Monitoring Report
								respite, 2 hours work, 1 hour respite and three hours work, a higher standard than required by the EPL to ensure management of cumulative impact of adjacent work sites and minimise blocks of noisy work impacting the community	
12-Apr-13	160 Broomfield Street, Cabramatta CABI	42	49	Cutting Rail Excavation of Ballast	57.7	15.7	8.7	Community notifications were delivered to all residents deemed to be affected by these works 5-14 days prior to the works commencing and noise monitoring was undertaken in accordance to the Construction Noise and Vibration Impact Assessment.	<a href="#">130412 - 160 Broomfield Street.docx</a>
12-Apr-13	176 Broomfield Street CABI	42	49	Cutting Rail Excavation of Ballast	62.8	20.8	13.8		<a href="#">130412 - 176 Broomfield Street.docx</a>
13-Apr-13	160 Broomfield Street, Cabramatta CABI	42	49	Excavation of Ballast	55.3	13.3	6.3	Where required, the most affected residents were offered respite in the form of alternate accommodation in accordance with the Transport Infrastructure Development Corporation Construction Noise Strategy (Rail Projects), November 2007. Where accommodation was not taken residents were offered project specific respite in the form of movie tickets.	<a href="#">130413 - 160 Broomfield Street.docx</a>
13-Apr-13	18 Rushton Place CAS4	36	59	Track and Ballast Removal	65.1	29.1	6.1		<a href="#">130413 - 18 Rushton Place.docx</a>
13-Apr-13	4 Somerset Street MINI	39	55	Tamping	52.3	13.3	-2.7		<a href="#">130413 - 4 Somerset Street.docx</a>
13-Apr-13	160 Broomfield Street, Cabramatta CABI	49	49	Track Work Earthworks	56.9	7.9	7.9	All practicable measures were employed to reduce the noise impact of machinery and equipment. This included measures such as: all vehicles are required to have non-tonal reversing alarms on site; a cost review shows that smaller (quieter) equipment is less expensive to run / maintain on site, therefore the smallest (quietest) plant / equipment is selected for the task undertaken; proper maintenance of plant to maximise efficiency and minimise noise; orienting equipment away from residences; using equipment i.e. battery / solar powered daymakers as an alternative to	<a href="#">130413 - 160 Broomfield Street (2).pdf</a>
14-Apr-13	160 Broomfield Street, Cabramatta CABI	49	49	Track Work Earthworks	57	8	8		<a href="#">130414 - 160 Broomfield Street (1).docx</a>
14-Apr-13	160 Broomfield Street, Cabramatta CABI	42	49	Track Work Earthworks	59.5	17.5	10.5		<a href="#">130414 - 160 Broomfield Street (2).docx</a>



Date	Location (NCA)	Background Noise Levels LA10 dB(A)	Predicted Noise Levels LA10 dB(A)	Equipment / Activities	Maximum Noise Level Reported dB(A)	Level Above Background Noise dB(A)	Noise Level Above Predicted Noise Level	Mitigation Measures Applied [Where background noise level (noise goal) is exceeded by more than 5 dB(A)]	Noise Monitoring Report
								fuel generated where possible to minimise noise production, briefing personnel on the sensitivity of working out of hours and programming works where possible to have noisy and multiple work sites occurring during day shifts. Where OOH are to take place, prioritise use of weekend day shift before utilising night shift.	

^ Measured Background - Environmental noise levels were recorded over a normal weekend (during which trains were operating) so as to provide "Background" noise level information

Calculation – The construction noise levels were measured in close proximity to the operating plant and equipment, and levels calculated for the nearest residential boundaries

\*  $L_{Aeq, 15min}$

## 4.3 TRAFFIC

### 4.3.1 Environmental Controls

During the reporting period, traffic controls and monitoring were conducted as required by CoAs [55](#), [56](#) and [57](#), and SoCs [69](#) to [74](#). The Traffic Management Sub Plan (TMSP) was prepared by Connell Wagner and Parade Consulting as part of the CEMP: [SSFL Traffic Management Sub Plan 090219](#). It includes:

(a) Traffic Management Reports (TMRs) which were prepared and submitted to the four local Councils (Liverpool, Bankstown, Fairfield, Campbelltown) in February 2009. The TMRs summarise for each LGA the Traffic Management Plans (TMPs) and associated Traffic Control Plans (TCPs) as they become available. SoC [70](#) outlines the requirements of the TMRs:

- Liverpool: [TMR Liverpool\\_090203](#).
- Bankstown: [TMR Bankstown\\_090203](#).
- Fairfield: [TMR Fairfield\\_090203](#).
- Campbelltown: [TMR Campbelltown\\_090203](#).

(b) TMPs which are located in Section 4 of the TMSP: [SSFL Traffic Management Sub Plan 090219](#). CoAs [56-59](#) and SoCs [69](#) and [85](#) outline the requirements of the TMPs.

(c) Traffic Control Plans (TCPs) which have been prepared on a site specific basis by the Contractors. SoC [74](#) outlines the requirements of the TCPs. Examples include TCPs by SFL for for Broomfield St, Cabramatta ([TCP 1025b1 -Broomfield Street, Sussex St-Junction St Traffic Detour TCP.pdf](#)) and by Laing O'Rourke for Fraser Rd, Canley Vale ([TCP 1013b Fraser Rd.pdf](#)).

### 4.3.2 Construction Impacts Against Predictions

Road dilapidation reports were prepared for all roads likely to be used by Construction traffic. Reports were prepared before Construction commenced and will be prepared again after Construction is complete. Table 5-2 of the Traffic Management Sub Plan ([SSFL Traffic Management Sub Plan 090219](#)) states ARTC's commitment to undertake the dilapidation reports, and Appendix D of the TMSP has a list of all roads surveyed for dilapidation.

Examples of the road dilapidation reports are provided for Bareena Street ([Bareena St](#)) and Bathurst Street ([Bathurst St](#)).

Copies of the road dilapidation reports specific to each local government area for all local roads were forwarded to each of the local Councils by mail. Any damage resulting from Construction, except that resulting from normal wear and tear, will be repaired at ARTC's cost. Alternatively ARTC may negotiate an alternative arrangement for road damage with the relevant Council.

There is one instance where damage resulting from Construction is being paid jointly by ARTC and TfNSW. Repairs to Riverpark Drive and the carpark at the end of the road in Liverpool will be undertaken by TfNSW as part of the Liverpool Turnback project, with the cost of the repairs shared between TfNSW, ARTC and any other third party stakeholders as relevant (such as the contractor laying HV ducts in the roadway): [20130805 Repairs to Riverpark Drive.msg](#).

ARTC has no role in the development and approval of TCPs as these are between the contractors and Councils. As described in [SoC74](#), no new TCPs were prepared for this compliance reporting period.

The performance criteria for traffic are contained in the Traffic Management Sub Plan and include:

- Ensure safety for all road users, particularly the more vulnerable users (pedestrians and cyclists), is not reduced. Where existing access is likely to be disrupted by construction traffic, measures should be put in place to provide reasonable alternative access (with a focus on safety and convenience);

- Minimise half- (or full)-road closures during peak periods or school holidays, where practicable;
- Avoid detouring bus routes off their regular routes unless necessary full-road closures mean that a regular bus route cannot operate. Where detours of bus routes are required, keep detours to a minimum with regard to distance detoured, number of missed stops, and duration the detour is required (avoid peak periods where possible);
- Where half-road closures are required, minimise delays to all road users, in particular emergency vehicles and buses. Where half-road closures could result in long delays, it may be appropriate to detour general traffic to alternative routes and allow only emergency vehicles and buses to use the half-road direct route;
- Where full-road closures are required, avoid detouring traffic past sensitive land uses such as schools and town/ village centres, where practicable;
- Heavy vehicles should not be detoured onto local roads, but should be directed onto alternative regional roads;
- Ensure routes for construction traffic (heavy vehicles in particular) to and from work sites avoid streets with sensitive land uses, where practicable;
- Require that TCPs are prepared by a Traffic Engineer of the earthworks or construction contractor for all road and/or bridge work sites, prior to commencement of earthworks or construction work. TCPs must be prepared in accordance with the latest RTA Traffic Control at Worksites manual and AS1742.3;
- Engage in consultation with Bankstown, Liverpool, Fairfield and Campbelltown City Councils in order to schedule any half or full road closures or any other works affecting trafficable areas in such a manner as to minimise disruption to the local road, pedestrian and cycle network.

ARTC's performance against these criteria is through the operation of the TMPs, and with its contractors through the consideration of the criteria in the development and approval of TCPs with Local Councils and the satisfactory implementation of the approved TCPs.

### **4.3.3 Environmental Monitoring Results**

SFL maintained traffic management checklists including: [12.12.10 Weekly Activities Checklist.pdf](#)

The EMR assesses traffic controls as part of the weekly site inspection ([SFL 130304.pdf](#)) ARTC provided verbal updates to the EMR on traffic management during this compliance period.

Contractors also maintain records of heavy vehicle site entries and exits in materials tracking registers. An example of the materials tracking register maintained by SFL are provided: [Materials Movement Register.xlsx](#)

In this compliance reporting period, the EMR weekly inspection identified no non-conformances, corrective actions or improvement opportunities relating to traffic issues during this reporting period.

## **4.4 FLORA AND FAUNA**

### **4.4.1 Environmental Controls**

During the reporting period, flora and fauna controls and monitoring were conducted as required by CoA [60](#), and SoCs [26](#) to [28](#). Controls are contained in the Biodiversity Management Sub Plan (BMSP): [SSFL Biodiversity Plan 20090602.pdf](#).

As required by SoC [26](#), Section 1.3.1 of the BMSP includes a description of the *Acacia Pubescens* survey undertaken in each work. Figures 1-3a, 1-3b and 1-3c of the BMSP show the identified locations of *Acacia*



*Pubescens* in relation to the activity. Appendix C of the CEMP includes constraints maps for the project area, which include the locations of the *Acacia Pubescens* populations. Constraints Map 2 is an example of the constraints maps: [2116666D\\_4002\\_Constraints Mapping2](#).

The BMSP includes information on the survey undertaken for the Green and Golden Bell Frog between Chester Hill and Villawood Railway Stations, as required by SoC [27](#). The survey indicated that it was unlikely that the Frog would be present in the survey area. Appendix C of the CEMP includes constraints maps for the project area, which include the locations of the Green and Golden Bell Frog survey areas. Constraints Map 1 is an example of the constraints maps, showing the area between Chester Hill and Villawood: [2116666D\\_4001\\_Constraints Mapping1](#).

The BMSP includes information on the survey undertaken for *Pimelea Spicata* between Minto and Leumeah Railway Stations and Carramar and Leightonfield Railway Stations, as required by SoC [28](#). No *Pimelea Spicata* were found during the survey, and no suitable habitat for the species was observed.

#### 4.4.2 Construction Impacts Against Predictions

ARTC is revising the BMSP to include performance and completion criteria for management measures and the monitoring of these measures consistent with the requirements of CoA [60](#). This revision process has been slowed while discussions were held with OEH and DoPI regarding the enhancement plantings in Leacock Park and relevant funding arrangements.

ARTC submitted a modification request to DoPI on 14 January 2011 ([20110114 SSFL CoA 60ii Modification Application.pdf](#)) to amend CoA 60(c)(ii) to allow a funding proposal for enhancement planting at Leacock Park as an alternative to the offset plantings that are currently required under this CoA. This request was approved by DoPI on 23 March 2011 as Modification 5 to the Project Approval ([20110323 DoPI Modification 5 Approval.pdf](#)).

Following this approval, ARTC requested that the OEH commence preparation of the project brief ([20110512 SSFL - Condition 60 Part 3A Funding proposal with attachments.pdf](#)). OEH responded to ARTC's requests on 28 March 2013 with a Project Management Proposal. Following review by ARTC, a final proposal was received from OEH on 29 June 2013: [20130629 NPWS Leacock Park updated letter and proposal.pdf](#). ARTC agreed to this proposal in July 2013, and OEH submitted its first invoice on 29 July 2013.

The BMSP had not been revised up to this point in time as ARTC had been waiting on the project brief/project management proposal to be developed by OEH, to enable the development of performance and completion criteria that relate to the resolution of the offset planting issue. This requirement has now been built into a program of environmental management (addressing the requirements of CoA 60 during operation of the SSFL), monitoring and reporting, which is documented in the OEMP in Section 4.5 and Table 5-1 respectively, in [CoA14](#).

ARTC's performance against the current performance criteria for the Biodiversity Management Sub Plan includes:

- (a) No disturbance to flora and fauna outside the proposed construction footprint and associated access tracks and site compounds. This has been maintained by close liaison between ARTC and contractors' environmental managers and other project staff, and improvement in the maintenance of PC and EPL premises mapping;
- (b) No increase in distribution of weeds currently existing within the rail corridor and adjacent areas. Monitoring during the reporting period has been limited to visual inspections. A weed specialist was engaged by ARTC to remove weeds along the project length between August 2011 and November 2011 ([Weekly Visual Progress Report 18.11.2011.pdf](#));
- (c) No new weeds introduced to adjacent areas. Monitoring during the reporting period has been limited to visual inspections. A weed specialist was engaged by ARTC to remove weeds along the project length between August 2011 and November 2011 ([Weekly Visual Progress Report 18.11.2011.pdf](#));

- (d) Rehabilitation / revegetation which has at least 75 per cent success. These activities have only recently been completed, and will be monitored as part of the implementation of the OEMP;
- (e) Ensure staff are aware of the requirements of relevant sections of documents to be adhered to including: the CEMP, any associated work method statements (WMS), environment control plans and all other statutory requirements to be met whilst on site. All staff are made aware through SFL's project induction ([SFL Induction Environment\\_SP 110921.pptx](#));
- (f) Ensure effective communication is maintained with statutory authorities and all statutory requirements are carried out to control impacts on the environment and prevent pollution. Regular communication is held between project staff and State and Local Governments.

#### 4.4.3 Environmental Monitoring Results

SFL maintains flora and fauna checklists including: [2013 01 January Inspection sheet.pdf](#)

As described in **Section 1.3.3**, with the changes to the program for delivery commenced in September, ARTC developed a monthly environmental reporting checklist in collaboration with the contractor organisations: [SSFL Monthly Environmental Reporting Checklist.pdf](#). The checklist provides a template against which each organisation can report each month, including for fauna and flora. The first use of the new reporting was in January 2011.

ARTC engaged a weed specialist, Earth Repair, to remove and manage weeds throughout the project length in mid 2011. Earth Repair commenced work in the northern area in August 2011, and worked progressively along the length of the project until November 2011. Earth Repair provided a weekly inspection report of their progress to ARTC: [Weekly Visual Progress Report 18.11.2011.pdf](#).

As shown in **Table 4-7**, EMR inspections and daily environmental inspections have highlighted the growth of Castor Oil plants across the site. During this compliance reporting period, SFL have continually managed the Castor Oil plants through manual removal in accordance with the *Noxious Weeds Act 1993* and Council requirements.

In this compliance reporting period, six corrective actions and seven improvement opportunities were issued by the EMR relating to flora and fauna as detailed in **Table 4-1**. The response by ARTC and the Contractor and the close-out of the corrective actions is provided in **Table 4-7**. There were no non-conformances during this compliance reporting period.

**Table 4-7: Corrective Actions Summary – Flora and Fauna**

Date Raised	Issue	Response	Date Closed
17-Dec-12	Rock stockpiled at the base of a tree in Lighthorse Park ( <a href="#">SFL Area 2 121217.pdf</a> )	The contractor removed the stockpiled rock from the bottom of the tree ( <a href="#">121217 EMR Inspection close out.pdf</a> )	21-Dec-13
05-Feb-13	Castor Oil plants to be removed across the project ( <a href="#">SFL 130205.pdf</a> )	General foreman for each area has been briefed for removal of Castor Oil plants. Removal to begin on 18-Feb-13 ( <a href="#">130205 EMR Inspection close out.pdf</a> )	26-Feb-13
07-Feb-13	Castor Oil plants to be removed across the project ( <a href="#">SFL 130207.pdf</a> )	Castor Oil plants removed from stockpiles in Area 3 on 8-Feb-13 ( <a href="#">130207 EMR Inspection close out.pdf</a> )	22-Feb-13

Date Raised	Issue	Response	Date Closed
27-Feb-13	Castor Oil plants to be removed across the project ( <a href="#">SFL 130227.pdf</a> )	Castor Oil removed by Landscaping Contractor in accordance with guidelines ( <a href="#">130227 EMR Inspection close out.pdf</a> )	18-Mar-13
04-Mar-13	Castor Oil plants to be removed across the project ( <a href="#">SFL 130304.pdf</a> )	Contractor removed Castor Oil Plant ( <a href="#">130304 EMR Inspection close out.pdf</a> )	26-Mar-13
25-Mar-13	Castor Oil plants including seeds are required to be removed across the project ( <a href="#">SFL 130325.pdf</a> )	Contractor removed Castor Oil Plants ( <a href="#">130325 EMR Inspection Close Out.docx</a> )	12-Mar-13

## 4.5 EROSION AND SEDIMENT CONTROL

### 4.5.1 Environmental Controls

During the reporting period, erosion and sediment controls and monitoring were conducted as required by CoAs [59](#) and [61](#), and SoCs [49](#) and [50](#). Controls are contained in the Erosion and Sediment Control Sub Plan (ESCSP) - [SSFL Erosion & Sediment Control 20090710.pdf](#) - and in the Soil and Water Management Sub Plan (SWMSP) - [SSFL Soil & Water 20090710.pdf](#).

The ESCSP is a stand-alone document that is fully integrated with, and intended to be read in conjunction with, the Spoil and Fill Management Sub-Plan: [SSFL Spoil & Fill 090219.pdf](#).

The SWMSP contains references to other Sub Plans including the Dust, Erosion & Sediment Control, Acid Sulphate Soils, Spoil and Fill, and Waste Management Sub Plans.

The following key controls were implemented to reduce the movement of sediment through the construction sites as a result of construction activities and prevent water quality issues:

- Visits by the soil conservationist to monitor / inspect erosion and sediment control issues where required;
- Weekly visual joint inspections by ARTC and the EMR to monitor erosion and sediment control management measures. Examples of reports from the EMR during this compliance period are included ([SFL 130205.pdf](#), [SFL 130227.pdf](#));
- Contractors are required to close out all issues within one week of the inspection ([130205 EMR Inspection close out.pdf](#) and [130227 EMR Inspection close out.pdf](#));
- The installation of sediment fencing, hay bales, diversion channels and the use of spray grassing as required to prevent sediment movement;
- Inclusion of erosion and sediment issues and controls in site inductions (for all personnel) ([SFL Induction Environment SP 110921.pptx](#); [GR SSFL OHS-004 Construction Induction Trng Pack V4L \(2\) Enviromental.ppt](#); [ArencoSSFL Induction Handout.DOC](#) and [Arenco SSFL Induction Questionnaire.DOC](#));
- Toolbox talks updating water quality issues when they arise.

Activities with the potential to generate water quality issues through lack of erosion and sediment control during the reporting phase of the project include instances of:

- Poor erosion and sediment control leading to:
  - excess nutrients in waterways attached to sediments;
  - carriage of weeds to waterways;
  - sedimentation of waterways;

- decreased visual amenity of waterways;
- Ineffective dust controls on haul roads and around construction areas;
- Delays in revegetation of stockpiles and on completed construction areas;
- Drainage works;
- Compounds and bunded areas.

Checklists of sediment and erosion controls are maintained by SFL including: [12.12.10 Weekly Activities Checklist.pdf](#)

These checklists and audits, combined with on-going inspections by the soil conservationists have allowed the Contractors to continually review and improve erosion and sediment control measures and respond effectively and efficiently to any issues that arose.

Following completion of construction, inspections were undertaken jointly by the EMR and SFL to determine the appropriate timing for the removal of construction erosion and sediment controls. Construction erosion and sediment controls remained in place on site until the required ground coverage of vegetation was achieved in accordance with the 'Blue Book'. All construction erosion and sediment controls were removed during this compliance reporting period.

#### **4.5.2 Construction Impacts Against Predictions**

Details on impact predictions made in the ESCSP that must be managed during construction include:

1. Earthworks (excavation): Bowing Creek, reduction of incline/decline along the alignment, extending maintenance access ways;
2. Earthworks (fill): include: levelling of specific areas along the route, reduction of incline/decline, realignment of Bow Bowing Creek, extending of maintenance access ways;
3. Levelling of site: risk of exposing acid-sulphate soils, erosion due to actions of rainfall/runoff and wind;
4. Soil stockpiles: risk of erosion due to actions of wind and rainfall/runoff;
5. Extension of existing embankments: changes to the natural ground levels may result in alteration of natural flow path, risk of soil erosion from embankments prior to stabilisation;
6. Vegetation clearing: once vegetation has been removed before the commencement of earthworks the unbound topsoil has the potential to be eroded by wind and water;
7. Excavation of embankments: potential exposure of acid sulphate soils;
8. Handling, storage and disposal of contaminated soils.

ARTC's performance against the following performance criteria for the ESCSP has been maintained by close liaison between ARTC and contractors' environmental managers and other project staff, weekly visual joint inspections by ARTC and the EMR to monitor erosion and sediment control management measures, and inclusion of erosion and sediment issues and controls in site inductions for all personnel:

- No pollution of waterways due to runoff leaving construction sites;
- Minimise the risk of ground water impacts due to siting or operation of sediment control structures;
- All necessary erosion controls must be in place prior to construction and appropriately maintained for the duration of construction;
- Erosion controls will be maintained until disturbed areas have been stabilised;
- Limit disturbance to surrounding areas outside the construction boundary.

As detailed in **Section 4.5.1** these performance criteria are assessed daily by site staff, and weekly by ARTC and the EMR. Required improvements are addressed within a specific timeframe ([SFL Area 3 130115.pdf](#) and [130115 EMR Inspection close out.pdf](#)).

There have been no waterway pollution incidents due to site runoff during this compliance reporting period.

### 4.5.3 Environmental Monitoring Results

Environmental monitoring consisted of monthly inspections by soil conservationist of the project construction sites, regular inspections by contractors of their own sites, and regular joint inspections by the EMR and ARTC. These inspections identify issues with sediment and erosion controls that require rectification, and the findings are reported to the relevant contractors who implement the recommendations.

In addition, SFL have been using their weekly environment checklist ([VAEC 20121217\\_001.pdf](#)). SFL also utilises their environmental inspection register to monitor environmental performance ([2013\\_01\\_January Inspection sheet.pdf](#)).

No issues of major significance were identified by the soil conservationists, or from the checklist inspections mentioned above.

In this compliance reporting period, the EMR weekly inspection identified ten corrective actions and 28 improvement opportunities relating to sediment and erosion controls, as detailed in **Table 4-1**. There were no non-conformances.

A summary of the corrective actions issued by the EMR relating to sediment and erosion controls, the response by ARTC and the Contractor to these corrective actions and the close-out dates are provided in **Table 4-8**.

**Table 4-8: Corrective Action Summary – Sediment and Erosion Controls**

Date Raised	Issue	Response	Date Closed
15-Jan-13	<ol style="list-style-type: none"> <li>1. Install appropriate controls around the potholing ponds to minimise the potential for liquid waste contamination other areas of site.</li> <li>2. Install appropriate environmental controls around the stormwater drain at Huntsmore Road, Minto</li> </ol> <a href="#">(SFL Area 3 I30115.pdf)</a>	<ol style="list-style-type: none"> <li>1. The contractor decommissioned the potholing ponds</li> <li>2. Drain was temporarily covered with geofabric during vehicle movements</li> </ol> <a href="#">(I30115 EMR Inspection close out.pdf)</a>	13-Feb-13
22-Jan-13	<p>Installation of environmental controls around the spoil stockpile to prevent sediment laden runoff into the drainage channel</p> <a href="#">(SFL Area 2 I30122.pdf)</a>	<p>Contractor prepared a ERSED plan and geofabric was placed on the stockpile as a temporary measure. The stockpile has now been seeded</p> <a href="#">(I30122 EMR Inspection close out.pdf)</a>	20-Feb-13

Date Raised	Issue	Response	Date Closed
30-Jan-13	<ol style="list-style-type: none"> <li>1. Removal of topsoil impacting sediment fence and reinstatement of sediment fence along walkway between Gate 24 and Newbridge Road</li> <li>2. Removal of sediment from waterway near Glenfield Compound</li> <li>3. Reinstall geofabric on the southern side of the waterway at the Bow Bowing Access Road (<a href="#">SFL 130130.pdf</a>)</li> </ol>	<ol style="list-style-type: none"> <li>1. Path swept and sediment fence was reinstated</li> <li>2. Contractor removed sediment from the creek line. Sediment next to the wing wall to be removed on 13-Feb-13 following removal of grating</li> <li>3. Contractor replace the geofabric in the culvert (<a href="#">130130 EMR Inspection close out.pdf</a>)</li> </ol>	20-Feb-13
7-Feb-13	<ol style="list-style-type: none"> <li>1. Reinstall environmental controls on creek batter at Bow Bowing Access Road, Macarthur</li> <li>2. Reinstall the creek lining at Huntsmore Road (<a href="#">SFL 130207.pdf</a>)</li> </ol>	<ol style="list-style-type: none"> <li>1. Geofabric was pinned to the batter of the creek</li> <li>2. Rock within the creek was replaced and new rock was imported (<a href="#">130207 EMR Inspection close out.pdf</a>)</li> </ol>	22-Feb-13
25-Mar-13	<ol style="list-style-type: none"> <li>1. Remove spill soil (from the stockpile) from top of rock lined culvert at Bow Bowing Creek Access Road adjacent to the waterway</li> <li>2. Reinstall batter and remove eroded material from bottom of batter at Huntsmore Road (<a href="#">SFL 130325.pdf</a>)</li> </ol>	<ol style="list-style-type: none"> <li>1. The Contractor removed boulders from the sediment fence. The straw bales were kept in situ to act as additional control. Sediment fencing was realigned to provide better protection to culvert.</li> <li>2. Contractor stabilised batter and removed sediment (<a href="#">130325 EMR Inspection Close Out.docx</a>)</li> </ol>	10-Apr-13

## 4.6 SPOIL AND FILL

### 4.6.1 Environmental Controls

During the reporting period, spoil and fill controls and monitoring were conducted as required by SoCs [57](#) and [58](#). Controls are contained in the Spoil and Fill Management Sub-Plan (SFMS): [SSFL Spoil & Fill 090219.pdf](#).

The SFMS is a stand-alone document that is fully integrated with, and intended to be read in conjunction with the Erosion and Sediment Control Sub Plan (ESCSP) - [SSFL Erosion & Sediment Control 20090710.pdf](#) - and the Soil and Water Management Sub Plan (SWMS) - [SSFL Soil & Water 20090710.pdf](#).

The SFMS requires:

- The locations of major (defined as a volume greater than 500 cubic metres) spoil stockpiles;

- The source of imported fill material and where it will be stockpiled and used;
- Methods to re-use or dispose of excess or unsuitable spoil material including estimated volumes and disposal sites;
- The following general stockpile management measures:
  - Construct erosion and sediment controls around stockpiles and immediately down-slope of any excavation areas to minimise siltation and sedimentation;
  - Separately stockpile different materials;
  - Separate different soil and earth layers to minimise the opportunity for mixing of soil types;
  - Water (as required) soil and spoil stockpiles to keep them moist and minimise dust and wind erosion;
  - Minimise the size of stockpiles and bund or cover stockpiles at the end of each day;
  - No stockpiling of material near roadways or stormwater drains;
- The stockpile management and mitigation measures contained in Section 12.3.1 of Volume 1 of the Environmental Assessment.

Section 1.4.1 and Table 5-1 of the SFMSP state the policies in relation to maximising the re-use of material generated from construction activities.

The management objective to maximise the reuse of suitable excavated material within the project, and minimise the amount of material going to landfill was continued during this compliance period. Only contaminated material, material classified as general solid waste, or material not suitable for reuse was sent to landfill. The majority of imported fill was recycled material from RailCorp activities, with only small volumes of engineered fill purchased (e.g. capping fill).

In October 2009, ARTC established a large site at Wetherill Park, outside the project boundary, for the purposes of storing excavated material and also for blending excavated material in preparation for use as fill on the project. The stored material at the major stockpile sites at that time (Blue Circle Cement Plant, Minto Council Viaduct Site, Cabramatta Triangle) was moved to Wetherill Park, and Ecocycle was engaged by ARTC to operate the stockpiling and material handling at the Wetherill Park facility.

Before being sent to Wetherill Park, excavated material was tested in situ to determine suitability for reuse. An example of a validation test conducted by Parson Brinkerhoff on excavated material is provided: [Validation Test SSFL-PB-SPR-037.pdf](#)

At the Wetherill Park site, imported material from Kemps Creek Quarry (crushed rock) was blended with the excavated material from within the SSFL site to raise the CBR (California Bearing Ratio) to over 6% to allow the blended material to be used as fill within the project. This is because the excavated material generally has a CBR of 2% which is too low for direct reuse as general or shoulder fill. In addition, material was also imported from RailCorp's Chullora site for use as structural fill. A validation report for this material is provided: [Chullora Structural Fill Testing Envirolab.pdf](#).

Use of the Wetherill Park stockpile site was discontinued on 30 June 2011. While operational, all material movements were recorded: [Wetherill Park Fill Summary 29112010 to 29052011.pdf](#), [Wetherill Park Fill Register 29112010 to 29052011.pdf](#) and [Wetherill Park - Example of Final Invoice.pdf](#).

All of the major stockpile sites within the project boundary were decommissioned in mid 2011. The "Toll Yard" – an active stockpile site operating since December 2010 at Miller Road, Villawood – was shut down in October 2011. The active stockpile site at the Birrong Site Compound was discontinued. A stockpile at Casula containing some contaminated material was disposed of to licensed facilities in September and October 2011. Approximately 20,000 tonnes of material were moved offsite.

Temporary stockpile sites at Farrow Road, Campbelltown; Goldsmith Avenue, Macarthur; near Cabramatta Creek; Casula Golf Course and at the Blue Circle Cement Plant in Villawood were utilised during this compliance period. SFL maintains material movement registers for the movement of bulk materials: [Materials Movement Register.xlsx](#). All temporary stockpiles were removed from the site at the end of construction.

During the previous compliance reporting period (29 May 2012 to 29 November 2012) RailCorp requested ARTC to remove excess spoil from site. During this compliance reporting period, approximately 22,650 tonnes of excess spoil was removed from site and disposed of at landfill. The remaining 27,000 tonnes (approximately) of spoil was reused on site to create laydown areas and infill hummocky areas to facilitate maintenance of the rail corridor.

#### **4.6.2 Construction Impacts Against Predictions**

The above stockpile management measures are practiced. Wherever possible, excavated spoil and fill is reused at different sites within the project where spoil or fill is required.

ARTC's performance against the following performance criteria for the SFMSP has been maintained by close liaison between ARTC and contractors' environmental managers and other project staff; weekly visual joint inspections by ARTC and the EMR to monitor drainage lines, spoil and fill excavation, dust control and stockpile management; and inclusion of these issues in site inductions for all personnel:

- Maintain natural surface water drainage lines;
- Ensure that there is no discernable release of sediment into any waterway as a consequence of works;
- Ensure spoil and fill excavation is in compliance with excavation plans;
- Ensure that dust generation and cross-contamination of soil types in stockpiles does not occur;
- Ensure that stockpile management, and the movement of spoil and fill, minimises impacts on the environment.

These criteria are assessed daily by site staff, and weekly by ARTC and the EMR ([SFL I30227.pdf](#))

There have been no incidents of pollution of waterways due to site runoff during this compliance reporting period.

The SSFL Environmental Assessment (EA) (Parsons Brinckerhoff – April 2006) provides an approximation of cut and fill volumes required to undertake the project. The EA states that approximately 253,300 m<sup>3</sup> of fill will be required to be imported, 61,355 m<sup>3</sup> of cut material will be reused on site and 97,420 m<sup>3</sup> of cut material will be excess or unsuitable for reuse on site. At the time of writing this compliance report the SFL Alliance had not imported any material to be used as fill material. The volume of fill material reused on site and disposed of off site is expected to be larger than the volumes predicted in the EA and will be assessed at completion of the project.

#### **4.6.3 Environmental Monitoring Results**

Environmental monitoring consisted of:

- Visits by the soil conservationist to monitor / inspect erosion and sediment control issues where required;
- Checklist inspections by contractors of their own sites, for example: [2013 01 January Inspection sheet.pdf](#);
- Regular joint inspections by the EMR and ARTC of stockpile areas: ([SFL Area I I2I2I2.pdf](#))

As described in **Section 1.3.3**, ARTC developed a monthly environmental reporting checklist in collaboration with the contractor organisations: [SSFL Monthly Environmental Reporting Checklist.pdf](#). The checklist provides a



template against which each organisation can report the reuse of suitable excavated material within the construction work premises. The first use of the new reporting was in January 2011.

In this compliance reporting period, the EMR weekly inspection identified three improvement opportunities relating to spoil and fill. No non-conformances or corrective actions were identified.

## **4.7 ACID SULPHATE SOILS**

### **4.7.1 Environmental Controls**

The Acid Sulphate Soil Management Sub Plan (ASSMSP) - [SSFL Acid Sulphate Soils 20090114.pdf](#) – and appendices - [SSFL Acid Sulphate Soils - Appendices.pdf](#) - required by SoC 52 includes:

- Consistency with the Acid Sulphate Soils Manual as described in Section 2.2;
- Contingency plan in Section 4.5;
- Water quality monitoring program in Section 4.3.2;
- Assessment of the presence of acid sulphate soils in Section 2.2;
- Depth to groundwater in Appendix C;
- Measures to neutralise groundwater, contained in Section 4.1 and Appendix B;
- Details of further investigations to be undertaken in Section 4.2;
- Methods identified in Table 12.8 of Volume 1 of the environmental Assessment, identified in Table 4-1;
- Details of treatment, management and disposal options for excavated material in Section 4.3.

The 1:25,000 Acid Sulphate Soils Risk Map for Liverpool indicates two areas intersecting with the SSFL route potentially contain ASS. These areas are recognised as the crossing of Prospect Creek, and the area adjacent to the Georges River north of Liverpool Station. These areas were investigated by drilling boreholes and field testing the soils obtained. None of the field indicator tests returned positive results to either AASS or PASS and hence no samples were sent to the laboratory for confirmatory POCAS testing.

The results of the ASS testing undertaken during the Geotechnical Investigation are not deemed to be conclusive proof of the existence or absence of ASS. However, as the ASS Risk Map clearly indicates the possibility of ASS being encountered in the two areas noted above, the ASSMSP recommends that all soils excavated in these areas are considered to be ASS and managed in accordance with the management plan.

Activities requiring attention include pile foundation construction, ground improvement under abutment embankments, and ground anchoring.

Monitoring reports should be prepared by the site construction contractor and presented to ARTC at fortnightly periods during excavations within potential ASS areas. The reports should include the volumes of excavated soils within ASS areas; results of field indicator testing; areas requiring lime dosages (if encountered) and records of the work; location of treated soils; and any contingency actions required and records of their implementation.

### **4.7.2 Construction Impacts Against Predictions**

For this specific project, the hierarchy of risk control for ASS is:

1. Avoid construction in land where ASS occur;
2. If this is not possible, then avoid disturbing land where ASS are present;
3. If this is not possible, then prevent oxidation of the sulphides;

4. If this is not possible, then allow oxidation of the sulphides, but neutralise the acid as it is produced.

Since only limited areas are considered to be at risk of containing ASS, the ASSMSP proposes that a testing regime of excavated soils be put in place to detect the presence of ASS. Where encountered, the ASS material and/or groundwater is to be blended with sufficient neutralising buffer as required and where possible time of exposure will be minimised to reduce the potential for sulphide oxidation. A mitigation strategy based on this assumption is presented within Section 4.3 of the ASSMSP. Mitigation includes soils treatment, and water testing, containment and treating.

ARTC's performance against the performance criterion for ASS in the Soil and Water Management Sub Plan - [SSFL Soil & Water 20090710.pdf](#) includes ensuring ASS management measures are in place prior to disturbance of soils in locations mapped as being acid sulphate prone soils. This is achieved by implementing the above described hierarchy of risk control for ASS with contractors' environmental managers and project managers.

Construction activities did not encounter ASS during this compliance reporting period.

### 4.7.3 Environmental Monitoring Results

There were no reported occurrences of ASS in the reporting period. Any discoveries of ASS would be reported via the Contamination Incident Checklist and the Monthly Environmental Reporting Checklist, as described in **Section 1.3.4**.

In this compliance reporting period, the EMR weekly inspection identified no non-conformances, corrective actions or improvement opportunities relating to acid sulphate soils, as detailed in **Table 4-1**.

## 4.8 SURFACE WATER AND GROUNDWATER

### 4.8.1 Environmental Controls

The construction of the SSFL had the potential to affect surface water and groundwater quality. To mitigate this, CoA [61](#) required the preparation of a Soil and Water Management Sub Plan ([SSFL Soil & Water 20090710.pdf](#)), an Erosion and Sediment Control Sub Plan ([SSFL Erosion & Sediment Control 20090710.pdf](#)), a Groundwater Management Sub Plan ([SSFL Groundwater Sub Plan 090225.pdf](#)) and a Surface and Groundwater Monitoring Program.

During the various stages of the project's construction, the potential for erosion is ever-present on site due to vegetation clearance, ground disturbance and the temporary alteration of drainage paths. Construction activities that create erosion potential include excavation, drainage works, bridge works, fill placement and stockpiling. On-site erosion could generate coarse and suspended sediment that would, if not managed correctly, adversely affect water quality in local and regional waterways, land and river use, and ecological systems.

The focus of water quality control during the reporting period was on minimising impacts on downstream waterways.

Environmental controls that were adopted include:

- Implementation of the Erosion and Sediment Control Sub Plan (see **Section 0** above), including related surface water monitoring;
- Quarterly groundwater monitoring and reporting;
- Maintenance of site controls;
- Management of waste water.

## 4.8.2 Construction Impact Against Predictions

Waterways at risk from immediate contamination from the SSFL Project include the Georges River, Prospect Creek, Cabramatta Creek, Glenfield Creek, Bow Bowing Creek and other watercourses. The greatest potential source of pollution was seen to be sediment laden runoff from exposed earthworks (**Table 4-9**). Accidental spillages are also considered some threat to the quality of water.

Construction related changes to groundwater could affect surrounding bore users, groundwater dependent ecosystems and species, or existing and project related structures and infrastructure within and adjoining the rail corridor. ARTC constructed four monitoring bores (three for water monitoring and one for gas monitoring) adjacent to the **Glenfield Waste Disposal Facility** to replace four Waste Facility monitoring bores to be decommissioned when the Glenfield Flyover is constructed. Parsons Brinkerhoff undertook the comparative monitoring and assessment study, as discussed in **Section 4.8.3**.

ARTC sought approval from the EPA to replace the original bores on 12 May 2011: [20110512 ARTC letter to OEHL re PB monitoring report.pdf](#). The EPA granted approval to replace the original bores on 29 September 2011: [20110929 Letter from OEHL re EPL 4614.pdf](#). The EPA confirmed that the original bores could be decommissioned on 17 November 2011: [20111117 RE Glenfield Waste Disposals.msg](#).

The bores were decommissioned on 5 May 2012 to the EPA's requirements, as reported by Parsons Brinkerhoff: [20120601 PB re SSFL Well Decommissioning\[1\].pdf](#).

**Table 4-9: Predicted versus Actual Water Quality Impacts**

Predicted Impacts	Actual Impacts
Bridge piers being constructed in close proximity to creeks	All bridge pier construction in close proximity to creeks was completed prior to this reporting period. No negative impact has been identified through the water quality monitoring or site inspections.
Removal of riparian vegetation	Riparian vegetation has been protected for the reporting period with no impacts on water quality.
Earthworks	No major earthworks were undertaken throughout the eighth compliance period. All controls for the protection of the waterways were established in the early phases of construction and continue to be maintained for the duration of construction, including any sites that have been decommissioned.

## 4.8.3 Environmental Monitoring Results

### Parsons Brinkerhoff Groundwater Monitoring

The groundwater monitoring program is outlined in Section 6 of the Groundwater Management Sub Plan, with monitoring on a quarterly basis. In 2009, two groundwater bores were moved due to a clash with SSFL construction works. Parson Brinkerhoff was engaged to move the bores, including decommissioning of the existing bores and drilling, construction and licensing of the new bores. The Parsons Brinkerhoff proposal to undertake this work is provided: [20090812 - PB Proposal replacement MW \(LT\\_4948 aug09\).pdf](#).

At the end of the last compliance reporting period, one groundwater monitoring bore was repaired due to damage from construction and one groundwater bore was replaced: [2114406C Drilling Completion Report\\_Dec2012.pdf](#).

The quarterly groundwater monitoring reports by Parsons Brinkerhoff from February and April 2013 are evidence of the groundwater monitoring program: [201302 SSFL GW Monitoring Report.pdf](#) and [201304 SSFL GW Monitoring Report.pdf](#). No other contractors conducted groundwater monitoring.

Parsons Brinkerhoff's February and April reports summarise the findings from the 1 and 7 February 2013 and 29 April 2013 groundwater sampling events against the Groundwater Management Sub Plan performance criteria:

February 2013 Monitoring Event:

- During the February and April 2013 monitoring event the standing water level, water quality field parameters, total petroleum hydrocarbon (TPH) and benzene, toluene, ethylbenzene and xylenes (BTEX) concentrations, dissolved metals and the parameters indicating groundwater's aggressiveness to concrete were assessed;
- The results were compared to baseline data (October / November 2008) and to the results from the previous sixteen (for February) and seventeen (for April) monitoring events (between January 2009 to October 2012 and February 2013 respectively);
- Observed groundwater levels were comparable to levels recorded during the previous monitoring events in all monitoring bores. The largest fluctuation occurred at RepMW4, but remains within the historical range;
- The electrical conductivity (EC) of groundwater at RepMW5 remains elevated compared to other monitoring bores. This is considered to reflect the naturally variable water quality within the Wianamatta Shale and does not reflect impacts from site activities;
- At all locations, zinc concentrations were above the ANZECC (2000) guideline criteria, but within the range commonly observed in natural groundwater within the Wianamatta Shale. In February, a decrease of all dissolved metal concentrations from the previous sampling event were noted, especially zinc and copper in comparison to the October 2012 sampling. In April, similar dissolved metal concentrations were observed to the February sampling event apart from chromium, copper and nickel concentrations in RepMW2 and copper in RepMW3;
- In February, low concentrations of TPH and toluene were detected at RepMW2. These detections are consistent with minor impacts from fuel such as diesel. BTEX and TPH fractions were below the laboratory limit of reporting at all other bores. In April, TPH's were not detected in any of the monitoring bores. BTEX compounds were below the laboratory limit of reporting at all bores except RepMW2 with 10ug/L
- Parameters to assess aggressiveness to concrete have fluctuated since monitoring began and vary across site. Groundwater is assessed to be mildly to severely aggressive to concrete primarily attributed to elevated lime dissolving carbonic acid levels and low pH. Groundwater at RepMW5 is the most aggressive to concrete.

## EMR Inspections

In this compliance reporting period, the EMR weekly inspection identified two corrective actions and two improvement opportunities relating to surface and groundwater, as detailed in **Table 4-1**. No non-conformances were identified.

A summary of the corrective actions issued by the EMR relating to surface and groundwater, the response by ARTC and the Contractor to this corrective action and the close-out date is provided in **Table 4-10** below.

**Table 4-10: Corrective Action Summary – Surface and Groundwater**

Date Raised	Issue	Response	Date Closed
15-Jan-13	<ol style="list-style-type: none"> <li>1. Increase the capacity of the potholing ponds to minimise potential for material overflow</li> <li>2. Relocate the portaloo to a suitable location away from stormwater drains or drainage lines</li> </ol> <a href="#">( SFL Area 3 130115.pdf)</a>	<ol style="list-style-type: none"> <li>1. The potholing ponds have been closed for use for waste disposal.</li> <li>2. The Contractor removed the portaloo from the area near the stormwater drain.</li> </ol> <a href="#">(130115 EMR Inspection close out.pdf)</a>	13-Feb-13

## 4.9 AIR QUALITY

### 4.9.1 Environmental Controls

The dust control measures employed on the SSFL project are as identified in Table 6 of the Dust Management Sub Plan ([SSFL Dust Management 20090114](#)). These controls include:

- Using water carts to control dust emissions during works and keeping exposed excavation surfaces dampened to control dust generation;
- Ensuring vehicle speeds within the worksite areas are kept to a minimum;
- Preventing and where necessary cleaning any dirt tracked onto public roadways from construction vehicles;
- Covering spoil loads and securing tailgates prior to trucks leaving the worksite;
- Being prepared to cease/ modify work practices if excessive dust generation from construction activities occurs (e.g. from high winds, surface dirt accumulation etc), until dust emissions can be controlled. This action was not required during the reporting period;
- Conducting regular visual inspections of worksites to assess effectiveness of dust control measures.

In addition, Table 6 in the Plan identifies a number of controls that relate to the minimisation of emissions to reduce emission impacts associated with construction activities.

One dust related complaint was made by the community during the period 29 November 2012 to 2 August 2013. Refer to **Section 5.2** for a summary of all complaints in this compliance reporting period.

### 4.9.2 Construction Impacts Against Predictions

Table 4 of the Dust Management Sub Plan outlines the deposited dust level objective for the project, being 4 g/m<sup>2</sup>/month. A number of controls have been implemented at each site as outlined in the Dust Management Sub Plan. The comprehensive dust monitoring program outlined in Section 4.9.3 of the Plan is the main strategy to measure compliance with the dust objective. There have been seven exceedences of the dust level objective in this compliance period, as shown in **Table 4-11**.

### 4.9.3 Environmental Monitoring Results

Dust monitoring has been undertaken for the eight months of construction as required by condition M4.5 of the EPL. Dust monitoring methods are in accordance with the DEC guideline "Approved Methods for Sampling and Analysis of Air Pollutants in NSW", which is attached as Appendix A to the Dust Management Sub Plan. The monitoring devices are left unattended each month to collect all deposited dust, which may result from both

ARTC works and outside sources. Dust monitoring was conducted by the SFL during this compliance reporting period. The EPA may request these dust monitoring reports at any time under R4.5 of the EPL.

Weather monitoring is also conducted, and reported on in the EPL reports. Weather stations were in place at two locations since February 2009, with one at Llewellyn Avenue, Villawood and the other at Manning Street, Warwick Farm. These weather stations monitored wind conditions (wind direction and speed) as well as temperature and humidity. The Warwick Farm weather station was decommissioned in November 2010 following ARTC's application to amend Section 6 of the CEMP Dust Management Sub Plan to operate only one weather station, at Villawood, to mid 2011 ([20101112 Letter to DoP - SSFL Dust Management Sub Plan.pdf](#)). The request was made as the project has a tighter geographic focus in the northern section for 2010/11. DoPI approved the change to the CEMP Dust Management Sub Plan on 26 November 2010 ([20101126 Approval for Condition 13 revised Dust Management Plan approval.pdf](#)).

During December 2011 two additional weather monitoring station were established in the Minto Compound at Montore Road, Minto and at the Glenfield Compound, Glenfield Road, Glenfield due to the shift in construction work to the central and southern areas of the project. The Villawood weather monitoring station remained in place until June 2013, when it was decommissioned, with EPA approval, with the demobilisation of the Villawood Compound. In mid February 2013 the weather monitoring station at Glenfield Compound was moved to a more suitable location adjacent the southern viaduct due to the closure and rehabilitation of the Glenfield Compound.

## **SFL**

Environmental Monitoring Services (EMS) monitored dust deposit gauges on stands, according to AS/NZS 3580.10.1:2003, inside the railway corridor at 12 locations coinciding with areas of SFL's works during this compliance period. These areas are:

- (1) Cabramatta Stroud Park (upside 29,656km) (operational since Thursday 12 January 2012);
- (2) North of Glenfield compound, adjacent park (upside 40,434km) (operational between Thursday 15 December and Thursday 12 January and since Monday 16 January 2012);
- (3) Georges River embankment (downside 39,484km) (operational since Monday 16 January 2012);
- (4) Creek crossing adjacent to Victoria Park (upside 48,749km) (operational since February 2012);
- (5) Warwick Farm, Peter Warren Car Yard (29,915km) (operational since 17 May 2012);
- (6) Villawood Logistics Compound (downside, 24.480km) (operational since 25 May 2012);
- (7) South Warwick Farm Compound (downside, 30.674km) (operational since 21 September 2012);
- (8) Buckland Road, Zone 4 (37.920km) (operational since 27 June 2012);
- (9) Casula Powerhouse Car Park (38.560km) (operational since 27 June 2012);
- (10) Macarthur Square and Railway Station (56.350km) (operational since 27 June 2012);
- (11) Stanley Road, Ingleburn, Upside (46.153 km) (operational since 19 November 2012); and
- (12) Minto Railway Station and Shopping Village (49.593km) (operational since 27 June 2012).

These locations were chosen as they are near the residential premises, or sensitive receivers, that are potentially the most exposed to air pollution (dust) from construction of the second stage of the Southern Sydney Freight Line.

The deposit gauges were used to monitor dust at the locations listed above for the following periods:

- Monday 19 November 2012 to Monday 17 December 2012, (deposited matter December 2012);
- Monday 17 December 2012 to Wednesday 16 January 2013 (deposited matter January 2013);

- Wednesday 16 January 2013 to Thursday 14 February 2013 (deposited matter February 2013);
- Thursday 14 February 2013 to Friday 15 March 2013 (deposited matter March 2013);
- Friday 15 March 2013 to Friday 12 April 2013 (deposited matter April 2013);
- Friday 12 April 2013 to Monday 13 May 2013 (deposited matter May 2013);
- Monday 13 May 2013 to Wednesday 12 June 2013 (deposited matter June 2013);
- Wednesday 12 June 2013 to Wednesday 10 July 2013 (deposited matter July 2013); and
- Wednesday 10 July 2013 to Tuesday 13 August 2013 (deposited matter August 2013).

The EMS reports contain all measurements for this compliance period: [12 12 Dec - EMS12 1297 Dust Deposition Report 21 12 12.pdf](#); [13 01 Jan - EMS13 1337 Dust Deposition Report 21 01 13.pdf](#); [13 02 Feb - EMS13 1424 Dust Deposition Report 26 02 13.pdf](#); [13 03 Mar - EMS13 1492 Dust Deposition Report 25 03 13.pdf](#); [13 04 Apr - EMS13 1566 Dust Deposition Report 19 04 13.pdf](#); [13 05 May - EMS13 1654 Dust Deposition Report 27 05 13.pdf](#); [13 06 Jun - EMS13 1710 Dust Deposition Report 17 06 13.pdf](#); [13 07 Jul - EMS13 1784 Dust Deposition Report 18 07 13.pdf](#); [13 08 Aug - EMS13 1857 Dust Deposition Report 16 08 13.pdf](#) Table 4-11 includes the results for dust monitoring for the SFL Alliance monitoring sites for the nine months of construction. The dust objective of 4 g/m<sup>2</sup>/month was exceeded on ten occasions.

The ten exceedences can be explained by a number of reasons including:

- In December 2012 and January 2013, dry weather was predominant which was the likely cause of high dust levels in some areas;
- In January 2013 the level in the dust gauge located at the north of Glenfield Compound was significantly elevated and can be attributed to the high vehicular traffic in this area as well as the large areas of ground preparation works during the process of final treatment and landscaping as areas began to be closed;
- In both January 2013 and February 2013 levels in the dust gauge located at Georges River embankment were elevated which was most likely attributed to the newly excavated landfill adjacent to the dust gauge as the majority of works had ceased within this area. This dust gauge will now be removed from this location as works are now completed in this area.
- In March 2013 the dust objective was exceeded by approximately four and a half times. This is most likely attributed to finalisation works associated with closing the site which included spoil removal, levelling of the site and final landscaping treatment.
- In April 2013 the dust objective was exceeded at Villawood Logistics Compound by approximately 2.5 times. This is most likely attributed to an increase in large vehicle movements on site used in the process of site demobilisation as well as the site being stripped and cleared and waste removed in preparation for turfing and final treatment works undertaken when closing the compound.
- In August 2013 the dust objective was just exceeded at Casula Powerhouse Car Park. This is most likely attributed to warmer and dryer weather in July-August, an increase in large vehicle movements on site used in the process of Casula Compound site demobilisation, and the site being stripped, cleared and waste removed in preparation for turfing and final treatment works undertaken when closing the compound.

**Table 4-11: Dust Monitoring Results**

Site	Total Suspended Solids g/m <sup>2</sup> /month								
	Dec 12	Jan 13	Feb 13	Mar 13	Apr 13	May 13	June 13	July 13	Aug 13
Cabramatta Stroud Park (upside 29,656km)	5.52**^	-	-	-	-	-	-	-	-
North of Glenfield compound, adjacent park (upside 40,434km)	12.47**	17.85**	4.027**^	-	-	-	-	-	-
Georges River embankment (downside 39,484km)	2.86	5.37**	1.8613^	-	-	-	-	-	-
Creek crossing adjacent to Victoria Park (upside 48,749km)	2.98	4.03**^	-	-	-	-	-	-	-
Warwick Farm, Peter Warren Car Yard (29,915)	2.22	1.5	2.5169^	-	-	-	-	-	-
Villawood Logistics Compound (downside, 24.480km)	2.55	3.53	1.0711	2.04	6.83**	0.75	1.47^	-	-
South Warwick Farm Compound (downside, 30.674km)	9.57**	3.97	3.5178	18.60**	1.62	2.11	1.43^	-	-
Buckland Road, Zone 4 (37.920km)	1.21^	-	-	-	-	-	-	-	-
Casula Powerhouse Car Park (38.560km)	2.06	2.79	2.177	2.38	1.95	2.95	1.49	1.6	4.75**
Macarthur Square and Railway Station (56.350km)	2.77	3.55	2.154	1.60	1.39	1.68	1.58^	-	-
Minto Railway Station and Shopping Village (49.593km)	1.31	1.98	1.9433^	-	-	-	-	-	-
Stanley Road, Ingleburn, Upside (46.153 km)	1.82	2.39^	-	-	-	-	-	-	-

^ Dust gauges were discontinued after this month.

\*\* Criteria exceeded.

SFL undertakes regular checks of dust control implementation and effectiveness at their construction sites: [2013 02 Feb Inspection sheet.pdf](#) and [2013 02 Feb Inspection sheet \(2\).pdf](#).



In addition to checks related to dust control, there are also a number of checks undertaken on plant and equipment to ensure emissions are controlled. SFL ([Daily Site Plant Checklists - SFL.pdf](#)) undertake such checks. Contractors also maintain plant registers: [Plant Procurement Log 001 - 500.xlsx](#).

The EMR's inspections and inspection reports also include assessment of dust control measures, and identify corrections where appropriate. For example, the report dated 15 August 2012: [SFL Area 2 I2I2I7.pdf](#).

In this compliance reporting period, the EMR weekly inspections identified one corrective action, and no improvement opportunities or non-conformances relating to air quality, as detailed in **Table 4-1**.

A summary of the corrective action issued by the EMR relating to air quality, the response by ARTC and the Contractor to this corrective action and the close-out date is provided in below **Table 4-12**.

**Table 4-12: Corrective Action Summary – Air Quality**

Date Raised	Issue	Response	Date Closed
25-Mar-13	Cover fly ash on ground surface with suitable material to reduce potential for dust generation ( <a href="#">SFL I30325.pdf</a> )	Contractor mixed the fly ash and covered it with DGB  ( <a href="#">I30325 EMR Inspection Close Out.docx</a> )	2-Apr-13

## 4.10 GREENHOUSE GASES AND SUSTAINABLE ENERGY

### 4.10.1 Environmental Controls

Six monthly energy audits (green power or other) of the SSFL Project are required as described by [SoC63](#). Furthermore, ARTC's contractors must use electrical energy derived from a renewable energy source accredited by the National Green Power Accreditation Steering Group (or equivalent) for the supply of at least 50% of the on-site electrical energy requirements for the Project's Construction if possible ([CoA67](#)).

Contractors' power consumption data obtained for this compliance period is presented in **Section 4.10.3**. As the majority of contractors' sites for the SSFL project utilise power from generators rather than from mains electricity due to the locations of the sites, it is often not possible for the contractors to purchase green power from mains providers.

In January 2011, 3ARail re-approached their energy provider, Energy Australia, and were advised that they could purchase green power for their main site compound, located at Teresa St, Birrong: [Change of Account Notice 3ARail 20110117.pdf](#).

3ARail's other sites either utilise diesel generator power, or are of such a small size that Energy Australia does not meter the sites, but provides an estimated bill. 3ARail advises ARTC that it is not possible for green power to be purchased from electricity providers for unmetered sites.

### 4.10.2 Construction Impacts Against Predictions

As described in [SoC 63](#), promotion of energy efficient work practices on the SSFL Project is the responsibility of the Contractors. As noted above:

- As the majority of contractors' sites for the SSFL project utilise power from generators rather than from mains electricity due to the locations of the sites, it is often not possible for the contractors to purchase green power from mains providers;
- 3ARail successfully converted to green power at their main site compound, located at Teresa St, Birrong: [Change of Account Notice 3ARail 20110117.pdf](#).

Contractors are undertaking many of the measures to comply with this condition, including:

- Implementing energy efficiency procedures and guidelines;
- Conducting internal training to increase awareness of energy conservation requirements and methods ([SSFL Environment and Communications Presentation Gartner Rose January 2011.ppt](#));
- At all sites deriving power from diesel generators, switching off all generators at the end of each work day to ensure no air conditioning, lights, or office equipment is left on or running overnight;
- Minimising night-time works ([SFL Induction Environment\\_SP 110921.pptx](#));
- Switching off idle equipment;
- Ensuring energy efficient and waste management procedures are complied with;
- Conducting regular maintenance of plant and equipment to ensure machinery operates at optimum efficiency – refer to SoC [62](#);
- Programming Construction works to minimise handling of Construction materials;
- Salvaging suitable excavation material for re-use – refer to SoC [58](#);
- Ordering exact calculated quantities of materials required and limiting materials packaging;
- Clearly identifying and separating recyclable materials;
- Recycling materials. SFL's material movement registers tracks movements of vegetation, concrete, fill, metal and general waste to be recycled: [Area 1 Waste Database.xlsx](#); [Area 2 Waste and Resource Use Database.xlsx](#) and [Area 3 Waste Database.xlsx](#);
- Providing paper (both standard and secure) recycling at the main SFL Alliance office, and at site compounds. The SFL has provided examples of recycling invoices ([SFL Veolia Recycling Invoices.pdf](#))
- Providing container and printer toner recycling facilities in the main SFL Alliance office.

ARTC continued to work with Contractors to ensure that measures taken to promote energy efficiency as outlined by this condition are documented and reported to ARTC.

#### 4.10.3 Environmental Monitoring Results

During this compliance period SFL has recorded its power consumption at the SFL Alliance main office; evidence of this usage is provided in the form of electricity bills ([SFL Liverpool Office - Electricity August to November 2012.pdf](#)). Currently SFL does not use 50% renewable energy for construction as it is not available. SFL also maintains a register of diesel usage ([FTC Claim Form Jan 2013.xlsx](#) and [FTC Claim Form October-December 2012.xlsx](#)).

ARTC is improving the monitoring of power consumption and the documentation of power consumption to meet the condition requirement ([CoA67](#)). As part of the process of continuous improvement described in **Section 1.3.4**, the ARTC monthly environmental reporting checklist directs contractors to report on their power consumption and energy efficiency measures.

In this compliance reporting period, the EMR weekly inspection identified no non-conformances, corrective actions or improvement opportunities relating to greenhouse gases and sustainable energy, as detailed in **Table 4-1**.

## 4.11 HAZARD AND RISK

### 4.11.1 Environmental Controls

The Hazard and Risk Management Sub Plan ([SSFL Hazard & Risk Sub Plan 20080715](#)) identifies a number of hazards and risks for the SSFL project. These include:

- Oil, fuel and chemical spills;
- Contamination of soil, air or water due to inappropriate storage or disposal of oil or chemicals;
- Minimising disturbance of contaminated soil, water or Acid Sulphate Soils;
- Construction safety issues.

This section focuses on the environmental controls rather than the safety related controls, as is required by the wording of CoA 10.

Section 5 of the Hazard and Risk Management Sub Plan outlines the various mitigation measures identified to address the potential environmental impacts identified in Section 4 of the Sub Plan. Mitigation measures for environmental impacts include:

- Undertake a final hazard analysis (FHA) prior to construction (Refer to CoA [68](#)). DoPI approved the FHA and the peer review on 19 September 2008: [Approval of CoA68 and CoA69](#);
- Preparation and implementation of an Acid Sulphate Soils Management Sub Plan (Refer to SoC [52](#)). The Acid Sulphate Soil Management Sub Plan dated 14 January 2009 ([SSFL Acid Sulphate Soils 20090114](#)) and appendices ([SSFL Acid Sulphate Soils - Appendices](#)) were submitted to DoPI on 14 January 2009;
- Undertake a Phase I contamination assessment along the SSFL route (Refer to SoC [99](#)). The Phase I contamination assessment is dated 26 September 2008: [SSFL Phase I Assessment Report](#);
- Prepare a Contamination Management Plan that includes an Asbestos Management Plan. ARTC developed a Contamination Management Plan which was finalised and distributed in September 2009. Briefings were held with all relevant contractors on the implications of the Plan. The Plan aimed to provide additional detail to that included in the Hazard and Risk Management Sub Plan. The Plan is provided: [SSFL Contamination Management Plan.pdf](#);
- Safe storage of all fuel, oil and chemicals stored on SSFL construction sites. These are checked regularly by both ARTC and contractors, as described in Section 4.11.3 below.

### 4.11.2 Construction Impacts Against Predictions

ARTC's performance against the following performance criteria for the Hazard and Risk Management Sub Plan has been maintained by close liaison between ARTC and contractors' safety and environmental managers and other project staff; weekly visual joint inspections by ARTC and the EMR to monitor spills, contamination, disturbance and safe working practices; and inclusion of these issues in site inductions for all personnel:

- No fuel/oil and other chemical spills;
- No contamination of soil or groundwater from site activities;
- Minimise disturbance of potentially contaminated soil, surface and groundwater and acid sulphate soils; and
- No incursion into the railway safety zone by construction equipment or personnel unless under the appropriate safe-working regime.

The various mitigation measures identified in Section 5 of the Hazard and Risk Management Sub Plan have been regularly implemented. As a result, there were no major spills or contamination events due to leaks in this compliance period.

Asbestos contaminated soil has been encountered within the rail corridor as detailed in **Table 4-13** below. Asbestos contaminated soil is being managed to appropriate guidelines.

**Table 4-13: Asbestos Contamination**

Date	Location	Chainage	Quantity	Treatment / Details of Contamination	Disposal Location
21 Dec 12	Glenfield Compound	39.700	10m <sup>3</sup>	A total of three soil samples and three fibre cement samples were collected from the subject area.  Asbestos was detected within all three of the fibre cement samples and in one of the soil samples.	Removed from site by BREFNI to Blacktown for disposal
1 Feb 13	Farrow Road – Campbelltown Frames and Trusses Culvert	55.150	50m <sup>3</sup>	A total of four soil samples and two fibre cement samples were collected from the subject area.  Asbestos was detected within the fibre cement samples collected. No asbestos was detected within any of the soil samples collected.  Five additional samples taken during removal and no asbestos detected.  Stockpile removed under waste transfer documentation.	Removed from site by BREFNI to Blacktown for disposal
31 Jan 13	Wattle Avenue	25.250	Unknown	A total of two soil samples and two fibre cement samples were collected from the subject area.  Soil contained no asbestos.  Five additional samples taken during removal and no asbestos detected.  Stockpile removed under waste transfer documentation.	Removed from site by BREFNI to Blacktown for disposal

### 4.1.1.3 Environmental Monitoring Results

Contractors undertake regular assessments of hazards and risks including:

- SFL: [WEAC 20121129\\_001.pdf](#); and
- Invensys: [SSFL2\\_Hydro Excavation\\_04-051212.pdf](#)

In this compliance reporting period, the EMR weekly inspection identified no improvement opportunities, corrective actions or non-conformances relating to hazard and risk, as detailed in **Table 4-1**.

## 4.12 BUILT AND INDIGENOUS HERITAGE

### 4.12.1 Environmental Controls

The Built Heritage Management Sub Plan (BHMSPP) ([SSFL Built Heritage Sub Plan 20090114](#)) addresses each of the condition requirements:

- (a) The BHMSPP contains details of the built heritage and archaeological investigations undertaken for the SSFL project in Section 1.4. The required approvals are shown in Table 2-1 in the BHMSPP;
- (b) Procedures to be followed during construction if historical relics are discovered are outlined in Section 1.5 of the BHMSPP;
- (c) The awareness program for site personnel is described in Section 1.5 of the BHMSPP;
- (d) The Interpretation Strategy is described in Section 1.6 of the BHMSPP;
- (e) The minimisation of impacts to heritage items is outlined in Section 4 (the impacts) and Section 5 (the mitigation measures) of the BHMSPP.

The Aboriginal Heritage Management Sub Plan (AHMSPP) ([SSFL Aboriginal Heritage Sub Plan 090220](#)) includes:

- (a) Table 5-1 which outlines the archaeological investigations to be undertaken. Table 2-1 of the AHMSPP outlines the licences and approvals required;
- (b) The procedures to be followed if previously unidentified Aboriginal objects are discovered during construction are shown in Table 5-1 of the AHMSPP;
- (c) Table 5-1 which details the education program included in the induction for construction personnel.

### 4.12.2 Construction Impacts Against Predictions

ARTC's performance against the following performance criteria for the BHMSPP and the AHMSPP has been maintained by close liaison between ARTC and contractors' environmental managers and other project staff:

- Manage built heritage items, artefacts and historical relics that might be impacted by the construction of the SSFL with due diligence and in accordance with the requirements of the NSW Heritage Act 1977 as amended;
- Ensure items of built heritage and artefacts are not damaged, and historical relics are not disturbed during pre-construction, construction and post-construction;
- Manage the site identified as SSFL 1 to avoid damage to or destruction of Aboriginal heritage items, and protect the heritage value of the site;
- Protect or salvage the item at SSFL 2 to ensure it is handled appropriately;
- Avoid damage to or destruction of additional identified items of Aboriginal heritage;
- Ensure any additional identified sites/artefacts of Aboriginal heritage significance are managed throughout the project in accordance with legislative requirements.

The various awareness and mitigation measures identified in both the BHMSPP and the AHMSPP have been implemented. All project personnel were made aware of the conditions for protecting Built and Indigenous Heritage through ARTC's induction program for the project.

One unexpected historical item was encountered during this compliance period, as described in **Section 4.12.3**.

There were no instances of previously unidentified Aboriginal objects being discovered during construction in this compliance reporting period.

### 4.12.3 Environmental Monitoring Results

As described in **Section 1.3.4**, with the changes to the program for delivery commenced in September 2010, ARTC developed a monthly environmental reporting checklist in collaboration with the contractor organisations: [SSFL Monthly Environmental Reporting Checklist.pdf](#). The checklist provides a template against which each organisation can report each month, including reporting historical relics and Aboriginal objects.

Contractors also maintain heritage checklists including:

- SFL Area 1: [2013 01 January Inspection sheet.pdf](#)
- SFL Area 2: [12.12.03 Weekly Activities Checklist.pdf](#)
- SFL Area 3: [WEAC 20121129\\_001.pdf](#)

One unexpected historical item was encountered during this compliance reporting period; a brick arch culvert was discovered in Macarthur. An archaeologist inspected the site and completed all required documentation prior to construction works commencing. All documentation was sent to the ARTC Heritage Manager as required: ([Call Out Inspection No. 6 310113.pdf](#) and [Photographic Archival Recording - Brick Arch Culvert Campbelltown Macarthur.pdf](#)).

There were no instances of previously unidentified Aboriginal objects being discovered during construction in this compliance reporting period.

In this compliance reporting period, the EMR weekly inspection identified no non-conformances, corrective actions or improvement opportunities relating to built and indigenous heritage, as detailed in **Table 4-1**.

## 4.13 WASTE MANAGEMENT AND RECYCLING

### 4.13.1 Environmental Controls

The Waste Management Sub Plan ([SSFL Waste Management Sub Plan 090219](#)) completes the requirements addressed in SoC [100](#). It addresses the management of wastes during the Construction stage in accordance with the NSW Government's Waste Reduction and Purchasing Policy. The Sub Plan identifies requirements for:

- The application of the waste minimisation hierarchy principles of avoid/reduce/reuse/recycle/dispose;
- Waste handling and storage;
- Disposal of wastes. Specific details must be provided for cleared vegetation, contaminated materials, glass, metals and plastics, hydrocarbons (lubricants and fuels) and sanitary wastes;
- Any waste material that is unable to be re-used, re-processed or recycled will be disposed at a facility approved to receive that type of waste.

Railway construction has the potential to generate a range of waste materials due to activities such as:

- Clearing of vegetation;
- Demolition of structures and redundant roads;
- Replacement of utilities and services that cross the Railway corridor;
- Demolition and replacement of rail infrastructure, which can lead to the generation of asbestos contaminated soil;
- Management of contaminated soils and material unsuitable for engineered fill;
- Purchasing large quantities of packaged materials;
- Installation of infrastructure and new road infrastructure;

- Plant and equipment maintenance;
- Concrete batch plant operations;
- Curing of concrete pavements;
- Office and crib hut activities and sanitary facilities;
- Decommissioning of the site.

The waste management hierarchy (see the Waste Management Sub-plan for further details) based on the principles 'Avoid, Reduce, Reuse, Recycle, Dispose' was continually implemented during the reporting period to manage any possible wastes generated.

Employees and site personnel were reminded of the importance of these strategies and the recycling facilities available during the reporting period through ARTC and contractor inductions ([SFL Induction Environment\\_SP 110921.pptx](#), [SSFL Joint Induction - FINAL June 11.ppt](#); [ArengoSSFL Induction Handout.doc](#)), training presentations ([SSFL Environment and Communications Presentation Gartner Rose January 2011.ppt](#)), toolbox training and other communication methods.

Tables 5, 6 and 7 in the Waste Management Sub Plan identify numerous waste management strategies and controls. Table 6 arranges actions into the categories of "avoid", "reduce", "reuse", "recycle" and "dispose". Table 7 splits the controls into specific waste streams for the waste categories general waste and litter, green waste, building waste, construction waste, hazardous waste, wastewater, and workshop waste.

#### **4.13.2 Construction Impacts Against Predictions**

No specific waste quantities are predicted in the Waste Management Sub Plan. Recycling targets have been established for the project and are outlined in the Sub Plan with the aim to maximise the quantity of material that can be recycled during the construction phase. These targets are:

- 100% of waste oil and lubricants to be collected for recycling;
- 100% of cleared vegetation to be reused in revegetation, or other beneficial reuses such as sediment control and habitat recreation;
- No material that is commercially recyclable is to be disposed to landfill;
- All cut is to be reused as general fill for embankments, unless contaminated;
- Collected runoff water to be used for dust suppression, in preference to drawing water from watercourses or potable supplies;
- 100% of weed free topsoil to be recovered for reuse in landscaping and revegetation; and topsoil from threatened species areas to be salvaged for reuse in translocation program.

ARTC will continue to work with Contractors to ensure that measures taken by them to promote waste management and recycling as required by this condition are documented and reported to ARTC. Performance for contractors against the above targets will be reported on in future Construction Compliance reports.

#### **4.13.3 Environmental Monitoring Results**

Contractors have provided evidence of site recycling and waste management practices:

- SFL's material movement registers track movements of vegetation, concrete, fill, metal and general waste to be recycled: [Area 1 Waste Database.xlsx](#); [Area 2 Waste and Resource Use Database.xlsx](#); and [Area 3 Waste Database.xlsx](#)

**Section 4.6** contains details of the reuse of excavated material within the SSFL project, including descriptions of the spoil and fill management and evidence of reuse.

In this compliance reporting period, the EMR weekly inspection identified two corrective actions and four improvement opportunities relating to waste management and recycling, detailed in **Table 4-1**. There were no non-conformances.

A summary of the corrective actions issued by the EMR relating to waste management and recycling, the response by ARTC and Contractors and the close-out date is provided in **Table 4-14** below.

**Table 4-14: Corrective Action Summary – Waste Management and Recycling**

Date Raised	Issue	Response	Date Closed
12-Dec-12	Waste materials left on site south of Carramar Station ( <a href="#">SFL Area 1 121212.pdf</a> )	The Contractor has removed the waste materials from site ( <a href="#">121212 EMR Inspection close out.pdf</a> )	21-Dec-12
27-Feb-13	Appropriately dispose of office waste from the project at Villawood Logistics Compound ( <a href="#">SFL 130227.pdf</a> )	Contractor moved waste into skip bins and paper recycling bins ( <a href="#">130227 EMR Inspection close out.pdf</a> )	18-Mar-13



## 5 COMMUNITY CONSULTATION AND COMPLAINTS

### 5.1 OVERVIEW OF THE COMMUNITY INVOLVEMENT PLAN

The Community Involvement Plan (CoA [19](#)) has sought to enhance community awareness and understanding of the SSFL Project and ensure that the Project team is sensitive to community needs and desires. To this end:

- Training on the need for community sensitivity has been conducted with site personnel as part of their induction prior to construction activity and regular tool boxing has continued since then;
- Notifications have been distributed since Project inception to keep local residents, business and all relevant Authorities informed of planned construction activities;
- Users of the affected road network have been advised of changed traffic arrangements through newspaper advertisements and signage;
- Community engagement on issues that directly affect residents such as proposals to extend working hours has been achieved through conducting door knocks and holding public information sessions;
- The Independent Community Liaison Representative (CoA [20](#)) and Community Liaison Groups (CoA [21](#)) have provided an opportunity for relevant groups and individuals to provide input and contribute to the Project construction matters and contribute to decisions regarding the Project.

### 5.2 COMMUNITY COMPLAINTS

The complaints management system is outlined in detail in CoA [23](#), and includes references to the Community Involvement Plan and the complaints database maintained by ARTC. ARTC has a dedicated community relations officer responsible for recording and responding to all complaints received.

A total of 6 complaints were received during the compliance reporting period, and all of these have been recorded in the ARTC complaints database and responded to. The complaints, on a month-by-month basis, are described below. A complete listing of complaints received during this compliance reporting period, including details of the event ID, local government area, contact method, date and time, contact type, nature of the complaint, actions taken and responses provided, issue and strategies to reduce the recurrence of the complaint (where appropriate), is provided in: [Complaints for 29 November 2012 to 2 August 2013.docx](#)

One noise complaint was received in the compliance reporting period, and was addressed as per condition M3.4 of the Project's EPL ([I30222 SSFL EPL I2971.pdf](#)).

The complaints are either related to project environmental issues, non-environmental project issues, or non-project related issues. Non-project related issues are those resulting from the work of other organisations and that were referred to those organisations to be addressed, including RailCorp, ARTC (other parts of its rail network), Energy Australia, local councils, and other contractors such as TRN. These non-project related issues are described in [Complaints for 29 November 2012 to 2 August 2013.docx](#)

The complaints received in the reporting period, on a month-by-month basis, are summarised as:

- There were two complaints received during December 2012. Both complaints were non-environmental and related to property damage. All complaints were responded to and closed;
- There was one complaint received during January 2013. This complaint was related to both noise and dust from the project site. This complaint was responded to and closed;
- There was one complaint in February 2013. This complaint was non-environmental and related to property damage. This complaint was not associated with the project and was responded to and closed;

- There was one complaint in May 2013. This complaint was non-environmental and related to safety. This complaint was responded to and closed; and
- There was one complaint in July 2013. This complaint was non-environmental and related to property damage. This complaint was responded to and closed.

During the previous compliance reporting period, the Department of Planning and Infrastructure had requested that the EMR investigate a dust and flooding complaint at Warwick Farm on 8 November 2012 ([Information request from Department of Planning and Infrastructure.htm](#) and [CoA4](#)). ARTC and the EMR attended site on 14 November 2012 to investigate the complaint, and concluded that the resident was amenable to the measures that had been undertaken to address her concerns and there were no further issues ([I21115 Response to DoPI regarding complaint.pdf](#)). Subsequently, the property owner at 21 Manning Street complained about ARTC's proposed construction of a noise fence behind the Warwick Farm stables, that it would restrict access by horse owners through the rail corridor. Following ARTC's consultation with the property owner, RailCorp and Liverpool City Council, and further discussions with the Department, ARTC submitted a request on 26 February 2013 to change the ONVMP to mitigate operational noise at the Warwick Farm stables by the construction of a noise fence ([20130226 SSFL Warwick Farm operational noise.pdf](#), [20130204 SSFL Warwick Farm - Attach 1.pdf](#), [CoA4](#), [CoA51](#)). The Department agreed to a revision of the ONVMP on 7 March 2013 ([20130307 CoA51 - DPI approval to revise ONVMP.pdf](#)). This complaint is now closed.

During the previous compliance reporting period, a complaint was also received regarding the flooding of a water retention basin behind 35 Wattle Ave, Carramar ([CoA20](#)). A proposal was discussed with the resident to improve the function of the retention basin and consultation continued with the resident as works to the retention basin progressed. As described in the email train to the EPA ([Drain under construction rear of 37-39 Wattle Avenue Villawood.msg](#)), mitigation measures were put in place while the temporary fence remained on site, and the new fence was installed by early March 2013. The EPA closed out this issue ([FW Drain under construction rear of 37-39 Wattle Avenue Villawood.msg](#)). This complaint to DoPI during the previous reporting period was also closed out by the Department.

In the previous compliance reporting period (29 May 2012 to 29 November 2012), one complaint was referred to the Independent Community Liaison Representative (ICLR) ([CoA20](#)). The ICLR was called upon to resolve a dispute between the resident of 12 Hill Rd, Birrong and ARTC in relation to alleged property damage resulting from SSFL works. During this compliance reporting period (29 November 2012 to 2 August 2013), the dispute has been closed by the ICLR:

1. On 30 May 2012 a visual inspection of the property was undertaken to determine if the cracks in the property were caused by the SSFL Project. This report "found no evidence to suggest that any of the observed defects are likely to be related, as alleged, to the works..." ([I2126 - 2 Arengo 12 Hill Road Birrong RE Report.pdf](#));
2. On 3 August 2012, the resident requested that the matter be escalated to the ICLR, and ARTC promptly referred the matter;
3. The ICLR provided a preliminary report on 19 September 2012, recommending that a structural engineer be engaged to undertake a detailed structural inspection: [I20919\\_ICLR Recommendation\\_12 Hill Road.pdf](#);
4. This inspection was undertaken on 3 October 2012 and the report concluded that it was "unlikely that the vibration created by the construction works had a significant impact on the existing damage" to the property: [I2-152\\_Report\\_Final.pdf](#);
5. The dispute was closed on 1 February 2013 by the ICLR who recommended that the contractor close this unresolved complaint on the project complaint register: [Boyd letter 022013.pdf](#)

## 6 REVIEW AND AMENDMENTS TO THE CEMP AND COAS

The DoPI's letter to ARTC of 6 February 2009 included the requirement for amendments to the CEMP and a number of Sub Plans: [20090206 CEMP Conditional Approval.pdf](#). The amendments included:

- Revision to the Erosion and Sediment Control Sub Plan to include all the mitigation measures as specified in Section 12.3.1 (Volume 1) of the Environmental Assessment;
- Addressing 14 revisions listed in Appendix A of the letter including consistency issues, points of clarification and minor typographical errors.

These amendments were made to the:

- CEMP: [SSFL CEMP 090225.pdf](#)
- Erosion and Sediment Control Sub Plan: [SSFL Erosion & Sediment Control 20090710.pdf](#)
- Construction Traffic Management Sub Plan: [SSFL Traffic Management Sub Plan 090219.pdf](#)
- Spoil and Fill Sub Plan: [SSFL Spoil & Fill 090219.pdf](#)
- Aboriginal Heritage Management Sub Plan: [SSFL Aboriginal Heritage Sub Plan 090220.pdf](#)
- Dust Management Sub Plan: [SSFL Dust Management 20090114.pdf](#)
- Groundwater Management Sub Plan: [SSFL Groundwater Sub Plan 090225.pdf](#)
- Construction Noise and Vibration Management Sub Plan: [SSFL Construction Noise & Vibration 20090115.pdf](#)
- Waste Management Sub Plan: [SSFL Waste Management Sub Plan 090219.pdf](#)

The DoPI's letter to ARTC of 20 November 2009 ([20091120 DoP Letter MP05\\_0089.pdf](#)) included a list of outstanding issues relating to the SSFL as identified by DoPI (the status of these issues is addressed in **Section 8** CoA Compliances). This list did not include any issues that require the amendment of the CEMP or Sub Plans.

ARTC carried out further amendments to CEMP Sub Plans where possible:

- The Aboriginal Heritage Management Sub Plan was amended to include the outcomes of the investigations outlined in SoC [30](#) as required by DoPI (see CoA [75](#));
- The Biodiversity Management Sub Plan – ARTC was to update the BMSP to include performance and completion criteria for management measures, and the monitoring of these measures consistent with the requirements of [CoA60](#). This revision process had slowed while discussions were held with the OEH and DoPI regarding the enhancement plantings in Leacock Park and relevant funding arrangements.

ARTC submitted a modification request to DoPI on 14 January 2011 ([20110114 SSFL CoA 60ii Modification Application.pdf](#)) to amend CoA 60(c)(ii) to allow a funding proposal for enhancement planting at Leacock Park as an alternative to the offset plantings that are currently required under this CoA. This request was approved by DoPI on 23 March 2011 as Modification 5 to the Project Approval ([20110323 DoPI Modification 5 Approval.pdf](#)). Following this approval, ARTC requested that the OEH commence preparation of the project brief ([20110512 SSFL - Condition 60 Part 3A Funding proposal with attachments.pdf](#)). OEH responded to ARTC's requests on 28 March 2013 with a Project Management Proposal. Following review by ARTC, a final proposal was received from OEH on 29 June

2013: [20130629 NPWS Leacock Park updated letter and proposal.pdf](#) . ARTC agreed to this proposal in July 2013, and OEH submitted its first invoice on 29 July 2013.

The BMSP had not been revised up to this point in time as ARTC had been waiting on the project brief/project management proposal to be developed by OEH, to enable the development of performance and completion criteria that relate to the resolution of the offset planting issue. This requirement has now been built into a program of environmental management (addressing the requirements of CoA 60 during operation of the SSFL), monitoring and reporting, which is documented in the OEMP in Section 4.5 and Table 5-1 respectively, in [CoA14](#).

- The Traffic Management Sub Plan was amended to include additional provisions to ensure maintenance of community/residential access. These provisions had already been passed on to the contractors and integrated into site inductions (see [JHG-2A-11-1B SSFL Site Specific Project Induction 29-31 August Hope Street.ppt](#) under “Traffic & Access” and “Community Liaison”).
- The CEMP was amended to include the pile driving activity for the construction of the new pedestrian access at Newbridge Road, Liverpool, approved by DoPI on 9 March 2011 (see [20110309 Condition 49 letter to ARTC re driven piles at Newbridge Road.pdf](#) and [CoA49](#)).

ARTC applied for a modification to CoA 37 in June 2009 ([CoA37\(a\) Modification Request 23-06-09.pdf](#)). This modification was approved by DoPI as Modification 3 on 14 September 2009 ([DoP Approval CoA 37 2263\\_001.pdf](#)), involving modification of CoA 1, CoA 37 and CoA 58 to appropriately reflect the required changes.

ARTC applied for a modification to CoA 43 on 13 July 2009 ([CoA 43 Modification application 13-0-09.pdf](#)), to amend the procedure for obtaining approval for out of hours works. The DoPI approved Modification 4 on 18 August 2009 ([20090818 Modification 4 - CoA 43 approval.pdf](#)), and accordingly amended CoAs 1, 40i, 43 & 44.

ARTC applied to amend Section 6 of the CEMP Dust Management Sub Plan to operate only one weather station, at Villawood, to mid 2011 ([20101112 Letter to DoP - SSFL Dust Management Sub Plan.pdf](#)) as described in Section 4.9.3. DoPI approved the change to the CEMP Dust Management Sub Plan on 26 November 2010 ([20101126 Approval for Condition 13 \\_revised Dust Management Plan approval.pdf](#)).

ARTC applied for a modification to CoA 60(c)(ii) to allow a funding proposal for enhancement planting at Leacock Park as an alternative to the offset plantings that are currently required under this CoA: [20110114 SSFL CoA 60cii modification application.pdf](#). This request was approved by DoPI on 23 March 2011 as Modification 5 to the Project Approval ([20110323 DoPI Modification 5 Approval.pdf](#)).

ARTC applied to modify CoA 43 to align it to proposed changes to ARTC's EPL, specifically licence condition L2.3 to amend the periods for high noise impact activities and works to mirror the current railway industry standard; to modify CoA 67 Greenhouse Gases and Sustainable Energy; and to modify SoC 88 Maintain Pedestrian Access to Georges River between Liverpool and Casula which will result in the project being compliant for these conditions: [20111213 Ltr SSFL modification CoA 43, CoA 67 and SoC 88.pdf](#), [20111213 Mod 6.pdf](#), and [Attach 2 EPL 12971 Variation Application 98 - Signed.pdf](#). This request was approved by DoPI on 6 March 2012 as Modification 6 to the Project Approval ([20120306 Notification of approval to Proponent MOD 6 March 2012.pdf](#), [20120306 SSFL Mod 6 Instrument.pdf](#)). DoPI issued a consolidated approval including all approved modifications to the conditions on 6 March 2012: [20120306 SSFL - Consolidated Approval - MOD 6.pdf](#).

## **7 OTHER MATTERS RELATING TO COMPLIANCE**

The independent Environmental Management Representative (EMR) provides reports to DoPI on request or where issues arise. These and other roles of the EMR are included in [CoA18](#).

Evidence of the EMR's review of the CEMP is provided: [20081124 EMR Review CEMP](#).

Evidence of EMR inspection reports evaluating compliance with the CEMP from this compliance period is provided at: [SFL Area 2 I30122.pdf](#), [SFL I30212.pdf](#) and [SFL I30304.pdf](#).

The EMR has not been required to provide any written reports to ARTC of non-compliance with the CEMP, or to provide any stop work orders.



## 8 CONDITION OF APPROVAL COMPLIANCES

This report is for the eighth and final compliance period for the SSFL project, from 29 November 2012 to 2 August 2013. Each of the conditions of approval is addressed individually in the following section, with evidence provided of compliance with the statement. The original text from the first seven compliance reports has been maintained, along with the hyperlinks to documents referred to in those seven compliance reports:

- The original text is in **black**;
- Text that was added relating to the second compliance period was added in each condition in a Section clearly headed **November 2009 Update** and is in **red**;
- Text that was added relating to the third compliance period was added in each condition in a Section clearly headed **November 2010 Update** and is in **green**;
- Text that was added relating to the fourth compliance period was added in each condition in a Section clearly headed **May 2011 Update** and is in **blue**;
- Text that was added relating to the fifth compliance period was added in each condition in a Section clearly headed **November 2011 Update** and is in **violet**; and
- Text that was added relating to the sixth compliance period was added in each condition in a Section clearly headed **May 2012 Update** and is in **brown**.
- Text that was added relating to the seventh compliance period was added in each condition in a Section clearly headed **November 2012 Update** and is in **dark blue**.

All new text that has been added relating to the eighth compliance period has been added at the end of each statement of commitment in a Section clearly headed **August 2013 Update**. All text added as part of the update for the eighth compliance period is in **pink**.

The Condition Requirements for each CoA have been updated to reflect the consolidated approval issued by DoPI on 6 March 2012: [20120306 SSFL - Consolidated Approval - MOD 6.pdf](#).





CoA No.	I - General	All Phases of the Project	Closed
<b>Condition Requirement</b>			
<p>The Project must be carried out to be consistent with:</p> <p>(a) the procedures, safeguards and mitigation measures identified in the EA for the Southern Sydney Freight Line prepared by Parsons Brinckerhoff, dated April 2006; as modified by the Submissions Report for the Southern Sydney Freight Line prepared by Parsons Brinckerhoff, dated August 2006;</p> <p>(b) the Statement of Commitments (SoC) made in the Submissions Report, as amended in Attachment I to these Conditions of Approval and through the modification request dated 14 December 2011 (MP05_0089 MOD 6);</p> <p>(c) the modification request dated 8 May 2007 (MP05_0089 MOD 1);</p> <p>(d) the modification request dated 23 June 2009 (MP05_0089 MOD 2);</p> <p>(e) the modification request dated 14 July 2009 (MP05_0089 MOD 4);</p> <p>(f) the modification request dated 30 June 2009 (MP05_0089 MOD 3);</p> <p>(g) the modification request dated 14 January 2011 and associated application dated 20 January 2011;</p> <p>(h) the modification request dated 14 December 2011 (MP05_0089 MOD 6); and</p> <p>(i) the conditions of this approval.</p> <p>These CoA prevail in the event of any inconsistency with the requirements for the Construction and Operation of the Project arising out of the documents described in (a) to (h) above.</p> <p><b>Modification</b></p> <p><i>The requirement was modified by DoPI on five occasions, on 31 July 2009 in Modification 2, on 18 August 2009 in Modification 4, on 14 September 2009 in Modification 3, on 23 March 2011 in Modification 5, and on 6 March 2012 in Modification 6. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The DoP approvals of the modifications of this condition are provided: <a href="#">CoA 29 Modification 2 approval for 25-06-09 appln</a>, <a href="#">20090818 CoA 43 Modification 4 approval for 13-07-09 appln</a>.</p> <p>This compliance report demonstrates how the Project is being carried out to be consistent with the EA (CoAs 1 to 76) and the Statement of Commitments (SoCs 1 to 104).</p> <p><b>November 2009 Update</b></p> <p>Modification 3 of this condition was approved by the DoP on 14 September 2009, and the approval is attached: <a href="#">20090914 CoA 37 DoP Modification 3 Approval.pdf</a>. The wording of the condition above reflects the revised wording under Modification 3.</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p>			

CoA No.	I - General	All Phases of the Project	Closed
<p><b>May 2011 Update</b></p> <p>ARTC submitted a modification request to DoPI on 14 January 2011 (<a href="#">20110114 SSFL CoA 60i Modification Application.pdf</a>) to amend CoA 60(c)(ii) to allow a funding proposal for enhancement planting at Leacock Park as an alternative to the offset plantings that are currently required under this CoA. This request was approved by DoPI on 23 March 2011 as Modification 5 to the Project Approval (<a href="#">20110323 DoPI Modification 5 Approval.pdf</a>).</p> <p><b>November 2011 Update</b></p> <p>ARTC applied to DoPI on 13 December 2011 to modify CoA 43 to align it to proposed changes to ARTC's EPL, specifically licence condition L2.3 to amend the periods for high noise impact activities and works to mirror the current railway industry standard; to modify CoA 67 Greenhouse Gases and Sustainable Energy; and to modify SoC 88 Maintain Pedestrian Access to Georges River between Liverpool and Casula, which will result in the project being compliant for these conditions: <a href="#">20111213 Ltr SSFL modification CoA 43, CoA 67 and SoC 88.pdf</a>; <a href="#">20111213 Mod 6.pdf</a> and <a href="#">Attach 2 EPL 12971 Variation Application 98 - Signed.pdf</a>. DoPI is currently reviewing the modification request.</p> <p><b>May 2012 Update</b></p> <p>DoPI approved the modification request submitted by ARTC in the last compliance period on 6 March 2012 as Modification 6 to the Project Approval (<a href="#">20120306 Notification of approval to Proponent_MOD 6_March 2012.pdf</a>, <a href="#">20120306 SSFL Mod 6 Instrument.pdf</a>).</p> <p>DoPI issued a consolidated approval including all approved modifications to the conditions on 6 March 2012: <a href="#">20120306 SSFL - Consolidated Approval - MOD 6.pdf</a>.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status leading up to this Construction Compliance Report and no further applications for modification to the Project Approval are expected. This CoA was closed in the SSFL Pre-Operation Compliance Report.</p> <p><b>August 2013 Update</b></p> <p>As above. No change in status leading up to this Construction Compliance Report. This CoA was closed in the SSFL Pre-Operation Compliance Report.</p>			

CoA No.	2 – Comply with all these Conditions of Approval	All Phases of the Project	Delivered by OEMP
<b>Condition Requirement</b>			
It is the responsibility of the Proponent to implement measures and actions arising from documents described in I(a) and I(b) and to ensure compliance with all of these CoA and to implement any measures arising from these CoA.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>As demonstrated in this compliance report, ARTC is implementing measures and actions arising from the EA and Statement of Commitments, ensuring compliance with all CoAs 1 to 76 and SoCs 1 to 104, and implementing measures arising from them.</p> <p><b>November 2009 Update</b></p> <p>The project is compliant with 73 of 76 Conditions and SoCs 1 to 104. The project is non-compliant with <a href="#">CoA10</a> Compliance Reports (timing of the report) and <a href="#">CoA67</a> Greenhouse Gases and Sustainable Energy as described in detail at those conditions. As a result, the project is not compliant with this condition <a href="#">CoA2</a></p> <p><b>November 2010 Update</b></p> <p>The project is compliant with 73 of 76 Conditions and 103 of 104 SoCs. The project is non-compliant with <a href="#">CoA10</a> Compliance Reports (timing of and period covered by the report), <a href="#">CoA67</a> Greenhouse Gases and Sustainable Energy and <a href="#">SoC88</a> Maintain Pedestrian Access to Georges River between Liverpool and Casula as described in detail at those conditions. As a result, the project is not compliant with this condition <a href="#">CoA2</a>.</p> <p><b>May 2011 Update</b></p> <p>The project is compliant with 74 of 76 Conditions and 103 of 104 SoCs. The project is non-compliant with <a href="#">CoA67</a> Greenhouse Gases and Sustainable Energy and <a href="#">SoC88</a> Maintain Pedestrian Access to Georges River between Liverpool and Casula as described in detail at those conditions. As a result, the project is not compliant with this condition <a href="#">CoA2</a>.</p> <p><b>November 2011 Update</b></p> <p>The project is compliant with 74 of 76 Conditions and 103 of 104 SoCs. The project is non-compliant with <a href="#">CoA67</a> Greenhouse Gases and Sustainable Energy and <a href="#">SoC88</a> Maintain Pedestrian Access to Georges River between Liverpool and Casula as described in detail at those conditions. As a result, the project is not compliant with this condition <a href="#">CoA2</a>.</p> <p>ARTC wrote to DoPI on 13 December 2011 to modify two CoAs and one SoC including CoA67 and SoC88 which will result in the project being compliant for these conditions: <a href="#">20111213 Ltr SSFL modification CoA 43, CoA 67 and SoC 88.pdf</a>; <a href="#">20111213 Mod 6.pdf</a> and <a href="#">Attach 2 EPL 12971 Variation Application 98 - Signed.pdf</a>. DoPI is currently reviewing the modification request.</p> <p><b>May 2012 Update</b></p> <p>The project is compliant with all 76 Conditions of Approval and 104 Statements of Commitment.</p> <p>DoPI approved the modification request submitted by ARTC in the last compliance period on 6 March 2012 as</p>			

CoA No.	2 – Comply with all these Conditions of Approval	All Phases of the Project	Delivered by OEMP
<p>Modification 6 to the Project Approval (<a href="#">CoA1</a>, <a href="#">20120306 Notification of approval to Proponent MOD 6_March 2012.pdf</a>, <a href="#">20120306 SSFL Mod 6 Instrument.pdf</a>).</p> <p><b>November 2012 Update</b></p> <p>The project is compliant with 74 of 76 Conditions of Approval and all 104 Statements of Commitment. The project is non-compliant with <a href="#">CoA46</a> vibration caused by construction. As a result, the project is not compliant with this condition <a href="#">CoA2</a>.</p> <p><b>August 2013 Update</b></p> <p>The project is compliant with all 76 Conditions of Approval and all 104 Statements of Commitment.</p> <p>This condition will now be met by the implementation of the OEMP.</p>			

CoA No.	3 – Obligations under any other Act	All Phases of the Project	Delivered by OEMP
<b>Condition Requirement</b>			
These CoA do not relieve the Proponent of its obligations under any other Act.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Construction Environmental Management Plan (CEMP) identifies all relevant legislation, and the necessary approvals, licences and permits under the legislation. Refer to Section 2.2.1 of the CEMP: <a href="#">SSFL CEMP 090225</a>.</p> <p><b>November 2009 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>August 2013 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p>This condition will now be met by the implementation of the OEMP.</p>			

CoA No.	4 – Matters requiring further assessment by the Director-General	All Phases of the Project	Delivered by OEMP
<b>Condition Requirement</b>			
The Proponent must bring to the Director-General's attention any matter that may require further assessment by the Director-General.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>A complaint made by Mr Geoffrey Crockett of 22 Hope Street Regents Park related to construction impacts was brought to the Director-General's attention in the period 29 November 2008 to 29 May 2009. As detailed in <b>Section 5.2</b>, at the request of the Department of Planning the EMR investigated this complaint in May 2009 <a href="#">20091120 EMR review of 6 Monthly Compliance Report.pdf</a>. The EMR's report to The Department of Planning on 5 June 2009 investigated responses and consistency with the Community Involvement Plan; compliance with the Minister's CoAs and SoCs; adequacy of mitigation measures; and included appropriate additional measures that could be undertaken.</p> <p>ARTC wrote to the DoP on 27 August 2009 seeking confirmation that ARTC's Project Approval covers the demolition of the former Blue Circle Cement loading plant adjacent to the Leightonfield Yard to allow for the construction of earthworks and retaining walls: <a href="#">20090827 SSFL Construction work required to interface with RailCorp network at Leightonfield Yard.msg</a>, and attachments <a href="#">20090827 Attachment PC-018 Rev03</a>, <a href="#">20090827 Attachment PC-019 Rev04</a>, <a href="#">20090827 Attachment PC-020 Rev03</a>, <a href="#">20090827 Attachment PC-021 Rev03</a>.</p> <p><b>November 2009 Update</b></p> <p>ARTC submitted a Consistency Report with covering letter on the demolition of the former Blue Circle Cement loading plant to DoP on 2 December 2009 for information: <a href="#">20091031 Consistency Report Blue Circle Cement Demolition - Final</a> and <a href="#">20091202 DoL re Consistency report</a>.</p> <p><b>November 2010 Update</b></p> <p>ARTC submitted a Consistency Report on 7 July 2010 that the SSFL Project signalling works south of Macarthur Railway Station are covered by the SSFL Project Approval: <a href="#">20100707 SSFL Project signalling works south of Macarthur railway station.msg</a>.</p> <p>ARTC submitted a Consistency Report on 21 September 2010 that the SSFL Project signalling works east of Sefton Park Junction are covered by the SSFL Project Approval: <a href="#">20100921 SSFL Project signalling works east of Sefton Park Junction.msg</a>.</p> <p>ARTC submitted a Consistency Report on 3 November 2010 that the construction of the replacement perway siding adjacent to Queen Street at Campbelltown is covered by the SSFL Project Approval: <a href="#">20101103 SSFL Campbelltown Perway Siding.msg</a>.</p> <p><b>May 2011 Update</b></p> <p>ARTC submitted a Consistency Report on 31 March 2011 that the Sefton deflection structure as part of the connection of the SSFL to the existing rail network is covered by the SSFL Project Approval: <a href="#">SSFL Sefton Deflection Structure as part of connecting the SSFL to the existing rail network.msg</a>.</p>			

CoA No.	4 – Matters requiring further assessment by the Director-General	All Phases of the Project	Delivered by OEMP
<p><b>November 2011 Update</b></p> <p>ARTC submitted a Consistency Report on 15 August 2011 that the construction of the Liverpool viaduct opposite Riverpark Drive, is covered by the SSFL Project Approval: <a href="#">SSFL Liverpool Viaduct Opposite Riverpark Drive.msg</a>.</p> <p>ARTC submitted a report on 15 December 2011 that Sefton Dive pump station is now operational after commissioning on 15 December 2011, and that in order for surface water runoff in Sefton Dive to be suitable for discharge, ARTC needs to consider the requirements of the POEO Act but not the NSW Blue Book (which only applies to construction). In considering the POEO Act, surface water from Sefton Dive will need to be of quality similar to or better than that of water in the stormwater system, including other intertrack-drainage water.: <a href="#">20111215 SSFL DoPI re Discharge of water from Sefton Dive.msg</a></p> <p><b>May 2012 Update</b></p> <p>ARTC submitted a Consistency Report on 14 May 2012 that the final design for construction of the Glenfield Flyover and its approaches is consistent with the SSFL Project Approval, the EA and the UDLP: <a href="#">SSFL - Glenfield Flyover and approaches.msg</a>.</p> <p><b>November 2012 Update</b></p> <p>ARTC submitted a Consistency Report on 14 October 2012 that the implementation strategy for architectural treatment measures for operational noise is consistent with the SSFL Project Approval and the ONVMP: <a href="#">20121012 SSFL Operational Noise Architectural Treatments.pdf</a>.</p> <p>DoPI requested the EMR investigate a dust and flooding complaint at Warwick Farm on 8 November 2012 (<a href="#">Information request from Department of Planning and Infrastructure.htm</a>). ARTC and the EMR attended site on 14 November 2012 to investigate the complaint, and concluded that the resident was amenable to the measures that had been undertaken to address her concerns and there were no further issues (<a href="#">121115 Response to DoPI regarding complaint.pdf</a>).</p> <p>DoPI staff, the EMR and ARTC met on site on 22 November 2012 to discuss issues following a complaint regarding operational noise at the rear of Warwick Farm stables. The way forward was being developed at the time of drafting this Construction Compliance report.</p> <p><b>August 2013 Update</b></p> <p>The Department of Planning and Infrastructure requested the EMR investigate a dust and flooding complaint at Warwick Farm on 8 November 2012: <a href="#">Information request from Department of Planning and Infrastructure.htm</a>. ARTC and the EMR attended site on 14 November 2012 to investigate the complaint, and concluded that the resident was amenable to the measures that had been undertaken to address her concerns and there were no further issues: <a href="#">121115 Response to DoPI regarding complaint.pdf</a>. Subsequently, the property owner at 21 Manning Street complained about ARTC's proposed construction of a noise fence behind the Warwick Farm stables, that it would restrict access by horse owners through the rail corridor. Following ARTC's consultation with the property owner, RailCorp and Liverpool City Council, and further discussions with the Department, ARTC submitted a request on 26 February 2013 to change the ONVMP to mitigate operational noise at the Warwick Farm stables by the construction of a noise fence: <a href="#">20130226 SSFL Warwick Farm operational noise.pdf</a>, <a href="#">20130204 SSFL Warwick Farm - Attach 1.pdf</a>, <a href="#">CoA51</a>. The Department agreed to a revision of the ONVMP on 7 March 2013: <a href="#">20130307 CoA51 - DPI approval to revise ONVMP.pdf</a>. This complaint is now closed.</p> <p>A complaint was also received regarding the flooding of a water retention basin behind 35 Wattle Ave, Carramar (<a href="#">CoA20</a>). A proposal was discussed with the resident to improve the function of the retention basin</p>			

CoA No.	4 – Matters requiring further assessment by the Director-General	All Phases of the Project	Delivered by OEMP
	<p>and consultation continued with the resident as works to the retention basin progressed. As described in the email train to the EPA (<a href="#">Drain under construction rear of 37-39 Wattle Avenue Villawood.msg</a>), mitigation measures were put in place while the temporary fence remained on site, and the new fence was installed by early March 2013. The EPA closed out this issue: <a href="#">FW Drain under construction rear of 37-39 Wattle Avenue Villawood.msg</a>. This complaint to DoPI during the previous reporting period was also closed out by the Department..</p> <p>This condition will now be met by the implementation of the OEMP.</p>		



CoA No.	5 – Comply with any requirements of the Director-General	All Phases of the Project	Delivered by OEMP
<b>Condition Requirement</b>			
<p>The Proponent must comply with any requirements of the Director-General arising from the Director-General's assessment of:</p> <p>(a) any reports, plans or correspondence that are submitted to satisfy these CoA; and</p> <p>(b) the implementation of any actions or measures contained in such reports, plans or correspondence.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>DoP has provided requirements to ARTC in letters dated 6, 19 and 26 February, 25 June, and two letters dated 21 July 2009. The letters are provided below along with references to the relevant CoAs where compliance with the DoP requirements are addressed:</p> <ul style="list-style-type: none"> <li>• <a href="#">20090206 SSFL CEMP</a> – Refer to CoAs <a href="#">13</a>, <a href="#">40</a>, <a href="#">42</a>, <a href="#">43</a>, <a href="#">55</a>, <a href="#">58</a>, <a href="#">60</a>, <a href="#">61</a>, <a href="#">72</a>, <a href="#">75</a>.</li> <li>• <a href="#">20090219 SSFL UDLP</a> – Refer to CoA <a href="#">24</a>.</li> <li>• <a href="#">20090226 SSFL Outstanding Pre construction Compliance</a> – Refer to CoAs <a href="#">13</a>, <a href="#">35</a>, <a href="#">36</a>, <a href="#">40</a>, <a href="#">42</a>, <a href="#">60</a>, <a href="#">62</a>, <a href="#">63</a>.</li> <li>• <a href="#">20090625 SSFL CEMP Cabramatta Station Precinct</a> – Refer to CoAs <a href="#">28</a>, <a href="#">29</a>, <a href="#">30</a>, <a href="#">31</a>.</li> <li>• <a href="#">20090721 MP 05_0089 Modification 3 (Condition 37)</a> – Refer to CoA <a href="#">37</a>.</li> <li>• <a href="#">20090721 SSFL Ethane Gas Pipeline</a> – Refer to SoC <a href="#">101</a>.</li> </ul> <p><b>November 2009 Update</b></p> <p>DoP has provided further requirements in letters dated 13 and 26 August, 21 September, 15 October, and 20 November 2009. The letters are provided below along with references to the relevant CoAs where compliance with the DoP requirements are addressed:</p> <ul style="list-style-type: none"> <li>• <a href="#">20090813 DoP Approval for CEMP re creeks realignment CoA13</a> – refer to CoAs <a href="#">13</a>, <a href="#">60</a>.</li> <li>• <a href="#">DoP Letter (CEMP Approval incl Cabramatta) 260809</a> – refer to CoAs <a href="#">13</a>, <a href="#">28</a>, <a href="#">29</a>, <a href="#">30</a>.</li> <li>• <a href="#">DoP Letter to ARTC re UDLP revc 210909</a> – refer to CoAs <a href="#">24</a>, <a href="#">25</a>.</li> <li>• <a href="#">DoP letter ONVMP 151009</a> – refer to CoA <a href="#">53</a>.</li> <li>• <a href="#">20091120 DoP Letter Outstanding Issues</a> – refer to CoAs <a href="#">10</a>, <a href="#">24</a>, <a href="#">25</a>, <a href="#">26</a>, <a href="#">27</a>, <a href="#">29</a>, <a href="#">33</a>, <a href="#">34</a>, <a href="#">35</a>, <a href="#">36</a>, <a href="#">51</a>, <a href="#">52</a>, <a href="#">53</a>, <a href="#">54</a>, <a href="#">60</a>.</li> </ul> <p><b>November 2010 Update</b></p> <p>DoP has not provided further requirements to ARTC during this 12 month reporting period. ARTC has continued to close out requirements raised by the Department in the above correspondence, as referenced in the relevant CoAs.</p>			

CoA No.	5 – Comply with any requirements of the Director-General	All Phases of the Project	Delivered by OEMP
<p><b>May 2011 Update</b></p> <p>ARTC has continued to close out requirements raised by the Department, as referenced in <a href="#">CoA6</a> (Staging) and <a href="#">CoA51</a> (ONVMP) in this report.</p> <p><b>November 2011 Update</b></p> <p>DoP has provided further requirements in letters dated 13 and 26 August, 21 September, 15 October, and 20 November 2009. The letters are provided below along with references to the relevant CoAs and SoCs where compliance with the DoPI requirements are addressed:</p> <ul style="list-style-type: none"> <li>• <a href="#">20110615 SSFL - Start of First Stage Operation.msg</a> – refer to <a href="#">CoA6</a> and the final approval for the Staging Report: <a href="#">20111017 Approval for Staging Report.pdf</a>;</li> <li>• <a href="#">20110616 Email from DoPI re Pre-Operation Compliance Report.msg</a> – refer to <a href="#">CoA9</a> and the final approval for the Pre-Operation Compliance Report: <a href="#">20110819 Email from DoPI re amended Pre-Operation Compliance Report.msg</a>;</li> <li>• <a href="#">20111017 CoA 10 ltr from DoPI re construction compliance rpt Nov 10 to May 11.pdf</a> – refer to CoAs <a href="#">2</a> and <a href="#">67</a> and <a href="#">SoC88</a> and the modification application: <a href="#">20111213 Ltr SSFL modification CoA 43, CoA 67 and SoC 88.pdf</a>, <a href="#">20111213 Mod 6.pdf</a> and <a href="#">Attach 2 EPL 12971 Variation Application 98 - Signed.pdf</a>;</li> <li>• <a href="#">20110621 DoPI comments on OEMP.msg</a> – refer to <a href="#">CoA14</a> and the final approval for the OEMP: <a href="#">20110721 Approvals for OEMP (CoA14) and OAQMP (CoA 76).pdf</a>;</li> <li>• <a href="#">20111005 Condition 51 letter to ARTC re approval of ONVMP.pdf</a> – refer to <a href="#">CoA51</a>.</li> </ul> <p><b>May 2012 Update</b></p> <p>DoPI approved the fifth Compliance Report and provided further requirements to be incorporated in the next Compliance Report in their letter dated 2 May 2012: <a href="#">Letter to ARTC re 29 May to 29 Nov 2011 compliance report.pdf</a>. ARTC responded to these comments on 14 May 2011: <a href="#">Response to letter re SSFL Six Month Construction Compliance Report 29 May to 29 November 2011.msg</a>, <a href="#">20120514 letter to DoPI re May-Nov 11 compliance report.pdf</a>. These requirements will be addressed in future compliance reports.</p> <p><b>November 2012 Update</b></p> <p>DoPI approved the sixth Construction Compliance Report and requested additional information regarding construction noise management to be incorporated in the next Compliance Report in their letter dated 23 October 2012: <a href="#">20121023 DoPI response to Compliance Report.pdf</a>. These requirements have been addressed in Section 4.2 this Construction Compliance Report.</p> <p><b>August 2013 Update</b></p> <p>DoPI approved the seventh Construction Compliance Report and requested additional information regarding close out of issues in the final Construction Compliance Report in their letter dated 22 March 2013: (<a href="#">DPI signed letter to ARTC - Six Monthly Compliance Report.pdf</a>). These requirements have been addressed in: <a href="#">CoA4</a>, <a href="#">CoA20</a>, <a href="#">CoA21</a> and <a href="#">CoA51</a></p> <p>The Operational Environmental Management Plan was submitted to DoPI on 20 November 2012 in accordance with CoA <a href="#">14</a>: <a href="#">20211120 Letter SSFL CoA 14 OEMP.pdf</a>. As required by CoA <a href="#">14</a>, the OEMP incorporated the Operational Air Quality Management Plan (OAQMP, CoA <a href="#">76</a>) and the Operational Hazards and Risk Management Plan (OHRMP, CoA <a href="#">70</a>) for the Final Stage. The Department responded on 17 December 2012 with comments on the OEMP, OAQMP and OHRMP: <a href="#">20121217 DoPI Comments on OEMP.msg</a>. ARTC addressed the Department's comments on 19 December 2012 ( <a href="#">20121219 Ltr to DoPI re OEMP.pdf</a>) and submitted an updated OEMP and subplans: <a href="#">SSFL OEMP 2012 Main Report Final Ver2.pdf</a>. The</p>			

CoA No.	5 – Comply with any requirements of the Director-General	All Phases of the Project	Delivered by OEMP
<p>Department approved the OEMP, OAQMP and OHRMP on 9 January 2013: <a href="#">20130109 Approval for OEMP, OAQMP and OHRMP.pdf</a>.</p> <p>The Pre-Operation Compliance Report was submitted to DoPI on 21 November 2012 in accordance with <a href="#">CoA9 (20121121 SSFL letter CoA 9 Pre-Operation Compliance Report.pdf)</a>. DoPI provided comments to ARTC on the Pre-Operation Compliance Report on 7 February 2013: <a href="#">SSFL (MP 05_0089) - Condition 9 - Pre-Operation Compliance Report - Department Comments.msg</a>. ARTC amended the report and re-submitted it to DoPI on 28 March 2013: <a href="#">20130328 SSFL letter CoA 9 Pre-Operation Compliance Report.pdf</a> and <a href="#">SSFL Pre-Operation Compliance Report Dec 2012 Final_Update March 2013_.pdf</a>.</p> <p>This condition will now be met by the implementation of the OEMP.</p>			

CoA No.	6 – May construct the Project in Stages	All Phases of the Project	Closed
<b>Condition Requirement</b>			
<p>The Proponent may elect to construct the Project in Stages provided that these are consistent with the EA, Submissions Report and CoA. Where Stages are proposed, the Proponent may elect to address the requirements of CoA and SoC (including the preparation of plans, reports or other documents) on a Stage specific basis with the agreement of the Director-General.</p>			
<b>Responsibility</b>			
N/A			
<b>Evidence of Compliance</b>			
<p>ARTC has not elected to construct the project in stages. Works are planned along the full length of the project, therefore approvals and licensing relating to chainages of the project have been agreed with DoP and DECCW.</p> <p><b>November 2009 Update</b></p> <p>The status of this CoA has not changed, despite the temporary suspension of some works towards the end of the compliance period. The suspension does not constitute a shift to staged construction.</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>On 23 May 2011, DoPI emailed ARTC that “Consistent with the advice the Department provided in its meeting with ARTC on 25 January 2011, and taking into account that the project is now being completed in stages, you are advised that in accordance with condition 6, a Staging Report for the operational requirements of the project is required to be approved by the Director-General”: <a href="#">20110523 SSFL - Pre-operation compliance report.msg</a>.</p> <p>The SSFL is being made Operational in two stages:</p> <ul style="list-style-type: none"> <li>First Stage: The 5 km section of SSFL track from Sefton Park Junction to Leightonfield, within the Bankstown City Council Local Government Area is planned to be operational on 11 July 2011 and will accommodate down freight traffic. Up freight traffic will continue to use RailCorp’s suburban line. There will be no increase in freight traffic during this First Stage of Operations;</li> <li>Final Stage: Completion of the bi-directional 36 km SSFL track from Sefton Park Junction to Macarthur.</li> </ul> <p>ARTC sent a letter to the Director-General dated 6 June 2011 (<a href="#">20110606 Letter SSFL CoA6 Staging Report.pdf</a>) with an attached Staging Report for the SSFL (<a href="#">SSFL Staging Report 3 June 2011 - FINAL.pdf</a>), seeking the Director General's approval for the Staging Report.</p> <p><b>November 2011 Update</b></p> <p>The Director-General approved the Staging Report on 17 October 2011: <a href="#">20111017 Approval for Staging Report.pdf</a>. This condition is closed.</p>			

CoA No.	7 – Notification	Pre-Construction and Pre-Operation	Closed
<b>Condition Requirement</b>			
The Proponent must notify, in writing, the Director-General, Relevant Government Departments and Councils of the start of the Project's Construction and Operation at least four weeks before the relevant start date of each phase of the Project (or within any other time agreed to by the Director-General).			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Informal notification was undertaken at earlier stages of the project in late 2009. As noted in CoA 13, the CEMP was prepared in 2008 and reviewed by the EMR on 24 November 2008 prior to submission to DoP as required: <a href="#">20081124 - CEMP EMR Review</a>.</p> <p>The CEMP was submitted to DoP, and approval was received on 27 November 2008 to commence work on Cooper Road and Miller Road only: <a href="#">20081127 DoP CEMP Approval Cooper Rd-Miller Rd</a>.</p> <p>Formal notification of the Project's Construction to the Department was undertaken on 16 January 2009: <a href="#">20090116 - SSFL CoA 7 - Construction Notification</a>.</p> <p>This notification to the Department included a list of stakeholders that were also notified on 16 January 2009 (<a href="#">SSFL Construction Notification List 20090116</a>), along with an example of the letter sent to these stakeholders (<a href="#">SSFL Notification Construction 20090116</a>).</p> <p>ARTC will notify the Director-General of the start of the Project's Operation four weeks before the relevant start date of operation.</p> <p><b>November 2009 Update</b></p> <p>While some works were temporarily suspended during this compliance period, this CoA requires that ARTC provide notification at the start of construction, and then at the start of operation. The construction phase is still ongoing, and appropriate notification was provided prior to construction as described above. ARTC will notify the Director-General of the start of the Project's Operation four weeks before the relevant start date of operation.</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>ARTC notified the Director-General in writing on 6 June 2011 in the covering letter to the Staging Report (<a href="#">20110606 Letter SSFL CoA6 Staging Report.pdf</a>), and on 10 June 2011 in a letter which was emailed and sent to relevant government agencies and Local Councils (<a href="#">20110610 Letter to DoPI re First Stage Operation.pdf</a>) of the start of Operation of the First Stage of the SSFL. The agencies and councils notified are listed in the attached: <a href="#">20110610 Addresses for Notification letter of the Start of First Stage Operation.pdf</a>. The notifications were made at least four weeks before the planned commencement date of 11 July 2011 of operations for the Sefton Park Junction to Leightonfield SSFL.</p> <p><b>November 2011 Update</b></p>			

CoA No.	7 – Notification	Pre-Construction and Pre-Operation	Closed
<p>The start of Operation of the First Stage of the SSFL has been delayed and will now be after February 2012. Updated notifications will be made at least four weeks before the revised planned commencement date of operations for the Sefton Park Junction to Leightonfield SSFL.</p> <p>Key stakeholders were advised of the Final Stage Alliance commencing in December 2011 by media release and by meetings between the key stakeholders and Southern Freight Link Alliance staff: <a href="#">20110801 Media Release.pdf</a></p> <p><b>May 2012 Update</b></p> <p>Operation of the First Stage of the SSFL commenced on 24 June 2012. Updated notifications were made before the revised commencement date of operations for the Sefton Park Junction to Leightonfield SSFL.</p> <p><b>November 2012 Update</b></p> <p>ARTC notified the Director-General in writing on 19 November 2012 of the start of Operation of the SSFL Project (<a href="#">20121119 Letter to DoPI re Final Stage Operation.pdf</a>). This letter was also emailed and sent to relevant government agencies and Local Councils. The agencies and councils notified are listed in the attached: (<a href="#">20121119 Addresses for Notification letter of the Start of Final Stage Operation.doc</a>). The notifications were made at least four weeks before the planned commencement date of 23 December 2012 of operations for the SSFL Project.</p> <p>This CoA was closed in the SSFL Pre-Operation Compliance Report.</p>			

CoA No.	8 – Compliance Reports	Pre-Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent must submit a Pre-Construction Compliance Report to the Director-General at least four weeks before Construction commences (or within any other time agreed to by the Director-General). The Pre-Construction Compliance Report must include:</p> <ul style="list-style-type: none"> <li>(a) details of how the CoA and SoC required to be addressed before Construction were complied with;</li> <li>(b) the time when each relevant CoA and SoC was complied with, including dates of submission of any required reports and/or approval dates; and</li> <li>(c) details of any approvals or licences required to be issued by Relevant Government Departments before Construction commences.</li> </ul> <p>The Pre-Construction Compliance Report must be made Publicly Available.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The original Pre-Construction Compliance Report was submitted to DoP on 24 November 2008: <a href="#">SSFL Pre-Construction Compliance Letter 20081124</a>.</p> <p>A revised version of the Pre-Construction Compliance Report was submitted to DoP on 5 January 2009: <a href="#">20090105-SSFL - Pre construction compliance (DoP)</a>.</p> <p>DoP then reviewed the 5 January Report and provided comments on 26 February 2009: <a href="#">20090226 DoP Letter Pre Construction Compliance Response</a>.</p> <p>ARTC responded to the DoP comments in ARTC's submission to DoP in July 2009: <a href="#">Section 2 20090713 Table 1 Actions to address CoA and SoC</a>.</p> <p>This condition is closed.</p>			

CoA No.	9 – Compliance Reports	Pre-Operation	Closed
<b>Condition Requirement</b>			
<p>The Proponent must submit a Pre-Operation Compliance Report to the Director-General at least four weeks before Operation commences (or within any other time agreed to by the Director-General). The Pre-Operation Compliance Report must include:</p> <ul style="list-style-type: none"> <li>(a) details of how the CoA and SoC required to be addressed before Operation were complied with;</li> <li>(b) the time when each relevant CoA and SoC was complied with, including dates of submission of any required reports and/or approval dates; and</li> <li>(c) details of any approvals or licences issued by Relevant Government Departments for the Project's Operation.</li> </ul> <p>The Pre-Operation Compliance Report must be made Publicly Available.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Pre-Operation Compliance Report will be submitted to the Director-General at least four weeks before Operation commences. It will include the material listed in CoA 9, and will be made publicly available.</p> <p><b>November 2009 Update</b></p> <p>The project is still in construction phase. The Pre-Operation Compliance Report will be submitted to the Director-General at least four weeks before Operation commences. It will include the material listed in CoA 9, and will be made publicly available.</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>As this is a two-staged project (<a href="#">CoA6</a>), two Pre-Operation Compliance Reports are/will be prepared and submitted to the Director-General of DoPI for approval.</p> <p>The Sefton Park Junction to Leightonfield Pre-Operation Compliance Report was submitted to the Director-General on 10 June 2011, at least four weeks prior to Operations which are planned to commence on 11 July 2011, and addresses the operational requirements of this 5 km length of track: <a href="#">20110610 Letter SSFL CoA 9 Pre-Operation Compliance Report.pdf</a> and <a href="#">SSFL Pre-Operation Compliance Report June 2011 -Final.pdf</a>.</p> <p>The Sefton Park Junction to Macarthur Pre-Operation Compliance Report, to be submitted to the Director-General at least four weeks prior to Operation of the full 36 km SSFL track, will address the pre-operational requirements of the entire SSFL Project.</p> <p><b>November 2011 Update</b></p> <p>The Director-General approved the Sefton Park Junction to Leightonfield Pre-Operation Compliance Report on 19 August 2011: <a href="#">SSFL - Amended Pre-Operation Compliance Report.msg</a>.</p> <p><b>May 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2012 Update</b></p> <p>The SSFL Project Pre-Operation Compliance Report was submitted to the Director General on 21 November</p>			



CoA No.	9 – Compliance Reports	Pre-Operation	Closed
<p>2012 (<a href="#">20121121 SSFL letter CoA 9 Pre-Operation Compliance Report.pdf</a>), at least four weeks prior to Operations which commence on 23 December 2012. This report addressed the requirements of this CoA, and will be made publicly available: <a href="#">SSFL Pre-Operation Compliance Report Dec 2012 Final.pdf</a> .</p> <p>This CoA was closed in the SSFL Pre-Operation Compliance Report.</p> <p><b>August 2013 Update</b></p> <p>DoPI provided comments to ARTC on the Pre-Operation Compliance Report on 7 February 2013: <a href="#">SSFL (MP 05_0089) - Condition 9 - Pre-Operation Compliance Report - Department Comments.msg</a>. ARTC amended the report and re-submitted it to DoPI on 28 March 2013: <a href="#">20130328 SSFL letter CoA 9 Pre-Operation Compliance Report.pdf</a> and <a href="#">SSFL Pre-Operation Compliance Report Dec 2012 Final _Update March 2013 .pdf</a>.</p> <p>This CoA is now closed.</p>			

CoA No.	10 – Compliance Reports	Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent must provide the Director-General, Relevant Councils and Relevant Government Departments nominated by the Director-General with Construction Compliance Reports. The EMR must review the Construction Compliance Reports before they are submitted to the Director-General and bring to the Director-General's attention any shortcomings.</p> <p>The first Construction Compliance Report must report on the first six months of Construction and be submitted a maximum six weeks after expiry of that period (or at any other time interval agreed to by the Director-General). The second, and subsequent, Construction Compliance Reports must be submitted at maximum intervals of six months from the date of submission of the first Construction Compliance Report (or at any other time interval agreed to by the Director-General) for the duration of Construction.</p> <p>The Construction Compliance Reports must include information on:</p> <ul style="list-style-type: none"> <li>(a) compliance with the CEMP, CoA and SoC;</li> <li>(b) compliance with any approvals or licences issued by Relevant Government Departments for Construction;</li> <li>(c) the implementation and effectiveness of environmental controls. The assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP;</li> <li>(d) environmental monitoring results, presented as a results summary and analysis;</li> <li>(e) the number and details of any complaints, including a summary of main areas of complaint, action taken, response given and intended strategies to reduce recurring complaints;</li> <li>(f) details of any review and amendments to the CEMP resulting from Construction during the reporting period; and</li> <li>(g) any other matter relating to compliance with the CoA and SoC or as requested by the Director-General.</li> </ul> <p>The Construction Compliance Reports must be made Publicly Available.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>This report is the first construction compliance report for the SSFL project. It reports on the first 6 months of construction, covering the period 29 November 2008 to 29 May 2009.</p> <p>Verbal approval for late submission of this compliance report was obtained from DoP in July 2009. The revised date for submission of end-August 2009 was discussed and agreed at a meeting with DoP at Cabramatta on 11 August 2009.</p> <p>The report was provided to the EMR for review in September 2009. The EMR's review of and comments on this compliance report were received on 20 November 2009: <a href="#">20091120 EMR review of 6 Monthly Compliance Report.pdf</a>. The EMR found that the 6 monthly compliance report complies with the requirements of CoA 10, but that it did not detail the request by the Department of Planning for the EMR to investigate a complaint made in Hope Street, Regents Park. ARTC has amended this report to reflect the request of the Department of Planning for the EMR to investigate the community complaint. The areas amended include:</p> <ul style="list-style-type: none"> <li>• Section 5: Community Consultation and Complaints;</li> <li>• Section 7: Other Matters relating to Compliance;</li> </ul>			

CoA No.	10 – Compliance Reports	Construction	Closed
	<ul style="list-style-type: none"> <li>• COA 4 – Matters requiring further assessment by the Director General;</li> <li>• COA 18 – Roles of the Environmental Management Representative; and</li> <li>• COA 20 – Independent Community Liaison Representative(s)</li> </ul> <p>Information described in points (a) to (g) above is contained in this compliance report against CoAs 1 to 76 and SoCs 1 to 144.</p> <p>When approved by DoP, this report will be made available on the SSFL website at: <a href="http://www.ssfl.artc.com.au/">http://www.ssfl.artc.com.au/</a></p> <p><b>November 2009 Update</b></p> <p>The first Construction Compliance Report was submitted to the EMR for review and comment on 23 September 2009. It was submitted to DoP on 2 December 2009 for review and comment. As of December 2010, the report is with DoP and comments have not yet been received by ARTC.</p> <p>As a result of this, the first Construction Compliance Report has not been made available to the public.</p> <p>This second Construction Compliance Report covers the period 29 May 2009 to 29 November 2009. It was submitted to the EMR for review and comment in April 2010. Comments from the EMR were received in April 2010. ARTC provided the revised Compliance Report for review and comment in November 2010. The EMR provided final comments in December 2010: <a href="#">20101220 EMR letter on Compliance Report 29 November 2009.zip</a>.</p> <p>The project is not compliant with this condition as this Construction Compliance Report is being submitted more than 6 weeks after the expiry of the reporting period which ended on 29 November 2009.</p> <p><b>November 2010 Update</b></p> <p>This third Construction Compliance Report covers the period 29 November 2009 to 29 November 2010. It was submitted to the EMR for review and comment in March 2011.</p> <p>The project is not compliant with this condition as this is a 12 month, not a 6 month Construction Compliance Report, and it is being submitted in April 2011, more than 6 weeks after the expiry of the reporting period which ended on 29 November 2010.</p> <p><b>May 2011 Update</b></p> <p>The third Construction Compliance Report, covering the period 29 November 2009 to 29 November 2010, was submitted to DoPI and the EMR on 29 April 2011 (<a href="#">20110429 DoPI re Compliance Report.pdf</a>). DoPI approved this report, and provided comments to be incorporated in the final report to be made publicly available, on 9 June 2011: <a href="#">20110609 DoPI Comments re SSF 12 Month Construction Compliance Report.pdf</a>.</p> <p>This fourth Construction Compliance Report covers the period 29 November 2010 to 29 May 2011. This report is to be submitted to DoPI no later than the end of July 2011, as required by the Department: <a href="#">20110609 DoPI Comments re SSF 12 Month Construction Compliance Report.pdf</a>.</p> <p>Although the timing of this fourth Construction Compliance Report and the Sefton Park Junction to Leightonfield Pre-Operation Compliance Report are similar, they are separate, stand-alone and comprehensive reports, each addressing the specific requirements of, and providing relevant information for, this condition CoA 10, and of <a href="#">CoA 9</a> respectively.</p> <p><b>November 2011 Update</b></p> <p>The fourth Construction Compliance Report, covering the period 29 November 2010 to 29 May 2011, was submitted to DoPI and the EMR on 26 July 2011 (<a href="#">RE SSFL - Draft Construction Compliance Report July 2011</a></p>		

CoA No.	10 – Compliance Reports	Construction	Closed
	<p><a href="#">for review.msg</a>). The EMR provided his comments to ARTC and DoPI on 16 August, requesting a small number of updates and improvements to the report. ARTC amended the report and submitted it to DoPI on 2 September 2011. DoPI approved this report, and provided comments to be incorporated in the next Compliance Report, on 2 September 2011: (<a href="#">20110902 DoPI re Compliance report.pdf</a>).</p> <p>This fifth Construction Compliance Report covers the period 29 May 2011 to 29 November 2011. This report is to be submitted to DoPI by February 2012, depending on the timing and scope of comments received from the EMR.</p> <p><b>May 2012 Update</b></p> <p>The fifth Construction Compliance Report, covering the period 29 May 2011 to 29 November 2011, was submitted to the EMR on 20 December 2011 (<a href="#">20111220 SSFL - Draft Construction Compliance Report December 2011 for review.pdf</a>). The EMR provided his comments to ARTC and DoPI on 21 January 2012, requesting a small number of updates and improvements to the report (<a href="#">20120121 EMR comments re June 11 to Dec 11 Compliance.xlsx</a>). ARTC amended the report and submitted it to DoPI on 29 February 2012 (<a href="#">20120229 DoPI re Compliance Report.pdf</a>). DoPI approved this report, and provided comments to be incorporated in the next Compliance Report: (<a href="#">Letter to ARTC re 29 May to 29 Nov 2011 compliance report.pdf</a>). ARTC responded to these comments on 14 May 2012: (<a href="#">Response to letter re SSFL Six Month Construction Compliance Report 29 May to 29 November 2011.msg</a>, <a href="#">20120514 letter to DoPI re May-Nov 11 compliance report.pdf</a>).</p> <p>This sixth Construction Compliance Report covers the period 29 November 2011 to 29 May 2012. This report is to be submitted to DoPI in July 2012, depending on the timing and scope of comments received from the EMR.</p> <p><b>November 2012 Update</b></p> <p>In relation to the sixth Construction Compliance Report, the EMR provided his comments to ARTC and DoPI on 9 July 2012, requesting a small number of updates and improvements to the report (<a href="#">20120713 Nov 11 - May 12 Compliance Report EMR comments - ARTC response.xlsx</a>). ARTC amended the report and submitted it to DoPI on 13 July 2012 (<a href="#">20120713 ltr to DoPI re construction compliance report.pdf</a>).</p> <p>On 18 July 2012 DoPI responded to ARTC's letter dated 14 May 2012, requiring ARTC to provide additional noise mitigation details in the sixth Construction Compliance Reports: <a href="#">20120718 letter to ARTC re construction noise.pdf</a>. ARTC responded to this letter on 25 September 2012: <a href="#">20120925 letter to DoPI re Construction Noise.pdf</a>.</p> <p>DoPI approved the sixth Construction Compliance Report on 23 October 2012, and provided comments to be incorporated in the next Compliance Report: (<a href="#">20121023 DoPI response to Compliance Report.pdf</a>). These comments have been incorporated in Section 4.2 of this Construction Compliance Report.</p> <p>This seventh Construction Compliance Report covers the period 29 May 2012 to 29 November 2012. This report is to be submitted to DoPI in January 2013, depending on the timing and scope of comments received from the EMR.</p> <p><b>August 2013 Update</b></p> <p>In relation to the seventh Construction Compliance Report, the EMR provided his comments to ARTC and DoPI on 21 December 2012, requesting a small number of updates and improvements to the report (<a href="#">May 12 - Nov 12 Compliance Report EMR comments - SSFL Response 130111.pdf</a>). ARTC amended the report and submitted it to DoPI on 11 January 2013 (<a href="#">20130111 Ltr to DoPI re Compliance Report.pdf</a>).</p> <p>DoPI approved the seventh Construction Compliance Report on 22 March 2013 and requested additional information regarding close out of issues in the final Construction Compliance Report (<a href="#">DPI signed letter to ARTC - Six Monthly Compliance Report.pdf</a>). These requirements have been addressed in: <a href="#">CoA4</a>, <a href="#">CoA20</a>,</p>		

CoA No.	I0 – Compliance Reports	Construction	Closed
<p><a href="#">CoA21</a> and <a href="#">CoA51</a> of this Construction Compliance Report.</p> <p>This eighth Construction Compliance Report covers the period 29 November 2012 to 2 August 2013. This is the final Construction Compliance Report. Those CoAs and SoCs that are post-construction (such as asset handover) or of an operational nature are being addressed through the implementation of the OEMP. These CoAs and SoCs are identified in Sections 8 and 9 as '<b>Delivered by OEMP</b>'.</p> <p>This CoA is now closed with the completion of Construction.</p>			

CoA No.	II – Environmental Impact Audits	Post-Construction	Delivered by OEMP
<b>Condition Requirement</b>			
<p>An Environmental Impact Audit Report - Construction must be prepared and submitted to the Director-General a maximum three months after Construction is complete (or at any other time interval agreed to by the Director-General). The Environmental Impact Audit Report – Construction must also be submitted to Relevant Government Departments upon the request of the Director-General. The Environmental Impact Audit Report – Construction must:</p> <p>(a) identify the major environmental controls used during Construction and assess their effectiveness (the assessment of effectiveness should be based on a comparison of actual impacts against performance criteria identified in the CEMP);</p> <p>(b) identify any innovations in Construction methodology used to improve environmental management; and</p> <p>(c) discuss the lessons learnt during Construction, including recommendations for future Projects.</p> <p>The Environmental Impact Audit Report – Construction must be made Publicly Available.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Environmental Impact Audit Report – Construction will be submitted to the Director-General a maximum three months after Construction is complete. It will meet the content criteria outlined in the Condition Requirement above, and will be made publicly available when complete.</p> <p><b>November 2009 Update</b></p> <p>Construction has not been completed in this compliance period. The project is still in the construction phase.</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>As above. No change in status during this compliance period. The Environmental Impact Audit Report - Construction will address the requirements of this CoA, and will be submitted a maximum of three months after Final Stage construction is completed. Although the SSFL Project has two stages, the major environmental controls, innovations and lessons learnt for the whole of the construction project will be reported in one report.</p> <p><b>November 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>August 2013 Update</b></p> <p>The Environmental Impact Audit Report - Construction is being prepared by ARTC's SSFL Project to address</p>			

CoA No.	II – Environmental Impact Audits	Post-Construction	Delivered by OEMP
<p>the requirements of this CoA. The report will be submitted in August 2013, following the submission of this Final Construction Compliance Report, within the maximum of three months after the end of Construction date of 2 August 2013.</p> <p>This condition will now be met by the implementation of the OEMP.</p>			

CoA No.	12 – Environmental Impact Audits	Operation	Delivered by OEMP
<b>Condition Requirement</b>			
<p>An Environmental Impact Audit Report - Operation must be submitted to the Director-General a maximum 12 months after the Project begins Operation and at any additional periods that the Director-General may require. The Environmental Impact Audit Report - Operation must also be submitted to Relevant Government Departments at the request of the Director-General.</p> <p>The Environmental Impact Audit Report - Operation must:</p> <ul style="list-style-type: none"> <li>(a) compare the Operation impact predictions made in the EA, Submissions Report and any supplementary studies with the actual impacts;</li> <li>(b) assess the effectiveness of implemented mitigation measures and safeguards;</li> <li>(c) assess compliance with the systems for operation maintenance and monitoring (as required by this approval);</li> <li>(d) discuss the results of consultation with the local community particularly any feedback or complaints; and</li> <li>(e) be certified by an independent person at the Proponent's expense. The certifier must be advised to the Director-General before the Environmental Impact Audit Report – Operation is prepared.</li> </ul> <p>The Environmental Impact Audit Report – Operation must be made Publicly Available.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Environmental Impact Audit Report – Operation will be submitted to the Director-General a maximum 12 months after the Project begins Operation and at any additional periods that the Director-General may require. It will meet the content criteria outlined in the Condition Requirement above, and will be made publicly available when complete.</p> <p><b>November 2009 Update</b></p> <p>Construction has not been completed in this compliance period. The project is still in the construction phase.</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>As above. No change in status during this compliance period. The Environmental Impact Audit Report - Operation will address the requirements of this CoA, and will be submitted a maximum of 12 months after the project begins full operation of the 36 km of the SSFL. Although the SSFL Project has two stages, the report will address the five requirements specified in this CoA for the whole of the project in one report.</p> <p><b>November 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p>			



CoA No.	I2 – Environmental Impact Audits	Operation	Delivered by OEMP
<p><b>August 2013 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p>This condition will now be met by the implementation of the OEMP.</p>			

CoA No.	13 – Construction and Operation Management Plans	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>A Construction Environmental Management Plan (CEMP) must be prepared in accordance with the Department of Infrastructure, Planning and Natural Resources (2004) Guidelines for the Preparation of Environmental Management Plans and submitted for the Director-General's Approval at least 4 weeks prior to the commencement of Construction or as otherwise agreed to by the Director-General.</p> <p>The CEMP must be reviewed by the EMR before the Proponent seeks the Director-General's approval for the CEMP. The EMR must bring to the Director-General's attention any shortcomings.</p> <p>The CEMP must be prepared and implemented in accordance with the procedures, safeguards and mitigation measures identified in the EA, Submissions Report, SoC and CoA and all relevant Acts and Regulations and in consultation with Relevant Government Departments, Councils, Stakeholders and the CLG(s). The CEMP must contain all the Construction Sub Plans required by the CoA and SoC.</p> <p>The approved CEMP must be made Publicly Available.</p> <p><b>Modification</b></p> <p><i>Minor word changes were made to the requirement by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The CEMP was prepared in 2008 and reviewed by the EMR on 24 November 2008 prior to submission to DoP as required: <a href="#">20081124 - CEMP EMR Review</a>.</p> <p>The CEMP was submitted to DoP, and approval was received on 27 November 2008 to commence work on Cooper Road and Miller Road only: <a href="#">20081127 DoP CEMP Approval Cooper Rd-Miller Rd</a>.</p> <p>The revised CEMP was submitted to the Director-General on 22 January 2009. It contained all necessary Construction Sub Plans, and also outlined three deferred areas (Cabramatta Station Precinct, Glenfield Junction-Leacock Regional Park, and Bow Bowling Creek).</p> <p><b>Conditional Approval</b> of the CEMP was obtained from DoP on 6 February 2009, for all areas other than the deferred areas: <a href="#">20090206 CEMP Conditional Approval</a>.</p> <p>The CEMP and Sub Plans were revised as per the requirements in the conditional approval and in line with subsequent DoP requirements: CEMP (<a href="#">SSFL CEMP 090225</a>) and Sub Plans (<a href="#">SSFL Aboriginal Heritage Sub Plan 090220</a>, <a href="#">SSFL Acid Sulphate Soils 20090114</a>, <a href="#">SSFL Biodiversity Plan 20090602</a>, <a href="#">SSFL Built Heritage Sub Plan 20090114</a>, <a href="#">SSFL Construction Noise &amp; Vibration 20090115</a>, <a href="#">SSFL Dust Management 20090114</a>, <a href="#">SSFL Erosion &amp; Sediment Control 20090710</a>, <a href="#">SSFL Groundwater Sub Plan 090225</a>, <a href="#">SSFL Hazard &amp; Risk Sub Plan 20080715</a>, <a href="#">SSFL Soil &amp; Water 20090710</a>, <a href="#">SSFL Spoil &amp; Fill 090219</a>, <a href="#">SSFL Traffic Management Sub Plan 090219</a>, <a href="#">SSFL Waste Management Sub Plan 090219</a>).</p> <p>The CEMP and Sub Plans are publicly available on the ARTC website: <a href="http://www.ssfl.artc.com.au/approvals">http://www.ssfl.artc.com.au/approvals</a>.</p> <p>The ARTC letter to DoP dated 13 July 2009 (<a href="#">20090713 ARTC Letter to DoP re Deferred Area Approval</a>) requested the Director-General approve commencement of construction at Cabramatta Station.</p>			

CoA No.	13 – Construction and Operation Management Plans	Pre-Construction and Construction	Closed
<p>The DoP letter dated 26 August 2009 granted approval for the Cabramatta area: <a href="#">20090826 Approval for Cabramatta Station Precinct</a>.</p> <p>For Glenfield Junction-Leacock Regional Park and Bow Bowling Creek, ARTC sought approval from DoP on 3 June 2009 (<a href="#">20090603 SSFL CoA 13 ARTC Letter re Construction Deferred Areas</a>) to commence construction in these previously deferred areas on the basis that consultation was being undertaken with DPI and DWE.</p> <p>The DoP letter dated 13 August 2009 granted approval for the creek realignment areas: <a href="#">20090813 Approval for CEMP re creeks realignment CoA13</a>.</p> <p><b>November 2009 Update</b></p> <p>ARTC prepared a Contamination Management Plan which was finalised in September 2009 (<a href="#">SSFL Contamination Management Plan.pdf</a>). The Plan was subsequently distributed to all Contractors on the project, and briefings were held with those contractors. The Contamination Management Plan effectively became a Sub-Plan of the CEMP when it was finalised.</p> <p>No other changes to the CEMP or Sub-Plans have been undertaken during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>Weather monitoring is conducted and reported on in the EPL reports. Weather stations have been in place at two locations along the length of the project since February 2009, one at Llewellyn Avenue, Villawood and the other at Manning Street, Warwick Farm. The Warwick Farm weather station was decommissioned in November 2010 following an application by ARTC to amend Section 6 of the CEMP Dust Management Sub Plan to operate only one weather station, at Villawood, to mid 2011: <a href="#">20101112 Letter to DoP - SSFL Dust Management Sub Plan.pdf</a>. The request was made as the Project has a tighter geographic focus in the northern section for 2010/11. Beyond mid 2011 when construction work shifts to the central and southern areas, the SSFL Project will need to either move the Villawood station south or establish a new weather station further south. DoP approved the change to the CEMP Dust Management Sub Plan on 26 November 2010: <a href="#">20101126 Approval for Condition 13 revised Dust Management Plan approval.pdf</a>.</p> <p><b>May 2011 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>November 2011 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>May 2012 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>November 2012 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>August 2013 Update</b></p> <p>As above. There is no change in status during this compliance period.</p> <p>This CoA is now closed with the completion of Construction.</p>			

CoA No.	I4 – Construction and Operation Management Plans	Pre-Operation and Operation	Closed
<b>Condition Requirement</b>			
<p>An Operational Environmental Management Plan (OEMP) must be prepared in accordance with the Department of Infrastructure, Planning and Natural Resources (2004) Guidelines for the Preparation of Environmental Management Plans, and submitted for the Director-General's Approval at least 4 weeks prior to the commencement of Operation or as otherwise agreed to by the Director-General.</p> <p>If the Proponent has an OEMP for its other projects which is applicable to this Project (for example a certified and operating environmental management system) then that system may be proposed as the OEMP. Details of the existing system must be provided to the Director-General demonstrating its application to this Project.</p> <p>The OEMP must be prepared and implemented in accordance with the procedures, safeguards and mitigation measures identified in the EA, Submissions Report, SoC and CoA and all relevant Acts and Regulations, and in consultation with Relevant Government Departments, Councils, Stakeholders and the CLG(s).</p> <p>The OEMP must incorporate the Operational requirements detailed in the CoA and SoC and include a monitoring and review program which contains (but is not limited to):</p> <ul style="list-style-type: none"> <li>(a) an Operation Noise and Vibration Management Plan;</li> <li>(b) an Operation Air Quality Management Plan;</li> <li>(c) an Operation Hazard and Risk Management Plan;</li> <li>(d) a program to monitor any residual impacts of the Project on surface and groundwater including requirements for the monitoring of analyte selenium if any disturbed stockpiles or deposits of steam train boiler ash are proposed to be retained on the Project site;</li> <li>(e) a program to monitor the performance and effectiveness of measures implemented as part of the Biodiversity Management Sub Plan (CoA 60);</li> <li>(f) details of performance and completion criteria, monitoring frequency and duration; and</li> <li>(g) details of responsibility for monitoring and maintenance before and after any asset transfer to the relevant authority.</li> </ul> <p>The approved OEMP must be made Publicly Available.</p> <p><b>Modification</b></p> <p><i>Minor word changes were made to the requirement by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Operational Environmental Management Plan (OEMP) will be submitted for the Director-General's Approval at least 4 weeks prior to the commencement of Operation or as otherwise agreed to by the Director-General. It will meet the content criteria outlined in the Condition Requirement above, and will be made publicly available when complete.</p>			

CoA No.	14 – Construction and Operation Management Plans	Pre-Operation and Operation	Closed
<p><b>November 2009 Update</b></p> <p>Construction has not been completed in this compliance period. The project is still in the construction phase.</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>As this is a two-staged project, two OEMP's are/will be prepared and submitted to the Director-General of DoPI for approval.</p> <p>The Sefton Park Junction to Leightonfield OEMP and its component plans: an Operation Noise and Vibration Management Plan (<a href="#">CoA51</a>); an Operation Air Quality Management Plan (<a href="#">CoA76</a>); and an Operation Hazard and Risk Management Plan (<a href="#">CoA70</a>); was submitted on 10 June 2011 and addresses the operational requirements of this 5 km length of track: <a href="#">SSFL OEMP June 2011.pdf</a>. The Department is reviewing the OEMP.</p> <p>The Sefton Park Junction to Macarthur OEMP will be submitted at least four weeks prior to full Operation of the 36 km of the SSFL, and will address the operational requirements of the entire SSFL Project.</p> <p><b>November 2011 Update</b></p> <p>The Director-General approved the OEMP, and the OAQMP component plan, on 21 July 2011 subject to two requirements (<a href="#">20110721 Approvals for OEMP (CoA14) and OAQMP (CoA 76).pdf</a>). These requirements have been met as no further comments were received from OEH or RailCorp.</p> <p>The OHRMP component plan was approved on 9 July 2011 (<a href="#">20110708 Approval for OHRMP (CoA 70).pdf</a>).</p> <p>The Director-General approved the First Stage of Operations of the SSFL (CoA <a href="#">6</a>) on 21 July 2011 <a href="#">20110721 Approvals for OEMP (CoA14) and OAQMP (CoA 76).pdf</a>, agreeing to “defer a determination of the Operational Noise and Vibration Management Plan, so as not to restrict the commencement of operation of the First Stage of the SSFL, subject to noise walls within this stage being installed prior to operation.”</p> <p>The ONVMP, forming part of the Sefton Park Junction to Leightonfield OEMP, was approved by the Director-General on 5 October 2011 subject to five requirements: <a href="#">20111005 Condition 51 letter to ARTC re approval of ONVMP.pdf</a>. ARTC updated the ONVMP to address these five requirements: <a href="#">05032-NM VeiFinal for ARTC Oct 2011.pdf</a> and <a href="#">SSFL ONVMP Appendix F.pdf</a>.</p> <p>The First Stage of Operations, a 5 km section of SSFL track between the existing Metropolitan Goods Line and Leightonfield, referred to as the Sefton Park Junction to Leightonfield SSFL throughout this Construction Compliance Report, is planned to be Operational after February 2012, following agreement between ARTC and RailCorp.</p> <p><b>May 2012 Update</b></p> <p>The First Stage of Operations, a 5 km section of SSFL track between the existing Metropolitan Goods Line and Leightonfield, referred to as the Sefton Park Junction to Leightonfield SSFL throughout this Construction Compliance Report, became Operational on 24 June 2012.</p> <p>The Sefton Park Junction to Macarthur OEMP will be submitted at least four weeks prior to full Operation of the 36 km of the SSFL, and will address the operational requirements of the entire SSFL Project. ARTC has commenced the preparation of this plan.</p>			

CoA No.	14 – Construction and Operation Management Plans	Pre-Operation and Operation	Closed
<p><b>November 2012 Update</b></p> <p>The OEMP for the SSFL Project area addresses the operational requirements for the project. The OEMP was submitted to DoPI on 20 November 2012: <a href="#">20211120 Letter SSFL CoA 14 OEMP.pdf</a>.</p> <p>This CoA was closed in the SSFL Pre-Operation Compliance Report.</p> <p><b>August 2013 Update</b></p> <p>The Department responded on 17 December 2012 with comments on the OEMP, OAQMP and OHRMP: <a href="#">20121217 DoPI Comments on OEMP.msg</a>. ARTC addressed the Department's comments on 19 December 2012 (<a href="#">20121219 Ltr to DoPI re OEMP.pdf</a>) and submitted an updated OEMP and subplans: <a href="#">SSFL OEMP 2012 Main Report Final Ver2.pdf</a>, <a href="#">SSFL OEMP 2012 Appendix C OAQMP Final.pdf</a> and <a href="#">SSFL OEMP 2012 Appendix D OHRMP Final.pdf</a>. The Department approved the OEMP, OAQMP and OHRMP on 9 January 2013: <a href="#">20130109 Approval for OEMP, OAQMP and OHRMP.pdf</a>.</p> <p>This CoA is now closed.</p>			

CoA No.	15 – Appoint Environmental Management Representative	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent must request the Director-General's Approval for the appointment of one or more EMR(s) at least eight weeks before Construction commences (or within any other time agreed to by the Director-General). In its request the Proponent must provide the following information, the:</p> <p>(a) qualifications and experience of the EMR including demonstration of general compliance with relevant Australian Standards for environmental auditors;</p> <p>(b) authority and independence (from the Proponent or its contractors) of the EMR including details of the Proponent's internal reporting structure; and</p> <p>(c) resourcing of the EMR role. The EMR must be available:</p> <ul style="list-style-type: none"> <li>i for sufficient time to undertake the EMR role. This timing must be agreed between the Proponent and the EMR and advised to the Director-General in the request for approval;</li> <li>ii at any other time requested by the Director-General;</li> <li>iii during any Construction activities identified in the CEMP to require the EMR's attendance; and</li> <li>iv for the duration of Construction.</li> </ul>			
<b>Responsibility</b>			
ARTC/EMR			
<b>Evidence of Compliance</b>			
<p>DoP's acceptance of ARTC's original request is shown in the original approval letter dated 7 April 2008: <a href="#">20080407 DoP Letter EMR Approval</a>.</p> <p>The EMR was changed prior to the commencement of construction, as advised in the ARTC letter to DoP dated 21 November 2008: <a href="#">20081121 DoP Replacement EMR</a>.</p> <p>DoP approval of ARTC's request is dated 24 November 2008: <a href="#">20081124 DoP Approval of EMR</a>.</p> <p><b>November 2009 Update</b></p> <p>A new alternate EMR was approved by DoP in August 2009 (<a href="#">20090911 Alternate EMR approval.pdf</a>), and acted in the capacity of EMR for a period from October to November 2009 as noted in the approval.</p> <p><b>November 2010 Update</b></p> <p>The EMR and alternative EMR were swapped and this was approved by DoP on 16 April 2010: <a href="#">20100416 New EMR and alternate EMR approval.pdf</a>.</p> <p><b>May 2011 Update</b></p> <p>The alternative EMR was replaced and this was approved by DoP on 7 February 2011: <a href="#">20110207 DoP Approval of Alternate EMR.pdf</a>.</p> <p><b>November 2011 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>May 2012 Update</b></p>			

CoA No.	15 – Appoint Environmental Management Representative	Pre-Construction and Construction	Closed
<p>No change in status during this compliance period.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>August 2013 Update</b></p> <p>ARTC wrote to the Department on 26 July 2013 advising that the end date for construction is 2 August 2013. Within that letter ARTC sought the Director-General's approval to terminate the appointment of the EMR in August 2013, after the end of construction and after he has completed his reviews of this Construction Compliance Report and of the Environmental Audit Report – Construction ( <a href="#">20130726 Letter SSFL end of construction.pdf</a> ).</p> <p>This CoA is now closed.</p>			



CoA No.	I6 – Revoke appointment of Environmental Management Representative	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
The Director-General may at any time immediately revoke the approval of any EMR appointment by providing written notice to the Proponent. Interim arrangements for EMR responsibility following the revocation must be agreed in writing between the Director-General and the Proponent.			
<b>Responsibility</b>			
Director-General			
<b>Evidence of Compliance</b>			
<p>The ability of the Director-General to at any time immediately revoke the approval of any EMR appointment by providing written notice to the Proponent is recognised.</p> <p>The Director-General has not revoked the approval of the EMR during the first 6 months of construction on the SSFL project.</p> <p><b>November 2009 Update</b></p> <p>The Director-General has not revoked the approval of the EMR during the second 6 months of construction on the SSFL project.</p> <p><b>November 2010 Update</b></p> <p>The Director-General has not revoked the approval of the EMR during this twelve months of construction on the SSFL project.</p> <p><b>May 2011 Update</b></p> <p>The Director-General has not revoked the approval of the EMR during this period of construction on the SSFL project.</p> <p><b>November 2011 Update</b></p> <p>The Director-General has not revoked the approval of the EMR during this period of construction on the SSFL project.</p> <p><b>May 2012 Update</b></p> <p>The Director-General has not revoked the approval of the EMR during this period of construction on the SSFL project.</p> <p><b>November 2012 Update</b></p> <p>The Director-General has not revoked the approval of the EMR during this period of construction on the SSFL project.</p> <p><b>August 2013 Update</b></p> <p>The Director-General has not revoked the approval of the EMR during this period of construction on the SSFL project.</p> <p>ARTC wrote to the Department on 26 July 2013 advising that the end date for construction is 2 August 2013. Within that letter ARTC sought the Director-General's approval to terminate the appointment of the EMR in</p>			

CoA No.	16 – Revoke appointment of Environmental Management Representative	Pre-Construction and Construction	Closed
<p>August 2013, after the end of construction and after he has completed his reviews of this Construction Compliance Report and of the Environmental Audit Report – Construction ( <a href="#">20130726 Letter SSFL end of construction.pdf</a>).</p> <p>This CoA is now closed.</p>			

CoA No.	17 – Audit actions of Environmental Management Representative	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>The Director-General may at any time conduct an audit of any actions undertaken by the EMR. The Proponent must:</p> <p>(a) facilitate and assist the Director-General in any such audit; and</p> <p>(b) include in the conditions of the EMR's appointment the need to facilitate and assist the Director-General in any such audit.</p>			
<b>Responsibility</b>			
Director-General			
<b>Evidence of Compliance</b>			
<p>The Director-General has not conducted an audit of any actions undertaken by the EMR in the first 6 months of construction on the SSFL project.</p> <p><b>November 2009 Update</b></p> <p>The Director-General has not conducted an audit of any actions undertaken by the EMR in the second 6 months of construction on the SSFL project.</p> <p><b>November 2010 Update</b></p> <p>The Director-General has not conducted an audit of any actions undertaken by the EMR in this 12 months of construction on the SSFL project.</p> <p><b>May 2011 Update</b></p> <p>The Director-General has not conducted an audit of any actions undertaken by the EMR in this period of construction on the SSFL project.</p> <p><b>November 2011 Update</b></p> <p>The Director-General has not conducted an audit of any actions undertaken by the EMR in this period of construction on the SSFL project.</p> <p><b>May 2012 Update</b></p> <p>The Director-General has not conducted an audit of any actions undertaken by the EMR in this period of construction on the SSFL project.</p> <p><b>November 2012 Update</b></p> <p>The Director-General has not conducted an audit of any actions undertaken by the EMR in this period of construction on the SSFL project.</p> <p><b>August 2013 Update</b></p> <p>The Director-General has not conducted an audit of any actions undertaken by the EMR in this period of construction on the SSFL project.</p> <p>This CoA is now closed with the completion of Construction.</p>			

CoA No.	18 - Roles of Environmental Management Representative	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>The EMR is authorised to:</p> <ul style="list-style-type: none"> <li>(a) consider and advise the Director-General and the Proponent on matters specified in the CoA and SoC and compliance with such;</li> <li>(b) determine whether work falls within the definition of Construction where clarification is requested by the Proponent;</li> <li>(c) review the CEMP, Construction Compliance Reports and any other matter as required by the Director-General;</li> <li>(d) periodically monitor the Proponent's activities to evaluate compliance with the CEMP. Periodic monitoring must involve site inspections of active work sites at least fortnightly;</li> <li>(e) provide a written report to the Proponent of any non-compliance with the CEMP observed or identified by the EMR. Non compliance must be managed as identified in the CEMP;</li> <li>(f) issue a recommendation to the Proponent to stop work immediately if in the view of the EMR an unacceptable impact on the environment is occurring or is likely to occur. The stop work recommendation may be limited to specific activities causing an impact if the EMR can easily identify those activities. The EMR may also recommend that the Proponent initiate reasonable actions to avoid or minimise adverse impacts;</li> <li>(g) review corrective and preventative actions to monitor the implementation of recommendations made from audits and site inspections;</li> <li>(h) certify that minor revisions to the CEMP are consistent with the approved CEMP; and</li> <li>(i) provide regular (as agreed with the Director-General) reports to the Director-General on matters relevant to carrying out the EMR role including notifying the Director-General of any stop work recommendations.</li> </ul> <p>The EMR must immediately advise the Proponent and the Director-General of any incidents relevant to these Conditions resulting from Construction that were not dealt with expediently or adequately by the Proponent.</p>			
<b>Responsibility</b>			
ARTC/EMR			
<b>Evidence of Compliance</b>			
<p>The GHD letter dated 21 November 2008 stated the nomination for EMR and GHD's acknowledgement of the role of the EMR: <a href="#">20081121 GHD EMR Proposal</a>.</p> <p>Evidence of the EMR's review of the CEMP is provided: <a href="#">20081124 EMR Review CEMP</a>.</p> <p>Evidence of EMR inspection reports evaluating compliance with the CEMP is provided at: <a href="#">78992926_Arenco090626</a>, <a href="#">78995427_Reed090616</a>.</p> <p>The EMR has not been required to provide any written reports to ARTC of non-compliance with the CEMP, or to provide any stop work orders.</p>			

CoA No.	18 - Roles of Environmental Management Representative	Pre-Construction and Construction	Closed
<p>The EMR was requested by the Department of Planning to investigate a complaint made by Mr Geoffrey Crockett of 22 Hope Street Regents Park related to construction impacts. As detailed in <b>Section 5.2</b>, the EMR investigated this complaint in May 2009: <a href="#">20091120 EMR review of 6 Monthly Compliance Report.pdf</a>. The EMR's report to The Department of Planning on 5 June 2009 investigated responses and consistency with the Community Involvement Plan; compliance with the Minister's CoAs and SoCs; adequacy of mitigation measures; and included appropriate additional measures that could be undertaken.</p> <p><b>November 2009 Update</b></p> <p>The EMR has been active during the compliance period in a manner consistent with this condition.</p> <p><b>November 2010 Update</b></p> <p>The EMR has been active during the compliance period in a manner consistent with this condition.</p> <p><b>May 2011 Update</b></p> <p>The EMR has been active during the compliance period in a manner consistent with this condition.</p> <p><b>November 2011 Update</b></p> <p>The EMR has been active during the compliance period in a manner consistent with this condition.</p> <p><b>May 2012 Update</b></p> <p>The EMR has been active during the compliance period in a manner consistent with this condition.</p> <p><b>November 2012 Update</b></p> <p>The EMR has been active during the compliance period in a manner consistent with this condition.</p> <p><b>August 2013 Update</b></p> <p>The EMR has been active during the compliance period in a manner consistent with this condition.</p> <p>This CoA is now closed with the completion of Construction.</p>			

CoA No.	I9 – Community Involvement Plan	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent must prepare a Community Involvement Plan (CIP) at least four weeks prior to the commencement of Construction (or as otherwise agreed to by the Director-General) to the satisfaction of the Director-General. The CIP should detail how the community will be kept informed about the Project for the duration of Construction, recognise the socio-economic characteristics of affected communities, and address (but not be limited to) the following matters:</p> <ul style="list-style-type: none"> <li>(a) establishing displays in each affected LGA;</li> <li>(b) establishing a project internet site;</li> <li>(c) dissemination of information by newspaper advertisements, letter box drops and/or other means;</li> <li>(d) providing for an Independent Community Liaison Representative in accordance with CoA 20;</li> <li>(e) establishing and maintaining Community Liaison Group(s) in accordance with CoA 21; and</li> <li>(f) establishing a Construction Complaints Management System in accordance with CoA 23.</li> </ul> <p><b>Modification</b></p> <p><i>The requirement was modified by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Community Involvement Plan (CIP) was submitted to DoP on 30 July 2008, and approved by DoP on 19 August 2008: <a href="#">CoA 19 DG Approval</a>.</p> <p>The latest version of the CIP is dated 1 September 2008: <a href="#">20080901 SSFL CIP</a>.</p> <p>As a result of the DoP approval, CoA 19 is now closed.</p>			

CoA No.	20 - Independent Community Liaison Representative(s)	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent must request the Director-General's approval for the appointment of an Independent Community Liaison Representative(s) (ICLR) at least eight weeks before Construction commences (or within any other time agreed to by the Director-General). In its request the Proponent must provide the following information, the:</p> <p>(a) qualifications and experience of the ICLR relating to dispute resolution, facilitation and community involvement particularly in communities where English is not a first language;</p> <p>(b) authority and independence (from the Proponent or its contractors) of the ICLR; and</p> <p>(c) resourcing of the ICLR role. The ICLR must:</p> <ul style="list-style-type: none"> <li>i attend Community Liaison Group meetings as a facilitator;</li> <li>ii monitor the implementation of the Community Involvement Plan and advise the Proponent about its effectiveness;</li> <li>iii be available for direct contact by the community at times and locations identified in the Community Involvement Plan;</li> <li>iv advise the Proponent and EMR about community issues; and</li> <li>v mediate disputes between the Proponent and the community that cannot be resolved directly between the Proponent and community.</li> </ul> <p>The ICLR must serve for the duration of Construction unless otherwise agreed by the Director-General. The cost of employing the ICLR must be the responsibility of the Proponent.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>ARTC's request for approval of the nominated Independent Community Liaison Representative (ICLR) was approved by DoP on 19 May 2008: <a href="#">20080519 DoP Letter - ICLR Endorsement</a>.</p> <p>The ICLR will serve for the duration of Construction unless otherwise agreed by the Director-General.</p> <p>As part of monitoring the implementation of the Community Involvement Plan, the EMR reviewed documentation, records and evidence to demonstrate compliance with the Plan. This was conducted as part of the EMR's investigation of a complaint made by Mr Geoffrey Crockett of 22 Hope Street Regents Park related to construction impacts. As detailed in <b>Section 5.2</b>, the EMR investigated this complaint in May 2009 <a href="#">20091120 EMR review of 6 Monthly Compliance Report.pdf</a>. The EMR's report to The Department of Planning on 5 June 2009 investigated responses and consistency with the Community Involvement Plan; compliance with the Minister's CoAs and SoCs; adequacy of mitigation measures; and included appropriate additional measures that could be undertaken.</p> <p><b>November 2009 Update</b></p> <p>The ICLR was called upon to resolve a dispute between the residents of 1 Wellington Road Birrong and ARTC in relation to alleged property damage resulting from SSFL works. The details of the dispute, and the findings of the ICLR, are contained in the Report of Dispute: <a href="#">19.1.2010 Report of Dispute.pdf</a>.</p>			

CoA No.	20 - Independent Community Liaison Representative(s)	Pre-Construction and Construction	Closed
<p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>The ICLR was called upon to resolve a dispute between the resident of 103B Wellington Rd, Sefton and ARTC in relation to alleged property damage resulting from SSFL works. On 19 February 2011 the resident stated that a large machine operating opposite their property had emitted excessive vibration which had caused cracking along the resident's walls. As per ARTC's Environment Protection Licence clause M5.5 (<a href="#">L12971 EPL V48 - 4 May 2011.pdf</a>) vibration monitoring was offered to, and accepted by, the resident. The vibration report concluded that the works did not have the potential to cause any building damage (<a href="#">Vibration in 103B Wellington on 22.2.11.pdf</a>).</p> <p>On 14 March 2011, the resident requested that the matter be escalated to the ICLR, and ARTC promptly referred the matter. The matter is with the ICLR for review.</p> <p><b>November 2011 Update</b></p> <p>For the dispute between the resident of 103B Wellington Rd, Sefton and ARTC described above, the ICLR reviewed the vibration report, as well as the project approval and relevant construction plans relating to vibration management and assessment, and concluded any damage to the property could not be confirmed to be a result of SSFL construction activity. These findings were provided to the resident on 26 October 2011: <a href="#">ICLR letter to Mr Chan 3.11.12 final.pdf</a>. The matter is now closed.</p> <p><b>May 2012 Update</b></p> <p>The ICLR is still present on this project and completes the tasks required in this condition, including attendance at the Fairfield Community Meeting.</p> <p><b>November 2012 Update</b></p> <p>The ICLR was called upon to resolve a dispute between the resident of 12 Hill Rd, Birrong and ARTC in relation to alleged property damage resulting from SSFL works:</p> <ul style="list-style-type: none"> <li>On 30 May 2012 a visual inspection of the property was undertaken to determine if the cracks in the property were caused by the SSFL Project. This report "found no evidence to suggest that any of the observed defects are likely to be related, as alleged, to the works..." (<a href="#">12126 - 2 Arengo 12 Hill Road Birrong RE Report.pdf</a>).</li> <li>On 3 August 2012, the resident requested that the matter be escalated to the ICLR, and ARTC promptly referred the matter. The ICLR provided a preliminary report on 19 September 2012, recommending that a structural engineer be engaged to undertake a detailed structural inspection: <a href="#">120919 ICLR Recommendation_12 Hill Road.pdf</a>. This inspection was undertaken on 3 October 2012 and the report concluded that it was "unlikely that the vibration created by the construction works had a significant impact on the existing damage" to the property: <a href="#">12-152_Report_Final.pdf</a>.</li> <li>The matter is with the ICLR (<a href="#">FW_12 Hill Road Birrong.pdf</a>).</li> </ul> <p>A complaint was raised with the EPA regarding the flooding of a water retention basin at behind 35 Wattle Ave, Carramar. A proposal has been discussed with the resident to improve the function of the retention basin and consultation will continue with the resident as works to the retention basin progress. This complaint was closed by the EPA. A subsequent complaint was raised with DoPI in December 2012 and is ongoing. This complaint has not required intervention by the ICLR.</p>			



CoA No.	20 - Independent Community Liaison Representative(s)	Pre-Construction and Construction	Closed
<p><b>August 2013 Update</b></p> <p>During the last compliance reporting period (29 May 2012 to 29 November 2012), the ICLR was called upon to resolve a dispute between the resident of 12 Hill Rd, Birrong and ARTC in relation to alleged property damage resulting from SSFL works. The dispute was closed on 1 February 2013 by the ICLR who recommended that the contractor close this unresolved complaint on the project complaint register: <a href="#">Boyd letter 022013.pdf</a></p> <p>A complaint was also received regarding the flooding of a water retention basin behind 35 Wattle Ave, Carramar. A proposal was discussed with the resident to improve the function of the retention basin and consultation continued with the resident as works to the retention basin progressed. As described in the email train to the EPA (<a href="#">Drain under construction rear of 37-39 Wattle Avenue Villawood.msg</a>), mitigation measures were put in place while the temporary fence remained on site, and the new fence was installed by early March 2013. The EPA closed out this issue (<a href="#">FW Drain under construction rear of 37-39 Wattle Avenue Villawood.msg</a>).</p> <p>ARTC wrote to the Department on 26 July 2013 advising that the end date for construction is 2 August 2013. Within that letter ARTC sought the Director-General's approval to terminate the appointment of the ICLR after 2 August 2013 ( <a href="#">20130726 Letter SSFL end of construction.pdf</a>).</p> <p>This CoA is now closed.</p>			

CoA No.	21 – Community Liaison Groups	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>At least 4 Community Liaison Groups, one in each LGA must be formed and hold their first meetings prior to the commencement of Construction unless otherwise agreed to by the Director-General. Each CLG must be attended by the EMR, representatives from the Proponent and its head contractor and representatives from the Relevant Council and community. Community representatives must be identified and selected from relevant community and business groups and individual members of the community adjoining the Project.</p> <p>The Proponent must, at its own expense:</p> <ul style="list-style-type: none"> <li>(a) maintain each CLG for the duration of Construction unless otherwise approved by the Director-General;</li> <li>(b) provide a chairperson for each CLG. The chairperson must be independent of the Proponent and may be elected from the CLG membership;</li> <li>(c) nominate two representatives to attend all CLG meetings;</li> <li>(d) provide to each CLG regular information on the progress of Construction and related environmental performance;</li> <li>(e) promptly provide to each CLG information that the CLG Chair may reasonably request concerning the Project's environmental performance;</li> <li>(f) provide meeting facilities for each CLG, and take notes of CLG meetings. These meeting notes must be available to CLG members within 14 days of the meeting and should be endorsed by the Chair;</li> <li>(g) where reasonably required by the Chair, arrange consultant(s) to explain technical information to each CLG; and</li> <li>(h) where reasonably required by the Chair, invite representatives from Relevant Government Departments or other individuals to attend CLG meetings.</li> </ul> <p>Issues for discussion by each CLG include the dissemination of information to the community, design issues related to CoA and SoC or mitigation measures, the CEMP and Construction activities. Each CLG may make comments about these issues which must be considered by the Proponent. The Proponent must report back to each CLG on its considerations of the comments. Southern Sydney Freight Line Project Approval 14 March 2012</p> <p>The Proponent may review a CLG's membership and/or the need for a CLG at any time during Construction in consultation with the ICLR. The Proponent must seek the Director-General's approval to dissolve a CLG. Any request for dissolution must demonstrate why the CLG is no longer required.</p> <p>In the event of any dispute between a CLG and the Proponent, the Proponent's decision is final provided it is consistent with these CoA.</p> <p><b>Modification</b></p> <p><i>The requirement was modified by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			

CoA No.	21 – Community Liaison Groups	Pre-Construction and Construction	Closed
<b>Evidence of Compliance</b>			
<p>Section 4.2 of the Community Involvement Plan (CIP) dated 1 September 2008 (<a href="#">20080901 SSFL CIP</a>) outlines the ARTC commitments in relation to the Community Liaison Groups (CLGs).</p> <p>CLGs were established in June 2008. Three CLGs were established, for Fairfield, Bankstown, and a combined group for Liverpool and Campbelltown due to the low number of community representatives in these areas. The SSFL website includes details of each of the CLGs, the dates of previous and future meetings, and copies of presentations, agendas and minutes for each meeting for each CLG:</p> <p><a href="http://www.ssfl.artc.com.au/community-consultation/bankstown/">http://www.ssfl.artc.com.au/community-consultation/bankstown/</a></p> <p><a href="http://www.ssfl.artc.com.au/community-consultation/fairfield/">http://www.ssfl.artc.com.au/community-consultation/fairfield/</a></p> <p><a href="http://www.ssfl.artc.com.au/community-consultation/liverpool-campbelltown/">http://www.ssfl.artc.com.au/community-consultation/liverpool-campbelltown/</a></p> <p>The information on the website shows that the CLGs have been meeting monthly since July 2008.</p> <p>The meeting minutes for each CLG meeting are available on the website, and show all attendees and apologies for each CLG meeting. Each meeting was attended, where possible, by the EMR, the ICLR, representatives from ARTC and its relevant head contractor, representatives from Relevant Councils, and community representatives. <a href="#">Fairfield_2008-07-09_Minutes</a> shows an example of the meeting minutes available from the website link.</p> <p>The CLG meeting minutes are posted to all members following each meeting, and in addition are made available on the websites listed above. The minutes of the previous meeting are reviewed at the commencement of each CLG meeting.</p> <p>Any comments or suggestions made by the CLG during meetings to ARTC, and ARTC's response to the comments, are recorded in the meeting minutes. <a href="#">Fairfield_2009-02-04_Minutes</a> shows an example of the meeting minutes available from the website link.</p> <p><b>November 2009 Update</b></p> <p>The CLGs continued to meet during this compliance period, and all meeting dates, agendas and minutes can be located on the SSFL website as described above.</p> <p><b>November 2010 Update</b></p> <p>The CLGs continued to meet during this compliance period, and all meeting dates, agendas and minutes can be located on the SSFL website as described above.</p> <p><b>May 2011 Update</b></p> <p>The CLGs continued to meet during this compliance period, and all meeting dates, agendas and minutes can be located on the SSFL website as described above.</p> <p>On 11 May 2011, following consultation with the ICLR, ARTC sought the Director-General's approval to dissolve the Liverpool/Campbelltown CLG as it is no longer fulfilling its purpose of providing a conduit to the local community and there is no advantage to the community or to the project in continuing its operation: <a href="#">20110511 Letter to DoPI re SSFL CoA21 amendment with attachment.pdf</a>. The Director-General approved the dissolution of the Liverpool/Campbelltown CLG on 14 June 2011: <a href="#">20110614 DoPI Liverpool Campbelltown CLG (CoA 21).pdf</a>.</p> <p><b>November 2011 Update</b></p> <p>The CLGs continued to meet during this compliance period, and all meeting dates, agendas and minutes can be located on the SSFL website as described above.</p>			

CoA No.	21 – Community Liaison Groups	Pre-Construction and Construction	Closed
<p>In December 2011, following a recommendation from the ICLR (<a href="#">20111117 Let.Bkstn CLG.docx</a>), ARTC sought the Director-General's approval to dissolve the Bankstown CLG as construction activities have ceased in the Bankstown Local Government Area. ARTC also sought the Director-General's approval to re-establish the Campbelltown CLG pending the community's response to representation. The Director-General's approval for these measures was received on 6 February 2012: <a href="#">20120206 Cond 21_dissolve Bankstown CLG and re-establish Campbelltown CLG.pdf</a>.</p> <p><b>May 2012 Update</b></p> <p>The Fairfield CLG continued to meet during this compliance period, and all meeting dates, agendas and minutes are located on the SSFL website as described above.</p> <p>ARTC wrote to the Director-General on 25 May 2012 seeking to not re-establish the Campbelltown CLG, due to no forthcoming interest from the Campbelltown community (<a href="#">SSFL Community Liaison Groups - Condition 21.msg</a>).</p> <p>ARTC has met with the ICLR and EMR to develop and agree community engagement and consultation strategies for both the Liverpool and Campbelltown Local Government Areas: <a href="#">20120525 Liverpool LGA Communications Strategy.pdf</a> and <a href="#">20120525 Campbelltown LGA Community Strategy.pdf</a>. As part of these agreed strategies, monthly construction updates for both Local Government Areas are uploaded to the project website and provided to council: <a href="http://www.ssfl.artc.com.au/">http://www.ssfl.artc.com.au/</a>.</p> <p><b>November 2012 Update</b></p> <p>The Director-General approved ARTC's request to not re-establish the Campbelltown CLG on 17 July 2012: <a href="#">20120717 cond 21_not reestablish Liverpool_Campbelltown CLG.pdf</a>.</p> <p>ARTC wrote to the Director-General on 26 November 2012 (<a href="#">20121126 Letter SSFL CoA 21 FCLG closure.pdf</a>) seeking approval to dissolve the Fairfield CLG, the last active CLG, following its December 2012 meeting and to cease monthly presentations to Bankstown, Liverpool and Campbelltown City Councils. This request is based on major construction activities in all four government areas ceasing by the end of December 2012, with minor work being completed in January 2013 and landscaping shortly thereafter.</p> <p>The Fairfield CLG continued to meet during this compliance period, and all meeting dates, agendas and minutes are located on the SSFL website as described above.</p> <p><b>August 2013 Update</b></p> <p>The Department wrote to ARTC on 23 January 2013 approving that the Fairfield CLG be dissolved: <a href="#">20130123 Approval to dissolve Fairfield CLG.pdf</a></p> <p>This CoA is now closed as there are no remaining CLGs.</p>			

CoA No.	22 – Consult Property Owners	Pre-Construction, Construction & Operation	Closed
<b>Condition Requirement</b>			
The Proponent must consult property owners about implementing mitigation measures that affect their property. Mitigation measures should be implemented according to a program derived from that consultation if consistent with the Conditions of Approval.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>ARTC has developed a Noise Consultation Strategy: <a href="#">20090731 SSFL Noise Consultation Strategy</a>.</p> <p>It relates to consultation with Councils, CLGs and affected property owners on location, heights and finishes on noise walls for the operation phase of the project.</p> <p>Consultation was held with Councils and CLGs at the CLG meetings during August 2009. The agendas and minutes on the SSFL website provide evidence of who attended each CLG meeting. The presentations given to the CLG meetings in August 2009 can be found by clicking on the LGA area links at: <a href="http://www.ssfl.artc.com.au/">http://www.ssfl.artc.com.au/</a>.</p> <p>For example: <a href="#">Bankstown_2008-09-02_Noise_Presentation</a>.</p> <p>Consultation is being held with property owners in relation to mitigation measures for the operations phase, and the impacts of these measures on properties, in September and October 2009.</p> <p><b>November 2009 Update</b></p> <p>Consultation on noise mitigation measures for the operations phase was held with property owners from September to November 2009. A total of 10 consultation sessions were held along the length of the SSFL project at community venues, providing information on operational noise and noise walls, and recording comments and suggestions from the community. The report by the consultant that managed the consultation process is provided: <a href="#">ARTC Noise Wall Meetings Sep-Nov 2009.doc</a></p> <p><b>November 2010 Update</b></p> <p>ARTC consulted with the Bankstown community on 25 and 26 November 2010 in relation to the design of noise walls in the Bankstown Local Government Area. A copy of the consultation report is at: <a href="#">20101213 Consultation Report Bankstown LGA Noise Walls.pdf</a>.</p> <p>Noise walls construction is scheduled to commence in the Bankstown Local Government Area in January 2011.</p> <p><b>May 2011 Update</b></p> <p>Following consultation with the <b>Bankstown</b> community on noise walls as described above, noise wall construction commenced in January 2011 and is scheduled to be completed in the Bankstown Local Government Area by 10 July 2011 (<a href="#">Noise wall construction, Wellington Road 20110128.jpg</a>, <a href="#">Installed noise wall panels, Wellington Road 20110202.jpg</a>).</p>			

CoA No.	22 – Consult Property Owners	Pre-Construction, Construction & Operation	Closed
	<p>The community was engaged through the Bankstown CLG in the design of the public art for Sefton Station precinct. This will be installed by the artist engaged for this work in mid 2011 once the station civil works have been completed.</p> <p>Bankstown City Council and affected residents in Dana Parade were notified on 8 March 2011 about the construction of a deflection wall in the railway corridor adjacent to their properties. Notification included door-knocking to affected residents in Dana Parade, and letter boxing to all residents in Dana Parade: <a href="#">Notification for deflection structure east of Sefton Triangle junction.msg</a> and <a href="#">Dana Parade Embankment FINAL.doc</a>.</p> <p>The <b>Fairfield</b> community, Fairfield City Council and CLG members were consulted for the public art for the deflection wall at Cabramatta Station and the theme for the noise walls in the Fairfield LGA (<a href="#">CLG popperbox consultation.pdf</a>, <a href="#">SSFL popperbox consultation results.pdf</a>). “The Journey” theme was selected through this process (<a href="#">Cabramatta public artwork.msg</a>).</p> <p>The Cog noise wall motif was agreed by the community, <b>Liverpool</b> City Council and the Liverpool/Campbelltown CLG for use in the Liverpool Local Government: <a href="#">UD-NW-602[B] – Noise Wall Motif Liverpool LGA.pdf</a> and <a href="#">Liverpool Noise Wall Cog Design – Approval.msg</a>.</p> <p><b>Campbelltown</b> City Council has elected for two local schools to be involved in the design of the public art for the deflection walls for Minto and Leumeah stations. The design outcome of this collaboration will be reported in future Construction Compliance Reports.</p> <p><b>November 2011 Update</b></p> <p>Noise wall installation and painting was completed in the <b>Bankstown</b> Local Government Area in August 2011 (<a href="#">2011201 Sefton Noise Walls and Landscaping – Wellington Rd.jpg</a>).</p> <p>The deflection wall at Sefton Station is scheduled to be opened in a public ceremony, involving Bankstown Local Government officials and the school children involved in the design of the tiles, in December 2011: <a href="#">Sefton Deflection Wall Artwork.JPG</a>, <a href="#">Sefton Deflection Wall Artwork (1).JPG</a>; <a href="#">Sefton Deflection Wall Artwork (2).JPG</a>; and <a href="#">2011201 Installation of Deflection Wall.JPG</a>.</p> <p>The “Silk Ribbon” – an extract from the deflection wall artwork “The Journey” – has been selected as the noise wall motif for the <b>Fairfield</b> Local Government Area in consultation with Fairfield City Council and the CLG: <a href="#">Noise Wall Design – Silk Solid.pdf</a> and <a href="#">Cabramatta Station The Journey.jpg</a>.</p> <p><b>Liverpool</b> City Council have approved the artwork for the deflection wall to be installed at Warwick Farm Station: <a href="#">Deflection Wall – Public Art – Warwick Farm.pdf</a>.</p> <p>At the request of <b>Campbelltown</b> City Council, the selected artist is currently liaising with the local aboriginal community for the design of the public art for the deflection walls at Minto and Leumeah Station.</p> <p><b>May 2012 Update</b></p> <p>The artwork on the deflection wall at Sefton Station was opened in a public ceremony on 20 February 2012, involving <b>Bankstown</b> Local Government officials and the school children involved in the design of the tiles: <a href="#">Sefton Deflection Wall Opening 20 Feb 2012.pdf</a>.</p> <p>Manufacture of the <b>Fairfield</b> Local Government Area deflection wall artwork at Cabramatta Station is due to commence in June 2012.</p> <p>Subsequent to <b>Liverpool</b> City Council's approval of the Warwick Farm deflection wall artwork, Koori Glass Creations have been contracted to provide the artwork. The deflection wall artwork for Casula Station is currently being manufactured by Clayhouse, the contracted artist: <a href="#">Casula Station – Deflection Wall.pdf</a>.</p>		

CoA No.	22 – Consult Property Owners	Pre-Construction, Construction & Operation	Closed
<p>The <b>Campbelltown</b> City Council Logo noise wall motif was agreed by Campbelltown City Council in February 2011: <a href="#">Campbelltown Council – Noisewall Art.pdf</a> and <a href="#">Campbelltown Noise Wall Art – Approved by Council.msg</a>. The deflection wall artwork for Minto and Leumeah Stations has been designed by Koori Glass Creations: <a href="#">Minto Station – Deflection Wall.pdf</a> and <a href="#">Leumeah Station – Deflection Wall.pdf</a>.</p> <p><b>November 2012 Update</b></p> <p>Installation of the noise wall panels in the <b>Bankstown</b> Local Government Area and the deflection wall artwork at Sefton Station were completed in early 2011.</p> <p>The <b>Fairfield</b> Local Government Area deflection wall artwork at Cabramatta Station was installed in November 2012.</p> <p>The deflection wall artwork at both Warwick Farm Station and Casula Station in the <b>Liverpool</b> Local Government Area was installed in this compliance period.</p> <p>Installation of the <b>Campbelltown</b> Local Government Area deflection wall artwork at Minto and Leumeah Stations was completed leading up to this Construction Compliance Report.</p> <p>Noise wall installation in the Fairfield, Liverpool and Campbelltown Local Government Areas is ongoing, and scheduled to be completed in Jan 2013 (<a href="#">CoA52</a>).</p> <p>As detailed in <a href="#">CoA4</a>, ARTC submitted a Consistency Report to DoPI on 14 October 2012 that the implementation strategy for architectural treatment measures for operational noise is consistent with the SSFL Project Approval and the ONVMP: <a href="#">20121012 SSFL Operational Noise Architectural Treatments.pdf</a>.</p> <p><b>August 2013 Update</b></p> <p>Noise wall installation in the <b>Fairfield</b> Local Government Area was completed in January 2013.</p> <p>Noise wall installation in the <b>Liverpool</b> Local Government Area was completed in November 2012.</p> <p>Noise wall installation in the <b>Campbelltown</b> Local Government Area was completed in December 2012.</p> <p>During this compliance reporting period, consultation with property owners identified for implementation of architectural treatment measures for operational noise has continued. 31 properties were identified for architectural treatment of which two are commercial properties and 29 were residential properties. Owners of 25 of the residential properties consented to architectural treatment works to be undertaken on their property. The Casula Powerhouse Arts Centre was also identified for architectural treatment for operational noise. All architectural treatment works were completed by 19 July 2013.</p> <p>This CoA is now closed.</p>			

CoA No.	23 – Construction Complaints Management System	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent must prepare and implement a Construction Complaints Management System before Construction commences and maintain the System for the duration of Construction. The Construction Complaints Management System must be consistent with AS 4269 “Complaints Handling” and include:</p> <ul style="list-style-type: none"> <li>(a) a 24 hour, toll free telephone number listed with a telephone company and advertised;</li> <li>(b) a system to receive, record, track and respond to complaints within a specified timeframe. When a complaint cannot be responded to immediately, a follow-up verbal response on what action is proposed must be provided to the complainant within two hours during night-time works and 24 hours at other times;</li> <li>(c) a process for the provision of a written response to the complainant within 10 days, if the complaint cannot be resolved by the initial or follow-up verbal response; and</li> <li>(d) a mediation system for complaints unable to be resolved.</li> </ul> <p>Information on all complaints received, including the means by which they were addressed and whether resolution was reached with or without mediation, must be included in the Construction Compliance Reports and must be made available to the Director-General on request.</p>			
<b>Responsibility</b>			
ARTC/Contractors			
<b>Evidence of Compliance</b>			
<p>Section 4.5.2 of the Community Involvement Plan (CIP) (<a href="#">20080901 SSFL CIP</a>) states ARTC’s commitment to the complaints line. The complaints hotline number (1800 182 543) is shown on the SSFL home page: <a href="http://www.ssfl.artc.com.au/">http://www.ssfl.artc.com.au/</a>.</p> <p>The SSFL complaints register is a live database containing information on all complaints made that relate to the SSFL project. It is the system used to receive record, track and respond to complaints. All stakeholders are recorded in the database, and any complaints made by a stakeholder are recorded against that stakeholder, along with the action taken. As it is not possible to link the database within this document, screen shots from within the database are provided, showing all correspondence with one stakeholder, and also a specific record of one of those correspondence events with the same stakeholder (Note: Details of stakeholder have been blanked out for privacy reasons): <a href="#">Complaints Database - Stakeholder Details and Complaints Record</a>, <a href="#">Complaints Database - Specific Complaint Record</a>.</p> <p>Section 4.5 of the CIP outlines the complaints management process, which is consistent with AS 4269, now updated to ISO 10002:2006. The system for responding to complaints is shown in Figure 4-1, the Complaint Management Flowchart.</p> <p>Section 4.5.1 of the CIP outlines the mediation system for unresolved complaints. This includes referral to the Independent Community Liaison Representative (ICLR), and utilisation of the alternative dispute resolution processes outlined in this Section.</p> <p>Information on all complaints received is included in Chapter 5 of this report.</p>			



CoA No.	23 – Construction Complaints Management System	Pre-Construction and Construction	Closed
<p><b>November 2009 Update</b></p> <p>The complaints management system has been operated during this compliance period in a manner consistent with this condition, and system operation in the first compliance period as detailed above.</p> <p><b>November 2010 Update</b></p> <p>The complaints management system has been operated during this compliance period in a manner consistent with this condition, and system operation in the first compliance period as detailed above.</p> <p><b>May 2011 Update</b></p> <p>The complaints management system has been operated during this compliance period in a manner consistent with this condition.</p> <p>The SSFL complaints database system was replaced with <i>Darzin</i>, an online stakeholder management system, to allow the project's communication team to have greater flexibility and functionality to receive record, track and respond to complaints. Screen shots of the system, including complaint and correspondence event screens can be viewed at: <a href="http://www.darzin.com/webdarzin/index.php/management/screenshots/">http://www.darzin.com/webdarzin/index.php/management/screenshots/</a>.</p> <p><b>November 2011 Update</b></p> <p>The complaints management system has been operated during this compliance period in a manner consistent with this condition.</p> <p>The SSFL complaints database system was replaced with <i>Consultation Manager</i>, an online stakeholder management system, in July 2011 due to the project's communication team having a high level of familiarity with this system (<a href="#">Consultation Manager - Screenshot.pdf</a>).</p> <p><b>May 2012 Update</b></p> <p>The complaints management system has been operated during this compliance period in a manner consistent with this condition.</p> <p><b>November 2012 Update</b></p> <p>The complaints management system has been operated during this compliance period in a manner consistent with this condition.</p> <p><b>August 2013 Update</b></p> <p>The complaints management system has been operated during this compliance period in a manner consistent with this condition.</p> <p>This CoA is now closed with the completion of Construction.</p>			

CoA No.	24 – Urban Design and Landscaping Plan preparation	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>Prior to the construction of project elements subject to urban design considerations (or as otherwise agreed to by the Director-General), the Proponent must prepare an Urban Design and Landscape Plan (UDLP) for the entire project. The Plan shall be prepared by a suitably qualified urban designer in accordance with the EA, Submissions Report, the SoC, CoA 25, 26, 28, 29, 30, 35-37, the Design principles described in Table 3.2 of the EA (as reproduced in Attachment 2), and to the satisfaction of the Director-General.</p> <p>In preparing the UDLP, the Proponent must consult with Relevant Government Departments, Councils, Stakeholders and the CLG(s) for the entire Project, including Station precinct designs.</p> <p>The UDLP must demonstrate how the urban design and landscaping measures to be implemented as part of the Project would minimise, mitigate and / or offset the impacts of the Project (including physical noise mitigation measures) on property and land use (including green space); visual amenity; biodiversity values; heritage values; access, transport and traffic facilities; and personal and passenger safety, including:</p> <ul style="list-style-type: none"> <li>(a) consideration of relevant design standards including Disability Access Standards for Accessing Public Transport, Design for Access and Mobility – General Requirements for Access – New Building Work;</li> <li>(b) consideration of Crime Prevention Through Environmental Design Principles;</li> <li>(c) consideration of the objectives and requirements of the NSW Department of Urban Affairs and Planning (1996) Leacock Regional Park Plan of Management and Liverpool City Council and Planning NSW (2002) Georges River Corridor: Plan of Management and Master Plan;</li> <li>(d) consideration of the relevant urban design and landscaping elements of the draft Liverpool City Centre Plan, NSW Department of Planning, 2006, and</li> <li>(e) integration of landscape plantings with the offset and enhancement objectives of BMSP (see CoA 60)</li> </ul> <p>Nothing in this condition prevents the Proponent from submitting the UDLP for consideration by the Director-General in stages, subject to: the preparation of a UDLP Framework to identify the scope of each stage; identifying how each stage when submitted for consideration fits within the UDLP Framework; and the preparation of a final consolidated UDLP incorporating each approved stage. The UDLP Framework and any subsequent stages may be submitted to the Director-General concurrently.</p> <p><b>Modification</b></p> <p><i>The requirement was modified by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>DoP's feedback on the originally submitted UDLP was provided by letter on 19 February 2009: <a href="#">20090219 DoP UDLP Feedback</a>. Appendix B to the letter outlined DoP comments: <a href="#">20090219 DoP UDLP Feedback Appendix B</a>.</p> <p>The revised UDLP Rev C dated 8 July 2009 addresses DoP comments. <b>This has since been replaced by the approved UDLP Rev G in the November 2010 Update below.</b></p>			

CoA No.	24 – Urban Design and Landscaping Plan preparation	Pre-Construction and Construction	Closed
<p>The compliance table identifying where or how each of the comments in DoP letter Appendix B were addressed is contained in Schedule 3 Pages 104-108 in the UDLP.</p> <p>The UDLP satisfies the condition requirements above as follows:</p> <p>(a) Refer UDLP Section 2.2.3.</p> <p>(b) Refer UDLP Section 2.2.3.</p> <p>(c) Objectives and requirements of the Plans have been considered by the Landscape Sub Consultant. Landscape Sub Consultant (Turf Design) also previously prepared the Georges River Corridor: Plan of Management.</p> <p>(d) Refer UDLP Sections 4.1.3 and 4.1.4.</p> <p>(e) Refer UDLP Section 5.</p> <p><b>November 2009 Update</b></p> <p>DoP provided additional comments on the UDLP in September 2009: <a href="#">20090921 DoP Letter to ARTC re UDLP RevC.pdf</a>. ARTC has conducted further consultation with Councils from October to December 2009 (see minutes of meeting with Campbelltown City Council 11 December 2009: <a href="#">20091211 Meeting_UDLP 11 December_CCC.doc</a>), and is currently working to finalise the UDLP.</p> <p><b>November 2010 Update</b></p> <p>ARTC completed the UDLP Rev G and all the supporting drawings in mid 2010. On 23 June, ARTC sent to DoP by covering letter: <a href="#">20100623 SSFL UDLP to DoP.pdf</a>:</p> <ul style="list-style-type: none"> <li>• UDLP Rev G: <a href="#">UDLP Rev G.pdf</a>;</li> <li>• UDLP Compliance Table for DoP issues, addressing the Department's February and September comments: <a href="#">20100613 UDLP Compliance Table for DoP issues.doc</a>;</li> <li>• UDLP Compliance Matrix for CoAs and SoCs, showing how these have been met, and the UDLP reference: <a href="#">20100613 UDLP Compliance Matrix for CoAs and SsoC.doc</a></li> <li>• UDLP Table of Consultation with Government Agencies: <a href="#">20100613 UDLP Consultation with Government Agencies.doc</a>;</li> <li>• Drawings for urban design station precincts;</li> <li>• Drawings showing typical noise barrier details;</li> <li>• Drawings of bridges and abutments;</li> <li>• Landscape Management Plan;</li> <li>• Liverpool Council Casula Access Road Key Terms Sheet and Drawings.</li> </ul> <p>DoP reviewed and approved the UDLP Rev G on 9 September 2010: <a href="#">20100909 Approval for UDLP.pdf</a>; subject to six qualifications. These will be reported on in future compliance reports.</p> <p><b>May 2011 Update</b></p> <p>As noted above, DoP approved the UDLP on 9 September 2010. ARTC is working to address and satisfy all the qualifications to this approval.</p> <p><b>November 2011 Update</b></p> <p>No change in this compliance reporting period. ARTC is working to address and satisfy all the qualifications to this approval.</p>			

CoA No.	24 – Urban Design and Landscaping Plan preparation	Pre-Construction and Construction	Closed
<b>May 2012 Update</b>			
No change in this compliance reporting period. ARTC is working to address and satisfy all the qualifications to this approval.			
<b>November 2012 Update</b>			
ARTC has worked to address the six qualifications to the approval of 9 September 2010: <a href="#">20100909 Approval for UDLP.pdf</a> . The qualifications and their close outs include:			
<b>Qualification</b>		<b>Close out</b>	
1. ARTC must consult with the Department of Planning, Heritage Branch on the UDLP and finalise the Heritage Interpretation Strategy, required under Condition of Approval 72(d). The Heritage Interpretation Strategy shall be integrated within the UDLP where appropriate.		The Heritage Interpretation Strategy in the CEMP Built Heritage Management Sub Plan (BHMSB) was developed in consultation with Heritage Branch, and integrated into the UDLP in the design of road bridges, footbridges, etc where appropriate. All unexpected historical items encountered during construction were dealt with using the procedure described in the BHMSB for discovery of historical items, as detailed in <a href="#">CoA72</a> .	
2. Ongoing consultation with RailCorp shall be undertaken with the objective of providing a uniform approach to the application of throw screens on rail crossings.		As a result of consultation, the Fourth Avenue Footbridge has a uniform throw screen. Previously constructed screens at Miller Rd, Bareena St and Chester Hill Rd will not be altered as RailCorp will not pay for the cost of the works.	
3. Noise walls shall be stepped and tapered in accordance with the principles identified in the “Noise wall design guideline” (RTA, 2007).		Noise walls have been stepped and tapered as required.	
4. Should additional noise walls be required for the project to mitigate operational noise impacts, the proponent shall design and construct structures consistent with themes and plantings identified in the UDLP.		No additional noise walls have been required at this stage.	
5. Advertising signage does not form part of this approval and shall be subject to separate approvals if required, consistent with the <i>Environmental Planning and Assessment Act 1979</i> .		No advertising signage is being used on the SSFL.	
6. Public artwork must, to the greatest extent practicable, be delivered no later than 12 months after commencement of operations of the project.		All public artwork has been installed, including the artwork on the deflection walls and artistic screens at six railway stations, and the motifs for the noise walls in the four local government areas, as described in <a href="#">CoA22</a> .	

CoA No.	24 – Urban Design and Landscaping Plan preparation	Pre-Construction and Construction	Closed
<p><b>August 2013 Update</b></p> <p>A table listing all built heritage items encountered during construction, and a program of environmental management of heritage items during operation of the SSFL are documented in Section 4.6 of the OEMP at <a href="#">CoA14</a>.</p> <p>This CoA is now closed.</p>			

CoA No.	25 – Urban Design and Landscaping Plan contents	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>The UDLP shall include plans prepared for each affected LGA and Station precinct and shall include but not be limited to:</p> <ul style="list-style-type: none"> <li>(a) location and identification of existing vegetation and proposed landscaped areas and elements;</li> <li>(b) built elements including retaining walls, bridges and noise walls;</li> <li>(c) pedestrian and cyclist elements including footpath location, paving types and pedestrian crossings;</li> <li>(d) fixtures such as seating, lighting, fencing and signs; and</li> <li>(e) batter and retaining structures within public open spaces.</li> </ul> <p>The UDLP shall consist of a report with accompanying annotated plans, sections and perspective sketches, photo montages and other illustrative material at a scale and level of detail which is adequate to cover the proposal, including but not limited to:</p> <ul style="list-style-type: none"> <li>(f) graphics for key elements such as sections, sketches, perspective views etc.;</li> <li>(g) a schedule of species to be used in landscaping. The derivation of the schedule must be explained including its relationship with the Project's ecological studies;</li> <li>(h) details of the timing and progressive implementation of landscape works considering related environmental controls such as erosion and sedimentation controls and drainage; and</li> <li>(i) operational performance standards, procedures and methods to monitor and maintain landscaped and rehabilitated areas both inside and outside the Project.</li> </ul> <p>The approved UDLP must be made Publicly Available and the Proponent must ensure that the recommendations of the report are implemented as part of the Construction of the Project.</p> <p><b>Modification</b></p> <p><i>The requirement was modified by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The revised UDLP dated 8 July 2009 addresses DoP comments. <b>As described in CoA 24, this has since been replaced by the approved UDLP Rev G in the November 2009 Update below.</b></p> <p>The UDLP satisfies the condition requirements above as follows:</p> <ul style="list-style-type: none"> <li>(a) Refer UDLP Section 4.</li> <li>(b) Refer UDLP Section 4.</li> <li>(c) Refer UDLP Section 4.</li> <li>(d) Refer UDLP Section 4.</li> </ul>			

CoA No.	25 – Urban Design and Landscaping Plan contents	Pre-Construction and Construction	Closed																				
<p>(e) Refer UDLP Section 4.</p> <p>(f) Refer UDLP Section 4.</p> <p>(g) Refer UDLP Section 5.</p> <p>(h) As at 31 August 2009 landscaping plans including timing have been prepared for the station precinct areas, and are currently being prepared for the rail corridor.</p> <p>(i) Refer UDLP Section 6.</p> <p>The UDLP provided on the SSFL website is dated August 2008. The final approved UDLP will be made available when approval is received from DoP.</p> <p><b>November 2009 Update</b></p> <p>DoP provided additional comments on the UDLP in September 2009: <a href="#">20090921 DoP Letter to ARTC re UDLP RevC.pdf</a>. ARTC has conducted further consultation with Councils from October to December 2009, and is currently working to finalise the UDLP.</p> <p><b>November 2010 Update</b></p> <p>As described in CoA 24, ARTC completed the UDLP Rev G ( <a href="#">UDLP Rev G.pdf</a> ) and all the supporting drawings in mid 2010 and sent them to DoP on 23 June by covering letter: <a href="#">20100623 SSFL UDLP to DoP.pdf</a>.</p> <p>DoP reviewed and approved the UDLP Rev G on 9 September 2010: <a href="#">20100909 Approval for UDLP.pdf</a>; subject to six qualifications. These will be reported on in future compliance reports.</p> <p>As required, ARTC has made the approved UDLP publicly available on its website. ARTC will report on the implementation of the UDLP in future compliance reports.</p> <p><b>May 2011 Update</b></p> <p>The approved UDLP is publicly available on ARTC’s website: <a href="#">UDLP Rev G.pdf</a>. ARTC is ensuring that the recommendations of the report are implemented as part of the Construction of the Project.</p> <p>This CoA has been complied with and as an example, the documentation prepared for the Bankstown Local Government Area, and Sefton Station in particular, is described in more detail below. Hyperlinks to documentation for the other station precincts are included at the end of this CoA.</p> <p>Evidence of compliance with the condition requirements in the Bankstown City Council Local Government Area is provided below:</p> <p>(a) For the location and identification of existing vegetation and proposed landscaped areas and elements, refer to Section 5 of the UDLP (<a href="#">UDLP Rev G.pdf</a>), station and corridor landscaping drawings (<a href="#">Station Landscaping Plans 20110517.pdf</a> and <a href="#">Landscaping Package I - Corridor 20110517.pdf</a>);</p> <p>(b) For the built elements including retaining walls, bridges and noise walls refer to Section 4 of the UDLP and the station precinct plans at <a href="#">Station Precinct Plans 20110517.pdf</a>. Details of noise walls in the Bankstown LGA and the timing of their construction are outlined in Table 8-1 of the ONVMP and include:</p> <table><tr><th>Noise Barrier Number</th><th>Track m (Macarthur)</th><th>Track m (Sydney)</th><th>Length of Noise Barrier (m)</th><th>Timing of Erection</th></tr><tr><td>4</td><td>20,942 20</td><td>20,791</td><td>151</td><td>21.12.10 – 16.05.11</td></tr><tr><td>5</td><td>21,079 20</td><td>21,933</td><td>146</td><td>06.10.10 – 12.05.11</td></tr><tr><td>7</td><td>21,139 21</td><td>21,077</td><td>62</td><td>25.01.11 – 03.03.11</td></tr></table>				Noise Barrier Number	Track m (Macarthur)	Track m (Sydney)	Length of Noise Barrier (m)	Timing of Erection	4	20,942 20	20,791	151	21.12.10 – 16.05.11	5	21,079 20	21,933	146	06.10.10 – 12.05.11	7	21,139 21	21,077	62	25.01.11 – 03.03.11
Noise Barrier Number	Track m (Macarthur)	Track m (Sydney)	Length of Noise Barrier (m)	Timing of Erection																			
4	20,942 20	20,791	151	21.12.10 – 16.05.11																			
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CoA No.	25 – Urban Design and Landscaping Plan contents	Pre-Construction and Construction	Closed
8	21,510 21	21,165	345
9	21,610 21	21,504	106
10	21,882 21	21,650	232
11	21,909 21	21,878	31
12	22,066 21	21,903	163
14	22,532 22	22,248	284
<p>Other built elements are timetabled to be completed by end September 2011, with the exception of the three lifts at Sefton Station which are timetabled to be completed by end December 2011;</p> <p>(c) For the pedestrian and cyclist elements including footpath location, paving types and pedestrian crossings refer to Section 4 of the UDLP and the station precinct plans at <a href="#">Station Precinct Plans 20110517.pdf</a>. Works are timetabled to be completed by end September 2011;</p> <p>(d) For the fixtures such as seating, lighting, fencing and signs, refer to Section 4 of the UDLP and the station precinct plans at <a href="#">Station Precinct Plans 20110517.pdf</a>. Works are timetabled to be completed by end September 2011;</p> <p>(e) For the batter and retaining structures within public open spaces refer to Section 4 of the UDLP and the station precinct plans at <a href="#">Station Precinct Plans 20110517.pdf</a>. Works are timetabled to be completed by end September 2011;</p> <p>(f) For the graphics for key elements such as sections, sketches, perspective views etc., refer to Section 4 of the UDLP and the station precinct plans at <a href="#">Station Precinct Plans 20110517.pdf</a>;</p> <p>(g) For a schedule of species to be used in landscaping refer to station and corridor landscaping drawings for the schedules of species used (<a href="#">Station Landscaping Plans 20110517.pdf</a> and <a href="#">Landscaping Package 1 - Corridor 20110517.pdf</a>);</p> <p>(h) For details of the timing and progressive implementation of landscape works refer to station precinct and landscaping plans (<a href="#">Station Precinct Plans 20110517.pdf</a>, <a href="#">Landscaping Package 1 - Corridor 20110517.pdf</a> and <a href="#">Station Landscaping Plans 20110517.pdf</a>); Planting of vegetation in the Sefton Station precinct and along the rail corridor from Sefton Park Junction to Leightonfield is timetabled to be carried out in Spring 2011, to be completed by December 2011.</p> <p>(i) For operational performance standards, procedures and methods to monitor and maintain landscaped and rehabilitated areas refer to Section 6 of the UDLP and the OEMP (<a href="#">SSFL OEMP June 2011.pdf</a>).</p> <p>Refer to <a href="#">SoC91</a>, <a href="#">SoC92</a>, <a href="#">SoC93</a>, <a href="#">SoC94</a> and <a href="#">SoC95</a> for evidence of compliance with this condition for Leumeah, Minto, Casula, Warwick Farm and Cabramatta stations, respectively.</p> <p><b>November 2011 Update</b></p> <p>The approved UDLP is publicly available on ARTC's website: <a href="#">UDLP Rev G.pdf</a>. ARTC is ensuring that the recommendations of the report are implemented as part of the Construction of the Project.</p> <p>This CoA has been complied with; refer to <a href="#">SoC91</a>, <a href="#">SoC92</a>, <a href="#">SoC93</a>, <a href="#">SoC94</a>, <a href="#">SoC95</a> and <a href="#">SoC96</a> for evidence of compliance with this condition for Leumeah, Minto, Casula, Warwick Farm, Cabramatta and Sefton stations, respectively.</p> <p><b>May 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2012 Update</b></p>			



CoA No.	25 – Urban Design and Landscaping Plan contents	Pre-Construction and Construction	Closed
<p>As above. No change in status during this compliance period.</p> <p>With respect to Condition 25(i), the Department sought information on 6 December 2012 on operational performance standards, procedures and methods to monitor and address graffiti on ARTC's assets, particularly on noise walls. ARTC is drafting an updated <i>Section 6 Maintenance</i> for the UDLP which will include the final proposed measures for graffiti management and landscape management, and their implementation through the OEMP.</p> <p><b>August 2013 Update</b></p> <p>All landscaping works for the Project were completed by the end of construction on 2 August 2013.</p> <p>An updated <i>Section 6 Maintenance</i> for the UDLP including the final proposed measures for graffiti management and landscape management, and their implementation through the OEMP, was completed and resubmitted to the Department on 4 August 2013: (<a href="#">20130804 UDLP Section 6 Maintenance.pdf</a> ).</p> <p>This CoA is now closed.</p>			

CoA No.	26 – Urban Design and Landscaping Plan along Broomfield Street	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
In preparing the UDLF and identifying noise mitigation requirements along Broomfield Street, south of Cabramatta Station, the Proponent must specifically consult with adjacent landowners with particular reference to the design of the embankment retaining wall and any physical noise mitigation requirements.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Pages 63 and 64 of the UDLF dated 8 July 2009 (<a href="#">20090708 SSFL UDLF Rev C</a>) show the noise mitigation requirements along Broomfield Street, and the proposed noise wall and retaining wall designs.</p> <p>ARTC has developed a Noise Consultation Strategy (<a href="#">20090731 SSFL Noise Consultation Strategy</a>). It relates to consultation with Councils, CLGs and affected property owners on location, heights and finishes on noise walls for the operation phase of the project. Consultation was held with Councils and CLGs in relation to the noise walls at the CLG meetings during August 2009. The presentations given to the SLG meetings are available at the SSFL website: <a href="#">Bankstown_2008-09-02_Noise_Presentation</a>.</p> <p>Consultation is being held with Broomfield Street landowners in relation to noise mitigation measures for the operations phase, and the impacts of these measures on properties in September 2009.</p> <p><b>November 2009 Update</b></p> <p>The consultation with Broomfield Street residents was held on 15 and 30 September 2009, as described in the report by the consultation consultant (<a href="#">ARTC Noise Wall Meetings Sep-Nov 2009.doc</a>).</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2012 Update</b></p> <p>In September 2012 ARTC sent letters to residents in Broomfield St, Cabramatta, in regards to installing architectural treatments to ensure compliance with the operational noise objectives as set out in the ONVMP: <a href="#">20120906 Eligibility Assessment Property Owner Broomfield St.pdf</a>.</p> <p>This CoA was closed in the SSFL Pre-Operation Compliance Report.</p>			

CoA No.	27 – Urban Design and Landscaping Plan	Operation	Delivered by OEMP
<b>Condition Requirement</b>			
<p>The ongoing maintenance and operation costs of urban design and landscaping items and works implemented as part of this Approval must remain the Proponent's responsibility until satisfactory arrangements have been put in place for the transfer of the asset to the relevant authority to the satisfaction of the Director-General. Prior to the transfer of assets the Proponent, in conjunction with RailCorp, will maintain items and works to the design standards established in the UDLP, including the engagement of a landscape specialist and the removal of graffiti within performance standards specified in the UDLP.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>To be addressed during the operation phase of the project. ARTC will comply with the above condition at that time.</p> <p><b>November 2009 Update</b></p> <p>Construction has not been completed in this compliance period. The project is still in the construction phase.</p> <p><b>November 2010 Update</b></p> <p>Construction has not been completed in this compliance period. The project is still in the construction phase.</p> <p><b>May 2011 Update</b></p> <p>Construction has not been completed in this compliance period. The project is still in the construction phase.</p> <p>Prior to the transfer of assets ARTC, in conjunction with RailCorp, will maintain items and works to the design standards established in the UDLP, including the engagement of a landscape specialist and the removal of graffiti within performance standards specified in the UDLP. As described in Chapter 8 of the OEMP, ARTC Process Procedure PPI66 Asset Maintenance Works Management details the process used for monitoring the assets, identification of defects and appropriate corrective actions: <a href="#">SSFL OEMP June 2011.pdf</a>.</p> <p><b>November 2011 Update</b></p> <p>Construction has not been completed in this compliance period. The project is still in the construction phase.</p> <p>Prior to the transfer of assets ARTC, in conjunction with RailCorp, will maintain items and works to the design standards established in the UDLP, including the engagement of a landscape specialist and the removal of graffiti within performance standards specified in the UDLP. As described in Chapter 8 of the OEMP, ARTC Process Procedure PPI66 Asset Maintenance Works Management details the process used for monitoring the assets, identification of defects and appropriate corrective actions: <a href="#">SSFL OEMP June 2011.pdf</a>.</p> <p>Landscaping works were completed in the Bankstown Local Government Area in early November 2011: <a href="#">2011201 Sefton Noise Walls and Landscaping - Wellington Rd.jpg</a> ARTC has now commenced maintenance works, as set out in the UDLP (<a href="#">UDLP Rev G.pdf</a>).</p> <p><b>May 2012 Update</b></p> <p>Construction has not been completed in this compliance period. The project is still in the construction phase.</p> <p>Prior to the transfer of assets ARTC, in conjunction with RailCorp, will maintain items and works to the design standards established in the UDLP, including the engagement of a landscape specialist and the removal</p>			

CoA No.	27 – Urban Design and Landscaping Plan	Operation	Delivered by OEMP
<p>of graffiti within performance standards specified in the UDLP. As described in Chapter 8 of the OEMP, ARTC Process Procedure PPI66 Asset Maintenance Works Management details the process used for monitoring the assets, identification of defects and appropriate corrective actions: <a href="#">SSFL OEMP June 2011.pdf</a>.</p> <p>Landscaping works are currently in progress in the Fairfield, Liverpool and Campbelltown Local Government Areas.</p> <p><b>November 2012 Update</b></p> <p>Construction has not been completed in this compliance period. The project is still in the construction phase. Landscaping works are currently in progress in the Fairfield, Liverpool and Campbelltown Local Government Areas. These works are timetabled to be completed in early 2013.</p> <p>Section 4.7 and Table 5.1 of the OEMP for the SSFL Project area describe strategies and measures for addressing this CoA (<a href="#">CoA14</a>).</p> <p>The Department sought information on 6 December 2012 on the removal of graffiti on ARTC's assets, particularly on noise walls. ARTC is drafting an updated <i>Section 6 Maintenance</i> for the UDLP which will include the final proposed measures for graffiti management and landscape management, and their implementation through the OEMP.</p> <p><b>August 2013 Update</b></p> <p>The ongoing maintenance and operation costs of urban design and landscaping items and works implemented as part of this Approval remain ARTC's responsibility until satisfactory arrangements have been put in place to transfer the asset to the relevant authority. Prior to the transfer of assets ARTC, in conjunction with RailCorp, is maintaining items and works to the design standards established in the UDLP, including the engagement of a landscape specialist and the removal of graffiti within performance standards specified in the UDLP, as described in the OEMP in <a href="#">CoA14</a>.</p> <p>This condition will now be met by the implementation of the OEMP.</p>			

CoA No.	28 – Cabramatta Station Precinct CCTV	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>The detailed design of Cabramatta Station and surrounds must consider the personal safety impacts of the proposal during construction and operation by considering Crime Prevention Through Environmental Design principles and ensuring that there is no loss in coverage or capacity of the TownSafe CCTV network during the construction and operation of the SSFL. The lift must be constructed to allow surveillance of passengers from the street and rail overpass, and through the CCTV network if agreed to by Fairfield City Council. Any agreed changes to the coverage and operation of the TownSafe CCTV network must meet the design requirements of Fairfield City Council.</p> <p><b>Modification</b></p> <p><i>Minor word changes were made to the requirement by DoPl on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The detailed design of Cabramatta Station and surrounds has considered the personal safety impacts of the proposal during construction and operation by utilising Crime Prevention Through Environmental Design principles such as:</p> <ul style="list-style-type: none"> <li>• The CCTV network has been designed to maximise safety and surveillance, with no blind spots or dead ends.</li> <li>• The Station lifts will be constructed with as much glass as possible.</li> <li>• Parade Consulting (Matt Hurst) email (4 June) states that Fairfield City Council does not want its CCTV in the lift, and that this will be covered by the RailCorp CCTV as it is a RailCorp asset: <a href="#">20090604 - Hurst Email - Evidence of Agreements</a>.</li> <li>• The Connell Wagner report “Cabramatta CCTV Network Re-configuration Scope of Network Issues and Changes Southern Sydney Freight Line” (26 February 2009) <a href="#">20090226 ConWag CCTV Reconfiguration Staging Final Report</a> demonstrates that there will be no net loss in CCTV coverage during the construction and operation of the SSFL.</li> <li>• Fairfield City Council’s correspondence dated 24 March 2009 <a href="#">20090324 FCC Response to SSFL CCTV Final Report</a> states that: <ul style="list-style-type: none"> <li>○ Council accepts the CCTV configuration;</li> <li>○ Council endorses the next stage of the process which involves Connell Wagner’s design team beginning the design phase of the CCTV network reconfiguration;</li> <li>○ All work and documentation will be to Council’s satisfaction.</li> </ul> </li> <li>• The proposed pedestrian access to the Station (CoA 30) does not have blind spots.</li> </ul> <p>DoP has approved the CEMP for the Cabramatta Station Precinct on 26 August 2009, subject to requirements: <a href="#">20090826 Approval for Cabramatta Station Precinct</a>.</p> <p>The requirement of relevance to CoA 28 is “ARTC shall develop and implement a contingency plan in consultation with Fairfield Council for instances where the Cabramatta Townsafe CCTV is subject to a prolonged outage during</p>			

CoA No.	28 – Cabramatta Station Precinct CCTV	Pre-Construction and Construction	Closed
<p>construction.”</p> <p>ARTC will develop this contingency plan in response to DoP’s approval.</p> <p><b>November 2009 Update</b></p> <p>ARTC has developed a contingency plan in conjunction with Fairfield City Council, dated September 2009: <a href="#">CCTV Contingency Plan 20090924.doc</a>.</p> <p><b>November 2010 Update</b></p> <p>The CCTV works has been scoped, designed and requests for prices called from the industry. Contractor expected commence work in June 2011.</p> <p><b>May 2011 Update</b></p> <p>No change in status. Contractor expected to commence work in August 2011.</p> <p><b>November 2011 Update</b></p> <p>CCTV installation works at Cabramatta commenced in September 2011. These works are scheduled to be completed in early 2012.</p> <p><b>May 2012 Update</b></p> <p>CCTV installation works at Cabramatta commenced in September 2011. These works are scheduled to be completed in July 2012.</p> <p><b>November 2012 Update</b></p> <p>The CCTV installation works at Cabramatta were completed in July 2012.</p> <p>This CoA was closed in the SSFL Pre-Operation Compliance Report.</p>			

CoA No.	29 – Cabramatta Station Precinct Car parking	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent must provide car parking to fully compensate for any loss of existing car parking at Cabramatta Station displaced as a result of the construction and operation of the Project. The compensatory car parking should be provided, to the greatest extent practicable, within 400 metres of Cabramatta Station.</p> <p>To address this issue, the Proponent must prepare a Parking Plan prior to the commencement of construction, or as otherwise agreed to by the Director-General, in consultation with Relevant Government Departments, Fairfield City Council, Relevant Stakeholders and the CLG, to the satisfaction of the Director-General. As well as the location of compensatory car parking, the parking plan should include:</p> <ul style="list-style-type: none"> <li>(a) Optimisation of the allocation of parking spaces for different users; and</li> <li>(b) Appropriate management of parking impacts on surrounding residential streets.</li> </ul> <p><b>Modification</b></p> <p><i>The requirement was modified by DoPI on 31 July 2009 in Modification 2. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>ARTC's request to modify CoA 29: <a href="#">20090610 Modification Request CoA 29</a>.</p> <p>DoP Approval of Modification: <a href="#">20090625 CoA 29 Modification Approval</a>.</p> <p>The original SSFL Parking Plan includes the following:</p> <ul style="list-style-type: none"> <li>• A number of drawings that show the location of car parking spaces: <a href="#">SN-640C 20090512</a>, <a href="#">SN-641 20090507</a>, <a href="#">SN-642 20090512</a>, <a href="#">SN-644D 20090512</a>, <a href="#">SN-646E 20090512</a>, <a href="#">SN-647</a>, <a href="#">SN-649 20090512</a>, <a href="#">SN-650C 20090512</a>.</li> <li>• An email from FCC advising that the requirements of CoA 29 have been met: <a href="#">20090528 FCC SSFL Confirmation of Parking Arrangements</a>.</li> <li>• The parking strategy in Section 4.1.7 of the UDLP, which lists the existing and proposed car parking spaces at Cabramatta Station: <a href="#">20090708 SSFL UDLP Rev C</a>. There will be no net change in commuter car parking spaces.</li> </ul> <p>DoP approved the CEMP for the Cabramatta Station Precinct on 26 August 2009, subject to requirements: <a href="#">20090826 Approval for Cabramatta Station Precinct</a>.</p> <p>For CoA 29, DoP has identified that the requirements of the condition remain outstanding. DoP require ARTC to submit a complete parking plan that meets all requirements of the condition.</p> <p>Based on the relocation of parking spaces, ARTC will re-submit a complete parking plan for the Cabramatta station precinct in response to DoP's approval.</p>			

CoA No.	29 – Cabramatta Station Precinct Car parking	Pre-Construction and Construction	Closed
<p><b>November 2009 Update</b></p> <p>The revised Parking Plan was approved by Fairfield City Council on 18 December 2009, subject to two conditions. The Parking Plan and ARTC's covering letter to DoP dated 22 December 2009 are provided at: <a href="#">20091222 Cabramatta Precinct Parking Plan_Rev_2.pdf</a> and <a href="#">20091222 ARTC Letter re Cabramatta Precinct Parking Plan_Rev_2.pdf</a>.</p> <p>DoP subsequently provided further comments on the Parking Plan dated 19 January 2010 (<a href="#">20100119 DoP Letter 3477_001.pdf</a>). ARTC is preparing its response.</p> <p><b>November 2010 Update</b></p> <p>Following a meeting with DoP staff, ARTC revised the Cabramatta Parking Plan to further address the Department's comments. On 3 March 2010 ARTC provided DoP with a letter addressing the Department's concerns (<a href="#">20100302 SSFL DoP re Cabramatta Parking Plan final approval.pdf</a>) and with the attached Cabramatta Precinct Parking Plan (Rev 3): <a href="#">20100304 Cabramatta Parking Plan Rev_3.pdf</a>.</p> <p>DoP approved the Plan on 6 April 2010, subject to two conditions: <a href="#">20100406 Approval for Cabramatta Parking Plan CoA 29.pdf</a>. ARTC will report on these in future compliance reports.</p> <p><b>May 2011 Update</b></p> <p>As noted above, DoP approved the Cabramatta Parking Plan on 6 April 2010. ARTC is working to address and satisfy the two conditions to this approval.</p> <p><b>November 2011 Update</b></p> <p>The RTA approval for the traffic management scheme along Broomfield Street includes:</p> <ul style="list-style-type: none"> <li>On 9 August 2011, the RTA approved the modifications to the Cabramatta Road-Broomfield Street intersection, including the signalling and nearby pedestrian crossing: <a href="#">20110809 RTA approval for TCS2944 Broomfield St - Cabramatta Rd.pdf</a> and <a href="#">20110809 TCS2944 Broomfield St - Cabramatta Rd.pdf</a></li> <li>On 24 October 2011, Fairfield City Council advised that Fairfield Traffic Committee considered a report about the proposed works in Broomfield Street associated with 40km/hr implementation at its meeting on 10 October 2011. The RTA agreed to the proposal subject to two requirements detailed in <a href="#">CoA30: Proposed works in Broomfield Street associated with 40kmhr implementation.msg</a></li> </ul> <p><b>May 2012 Update</b></p> <p>Of the two requirements (<a href="#">Proposed works in Broomfield Street associated with 40kmhr implementation.msg</a>) detailed in <a href="#">CoA30</a>, the first was addressed by ARTC in the November 2011 update above. The second requirement is still being addressed by the RTA, as described in <a href="#">CoA30</a>.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period. Construction works are still underway in the vicinity of Cabramatta Station, hence the second requirement of the approval described in the May 2012 Update is still to be addressed by Roads and Maritime Services (RMS), as described in <a href="#">CoA30</a>.</p> <p><b>August 2013 Update</b></p> <p>Construction works along Broomfield Street were completed and the 40km/hr signs and associated line marking in the high pedestrian area were installed by RMS.</p> <p>This CoA is now closed with the completion of Construction.</p>			



<b>CoA No.</b>	<b>30 – Cabramatta Station Precinct traffic, cycle and pedestrian arrangements</b>	<b>Pre-Construction and Construction</b>	<b>Closed</b>
<b>Condition Requirement</b>			
<p>Prior to the commencement of construction, the Proponent must undertake a review of proposed traffic, cycle and pedestrian arrangements in the East Cabramatta area in consultation with Relevant Government Departments, Fairfield City Council, and the CLG to the satisfaction of the Director-General. The review should include, but not be limited to:</p> <p>(a) the identification of design objectives, relevant guidelines and standards, and how these are achieved;</p> <p>(b) a Pedestrian Access and Mobility Plan; and</p> <p>(c) an assessment of alternative treatments should the proposed 'Shared Zone' design not meet relevant guidelines and standards.</p> <p>The findings and recommendations of the review must be incorporated into the UDLP and the Proponent must implement the identified management and mitigation measures as part of the Project.</p> <p><b>Modification</b></p> <p><i>Minor word changes were made to the requirement by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The documentation for the review includes:</p> <ul style="list-style-type: none"> <li>• The Cabramatta Station Pedestrian Access and Mobility Plan (PAMP): <a href="#">Pedestrian Access and Mobility Plan</a>, <a href="#">PAMP diagrams</a></li> <li>• The assessment of alternative treatments undertaken by RH Simpson Architects: <a href="#">20090312 Report on Alternative Passenger Access Cabramatta Station</a></li> <li>• The identification of design objectives, relevant guidelines and standards, and how these are achieved, is contained in the above two reports</li> <li>• Documentation of consultation, including the presentation to the Fairfield Traffic Committee on 20 April 2009 (<a href="#">20090420 SSFL Presentation to FCC Traffic Committee</a>) and the Traffic Committee's endorsement on 27 April 2009 <a href="#">20090427 FCC Traffic Committee Endorsement Cabramatta</a>.</li> <li>• FCC's letter to DoP dated 2 June 2009 (<a href="#">20090602 Fairfield City Council to DoP</a>), stating the Cabramatta Chamber of Commerce's preference for a switch back pedestrian ramp and 27 person lift, rather than the lift and stairs recommended in the PAMP. However, this option has surveillance problems and is not consistent with CoA 28</li> <li>• ARTC's letter to DoP dated 17 June 2009 <a href="#">20090617 ARTC letter to DoP CoA30</a> provides the history of studies/consultation, including: <ul style="list-style-type: none"> <li>○ an architectural options assessment study showing that the lift and stairs option was the best outcome for the station precinct;</li> <li>○ the offer of a larger 27 person capacity lift; and</li> </ul> </li> </ul>			

CoA No.	30 – Cabramatta Station Precinct traffic, cycle and pedestrian arrangements	Pre-Construction and Construction	Closed
	<p>○ extensive consultation with Council and community in an effort to reach consensus.</p> <p>The findings and recommendations of the review have been incorporated into the UDLP.</p> <p>DoP approved the CEMP for the Cabramatta Station Precinct on 26 August 2009, subject to requirements: <a href="#">20090826 Approval for Cabramatta Station Precinct</a>. The requirement of relevance to CoA 30 is:</p> <ol style="list-style-type: none"> <li>2. <i>Lift facilities shall be available to the public 24 hours a day, 7 days a week, except during maintenance;</i></li> <li>3. <i>The taxi stand and kiss and ride facilities shall be separated from the bus zone; and</i></li> <li>4. <i>Detailed design shall be undertaken in consultation with Fairfield City Council and the Roads and Traffic Authority and be consistent with relevant design guidelines.</i></li> </ol> <p>ARTC will address these requirements.</p> <p><b>November 2009 Update</b></p> <p>The revised Cabramatta Parking Plan was approved by Fairfield City Council on 18 December 2009, subject to two conditions. The Parking Plan and ARTC's covering letter of 22 December 2009 to DoP is provided at: <a href="#">20091222 Cabramatta Precinct Parking Plan Rev 2.pdf</a> and <a href="#">20091222 ARTC Letter re Cabramatta Precinct Parking Plan Rev 2.pdf</a>.</p> <p>DoP subsequently provided further comments on the Parking Plan dated 19 January 2010 (<a href="#">20100119 DoP Letter 3477 001.pdf</a>). ARTC is preparing its response.</p> <p><b>November 2010 Update</b></p> <p>As described in CoA 29, on 3 March 2010 ARTC provided DoP with a letter addressing the Department's concerns about Cabramatta parking (<a href="#">20100302 SSFL DoP re Cabramatta Parking Plan final approval.pdf</a>) and with the attached Cabramatta Precinct Parking Plan (Rev 3): <a href="#">20100304 Cabramatta Parking Plan Rev 3.pdf</a>.</p> <p>DoP approved the Cabramatta Parking Plan on 6 April 2010, subject to two conditions: <a href="#">20100406 Approval for Cabramatta Parking Plan CoA 29.pdf</a>. ARTC will report on these in future compliance reports.</p> <p>The findings and recommendations of the review have been incorporated into the UDLP (<a href="#">UDLP Rev G.pdf</a>). ARTC will report on the implementation of the measures in future compliance reports.</p> <p><b>May 2011 Update</b></p> <p>ARTC has been consulting with the RTA and Fairfield City Council to implement the findings and recommendations of the review. On 14 March 2011, Fairfield City Council provided ARTC the outcomes of the Fairfield Traffic Committee: <a href="#">20110314 Fairfield Traffic Committee outcomes re Broomfield St.pdf</a>. ARTC is working with the RTA and Council to finalise the detailed design for Broomfield Street, and to construct this precinct.</p> <p><b>November 2011 Update</b></p> <p>ARTC has continued to consult with the RTA and Fairfield City Council to implement the findings and recommendations of the review. On 9 August 2011, the RTA approved the modifications to the Cabramatta Road-Broomfield Street intersection, including the signalling and nearby pedestrian crossing: <a href="#">20110809 RTA approval for TCS2944 Broomfield St - Cabramatta Rd.pdf</a> and <a href="#">20110809 TCS2944 Broomfield St - Cabramatta Rd.pdf</a>.</p> <p>On 24 October 2011, Fairfield City Council advised that Fairfield Traffic Committee considered a report about the proposed works in Broomfield Street associated with 40km/hr implementation at its meeting on 10 October 2011. The RTA agreed to the proposal (<a href="#">Proposed works in Broomfield Street associated with</a></p>		

CoA No.	30 – Cabramatta Station Precinct traffic, cycle and pedestrian arrangements	Pre-Construction and Construction	Closed
<p><a href="#">40kmhr implementation.msg</a>) subject to:</p> <ul style="list-style-type: none"> <li>The use of piano keys along the threshold near the lip of the gutter is not supported. These line markings have been removed from both sides of the proposed threshold; and</li> <li>The signs/line marking proposed as part of the 40km/hr high pedestrian activity area to be approved by the RTA's speed management section.</li> </ul> <p>The final set of approved Signs &amp; Lines drawings for Broomfield Street include: <a href="#">SN-1103.pdf</a>, <a href="#">SN-1104.pdf</a>, <a href="#">SN-1105.pdf</a>, <a href="#">SN-1106.pdf</a>, <a href="#">SN-1107.pdf</a>, <a href="#">SN-1108.pdf</a>, <a href="#">SN-1109.pdf</a>, <a href="#">SN-1110.pdf</a>, <a href="#">SN-1111.pdf</a>.</p> <p><b>May 2012 Update</b></p> <p>The Cabramatta Station precinct works were completed and handed back to RailCorp on 28 February 2012: <a href="#">Cabramatta Station.jpg</a>.</p> <p>Of the outstanding RTA requirement described in the November 2011 update above (second dot point), Fairfield City Council wrote to the RTA in May 2012, requesting RTA approval for the 40km/hr high pedestrian activity area. The RTA has advised that it will conduct its inspection and approval process when construction works currently being carried out by the SSFL Project in Broomfield Street have been completed later in 2012.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period. Construction works are still underway in the vicinity of Cabramatta Station, hence the second requirement of the approval described in the May 2012 Update is still to be addressed by RMS.</p> <p><b>August 2013 Update</b></p> <p>Construction works along Broomfield Street were completed and the 40km/hr signs and associated line marking in the high pedestrian area were installed by RMS.</p> <p>This CoA is now closed with the completion of Construction.</p>			

CoA No.	31 – Cabramatta Station	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
Prior to the commencement of Construction (or as otherwise agreed by the Director-General), the Proponent must liaise with RailCorp about facilitating preliminary piling and roofing works at Cabramatta Station for future enhancements of the RailCorp passenger network with a view to carrying out these works. If possible, these works should be carried out in conjunction with the SSFL Construction to limit future construction impacts at Cabramatta Station.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
Refer to the email string dated 28 May 2009 confirming that RailCorp will accept a 27 person lift ( <a href="#">20090528 RailCorp Acceptance of Cabramatta Lift</a> ).			
Refer to the email string dated 28 May 2009 confirming that RailCorp is satisfied that ARTC complies with this CoA ( <a href="#">20090528 Close-out of CoA 31 RailCorp requirements</a> ).			
ARTC's letter to DoP dated 17 June 2009 <a href="#">20090617 ARTC letter to DoP CoA30</a> outlines how this feedback has been integrated into the design of Cabramatta Station, closing this condition.			

CoA No.	32 – Level Crossings	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>Prior to the commencement of Construction (or as otherwise agreed by the Director-General), the Proponent must in consultation with RailCorp assess design options for the Sefton Park Junction level crossing including considering impacts of the preferred location of the level crossing on the surrounding road network during Construction and Operation (in consultation with Relevant Government Departments and Bankstown City Council), to the satisfaction of the Director-General.</p> <p>Following approval, the Proponent must contribute an agreed amount in cash or kind to RailCorp in order to implement the findings of the assessment during Construction. In lieu of agreement between the parties, the contribution will be to the satisfaction of the Director-General.</p> <p><b>Modification</b></p> <p><i>Minor word changes were made to the requirement by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC/RailCorp			
<b>Evidence of Compliance</b>			
<p>Design options for the Sefton Park Junction level crossing on Wellington Road have been assessed in consultation with RailCorp. Negotiations with RailCorp are ongoing.</p> <p>Email correspondence with RailCorp on the relocation of the crossing is provided: <a href="#">RE Sefton Level Crossing</a> and <a href="#">Re Sefton Area Level Crossings</a>.</p> <p><b>November 2009 Update</b></p> <p>Negotiations with RailCorp have continued during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>At RailCorp's request ARTC continued to assess design options including a level crossing and a bridge from Wellington Road across the SSFL and Bankstown railway lines into Sefton Park Junction. These options were developed in consultation with relevant authorities including Bankstown City Council.</p> <p>On 2 December 2010, RailCorp accepted the option for the design and construction of the Sefton triangle bridge into Sefton Park Junction, conforming to RailCorp standards and procedures: <a href="#">20101202 RailCorp letter to ARTC re Sefton Triangle Bridge.pdf</a>. The bridge is being constructed under RailCorp's Part 5 Approval.</p> <p>A view of the construction of the bridge from Wellington Road (on the left) into Sefton Park Junction as at 2 February 2011 is at: <a href="#">20110202 Sefton Triangle Bridge.JPG</a>.</p> <p><b>May 2011 Update</b></p> <p>As per the requirement of this condition, and in agreement with RailCorp, ARTC contributed around \$767,000 to the construction of the Sefton Triangle Bridge: <a href="#">Sefton Triangle Bridge Payment Schedule 01-06-11.xls</a>.</p> <p>The construction of the Sefton Triangle Bridge, from Wellington Road across the SSFL and Bankstown railway lines into Sefton Park Junction, commenced in December 2010: <a href="#">Construction of Sefton Triangle Bridge.JPG</a>.</p> <p>The Sefton Triangle Bridge was commissioned on 28 May 2011. A view of the bridge from the Sefton Dive is at: <a href="#">Sefton Triangle Bridge.jpg</a>. The Wellington Road level crossing was decommissioned on 28 May 2011.</p>			

CoA No.	32 – Level Crossings	Pre-Construction and Construction	Closed
The requirements for this CoA are met and the CoA can be closed.			

CoA No.	33 – Level Crossings - Casula Arts Regional Centre	Pre-Operation	Closed
<b>Condition Requirement</b>			
<p>Prior to the commencement of Operations, the Proponent must contribute an agreed amount in cash or kind to Liverpool City Council for the provision of alternate vehicle access to the Casula Regional Arts Centre via Shepherd Street. In lieu of agreement between the parties, the contribution will be to the satisfaction of the Director-General.</p> <p>Unless otherwise agreed to by the Director-General, if alternate vehicle access has not been provided 3 months prior to Operation, the Proponent must undertake a risk assessment of the Casula Level Crossing in consultation with RailCorp and the Casula Arts Regional Centre and implement measures for the safe operation of the level crossing, prior to Operation, until alternate vehicle access is provided.</p> <p><b>Modification</b></p> <p><i>Minor word changes were made to the requirement by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>ARTC is providing a new access road to the Arts Centre.</p> <p>Formal agreement between all parties is not required until prior to commencement of operations. Negotiations between ARTC and Council are well underway, and ongoing.</p> <p>Two meetings have been held with Liverpool City Council in the first 6 months of construction to discuss options for the access, on 20 April 2009 and 27 May 2009. An example of email correspondence with LCC on this subject is provided: <a href="#">RE SSFL - Casula Road Council comment responses (amended as discussed) (1).msg</a>.</p> <p><b>November 2009 Update</b></p> <p>During the period, ARTC continued to hold discussions with Council with the aim of achieving a mutually acceptable resolution of this CoA. ARTC has reaffirmed its position that it has always been prepared to contribute to the construction of the access road. Following meetings with Council officers on 1 December 2009 and mid-January 2010, ARTC is reviewing design requirements and costings, and will meet with Council and design staff in February to finalise agreement on the road design and construction.</p> <p><b>November 2010 Update</b></p> <p>On 23 June 2010, ARTC wrote to DoP advising that it had met CoA 33 <a href="#">20100623 Letter to DoP - SSFL Condition 33 Casula Access Road.pdf</a>. ARTC and Council concluded negotiations and agreed to the design, construction period, cost sharing and other elements. These were detailed in the signed <i>Agreement to Carry Out Construction Works – Casula Powerhouse Access Road Key Terms Sheet</i> dated 11 June 2010 which was attached to the letter to DoP. ARTC will meet the majority share of the costs to construct the road.</p> <p>Construction of the road is to commence in February-March 2011, with completion in December 2011. ARTC will report on the construction of the road in future compliance reports.</p>			

CoA No.	33 – Level Crossings - Casula Arts Regional Centre	Pre-Operation	Closed
<p><b>May 2011 Update</b></p> <p>Construction of the Casula Access Road commenced in June 2011, with completion scheduled in December 2011. ARTC will report on the construction of the road in future compliance reports.</p> <p><b>November 2011 Update</b></p> <p>Construction of the Casula Access Road continued throughout this compliance period. The extension of the car park at the Casula Powerhouse was completed in October 2011, along with road diversion works around the Casula Station upgrade. Bulk earthworks, retaining wall construction and services relocations continued throughout this period. Construction of the Casula Access Road is scheduled for completion in mid 2012.</p> <p><b>May 2012 Update</b></p> <p>Construction of the Casula Access Road continued throughout this compliance period. Bulk earthworks, retaining wall construction and services relocations were completed in this period. Detailed earthworks, railway formation and roadworks commenced in this period. Construction of the Casula Access Road is scheduled for completion in the next compliance period.</p> <p><b>November 2012 Update</b></p> <p>Casula Access Road was completed and handed to Liverpool City Council on 15 September 2012, and the Date of Completion of the works of 30 October 2012 agreed between Liverpool City Council and ARTC (<a href="#">Executed Handover 121105.pdf</a>). Timetabled defect rectification and road surfacing works are scheduled for completion in early 2013.</p> <p>Casula Level Crossing was closed to traffic in October 2012.</p> <p><b>August 2013 Update</b></p> <p>Defect rectification and road surfacing works were completed in December 2012. Liverpool City Council will now maintain this road in accordance with Council requirements.</p> <p>This CoA is now closed.</p>			



CoA No.	34 – Level Crossings - Liverpool Hospital	Pre-Operation	Closed
<b>Condition Requirement</b>			
Unless otherwise agreed to by the Director-General the Proponent must in cooperation with NSW Health and RailCorp ensure that alternative vehicle and pedestrian access across the rail line at the Liverpool Hospital is provided prior to the commencement of Operation. The Proponent must contribute an agreed amount in cash or kind for the provision of alternate vehicle and pedestrian access.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Formal agreement for this condition is not required until prior to commencement of operations. Negotiations between ARTC, NSW Health and RailCorp are largely resolved, and ongoing. Construction of the bridges has commenced.</p> <p>A site inspection report dated 21 May 2009 is provided, showing construction of the Liverpool Hospital bridges has commenced: <a href="#">09-05-22 Site inspection Report</a>.</p> <p>Evidence of consultation with NSW Health and RailCorp is provided by way of meeting minutes from 29 April 2009 for the Liverpool Hospital Campus Coordination Group, containing representatives of the Contractors, ARTC, RailCorp, SSWAHS, and DET: <a href="#">00784-54605-09-14-GT-jb</a>.</p> <p><b>November 2009 Update</b></p> <p>Negotiations with Liverpool Hospital have advanced, and ARTC is working towards a development management agreement by the end of January 2010. Construction of the pedestrian and road bridges is well advanced.</p> <p>Minutes of a construction interface group meeting dated 16 September 2009 are provided, including members from Arenco, Liverpool Hospital, ARTC, Capital Insight and Bovis Lend Lease: <a href="#">20090916 Construction Interface Group Meeting.doc</a>.</p> <p>A photo from 10 February 2010 shows up-to-date status of construction of both the road (background) and pedestrian (foreground) bridges: <a href="#">Liverpool Hospital Bridges Status 10 Feb 2010.JPG</a>.</p> <p><b>November 2010 Update</b></p> <p>The Liverpool Hospital Bridge works for NSW Health were completed in 2010. Attached are:</p> <ul style="list-style-type: none"> <li>• Practical completion certificate issued on 2 December 2010 by Incoll Management who were acting as NSWHealth's independent completion consultant: <a href="#">20101202 Liverpool Hospital Bridges Practical Completion.pdf</a></li> <li>• Interim BCA certificate for the pedestrian footbridge issued on 2 December 2010 by David Langdon acting as NSWHealth's BCA certifier: <a href="#">20101202 Liverpool Hospital Bridges Interim BCA Certificate.pdf</a>. The outstanding items are works that will be conducted by the Hospital, not ARTC, as part of the Hospital's completion and future car park works.</li> </ul> <p>This completes the CoA.</p>			

CoA No.	35 – Future Access Provisions with relevant Councils	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent, in consultation with Relevant Councils must ensure that the design and construction of the Project does not preclude the provision of future vehicle, pedestrian, cycle or other access provision, identified in an approved or published plan including:</p> <ul style="list-style-type: none"> <li>(a) a link from Liverpool City Centre to the Georges River, including the proposed extension of the Liverpool Station concourse over the rail corridor to connect directly with the northern end of Lighthorse Park;</li> <li>(b) provision of a shared cycle/ pedestrian walkway along the Georges River connecting the proposed Liverpool Station concourse extension with the Casula Arts Centre (the 'River Walk');</li> <li>(c) extension of the 'River Walk' to Leacock Regional Park under the Glenfield Creek rail bridge;</li> <li>(d) pedestrian/cycle access from the Liverpool City Centre, to the eastern bank of the Georges River;</li> <li>(e) proposed extension of Farrow Road, Campbelltown to Blaxland Road and/ or Narellan Road.</li> </ul> <p>The Proponent will consult with the Relevant Council to establish if it is feasible for the Relevant Council to undertake preparatory works, if necessary to facilitate the economic delivery of the works identified in (a) to (e) above.</p>			
<b>Responsibility</b>			
ARTC/Relevant Councils			
<b>Evidence of Compliance</b>			
<p>Consultation with Liverpool Council has been undertaken on future access provisions. Liverpool Council's letter dated 15 September 2009 is provided: <a href="#">CoA 35 Liverpool Council Letter</a>.</p> <p><b>November 2009 Update</b></p> <p>The above letter from Liverpool City Council shows ARTC has satisfied conditions (a) to (d).</p> <p>ARTC has liaised with Campbelltown City Council to address CoA 35(e). For example, ARTC and Council staff met in February 2010 to discuss the proposed extension of Farrow Rd. The minutes of this meeting are attached: <a href="#">20100222 CCC-SSFL Technical Meeting Minutes.pdf</a></p> <p><b>November 2010 Update</b></p> <p>ARTC has continued to liaise with Campbelltown City Council to address CoA 35(e) and both parties are close to agreement. At the monthly ARTC and Council staff meeting on 20 December 2010 ARTC tabled drawings for the concept road alignment for Farrow Road for Council's comments: <a href="#">20101220 CCC-ARTC Coordination Meeting Minutes.doc</a>.</p> <p><b>May 2011 Update</b></p> <p>ARTC's consultation with Campbelltown City Council and RailCorp to address CoA 35(e) has resulted in a draft detailed design. A meeting on 15 June 2011 shows the small number of minor issues remaining to be resolved: <a href="#">20110617 Farrow Rd meeting 15 Jun outcomes.msg</a>.</p> <p><b>November 2011 Update</b></p>			

CoA No.	35 – Future Access Provisions with relevant Councils	Pre-Construction and Construction	Closed
<p>ARTC's consultation with Campbelltown City Council and RailCorp to address CoA 35(e) has resulted in final agreement between the parties, with the Deed of Settlement and Deed of Licence signed on 30 November 2011:</p> <p><a href="#">Deed of Settlement [Executed RailCorp counterpart] 30.11.11.PDF</a> and <a href="#">Deed of Settlement [Council execution page] 30.11.11.PDF</a></p> <p>This condition is now closed.</p>			

CoA No.	36 – Future Access Provisions for Liverpool cycle path	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>Prior to construction, the Proponent in consultation with RailCorp shall consult with Liverpool City Council concerning the design of its proposed cycle path along the top of the Georges River bank, between Liverpool Hospital and Lighthorse Park. The primary purpose of the consultation is to assist Council assess options for establishing a cycle path along this steep section of the river bank, between the piled slab (which will support the Project at the top of the river bank) and the proposed boardwalk (along the edge of the Georges River), which will not effect the long term stability of the river bank and rail corridor. The assessment of options will address the feasibility of integrating the future cycle path with the Project's piled slab construction and establish if it is feasible for Council to undertake preparatory works to facilitate this or other options in the future. If the parties cannot agree on a feasible cycle path alignment, the matter will be referred to the Director-General for resolution.</p>			
<b>Responsibility</b>			
ARTC/Liverpool City Council/RailCorp			
<b>Evidence of Compliance</b>			
<p>Consultation with Liverpool Council has been undertaken on the proposed cycle path. Liverpool Council's letter dated 15 September 2009 and indicating that the requirements of CoA 36 have been fulfilled is provided: <a href="#">CoA 36 Liverpool Council Letter</a>. The Condition is closed.</p>			

CoA No	37 – Existing Facilities	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent must ensure that prior to operation:</p> <p>(a) all existing infrastructure impacted by the Project is replaced to at least the existing standard to ensure that there is no net loss in access, parking, bus, cyclist and other traffic and transport facilities along the corridor, unless otherwise agreed by the Director-General; and</p> <p>(b) station access impacted by the Project is provided to 'easy access' standards at the Leumeah, Minto, Cabramatta and Warwick Farm Station precincts and provision is made to allow for the future provision of lift(s) at the Casula and Sefton Station precincts.</p> <p><b>Modification</b></p> <p><i>The requirement was modified by DoP on 14 September 2009 in Modification 3. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>ARTC has submitted an application to modify this condition: <a href="#">CoA37(a) Modification Request 23-06-09</a>. DoP is considering this application.</p> <p>Evidence of agreement by Campbelltown City Council to the terms of the modification at Minto Station: <a href="#">20090819 Attachment Campbelltown Council - Minto Car Parking</a>.</p> <p>Section 8 Schedule 2 of the UDLP dated 8 July 2009 (<a href="#">20090708 SSFL UDLP Rev C</a>) states that CoA 37 was discussed with DoP at a meeting on 19 November 2008 where ARTC reaffirmed its commitment to this condition, and DoP indicated there were no outstanding issues.</p> <p><b>November 2009 Update</b></p> <p>The modification of CoA 37 was approved by DoP on 14 September 2009 to allow for the temporary reduction in infrastructure standards at Minto Station: <a href="#">20090914 DoP Approval 2263_001.pdf</a>.</p> <p>As a result of the approval, the wording of Conditions 1, 37 and 58 was amended by DoP. The amended wording of CoA 37 is reflected in the wording above.</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>As above. No change in status during this compliance period. All existing infrastructure impacted by the Project is being replaced to at least the existing standard.</p> <p><b>November 2011 Update</b></p> <p>As above. No change in status during this compliance period. All existing infrastructure impacted by the Project is being replaced to at least the existing standard.</p>			

CoA No	37 – Existing Facilities	Pre-Construction and Construction	Closed
<p><b>May 2012 Update</b></p> <p>As above. No change in status during this compliance period. All existing infrastructure impacted by the Project is being replaced to at least the existing standard.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period. All existing infrastructure impacted by the Project is being replaced to at least the existing standard.</p> <p><b>August 2013 Update</b></p> <p>As above. No change in status during this compliance period. All existing infrastructure impacted by the Project has been replaced to at least the existing standard.</p> <p>This CoA is now closed with the completion of Construction.</p>			

CoA No.	38 – Interactions with Existing and Planned Rail Infrastructure	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent must consult with RailCorp and TIDC (where relevant) in developing, designing and operating all components of the Project that may interact with or impact on existing and proposed passenger rail infrastructure, including but not limited to the following:</p> <p>(a) noise mitigation measures through Liverpool having regard to the requirements of the proposed Liverpool Turn Back project;</p> <p>(b) operational and maintenance requirements associated with the stabling facilities at Liverpool and Campbelltown; and</p> <p>(c) the proposed South West Rail Link.</p>			
<b>Responsibility</b>			
ARTC/TCA/RailCorp			
<b>Evidence of Compliance</b>			
<p>Consultation with RailCorp and TCA has been ongoing, although the RailCorp stabling facilities project is currently on hold.</p> <p>Regular meetings are held with TCA and RailCorp in relation to both the Liverpool Turnback (<a href="#">ARTC Coordination Meeting Minutes Liverpool Turnback 25 May 09</a>) and the South West Rail Link (<a href="#">TIDC_ARTC Co-ordination Meeting SWRL 26_05_09</a>). Representatives of TCA, RailCorp and ARTC attend these meetings.</p> <p><b>November 2009 Update</b></p> <p>(a) Liverpool Turn Back - Regular meetings are being held with TCA regarding the design and planning for the interface with the SSFL and the Liverpool Turnback projects. In due course a construction interface meeting will also be set up as the construction phase begins. Minutes of meetings with TCA are provided: <a href="#">091214_MoM_TIDC &amp; ARTC Coordination Mtg.pdf</a>. ARTC has also provided potholing information to TCA in this compliance period.</p> <p>(b) Campbelltown Yard - Ongoing design comments and scope refinement is currently underway. Drawings were issued to RailCorp following the issue of a draft scoping document and were presented and discussed at a stakeholder workshop on 22 October 2009. This was minuted and comments recorded. Further comments were received on 26 October 2009 and comments reviewed and clarified on 25 November 2009 (refer to summary sheet <a href="#">Campbelltown Yard Schedule - RailCorp Comments 09-11-25.xls</a>). ARTC is currently awaiting a re-issue of all Campbelltown drawings from Aurecon to reflect the previous comments and these drawings are due for issue to RailCorp in late January 2010. A further workshop to discuss design and staging of works is scheduled for early February, allowing time for the documentation to be reviewed prior, and the expectation is that design and staging will be finalised by the end of February to allow construction to proceed in early March.</p> <p>(c) Glenfield Junction - Regular meetings are being held with the Glenfield Junction Alliance for both design and construction interface issues (<a href="#">ARTC Glenfield minutes 8 -151209.pdf</a>). Due to the changes to the construction program, ARTC is liaising with respect to some temporary alignments to help with the staging of both ARTC and GJA site works. ARTC also regularly meets with TCA regarding the commercial aspects of the Glenfield Interface (<a href="#">ARTC TIDC Glenfield Coordination Mtg 09-12-11.doc</a>).</p> <p><b>November 2010 Update</b></p> <p>(a) Liverpool Turn Back – Consultation with RailCorp and TCA has progressed well. ARTC submitted a General Works Package for the works to RailCorp on 10 February 2011: <a href="#">20110210_PSA - Liverpool Turnback Civil</a></p>			

CoA No.	38 – Interactions with Existing and Planned Rail Infrastructure	Pre-Construction and Construction	Closed
	<p><a href="#">Works.msg</a>. ARTC is currently negotiating with TCA on the division of the works and costs.</p> <p>(b) Campbelltown Yard – The design process was finalised, with design drawings provided to RailCorp in January 2011: <a href="#">20110131 SSFL alignment between Campbelltown and Macarthur - CAD format.htm</a>.</p> <p>(c) Glenfield Junction – ARTC has progressed design and construction matters with GJA and TCA. The Glenfield Southern Flyover Design by GJA is at review stage, with input by ARTC: <a href="#">20110201 Glenfield Southern Flyover Design review - ARTC comments.htm</a>. ARTC's progress on completing works, including the Combined Services Route and the removal of Up Relief track and ballast in the Glenfield Junction area is described in: <a href="#">20110215 SSFL - TCA Glenfield Junction Letter.msg</a>.</p> <p>(d) Campbelltown Perway Siding – ARTC is liaising with RailCorp on the design of this siding, to ensure RailCorp's requirements are being met. ARTC has also commenced liaising with Campbelltown City Council on access arrangements to the Perway Siding.</p> <p><b>May 2011 Update</b></p> <p>(a) Liverpool Turn Back – Consultation with RailCorp and TCA has progressed well. ARTC and TCA hold fortnightly construction meetings to discuss design, construction and programme interface issues (<a href="#">LTB and SSFL Interface Meeting 1439167 1.pdf</a>, <a href="#">LTBP Viaduct Structure (Concept Sketch).msg</a> and <a href="#">LPTB viaduct concept dwgs_060611.pdf</a>). ARTC and TCA agreed that each would meet the costs for their own works in this area of overlap. RailCorp has approved the Liverpool Civil Works Project Safety Agreement (<a href="#">PSA 7361 - SSFL 305 - PP.pdf</a>).</p> <p>(b) Campbelltown Yard – The design drawings are still with RailCorp for review and final acceptance.</p> <p>(c) Glenfield Junction – ARTC has nearly completed design and construction matters with GJA and TCA for First Stage works, and has actively liaised with GJA throughout design and construction: <a href="#">GJA-MEMO-003751 Glenfield Junction.msg</a>. The Final Stage Alliance will be required to liaise with GJA and TCA on design and construction matters to complete works associated with Glenfield Junction.</p> <p>(d) Campbelltown Perway Siding – No change in status. ARTC continued to liaise with RailCorp and Campbelltown City Council on the design of this siding, to ensure RailCorp's and Council's requirements are met, and intends to submit final drawings to RailCorp for approval in July 2011.</p> <p>(e) ARTC and RailCorp representatives attend a fortnightly Operational Readiness Meeting for the commissioning and operation of the Sefton Park Junction to Leightonfield section of the SSFL. They have developed and are now implementing an <i>Operational Readiness Action List</i> (<a href="#">Leightonfield Action List V2.xls</a>). Operational issues are discussed at these meetings, along with the status and responsibility of required deliverables prior to commissioning including operational plans, interface agreements, lease agreements and signalling specifications: <a href="#">Leightonfield ARTC RailCorp Interface Functional Spec v6.pdf</a>.</p> <p><b>November 2011 Update</b></p> <p>(a) Liverpool Turn Back – Consultation with RailCorp and TCA has progressed well. ARTC and TCA hold fortnightly construction meetings to discuss design, construction and programme interface issues (<a href="#">1693880 LTB and SSFL Interface Meeting 20111110.pdf</a>).</p> <p>(b) Campbelltown Yard – RailCorp approved the design drawings for Campbelltown Yard in October and November 2011: <a href="#">NOTC Campbelltown Yard - Civil - 28 Oct 2011.pdf</a>, <a href="#">NOTC Campbelltown Yard - Rail - 31 Oct 2011.PDF</a> and <a href="#">NOTC Campbelltown Yard 23 Nov 2011 - Addendum.pdf</a>. However, the building and entrance walkway details still require approval. These amended design drawings are with RailCorp for review and final acceptance.</p> <p>(c) Glenfield Junction – ARTC has undertaken minimal work in the Glenfield area in this compliance period. The Final Stage Alliance met with GJA and TCA on 28 November 2011 to discuss future works in the area and</p>		



CoA No.	38 – Interactions with Existing and Planned Rail Infrastructure	Pre-Construction and Construction	Closed
	<p>interface issues.</p> <p>(d) Campbelltown Perway Siding – RailCorp approved the Campbelltown Perway Siding design drawings on 16 November 2011: <a href="#">NOTC Campbelltown Perway Siding 16 Nov 2011.pdf</a>. Approval for the lighting design drawings is outstanding, and final approval from RailCorp is expected in December 2011.</p> <p>(e) The Sefton Park Junction to Leightonfield section of the SSFL was commissioned on 10 July 2011. Prior to this commissioning, ARTC and RailCorp representatives attended a fortnightly Operational Readiness Meeting, to discuss the status and responsibility of required deliverables including operational plans, interface agreements, lease agreements and signalling specifications: <a href="#">Leightonfield Action List V9.xls</a>.</p> <p>The Sefton Park Junction to Leightonfield SSFL is planned to be Operational in January 2012, following final agreement between ARTC and RailCorp.</p> <p>Leightonfield Yard was commissioned and operational in July 2011: <a href="#">Leightonfield Operational Readiness Plan Final V5.pdf</a>.</p> <p><b>May 2012 Update</b></p> <p>(a) Liverpool Turn Back – Consultation with RailCorp and Transport for NSW (formerly TCA) has progressed well. ARTC and TCA hold fortnightly construction meetings to discuss design, construction and programme interface issues: <a href="#">LTB Minutes 26 April 2012.pdf</a> and <a href="#">LTB Minutes 26 April 2012 - Issues Register.pdf</a>.</p> <p>(b) Campbelltown Yard – The building and entrance walkway designs are still with RailCorp for review and final approval. ARTC met with RailCorp on 21 May 2011 to discuss these designs: <a href="#">SSFL - Campbelltown Yard - DDA Compliance - Actions following meeting on 21_05_2012.eml</a>.</p> <p>(c) Glenfield Junction – ARTC has actively liaised with GJA during this compliance period. ARTC and GJA hold monthly construction meetings to discuss design, construction, environment and community issues: <a href="#">120511 Agenda - May 2012 GTI Env Community Coord Meeting 28.doc</a> and <a href="#">120511 Environment Community Coordination Meeting Minutes April 2012.doc</a>.</p> <p>(d) Campbelltown Perway Siding – RailCorp approved the Campbelltown Perway Siding lighting design drawings on 6 March 2012: <a href="#">NOTC CPway lighting 2012 03 06.pdf</a>.</p> <p>(e) The Sefton Park Junction to Leightonfield SSFL became Operational on 24 June 2012, following final agreement between ARTC and RailCorp.</p> <p><b>November 2012 Update</b></p> <p>(a) Liverpool Turn Back – Consultation with RailCorp and Transport for NSW (formerly TCA) has progressed well. ARTC and TfNSW hold fortnightly construction meetings to discuss design, construction and programme interface issues: <a href="#">2012 10 25 LTB SFL Minutes of Meeting.pdf</a>.</p> <p>(b) Campbelltown Yard – As above. No change in status during this compliance period. All required approvals have been granted by RailCorp.</p> <p>(c) Glenfield Junction – ARTC has actively liaised with GJA during this compliance period. ARTC and GJA hold monthly construction meetings to discuss design, construction, environment and community issues: <a href="#">08102012 Agenda - Oct 2012 GTI Env Community Coord Meeting 32.doc</a> and <a href="#">Environment Community Coordination Meeting Minutes September 2012.pdf</a>.</p> <p>(d) Campbelltown Perway Siding – As above. No change in status during this compliance period. All required design approvals have been received from RailCorp. Works will be completed by the end of 2012.</p> <p><b>August 2013 Update</b></p> <p>(a) Liverpool Turn Back – Consultation with RailCorp and Transport for NSW (formerly TCA) has progressed</p>		

CoA No.	38 – Interactions with Existing and Planned Rail Infrastructure	Pre-Construction and Construction	Closed
			<p>well. ARTC and TfNSW held meetings as required to discuss specific interface issues.</p> <p>(b) Campbelltown Yard – As above. No change in status during this compliance period. All approvals have been granted by RailCorp. Works were completed in Mar 13.</p> <p>(c) Glenfield Junction – ARTC has liaised with GJA during this compliance period. ARTC and GJA held monthly construction meetings to discuss design, construction, environment and community issues: <a href="#">I1032013 Agenda - Mar 2013 GTI Env Community Coord Meeting #37.pdf</a> and <a href="#">I1022013 Environment Community Coordination Meeting Minutes February 2013.pdf</a>.</p> <p>(d) Campbelltown Perway Siding – All required design approvals have been received from RailCorp. Works were completed in Jan 13 with all defects works completed in Apr 13.</p> <p>This CoA is now closed with the completion of Construction.</p>

CoA No.	39 – Prepare a Construction Noise and Vibration Management Sub Plan	Pre-Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent must prepare a Construction Noise and Vibration Management Sub Plan (CNVMSP) as part of the CEMP in consultation with Relevant Government Departments, Councils and Stakeholders and the CLG(s) to provide a framework for managing and mitigating construction noise and vibration impacts. The CNVMSP must provide details of general noise and vibration control and management measures to be implemented during construction. Detailed analysis and assessment of potential noise impacts and/or mitigation measures must be undertaken for each construction stage, major construction activity and construction compound in Noise and Vibration Impact Statements required by CoA 40.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Construction Noise and Vibration Management Sub Plan (CNVMSP) is dated 15 January 2009: <a href="#">SSFL Construction Noise &amp; Vibration 20090115</a>.</p> <p>Conditional Approval of the CEMP and associated Sub Plans was obtained from DoP on 6 February 2009, and included comments on the CNVMSP: <a href="#">20090206 CEMP Conditional Approval</a>. These comments did not relate to CoA 39, but to Noise and Vibration Impact Statements and Out of Hours approvals.</p> <p>Consultation on the CNVMSP was undertaken with relevant Government Departments, Councils and the CLGs during consultation on the CEMP Sub Plans. A schedule of all consultation has been prepared by ARTC: <a href="#">CEMP and Sub plans Consultation Schedule 20090114</a>.</p> <p>The comments provided by DECCW and Bankstown, Fairfield and Liverpool Councils are also provided: <a href="#">CEMP Sub plans DECC Comments 20090114</a>, <a href="#">CEMP Sub plans Bankstown Comments 20090114</a>, <a href="#">CEMP Sub plans Fairfield Comments 20090114</a>, <a href="#">CEMP Sub plans Liverpool Comments - 20090114</a>.</p> <p>The minutes of the CLG meetings showing consultation with each CLG on the CNVMSP can be found on the website: <a href="http://www.ssfl.artc.com.au/community-consultation/">http://www.ssfl.artc.com.au/community-consultation/</a>.</p> <p>Section 5 of the CNVMSP contains management measures and mitigation strategies for noise and vibration impacts during construction as required by this CoA.</p> <p>This Condition is closed.</p>			

CoA No.	40 – Prepare Noise and Vibration Impact Statement(s)	Pre-Construction	Closed
<b>Condition Requirement</b>			
<p>Noise and Vibration Impact Statement(s) (NVIS) are to be prepared for each construction stage, major construction activity and construction compound prior to commencement of construction. The NVIS(s) must be prepared by a recognised acoustic consultant and address proposed construction and construction-related works including but not limited to:</p> <ul style="list-style-type: none"> <li>(a) a description of each construction activity including Ancillary Facilities, and their associated noise sources;</li> <li>(b) identification of all potentially affected noise sensitive receivers;</li> <li>(c) determination of appropriate noise and vibration objectives for each identified noise sensitive receiver;</li> <li>(d) the construction vibration objective specified in these Conditions of Approval;</li> <li>(e) assessment of potential noise impacts from the proposed construction methods including noise from construction vehicles and noise impacts from required traffic diversions;</li> <li>(f) examination of all reasonable and feasible noise mitigation measures including the use of alternative construction methods where potential noise impacts exceed the relevant objectives;</li> <li>(g) description and commitment to work practices which limit noise;</li> <li>(h) description of specific noise mitigation treatments and time restrictions including respite periods. Where possible programming of night works affecting residential and other sensitive areas over consecutive nights in the same locality shall be avoided;</li> <li>(i) identification of construction hours in accordance with condition 43 and 44;</li> <li>(j) noise monitoring proposed and consideration of additional Reasonable and Feasible noise mitigation measures where noise objectives are exceeded;</li> <li>(k) consideration of erecting operational stage Reasonable and Feasible noise mitigation measures prior to construction commencement;</li> <li>(l) noise audit systems including recording of daily hours of construction, progressive impact assessments as the work proceeds, conducting informal checks by the EMR, providing active and continuous communication links to relevant Councils, residents etc;</li> <li>(m) procedures for notifying residents of construction activities that are likely to affect their noise and vibration amenity; and</li> <li>(n) an education program for construction personnel about noise minimisation</li> </ul> <p>With respect to (f) above, the Proponent shall consider the use of a range of structural and non-structural measures during construction including barriers, scheduling of construction activities to minimise impacts and temporary relocation of affected residents.</p> <p><b>Modification</b></p> <p><i>The requirement was modified by DoPI on 18 August 2009 in Modification 4. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			

CoA No.	40 – Prepare Noise and Vibration Impact Statement(s)	Pre-Construction	Closed
<b>Evidence of Compliance</b>			
<p>DoP modified this condition on 18 August 2009: <a href="#">20090818 CoA 43 Modification 4 approval for 13-07-09 appln.</a></p> <p>Six Construction Noise and Vibration Impact Statements (CNVISs) were prepared by Wilkinson Murray for ARTC for six geographical sections of the project.</p> <p>Independent reviews of the NVISs were undertaken by IAcoustics between January and March 2009 (refer to CoA <a href="#">42</a>), and Wilkinson Murray provided written advice dated 25 June 2009 that the review recommendations had been incorporated into the CNVISs (refer to CoA <a href="#">42</a>).</p> <p>Six revised CNVISs dated 25 June 2009 were submitted to DoP on 14 July 2009: <a href="#">05032-CN1_CNVIS VerD - SSFL Birrong to Chester Hill</a>, <a href="#">05032-CN2_CNVIS VerC - SSFL Chester Hill to Cabramatta</a>, <a href="#">05032-CN3_CNVIS VerC - SSFL Cabramatta to Warwick Farm</a>, <a href="#">05032-CN4_CNVIS VerC - SSFL Warwick Farm to Liverpool</a>, <a href="#">05032-CN5_CNVIS VerC - SSFL Liverpool to Ingleburn</a>, <a href="#">05032-CN6_CNVIS VerB - SSFL Ingleburn to Macarthur</a>.</p> <p>DoP is currently reviewing the July CNVIS submission at the time of this report.</p>			

CoA No.	41 – Monitoring for the Construction Noise and Vibration Management Sub Plan	Pre-Construction	Closed
<b>Condition Requirement</b>			
<p>The CNVMSP will outline monitoring requirements for the project. This monitoring program will include the following measures:</p> <p>(a) Environmental noise and vibration monitoring will be undertaken within one week after commencement of each new stage of the construction works and monthly thereafter. This monitoring programme will be reviewed after six months, subject to the proposed construction activities;</p> <p>(b) Noise monitoring will be undertaken using a calibrated sound level meter. The measurements would determine the LA10, 15 min airborne construction noise levels received external to any sensitive receiver. In respect of airborne noise, in many instances, existing ambient noise levels would be high due to traffic. Where required, an estimate of the LA10 levels may be made from spot checks of short duration maximum noise level emissions from the site (e.g. during breaks in traffic); and</p> <p>(c) Vibration levels would be monitored using an appropriate vibration monitoring system when perceptible vibration levels are likely.</p>			
<b>Responsibility</b>			
ARTC/Contractors			
<b>Evidence of Compliance</b>			
<p>The Construction Noise and Vibration Management Sub Plan (CNVMSP) dated 15 January 2009 outlines monitoring requirements for the project: <a href="#">SSFL Construction Noise &amp; Vibration 20090115</a>.</p> <p>Refer to Section 6 of the CNVMSP for details of the monitoring program. Section 6 shows that the monitoring program complies with Points (a), (b) &amp; (c) of the above condition.</p> <p>Noise and vibration monitoring is undertaken by the relevant Contractor. Each Contractor provides the noise and vibration monitoring results to ARTC, and ARTC includes the monitoring results in the monthly reports submitted to DECCW in relation to the Environment Protection Licence (EPL). As an example, the ARTC EPL monthly report for April 2009 is provided: <a href="#">20090520 EPL Monthly Report April 09</a>.</p> <p>The appendices to the April 2009 EPL monthly report include an Assessment of Ground Drilling Noise from Arencos's sites commissioned by Arencos (<a href="#">Appendix A</a>) and a Construction Noise Monitoring Report from Reed's sites commissioned by Reed (<a href="#">Appendix E</a>) for that month.</p> <p><b>November 2009 Update</b></p> <p>Noise and vibration monitoring has been undertaken by Contractors during this compliance period, as per the first compliance period. Results of the monitoring have been presented in each monthly EPL report submitted to DECCW during the compliance period. Section <a href="#">4.2</a> of this report presents results of monitoring from this compliance period.</p> <p><b>November 2010 Update</b></p> <p>Noise and vibration monitoring has been undertaken by Contractors during this compliance period, as per the first compliance period. Results of the monitoring have been presented in each monthly EPL report submitted to DECCW during the compliance period. Section <a href="#">4.2</a> of this report presents results of monitoring from this</p>			

CoA No.	41 – Monitoring for the Construction Noise and Vibration Management Sub Plan	Pre-Construction	Closed
<p>compliance period.</p> <p><b>May 2011 Update</b></p> <p>Noise and vibration monitoring has been undertaken by Contractors during this compliance period, as per the first compliance period. Results of the monitoring have been presented in each monthly EPL report submitted to OEH during the compliance period. Section <a href="#">4.2</a> of this report presents results of monitoring from this compliance period.</p> <p><b>November 2011 Update</b></p> <p>Noise and vibration monitoring has been undertaken by Contractors during this compliance period, as per the first compliance period. Results of the monitoring have been presented in each monthly EPL report submitted to OEH during the compliance period. Section <a href="#">4.2</a> of this report presents results of monitoring from this compliance period.</p> <p><b>May 2012 Update</b></p> <p>Noise and vibration monitoring has been undertaken by Contractors during this compliance period, as per the first compliance period. Results of the monitoring from this compliance period have been presented in Section <a href="#">4.2</a> of this report.</p> <p><b>November 2012 Update</b></p> <p>Noise and vibration monitoring has been undertaken by Contractors during this compliance period, as per the first compliance period. Results of the monitoring from this compliance period have been presented in Section <a href="#">4.2</a> of this report.</p> <p><b>August 2013 Update</b></p> <p>Noise monitoring has been undertaken by Contractors during this compliance period, as per the first compliance period. Results of the monitoring from this compliance period have been presented in Section <a href="#">4.2</a> of this report.</p> <p>No vibration monitoring was undertaken by Contractors during this compliance period as earthworks and high risk vibratory works were completed at the end of the previous compliance reporting period.</p> <p>This CoA is now closed with the completion of Construction.</p>			

CoA No.	42 – Independent Verification of the Adequacy of Noise Impact Assessment and Proposed Mitigation Measures	Pre-Construction	Closed
<b>Condition Requirement</b>			
The Proponent must obtain independent verification of the adequacy of the noise impact assessment and proposed mitigation measures presented in the NVISs prior to submitting the report to the Director-General. The findings of the independent verification must be submitted to the Director-General with the CNVMSP.			
<b>Responsibility</b>			
ARTC/IAcoustics			
<b>Evidence of Compliance</b>			
<p>Six Construction Noise and Vibration Impact Statements (CNVISs) were prepared by Wilkinson Murray for ARTC for six geographical sections of the project.</p> <p>Independent reviews of the NVISs were undertaken by IAcoustics between January and March 2009: <a href="#">J08016L1 - Birrong to Chester - Draft I</a>, <a href="#">J08016L2 - Warwick Farm to Liverpool - Draft I</a>, <a href="#">J08016L3 - Liverpool to Ingleburn - Draft I</a>, <a href="#">J08016L4 - Ingleburn to Macarthur - Draft I</a>, <a href="#">J08016L5 - Chester Hill to Cabramatta - Draft I</a>, <a href="#">J08016L6 - Cabramatta to Warwick Farm - Draft I</a>.</p> <p>Wilkinson Murray provided written advice dated 25 June 2009 that the review recommendations had been incorporated into the CNVISs: <a href="#">20090625 Wilkinson Murray Letter re CNVIS</a>.</p> <p>Six revised CNVISs dated 25 June 2009 were submitted to DoP on 14 July 2009: <a href="#">05032-CN1_CNVIS VerD - SSFL Birrong to Chester Hill</a>, <a href="#">05032-CN2_CNVIS VerC - SSFL Chester Hill to Cabramatta</a>, <a href="#">05032-CN3_CNVIS VerC - SSFL Cabramatta to Warwick Farm</a>, <a href="#">05032-CN4_CNVIS VerC - SSFL Warwick Farm to Liverpool</a>, <a href="#">05032-CN5_CNVIS VerC - SSFL Liverpool to Ingleburn</a>, <a href="#">05032-CN6_CNVIS VerB - SSFL Ingleburn to Macarthur</a>.</p> <p>This Condition is closed.</p>			



CoA No.	43 – Construction Hours	Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent shall undertake construction activities associated with the project during the following hours:</p> <p>(a) 7:00 am to 6:00 pm, Mondays to Fridays, inclusive;</p> <p>(b) 8:00 am to 1:00 pm on Saturdays; and</p> <p>(c) at no time on Sundays or public holidays.</p> <p>Activities resulting in impulsive or tonal noise emission (such as rock breaking, rock hammering, sheet piling, pile driving) shall be limited to 9:00 am to 6:00pm, Monday to Friday and 8.00 am to 1.00 pm on Saturday. The Proponent shall not undertake such activities for more than three continuous hours and must provide a minimum one-hour respite period.</p> <p><b>Modification</b></p> <p><i>The requirement was modified by DoPI on 6 March 2012 in Modification 6. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC/Contractors			
<b>Evidence of Compliance</b>			
<p>ARTC sought modification of CoA 43 to amend the procedure for obtaining approval for out of hours (OOH) works by removing the existing duplication of approval for OOH works being required from DECCW and DoP. A modification application was submitted to DoP on 13 July 2009: <a href="#">CoA 43 Modification Application 13-07-09</a>.</p> <p>DoP approval of the modification was received on 18 August 2009: <a href="#">20090818 CoA 43 Modification 4 approval for 13-07-09 appln.</a></p> <p>ARTC has applied to the Director-General for OOH approvals a number of times during the project. Relevant DoP approvals are shown below for each OOH time period:</p> <ul style="list-style-type: none"> <li>16 to 20 May 2009: <a href="#">1603_001 (WE46 OOH Approval)</a>.</li> <li>30 to 31 May 2009: <a href="#">1692_001 (WE48 OOH Approval)</a>.</li> <li>27 to 28 June 2009: <a href="#">1815_001 (OOH 27-28 June)</a>.</li> <li>4 to 6 July 2009: <a href="#">1861_001 (WE01 OOH Approval)</a>.</li> </ul> <p>There have been three non-compliances with the approved construction hours, on 27 June 2009; 1 July 2009 and 22 July 2009.</p> <p>There have been no non-compliances related to the approved hours for impulsive or tonal noise emission.</p> <p><b>November 2009 Update</b></p> <p>ARTC has applied to the Director-General for OOH approvals on thirteen occasions during this compliance period, including the three dates above (from 30-31 May). Relevant DECCW approvals are shown below for each OOH time period:</p> <ul style="list-style-type: none"> <li>24 - 26 July and 1 August; <a href="#">Notice 1103920 (Variation 13 Approval).pdf</a></li> <li>27 July - 15 August; <a href="#">Notice of Variation 31-7-09.pdf</a></li> </ul>			

CoA No.	43 – Construction Hours	Construction	Closed
<ul style="list-style-type: none"> <li>13 - 16 August; <a href="#">Variation 15A - Notice of Variation.pdf</a></li> <li>28 - 31 August; <a href="#">ARTC Licence Variation - 25 August 2009.pdf</a></li> <li>12 August - 11 September; <a href="#">ARTC Licence Variation - 25 August 2009.pdf</a></li> <li>12 - 13 &amp; 19 – 20 September; <a href="#">EPL 12971 Notice 1106289.pdf</a></li> <li>24 - 25 October; <a href="#">NI106616 OOH Approval Oct 2010.pdf</a></li> <li>26 - 27 October; <a href="#">NI106616 OOH Approval Oct 2010.pdf</a></li> <li>29 October - 6 November; <a href="#">NI108020 OOH Approval Oct Nov 2009.pdf</a></li> <li>14 - 15 November; <a href="#">NI108132 OOH Approval 14&amp;15 Nov 2010.pdf</a></li> </ul> <p>Apart from the three non-compliances with approved construction hours reported in the first compliance report (which occurred in the second compliance period), no further non-compliances occurred in the second compliance period.</p> <p><b>November 2010 Update</b></p> <p>DECCW approvals for each OOH time period include:</p> <ul style="list-style-type: none"> <li>7 – 18 December 2009 and 2 – 17 January 2010; contained within <a href="#">L12971 V26.pdf</a></li> <li>23 – 24 January and 27 – 28 February 2010; contained within <a href="#">L12971 V29.pdf</a></li> <li>20 – 21 March 2010; <a href="#">NI12482 OOH Approval 19 March 2010.pdf</a></li> <li>27 – 28 March and 3 – 5 April 2010; <a href="#">NI112563 OOH Approval 24 March 2010.pdf</a></li> <li>10 – 18 April 2010; <a href="#">NI112793 OOH Approval 9 April 2010.pdf</a></li> <li>1 – 30 May 2010; <a href="#">NI113549 OOH Approval 30 April 2010.pdf</a></li> <li>1 – 30 June 2010; <a href="#">NI113973 OOH Approval 14 May 2010.pdf</a></li> <li>19 – 20 and 26 – 27 June 2010; <a href="#">NI115440 OOH Approval 17 June 2010.pdf</a></li> <li>31 July - 29 August 2010; contained within <a href="#">L12971 V35.pdf</a></li> <li>21 – 22 and 28 – 29 August; and 11 – 12, 18 – 19 and 25 – 26 August 2010; <a href="#">NI118250 OOH Approval 20 August 2010.pdf</a></li> <li>6 – 28 October 2010; <a href="#">NI118750 OOH Approval 30 September 2010.pdf</a></li> <li>16 October 2010 – 5 November 2010; <a href="#">NI120352 OOH Approval 15 October 2010.pdf</a></li> <li>30 October 2010 – 21 November 2010; <a href="#">NI120811 OOH Approval 28 October 2010.pdf</a></li> <li>27 – 28 November and 11 – 12 December; <a href="#">NI121352 OOH Approval 25 November 2010.pdf</a></li> </ul> <p>There have been three non-compliances with the approved construction hours in this compliance reporting period, on 26 June 2010, 29 July 2010 and 18 November 2010.</p> <p>There have been no non-compliances related to the approved hours for impulsive or tonal noise emission.</p> <p><b>May 2011 Update</b></p> <p>OEH approvals for each OOH time period include:</p> <ul style="list-style-type: none"> <li>2 - 30 January 2011; <a href="#">NI123074 OOH Approval 23 Dec 2010.pdf</a></li> </ul>			

CoA No.	43 – Construction Hours	Construction	Closed
<ul style="list-style-type: none"> <li>4 – 27 February; <a href="#">NI123559 OOH Approval 11 Jan 2011.pdf</a></li> <li>19 – 20 February 2011; <a href="#">NI123955 OOH Approval 15 Feb 2011.pdf</a></li> <li>5 March – 1 April 2011; <a href="#">NI125190 OOH Approval 4 March 2011.pdf</a></li> <li>5 March – 24 April 2011; <a href="#">NI126031 OOH Approval 25 March 2011.pdf</a></li> <li>2 – 10 April 2011; <a href="#">NI126633 OOH Approval 1 April 2011.pdf</a></li> <li>30 April – 31 July 2011; <a href="#">NI27222 OOH Approval 27 April 2011.pdf</a></li> <li>7 May – 10 June 2011; <a href="#">NI128026 OOH Approval 4 May 2011.pdf</a></li> </ul> <p>There were two non-compliances with the approved construction hours leading up to this Construction Compliance Report, on 12 January and 13 February 2011. The incident of 12 January 2011 related to works being undertaken for approximately thirty minutes after normal construction hours, while the incident on 13 February 2011 related to a pump at Sefton, which accidentally ran all night due to a mechanical problem.</p> <p>There have been no non-compliances related to the approved hours for impulsive or tonal noise emission.</p> <p><b>November 2011 Update</b></p> <p>OEH approvals for each OOH time period include:</p> <ul style="list-style-type: none"> <li>11 – 19 June 2011; <a href="#">NI128644 2 June 2011.pdf</a></li> <li>1 – 9 July 2011; <a href="#">NI129526 23 June 2011.pdf</a></li> <li>2 July – 28 August 2011; <a href="#">NI129843 30 June 2011.pdf</a></li> <li>23 July – 14 August 2011; <a href="#">L12971 EPL Variation - 22 July 2011.pdf</a></li> <li>27 August – 30 November 2011; <a href="#">L12971 EPL Variation Amendment Aug 26 2011.pdf</a></li> <li>17 - 18 September 2011 ; <a href="#">NI501694 16 Sep 2011.pdf</a></li> <li>8 October – 25 December 2011; <a href="#">NI501763 21 Sept 11.pdf</a></li> <li>22 October 2011 – 29 February 2012; <a href="#">NI502226 21 Oct 2011.pdf</a></li> </ul> <p>There were three non-compliances with the approved construction hours in this compliance period, on 8 July, 17 September and 23 October 2011. The incident on 8 July related to critical repair works to a damaged watermain being undertaken past normal construction hours on a Friday afternoon, and the incident on 23 October related to critical completion works being undertaken one hour past the approved OOH works period.</p> <p>The incident on 17 September related to works being undertaken on a Saturday afternoon outside a nearby area covered by OOH works approval.</p> <p><b>May 2012 Update</b></p> <p>As described in <a href="#">CoA1</a>, ARTC applied to DoPI on 13 December 2011 to modify CoA 43 to align it to proposed changes to ARTC's EPL, specifically licence condition L2.3 to amend the periods for high noise impact activities and works to mirror the current railway industry standard: <a href="#">20111213 Ltr SSFL modification CoA 43, CoA 67 and SoC 88.pdf</a>; <a href="#">20111213 Mod 6.pdf</a> and <a href="#">Attach 2 EPL 12971 Variation Application 98 - Signed.pdf</a>. DoPI approved this modification request on 6 March 2012 as Modification 6 to the Project Approval (<a href="#">20120306 Notification of approval to Proponent_MOD 6_March 2012.pdf</a>, <a href="#">20120306 SSFL Mod 6 Instrument.pdf</a>).</p> <p>On 18 November 2011 ARTC submitted an EPL variation application to the EPA requesting significant changes</p>			

CoA No.	43 – Construction Hours	Construction	Closed
<p>to EPL 12971, specifically in relation to out of hours (OOH) work approval conditions and reporting requirements. The following changes were approved by the EPA on 9 December 2011 (<a href="#">L12971 EPL V57 - 9 Dec 2011.pdf</a>):</p> <ul style="list-style-type: none"> <li>• L2.2 Exemption from normal hours – Low noise impact construction work;</li> <li>• L2.6 Additional hours - Local Possessions;</li> <li>• L2.7 Additional Hours - Weekends (independent of possessions)</li> <li>• L2.8 Additional hours - Weekday evenings and nights (independent of possessions);</li> <li>• E11 Special Requirements for Works Permissible Under Conditions L2.6, L2.7, L2.8, E1, E2, E3, E4, E5, E6, E7 and E8.</li> </ul> <p>In this compliance period, the EPA approved OOH works for the time periods:</p> <ul style="list-style-type: none"> <li>• 10 December – 29 February 2012; <a href="#">N1502767 - EPL - 9 Dec 2011.pdf</a></li> <li>• 10 May – 28 July 2012; <a href="#">Variation Notice 1505884 - May 12.pdf</a>.</li> </ul> <p>As required by condition E11.3 of the EPL2011 (<a href="#">L12971 EPL V57 - 9 Dec 2011.pdf</a>), ARTC also provided the EPA with four applications for works following 9 December 2011.</p> <p>There were four non-compliances with the approved construction hours in this compliance period, on 14 December 2011, 19 February 2012, 16 March 2012 and 30 March 2012. The incident on 14 December 2011 related to jackhammering being undertaken before 9am, while the incident on 19 February 2012 related to works being undertaken on a Sunday morning prior to the OOH works approval. The incident on 16 March 2012 related to a late delivery to site and the incident on 30 March 2012 related to a piling rig being loaded outside approved construction hours.</p> <p><b>November 2012 Update</b></p> <p>During this compliance period the EPA approved OOH works for the time periods:</p> <ul style="list-style-type: none"> <li>• September 2012: <a href="#">20120831 Notice of licence variation 1508521.pdf</a></li> <li>• 2 – 7 December 2012: <a href="#">20121121 - Notice Of Licence Variation 1510249.pdf</a></li> </ul> <p>Emergency works were undertaken on Saturday 4 August 2012 past normal construction hours due to a construction vehicle becoming bogged and requiring to be removed from site. These emergency works were reported and undertaken in consultation with the EPA.</p> <p>Emergency works to repair welds on the track near Villawood were undertaken outside normal construction hours on 6 November 2012. The EPA was notified of, and approved, the works prior to their being undertaken: <a href="#">RE_SSFL Notification of Emergency Works.pdf</a> and <a href="#">SSFL Weld Repairs - Emergency Works.pdf</a>.</p> <p><b>August 2013 Update</b></p> <p>During this compliance period the EPA approved OOH works for the time period:</p> <ul style="list-style-type: none"> <li>• 15 – 21 December 2012: <a href="#">SSFL LVA 1510789 replace track.pdf</a></li> </ul> <p>There have been no non-compliances in relation to out of hours works during this compliance reporting period. This CoA is now closed with the completion of Construction.</p>			

CoA No.	44 – Out of Hours Construction	Construction	Closed
<b>Condition Requirement</b>			
<p>Construction outside the hours stipulated in condition 43 of this approval are permitted in the following circumstances:</p> <p>(a) for the delivery of materials required outside these hours by the Police or other authorities for safety reasons; or</p> <p>(b) where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm; or</p> <p>(c) for out of hours works identified in an Environment Protection Licence applying to the project; or</p> <p>(d) for out of hours works not subject to an Environment Protection Licence, as agreed by the Director-General, where those works are considered to be essential to the project and the proponent demonstrates that it would achieve a better environmental outcome.</p> <p>The Proponent will advise the Director-General of out of hours works subject to an Environmental Protection Licence within 48 hours of that Licence being issued or varied.</p> <p>Local residents will be informed of the timing and duration of work approved under item (d) at least 14 days before that work commences.</p> <p><b>Modification</b></p> <p><i>The requirement was modified by DoPI on 18 August 2009 in Modification 4. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC/Contractors			
<b>Evidence of Compliance</b>			
<p>Under Part (c) of the condition, variation of the EPL was obtained solely from DECCW for the OOH works on 29/31 August 2009. ARTC's initial application is provided, in addition to the finalisation: <a href="#">20090731- SSFL EPL Variation 16, 20090825- SSFL EPL Variation 16 (WE09) Finalisation</a>.</p> <p>This variation is shown on the varied licence, Clause O3.4 pages 6 and onwards: <a href="#">ARTC Licence Variation - 25 August 2009</a>.</p> <p><b>November 2009 Update</b></p> <p>Refer to CoA <a href="#">43</a> for details of all variations to the EPL approved by DECCW relating to OOH works since 29/31 August 2009.</p> <p><b>November 2010 Update</b></p> <p>Refer to CoA <a href="#">43</a> for details of all variations to the EPL approved by DECCW relating to OOH works.</p> <p><b>May 2011 Update</b></p> <p>Refer to CoA <a href="#">43</a> for details of all variations to the EPL approved by OEH relating to OOH works.</p> <p><b>November 2011 Update</b></p> <p>Refer to CoA <a href="#">43</a> for details of all variations to the EPL approved by OEH relating to OOH works.</p> <p>As per requirement (d) of this CoA, ARTC applied to the Director-General for approval to undertake OOH pavement works along Broomfield Street, near Cabramatta Station on 22 September 2011: <a href="#">SSFL - Proposed</a></p>			

CoA No.	44 – Out of Hours Construction	Construction	Closed
<p><a href="#">OOH Works &amp; CoA 44(d).msg</a>. These works required to be undertaken out of hours to minimise the impact of the work to local businesses and commuters.</p> <p>The Director-General approved the works on 6 October 2011, subject to four requirements: <a href="#">Approval of out of hours request_Oct 2011.pdf</a>. ARTC has addressed all four requirements of the OOH approval:</p> <ol style="list-style-type: none"> <li>1. The requirement to notify the community prior to commencement of the works is demonstrated: <a href="#">2011-10-21_Cabramatta.pdf</a>;</li> <li>2. The requirement to undertake the works in up to twenty nights, and over a period that does not extend beyond ten weeks, was satisfied. Stations First undertook the works over 14 nights, between 2 November 2011 and 15 December 2011: <a href="#">Broomfield Street Paving Construction - 14 Dec 2011.jpg</a> and <a href="#">Broomfield Street Paving - 14 Dec 2011.jpg</a>. No community complaints were received by ARTC in relation to these works;</li> <li>3. The Noise Assessment for the works between 2 and 15 November is provided: <a href="#">GartnerRose - Cabramatta 2-16.11.2011.pdf</a>. This report highlights a number of exceedences of the predicted noise values, and also details the implemented mitigation measures;</li> <li>4. All noise mitigation measures identified in the CNVIS were implemented during these works, including installing hoardings around the work zone: <a href="#">05032-CN CNVIS Pavement Works_Sep2011 VerA_Final.pdf</a>.</li> </ol> <p>ARTC issued a non-conformance to Stations First on 14 December 2011 for undertaking pavement works in an area not covered by the OOH approval on the night of 9 November 2011: <a href="#">NCR GR0181 OOH at Broomfield St, Cabramatta.pdf</a>.</p> <p><b>May 2012 Update</b></p> <p>Refer to CoA <a href="#">43</a> for details of all variations to the EPL approved by EPA relating to OOH works.</p> <p><b>November 2012 Update</b></p> <p>Refer to CoA <a href="#">43</a> for details of all variations to the EPL approved by EPA relating to OOH works.</p> <p><b>August 2013 Update</b></p> <p>Refer to <a href="#">CoA 43</a> for details of all variation to the EPL approved by EPA relating to OOH works.</p> <p>This CoA is now closed with the completion of Construction.</p>			

CoA No.	45 – Construction Noise Objective	Construction	Closed
<b>Condition Requirement</b>			
<p>The construction noise objective for the Project is to manage noise from Construction activities (as measured by a LA10 (15 minute) descriptor) so as to not exceed the background L90 noise level by more than 5 dB(A) at any residence or other noise sensitive receiver.</p> <p>Where this cannot be achieved, all Reasonable and Feasible noise mitigation and management measures are to be implemented to achieve the construction noise objective to the greatest extent possible. Any activities that may cause noise emissions that exceed the objective shall be identified and managed in accordance with the Noise and Vibration Impact Statements.</p> <p>For the purposes of the noise objective for this Condition, 5 dB(A) must be added to the measured level if the noise from the activity is substantially tonal or impulsive in nature in accordance with Chapter 4 of the NSW Industrial Noise Policy.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Section 3.1 of the Construction Noise and Vibration Management Sub Plan (CNVMSP) dated 15 January 2009 details the noise objectives for the SSFL project, confirming that the objective is to not exceed the background L90 noise level by more than 5 dB(A) at any residence or other noise sensitive receiver: <a href="#">SSFL Construction Noise &amp; Vibration 20090115</a>.</p> <p>ARTC's EPL monthly reports to DECCW present the results of noise monitoring each month in Section 4.1, Table 2. In Section 4.1, Table 3 they also include the investigations of exceedences, and the reasonable and feasible mitigation measures employed to achieve the objectives to the greatest extent possible. The two most recent monthly reports up to 29 May 2009 are provided below as examples:</p> <ul style="list-style-type: none"> <li>• The EPL monthly report for March 2009: <a href="#">20090420 EPL Monthly Report Mar 09</a>;</li> <li>• The EPL monthly report for April 2009: <a href="#">20090520 EPL Monthly Report April 09</a>.</li> </ul> <p><b>November 2009 Update</b></p> <p>No change in status. ARTC has been submitting EPL monthly reports to DECCW as for the first compliance period, including the results of noise monitoring, investigations of exceedences, and the reasonable and feasible mitigation measures employed to achieve the objectives to the greatest extent possible.</p> <p><b>November 2010 Update</b></p> <p>ARTC's EPL monthly report to DECCW presents the results of noise monitoring each month. This report also details the investigations of exceedences, and the reasonable and feasible mitigation measures employed to achieve the objectives to the greatest extent possible.</p> <p>The format of this noise monitoring information was refined in the October 2010 EPL Report to provide a more comprehensive and meaningful summary of the results. The report now details the predicted and measured noise levels, as well as the noise level above background. The two most recent monthly reports up to 29 November 2010 are provided below as examples:</p> <ul style="list-style-type: none"> <li>• The EPL monthly report for October 2010: <a href="#">EPL Monthly Report - October 2010.pdf</a>; and</li> <li>• The EPL monthly report for November 2010: <a href="#">EPL Monthly Report - November 2010.pdf</a>.</li> </ul>			

CoA No.	45 – Construction Noise Objective	Construction	Closed
<p><b>May 2011 Update</b></p> <p>ARTC's EPL monthly report to OEH presents the results of noise monitoring each month. This report also details the investigations of exceedences, and the reasonable and feasible mitigation measures employed to achieve the objectives to the greatest extent possible. The EPL reports up to 30 May 2011 are provided below:</p> <ul style="list-style-type: none"> <li>• The EPL monthly report for December 2010: <a href="#">EPL Monthly Report - December 2010.pdf</a>;</li> <li>• The EPL monthly report for January 2011: <a href="#">EPL Monthly Report - January 2011.pdf</a>;</li> <li>• The EPL monthly report for February 2011: <a href="#">EPL Monthly Report - February 2011.pdf</a>. Note that no out of hours works were undertaken in February 2011, hence no noise monitoring was carried out;</li> <li>• The EPL monthly report for March 2011: <a href="#">EPL Monthly Report - March 2011.pdf</a>;</li> <li>• The EPL monthly report for April 2011: <a href="#">EPL Monthly Report - April 2011.pdf</a>; and</li> <li>• The EPL monthly report for May 2011: <a href="#">EPL Monthly Report - May 2011.pdf</a>.</li> </ul> <p><b>November 2011 Update</b></p> <p>ARTC's EPL monthly report to OEH presents the results of noise monitoring each month. This report also details the investigations of exceedences, and the reasonable and feasible mitigation measures employed to achieve the objectives to the greatest extent possible. A summary of these monitoring results is provided in <b>Table 4-7</b>.</p> <p>The EPL reports up to 30 November 2011 are provided below:</p> <ul style="list-style-type: none"> <li>• The EPL monthly report for June 2011: <a href="#">EPL Monthly Report - June 2011.pdf</a>;</li> <li>• The EPL monthly report for July 2011: <a href="#">EPL Monthly Report - July 2011.pdf</a>;</li> <li>• The EPL monthly report for August 2011: <a href="#">EPL Monthly Report - August 2011.pdf</a>;</li> <li>• The EPL monthly report for September 2011: <a href="#">EPL Monthly Report - September 2011.pdf</a>;</li> <li>• The EPL monthly report for October 2011: <a href="#">EPL Monthly Report - October 2011.pdf</a>;</li> <li>• The EPL monthly report for November 2011: <a href="#">EPL Monthly Report - November 2011.pdf</a>.</li> </ul> <p>On 18 November 2011 ARTC submitted an EPL variation application to OEH requesting significant changes to EPL 12971, including removing the requirement to produce monthly monitoring reports (Condition R4.1 <a href="#">L12971 EPL V57 - 9 Dec 2011.pdf</a>). OEH is still considering the application with respect to the production of monthly reports; the result of this application will be reported in the next compliance report.</p> <p><b>May 2012 Update</b></p> <p>A summary of noise monitoring results is provided in <b>Table 4-7</b>. This summary details the investigations of exceedences, and the reasonable and feasible mitigation measures employed to achieve the objectives to the greatest extent possible.</p> <p>The EPA approved ARTC's application to remove the requirement to produce monthly reports on 17 February 2012 (<a href="#">L12971 Variation Notice 1503679 - 17 Feb 12.pdf</a>). The final Monthly Monitoring Report and Monthly Complaints Statistic Report was submitted to the EPA in January 2012: <a href="#">EPL Monthly Report - December 2012.pdf</a>.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p>A summary of noise monitoring results is provided in <b>Table 4-6</b>. This summary details the investigations of exceedences, and the reasonable and feasible mitigation measures employed to achieve the objectives to the greatest extent possible.</p>			



CoA No.	45 – Construction Noise Objective	Construction	Closed
<p><b>August 2013 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p>A summary of noise monitoring results is provided in <b>Table 4-6</b>. This summary details the investigations of exceedences, and the reasonable and feasible mitigation measures employed to achieve the objectives to the greatest extent possible.</p> <p>This CoA is now closed with the completion of Construction.</p>			

CoA No.	46 – Vibration Limits	Construction	Closed
<b>Condition Requirement</b>			
<p>Vibration caused by Construction and received at any structure outside the Project must:</p> <p>(a) For structural damage vibration be limited to German Standard DIN 4150 Part 3 <i>Structural Vibration in Buildings. Effects on Structures</i>; and</p> <p>(b) For human exposure to vibration be limited to evaluation criteria presented in British Standard BS 6472 – Guide to Evaluate Human Exposure to Vibration in Buildings 1Hz to 80Hz) for low probability of comment.</p> <p>These limits apply unless otherwise approved in the CNVMSP.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Section 3.2 of the Construction Noise and Vibration Management Sub Plan (CNVMSP) dated 15 January 2009 details the vibration objectives for the SSFL project, confirming that the objective for structural damage is linked to the German Standard, and that the objective for human exposure is linked to the DEC <i>Environmental Noise Management Assessing Vibration: a technical guideline (2006)</i>, which in turn references the British Standard BS 6472: <a href="#">SSFL Construction Noise &amp; Vibration 20090115</a>.</p> <p>ARTC's EPL monthly reports to DECCW present the results of vibration monitoring each month in Section 4.2, Table 4. The EPL monthly report for March 2009 is provided as an example: <a href="#">20090420 EPL Monthly Report Mar 09</a>.</p> <p><b>November 2009 Update</b></p> <p>No change in status. ARTC has been submitting EPL monthly reports to DECCW as for the first compliance period, including the results of vibration monitoring.</p> <p><b>November 2010 Update</b></p> <p>No change in status. ARTC has continued to submit EPL monthly reports, which include the results of vibration monitoring, to DECCW as for the first and second compliance periods. Two monthly reports are provided below as an example:</p> <ul style="list-style-type: none"> <li>The EPL monthly report for July 2010: <a href="#">EPL Monthly Report - July 2010.pdf</a>; and</li> <li>The EPL monthly report for August 2010: <a href="#">EPL Monthly Report - August 2010.pdf</a>.</li> </ul> <p><b>May 2011 Update</b></p> <p>No change in status. ARTC has continued to submit EPL monthly reports, which include the results of vibration monitoring, to OEHL as for the previous compliance periods. Vibration monitoring was undertaken in February 2011, as detailed in the monthly report: <a href="#">EPL Monthly Report - February 2011.pdf</a>.</p> <p><b>November 2011 Update</b></p> <p>No change in status. ARTC has continued to submit EPL monthly reports, which include the results of vibration monitoring, to OEHL as for the previous compliance periods. A summary of these monitoring results is provided in <b>Table 4-8</b>.</p> <p>The EPL reports for the months vibration monitoring was undertaken are provided below:</p>			

CoA No.	46 – Vibration Limits	Construction	Closed
<ul style="list-style-type: none"> <li>The EPL monthly report for July 2011: <a href="#">EPL Monthly Report - July 2011.pdf</a>;</li> <li>The EPL monthly report for August 2011: <a href="#">EPL Monthly Report - August 2011.pdf</a>;</li> <li>The EPL monthly report for September 2011: <a href="#">EPL Monthly Report - September 2011.pdf</a>.</li> </ul> <p><b>May 2012 Update</b></p> <p>A summary of vibration monitoring results is provided in <b>Table 4-8</b>.</p> <p>On 18 November 2011 ARTC submitted an EPL variation application to the EPA requesting significant changes to EPL 12971, including removing the requirement to produce monthly monitoring reports (Condition R4.1 <a href="#">LI2971 EPL V57 - 9 Dec 2011.pdf</a>). The EPA approved this application on 17 February 2012 (<a href="#">LI2971 Variation Notice 1503679 - 17 Feb 12.pdf</a>).</p> <p>The final Monthly Monitoring Report and Monthly Complaints Statistic Report was submitted to the EPA in January 2012: <a href="#">EPL Monthly Report - December 2012.pdf</a>.</p> <p><b>November 2012 Update</b></p> <p>The project is non compliant with this condition during this compliance reporting period due to a small number of exceedances in vibration for human comfort. There were no exceedances in vibration for structural damage of buildings as a result of the project's works. As a result this project is also non compliant with <a href="#">CoA2</a>.</p> <p>Vibration monitoring was undertaken in areas considered high risk to vibratory works from 29 May 2012 to 29 November 2012. A summary of vibration monitoring results is provided in Error! Reference source not found..</p> <p>Whilst we have exceeded the criteria for human comfort on a small number of occasions (Error! Reference source not found.), it should be noted that the project implemented a number of mitigation measures during the works to manage and minimise the impact of the works. These mitigation measures include, minimising the time spent in one area undertaking vibratory works, using multiple rolling techniques to avoid the use of vibratory rolling and spreading out the work site to reduce the intensity of the works in any one location (<b>Section 4.2.3</b>).</p> <p>Earthworks and other works with the potential to cause vibration were completed before the end of this compliance reporting period and it is not expected that this type of work will be required beyond this compliance reporting period.</p> <p><b>August 2013 Update</b></p> <p>No vibration monitoring was required during this compliance period as earthworks and other works with the potential to cause vibration were completed at the end of the previous compliance reporting period.</p> <p>This CoA is now closed with the completion of Construction.</p>			

CoA No.	47 – Limit Construction Noise in the Vicinity of Education Institutions	Construction	Closed
<b>Condition Requirement</b>			
The Proponent must consult with education institutions and minimise the impact of noise generating Construction works in their vicinity. The Proponent must ensure that Construction works audible at an institution are not timetabled during important events, such as examination periods, unless arrangements acceptable to the affected institutions are made at no cost to the affected institutions.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Table 5-2 of the Construction Noise and Vibration Management Sub Plan (CNVMSP) dated 15 January 2009 shows the ARTC commitment to comply with the condition. Educational facilities are identified in Table I-I as non-residential Noise Catchment Areas (NCAs): <a href="#">SSFL Construction Noise &amp; Vibration 20090115</a>.</p> <p>Each Noise and Vibration Impact Statement identifies noise sensitive receivers at each site. For example, the NVIS for Birrong to Chester Hill: <a href="#">05032-CNI CNVIS VerD - SSFL Birrong to Chester Hill</a>. Section 3.2 of this NVIS identifies non-residential sensitive receivers, including a high school. Section 9.1.1 identifies the predicted noise levels at the school, and also the commitment to negotiate agreements with the school to avoid works during important events.</p> <p>The list of schools in the vicinity of the project, and whether contact has been made, is provided: <a href="#">0020 School Correspondance List</a>.</p> <p>A copy of the letter sent to all Schools in Zone 1 is provided (<a href="#">0018 Letter Introduction Schools Zone 1 I3I108</a>), along with the letter sent to Schools in Zone 2 (<a href="#">0019 Letter Introduction Schools Zone 2 I3I108</a>).</p> <p>An example of the GIS mapping conducted of school locations together the SSFL project is also provided: <a href="#">SSFL Sefton gis plot</a>.</p> <p><b>November 2009 Update</b></p> <p>ARTC has not been approached by any schools involved in the earlier mail out to request special consideration during important events. ARTC will liaise with schools as the need arises in the future.</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p>			

CoA No.	47 – Limit Construction Noise in the Vicinity of Education Institutions	Construction	Closed
<p><b>August 2013 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p>This CoA is now closed with the completion of Construction.</p>			

CoA No.	48 – Limits on Public Address Systems used on Construction Work Sites	Construction	Closed
<b>Condition Requirement</b>			
The Proponent must ensure that public address systems used at any Construction work site are not used outside the Construction hours detailed in the Conditions of Approval unless otherwise approved through the Construction Noise and Vibration Management Sub Plan. Public address systems must be designed to minimise noise spillage off-site.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Table 5-2 of the Construction Noise and Vibration Management Sub Plan (CNVMSP) dated 15 January 2009 details ARTC's commitment to this condition: <a href="#">SSFL Construction Noise &amp; Vibration 20090115</a>.</p> <p>The NVIS for Birrong to Chester Hill (provided as an example of the NVISs) outlines the mitigation measures in relation to public address systems in Table 12-1: <a href="#">05032-CNI_CNVIS VerD - SSFL Birrong to Chester Hill</a>.</p> <p><b>November 2009 Update</b></p> <p>No change in status, ARTC has complied with this condition during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>August 2013 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p>This CoA is now closed with the completion of Construction.</p>			

CoA No.	49 – Noise and Vibration - Piling Activities	Construction	Closed
<b>Condition Requirement</b>			
Wherever practical, piling activities must be completed using bored piles unless otherwise agreed by the Director-General. If driven piles are proposed, reasons why they are required must be specified in the CEMP.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Bored piling and sheet piling have been used at all locations in the SSFL project, with the exception of work at the Georges River Bridge where driven piling was necessary to establish a temporary platform. The exchange of correspondence for that location includes:</p> <ul style="list-style-type: none"> <li>• ARTC's letter to DoP dated 9 April 2009 requested approval to use driven piling: <a href="#">20090409 - ARTC Letter Driven Piles Required</a>.</li> <li>• DoP's letter dated 17 April 2009 in response to ARTC's application for approval to use driven piling at the Georges River Bridge: <a href="#">20090417 DoP Letter re Driven Piles</a>.</li> <li>• ARTC's response to the DoP letter, dated 24 April 2009: <a href="#">20090424 - ARTC Letter Driven Piles - Georges River Bridge</a>. This ARTC letter was accompanied by Revision B of the NVIS prepared specifically for this area and the piling activity at the request of DoP: <a href="#">05032-CN4_CNVIS_VerB minipiling</a>.</li> </ul> <p><b>November 2009 Update</b></p> <p>During this compliance period, the sheet piles at Prospect Creek were removed. During this activity, work was undertaken during normal construction hours, and respite periods were built into the work. The nature of the removal work meant that the process was less noise intensive than the installation of the piles.</p> <p><b>November 2010 Update</b></p> <p>Bored piling and sheet piling were conducted during the period as detailed in <b>Table 4-7 and Table 4-8</b>.</p> <p>All practicable measures were employed to reduce the noise impact of machinery and equipment. These measures included: the selection of the quietest plant; switching off idle plant; orienting equipment away from residences; and scheduling respite periods.</p> <p>In some instances, additional resources (personnel and an extra piling rig) were employed to eliminate the need for night works. Furthermore, all significant plant deliveries and assembly was scheduled to be undertaken in normal construction hours, prior to these weekend works.</p> <p>Where these activities were scheduled during the weekend, out of hours, ARTC also took steps to mitigate the impacts of the work. Community notifications were delivered to all residents deemed to be affected by these works and monitoring was in place. Respite, in the form of cinema tickets, was also made available for the most affected residents. Alternative accommodation offers were made to the most affected residents.</p> <p><b>May 2011 Update</b></p> <p>Bored piling and sheet piling were conducted during the period as detailed in the EPL Monthly Reports (<a href="#">CoA45</a>).</p> <p>All practicable measures were employed to reduce the noise impact of machinery and equipment. These measures included: the selection of the quietest plant; switching off idle plant; orienting equipment away from residences; and scheduling respite periods. In some instances, additional resources (personnel and an extra piling</p>			

CoA No.	49 – Noise and Vibration - Piling Activities	Construction	Closed
	<p>rig) were employed to eliminate the need for night works. Furthermore, all significant plant deliveries and assembly was scheduled to be undertaken in normal construction hours, prior to these weekend works.</p> <p>Where these activities were scheduled during the weekend, out of hours, ARTC also took steps to mitigate the impacts of the work. Community notifications were delivered to all residents deemed to be affected by these works and monitoring was in place. Respite, in the form of cinema tickets, was also made available for the most affected residents. Alternative accommodation offers were made to the most affected residents.</p> <p>ARTC applied for, and was granted, approval by the DoPI to undertake driven piling in the construction of the new pedestrian walkway underneath Newbridge Rd, Liverpool (<a href="#">20110309 Condition 49 letter to ARTC re driven piles at Newbridge Road.pdf</a>). However, Continuous Flight Auger (CFA) piling, a vibration free technique, was undertaken as an alternative construction method.</p> <p><b>November 2011 Update</b></p> <p>Bored piling and sheet piling were conducted during the period as detailed in the EPL Monthly Reports (<a href="#">CoA45</a>).</p> <p>All practicable measures were employed to reduce the noise impact of machinery and equipment. These measures included: the selection of the quietest plant; switching off idle plant; orienting equipment away from residences; and scheduling respite periods. In some instances, additional resources (personnel and an extra piling rig) were employed to eliminate the need for night works. Furthermore, all significant plant deliveries and assembly was scheduled to be undertaken in normal construction hours, prior to these weekend works.</p> <p>Where these activities were scheduled during the weekend, out of hours, ARTC also took steps to mitigate the impacts of the work. Community notifications were delivered to all residents deemed to be affected by these works and monitoring was in place. Respite, in the form of cinema tickets, was also made available for the most affected residents. Alternative accommodation offers were made to the most affected residents.</p> <p>ARTC applied for, and was granted, approval by the DoPI to undertake driven piling in the construction of the Liverpool Viaduct near Riverpark Drive, Liverpool (<a href="#">20110728 - SSFL Driven Piles Application - Riverpark Drive Liverpool.pdf</a>, <a href="#">20110818 Approval for Driven Piling at Liverpool Viaduct.pdf</a>). The viaduct piling works - the first stage of these works - were undertaken between 23 August 2011 and 9 September 2011 in compliance with the approval conditions. Noise and vibration monitoring was undertaken throughout these works, as detailed in <a href="#">CoA45</a> and <a href="#">CoA46</a>. The second stage of these works (installation of the piled slab) is scheduled to be undertaken in early 2012.</p> <p><b>May 2012 Update</b></p> <p>Bored piling and sheet piling were conducted during this compliance period.</p> <p>All practicable measures were employed to reduce the noise impact of machinery and equipment. These measures included: the selection of the quietest plant; switching off idle plant; orienting equipment away from residences; and scheduling respite periods. In some instances, additional resources (personnel and an extra piling rig) were employed to eliminate the need for night works. Furthermore, all significant plant deliveries and assembly was scheduled to be undertaken in normal construction hours, prior to these weekend works.</p> <p>Where these activities were scheduled during the weekend, out of hours, ARTC also took steps to mitigate the impacts of the work. Community notifications were delivered to all residents deemed to be affected by these works and monitoring was in place. Respite, in the form of cinema tickets, was also made available for the most affected residents. Alternative accommodation offers were made to the most affected residents.</p> <p>The second stage of the approved driven piling works for the construction of the Liverpool Viaduct near Riverpark Drive, Liverpool was completed in May 2012 within the requirements of the DoPI approval. Noise and vibration monitoring was undertaken throughout these works, as detailed in <a href="#">CoA45</a> and <a href="#">CoA46</a>.</p>		



CoA No.	49 – Noise and Vibration - Piling Activities	Construction	Closed
<p><b>November 2012 Update</b></p> <p>Bored piling and sheet piling were conducted during this compliance period.</p> <p>All practicable measures were employed to reduce the noise impact of machinery and equipment. These measures included: the selection of the quietest plant; switching off idle plant; orienting equipment away from residences; and scheduling respite periods. In some instances, additional resources (personnel and an extra piling rig) were employed to eliminate the need for night works. Furthermore, all significant plant deliveries and assembly was scheduled to be undertaken in normal construction hours, prior to these weekend works.</p> <p>Where these activities were scheduled during the weekend, out of hours, ARTC also took steps to mitigate the impacts of the work. Community notifications were delivered to all residents deemed to be affected by these works and monitoring was in place. Respite, in the form of cinema tickets, was also made available for the most affected residents. Alternative accommodation offers were made to the most affected residents.</p> <p>No driven piling was undertaken during this compliance period.</p> <p><b>August 2013 Update</b></p> <p>During this compliance reporting period, no bored piling, sheet piling or driven piling were undertaken.</p> <p>This CoA is now closed with the completion of Construction.</p>			

CoA No.	50 – Noise and Vibration - Blasting	Construction	Closed
<b>Condition Requirement</b>			
<p>Blasting is not permitted during construction unless otherwise approved by the DECCW in an Environmental Protection Licence.</p> <p><b>Modification</b></p> <p><i>Minor word changes were made to the requirement by DoPI on 23 March 2011 in Modification 5. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>No blasting is planned for the SSFL project.</p> <p><b>November 2009 Update</b></p> <p>No change in status. No blasting has been undertaken.</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p>This CoA was closed in the SSFL Pre-Operation Compliance Report.</p>			

CoA No.	51 – Prepare an Operation Noise and Vibration Management Plan	Pre-Operation and Operation	Closed
<b>Condition Requirement</b>			
<p>The Proponent must prepare an Operation Noise and Vibration Management Plan (ONVMP) no later than 6 months from the commencement of construction (or as otherwise agreed by the Director-General). The Plan must confirm noise and vibration control measures in order to achieve the Director-General's Requirements for Environmental Assessment. The Plan must be prepared in consultation with Relevant Government Departments, Relevant Councils, Stakeholders and the CLG(s) and approved by the Director-General.</p> <p>The ONVMP must include details of noise and vibration control measures to be implemented during the Operation stages including:</p> <ul style="list-style-type: none"> <li>(a) identification of sensitive receivers (including those outside residential areas);</li> <li>(b) identification of the appropriate operational noise and vibration objectives and levels for sensitive receivers;</li> <li>(c) predictions of operational noise and vibration impacts at sensitive receivers;</li> <li>(d) examination of all Reasonable and Feasible noise and/or vibration mitigation measures;</li> <li>(e) identification of specific physical and managerial measures for controlling noise and vibration including location, type and timing of erection of permanent noise barriers and/or other noise mitigation measures demonstrating best practice;</li> <li>(f) a Source Control Plan which identifies strategies for source controls including: <ul style="list-style-type: none"> <li>i a program of condition monitoring for the purpose of minimising noise emissions from freight rolling stock and maintenance activities;</li> <li>ii targets, assessment, action and review processes for incorporation and implementation of best practice measures;</li> </ul> </li> <li>(g) procedures for complaints management, including investigation and monitoring (subject to complainant agreement); and</li> <li>(h) procedures for reviewing the adequacy of operational noise and vibration mitigation measures.</li> </ul> <p>If the Director-General considers that the ONVMP does not adequately confirm noise and vibration control measures commensurate with the Director-General's Requirements for Environmental Assessment, the Director-General may direct the Proponent to have the adequacy of noise and vibration control measures identified in the ONVMP independently verified by a noise and vibration expert. The verification will be undertaken at the Proponent's expense and the independent expert must be approved by the Director-General.</p> <p>The Proponent is to implement the identified noise and vibration control measures and make the ONVMP publicly available.</p> <p><b>Modification</b></p> <p><i>The requirement was modified by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC/Wilkinson Murray			

CoA No.	51 – Prepare an Operation Noise and Vibration Management Plan	Pre-Operation and Operation	Closed
<b>Evidence of Compliance</b>			
<p>ARTC requested a deferral for submission of the Operation Noise and Vibration Management Plan (ONVMP) of 1 month on 27 May 2009, to take the date for submission to 28 June 2009: <a href="#">20090527 - SSFL CoA51 - ONVMP deferral</a>.</p> <p>After receiving the draft ONVMP from Wilkinson Murray in June 2009, ARTC realised the ONVMP required a far greater focus on strategic and operational aspects than had been anticipated. ARTC subsequently requested a further deferral to take the date for submission to 7 August 2009: <a href="#">20090629 - SSFL CoA51 - ONVMP deferral to 7-8-09</a>.</p> <p>The ONVMP dated 10 August 2009 was submitted to DoP on 24 August 2009: <a href="#">20090824 SSFL CoA51 ONVMP covering letter, ONVMP Rev C combined</a>.</p> <p><b>November 2009 Update</b></p> <p>DoP provided comments to ARTC in its letter dated 15 October 2009: <a href="#">DoP letter ONVMP 2639_001.pdf</a>.</p> <p>ARTC is currently addressing those comments and undertaking revisions to the ONVMP.</p> <p><b>November 2010 Update</b></p> <p>On 12 October 2010, ARTC submitted the ONVMP Ver H with Appendices to DoP for review and approval: <a href="#">SSFL ONVMP VerH with Appendices A to E.pdf</a> and <a href="#">SSFL ONVMP Appendix F.pdf</a>.</p> <p>ARTC's covering letter to the ONVMP (<a href="#">20101012 SSFL CoA51-54 - ONVMP letter to DoP.pdf</a>) set out the history of development of the ONVMP.</p> <p>As required by this CoA, an Independent Verifier had reviewed the ONVMP prior to its submission to DoP. ARTC's submission included Attach 6 with details of the two verifications required by DoP (<a href="#">Attach 6 20101012 RTA Response Matrix Tables 1 and 2.pdf</a>):</p> <ul style="list-style-type: none"> <li>• Table 1 of Attach 6 confirmed that ARTC had addressed RTA's comments on the ONVMP. RTA's qualifiers in the table were also addressed by ARTC in the ONVMP Version H, and all issues were closed out</li> <li>• Table 2 of Attach 6 confirmed that ARTC had addressed the comments raised by the three Departments on the ONVMP.</li> </ul> <p>Attach 6 was to assist DoP to verify that the Independent Verifier's comments and the three Departments' comments on the ONVMP have been addressed, that the ONVMP meets the requirements of CoA 51, and that it has considered CoAs 52-54.</p> <p>As at 31 December 2010 DoP was still reviewing the ONVMP.</p> <p><b>May 2011 Update</b></p> <p>In DoPI's email of 17 January 2011 with attached comments by OEH and the Department of Transport (Attach 1), the DoPI requested that ARTC revise the ONVMP to consider comments made by the three agencies: <a href="#">20110117 SSFL - ONVMP review by DoP.msg</a></p> <p>On 7 April 2011, ARTC submitted the ONVMP Ver I with Appendices and an accompanying package of detailed design drawings of all the noise walls to DoPI for review and approval: <a href="#">05032-NM VeiFinal for ARTC.pdf</a> and <a href="#">SSFL ONVMP Appendix F.pdf</a>.</p> <p>ARTC's covering letter to the ONVMP (<a href="#">20110407 - SSFL CoA51-54 - ONVMP letter to DoPI.pdf</a>), as previously discussed with DoPI staff, clarified that the submission addressed agencies' comments for all sections of the</p>			

CoA No.	51 – Prepare an Operation Noise and Vibration Management Plan	Pre-Operation and Operation	Closed
<p>ONVMP except for Chapter 9 Source Control Plan. The Source Control Plan was being developed with senior ARTC staff and would be submitted when completed and approved by ARTC.</p>			
<p>The Source Control Plan was submitted to DoPI on 10 June 2011 for review and approval (<a href="#">20110608 Source Control Plan V3.pdf</a>), as was the ONVMP Ver J, combining the ONVMP Ver I with the final Source Control Plan. This version has been updated as described in the November Update below to: <a href="#">05032-NM VejFinal for ARTC Oct 2011.pdf</a> and <a href="#">SSFL ONVMP Appendix F.pdf</a>.</p>			
<p><b>November 2011 Update</b></p>			
<p>The Director-General approved the First Stage of Operations of the SSFL (CoA 6) on 21 July 2011 <a href="#">20110721 Approvals for OEMP (CoA14) and OAQMP (CoA 76).pdf</a>, agreeing to “defer a determination of the Operational Noise and Vibration Management Plan, so as not to restrict the commencement of operation of the First Stage of the SSFL, subject to noise walls within this stage being installed prior to operation.”</p>			
<p>The ONVMP, forming part of the Sefton Park Junction to Leightonfield OEMP, was approved by the Director-General on 5 October 2011 subject to five requirements: <a href="#">20111005 Condition 51 letter to ARTC re approval of ONVMP.pdf</a>. ARTC updated the ONVMP to address these five requirements: <a href="#">05032-NM VejFinal for ARTC Oct 2011.pdf</a> and <a href="#">SSFL ONVMP Appendix F.pdf</a>.</p>			
<p>The First Stage of Operations, a 5 km section of SSFL track between the existing Metropolitan Goods Line and Leightonfield, referred to as the Sefton Park Junction to Leightonfield SSFL throughout this Construction Compliance Report, is planned to be Operational after February 2012, following agreement between ARTC and RailCorp.</p>			
<p><b>May 2012 Update</b></p>			
<p>ARTC is implementing the noise and vibration control measures specified in the approved ONVMP. This includes the construction of noise walls and planning the application of architectural treatments to nominated buildings. These activities commenced in 2011 and will be completed in late 2012.</p>			
<p>The approved ONVMP is publicly available on ARTC’s website: <a href="http://www.ssfl.artc.com.au/">http://www.ssfl.artc.com.au/</a>.</p>			
<p><b>November 2012 Update</b></p>			
<p>As above. No change in status during this compliance period.</p>			
<p>ARTC is implementing the noise and vibration control measures specified in the approved ONVMP. This includes the construction of noise walls, the application of architectural treatments to nominated buildings and the design of a colourbond fence to mitigate noise at Warwick Farm Stables. These activities commenced in 2011 and will be completed in early 2013.</p>			
<p>The approved ONVMP is publicly available on ARTC’s website: <a href="http://www.ssfl.artc.com.au/">http://www.ssfl.artc.com.au/</a>.</p>			
<p><b>August 2013 Update</b></p>			
<p>Following discussions with the Department and with property owners of two of the Warwick Farm stables which commenced in November 2012, ARTC submitted a request on 26 February 2013 to change the ONVMP to mitigate operational noise at the Warwick Farm stables by the construction of a Colourbond noise fence (<a href="#">20130226 SSFL Warwick Farm operational noise.pdf</a> and <a href="#">20130204 SSFL Warwick Farm - Attach 1.pdf</a>). In doing so, ARTC would not restrict access into the rail corridor of those properties currently requiring access. The Department agreed to a revision of the ONVMP on 7 March 2013: <a href="#">20130307 CoA51 - DPI approval to revise ONVMP.pdf</a>.</p>			
<p>ARTC implemented the noise and vibration control measures specified in the approved ONVMP. This includes physical mitigation measures:</p>			
<ul style="list-style-type: none"> <li>• Completing the construction of noise walls in Bankstown LGA in Aug 11, in Liverpool LGA in Nov 12, in</li> </ul>			

CoA No.	51 – Prepare an Operation Noise and Vibration Management Plan	Pre-Operation and Operation	Closed
	<p>Campbelltown LGA in Dec 12 and in Fairfield LGA in Jan 13;</p> <ul style="list-style-type: none"> <li>Architectural treatments to nominated residential buildings and the Casula Arts Centre, and the construction of a colourbond fence to mitigate noise at Warwick Farm Stables, all completed by 19 July 13.</li> </ul> <p>ARTC completed all noise mitigation measures for the project in the earliest possible timeframe.</p> <p>This condition is now closed.</p>		

CoA No.	52 – Install Physical Noise and Vibration Mitigation Measures	Pre-Operation and Operation	Closed
<b>Condition Requirement</b>			
<p>Where required, the Proponent must install physical noise and vibration mitigation measures, subject to:</p> <p>(a) consultation with directly affected property owners, Relevant Councils and the CLG(s); and</p> <p>(b) detailed design taking into consideration:</p> <ul style="list-style-type: none"> <li>i shadow analysis for north facing sites in residential areas;</li> <li>ii assessment of local flooding impacts; and</li> <li>iii assessment of potential for graffiti and other forms of vandalism.</li> </ul> <p><b>Modification</b></p> <p><i>The requirement was modified by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The physical noise and vibration mitigation measures, consisting of noise walls, will be installed prior to operation.</p> <p>ARTC has developed a Noise Consultation Strategy for consultation with Councils, CLGs and affected property owners on location, heights and finishes on noise walls for the operation phase of the project: <a href="#">20090731 SSFL Noise Consultation Strategy</a>.</p> <p>Consultation was held with Councils and CLGs during the CLG meetings in August 2009, by way of presentations on the noise walls and the OVNMP. The presentations are provided on the SSFL website: <a href="#">Bankstown_2008-09-02_Noise_Presentation</a>.</p> <p>Consultation is being held with property owners in relation to noise mitigation measures for the operations phase, and the impacts of these measures on properties in September and October 2009.</p> <p>A detailed design package for the noise walls was submitted to the DEWHA on 10 August 2009, seeking approval of the construction noise barriers for the SSFL: <a href="#">20090810 DEWHA re noise walls</a>. This design addresses the detailed design requirements described in condition requirement (b) above:</p> <ul style="list-style-type: none"> <li>(iii) Section 4.2.1 of the UDLP (<a href="#">20090708 SSFL UDLP</a>) shows the shadow analysis conducted for Wellington Road.</li> <li>(ii) Section 4.4 of the Flood Management Study (<a href="#">SSFL – Flood Management Study Rev05 15062009</a>) states that where noise walls are located on embankments, they are to be positioned on top of gabion walls to allow the passage of water under the wall.</li> <li>(iii) Graffiti prevention strategies are the subject of ongoing assessment. ARTC's objective is to have the noise walls completed with an anti-graffiti finish either at the factory or on-site immediately following erection. This information will be included in the revised UDLP currently being updated.</li> </ul>			

CoA No.	52 – Install Physical Noise and Vibration Mitigation Measures	Pre-Operation and Operation	Closed
<p><b>November 2009 Update</b></p> <p>Consultation on noise mitigation measures for the operations phase was held with property owners from September to November 2009. Ten consultation sessions were held along the length of the SSFL Project at community venues, providing information on operational noise and noise walls, and recording comments and suggestions from the community. The report by the consultant who managed the consultation process is provided: <a href="#">ARTC Noise Wall Meetings Sep-Nov 2009.doc</a></p> <p>At the time this report was prepared, no response had been received from DEWHA about the detailed design package.</p> <p>Anti-graffiti measures will be detailed in the final UDLP, which is currently being revised (refer to CoA <a href="#">24</a>).</p> <p><b>November 2010 Update</b></p> <p>The requirements of this CoA are met in the current ONVMP Ver H with Appendices: <a href="#">SSFL ONVMP VerH with Appendices A to E.pdf</a> and <a href="#">SSFL ONVMP Appendix F.pdf</a>.</p> <p>Consultation is described in Section 8.I and Appendices C and D of the ONVMP.</p> <p>As described above, detailed design has taken into consideration:</p> <ul style="list-style-type: none"> <li>i shadow analysis for north facing sites in residential areas;</li> <li>ii assessment of local flooding impacts; and</li> <li>iii assessment of potential for graffiti and other forms of vandalism.</li> </ul> <p><b>May 2011 Update</b></p> <p>As noted above, the requirements of this CoA are met in the current ONVMP Ver J with Appendices: <a href="#">05032-NM VelFinal for ARTC.pdf</a> and <a href="#">SSFL ONVMP Appendix F.pdf</a>.</p> <p>Noise wall construction commenced in January 2011 and is scheduled to be completed in the Bankstown City Council Local Government Area by 10 July 2011 (<a href="#">Noise wall construction, Wellington Road 20110128.jpg</a>, <a href="#">Installed noise wall panels, Wellington Road 20110202.jpg</a>).</p> <p>The Gum Leaf and Gumnut noise wall motif was agreed by the community, Bankstown City Council and Bankstown CLG for use in the Bankstown Local Government Area: <a href="#">101122 Bankstown Route Panels_option2.pdf</a>, and <a href="#">Installed Route Panels.jpg</a>.</p> <p>The Fairfield community, City Council and CLG is still finalising the art work design for noise walls, which will be based on the chosen deflection wall artwork “The Journey”.</p> <p>The Cog noise wall motif was agreed by the community, Liverpool City Council and the Liverpool/Campbelltown CLG for use in the Liverpool Local Government: <a href="#">UD-NW-602[B] – Noise Wall Motif Liverpool LGA.pdf</a> and <a href="#">Liverpool Noise Wall Cog Design – Approval.msg</a>.</p> <p>The Campbelltown City Council Logo noise wall motif was agreed by Campbelltown City Council in February 2011: <a href="#">Campbelltown Council – Noisewall Art.pdf</a> and <a href="#">Campbelltown Noise Wall Art – Approved by Council.msg</a>.</p> <p>Noise wall construction in the Fairfield, Liverpool and Campbelltown Local Government Areas will be undertaken as part of the Final Stage Alliance works (<a href="#">CoA6</a>).</p> <p><b>November 2011 Update</b></p> <p>As noted above, the requirements of this CoA are met in the current ONVMP Ver J with Appendices: <a href="#">05032-NM</a></p>			



CoA No.	52 – Install Physical Noise and Vibration Mitigation Measures	Pre-Operation and Operation	Closed
<p><a href="#">VejFinal for ARTC Oct 2011.pdf</a> and <a href="#">SSFL ONVMP Appendix F.pdf</a>.</p> <p>Noise wall installation and painting was completed in the Bankstown Local Government Area in August 2011 (<a href="#">20111201 Sefton Noise Walls and Landscaping – Wellington Rd.jpg</a>).</p> <p>The “Silk Ribbon” – an extract from the deflection wall artwork “The Journey” – has been selected as the noise wall motif for the Fairfield Local Government Area in consultation with Fairfield City Council and the CLG: <a href="#">Noise Wall Design – Silk Solid.pdf</a> and <a href="#">Cabramatta Station_The Journey.jpg</a>.</p> <p>Noise wall construction in the Fairfield, Liverpool and Campbelltown Local Government Areas will be undertaken as part of the Final Stage Alliance works (CoA <a href="#">6</a>).</p> <p><b>May 2012 Update</b></p> <p>As noted above, the requirements of this CoA are met in the current ONVMP Ver J with Appendices: <a href="#">05032-NM VejFinal for ARTC Oct 2011.pdf</a> and <a href="#">SSFL ONVMP Appendix F.pdf</a>., with noise walls constructed in the Bankstown Local Government Area.</p> <p>Noise wall construction in the Fairfield, Liverpool and Campbelltown Local Government Areas will be undertaken in the next compliance period.</p> <p><b>November 2012 Update</b></p> <p>As described in the November 2011 Update above, installation of the noise wall panels in the <b>Bankstown</b> Local Government Area was completed in August 2011.</p> <p>Noise wall construction in the <b>Fairfield</b>, <b>Liverpool</b> and <b>Campbelltown</b> Local Government Areas commenced in July 2012 and is scheduled to be completed in January 2013.</p> <p><b>August 2013 Update</b></p> <p>ARTC installed the physical noise and vibration mitigation measures specified in the approved ONVMP. This includes:</p> <ul style="list-style-type: none"> <li>• Completing the construction of noise walls in Bankstown LGA in Aug 11, in Liverpool LGA in Nov 12, in Campbelltown LGA in Dec 12 and in Fairfield LGA in Jan 13;</li> <li>• Architectural treatments to nominated residential buildings and the Casula Arts Centre, and the construction of a colourbond fence to mitigate noise at Warwick Farm Stables, all completed by 19 July 13.</li> </ul> <p>ARTC completed all noise mitigation measures for the project in the earliest possible timeframe.</p> <p>This CoA is now closed.</p>			

CoA No.	53 – Absorptive Surfaces on all Noise Barriers	Pre-Operation and Operation	Closed
<b>Condition Requirement</b>			
All noise barriers installed must have absorptive surfaces on the rail side to minimise the impacts of noise reflection.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The noise walls for the SSFL project were ordered by ARTC in July 2009, and do have absorptive surfaces on the rail side where required. The brief for tenderers for the noise walls includes specifics of the absorptive surfaces: <a href="#">Scope__Noise Barriers</a>.</p> <p>The noise walls ordered by ARTC consist of a Woodtex absorptive facing on Hebel noise walls. This is shown on a typical noise wall detail drawing: <a href="#">Typical Noise Wall Detail</a>.</p> <p>Testing results for the Woodtex facing show that the walls meet the design noise reduction coefficient: <a href="#">Woodtex 25mm NRC 0.40</a>.</p> <p><b>November 2009 Update</b></p> <p>No change in status. The noise walls were not installed as of 29 November 2009.</p> <p><b>November 2010 Update</b></p> <p>No change in status. The noise walls were not installed as of 29 November 2010.</p> <p><b>May 2011 Update</b></p> <p>Noise wall construction commenced in January 2011 and is scheduled to be completed in the Bankstown Local Government Area by 10 July 2011 (<a href="#">Noise wall construction, Wellington Road 20110128.jpg</a>, <a href="#">Installed noise wall panels, Wellington Road 20110202.jpg</a>).</p> <p>DoPI has agreed with Section 8.2 of the ONVMP, which states: “In most cases, barriers have an acoustically absorptive surface on the rail side to limit reverberant build-up of noise between the side of a train and the barrier, which would otherwise increase noise levels for receivers on the opposite side of the barrier. The absorptive surface is not necessary if there is no noise-sensitive receiver opposite the barrier. ARTC Drawing Number <a href="#">CI-115[H].PDF</a> indicates that absorptive barriers required a “Minimum Noise Reduction Coefficient of 0.4 at 250Hz”. This will be achieved using Woodtex panels on the absorptive side of the barriers.”</p> <p>Woodtex panels have been/are being installed on the Hebel noise walls in all locations where a noise-sensitive receiver is located opposite the barrier (<a href="#">Installation of Woodtex Panels Sefton 20110517.JPG</a>, <a href="#">Installed Woodtex Panels.jpg</a>).</p> <p><b>November 2011 Update</b></p> <p>Noise wall installation and painting was completed in the Bankstown Local Government Area in August 2011 (<a href="#">20111201 Sefton Noise Walls and Landscaping - Wellington Rd.jpg</a>). Woodtex panels have been installed as described in the May 2011 Update.</p>			

CoA No.	53 – Absorptive Surfaces on all Noise Barriers	Pre-Operation and Operation	Closed
<p><b>May 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p>Noise wall construction in the Fairfield, Liverpool and Campbelltown Local Government Areas will be undertaken in the next compliance period.</p> <p><b>November 2012 Update</b></p> <p>Noise wall construction in the Fairfield, Liverpool and Campbelltown Local Government Areas commenced in July 2012.</p> <p>Woodtex panels have been, and are scheduled to be installed on the Hebel noise walls in all locations where a noise-sensitive receiver is located opposite the barrier.</p> <p><b>August 2013 Update</b></p> <p>Noise wall construction in the <b>Fairfield</b> Local Government Area was completed in Jan 13.</p> <p>Noise wall construction in the <b>Liverpool</b> Local Government Area was completed in Nov 12.</p> <p>Noise wall construction in the <b>Campbelltown</b> Local Government Area was completed in Dec 12.</p> <p>Installation of woodtex panels on the Hebel noise wall at locations where a noise sensitive receiver is located was completed in Jan 13.</p> <p>This CoA is now closed.</p>			

CoA No.	54 - Monitor and Review Noise and Vibration Mitigation Measures	Pre-Operation and Operation	Delivered by OEMP
<b>Condition Requirement</b>			
<p>At 1, 2, 5 and 10 years from commencement of Project operations the Proponent must:</p> <ul style="list-style-type: none"> <li>(a) monitor and review the adequacy and effectiveness of noise and vibration mitigation measures against noise and vibration objectives stated in the Operation Noise and Vibration Management Plan; and</li> <li>(b) review, and revise if required, the Source Control Plan; and</li> <li>(c) review advances in noise standards and best practice noise mitigation technology as well as any State or Federal Government initiatives to manage rail noise.</li> </ul> <p>If monitoring indicates any substantial exceedance of stated or emerging noise and vibration objectives, as a result of the Project, the Proponent must identify and implement any additional Reasonable and Feasible mitigation measures.</p> <p>A report of the monitoring and review must be submitted to the Director-General within 4 months of the relevant monitoring period, unless otherwise agreed to by the Director-General. Additional Reasonable and Feasible mitigation measures identified must be installed or implemented to the satisfaction of the Director-General in consultation with DECCW and affected receivers.</p> <p>The monitoring and review, and any subsequent mitigation measures must be verified by an independent noise and vibration expert at the Proponent's expense. The independent expert must be approved by the Director-General prior to the relevant review period.</p> <p>For the purposes of this condition, a substantial exceedance is considered to be an exceedance of the LAeq objective by 2dBA, as measured or assessed over a one week period, or exceedance of the LAmx objective by 2dBA, measured or assessed as the energy-mean maximum noise.</p> <p><b>Modification</b></p> <p><i>The requirement was modified by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>ARTC will comply with this condition by undertaking monitoring and reviews at 1, 2, 5 and 10 years from commencement of Project operations, and report to the Director-General.</p> <p><b>November 2009 Update</b></p> <p>No change in status. The project is still in the construction phase.</p> <p><b>November 2010 Update</b></p> <p>No change in status. The project is still in the construction phase.</p> <p><b>May 2011 Update</b></p> <p>As above. The project is still in the construction phase. The requirements of this CoA will be addressed with monitoring at 1, 2, 5 and 10 years from the commencement of Operation of the entire SSFL Project, after</p>			

CoA No.	54 - Monitor and Review Noise and Vibration Mitigation Measures	Pre-Operation and Operation	Delivered by OEMP
<p>construction of the full 36 km of the SSFL is completed.</p> <p><b>November 2011 Update</b></p> <p>As above. The project is still in the construction phase. The requirements of this CoA will be addressed with monitoring at 1, 2, 5 and 10 years from the commencement of Operation of the entire SSFL Project, after construction of the full 36 km of the SSFL is completed.</p> <p><b>May 2012 Update</b></p> <p>As above. The project is still in the construction phase. The requirements of this CoA will be addressed with monitoring at 1, 2, 5 and 10 years from the commencement of Operation of the entire SSFL Project, after construction of the full 36 km of the SSFL is completed.</p> <p><b>November 2012 Update</b></p> <p>As above. The project is still in the construction phase. The requirements of this CoA will be addressed with monitoring at 1, 2, 5 and 10 years from the commencement of Operation of the entire SSFL Project.</p> <p>Section 4.1.2 and Table 5-1 of the OEMP for the SSFL Project area describe strategies and measures for addressing this CoA (<a href="#">CoA14</a>).</p> <p><b>August 2013 Update</b></p> <p>Sound Science has been contracted by ARTC to commence the monitoring program to address this Condition. Baseline monitoring at the locations specified in the ONVMP is being undertaken in 2013, and a permanent monitoring station established. Monitoring at one year after the commencement of Operations will take place after December 2013, and a report prepared for DoPI in early 2014.</p> <p>This condition will now be met by the implementation of the OEMP.</p>			

CoA No.	55 – Prepare and Implement a Construction Traffic Management Sub Plan	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent must prepare and implement a Construction Traffic Management Sub Plan (CTMSP) as part of the CEMP. The CTMSP must be prepared by an approved traffic engineer in consultation with Relevant Government Departments, the relevant road authority, and other relevant stakeholders and include:</p> <p>(a) Traffic Management Reports;</p> <p>(b) Traffic Management Plans; and</p> <p>(c) Traffic Control Plans.</p> <p>The CTMSP must be fully integrated with the Spoil and Fill Management Sub Plan.</p> <p><b>Modification</b></p> <p><i>Minor word changes were made to the requirement by DoPl on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Traffic Management Sub Plan (TMSP) was prepared by Connell Wagner and Parade Consulting, finalised in February 2009, and submitted as part of the CEMP: <a href="#">SSFL Traffic Management Sub Plan 090219</a>. It includes:</p> <p>(a) Traffic Management Reports (TMRs) which were prepared and submitted to the four local Councils (Liverpool, Bankstown, Fairfield, Campbelltown) in February 2009. The TMRs summarise for each LGA the TMPs and associated TCPs as they become available. SoC <a href="#">70</a> outlines the requirements of the TMRs:</p> <ul style="list-style-type: none"> <li>Liverpool: <a href="#">TMR_Liverpool_090203</a>.</li> <li>Bankstown: <a href="#">TMR_Bankstown_090203</a>.</li> <li>Fairfield: <a href="#">TMR_Fairfield_090203</a>.</li> <li>Campbelltown: <a href="#">TMR_Campbelltown_090203</a>.</li> </ul> <p>(b) Traffic Management Plans (TMPs) which are located in Section 4 of the TMSP: <a href="#">SSFL Traffic Management Sub Plan 090219</a>. CoAs <a href="#">56-59</a> and SoCs <a href="#">69</a> and <a href="#">85</a> outline the requirements of the TMPs.</p> <p>(c) Traffic Control Plans (TCPs) which have been prepared on a site specific basis by the Contractors. SoC <a href="#">74</a> outlines the requirements of the TCPs. Examples include TCPs by Arenco for Chester Hill Road (<a href="#">Chester Hill Road TCP 20090113</a>) and Hector Street (<a href="#">Hector Street TCP 20090122</a>), and by Gartner Rose for Railway Parade (<a href="#">TCP Cabramatta, Railway Parade Area 5 Part 1</a>).</p> <p>The TMSP should be read in conjunction with the Spoil and Fill Management Sub Plan (<a href="#">SSFL Spoil &amp; Fill 090219</a>) as the Plans are fully integrated.</p> <p><b>November 2009 Update</b></p> <p>No change in status. The TMSP was implemented during this compliance report in a manner consistent with this condition.</p>			

CoA No.	55 – Prepare and Implement a Construction Traffic Management Sub Plan	Pre-Construction and Construction	Closed
<b>November 2010 Update</b>			
No change in status. The TMSP was implemented during this compliance report in a manner consistent with this condition.			
<b>May 2011 Update</b>			
No change in status. The TMSP was implemented during this compliance period in a manner consistent with this condition.			
<b>November 2011 Update</b>			
No change in status. The TMSP was implemented during this compliance period in a manner consistent with this condition.			
<b>May 2012 Update</b>			
No change in status. The TMSP was implemented during this compliance period in a manner consistent with this condition.			
<b>November 2012 Update</b>			
No change in status. The TMSP was implemented during this compliance period in a manner consistent with this condition.			
<b>August 2013 Update</b>			
No change in status. The TMSP was implemented during this compliance period in a manner consistent with this condition.			
This CoA is now closed with the completion of Construction.			

CoA No.	56 - Prepare Traffic Management Plans	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>Traffic Management Plans are to be prepared as part of the CTMSP where Construction will affect the operation of the road network. Plans will be prepared for at least:</p> <ul style="list-style-type: none"> <li>(a) the bridge upgrades identified in Section 10.3.1 of Volume I of the Environmental Assessment;</li> <li>(b) the new rail bridges over roads identified in Section 10.3.2 of Volume I of the Environmental Assessment;</li> <li>(c) the road network changes identified in Section 10.3.3 of Volume I of the Environmental Assessment; and</li> <li>(d) Construction Compounds.</li> </ul> <p>Traffic Management Plans will be prepared in accordance with RTA manuals including, but not limited to: <i>Road Occupancy Manual</i>; <i>RTA Delegation to Councils Regulation of Traffic</i>; <i>Preparing TMP and Traffic Control at Work Sites</i>, Version 3, September 2003.</p> <p>Where road closures are proposed during the construction of bridges, the Traffic Management Plan(s) must include a detailed analysis of the impact on network operation and be referred to the appropriate road authority for comment. Such analysis should include:</p> <ul style="list-style-type: none"> <li>(e) network modelling where required;</li> <li>(f) traffic management measures to be provided to maintain optimum network operation and safety;</li> <li>(g) provisions for pedestrians and cyclists; and</li> <li>(h) parking control measures.</li> </ul> <p>Where a significant number of truck movements are expected from work sites, the Traffic Management Plan(s) must include intersection modelling to ensure optimum intersection operation. Where applicable, these should include, but be not limited to:</p> <ul style="list-style-type: none"> <li>(i) Amy Street and Rookwood Road;</li> <li>(j) Auburn Road and Hume Highway;</li> <li>(k) Cabramatta Road East and Hume Highway; and</li> <li>(l) Glenfield Road and Campbelltown Road.</li> </ul>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Traffic Management Plans (TMPs) are provided in full in Section 4 of the Traffic Management Sub Plan (TMSP) dated 19 February 2009: <a href="#">SSFL Traffic Management Sub Plan 090219</a>. TMPs are provided for bridge upgrades, new bridges, road network changes and construction compounds.</p> <p>Section 1.1.1 of the TMSP outlines the requirements of the RTA's "Procedures for use in the preparation of a Traffic Management Plan (TMP)", and identifies where in the TMSP the requirements are addressed. Table 2-2 outlines how the requirements of this condition have been addressed.</p>			



CoA No.	56 - Prepare Traffic Management Plans	Pre-Construction and Construction	Closed
<p><b>November 2009 Update</b></p> <p>No additional TMPs have been required or produced in this compliance period.</p> <p><b>November 2010 Update</b></p> <p>No additional TMPs have been required or produced in this compliance period.</p> <p><b>May 2011 Update</b></p> <p>A TMP was developed for the on-going operation Wellington Road and Auburn Road intersection, Birrong, by ARTC in collaboration with Bankstown City Council: <a href="#">20110210 Traffic Management Plan Auburn Road.pdf</a> and <a href="#">20110222 Signage plan for TMP.pdf</a>. The RTA approved this TMP on 25 February 2011: <a href="#">20110304 TMP Wellington Auburn Birrong RTA Approval.pdf</a>, and it was subsequently approved by Council's Traffic Committee.</p> <p><b>November 2011 Update</b></p> <p>A TMP was developed for the Final Stage SSFL project works and submitted to Liverpool City Council for review and approval on 16 November 2011: <a href="#">Traffic Management Plan Rev1 10112011_HB.PDF</a> and <a href="#">Urgent SSFL TMP item for the Liverpool Traffic Committee meeting.msg</a></p> <p>Liverpool City Council approved amendments to the existing Traffic Management Plan for the Liverpool Local Government Area on 2 November 2011: <a href="#">SSFL Casula Access Road Traffic Management.msg</a> and <a href="#">Letter to ARTC re construction access routes.PDF</a>.</p> <p><b>May 2012 Update</b></p> <p>No additional TMPs have been required or produced in this compliance period.</p> <p>Rather than approving the Final Stage SSFL TMP for the Liverpool area submitted on 16 November 2011, Liverpool City Council approved subset TCPs of this TMP in April 2012: <a href="#">Early Works Truck Routes Approval - 20120430.pdf</a>.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period. No additional TMPs have been required or produced in this compliance period.</p> <p>This CoA was closed in the SSFL Pre-Operation Compliance Report.</p>			

CoA No.	57 – Contents of Traffic Management Plans	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>Traffic Management Plans must include:</p> <ul style="list-style-type: none"> <li>(a) identification of all public roads to be used by Construction traffic, in particular roads proposed to transport large quantities of Construction materials. The expected timing and duration of road usage will be stated;</li> <li>(b) management methods to ensure Construction traffic uses identified roads;</li> <li>(c) identification of all public roads that may be partially or completely closed during Construction and the expected timing and duration of these closures. Consideration will be given to programming Construction works to minimise road closures during peak hours and/or holiday periods;</li> <li>(d) impacts on existing traffic (including pedestrians, vehicles, cyclists and disabled persons);</li> <li>(e) temporary traffic arrangements including property access;</li> <li>(f) access to Construction work sites including entry and exit locations and measures to prevent Construction vehicles queuing on public roads;</li> <li>(g) a response plan for any Construction traffic incident;</li> <li>(h) monitoring, review and amendment mechanisms;</li> <li>(i) identification of any requirements for road occupancy licences;</li> <li>(j) identification of parking for Construction workers; and</li> <li>(k) identification of bus routes.</li> </ul>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Traffic Management Plans (TMPs) are provided in full in Section 4 of the Traffic Management Sub Plan (TMSP) dated 19 February 2009: <a href="#">SSFL Traffic Management Sub Plan 090219</a>.</p> <p>Section 1.1.1 of the TMSP outlines the requirements of the RTA's "Procedures for use in the preparation of a Traffic Management Plan (TMP)", and identifies where in the TMSP the requirements are addressed. Table 2-2 outlines how the requirements of this condition have been addressed.</p> <p><b>November 2009 Update</b></p> <p>No additional TMPs have been required or produced in this compliance period. The TMPs detailed above (and provided in the TMSP) are compliant with the condition.</p> <p><b>November 2010 Update</b></p> <p>No additional TMPs have been required or produced in this compliance period. The TMPs detailed above (and provided in the TMSP) are compliant with the condition.</p> <p><b>May 2011 Update</b></p> <p>The TMP detailed in <a href="#">CoA 56</a> (and provided in the TMSP) are compliant with this condition.</p>			

CoA No.	57 – Contents of Traffic Management Plans	Pre-Construction and Construction	Closed
<p><b>November 2011 Update</b></p> <p>The TMPs detailed in <a href="#">CoA 56</a> (and provided in the TMSP) are compliant with this condition.</p> <p><b>May 2012 Update</b></p> <p>The TMPs detailed in <a href="#">CoA 56</a> (and provided in the TMSP) are compliant with this condition.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period. The TMPs detailed in <a href="#">CoA 56</a> (and provided in the TMSP) are compliant with this condition.</p> <p>This CoA was closed in the SSFL Pre-Operation Compliance Report.</p>			

CoA No.	58 – Access Requirements	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent must ensure that:</p> <ul style="list-style-type: none"> <li>(a) existing pedestrian, cyclist, bus, parking and other transport facilities are not removed or modified prior to alternative provisions being made for these facilities, unless otherwise agreed by the Director-General. Any temporary diversion of traffic, pedestrian and cycle routes must be clearly sign posted. Priority must be given to pedestrians accessing public transport and where there are potential impacts to school zones and pedestrian crossings, consultation with affected schools should be undertaken;</li> <li>(b) the CTMSP has regard to cumulative impacts from, and shared access requirements for, the Liverpool Turnback Project in consultation with TIDC;</li> <li>(c) traffic impacts resulting from staff (including parking requirements) is considered as part of the preparation of CTMSP to ensure traffic impacts are minimised;</li> <li>(d) full road closures during Construction are limited to periods which would minimise disruption to road users and the local community (i.e. such as weekends or overnight), unless otherwise agreed to by the relevant road authority;</li> <li>(e) alternative access is available to Emergency Services during the full closure of any roads;</li> <li>(f) notwithstanding the requirement of (d) above, at least one lane of Auburn Road Bridge remains open to traffic at all times during construction unless otherwise agreed by the Director-General in consultation with Relevant Councils or the Roads and Traffic Authority (as relevant) ; and</li> <li>(g) closure of the Casula level crossing is minimised during construction and that: <ul style="list-style-type: none"> <li>i. any closure of the crossing is coordinated with the Casula Regional Arts Centre; and</li> <li>ii. alternate vehicle access to the Casula Regional Arts Centre is provided for Emergency Services during any closures.</li> </ul> </li> </ul> <p><b>Modification</b></p> <p><i>The requirement was modified by DoPI on 14 September 2009 in Modification 3. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The condition requirements above are addressed in the section references below, within the Traffic Management Sub Plan: <a href="#">SSFL Traffic Management Sub Plan 090219</a>.</p> <ul style="list-style-type: none"> <li>(a) Section 5.5, Table 5-I in the TMSP refers to general mitigation measures. Further detail is contained in each sub-section of Section 4 where relevant, and also shown in the detailed design of station precincts;</li> <li>(b) ARTC has been in regular contact with TCA in relation to interfaces with the Liverpool Turnback project, as evidenced for example in the minutes of a meeting with TCA (<a href="#">ARTC Coordination Meeting Minutes Liverpool Turnback 25 May 09</a>);</li> <li>(c) Refer to Section 5.5, Table 5-I in the TMSP;</li> <li>(d) Refer to Section 3.4 and Table 5-I in the TMSP;</li> <li>(e) Refer to Sections 4.1.3, 4.9.3, 5.5 and 5.7;</li> <li>(f) Refer to Section 4.1 in the TMSP;</li> </ul>			

CoA No.	58 – Access Requirements	Pre-Construction and Construction	Closed
<p>(g) Refer to Section 5.2 in the TMSP.</p> <p><b>November 2009 Update</b> ARTC has conducted construction during this compliance period in a manner consistent with this condition.</p> <p><b>November 2010 Update</b> ARTC has conducted construction during this compliance period in a manner consistent with this condition.</p> <p><b>May 2011 Update</b> ARTC has conducted construction during this compliance period in a manner consistent with this condition.</p> <p><b>November 2011 Update</b> ARTC has conducted construction during this compliance period in a manner consistent with this condition.</p> <p><b>May 2012 Update</b> ARTC has conducted construction during this compliance period in a manner consistent with this condition.</p> <p><b>November 2012 Update</b> ARTC has conducted construction during this compliance period in a manner consistent with this condition.</p> <p><b>August 2013 Update</b> ARTC has conducted construction during this compliance period in a manner consistent with this condition.</p> <p>This CoA is now closed with the completion of Construction.</p>			

CoA No.	59 – Requirements for Construction Vehicles using Public Roads	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
Construction vehicles using public roads will be maintained to prevent any loss of load, whether dust, liquid or soils. Facilities will be provided at exit points of all construction work sites to minimise tracking mud, dirt or other material onto a public road or footpath. In the event of any spillage, the Proponent will remove the spilled material as soon as practicable within the working day of the spillage.			
<b>Responsibility</b>			
ARTC/Contractors			
<b>Evidence of Compliance</b>			
<p>The Dust Management Sub Plan shows ARTC's commitment to prevent loss of loads and the tracking of sediment onto public roads in Table 6: <a href="#">SSFL Dust Management 20090114</a>.</p> <p>Table 5-1 of the Traffic Management Sub Plan (<a href="#">SSFL Traffic Management Sub Plan 090219</a>) also makes reference to the management and maintenance of vehicles to minimise load loss of tracking of sediment onto public roads.</p> <p>Maintenance measures and facilities provided by the contractors at work sites include:</p> <p><b>Arengo</b></p> <p>Construction vehicles are regularly maintained to prevent the loss of material. Each site has installed erosion sediment controls. At a number of sites measures including a hard ballast entry and rumble grids have been implemented to reduce wheel tracking. In wet conditions gurneys are set up and wheels are washed off by a dedicated officer over a rumble pad so water can be collected. Dust on the road is either watered down by a water truck or swept down by a sweeper.</p> <p>For spillages, each type of spill is assessed based on the nature of the spill. Spills are then removed and placed in the waste bins following the spill control protocol and using the spill kit on site.</p> <p><b>Reed</b></p> <p>Reed use cattle grids on entry and exit points to construction work sites. If site conditions are not suitable for a cattle grid then a crushed rock ballast stabilised site access is created in accordance with the blue book.</p> <p>Reed uses water carts to suppress dust created through work activities and street sweepers to clean public roads during working hours. The Reed Site Management Team have street sweepers on roadways and at access/egress points at least once per hour but more frequently where specific situations require.</p> <p>The Reed Site Management Team performs daily inspections of the site and surrounding conditions to ensure that there is no mud, dirt or debris being tracked into public roadways. A final site inspection is performed prior to the Site Supervisors leaving at the completion of the days work.</p> <p>Daily informal and weekly formal inspections are performed by Reed Environmental Coordinators to identify any potential environmental issues on site.</p> <p>Reed has prepared emergency response procedures for leak/spill control, natural emergency such as flood and fire, and damage to flora and fauna. This has been tool boxed to all personnel and copies are displayed in prominent positions throughout the site.</p> <p>Spill response kits are available at each site compound area and each Site Supervisor and Manager has a mobile</p>			

CoA No.	59 – Requirements for Construction Vehicles using Public Roads	Pre-Construction and Construction	Closed
<p>spill kit in their vehicles.</p> <p>Regular checks of these controls are undertaken by the contractors. As an example, an Arenco traffic compliance checklist is provided (<a href="#">Arenco Traffic Management Compliance Checklist</a>), as is the Reed CEMP compliance checklists that list these controls under “Hazards” (<a href="#">Reed Weekly CEMP Checklist rev02</a>).</p> <p><b>November 2009 Update</b></p> <p>Additional evidence was collected from contractors after this compliance period:</p> <ul style="list-style-type: none"> <li>• John Holland provided the erosion and sediment plan for the SSFL project, which outlines in Section 8.2 a number of control measures that relate to controls on vehicles using public roads: <a href="#">JH ECP 02 - Erosion and Sediment.doc</a></li> <li>• John Holland also provided photo evidence of a rumble pad at the Hope Street entrance: <a href="#">JH Aggregate aligned with existing Rumble Pad - WE09 - Hope Street.JPG</a></li> <li>• Reed provided photo evidence of controls at the Glenfield Substation entrance: <a href="#">Reed Glenfield Substation Entrance Controls.jpg</a></li> <li>• Arenco provided responses to issues raised during inspections with the EMR, showing actions taken to address potential issues at site entrances: <a href="#">Arenco CAR completed.pdf</a>, <a href="#">Arenco Inspection Report 0894_001.pdf</a></li> </ul> <p><b>November 2010 Update</b></p> <p>There was no change in status during this compliance reporting period.</p> <p>During this period ARTC issued:</p> <ul style="list-style-type: none"> <li>• Environmental Alert 1 – Site Access Controls to all contractors to outline requirements for site access controls (<a href="#">SSFL Environmental Alert No 1 - Site Access Controls.pdf</a>)</li> <li>• Environmental Alert 8 - Soil &amp; Water Management as a guide containing information on expectations for soil and water management on the SSFL Project (<a href="#">SSFL Environmental Alert No 8 - Soil &amp; Water Management.pdf</a>). The guide includes information on the requirements for construction vehicles using public roads.</li> </ul> <p>The weekly EMR inspection reports identified suitable site access controls in a number of locations, as well as identifying corrective actions:</p> <ul style="list-style-type: none"> <li>• Controls at Gate 4, Wellington Road, Sefton, were improved following the EMR’s report which identified that a large amount of material had been tracked onto the road from an unsealed section of the driveway, which was being used as a turning area by a large number of trucks entering and exiting the corridor (<a href="#">20100924 Arenco.pdf</a>). This section of the access was subsequently asphalted and suitably maintained: <a href="#">20101020 Arenco.pdf</a>, <a href="#">20101103 Arenco.pdf</a> and <a href="#">20101124 Arenco.pdf</a>;</li> <li>• Appropriate controls were installed at Gate 6, Wellington Road, Sefton: <a href="#">20101020 Arenco.pdf</a> and <a href="#">20101103 Arenco.pdf</a>;</li> <li>• Good site access controls were identified at the new Minto Station Car Park, and improvements were recommended at the site access at the end of the existing Minto Station Car Park: <a href="#">20101117 Gartner Rose.pdf</a>;</li> <li>• Aggregate had been suitably placed at the access to Campbelltown Rd (West, Zone 2) and at Gate 37, Leumeah Station, to limit the potential for dirt to be tracked onto the road: <a href="#">20100721 John</a></li> </ul>			

CoA No.	59 – Requirements for Construction Vehicles using Public Roads	Pre-Construction and Construction	Closed
	<p><a href="#">Holland.pdf</a>; and</p> <ul style="list-style-type: none"> <li>Suitable controls, including a rumble grid, aggregate and traffic control, were identified to be in place at the Glenfield Tie In: <a href="#">20100609 Reed.pdf</a>.</li> </ul> <p>Regular checks of these controls are undertaken by the Contractors; for example 3ARail inspects site access points and vehicle control measures in its weekly OHSE Checklist (<a href="#">OHSE Weekly Checklist - SD 111110.pdf</a>, refer to sections 20 and 32).</p> <p><b>May 2011 Update</b></p> <p>There was no change in status during this compliance reporting period.</p> <p>The weekly EMR inspection reports identified suitable site access controls in a number of locations, as well as identifying corrective actions:</p> <ul style="list-style-type: none"> <li>Appropriate controls were installed at Gate 4a, Wellington Road, Sefton: <a href="#">20101222 Arenco.pdf</a>;</li> <li>The rumble grid at Gate 4, Wellington Road, Sefton was reconfigured to ensure that all vehicle wheels passed over the control: <a href="#">20101222 Arenco.pdf</a> and <a href="#">20110113 Arenco.pdf</a>;</li> <li>Additional controls were installed at Gates 5 and 5a, Wellington Road, Sefton, to ensure no material or sediment laden water could leave the site: <a href="#">110309 3ARail Response.pdf</a>;</li> <li>Appropriate controls were installed at Gate 6, Wellington Road, Sefton: <a href="#">Arenco 110202.pdf</a>;</li> <li>Controls at Gate 7, Hector St, Chester Hill, were improved following the EMR's report to stop tracking of material from the site: <a href="#">Arenco 110202.pdf</a> and <a href="#">Arenco 110202 Response.pdf</a>;</li> <li>Significant site access control improvements were undertaken at the Toll Yard, Miller Rd, Villawood. The site access area was sealed and contoured to ensure water could not flow out of the site, road signage was erected, and the rumble grid was configured to guarantee vehicles had to pass directly over the control: <a href="#">110309 3ARail Response.pdf</a> and <a href="#">Arenco 110406.pdf</a>;</li> <li>Improvements were recommended, and consequentially installed, at the site access at the end of the existing Minto Station Car Park: <a href="#">Gartner Rose 110128.pdf</a> and <a href="#">Gartner Rose 110216.pdf</a>;</li> <li>Aggregate had been suitably placed at the access to the Leumeah Station site compound: <a href="#">Gartner Rose 110302.pdf</a>; and</li> <li>Sediment and erosion controls were improved at Gate 6, Glenfield: <a href="#">20110119 ODG Glenfield.pdf</a> and <a href="#">20110119 ODG Response.pdf</a>.</li> </ul> <p>Regular checks of these controls are undertaken by the Contractors; for example 3ARail inspects site access points and vehicle control measures in its weekly OHSE Checklist (<a href="#">3ARail OHSE Weekly Inspection 20110311.pdf</a>).</p> <p><b>November 2011 Update</b></p> <p>There was no change in status during this compliance reporting period.</p> <p>The weekly EMR inspection reports identified suitable site access controls in a number of locations, as well as identifying corrective actions:</p> <ul style="list-style-type: none"> <li>Appropriate controls were installed at the new Gate 4a, Gate 5 and Gate 5a along Wellington Road, Sefton: <a href="#">20110601 3ARail.pdf</a>;</li> <li>The rumble grid at the Toll Yard stockpile site had been recently maintained and the entry was in good</li> </ul>		



CoA No.	59 – Requirements for Construction Vehicles using Public Roads	Pre-Construction and Construction	Closed
	<p>condition: <a href="#">20110803 3ARail.pdf</a>;</p> <ul style="list-style-type: none"> <li>Controls at the Liverpool Stabling Yard access gate were improved following the EMRs comments: <a href="#">20110819 3A Rail.pdf</a> and <a href="#">20110907 3ARail.pdf</a>;</li> <li>Access gate controls were improved at the Lighthorse Park site access to reduce the potential of site runoff: <a href="#">20111102 3A Rail.pdf</a> and <a href="#">20111102 3ARail Response.pdf</a>;</li> <li>Improvement were recommended, and consequentially installed, at the Casula Access Road site access gate at the end of Riverpark Drive, Liverpool: <a href="#">Ford 110629.pdf</a>, <a href="#">Ford 110812.pdf</a> and <a href="#">Ford 110831.pdf</a>; and</li> <li>Appropriate controls were installed at site access gate at Lewis St. Potts Hill: <a href="#">20110826 Laing O'Rourke.pdf</a>.</li> </ul> <p>Regular checks of these controls are undertaken by the Contractors; for example 3ARail inspects site access points and vehicle control measures in its weekly OHSE Checklist (<a href="#">3ARail OHSE Weekly Inspection 20110909.pdf</a>).</p> <p><b>May 2012 Update</b></p> <p>There was no change in status during this compliance reporting period.</p> <p>The weekly EMR inspection reports identified suitable site access controls in a number of locations, as well as identifying corrective actions, for example:</p> <ul style="list-style-type: none"> <li>Controls at Gate 25 on Riverpark Drive, Liverpool were improved following the EMRs comments: <a href="#">3A Rail 120221.pdf</a> and <a href="#">3A Rail 120313.pdf</a>;</li> <li>Appropriate controls were installed at the access gate to the Fraser Road Compound: <a href="#">SFL Area 1 120321.pdf</a>; and</li> <li>The rumble grid at the Casula Access Road site had been recently maintained and the entry was in good condition: <a href="#">Ford 120201.pdf</a>.</li> </ul> <p>Regular checks of these controls are undertaken by the Contractors; for example 3ARail inspects site access points and vehicle control measures in its weekly OHSE Checklist (<a href="#">3ARail OHSE Weekly Inspection Audit Checklist 01.02.2012.pdf</a>).</p> <p><b>November 2012 Update</b></p> <p>There was no change in status during this compliance reporting period.</p> <p>The weekly EMR inspection reports identified suitable site access controls in a number of locations, as well as identifying corrective actions, for example:</p> <ul style="list-style-type: none"> <li>Controls at the access gate at Leumeah Station were improved following the EMRs comments: <a href="#">SFL Area 3 120620.pdf</a> and <a href="#">2012-06-20 - SFL EMR Inspection report - close out.docx</a>;</li> <li>Appropriate controls were installed at the access gate to the Villawood Compound: <a href="#">SFL Area 1 120919.pdf</a>;</li> <li>The rumble grid at the Casula Access Road site was cleaned out and replaced: <a href="#">Ford 120606.pdf</a> and <a href="#">Ford 120606 response.pdf</a>.</li> </ul> <p>Regular checks of these controls are undertaken by the Contractors; for example 3ARail inspects site access points and vehicle control measures in its weekly OHSE Checklist (<a href="#">3ARail OHS&amp;E Checklist 20120613.pdf</a>).</p>		

CoA No.	59 – Requirements for Construction Vehicles using Public Roads	Pre-Construction and Construction	Closed
<p><b>August 2013 Update</b></p> <p>There was no change in status during this compliance reporting period.</p> <p>The weekly EMR inspection reports identified suitable site access controls in a number of locations, as well as identifying corrective actions, for example:</p> <ul style="list-style-type: none"> <li>• Appropriate controls were installed at the access gate on Edmunds Street: <a href="#">SFL I30205.pdf</a> ;</li> <li>• Water carts were being used on access roads to control dust at Macarthur: <a href="#">SFL I30219.pdf</a>; and</li> <li>• Redundant environmental controls have been removed from access gates where required: <a href="#">SFL I30227.pdf</a></li> </ul> <p>This CoA is now closed with the completion of Construction.</p>			

CoA No.	60 – Prepare and Implement a Biodiversity Management Sub Plan	Pre-Construction and Construction	Delivered by OEMP
<b>Condition Requirement</b>			
<p>The Proponent must prepare and implement a Biodiversity Management Sub Plan (BMSP) in consultation with Relevant Government Departments and Councils and the CLG(s) and in accordance with the SoC as part of the CEMP. The BMSP must include:</p> <p>(a) plans showing:</p> <ul style="list-style-type: none"> <li>i. terrestrial vegetation communities; important flora and fauna habitat areas; locations where threatened species, populations or ecological communities were recorded; and areas to be cleared. The plans will identify vegetation adjoining the Project where this contains important habitat areas and/or threatened species, populations or ecological communities;</li> <li>ii. aquatic vegetation communities; important habitat areas; locations where threatened species, populations or ecological communities were recorded; and areas to be cleared. The plans will also identify vegetation adjoining the Project where this contains important habitat areas and/or threatened species, populations or ecological communities;</li> <li>iii. identification of existing disturbed habitat areas (including riparian and aquatic habitat) along the SSFL corridor where rehabilitation, enhancement and landscaping works can be undertaken as part of Construction, to result in a net improvement of habitat and ecological values;</li> </ul> <p>(b) methods to manage impacts on flora and fauna species (terrestrial and aquatic) and their habitat which may be directly or indirectly affected by the Project. These will include:</p> <ul style="list-style-type: none"> <li>i. procedures for vegetation clearing, soil management and managing other habitat damage (terrestrial and aquatic) during Construction;</li> <li>ii. methods to protect vegetation both retained within, and also adjoining, the Project from damage during Construction;</li> <li>iii. a habitat tree management program including fauna recovery procedures and habitat maintenance (e.g. relocating hollows or installing nesting boxes);</li> <li>iv. methods to minimise damage to aquatic habitats;</li> <li>v. where possible, and where consistent with DECCW or DPI requirements, strategies for re-using in rehabilitation works individuals of any threatened plant species that would otherwise be destroyed by the Project;</li> <li>vi. performance criteria against which to measure the success of the methods;</li> <li>vii. where removal of threatened species is unavoidable, investigations of the potential for translocation or transplantation within the immediate area or another suitable donor site will be undertaken in consultation with the DECCW, DPI and RailCorp and, where Reasonable and Feasible, in accordance with the DECCW's recovery plan and RailCorp's management plan for <i>Acacia pubescens</i>;</li> <li>viii. no materials, spoil or machinery will be stored or parked within the drip lines of trees;</li> <li>ix. boring of piles at Cabramatta Creek bridge to minimise impacts to an existing camp of the threatened Grey-headed Flying-fox at Cabramatta;</li> <li>x. details on how the Proponent will ensure that no more than 2.1 ha of native vegetation including 0.4ha of Cumberland Plain Woodland and 1.7ha of Sydney Coastal River Flat Forest is cleared as part of the Project and only the <i>Acacia pubescens</i> population referred to as 'Population B: Regents Park Triangle, chainage 22.8km' in Section 2 (Flora &amp; Fauna) of Technical Volume 1 of the EA, is removed as part of the Project.</li> <li>xi. methods to minimise damage to riparian and aquatic habitat, and fish passage including but not limited to: <ul style="list-style-type: none"> <li>a. designing and constructing waterway crossings and creek diversions having regard to the "Guidelines for Design of Fish Friendly Waterway Crossings" in consultation with DPI (Fisheries) and DNR;</li> <li>b. designing realignments to Bow Bowing Creek and the drainage gully at Glenfield Junction in consultation with DPI (Fisheries) and DNR; and</li> </ul> </li> </ul>			

CoA No.	60 – Prepare and Implement a Biodiversity Management Sub Plan	Pre-Construction and Construction	Delivered by OEMP
	<p>c. ensuring that the existing alignments of Bow Bowing Creek and the drainage gully at Glenfield Junction are not significantly disturbed whilst realignments to these waterways are being constructed</p> <p>(c) rehabilitation, landscape and enhancement strategy, including:</p> <ul style="list-style-type: none"> <li>i. identification of measures that can be implemented at each site to result in a net improvement of habitat and ecological values;</li> <li>ii. provision of plantings or enhancement measures to offset an equivalent area of all EEC cleared, in consultation with DECCW or Council, as relevant;</li> <li>iii. identification of opportunities where local community groups (such as bush regeneration groups or Land Care groups) can be involved in the rehabilitation, enhancement and landscaping works;</li> <li>iv. identification of locally native species to be used in rehabilitation and landscaping works, including flora species suitable as a food resource for threatened fauna species;</li> <li>v. methods to remediate affected aquatic habitats or fish passages;</li> <li>vi. the source of all seed or tube stock to be used in rehabilitation and landscaping works including the identification of seed sources within the Project. Seed of locally native species within the Project will be collected before Construction commences to provide seed stock for revegetation;</li> <li>vii. methods to re-use topsoil (and where relevant subsoils) and cleared vegetation;</li> <li>viii. measures for the management and maintenance of all preserved, planted and rehabilitated vegetation (including aquatic habitats);</li> </ul> <p>(d) a weed management strategy including:</p> <ul style="list-style-type: none"> <li>i identification of weeds within the Project and adjoining areas;</li> <li>ii weed eradication methods and protocols for the use of herbicides;</li> <li>iii methods to treat and re-use weed infested topsoil;</li> <li>iv strategies to control the spread of weeds during Construction;</li> </ul> <p>(e) Performance and completion criteria for the management measures implemented as part of the BMSP (particularly the offset plantings or enhancement measures) and a program for reviewing and monitoring the effectiveness of the implemented management measures against these performance and completion criteria. Management methods will be reviewed where found to be ineffective;</p> <p>(f) soil translocation methods for soils likely to contain a large soil seed bank, to be implemented, where reasonable, as part of the proposed works in Leacock Regional Park;</p> <p>(g) other management and mitigation measures contained in Section 12.3.4 of Volume I of the Environmental Assessment; and</p> <p>(h) If any class 1, 2 and 5 noxious weeds are to be removed, the Proponent will obtain a permit from the NSW Department of Primary Industries.</p> <p><b>Modification</b></p> <p><i>The requirement was modified by DoPI on 18 July 2007 in Modification 3 and on 23 March 2011 in Modification 5. The modified wording is reflected in the Condition Requirement text above.</i></p>		
<b>Responsibility</b>			
ARTC			

CoA No.	60 – Prepare and Implement a Biodiversity Management Sub Plan	Pre-Construction and Construction	Delivered by OEMP
<b>Evidence of Compliance</b>			
<p>The Biodiversity Management Sub Plan was first submitted to DoP in November 2008. It was subsequently revised and re-issued in December 2008, and January 2009.</p>			
<p>DoP provided comments on 6 February 2009 as part of the approval of the CEMP: <a href="#">20090206 CEMP Conditional Approval</a>.</p>			
<p>The most recent BMSP is dated 2 June 2009 and was submitted as part of the updated CEMP in July 2009: <a href="#">SSFL Biodiversity Plan 20090602</a>.</p>			
<p>ARTC wrote to DoP on 5 January 2009 requesting deferral of CoA 60 (b)(xi) to allow further consultation with DECCW, DPI and DWE. This consultation has since been undertaken, and as a consequence, DoP approved the inclusion of Bow Bowing Creek and Glenfield Creek realignments on 13 August 2009: <a href="#">20090813 CEMP Approval Glenfield Bow Bowing Cks</a>.</p>			
<p>ARTC is currently revising the BMSP to include performance and completion criteria for management measures and the monitoring of these measures consistent with the requirements of CoA 60.</p>			
<p>ARTC wrote to DECCW on 12 August 2009 (<a href="#">20090812 DECCW re Offset plantings</a>) seeking a letter from DECCW supporting enhancement plantings in Leacock Park in lieu of offset plantings CoA 60 (c) ii.</p>			
<p><b>November 2009 Update</b></p>			
<p>A letter from DECCW to ARTC, dated 11 September 2009, states support for enhancement planting in Leacock Park in lieu of offsets: <a href="#">20090911 - DECCW - Re Off Set Planting.pdf</a></p>			
<p>ARTC is currently preparing a funding proposal for the enhancement planting for discussion with DECCW.</p>			
<p>The BMSP has not been revised at this point in time as ARTC is waiting on the outcomes of the discussions with DECCW to enable the development of performance and completion criteria that relate to the resolution of the offset planting issue.</p>			
<p><b>November 2010 Update</b></p>			
<p>On 18 May 2010, ARTC submitted a funding proposal to DECCW for Enhancement Planting at Leacock Park as an alternative to Offset Plantings currently required under this CoA: <a href="#">20100518 DECCW Offsets Strategy.pdf</a>. DECCW responded on 3 August 2010 confirming its support for the funding proposal: <a href="#">20100809 DECCW letter re CoA 60 Vegetation enhancements.pdf</a>.</p>			
<p>Following consultation with DECCW staff, ARTC sought the DoP Director General's approval on 14 January 2011 to modify CoA 60(c)(ii) to allow a funding proposal for enhancement planting at Leacock Park as an alternative to the offset plantings that are currently required under this CoA: <a href="#">20110114 SSFL CoA 60cii modification application.pdf</a>.</p>			
<p>The BMSP has not been revised at this point in time as ARTC is waiting on the outcomes of its application to DoP to modify this CoA, and on a project plan to be developed by DECCW to enable the development of performance and completion criteria that relate to the resolution of the offset planting issue.</p>			
<p><b>May 2011 Update</b></p>			
<p>ARTC's request to modify CoA 60(c)(ii) to allow a funding proposal for enhancement planting at Leacock Park, as an alternative to the offset plantings that are currently required under this CoA, was approved by DoPI on 23 March 2011 as Modification 5 to the Project Approval (<a href="#">20110323 DoPI Modification 5 Approval.pdf</a>, and <a href="#">CoA1</a>).</p>			
<p>Following this approval, ARTC requested that the OEH commence preparation of the project brief (<a href="#">20110512 SSFL - Condition 60 Part 3A Funding proposal with attachments.pdf</a>).</p>			

CoA No.	60 – Prepare and Implement a Biodiversity Management Sub Plan	Pre-Construction and Construction	Delivered by OEMP
<p>The BMSP has not been revised at this point in time as ARTC is waiting on the project brief to be developed by OEH, to enable the development of performance and completion criteria that relate to the resolution of the offset planting issue.</p>			
<p>A program of environmental management addressing the requirements of CoA 60 during operation of the Sefton Park Junction to Leightonfield SSFL, and monitoring and reporting, are documented in the OEMP: <a href="#">SSFL OEMP June 2011.pdf</a>.</p>			
<p><b>November 2011 Update</b></p>			
<p>The BMSP has not been revised at this point in time as ARTC is waiting on the project brief to be developed by OEH, to enable the development of performance and completion criteria that relate to the resolution of the offset planting issue.</p>			
<p><b>May 2012 Update</b></p>			
<p>As above. No change in status during this compliance period.</p>			
<p><b>November 2012 Update</b></p>			
<p>During this compliance period OEH advised ARTC that the above-described project brief will be submitted to ARTC in late 2012.</p>			
<p>A program of environmental management addressing the requirements of CoA 60 during operation of the SSFL, and monitoring and reporting, are documented in the OEMP in Section 4.5 and Table 5-1 respectively, in <a href="#">CoA14</a>.</p>			
<p><b>August 2013 Update</b></p>			
<p>ARTC was to update the BMSP to include performance and completion criteria for management measures, and the monitoring of these measures consistent with the requirements of this Condition. This revision process had slowed while discussions were held with the OEH and DoPI regarding the enhancement plantings in Leacock Park and relevant funding arrangements, as outlined above. OEH responded to ARTC's requests on 28 March 2013 with a Project Management Proposal. Following review by ARTC, a final proposal was received from OEH on 29 June 2013: <a href="#">20130629 NPWS Leacock Park updated letter and proposal.pdf</a> . ARTC agreed to this proposal in July 2013, and OEH submitted its first invoice on 29 July 2013.</p>			
<p>A program of environmental management addressing the requirements of CoA 60 during operation of the SSFL, and monitoring and reporting, are documented in the OEMP in Section 4.5 and Table 5-1 respectively, in <a href="#">CoA14</a>.</p>			
<p>This condition will now be met by the implementation of the OEMP.</p>			

CoA No.	61 – Prepare a Soils and Water Management Sub Plan	Pre-Construction and Construction	Delivered by OEMP
<b>Condition Requirement</b>			
<p>The Proponent must prepare a Soils and Water Management Sub Plan (SWMSP) in consultation with Relevant Government Departments, and Councils and the CLG(s) and in accordance with the SoC as part of the CEMP. The SWMSP must be prepared in accordance with The Blue Book and must include:</p> <ul style="list-style-type: none"> <li>a) an Erosion and Sedimentation Control Sub Plan that is fully integrated with the Spoil and Fill Management Sub Plan;</li> <li>(b) an Acid Sulphate Soils Management Sub Plan;</li> <li>(c) a Groundwater Management Sub Plan (CoA (e); and</li> <li>(d) a Surface and Ground Water Monitoring Program that is fully integrated with plans (a) to (c) above and the Hazard and Risk Management Sub Plan referred to in CoA 69.</li> <li>(e) The Groundwater Management Sub Plan (GMSP) will include groundwater investigations and assessment in order to establish water levels, evaluate water quality and to assess the likely impacts of the Project on potential groundwater dependent ecosystems, and existing or project related structures and infrastructure within and adjoining the rail corridor. The GMSP will: <ul style="list-style-type: none"> <li>i detail further geological investigations by the installation of piezometers at representative locations along the project route to establish existing ground water levels and evaluate water quality;</li> <li>ii determine whether the Construction and/ or Operation related changes to groundwater would affect surrounding bore users, groundwater dependent ecosystems and species (see CoA 60), or existing and project related structures and infrastructure within and adjoining the rail corridor;</li> <li>iii evaluate water quality for salinity (total dissolved solids), major anions and cations, and where relevant for Construction purposes, corrosiveness;</li> <li>iv identify measures that would be implemented to minimise, manage, mitigate and/ or offset groundwater impacts during Construction; and</li> <li>v identify detailed design measures that would be implemented to minimise, management, mitigate and/ or offset groundwater impacts during Operation.</li> </ul> </li> </ul> <p><b>Modification</b></p> <p><i>Minor word changes were made to the requirement by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Soil and Water Management Sub Plan (SWMSP) was finalised on 10 July 2009 and submitted with the revised CEMP in July 2009: <a href="#">SSFL Soil &amp; Water 20090710</a>. It contains references to other Sub Plans including the Dust, Erosion &amp; Sediment Control, Acid Sulphate Soils, Spoil and Fill, and Waste Sub Plans.</p> <p>The Erosion and Sediment Control Sub Plan was completed on 12 January 2009 after revision to incorporate DoP comments. After subsequent DoP comments received with the approval of the CEMP on 6 February 2009</p>			

CoA No.	61 – Prepare a Soils and Water Management Sub Plan	Pre-Construction and Construction	Delivered by OEMP
<p>(<a href="#">20090206 CEMP Conditional Approval</a>), the Plan was amended to include all mitigation measures as specified in Section 12.3.1 of the Environmental Assessment, and finalised on 10 July 2009. It is a stand-alone document that is fully integrated with, and intended to be read in conjunction with, the Spoil and Fill Management Sub-Plan: <a href="#">SSFL Erosion &amp; Sediment Control 20090710</a>.</p>			
<p>The Acid Sulphate Soils Management Sub Plan was prepared in January 2009: <a href="#">SSFL Acid Sulphate Soils 20090114</a>.</p>			
<p>The Groundwater Management Sub Plan was prepared in February 2009: <a href="#">SSFL Groundwater Sub Plan 090225</a>.</p>			
<p>The groundwater monitoring program is outlined in Section 6 of the Groundwater Management Sub Plan. The quarterly groundwater monitoring report from May 2009 is evidence of the groundwater monitoring program: <a href="#">PR 4764 GW monitoring APR09</a>.</p>			
<p>Reed has been undertaking the surface water monitoring program, as evidenced by the water quality monitoring register (<a href="#">Reed water quality monitoring register</a>), records of two dates when testing occurred including a Reed record sheet for 5 May 2009 (<a href="#">May water quality monitoring</a>), and the results of sample testing at a NATA accredited laboratory on 18 August 2009 (<a href="#">20090818 Reed NATA Lab Water Monitoring Results</a>).</p>			
<p><b>November 2009 Update</b></p>			
<p>In the period 29 May to 29 November 2009, two groundwater bores were replaced because they were to be destroyed as on-site works continue. Parson Brinkerhoff was engaged to replace the bores, including decommissioning of the existing bores and licensing of the new bores. The Parsons Brinkerhoff proposal to undertake this work is provided: <a href="#">20090812 - PB Proposal replacement MW (LT_4948 aug09).pdf</a>.</p>			
<p>The quarterly groundwater monitoring reports from August and November 2009 are evidence of the groundwater monitoring program: <a href="#">SSFL GW Monitoring Report Aug 09.pdf</a>, <a href="#">SSFL GW Monitoring Report Nov 09.pdf</a>.</p>			
<p><b>November 2010 Update</b></p>			
<p>The quarterly groundwater monitoring reports from July and October 2010 are evidence of the groundwater monitoring program: <a href="#">SSFL GW Monitoring Report July 2010.pdf</a>, <a href="#">SSFL GW Monitoring Report Oct 2010.pdf</a>.</p>			
<p><b>May 2011 Update</b></p>			
<p>The quarterly groundwater monitoring reports from January and April 2011 are evidence of the groundwater monitoring program: <a href="#">SSFL GW Monitoring Report Jan 2011.pdf</a> and <a href="#">SSFL GW Monitoring Report April 2011.pdf</a>.</p>			
<p>A program of environmental management addressing the requirements of CoA 61 for surface water and groundwater monitoring during operation of the Sefton Park Junction to Leightonfield SSFL, and monitoring and reporting, are documented in the OEMP: <a href="#">SSFL OEMP June 2011.pdf</a>.</p>			
<p><b>November 2011 Update</b></p>			
<p>The quarterly groundwater monitoring reports from August and October 2011 are evidence of the groundwater monitoring program: <a href="#">SSFL GW Monitoring Report August 2011.pdf</a> and <a href="#">SSFL GW Monitoring Report October 2011.pdf</a>.</p>			
<p>A program of environmental management addressing the requirements of CoA 61 for surface water and groundwater monitoring during operation of the Sefton Park Junction to Leightonfield SSFL, and monitoring and reporting, are documented in the OEMP: <a href="#">SSFL OEMP June 2011.pdf</a>.</p>			
<p><b>May 2012 Update</b></p>			
<p>The quarterly groundwater monitoring reports from January and April 2012 are evidence of the groundwater monitoring program: <a href="#">Jan 2012 GW SSFL Report_signed.pdf</a> and <a href="#">April 2012 GW SSFL Report_Signed.pdf</a>.</p>			



CoA No.	61 – Prepare a Soils and Water Management Sub Plan	Pre-Construction and Construction	Delivered by OEMP
<p>A program of environmental management addressing the requirements of CoA 61 for surface water and groundwater monitoring during operation of the Sefton Park Junction to Leightonfield SSFL, and monitoring and reporting, are documented in the OEMP: <a href="#">SSFL OEMP June 2011.pdf</a>.</p>			
<p><b>November 2012 Update</b></p>			
<p>The quarterly groundwater monitoring reports from July and October 2012 are evidence of the groundwater monitoring program: <a href="#">July 2012 GW Report.pdf</a> and <a href="#">2114406C_GW_Report_Oct2012.pdf</a>.</p>			
<p>A program of environmental management addressing the requirements of CoA 61 for surface water and groundwater monitoring during operation of the SSFL, and monitoring and reporting, are documented in Section 4.4 and Table 5-I respectively in the SSFL OEMP (<a href="#">CoA14</a>).</p>			
<p><b>August 2013 Update</b></p>			
<p>The quarterly groundwater monitoring reports from February and April 2013 are evidence of the groundwater monitoring program: <a href="#">201302 SSFL GW Monitoring Report.pdf</a> and <a href="#">201304 SSFL GW Monitoring Report.pdf</a>.</p>			
<p>A program of environmental management addressing the requirements of this Condition for surface water and groundwater monitoring during operation of the SSFL, and monitoring and reporting, are documented in Section 4.4 and Table 5-I respectively in the SSFL OEMP (<a href="#">CoA14</a>).</p>			
<p>This condition will now be met by the implementation of the OEMP.</p>			

CoA No.	62 – Undertake a Flood Management Study	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent must undertake a Flood Management Study in consultation with Relevant Government Departments, Councils and the CLG(s), and CoA 63 prior to construction. The Project will be designed to not worsen existing flooding characteristics upstream or downstream of the Project's elements. Not worsen is defined as:</p> <p>(a) a maximum increase in inundation levels upstream of the Project of 50 mm in a 1 in 100 year ARI rainfall event; and</p> <p>(b) a maximum increase in inundation time of one hour in a 1 in 100 year ARI rainfall event.</p> <p><b>Modification</b></p> <p><i>Minor word changes were made to the requirement by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The 2008 Flood Management Study (FMS) was revised, and the FMS revision dated 15 June 2009 incorporates DoP and Council comments: <a href="#">SSFL - Flood Management Study Rev05 15062009</a>.</p> <p>Evidence of consultation with Councils during development of the FMS is outlined in Section 2 of the FMS.</p> <p>On 26 June 2009 the revised FMS was sent to each Council that had provided comment, where revisions of relevance to that Council to the FMS had been made: <a href="#">20090626 Bankstown - Vimal Vimalaratnam</a>, <a href="#">20090626 Fairfield - Nilmini De Silva</a>, <a href="#">20090626 Liverpool - Jeff Organ</a>.</p> <p>Evidence of consultation with Relevant Government Departments is contained in Section 2 of the FMS. Comments were received from DPI (Fisheries) and DoP.</p> <p>DEWHA reviewed the FMS and approved it on 28 November 2008: <a href="#">20081128 DEWHA Letter to Approve FMS</a>.</p> <p><b>November 2009 Update</b></p> <p>ARTC received further comments on the FMS from Liverpool City Council in August 2009: <a href="#">20090820 Letter from LCC re flood studies.PDF</a>.</p> <p>Comments on the FMS were received from Bankstown City Council in a letter dated 16 September 2009: <a href="#">Ltr from Bankstown Council_160909.pdf</a></p> <p>ARTC did not receive comments on the FMS from Fairfield City Council.</p> <p>The issues raised by Bankstown and Liverpool City Councils are being investigated by Aurecon who prepared the FMS, and ARTC is awaiting a response from Aurecon.</p> <p><b>November 2010 Update</b></p> <p>Aurecon further revised the FMS during 2010, addressing the above-identified issues raised by Bankstown and Liverpool City Councils. Aurecon also completed flood modelling for Bow Bowing Creek and Glenfield Creek</p>			

CoA No.	62 – Undertake a Flood Management Study	Pre-Construction and Construction	Closed
<p>catchment upstream of the Glenfield Road culvert in the Campbelltown Local Government Area.</p> <p>In November 2010, ARTC wrote to all three councils responding to their comments following the additional modelling studies conducted by Aurecon:</p> <ul style="list-style-type: none"> <li>• ARTC wrote to Campbelltown City Council on 22 November, submitting copies of the Glenfield and Bow Bowing flood modelling reports and associated models <a href="#">20101122 SSFL Glenfield and Bow Bowing flood modelling report.msg</a>. Council is currently reviewing both models and reports, to provide ARTC with final comments;</li> <li>• ARTC wrote to Bankstown City Council on 29 November: <a href="#">20101129 Letter and attach to BCC re drainage.pdf</a>. Council responded on 8 December 2010 accepting the modelling outputs and outcomes, and requesting that ARTC participate with Council in consulting with the affected residents: <a href="#">FW SSFL - Drainage in the Bankstown City Council LGA.msg</a>;</li> <li>• ARTC wrote to Liverpool City Council on 29 November: <a href="#">20101129 Letter and attach to LCC re drainage.pdf</a>. Council responded on 14 January 2011 accepting the modelling outputs and outcomes: <a href="#">20110114 Letter from LCC re flooding.pdf</a>.</li> </ul> <p><b>May 2011 Update</b></p> <p>Campbelltown City Council accepted the Glenfield flood study at the CCC-ARTC Coordination meeting on 20 June 2011. The Bow Bowing flood modelling report is still with Council for review and acceptance.</p> <p><b>November 2011 Update</b></p> <p>Aurecon further revised the FMS during 2011 to address comments raised by Campbelltown City Council: <a href="#">20110509 SSFL - Flood Management Study Rev06 Ver C Draft.pdf</a>. Campbelltown City Council accepted the modelling outputs and outcomes, and has been requested to state this in writing.</p> <p><b>May 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p>This CoA was closed in the SSFL Pre-Operation Compliance Report.</p>			

CoA No.	63 – Requirements of the Flood Management Study	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>The Flood Management Study must :</p> <p>(a) investigate lower return period (more frequent) events, including quantifying inundation levels and times likely to result from the project during a 1 in 5, 10, 20 and 100 year flood event;</p> <p>(b) identify design and compensatory measures that would be implemented as part of the Project to not worsen existing flooding characteristics including:</p> <ul style="list-style-type: none"> <li>i an assessment of the hydraulic capacity of existing drainage structures, identifying where provision for upgrade would be made on the SSFL side of the corridor;</li> <li>ii temporary structures required to maintain water flow across the rail line during Construction;</li> <li>iii measures in relation to local flooding and ponding impacts (including the location and design of noise barriers, embankments etc); and</li> </ul> <p>(c) consider the requirements, principles and objectives of the Greater Metropolitan Environmental Management Plan No. 2 – Georges River Catchment (REP 2) and the Floodplain Development Manual (Department of Infrastructure, Planning and Natural Resources, 2005).</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The revised Flood Management Study (FMS) dated 15 June 2009 incorporates DoP and Council comments: <a href="#">SSFL - Flood Management Study Rev05 15062009</a>.</p> <p>Within the FMS, evidence of analysis of 1 in 5, 10, 20 and 100 year flood events can be found in Tables 7.2, 10.5.4, 10.5.6, 10.5.7 and 10.5.8.</p> <p>Sections 7 to 11 include assessments of the capacity of existing drainage structures, including assessments of existing flow rates and flood levels under existing conditions. These Sections also identify areas where upgrades to capacity of structures (i.e. box culverts) are proposed, such as at the Sefton Dive (Section 7.1), Glenfield Creek (10.6.2), and Bow Bowing Creek (Section 11).</p> <p>The drainage measures during construction are outlined in Section 4.3 of the FMS, and measures within the rail corridor are outlined further in Section 5 of the Erosion and Sediment Control Sub Plan.</p> <p>Section 4.4 of the FMS deals specifically with local drainage issues, including measures at cuttings, embankments and noise barriers.</p> <p>The Greater Metropolitan Environmental Management Plan No. 2 – Georges River Catchment (REP 2) and the Floodplain Development Manual (Department of Infrastructure, Planning and Natural Resources, 2005) have been considered during development of the FMS, and are discussed in Sections 1.3.1 and 1.3.3 respectively in the FMS.</p> <p><b>November 2009 Update</b> There have been no changes to the FMS during this compliance period.</p> <p><b>November 2010 Update</b> The Flood Management Study (FMS) which was further revised in 2010 incorporates DoP and Councils' comments as described in <a href="#">CoA62</a>. The FMS addresses the requirements of this Condition of Approval as described above.</p>			

CoA No.	63 – Requirements of the Flood Management Study	Pre-Construction and Construction	Closed
<b>May 2011 Update</b>			
As above. No change in status during this compliance period.			
<b>November 2011 Update</b>			
The Flood Management Study (FMS) which was further revised in 2011 incorporates DoPI and Councils' comments as described in CoA <a href="#">62</a> . The FMS addresses the requirements of this Condition of Approval as described above.			
This CoA is now closed.			

CoA No.	64 – Minimise the Compulsory Acquisition of Individual Properties	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>Unless otherwise agreed to by the Director-General, the Proponent must in consultation with affected Stakeholders, including the relevant acquisition authority ensure that the Project is designed to minimise the compulsory acquisition of individual properties. The Proponent must in conjunction with the relevant acquisition authority, ensure that the compulsory acquisition of any land shall be in a responsive and sensitive manner.</p> <p>Note: The process for the compulsory acquisition of land is set out in the Land Acquisition (Just Terms Compensation) Act 1991.</p>			
<b>Responsibility</b>			
ARTC/RailCorp			
<b>Evidence of Compliance</b>			
<p>The process of acquiring sufficient land to satisfy the construction and operational requirements of the Southern Sydney Freight Line (SSFL) began in 2007 with the formation of a control group comprising RailCorp (Acquiring Authority), ARTC, State Property Authority (SPA) (acquisition consultant) and legal representatives.</p> <p>The initial task of identifying only that land and easements required specifically for the construction and operation of the SSFL began in 2007 with surveying and ownership investigations commencing shortly thereafter.</p> <p>Ownership investigations were conducted by SPA with all affected land owners contacted initially and provided with a brief of the proposed project and acquisition process.</p> <p>Valuations undertaken by independent Registered Valuers and in accordance with the terms of the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> were also undertaken initially to provide a basis for budgeting and initial negotiations with land owners.</p> <p>The land acquisition control group adopted a strategy of seeking negotiated agreement with all affected land owners. Every effort has been made to achieve these agreements including, where applicable:</p> <ul style="list-style-type: none"> <li>• Consideration to the land owner of property adjustments and reimbursement of costs such as boundary improvements (new fencing), noise barriers, relocation of utilities, etc;</li> <li>• Payment of land owner costs in obtaining independent valuation, legal and survey advice to assist in achieving an equitable agreement;</li> <li>• Provision of appropriate time to consider the offer of compensation;</li> <li>• Provision of supporting documentation regarding the nature and scope of the construction activities.</li> </ul> <p>All counter offers presented by land owners were considered by the control group and evaluated by reference to independent valuation advice in arriving at an agreed compensation amount.</p> <p>The process largely relied upon the compulsory acquisition of property and all of the processes with the <i>Land Acquisition (Just Terms Compensation) Act 1991</i> have been followed and complied with.</p> <p>A small number of properties were acquired by private treaty where both parties were in agreement and time was of the essence.</p> <p>Issues relating to disturbance only apply to a small number of properties, and due consideration and effort has been maintained with these land owners to arrive at an agreed and equitable outcome that mitigates any impacts due to disturbance.</p>			

CoA No.	64 – Minimise the Compulsory Acquisition of Individual Properties	Pre-Construction and Construction	Closed
<p>In some instances the SSFL track design has been amended to accommodate land acquisition issues and the implementation of construction activities has been coordinated to accommodate land owner requirements were necessary.</p> <p>All land owners have been afforded information regarding their rights and ability to not accept offers of compensation including the referral of the compensation offer to the Valuer General and the Land and Environment Court for determination.</p> <p>Compulsory Acquisitions were gazetted on 5 December 2008 and again on 20 March 2009 with a proposed third and final gazettal expected in November 2009.</p> <p><b>November 2009 Update</b></p> <p>The compulsory acquisition gazettal documents are provided for:</p> <ul style="list-style-type: none"> <li>• 5 December 2008: <a href="#">Government ~ 11845 in relation to acquisition of land as part of the Sydney Southern Freight Line.pdf</a></li> <li>• 20 March 2009: <a href="#">Government Gazette no 52 20 th March ~ land acquired being part of the Sydney Southern Freight Line.pdf</a></li> <li>• 5 March 2010: <a href="#">Government Gazette No. 36 5 March ~ acquisitions of land for Campbelltown Farrow Rd and Narellan Road.pdf</a></li> </ul> <p><b>November 2010 Update</b></p> <p>There have been no compulsory acquisitions since March 2010.</p> <p><b>May 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2011 Update</b></p> <p>As above. There have been no compulsory acquisitions since March 2010. However, small portions of previously acquired land have been rescinded at both Farrow Road, Campbelltown (<a href="#">Land Requisition - Farrow Rd Campbelltown.pdf</a>) and at the Glenfield Tip.</p> <p><b>May 2012 Update</b></p> <p>The compulsory rescission and acquisition of land at Farrow Road, Campbelltown, described in the November 2011 Update above, was formalised on 30 May 2012: <a href="#">Rescission and Acquisition - Farrow Road.pdf</a>.</p> <p><b>November 2012 Update</b></p> <p>The compulsory rescission and acquisition of land at Farrow Road, Campbelltown, described in the May 2012 Update above, was included in the Government Gazette on 15 June 2012: <a href="#">Government-Gazette-15-June-2012.pdf</a>.</p> <p><b>August 2013 Update</b></p> <p>At the end of construction there are 18 minor property acquisitions for which all ARTC actions have been completed and the relevant information provided to RailCorp to close out: <a href="#">Property Acquisition Status Program V.12 - 18 with RailCorp.pdf</a>. There are 5 minor property acquisitions for which actions are being completed by ARTC: <a href="#">Property Acquisition Status Program V.12 - 5 with ARTC then to RailCorp.pdf</a>. Once ARTC actions are completed, the acquisitions will be forwarded to RailCorp to close out. This CoA is closed.</p>			

CoA No.	65 – Management Sub Plans to be Referred to in the Statements of Commitment	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent must ensure that the following management plans referred to in the SoC are integrated:</p> <p>(a) Spoil and Fill Management Sub Plan and Waste Management Sub Plan; and</p> <p>(b) Hazard and Risk Management Sub Plan (CoA 69) and Waste Management Sub Plan.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Spoil and Fill Management Sub Plan dated 19 February 2009 (<a href="#">SSFL Spoil &amp; Fill 090219</a>) is integrated with the Waste Management Sub Plan dated 19 February 2009 (<a href="#">SSFL Waste Management Sub Plan 090219</a>). The latter plan includes a diagram of the inter-relationships between the Sub Plans in Section 1.1 (Page 2). This diagram shows that the Waste Management Sub Plan is directly linked to both the Spoil and Fill Management Sub Plan, and the Hazard and Risk Management Sub Plan dated June 2008 (<a href="#">SSFL Hazard &amp; Risk Sub Plan 20080715</a>), and states that the Plans are to be read in conjunction with each other. This closes this Condition.</p>			



CoA No.	66 – Maintenance and Operation of Environmental Control Equipment	Construction and Operation	Delivered by OEMP
<b>Condition Requirement</b>			
The Proponent shall maintain and operate all environmental control equipment installed or used for the Project in proper and efficient manner.			
<b>Responsibility</b>			
ARTC/Contractors			
<b>Evidence of Compliance</b>			
<p>Section 3 of the Soil and Water Management Sub Plan states ARTC's commitment to maintain sediment and erosion controls: <a href="#">SSFL Soil &amp; Water 20090710</a>.</p> <p>Tables 5-1 and 5-2 of the Spoil and Fill Management Sub Plan make reference to maintenance of sediment controls: <a href="#">SSFL Spoil &amp; Fill 090219</a>.</p> <p>Sections 1.1, 1.5 and 3 of the Erosion and Sediment Control Sub Plan contain reference to the maintenance of erosion and sediment controls. The weekly monitoring checklist appended to the Sub Plan contains checks of the maintenance of such controls: <a href="#">SSFL Erosion &amp; Sediment Control 20090710</a>.</p> <p><b>Reed</b> completes CEMP checklists at each of its sites, checking maintenance of all environmental controls in each of the CEMP Sub Plan categories such as erosion and sediment, noise and vibration including maintenance of equipment, flora and fauna, water quality, air quality, waste and hazards. An example is the checklist dated 1 September 2009: <a href="#">Reed completed cemp checklist</a>.</p> <p>Reed also completes erosion and sediment checklists, and inspection action plans where rectification actions are identified when undertaking the CEMP checklist. Examples of each checklist dated 1 September 2009 are: <a href="#">Reed completed escp checklist</a>, <a href="#">Reed - Environmental Inspection action plan</a>.</p> <p><b>Arengo</b> undertakes detailed checklist reviews for each category of CEMP Sub Plan (14 categories) at each of its sites. Arengo undertakes these detailed inspections at each site each fortnight. The inspections scheduled for each site are conducted in the categories of highest risk for each site at the time of the scheduled inspection. An example of the Arengo schedule of compliance inspections is: <a href="#">Arengo CEMP Audit Schedule for all SSFL works June 2009</a>. Examples of a completed vibration checklist, and of a completed soil and water checklist are: <a href="#">Vibration checklist assessment 270709</a>, <a href="#">Soil&amp;Waterchecklist 16 06 09</a>.</p> <p>Monitoring equipment is maintained and calibrated under contract with the relevant service providers, as arranged by the Contractors. An example of a calibration report is: <a href="#">Arengo Calibration Report</a>.</p> <p><b>ARTC</b> conducts regular site inspections using a standard site inspection checklist containing a number of environmental checks. Two examples are: <a href="#">20090228 Glenfield</a>, <a href="#">20090806 Prospect Creek</a>.</p> <p><b>ARTC</b> will be providing additional resources to further improve the inspection of environmental control equipment and to improve the collation of documentation of the checks that are being currently undertaken by contractors prior to preparation of the next construction compliance report.</p> <p><b>November 2009 Update</b></p> <p>A schedule of environmental audits kept by Arengo for this compliance period is provided: <a href="#">Arengo Environmental audit schedule for SSFL works 2009.xls</a></p>			

CoA No.	66 – Maintenance and Operation of Environmental Control Equipment	Construction and Operation	Delivered by OEMP
<p>Examples of completed environmental checklists are provided for:</p> <ul style="list-style-type: none"> <li>• Reed: <a href="#">Reed Environmental Checklist Sept 09.pdf</a></li> <li>• John Holland: <a href="#">JH Hope Street Sefton-Track - Site Env Audit.pdf</a></li> <li>• Gartner Rose: <a href="#">GR OHS &amp; Env Audit for 20.10.09 Minto.pdf</a></li> </ul> <p>During the first compliance period, environmental inspections by the EMR did not follow a regular schedule. Commencing in October 2009, following preparation of the first compliance report, ARTC implemented an updated regular program of environmental inspections together with the EMR. Weekly inspections were attended by the EMR and an ARTC representative, and corrective action requests were issued by ARTC where required. Examples of the reports prepared by the EMR are provided for each contractor inspected during the second compliance period:</p> <ul style="list-style-type: none"> <li>• Arengo: <a href="#">EMR Arengo091009.pdf</a></li> <li>• Reed: <a href="#">EMR Reed 091216.pdf</a></li> <li>• Gartner Rose: <a href="#">EMR GartnerRose 091125.pdf</a></li> <li>• ODG: <a href="#">EMR ODG090626.pdf</a></li> </ul> <p><b>November 2010 Update</b></p> <p>Examples of completed environmental checklists are provided for:</p> <ul style="list-style-type: none"> <li>• 3ARail: <a href="#">Arengo Weekly Erosion and Sediment Control Checklist - CH to Miller Rd 161110.pdf</a></li> <li>• John Holland: <a href="#">JH - Basic Management Environment Inspection - 21Jul10.pdf</a></li> <li>• Stations First: <a href="#">Gartner Rose Audit Checklist Minto 29-10-10.pdf</a></li> <li>• O'Donnell Griffin: <a href="#">ODG OHSE Checklist Glenfield 20100701.pdf</a></li> </ul> <p>Weekly inspections were attended by the EMR and an ARTC representative, and corrective action requests were issued by ARTC where required. Examples of the reports prepared by the EMR are provided for each contractor inspected during the second compliance period:</p> <ul style="list-style-type: none"> <li>• 3ARail: <a href="#">Arengo 100114.pdf</a></li> <li>• Reed: <a href="#">Reed 100120.pdf</a></li> <li>• Stations First: <a href="#">GartnerRose 100120.pdf</a></li> <li>• ODG: <a href="#">ODG 100202.pdf</a></li> <li>• John Holland: <a href="#">John Holland 100915.pdf</a></li> </ul> <p><b>May 2011 Update</b></p> <p>Examples of completed environmental checklists are provided for:</p> <ul style="list-style-type: none"> <li>• 3ARail: <a href="#">3ARail OHSE Weekly Inspection 20110311.pdf</a>;</li> <li>• Stations First: <a href="#">Stations First Audit Checklist Leumeah 17Mar11.pdf</a>;</li> <li>• O'Donnell Griffin: <a href="#">ODG OHSE Checklist 2-6 May 2011.pdf</a>;</li> <li>• John Holland: <a href="#">John Holland Weekly Env Monitoring Checklist - 17Feb11.pdf</a>; and</li> <li>• Laing O'Rourke: <a href="#">Laing O'Rourke HSE Weekly Inspections 20110324.pdf</a>.</li> </ul>			

CoA No.	66 – Maintenance and Operation of Environmental Control Equipment	Construction and Operation	Delivered by OEMP
<p>Weekly inspections were attended by the EMR and an ARTC representative, and corrective action requests were issued by ARTC where required. Examples of the reports prepared by the EMR are provided for each contractor inspected during this compliance period, along with the response report from the contractor:</p> <ul style="list-style-type: none"> <li>• 3ARail: <a href="#">Arenco 110406.pdf</a> and <a href="#">20110406_3ARail Response.pdf</a>;</li> <li>• Stations First: <a href="#">Gartner Rose 110413.pdf</a> and <a href="#">20110413 GR Report.pdf</a>;</li> <li>• O'Donnell Griffin: <a href="#">20110119 ODG Glenfield.pdf</a> and <a href="#">20110119 ODG Response.pdf</a>; and</li> <li>• John Holland: <a href="#">John Holland 110119.pdf</a>.</li> </ul> <p><b>November 2011 Update</b></p> <p>Examples of completed environmental checklists are provided for:</p> <ul style="list-style-type: none"> <li>• 3ARail: <a href="#">3ARail Weekly ERSED Inspection 20110815.pdf</a>;</li> <li>• Stations First: <a href="#">Stations OHSE Audit Checklist Warwick Farm Station 20110915.pdf</a> (refer Section R);</li> <li>• O'Donnell Griffin: <a href="#">ODG OHSE Checklist Campbelltown 20110911.pdf</a>;</li> <li>• Ford Civil: <a href="#">Ford Civil Env Control Inspection Sep 2011.pdf</a>;</li> <li>• Laing O'Rourke: <a href="#">LOR HSE Weekly Inspections 20110908.pdf</a>; and</li> <li>• Abigroup: <a href="#">111129 Abigroup Env Weekly Checklist.pdf</a>.</li> </ul> <p>Weekly inspections were attended by the EMR and an ARTC representative, and corrective action requests were issued by ARTC where required. Examples of the reports prepared by the EMR are provided for each contractor inspected during this compliance period, along with the response report from the contractor:</p> <ul style="list-style-type: none"> <li>• 3ARail: <a href="#">20110819 3A Rail.pdf</a> and <a href="#">20110819_3A Rail EMR Response.pdf</a>;</li> <li>• Stations First: <a href="#">20111013 Stations.pdf</a> and <a href="#">20111013 Stations EMR response.pdf</a>;</li> <li>• Ford Civil: <a href="#">Ford 110812.pdf</a> and <a href="#">Ford 110812 EMR response.pdf</a>; and</li> <li>• Laing O'Rourke: <a href="#">20110826 Laing O'Rourke.pdf</a> (no response required).</li> </ul> <p><b>May 2012 Update</b></p> <p>Examples of completed environmental checklists are provided for:</p> <ul style="list-style-type: none"> <li>• SFL: <a href="#">SFL Weekly Activities Checklist 03.01.2012.pdf</a>;</li> <li>• 3ARail: <a href="#">3ARail Weekly Erosion and Sedimentation Control Checklist 03.02.2012.pdf</a>;</li> <li>• Stations First: <a href="#">Stations First OHSE Audit Checklist Warwick Farm 31.01.2012.pdf</a> (refer Section R);</li> <li>• Ford Civil: <a href="#">Ford Civil Environmental Checklist 19. 12.2011.pdf</a>; and</li> <li>• Abigroup: <a href="#">Abigroup Environmental Inspection Checklist 01.02.2012.pdf</a>.</li> </ul> <p>Weekly inspections were attended by the EMR and an ARTC representative, and corrective action requests were issued by ARTC where required. Examples of the reports prepared by the EMR are provided for each contractor inspected during this compliance period, along with the response report from the contractor:</p> <ul style="list-style-type: none"> <li>• 3ARail: <a href="#">20111207 3A Rail 111207.pdf</a> and <a href="#">20111207 3ARail Response.pdf</a>;</li> </ul>			

CoA No.	66 – Maintenance and Operation of Environmental Control Equipment	Construction and Operation	Delivered by OEMP
	<ul style="list-style-type: none"> <li>Stations First: <a href="#">2011201 3ARail and Stations 111201.pdf</a> and <a href="#">2011201 Stations 111201a.doc</a>;</li> <li>Ford Civil: <a href="#">Ford 111207.pdf</a> and <a href="#">Ford 111207a - response.pdf</a>;</li> <li>Abigroup: <a href="#">Abigroup 120208.pdf</a> (no response required); and</li> <li>SFL: <a href="#">SFL Area 3 120314.pdf</a> (no response required).</li> </ul> <p><b>November 2012 Update</b></p> <p>For <b>construction</b> activities during this compliance period, examples of completed environmental checklists and registers are provided for:</p> <ul style="list-style-type: none"> <li>SFL: <a href="#">SFL 120611 Weekly Environmental Activities Checklist.pdf</a> and <a href="#">SFL Inspection Sheet June 2012.pdf</a>;</li> <li>3ARail: <a href="#">3ARail OHS&amp;E Checklist 20120613.pdf</a> and <a href="#">3ARail Weekly Sediment and Erosion Control Checklist 20120605.pdf</a>;</li> <li>Abigroup: <a href="#">Abigroup Environmental Inspection Checklist 120604.pdf</a>;</li> <li>Ford Civil: <a href="#">Ford Civil Environmental Checklist 21.03.2012.pdf</a>;</li> <li>Stations First: <a href="#">Stations First Campbelltown Audit Sep 2012.pdf</a>; and</li> <li>Invensys: <a href="#">Invensys Enviro Inspection 26092012.pdf</a>.</li> </ul> <p>Weekly inspections were attended by the EMR and an ARTC representative, and corrective action requests were issued by ARTC where required. Examples of the reports prepared by the EMR are provided for each contractor inspected during this compliance period, along with the response report from the contractor:</p> <ul style="list-style-type: none"> <li>SFL: <a href="#">SFL Area 3 121003.pdf</a> and <a href="#">SFL Area 3 - EMR Close-out Report 121003.docx</a>;</li> <li>3ARail: <a href="#">3A Rail 120619.pdf</a> and <a href="#">3ARail 120619 Incident Report - Signed Off.pdf</a>;</li> <li>Abigroup: <a href="#">Abigroup 120620.pdf</a> and <a href="#">Abigroup 120620 Latest EMR Close Out.msg</a>; and</li> <li>Ford Civil: <a href="#">Ford 120926.pdf</a> and <a href="#">Ford Civil EMR Inspection Reports 26 September 2012.msg</a>.</li> </ul> <p>For <b>operation</b> activities in the SSFL Project area, Section 4 and Table 5-1 of the OEMP describe the environmental operations and monitoring requiring control equipment (<a href="#">CoA14</a>).</p> <p><b>August 2013 Update</b></p> <p>For <b>construction</b> activities during this compliance period, examples of completed environmental checklists and registers are provided for SFL: <a href="#">WEAC 20121129_001.pdf</a> and <a href="#">2013 01 January Inspection sheet.pdf</a></p> <p>Weekly inspections were attended by the EMR and an ARTC representative, and corrective action requests were issued by ARTC where required. Examples of reports prepared by the EMR are provided for the contractor inspected during this compliance period, along with the response from the contractor: <a href="#">SFL 130130.pdf</a> and <a href="#">130130 EMR Inspection close out.pdf</a></p> <p>For <b>operation</b> activities in the SSFL Project area, Section 4 and Table 5-1 of the OEMP describe the environmental operations and monitoring requiring control equipment (<a href="#">CoA14</a>).</p> <p>This condition will now be met by the implementation of the OEMP.</p>		

CoA No.	67 – Greenhouse Gases and Sustainable Energy	Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent must use electrical energy derived from a renewable energy source accredited by the National Green Power Accreditation Steering Group (or equivalent) for the supply of at least 50% of the on-site electrical energy Southern Sydney Freight Line December 2006 requirements, if available, for the project's construction. Power consumption (green power or other) must be reported in the Construction Compliance Reports.</p> <p><b>Modification</b></p> <p><i>The requirement was modified by DoPI on 6 March 2012 in Modification 6. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>As the majority of contractors' sites for the SSFL project utilise power from generators rather than from mains electricity due to the locations of the sites, it is often not possible for the contractors to purchase green power from mains providers.</p> <p>In preparing this construction compliance report, ARTC has established that contractors have not been undertaking regular measurement and documentation of power consumption, where this measurement was possible. There is no evidence that contractors have been purchasing 50% renewable energy when they have been purchasing mains power.</p> <p>ARTC will improve the monitoring of power consumption and the documentation of power consumption for the next construction compliance report, to meet the condition requirement.</p> <p><b>November 2009 Update</b></p> <p>John Holland has been recording power consumption at its site office in Prestons, and reports that power consumption was 12,840 kWh between May 2009 and January 2010. Evidence of this usage is provided in the form of electricity bills (<a href="#">JH Electricity - May to June 2009.pdf</a>; <a href="#">JH Electricity - June to Sep 09.pdf</a>; <a href="#">JH Electricity - Sept to Jan 2010.pdf</a>).</p> <p>Arenco has provided a register of all its diesel and electricity use on the SSFL project: <a href="#">Arenco diesel and electricity for SSFL work only (May to Nov 09).xlsx</a>. The register shows a total usage of 37,493 kWh from June 2009 to November 2009 inclusive.</p> <p>In preparing this Construction Compliance Report, ARTC has established that some contractors have not been undertaking regular measurement and documentation of power consumption, in the limited number of locations where this measurement was possible.</p> <p>The project is non-compliant with this condition as the majority of contractors' sites for the SSFL project utilise power from generators rather than from mains electricity due to the locations of the sites, and it is often not possible for the contractors to purchase green power from mains providers. Gartner Rose uses diesel generators for power at its sites. Reed has also identified that it uses diesel generators at its sites.</p> <p>John Holland sought to purchase green power from its provider Integral Energy for its main site office, but was instructed that a renewable energy option was not available to Integral Energy customers in the Prestons area.</p>			

CoA No.	67 – Greenhouse Gases and Sustainable Energy	Construction	Closed
<p>Arenco has sites that either use diesel generator power, or sites that are of such a small size that Energy Australia does not meter the sites, but provides an estimated bill. Arenco advises ARTC that it is not possible for green power to be purchased from electricity providers for unmetered sites.</p> <p>ARTC will further investigate any sites at which it may be possible for contractors to purchase green power.</p> <p><b>November 2010 Update</b></p> <p>John Holland has been recording power consumption at its site office in Prestons, and reports that power consumption was 28,000 kWh between 23 September 2009 and the 2 October 2010 (<a href="#">JH Electricity Usage.pdf</a>). Evidence of this usage is provided in the form of electricity bills (<a href="#">JH Electricity Bill - January 10.pdf</a>; <a href="#">JH Electricity Bill - April 10.pdf</a>; <a href="#">JH Electricity Bill - August 10.pdf</a>; and <a href="#">JH Electricity Bill - October 10.pdf</a>). John Holland consumed 118 kL of diesel between December 2009 and November 2010 inclusive (<a href="#">JH - Diesel Usage.pdf</a>).</p> <p>3ARail has recorded its power consumption for all site office locations. The total electricity usage for the reporting period was 75,122.7 kWh. Evidence of this usage is provided in the form of electricity bills (<a href="#">Arenco Electricity 7 May to 4 Aug 2010.pdf</a>). 3ARail has also provided a register of its diesel usage on the SSFL project: <a href="#">Daracon &amp; Arenco Nov 09 to Dec10 - Diesel Usage.xls</a>. The register shows a total usage of 338 kL from December 2009 to November 2010 inclusive.</p> <p>In preparing this Construction Compliance Report, ARTC has established that some contractors have not been undertaking regular measurement and documentation of power consumption, in the limited number of locations where this measurement was possible.</p> <p>The project is non-compliant with this condition as the majority of contractors' sites for the SSFL project utilise power from generators rather than from mains electricity due to the locations of the sites, and it is often not possible for the contractors to purchase green power from mains providers. Stations First use diesel generators for power at its sites. Reed identified that it uses diesel generators at its sites.</p> <p>John Holland sought to purchase green power from its provider Integral Energy for its main site office, but was instructed that a renewable energy option was not available to Integral Energy customers in the Prestons area.</p> <p>3ARail has sites that either use diesel generator power, or sites that are of such a small size that Energy Australia does not meter the sites, but provides an estimated bill. 3ARail advises ARTC that it is not possible for green power to be purchased from electricity providers for unmetered sites.</p> <p>ARTC will further investigate any sites at which it may be possible for contractors to purchase green power.</p> <p><b>May 2011 Update</b></p> <p>John Holland has been recording power consumption at its site office in Prestons; evidence of this usage is provided in the form of electricity bills (<a href="#">JH Electricity Bill - Feb and May 2011.pdf</a>). John Holland also records the usage of both diesel and unleaded petrol on the project (<a href="#">JH Fuel Usage Dec 10 - Feb 11.docx</a>).</p> <p>3ARail has recorded its power consumption for all site office locations; evidence of this usage is provided in the form of electricity bills (<a href="#">3ARail Electricity Bill 30 Oct 2010 to 28 Jan 2011.pdf</a>). 3ARail also records diesel usage: <a href="#">Diesel Usage 3ARail Jan 2011.pdf</a>, <a href="#">Diesel Usage 3ARail Feb 2011.pdf</a> and <a href="#">Diesel Usage 3ARail Mar 2011.pdf</a>.</p> <p>In preparing this Construction Compliance Report, ARTC has established that some contractors have not been undertaking regular measurement and documentation of power consumption, in the limited number of locations where this measurement was possible.</p> <p>The project is non-compliant with this condition as the majority of contractors' sites for the SSFL project utilise power from generators rather than from mains electricity due to the locations of the sites, and it is often not possible for the contractors to purchase green power from mains providers. Stations First and Laing O'Rourke use diesel generators for power at their sites.</p>			

CoA No.	67 – Greenhouse Gases and Sustainable Energy	Construction	Closed
<p>John Holland has previously sought to purchase green power from its provider Integral Energy for its main site office, but was instructed that a renewable energy option was not available to Integral Energy customers in the Prestons area.</p> <p>In January 2011, 3ARail re-approached their energy provider, Energy Australia, and were advised that they could purchase green power for their main site compound, located at Teresa St, Birrong: <a href="#">Change of Account Notice 3ARail 20110117.pdf</a>.</p> <p>3ARail's other sites either utilise diesel generator power, or are of such a small size that Energy Australia does not meter the sites, but provides an estimated bill. 3ARail advises ARTC that it is not possible for green power to be purchased from electricity providers for unmetered sites.</p> <p>ARTC will continue to investigate any sites at which it may be possible for contractors to purchase green power.</p> <p><b>November 2011 Update</b></p> <p>3ARail has recorded its power consumption for all site office locations; evidence of this usage is provided in the form of electricity bills (<a href="#">3ARail Electricity Birrong 20110803 to 20111103.pdf</a>, <a href="#">3ARail Electricity Sefton 20110728 to 20110813.pdf</a> and <a href="#">3ARail Electricity Sefton 20110728 to 20111017.pdf</a>). 3ARail also records diesel usage: <a href="#">3ARail Diesel Usage 1 May to 1 Dec 2011.pdf</a>.</p> <p>Ford Civil has recorded its power consumption at its site office in Liverpool; evidence of this usage is provided in the form of electricity bills (<a href="#">Ford Civil Intergral Energy 20110429 to 20110609.pdf</a> and <a href="#">Ford Civil Intergral Energy 20110609 to 20110912.pdf</a>).</p> <p>Stations First has recorded its power consumption at one of their site offices in Sefton; evidence of this usage is provided in the form of electricity bills (<a href="#">GR Electricity Sefton 27 April to 25 July 2011.pdf</a>).</p> <p>John Holland recorded power consumption at its site office in Prestons; evidence is provided in the form of electricity bills (<a href="#">JH Electricity Bill - Feb and May 2011.pdf</a>). John Holland also recorded the usage of both diesel and unleaded petrol on the project (<a href="#">JH Fuel Usage Dec 10 - Feb 11.docx</a>). John Holland completed its works for the SSFL in June 2011, and no records during its last few months of reduced project involvements are available.</p> <p>3ARail has been purchasing green power for their main site compound, located at Teresa St, Birrong, since January 2011: <a href="#">Change of Account Notice 3ARail 20110117.pdf</a>. 3ARail's other sites either utilise diesel generator power, or are of such a small size that Energy Australia does not meter the sites, but provides an estimated bill. 3ARail advises ARTC that it is not possible for green power to be purchased from electricity providers for unmetered sites.</p> <p>John Holland has previously sought to purchase green power from its provider Integral Energy for its main site office, but was instructed that a renewable energy option was not available to Integral Energy customers in the Prestons area.</p> <p>ARTC will continue to investigate any sites at which it may be possible for contractors to purchase green power.</p> <p>The project is non-compliant with this condition as the majority of contractors' sites for the SSFL project utilise power from generators rather than from mains electricity due to the locations of the sites, and it is often not possible for the contractors to purchase green power from mains providers. Stations First and Laing O'Rourke use diesel generators for power at their sites.</p> <p>As described in <a href="#">CoA1</a>, ARTC applied to DoPI on 13 December 2011 to modify two CoAs and one SoC, including this CoA which will result in the project being compliant for this commitment: <a href="#">20111213 Ltr SSFL modification CoA 43, CoA 67 and SoC 88.pdf</a>; <a href="#">20111213 Mod 6.pdf</a> and <a href="#">Attach 2 EPL 12971 Variation Application 98 - Signed.pdf</a>.</p>			



CoA No.	67 – Greenhouse Gases and Sustainable Energy	Construction	Closed
<p><b>May 12 Update</b></p> <p>As described in <a href="#">CoAI</a>, DoPI approved the modification request submitted by ARTC in the previous compliance period on 6 March 2012 as Modification 6 to the Project Approval (<a href="#">20120306 Notification of approval to Proponent MOD 6 March 2012.pdf</a>, <a href="#">20120306 SSFL Mod 6 Instrument.pdf</a>).</p> <p>SFL has recorded its power consumption at the SFL Alliance main office; evidence of this usage is provided in the form of electricity bills (<a href="#">SFL Electricity Bills.pdf</a>). Currently SFL do not use 50% renewable energy for construction as it is not available. ARTC will continue to investigate the use of green power for the main SFL Alliance office in Liverpool. SFL also maintains a register of diesel usage (<a href="#">FTC Claim Form July-Dec 2011.xlsx</a>, <a href="#">FTC Claim Form Jan-May 2012.xlsx</a> and <a href="#">SFL Fuel Docket Examples.pdf</a>).</p> <p>3ARail has recorded its power consumption for all site office locations; evidence of this usage is provided in the form of electricity bills (<a href="#">3ARail Electricity Birrong Compound 4 Nov 2011 to 7 May 2012.pdf</a>). 3ARail also records diesel usage (<a href="#">3ARail Diesel Dockets 29 Nov 2011 to 29 May 2012.pdf</a>).</p> <p>Ford Civil has recorded its power consumption at its site office in Liverpool; evidence of this usage is provided in the form of electricity bills (<a href="#">Ford Civil Intergral Energy 20110609 to 20110912.pdf</a>). Ford Civil also records diesel usage (<a href="#">Ford Civil Example Fuel Dockets Dec 2011.tif</a>).</p> <p>Stations First has recorded its power consumption at its site office in Cabramatta; evidence of this usage is provided in the form of electricity bills (<a href="#">Stations First Integral Energy 23.11.2011 to 24.02.2012.pdf</a>). Stations First also records diesel usage (<a href="#">Stations First Diesel Usage - Example Dockets.pdf</a>).</p> <p>3ARail has been purchasing green power for their main site compound, located at Teresa St, Birrong, since January 2011: <a href="#">Change of Account Notice 3ARail 20110117.pdf</a>. 3ARail's other sites either utilise diesel generator power, or are of such a small size that Energy Australia does not meter the sites, but provides an estimated bill. 3ARail advises ARTC that it is not possible for green power to be purchased from electricity providers for unmetered sites.</p> <p><b>November 2012 Update</b></p> <p>During this compliance period SFL has recorded its power consumption at the SFL Alliance main office; evidence of this usage is provided in the form of electricity bills (<a href="#">SFL Electricity Bill 6 March to 23 May 2012.pdf</a>). Currently SFL does not use 50% renewable energy for construction as it is not available. ARTC will continue to investigate the use of green power for the main SFL Alliance office in Liverpool. SFL also maintains a register of diesel usage (<a href="#">FTC Claim Form July-August 2012.xlsx</a> and <a href="#">Caltex Fuel Docket 23.07.12 - Example.pdf</a>).</p> <p>Ford Civil has recorded its power consumption at its site office in Liverpool; evidence of this usage is provided in the form of an electricity bill (<a href="#">Ford Civil Electricity March to June 2012.pdf</a>). Ford Civil also records diesel usage (<a href="#">Ford Civil Diesel Usage Example.pdf</a>).</p> <p>Invensys has recorded its power consumption at its site office in Ingleburn; evidence of this usage is provided in the form of an electricity bill (<a href="#">Intergral Energy Bill 24.04.12 - 20.07.12 55 Stanley Road Ingleburn.PDF</a>). Invensys also records diesel usage (<a href="#">Sept 12 Fuel Dockets_1.PDF</a> and <a href="#">Sept 12 Fuel Dockets_2.PDF</a>).</p> <p>Stations First has recorded its power consumption at its site office in Cabramatta; evidence of this usage is provided in the form of an electricity bill (<a href="#">SF Cabramatta Electricity Bill May to July 2012.pdf</a>). Stations First also records diesel and fuel usage (<a href="#">Stations First Diesel Bills.pdf</a> and <a href="#">Stations First Fuel bills.pdf</a>). Stations First also undertook National Greenhouse and Energy Reporting (NGER) in the 2012 financial year to record their energy usage on the SSFL Project: <a href="#">NGER Alliance Partner Data Collection Template.xls</a>.</p> <p>3ARail has been purchasing green power for their main site compound, located at Teresa St, Birrong, since</p>			



CoA No.	67 – Greenhouse Gases and Sustainable Energy	Construction	Closed
<p>January 2011: <a href="#">Change of Account Notice 3ARail 20110117.pdf</a>. 3ARail's other sites either utilise diesel generator power, or are of such a small size that Energy Australia does not meter the sites, but provides an estimated bill. 3ARail advises ARTC that it is not possible for green power to be purchased from electricity providers for unmetered sites. 3ARail also records diesel usage (<a href="#">June Fuel Statement.pdf</a>).</p> <p><b>August 2013 Update</b></p> <p>During this compliance period SFL has recorded its power consumption at the SFL Alliance main office; evidence of this usage is provided in the form of electricity bills (<a href="#">SFL Liverpool Office - Electricity August to November 2012.pdf</a>). SFL did not use 50% renewable energy in this compliance reporting period for construction as it is not available. SFL also maintains a register of diesel usage (<a href="#">FTC Claim Form October-December 2012.xlsx</a> and <a href="#">FTC Claim Form Jan 2013.xlsx</a>).</p> <p>The Ford Civil, Invensys, Stations First and 3ARail offices did not operate during this compliance reporting period.</p> <p>This CoA is now closed with the completion of Construction.</p>			

<b>CoA No.</b>	<b>68 – Prepare Hazard and Risk studies and reports</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>Condition Requirement</b>			
<p>The Proponent must prepare at least one month prior to the commencement of Construction of the Project (or as otherwise agreed by the Director-General), the following studies/reports. Construction shall not commence until approval has been given by the Director-General.</p> <p>(a) A report of a peer review of the operational safety systems prepared by an independent qualified person approved by the Director General prior to the commencement of the report. The report shall verify that the principles and relevant matters in the Department of Planning’s Hazardous Industry Planning Advisory Paper No. 8, “HAZOP Guidelines” have been adequately addressed in the safety related studies carried out under the rail safety protocols/design requirements. The report must confirm that the recommendations arising from the studies have been accepted for implementation in the design. If the Proponent intends to defer the implementation of a recommendation, justification must be included. In particular the peer review should include:</p> <ul style="list-style-type: none"> <li>i the signalling and control system for the SSFL;</li> <li>ii the interfacing of the signalling and control systems between the SSFL and the passenger system; and</li> <li>iii adequacy of the fail safe systems.</li> </ul> <p>(b) A Final Hazard Analysis (FHA) of the proposed Project prepared in accordance with the Department of Planning’s Hazardous Industry Planning Advisory Paper No. 6, “Guidelines for Hazard Analysis”. The FHA must be a Quantitative Risk Analysis and demonstrate that the risks to the most sensitive population along the route do not exceed the individual risk criteria in the Department’s Hazardous Industry planning advisory Paper No. 4, Risk Criteria for Land Use Safety Planning. If the hazard related aspects of the proposal at final design stage are substantially the same as those detailed in the preliminary hazard analysis, the Proponent may request the Director-General, in writing, to waive this requirement.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>DoP approved the FHA and the peer review on 19 September 2008: <a href="#">Approval of CoA68 and CoA69</a>.</p> <p>This condition is closed.</p>			

CoA No.	69 – Prepare and Implement a Hazard and Risk Management Sub Plan	Pre-Construction	Closed
<b>Condition Requirement</b>			
As part of the CEMP, the Proponent must prepare and implement a Hazard and Risk Management Sub Plan (HRMSP) in accordance with the SoC. The HRMSP must include a Construction Safety Study prepared in accordance with the Department of Planning's Hazardous Industry Planning Advisory Paper No. 7, "Construction Safety Study Guidelines". Alternatively the Proponent may submit a report of a peer review prepared by an independent person, approved by the Director General, confirming that the documented construction safety related procedures have adequately addressed the principles and objectives detailed in the Department's guideline.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
DoP approved the Hazard and Risk Management Sub Plan (HRMSP) dated June 2008 ( <a href="#">SSFL Hazard &amp; Risk Sub Plan 20080715</a> ) on 19 September 2008: <a href="#">Approval of CoA68 and CoA69</a> .			
<b>November 2009 Update</b>			
The majority of actions involved in the implementation of the HRMSP are addressed in other Conditions, such as Acid Sulfate Soils (CoA 52), Contamination (SoC 99) or Safety (SoC 103).			
The SSFL Contamination Management Plan was finalised and distributed in September 2009. Briefings were held with all contractors on the content and implementation of the Plan. The Plan is provided, including Appendix A: <a href="#">SSFL Contamination Management Plan.pdf</a> . The Contamination Management Plan was a key step in implementing the HRMSP for the SSFL project.			
Refer to <a href="#">SoC52</a> for details of management of acid sulfate soils.			
Refer to SoC <a href="#">103</a> for details on the implementation of the project safety plan. ARTC has a dedicated SSFL Safety Manager who is responsible for implementing the project safety plan.			
<b>November 2010 Update</b>			
As above. No change in status during this compliance period.			
<b>May 2011 Update</b>			
As above. No change in status during this compliance period.			
<b>November 2011 Update</b>			
As above. No change in status during this compliance period.			
<b>May 2012 Update</b>			
As above. No change in status during this compliance period.			
<b>November 2012 Update</b>			
As above. No change in status during this compliance period.			

CoA No.	69 – Prepare and Implement a Hazard and Risk Management Sub Plan	Pre-Construction	Closed
<p><b>August 2013 Update</b></p> <p>As above. No change is status during this compliance period.</p> <p>This CoA is now closed with the completion of Construction.</p>			

CoA No.	70 – Prepare an Operation Hazards and Risk Management Plan	Pre-Operation and Operation	Delivered by OEMP
<b>Condition Requirement</b>			
<p>The Proponent must prepare an Operation Hazards and Risk Management Plan (OHRMP) no later than two months prior to the commencement of commissioning of the Project (or as otherwise agreed by the Director-General). As part of the OHRMP the Proponent shall develop, submit for the approval of the Director-General and implement the plans and systems set out as follows:</p> <p>(a) A comprehensive Emergency Plan and detailed emergency procedures for the proposed project. This plan will include detailed procedures for the safety of all people outside of the project who may be at risk from the project. The plan shall be in accordance with the Department of Planning's Hazardous Industry Planning Advisory Paper No. 1, "Industry Emergency Planning Guidelines. Alternatively the Proponent may submit a report of a peer review prepared by an independent person, approved by the Director General, confirming that the Emergency Plan adopted by the Proponent has adequately addressed the principles and objectives detailed in the Department's guideline.</p> <p>(b) A document setting out a comprehensive Safety Management System, covering all operations associated with the Project including the interfaces with the existing system. The document shall clearly specify all safety related procedures, responsibilities and policies, along with details of mechanisms for ensuring adherence to procedures. Records shall be kept on-site and shall be available for inspection by the Director-General upon request. The Safety Management System shall be developed in accordance with the Department of Planning's Hazardous Industry Planning Advisory Paper No. 9, "Safety Management". Alternatively the Proponent may submit a report of a peer review prepared by an independent person, approved by the Director General, confirming that the documented safety management systems to be used by the Proponent have adequately included the principles and objectives detailed in the Department's guideline.</p> <p>Commissioning shall not commence until approval has been given by the Director -General.</p> <p>The proponent shall obtain and monitor records of dangerous goods movements by class. If this monitoring indicates that actual dangerous goods movements are to exceed maximum (year 2018) quantities assumed in the preliminary hazard analysis, the Proponent should notify the Director-General giving projected data for the following 10 years together with a Quantitative Risk Analysis to demonstrate that the NSW risk criteria will not be exceeded. This notification should be submitted to the Director-General as soon as the monitoring indicates that an exceedance is likely to occur.</p> <p><b>Modification</b></p> <p><i>The requirement was modified by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>ARTC will prepare an Operation Hazards and Risk Management Plan (OHRMP) no later than two months prior to the commencement of commissioning of the Project (or as otherwise agreed by the Director-General).</p> <p><b>November 2009 Update</b></p> <p><i>The project was in the construction phase during this compliance period.</i></p> <p><b>November 2010 Update</b></p>			

CoA No.	70 – Prepare an Operation Hazards and Risk Management Plan	Pre-Operation and Operation	Delivered by OEMP
<p>The project was in the construction phase during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>As this is a two-staged project, two OHRMPs are/will be prepared and submitted to the Director-General of DoPI for approval.</p> <p>ARTC prepared an OHRMP as Appendix 3 of the Sefton Park Junction to Leightonfield OEMP (<a href="#">SSFL OEMP June 2011.pdf</a>) and submitted it to the Director-General DoPI on 10 June 2011 for approval. The OHRMP includes the ARTC Safety Management Plan, ARTC Incident Management Manual TA 44, and ARTC Risk Management Procedure RM-01 and addresses the requirements of this CoA. ARTC provided supplementary information to DoPI on 6 July 2011: <a href="#">SSFL - Operational Hazards Risk Management Plan (OHRMP).msg</a>, including ARTC's <i>Safety Management Program - Safety Procedure SP-01-03</i> which was added to Appendix C of the OEMP. The Director-General approved the OHRMP on 8 July 2011: <a href="#">20110708 Approval for OHRMP (CoA 70).pdf</a></p> <p>The Sefton Park Junction to Macarthur OHRMP will be submitted no later than two months prior to full Operation of the 36 km of the SSFL, and will address the operational requirements of the entire SSFL Project.</p> <p><b>November 2011 Update</b></p> <p>Subsequent to the approval of the OHRMP – as described in the May 2011 Update – the Sefton Park Junction to Leightonfield Operational Environment Management Plan (OEMP), was approved by the Director-General on 21 July 2011: <a href="#">20110721 Approvals for OEMP (CoA14) and OAQMP (CoA 76).pdf</a>.</p> <p><b>May 2012 Update</b></p> <p>As above. ARTC has commenced preparation of the final OHRMP.</p> <p><b>November 2012 Update</b></p> <p>The final OHRMP was submitted to DoPI on 24 September 2012 for review, more than the required two months prior to the commencement of commissioning of the Project: <a href="#">20120927 SSFL OHRMP being reviewed by the Department.msg</a>. The Department responded on 29 October 2012 with 12 comments to be addressed by ARTC: <a href="#">20121029 Southern Sydney Freight Line - OHRMP.msg</a>.</p> <p>The final updated OHRMP was submitted to DoPI on 19 November 2012: <a href="#">Southern Sydney Freight Line - OHRMP - response to Departmental comments. Email 1 of 2.msg</a></p> <p><b>August 2013 Update</b></p> <p>The Department responded on 17 December 2012 with comments on the OEMP, OAQMP and OHRMP: <a href="#">20121217 DoPI Comments on OEMP.msg</a>. ARTC addressed the Department's comments on 19 December 2012 (<a href="#">20121219 Ltr to DoPI re OEMP.pdf</a>) and submitted an updated OHRMP as part of the OEMP: <a href="#">SSFL OEMP 2012 Appendix D OHRMP Final.pdf</a>. The Department approved the OHRMP on 9 January 2013: <a href="#">20130109 Approval for OEMP, OAQMP and OHRMP.pdf</a>.</p> <p>This condition will now be met by the implementation of the OEMP.</p>			

CoA No.	71 – Comply with all reasonable requirements of the Director-General in implementing measures arising from CoAs 68 - 70	Pre-Construction, Pre-Operation and Operation	Delivered by OEMP
<b>Condition Requirement</b>			
The Proponent shall comply with all reasonable requirements of the Director -General in respect of the implementation of any measures arising from the reports submitted in respect of CoA 68 - 70, within such time as the Director- General may agree.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The reports submitted in respect of CoA <a href="#">68</a> and <a href="#">69</a> were approved by DoP on 19 September 2008. The Director-General has not identified any requirements in respect of implementation of any measures arising from the reports.</p> <p>ARTC will comply with any requirements in respect of implementation of any measures arising from the reports should the Director-General identify such requirements in the future.</p> <p><b>November 2009 Update</b></p> <p>There have been no additional requirements from the Director-General in relation to these CoAs.</p> <p><b>November 2010 Update</b></p> <p>There have been no additional requirements from the Director-General in relation to these CoAs.</p> <p><b>May 2011 Update</b></p> <p>The Sefton Park Junction to Leightonfield OEMP containing the OHRMP in respect of <a href="#">CoA70</a> was submitted to the Director-General on 10 June 2011. There have been no additional requirements from the Director-General in relation to CoAs 69-71.</p> <p><b>November 2011 Update</b></p> <p>The OHRMP, forming part of the Sefton Park Junction to Leightonfield OEMP as required by CoA <a href="#">70</a> was approved by the Director-General on 8 July 2011: <a href="#">SSFL OEMP June 2011.pdf</a> and <a href="#">20110708 Approval for OHRMP (CoA 70).pdf</a>. There have been no additional requirements from the Director-General in relation to CoAs 69-71.</p> <p><b>May 2012 Update</b></p> <p>There have been no additional requirements from the Director-General in relation to these CoAs.</p> <p><b>November 2012 Update</b></p> <p>There have been no additional requirements from the Director-General in relation to these CoAs.</p> <p><b>August 2013 Update</b></p> <p>There have been no additional requirements from the Director-General in relation to these CoAs.</p> <p>This condition will now be met by the implementation of the OEMP.</p>			

CoA No.	72 – Prepare a Built Heritage Management Sub-Plan	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent must prepare a Built Heritage Management Sub Plan (BHMSPP), in consultation with DoP (Heritage Office) and Relevant Councils in accordance with the SoC as part of the CEMP. The BHMSPP must include:</p> <ul style="list-style-type: none"> <li>(a) details of any investigations to be undertaken and any approvals required;</li> <li>(b) procedures to be implemented if previously unidentified historical relics are discovered during Construction. If such relics are discovered, all work likely to affect the relic(s) will cease immediately and the Heritage Council will be notified in accordance with the Heritage Act 1977; and</li> <li>(c) an education program for Construction Work Site personnel on their obligation for historic relics and heritage items.</li> <li>(d) an interpretation strategy in accordance with the Interpreting Heritage Places and Items Guidelines (2005), which should incorporate the results of any historical archaeological investigations undertaken as part of the Project; and</li> <li>(e) details for minimising impacts to heritage items including: <ul style="list-style-type: none"> <li>i designing all replacement structures having regard to heritage considerations; and</li> <li>ii appropriate landscaping strategies.</li> </ul> </li> </ul>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The latest version of the Built Heritage Management Sub Plan (BHMSPP) was finalised on 14 January 2009, and forms part of the CEMP submitted to DoP in July 2009: <a href="#">SSFL Built Heritage Sub Plan 20090114</a>. Addressing each of the condition requirements:</p> <ul style="list-style-type: none"> <li>(a) The BHMSPP contains details of the built heritage and archaeological investigations undertaken for the SSFL project in Section 1.4. The required approvals are shown in Table 2-1 in the BHMSPP;</li> <li>(b) Procedures to be followed during construction if historical relics are discovered are outlined in Section 1.5 of the BHMSPP;</li> <li>(c) The awareness program for site personnel is described in Section 1.5 of the BHMSPP;</li> <li>(d) The Interpretation Strategy is described in Section 1.6 of the BHMSPP. A revised Heritage Interpretation Strategy is currently under RailCorp review, and will be submitted to DoP when this review is complete;</li> <li>(e) The minimisation of impacts to heritage items is outlined in Section 4 (the impacts) and Section 5 (the mitigation measures) of the BHMSPP.</li> </ul> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>Two unexpected historical items were encountered in this compliance period. A timber culvert was uncovered during excavation works beneath Miller Road overpass, Chester Hill and a concrete footing of the old Liverpool</p>			



CoA No.	72 – Prepare a Built Heritage Management Sub-Plan	Pre-Construction and Construction	Closed
<p>Railbridge extended further underground than anticipated. For both items the procedure described in the BHMSP for discovery of a historical item was followed:</p> <p>Timber Culvert, Miller Road overpass, Chester Hill:</p> <ul style="list-style-type: none"> <li>• A Heritage Impact Statement (<a href="#">Culvert Miller Rd I10311.pdf</a>) concluded that the drainage culvert had local significance under “potential to yield information” in the NSW Heritage Evaluation criteria. The report also concluded that approximately 3.5m of the western and 1.5m of the eastern ends will suffer physical impact from their encasement in concrete, required to provide the necessary stability in this area for the operation of the SSFL, but the remaining 20m of the culvert will be protected beneath the existing slab.</li> <li>• On the request of the Heritage Council, and recommendation of the Heritage Impact Statement, a detailed survey of the culvert was undertaken, locating the position of the timber culvert both vertically and horizontally (<a href="#">Survey of Old Culvert at Miller Rd. pdf</a>).</li> <li>• Approval to recommence works was provided by the ARTC Heritage Manager of 17 March 2011 (<a href="#">RE SSFL - Decision on Heritage Impact Statement for the Timber Culvert discovered under Miller Rd Bridge Leightonfield.msg</a>).</li> </ul> <p>Concrete Footing, Old Liverpool Railbridge, Liverpool:</p> <ul style="list-style-type: none"> <li>• A Heritage Impact Statement (<a href="#">20110518 Liverpool Concrete Footing Final Report.pdf</a>) concluded that the bridge (and footing) are of identified local significance under “technical and aesthetic” in the NSW Heritage Evaluation criteria. The report also concluded that approximately 1.1m of the north-western corner of the footing will be removed, but that this impact on the footing is minor and will not substantially reduce the heritage significance of the footing or the former bridge. The report stated that “Liverpool Weir is not affected by the proposed work”.</li> <li>• Approval to recommence works was provided by the ARTC Heritage Manager of 19 May 2011 (<a href="#">20110519 Liverpool Bridge Footing approval to proceed.msg</a>).</li> </ul> <p>A program of environmental management of heritage items during operation of the Sefton Park Junction to Leightonfield SSFL is documented in the Chapter 6 of the OEMP: <a href="#">SSFL OEMP June 2011.pdf</a>.</p> <p><b>November 2011 Update</b></p> <p>One unexpected historical item was encountered in this compliance period. A brick and concrete drain was uncovered during excavation works east of Cooper Road, Birrong. The procedure described in the BHMSP for discovery of a historical item was followed:</p> <ul style="list-style-type: none"> <li>• A Heritage Impact Statement (<a href="#">Birrong drain SOH draft 070611.pdf</a>) concluded that the drain, possibly dating back to the 1920s, has the “potential to have local heritage significance, but this is likely to have been affected by impacts to the fabric”. The drain was thoroughly photographed in order to mitigate the potential heritage impact of removal.</li> <li>• As recommended by the Heritage Impact Statement, the location of the drain was surveyed and recorded (<a href="#">FW Southern Sydney Freight Line - Birrong drain.msg</a>).</li> <li>• Approval to recommence works was provided by the ARTC Heritage Manager in early June 2011 (<a href="#">FW Southern Sydney Freight Line - Birrong drain.msg</a>).</li> </ul> <p>A program of environmental management of heritage items during operation of the Sefton Park Junction to Leightonfield SSFL is documented in the Chapter 6 of the OEMP: <a href="#">SSFL OEMP June 2011.pdf</a>.</p> <p><b>May 2012 Update</b></p> <p>Seven unexpected historical items were encountered in this compliance period. Where historic finds were</p>			

CoA No.	72 – Prepare a Built Heritage Management Sub-Plan	Pre-Construction and Construction	Closed
<p>encountered, an archaeologist inspected the site and completed all required documentation prior to construction works commencing. All documentation was sent to the ARTC Heritage Manager as required.</p> <p>Campbelltown Engine Shed Pits, Campbelltown</p> <ul style="list-style-type: none"> <li>Abigroup unearthed the remains of the Campbelltown Engine Shed Pits. Works were ceased in the vicinity of the discovery and the area isolated.</li> <li>A Heritage Impact Statement (<a href="#">Draft Report 120221-3.pdf</a>) concluded that the exposed structures “are of local significance” and were probably constructed in the early 1890s. The report recommended that “an archival record of the structures should be completed and submitted to RailCorp and the local studies library”.</li> <li>ARTC informed the Heritage Council of this discover, and provided a copy of the Heritage Impact Statement, on 15 March 2012: <a href="#">FW Unexpected Find Campbelltown Railway station precinct .msg</a>.</li> <li>Approval to recommence works was provided by the ARTC Heritage Manager on 19 March 2012, on the condition that the recommended archival record was firstly produced: <a href="#">RE SSFL Built Heritage Management Plan Campbelltown Engine shed .msg</a>.</li> <li>The recommended archival record was undertaken prior to works commencing <a href="#">Farrow Road Site Recording Final Report 120221-3.pdf</a></li> </ul> <p>Campbelltown Turntable, Campbelltown</p> <ul style="list-style-type: none"> <li>SFL discovered an unexpected historical item on 20.04.2012 near Farrow Road Campbelltown. Works were immediately ceased in the vicinity of the discovery.</li> <li>A Heritage Impact Statement (<a href="#">Call Out Inspection No. 1 200412 Updated.pdf</a>) concluded that the remains of the Campbelltown Station turntable, which dates to 1891, are of “historic significance” and the report advised that a “photographic archival recording of the observed unexpected finding” be compiled.</li> <li>The recommended archival record was undertaken prior to works commencing</li> <li>Heritage Report was sent to the ARTC Heritage Manager who advised that the report would be sent to the Heritage Branch and Council (<a href="#">Heritage Reports and Close out from SSFL .msg</a>)</li> </ul> <p>Brick Arch Culvert, Minto</p> <ul style="list-style-type: none"> <li>SFL uncovered parallel brick walls approximately 800m north of Minto Station on 30/04/2012. Works were immediately ceased in the vicinity of the discovery.</li> <li>A Heritage Impact Statement (<a href="#">Call Out Inspection No. 2 010512 Updated.pdf</a>) concluded that the remains of the brick arch culvert, which dates to the 19th or early 20th century, are of “historic significance” and the report advised that a “photographic archival recording of the observed unexpected finding” be compiled.</li> <li>The recommended archival record was undertaken prior to works commencing</li> <li>Heritage Report was sent to the ARTC Heritage Manager who advised that the report would be sent to the Heritage Branch and Council (<a href="#">Heritage Reports and Close out from SSFL .msg</a>)</li> </ul> <p>Concrete Footing Structure, Canley Vale</p> <ul style="list-style-type: none"> <li>SFL uncovered a large piece of concrete approximately 900 x 900 x 900 mm adjacent to the rail tracks near Fraser Road, Canley Vale on 10/04/2012.</li> <li>A Heritage Impact Statement (<a href="#">Canley Vale unexpected find letter.pdf</a>) concluded that it is unclear of the nature or use of the piece of concrete that could date any time from the 1920's to the late</li> </ul>			

CoA No.	72 – Prepare a Built Heritage Management Sub-Plan	Pre-Construction and Construction	Closed
<p>20th century, and therefore it is determined to have no heritage significance.</p> <p><b>Footing Structure, Villawood</b></p> <ul style="list-style-type: none"> <li>SFL uncovered a section of wall around 700 mm in height and 15 m long approximately 800 m west of Villawood Station below the Charles Peel Bridge on the 04/05/2012. Works were immediately ceased in the vicinity of the discovery.</li> <li>A Heritage Impact Statement (<a href="#">Call Out Inspection No. 3 040512 Updated.pdf</a>) concluded that the structure used to constitute the footing of a larger structure, possibly an original bridge abutment likely to date back to 1924 has “historic significance” and a “photographic archival recording of the observed unexpected finding” is required.</li> <li>The recommended archival record was undertaken prior to works commencing</li> <li>Heritage Report was sent to the ARTC Heritage Manager who advised that the report would be sent to the Heritage Branch and Council (<a href="#">Heritage Reports and Close out from SSFL .msg</a>)</li> </ul> <p><b>Timber Structure, Fraser Road, Canley Vale</b></p> <ul style="list-style-type: none"> <li>SFL uncovered remnants of a timber structure approximately 750 m west of Carramar Railway Station on 15/05/2012. Works were immediately ceased in the vicinity of the discovery.</li> <li>A Heritage Impact Statement (<a href="#">Call Out Inspection No. 4 160512.pdf</a>) concluded that the timber structure that is likely to date back to the 1920's has “historic significance” and “photographic archival recording of the observed unexpected finding” is required.</li> <li>The recommended archival record was undertaken prior to works commencing</li> <li>Heritage Report was sent to the ARTC Heritage Manager who advised that the report would be sent to the Heritage Branch and Council (<a href="#">Heritage Reports and Close out from SSFL .msg</a>)</li> </ul> <p><b>Building Foundations and Water Cistern, Badgally Road, Campbelltown</b></p> <ul style="list-style-type: none"> <li>SFL uncovered building foundations and a water cistern to the north of Campbelltown Station, near Badgally Road on 16/03/2012. Works were immediately ceased in the vicinity of the discovery.</li> <li>A Photographic Archival Recording (<a href="#">Campbelltown Archival Recording.pdf</a>) was prepared and concluded that neither of the archaeological remains uncovered from the Dairy Farmers Co-op Building (dating from the early to mid-20th century) and the Gatekeeper's Cabin Water Cistern (dating from the late 19th century) “were of sufficient heritage significance to warrant in site retention. No further archaeological work is recommended for either find”.</li> <li>Heritage Report was sent to the ARTC Heritage Manager who advised that the report would be sent to the Heritage Branch and Council (<a href="#">Heritage Reports and Close out from SSFL .msg</a>)</li> </ul> <p>One archival recording of known historical items was completed in this compliance period.</p> <p><b>Bridge Abutments, Bow Bowing Creek, Narellan</b></p> <ul style="list-style-type: none"> <li>SFL was required to document two historical features (former bridge abutments) approximately 1.5km south west of Campbelltown Station prior to their demolition to allow construction activities to commence (<a href="#">Bow Bowing Creek Archival Recording.pdf</a>)</li> <li>The photographic archival recording concludes that both former bridge abutments have “some historical significance” and this report “provides an adequate documentary record of these items prior to their removal”.</li> <li>Heritage Report was sent to the ARTC Heritage Manager who advised that the report requires a</li> </ul>			

CoA No.	72 – Prepare a Built Heritage Management Sub-Plan	Pre-Construction and Construction	Closed
<p>minor amendment and once completed, the report would be sent to the Heritage Branch and Council (<a href="#">Heritage Reports and Close out from SSFL .msg</a>)</p> <p>A program of environmental management of heritage items during operation of the Sefton Park Junction to Leightonfield SSFL is documented in the Chapter 6 of the OEMP: <a href="#">SSFL OEMP June 2011.pdf</a>.</p> <p><b>November 2012 Update</b></p> <p>There were no unexpected historical items encountered during this compliance period.</p> <p>The archival recordings of five known historical items from the last compliance period were submitted to the Heritage Branch and relevant local councils:</p> <ul style="list-style-type: none"> <li>The archival recordings for the building foundations and water cistern at Badgally Road, Campbelltown, the turntable at Campbelltown and the brick arch culvert at Minto were mailed to Campbelltown City Council and the Heritage Branch on 26 June 2012: <a href="#">Campbelltown Council re SSFL archival recordings 26-06-12.pdf</a> and <a href="#">Heritage Branch re SSFL archival recordings 26-06-12.pdf</a>; and</li> <li>The archival recordings for the footing structure at Villawood and the timber structure near Fraser Road, Canley Vale were mailed to Fairfield City Council and the Heritage Branch on 26 June 2012: <a href="#">Fairfield Council re SSFL archival recordings 26-06-12.pdf</a> and <a href="#">Heritage Branch re SSFL archival recordings 26-06-12.pdf</a>.</li> </ul> <p>A program of environmental management of heritage items during operation of the SSFL Project is documented in the Section 4.6 of the OEMP (<a href="#">CoA14</a>).</p> <p><b>August 2013 Update</b></p> <p>One unexpected historical item was encountered in this compliance period – a brick arch culvert in Campbelltown / Macarthur. An archaeologist inspected the site and completed all required documentation prior to construction works commencing. All documentation was sent to the ARTC Heritage Manager as required:</p> <ul style="list-style-type: none"> <li>SFL uncovered an arched culvert built from red bricks approximately 1 km southwest of Macarthur Railway Station on 31 Jan 2013. Works were immediately ceased in the vicinity of the discovery.</li> <li>A call out inspection (<a href="#">Call Out Inspection No. 6 310113.pdf</a>) was undertaken and a Photographic Archival Recording (<a href="#">Photographic Archival Recording - Brick Arch Culvert Campbelltown Macarthur.pdf</a>) was prepared and concluded that the brick arched culvert which is likely to date to the early 1890s has historic significance and is representative of the development of the Main South Line, in particular the duplication of the Campbelltown – Glenlee Junction line.</li> <li>The Heritage Report was sent to the ARTC Heritage Manager who advised that the report would be sent to the Heritage Branch and Council : <a href="#">Heritage Report for your record.msg</a></li> </ul> <p>A program of environmental management of heritage items during operation of the SSFL Project is documented in the Section 4.6 of the OEMP (<a href="#">CoA14</a>).</p> <p>This CoA is now closed with the completion of Construction.</p>			

CoA No.	73 – Undertake a Historical Archaeological Assessment and Statement of Heritage Impact of the Early Liverpool Town Centre	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>As part of the BHMSF, the Proponent is to undertake a Historical Archaeological Assessment (HAA) and Statement of Heritage Impact (SOHI) of the Early Liverpool Town Centre between Memorial Avenue and the intersection of Elizabeth Street and the rail corridor as identified in the Liverpool Archaeological Zoning and Management Plan (1996). The HAA is to be prepared in accordance with the Heritage Office and Urban Affairs and Planning Archaeological Assessment Guidelines (1996). The SOHI shall be prepared (in accordance with the Heritage Office revised 2002 guidelines) to assess the potential impacts of the Project to the archaeological resource.</p> <p>Subject to the findings of the HAA and SOHI (where impacts to the potential archaeological resource have been identified), the Proponent shall ensure that an Archaeological excavation methodology and Research Design is prepared with consideration to the Department of Planning's Excavation Directors Assessment Criteria.</p> <p>All documents and information required shall be prepared for the Department of Planning's (Heritage Office) review and the Director-General's approval prior to the commencement of excavation activities within the area of historical archaeological potential identified in the HAA. The Proponent will undertake Construction in accordance with any findings of the HAA and SOI and requirements issued by the Director-General.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Approval of the methodology for archaeological test excavations from the Heritage Office is in a letter dated 8 July 2008: <a href="#">20080708 Heritage Office CoA 73</a>.</p> <p>Casey &amp; Lowe conducted an archaeological assessment of the Early Liverpool Town Centre between Memorial Avenue and the intersection of Elizabeth Street and the rail corridor as identified in the Liverpool Archaeological Zoning and Management Plan (1996): <a href="#">SSFL Casey&amp;Lowe Report Oct 2008 Liverpool</a>.</p> <p>A Statement of Heritage Impact (SOHI) will be prepared for the brick barrel drain located within the Early Liverpool Town Centre if investigations determine that an unavoidable impact will occur. If required, the SOHI will be prepared prior to any impact occurring, and will address the DoP requirements as outlined in the letter dated 6 February 2009: <a href="#">20090206 CEMP Conditional Approval</a>.</p> <p><b>November 2009 Update</b></p> <p>The brick drain was originally covered with fill, and the SSFL project will add more fill on top of the brick drain. The brick drain will not be uncovered, or affected by piling or other works. As investigations by ARTC determined that no impact will occur to the brick drain as a result of the SSFL project, a SOHI was not prepared. This condition is closed.</p>			

CoA No.	74 – Prepare an Archival and Photographic Record	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
Prior to the commencement of Construction (or as otherwise agreed to by the Director-General), the Proponent must prepare an archival and photographic record of any identified heritage item that is likely to be either directly or indirectly impacted by the Construction of the Project and lodge copies of the archival and photographic record with Relevant Council libraries, RailCorp and DoP (Heritage Office).			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Table 5-I of the Built Heritage Sub Plan dated 14 January 2009 (<a href="#">SSFL Built Heritage Sub Plan 20090114</a>) shows ARTC's commitment to preparing the archival and photographic records as required by this condition.</p> <p>Deferral of this condition was approved by DoP on 25 November 2008: <a href="#">0636_001 CoA 74 Deferral</a>. The deferral allows ARTC to prepare the archival and photographic record on a staged basis.</p> <p>A heritage consultant was engaged to prepare the record. Photographs were taken before work commenced on site, and the archival records were prepared in accordance with Heritage Office guidelines. The archival and photographic record was submitted in two hard-copy volumes to the Heritage Office on 12 August 2009: <a href="#">20090812 Heritage Branch re archival records</a>.</p> <p>One set of the archival record is to be submitted to RailCorp at a meeting on 21 September 2009. A copy of the record, limited to each LGA is to be submitted to Councils. Consultation with Councils regarding the format of the record will commence shortly.</p> <p><b>November 2009 Update</b></p> <p>The archival record was delivered by hand to RailCorp Heritage Section at the meeting on 21 September 2009.</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p>This CoA was closed in the SSFL Pre-Operation Compliance Report.</p>			

CoA No.	75 – Indigenous Heritage	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent must prepare an Aboriginal Heritage Management Sub Plan (AHMSP) in accordance with the SoC , in consultation with Relevant Government Departments and Stakeholders (including relevant LALCs and Aboriginal Groups), and with regard to the DECCW's Interim Community Consultation Requirements for Applicants, as part of the CEMP. The AHMSP will include:</p> <ul style="list-style-type: none"> <li>a) details of the archaeological investigations to be undertaken and any associated licences or approvals required;</li> <li>b) procedures to be implemented if previously unidentified Aboriginal objects are discovered during Construction. If such objects are discovered, all work likely to affect the object(s) will cease immediately and the DECCW informed in accordance with the National Parks and Wildlife Act 1974; and</li> <li>c) an education program for Construction personnel on their obligations for Aboriginal cultural materials.</li> </ul> <p><b>Modification</b></p> <p><i>Minor word changes were made to the requirement by DoPI on 18 July 2007 in Modification 1, and on 23 March 2011 in Modification 5. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Aboriginal Heritage Management Sub Plan (AHMSP) was submitted to DoP on 14 January 2009 after incorporation of comments from DoP and Fairfield City Council.</p> <p>The latest version of the AHMSP is dated 20 February 2009, and was submitted with the revised CEMP in July 2009: <a href="#">SSFL Aboriginal Heritage Sub Plan 090220</a>.</p> <p>The AHMSP includes:</p> <ul style="list-style-type: none"> <li>a) Table 5-1 which outlines the archaeological investigations to be undertaken. Table 2-1 of the AHMSP outlines the licences and approvals required;</li> <li>b) The procedures to be followed if previously unidentified Aboriginal objects are discovered during construction are shown in Table 5-1 of the AHMSP;</li> <li>c) Table 5-1 which details the education program included in the induction for construction personnel.</li> </ul> <p>DoP's letter dated 6 February 2009, granting conditional approval of the CEMP, identified a required change to the AHMSP to incorporate the outcomes and mitigation measures arising from the investigations required under SoC 30: <a href="#">20090206 CEMP Conditional Approval</a>.</p> <p>ARTC will revise the AHMSP accordingly now that the investigations for SoC 30 are finalised.</p> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p>			

CoA No.	75 – Indigenous Heritage	Pre-Construction and Construction	Closed
<p><b>May 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>August 2013 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p>This CoA is now closed with the completion of Construction.</p>			



CoA No.	76 – Air Quality	Pre-Operation and Operation	Delivered by OEMP
<b>Condition Requirement</b>			
<p>Prior to the Commencement of Operations, or as otherwise agreed to by the Director-General, the Proponent must prepare an Operation Air Quality Management Plan (OAQMP) as part of the OEMP to the satisfaction of the Director-General. The OAQMP would identify:</p> <ul style="list-style-type: none"> <li>a) emission criteria, including long term emission standards;</li> <li>b) strategies and management measures to minimise air quality impacts, including the identification of options for preventing any exceedance of NO2 criteria;</li> <li>c) monitoring and assessment procedures;</li> <li>d) auditing and reporting requirements; and</li> <li>e) community consultation.</li> </ul> <p>The OAQMP is to be prepared in consultation with RailCorp, the DECCW and other freight rail operators (as required) as part of the OEMP.</p> <p>Should any monitoring indicate substantial exceedance of identified emission criteria, the Proponent must implement Reasonable and Feasible mitigation measures.</p> <p><b>Modification</b></p> <p><i>Minor word changes were made to the requirement by DoPI on 18 July 2007 in Modification 1, and on 23 March 2011 in Modification 5. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>ARTC will prepare an Operation Air Quality Management Plan (OAQMP) prior to commencement of operations.</p> <p><b>November 2009 Update</b></p> <p>The project was in the construction phase for the duration of this compliance period.</p> <p><b>November 2010 Update</b></p> <p>The project was in the construction phase for the duration of this compliance period.</p> <p><b>May 2011 Update</b></p> <p>As this is a two-staged project, two OAQMPs are/will be prepared and submitted to the Director-General of DoPI for approval.</p> <p>The Sefton Park Junction to Leightonfield OAQMP is being submitted on 10 June 2011 as Appendix B of the OEMP, and addresses the operational requirements of this 5 km length of track: <a href="#">SSFL OEMP June 2011.pdf</a>.</p> <p>The Sefton Park Junction to Macarthur OEMP will be submitted at least four weeks prior to full Operation of the 36 km of the SSFL, and will address the operational requirements of the entire SSFL Project.</p>			

CoA No.	76 – Air Quality	Pre-Operation and Operation	Delivered by OEMP
<p><b>November 2011 Update</b></p> <p>The Operation Air Quality Management Plan (OAQMP), forming part of the Sefton Park Junction to Leightonfield Operational Environment Management Plan (OEMP), was approved by the Director-General on 21 July 2011 subject to two requirements: <a href="#">20110721 Approvals for OEMP (CoA14) and OAQMP (CoA 76).pdf</a>. These requirements have been met as no further comments were received from OEH or RailCorp, who had been provided with copies of the OEMP and the OAQMP by DoPI for review.</p> <p><b>May 2012 Update</b></p> <p>As above. ARTC has commenced preparation of the final OAQMP.</p> <p><b>November 2012 Update</b></p> <p>The OAQMP for the SSFL Project area addresses the operational requirements for the project: <a href="#">SSFL OAQMP Oct 2012.pdf</a>. The OAQMP was submitted to DoPI on 20 November 2012: <a href="#">20121120 Letter CoA 76 OAQMP.pdf</a>.</p> <p><b>August 2013 Update</b></p> <p>The Department responded on 17 December 2012 with comments on the OEMP, OAQMP and OHRMP: <a href="#">20121217 DoPI Comments on OEMP.msg</a>. ARTC addressed the Department's comments on 19 December 2012 (<a href="#">20121219 Ltr to DoPI re OEMP.pdf</a>) and submitted an updated OAQMP as part of the OEMP: <a href="#">SSFL OEMP 2012 Appendix C OAQMP Final.pdf</a>. The Department approved the OAQMP on 9 January 2013: <a href="#">20130109 Approval for OEMP, OAQMP and OHRMP.pdf</a>.</p> <p>This condition will now be met by the implementation of the OEMP.</p>			

## 9 STATEMENT OF COMMITMENT COMPLIANCES

This report is for the eighth and final compliance period for the SSFL project, from 29 November 2012 to 2 August 2013. Each of the statements of commitment is addressed individually in the following section, with evidence provided of compliance with the statement. The original text from the first seven compliance reports has been maintained, along with the hyperlinks to documents referred to in those seven compliance reports:

- The original text is in **black**;
- Text that was added relating to the second compliance period was added in each condition in a Section clearly headed **November 2009 Update** and is in **red**;
- Text that was added relating to the third compliance period was added in each condition in a Section clearly headed **November 2010 Update** and is in **green**;
- Text that was added relating to the fourth compliance period was added in each condition in a Section clearly headed **May 2011 Update** and is in **blue**;
- Text that was added relating to the fifth compliance period was added in each condition in a Section clearly headed **November 2011 Update** and is in **violet**; and
- Text that was added relating to the sixth compliance period was added in each condition in a Section clearly headed **May 2012 Update** and is in **brown**.
- Text that was added relating to the seventh compliance period was added in each condition in a Section clearly headed **November 2012 Update** and is in **dark blue**.

All new text that has been added relating to the eighth compliance period has been added at the end of each statement of commitment in a Section clearly headed **August 2013 Update**. All text added as part of the update for the eighth compliance period is in **pink**.



SoC No.	26 – Survey for <i>Acacia pubescens</i>	Pre-Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent will undertake a targeted survey for <i>Acacia pubescens</i> populations on the side of the Main South Line corridor between Liverpool and Warwick Farm Railway Stations where Construction is proposed. The survey will accurately determine the location of <i>Acacia pubescens</i> populations in relation to the Activity and will establish Construction Work Site boundaries to ensure the protection of all the identified populations during Construction in this location.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Section 1.3.1 of the Biodiversity Sub Plan dated 2 June 2009 (<a href="#">SSFL Biodiversity Plan 20090602</a>) includes a description of the <i>Acacia Pubescens</i> survey undertaken in each work. Figures 1-3a, 1-3b and 1-3c show the identified locations of <i>Acacia Pubescens</i> in relation to the activity.</p> <p>Appendix C of the CEMP includes constraints maps for the project area, which include the locations of the <i>Acacia Pubescens</i> populations. Constraints Map 2 is an example of the constraints maps: <a href="#">2116666D_4002_Constraints_Mapping2</a>.</p> <p><b>November 2009 Update</b></p> <p>The construction work site boundaries were established and in place during this compliance period to protect the identified populations of <i>Acacia Pubescens</i>.</p> <p><b>November 2010 Update</b></p> <p>The construction work site boundaries were established and in place during this compliance period to protect the identified populations of <i>Acacia Pubescens</i>.</p> <p><b>May 2011 Update</b></p> <p>The construction work site boundaries were established and in place during this compliance period to protect the identified populations of <i>Acacia Pubescens</i>.</p> <p><b>November 2011 Update</b></p> <p>The construction work site boundaries were established and in place during this compliance period to protect the identified populations of <i>Acacia Pubescens</i>.</p> <p><b>May 2012 Update</b></p> <p>The construction work site boundaries were established and in place during this compliance period to protect the identified populations of <i>Acacia Pubescens</i>.</p> <p><b>November 2012 Update</b></p> <p>The construction work site boundaries were established and in place during this compliance period to protect the identified populations of <i>Acacia Pubescens</i>.</p> <p><b>August 2013 Update</b></p> <p>The construction work site boundaries were established and in place during this compliance period to protect the identified populations of <i>Acacia Pubescens</i>.</p> <p>This SoC is now closed with the completion of Construction.</p>			

SoC No.	27 – Survey for Green and Golden Bell Frog	Pre-Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent will undertake a targeted survey for Green and Golden Bell Frog populations on the side of the Main South Line corridor between Chester Hill and Villawood Railway Stations where Construction is proposed. The survey will accurately determine any sites of Green and Golden Bell Frog populations in relation to the Activity and will establish Construction Work Site boundaries to ensure the protection of all the identified populations during Construction in this location.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Biodiversity Sub Plan dated 2 June 2009 (<a href="#">SSFL Biodiversity Plan 20090602</a>) includes information on the survey undertaken for the Green and Golden Bell Frog between Chester Hill and Villawood Railway Stations. The survey indicated that it was unlikely that the Frog would be present in the survey area.</p> <p>Appendix C of the CEMP includes constraints maps for the project area, which include the locations of the Green and Golden Bell Frog survey areas. Constraints Map 1 is an example of the constraints maps, showing the area between Chester Hill and Villawood: <a href="#">2116666D_4001_Constraints_Mapping1</a>.</p> <p><b>November 2009 Update</b> No populations of Green and Golden Bell Frog have been identified during the compliance period.</p> <p><b>November 2010 Update</b> No populations of Green and Golden Bell Frog have been identified during the compliance period.</p> <p><b>May 2011 Update</b> No populations of Green and Golden Bell Frog have been identified during the compliance period.</p> <p><b>November 2011 Update</b> No populations of Green and Golden Bell Frog have been identified during the compliance period.</p> <p><b>May 2012 Update</b> No populations of Green and Golden Bell Frog have been identified during the compliance period.</p> <p><b>November 2012 Update</b> No populations of Green and Golden Bell Frog have been identified during the compliance period.</p> <p><b>August 2013 Update</b> No populations of Green and Golden Bell Frog have been identified during the compliance period.</p> <p>This SoC is now closed with the completion of Construction.</p>			

SoC No.	28 – Survey for <i>Pimelea spicata</i>	Pre-Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent will undertake a targeted survey for <i>Pimelea spicata</i> populations on the side of the Main South Line corridor between Minto and Leumeah Railway Stations and Carramar and Leightonfield Railway Stations where Construction is proposed. The survey will accurately determine the location of <i>Pimelea spicata</i> populations in relation to the Activity and will establish Construction Work Site boundaries to ensure the protection of all the identified populations during Construction in this location.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Biodiversity Sub Plan dated 2 June 2009 (<a href="#">SSFL Biodiversity Plan 20090602</a>) includes information on the survey undertaken for <i>Pimelea Spicata</i> between Minto and Leumeah Railway Stations and Carramar and Leightonfield Railway Stations. No <i>Pimelea Spicata</i> were found during the survey, and no suitable habitat for the species was observed.</p>			

SoC No.	30 – Survey Designated Areas for Aboriginal Heritage Items	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>a. The Proponent will arrange an inspection by a suitably qualified archaeologist of the track bed next to the Georges River north of Liverpool Railway Station at such time during Construction that vegetation clearing occurs in this location. The Proponent will invite representatives of relevant Aboriginal groups to attend this inspection. The Proponent will act on all Reasonable recommendations of the archaeologist and relevant Aboriginal groups in relation to any need for preparation and implementation of a heritage strategy for any Aboriginal heritage items identified during this inspection.</p> <p>b. At such time as the Proponent finalises the exact footprint of the proposed Glenfield flyover and prior to Construction occurring in the vicinity of Leacock Regional Park, the Proponent will arrange for a suitably qualified archaeologist to undertake a final assessment of the potential impact of Construction of the western side of the Glenfield flyover at Leacock Regional Park on recorded Aboriginal heritage items. The Proponent will undertake this assessment in consultation with representatives of relevant the Cubbitch Barta Native Title Claimants, Darug Custodians Aboriginal Corporation, Darug Tribal Aboriginal Land Council, Gandangarra Local Aboriginal Land Council and Tharawal Local Aboriginal Land Council. ARTC will act on the collectively agreed recommendations of the archaeologist and Aboriginal groups in relation to any need for preparation and implementation of a heritage strategy for any Aboriginal heritage items identified during this inspection.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Both locations for Aboriginal heritage inspections are shown on the constraints map in Appendix C of the CEMP (<a href="#">2116666D_4002_Constraints_Mapping2</a>). The inspections are also referenced in Table 5-1 of the Aboriginal Heritage Management Sub Plan: <a href="#">SSFL Aboriginal Heritage Sub Plan 090220</a>. Addressing the condition requirements:</p> <p>a. ARTC arranged for the Gandangarra Aboriginal Land Council to attend the Georges River bridge (also known as Liverpool Deck Bridge) site following vegetation clearing. Ian Edwards from Gandangarra ALC attended the site on 8 January 2009. Also present were Alex Ninjo (Arenco) and Lionel Clarke (ARTC Site Surveillance).</p> <p>The findings were that the area of embankment adjacent to the existing railway consists of fill, and there was no evidence of aboriginal relics along the SSFL alignment. Notably, as this section of the SSFL will not require significant ground disturbance as the embankment is too unstable, the SSFL will be constructed on a piled slab structure, hence the Liverpool Deck Bridge.</p> <p>Correspondence regarding the attendance: <a href="#">RE Southern Sydney Freight Line - Site Monitoring Request - Georges River Liverpool</a>.</p> <p>b. A report by consultants AHMS/CHC dated 28 April 2009 provides Aboriginal heritage advice for Leacock Regional Park: <a href="#">20090428 AHMS Letter Report Leacock Park</a>. Cubbitch Barta Native Title Claimants (CBNTC), Tharawal Local Aboriginal Land Council (TLALC) and the Darug Tribal Aboriginal Corporation (DTAC) all took part in the site survey on 30 March 2009 undertaken for this Leacock Park assessment.</p> <p>No action was required on the report recommendations, as it was found that due to significant previous disturbance in the area there was a low to nil chance of finding objects with Aboriginal heritage potential, and that there was no need for further investigations. TLALC and DTAC indicated by telephone their agreement</p>			



SoC No.	30 – Survey Designated Areas for Aboriginal Heritage Items	Pre-Construction and Construction	Closed
	<p>with the findings of the assessment (refer to Page 5 of the AHMS letter report). The CBNTC provided advice by letter dated 4 May 2009 that there are no constraints in this area in relation to the archaeological and landscape context: <a href="#">20090504 Cubbitch Barta Letter</a>.</p> <p><b>November 2009 Update</b> While the work boundary has changed in the Leacock Park/Glenfield Flyover area during this compliance period, the original consultant's report provided above identifies that this area has undergone extensive prior disturbance. A detailed assessment of impact in the Leacock Park area was therefore not required due to the level of this disturbance. The minor boundary changes do not therefore take work into unsurveyed areas suspected of holding aboriginal heritage items.</p> <p><b>November 2010 Update</b> As above. No change in status during this compliance period.</p> <p><b>May 2011 Update</b> As above. No change in status during this compliance period.</p> <p><b>November 2011 Update</b> As above. No change in status during this compliance period.</p> <p><b>May 2012 Update</b> As above. No change in status during this compliance period.</p> <p><b>November 2012 Update</b> As above. No change in status during this compliance period.</p> <p><b>August 2013 Update</b> As above. No change in status during this compliance period.</p> <p>This SoC is now closed with the completion of Construction.</p>		

SoC No.	32 – Unexpected Historical Relics	Construction	Closed
<b>Condition Requirement</b>			
If during the course of Construction the Proponent becomes aware of any unexpected historical relic(s), all work likely to affect the relic(s) will cease immediately and the Heritage Council notified in accordance with the Heritage Act 1977.			
<b>Responsibility</b>			
ARTC/Contractors			
<b>Evidence of Compliance</b>			
<p>The procedures to be followed if previously unidentified Aboriginal objects are discovered during construction are shown in Table 5-1 of the Aboriginal Heritage Management Sub Plan (AHMSP).</p> <p>The latest version of the AHMSP is dated 20 February 2009, and was submitted with the revised CEMP in July 2009: <a href="#">SSFL Aboriginal Heritage Sub Plan 090220</a>.</p> <p>Table 5-1 of the Built Heritage Sub Plan (<a href="#">SSFL Built Heritage Sub Plan 20090114</a>) outlines the procedures to follow if unexpected heritage items are found.</p> <p><b>November 2009 Update</b> No unexpected historical relics were discovered during this compliance period.</p> <p><b>November 2010 Update</b> No unexpected historical relics were discovered during this compliance period.</p> <p><b>May 2011 Update</b> Two unexpected historical items were encountered this compliance period. A timber culvert was uncovered during excavation works beneath Miller Road overpass, Chester Hill and a concrete footing of the old Liverpool Railbridge extended further than anticipated underground. <a href="#">CoA72</a> details the procedures followed and outcomes of the discovery of these unexpected historical items.</p> <p><b>November 2011 Update</b> One unexpected historical item was encountered in this compliance period. A brick and concrete drain was uncovered during excavation works east of Cooper Road, Birrong. <a href="#">CoA 72</a> details the procedures followed and outcomes of the discovery of these unexpected historical items.</p> <p><b>May 2012 Update</b> Seven unexpected historical items were encountered in this compliance period. Engine shed pits were discovered in Campbelltown, the Campbelltown turntable was discovered, a brick arch culvert was discovered in Minto, a footing structure was discovered in Villawood, a timber shutter structure was discovered at Fraser Road, Canley Vale, building foundations and water cistern were found in Badgally Road, Campbelltown and a concrete footing structure at Canley Vale (determined to have no historical significance). One photographic archival recording was undertaken for bridge abutments at Bow Bowing Creek, Narellan prior to removal for construction activities. <a href="#">CoA 72</a> details the procedures followed and outcomes of the discovery of these unexpected historical items.</p> <p><b>November 2012 Update</b> No unexpected historical items were encountered in this compliance period.</p>			

SoC No.	32 – Unexpected Historical Relics	Construction	Closed
<p><b>August 2013 Update</b></p> <p>One unexpected historical item was encountered in this compliance period - a brick arch culvert was discovered in the Macarthur / Campbelltown area during culvert installation works.</p> <p>CoA <a href="#">72</a> details the procedures followed and outcomes of the discovery of this unexpected historical item.</p> <p>This SoC is now closed with the completion of Construction.</p>			

SoC No.	34 – Photographic Documentation of affected Footbridges	Pre- Construction	Closed
<b>Condition Requirement</b>			
<p>Subject to consultation with RailCorp, the Proponent will:</p> <ul style="list-style-type: none"> <li>c. undertake photographic documentation of the directly affected footbridges identified in Section 2.6 of Technical Paper 3 of the Environmental Assessment in accordance with the NSW Heritage Office's (2001) Guidelines for photographic recording of heritage items;</li> <li>d. arrange for storage of the document in (a) in a public archive;</li> <li>e. design footbridge extensions in accordance with Chapter 2 of Technical Paper 3 of the Environmental Assessment.</li> </ul> <p><b>Modification</b></p> <p><i>Minor word changes were made to the requirement by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The evidence of compliance for CoA <a href="#">74</a> provides information on the photographic documentation of footbridges, which is contained in the archival record prepared for that CoA.</p> <p>Footbridge extensions have been designed in accordance with Chapter 2 of Technical Paper 3 of the Environmental Assessment. An example is Sefton Station Footbridge, where existing bridge heights and widths have been matched in the new structure to provide a seamless interface between the old and new elements of the bridge, as shown in drawings: <a href="#">SN-410J</a>, <a href="#">SN-413F</a>.</p>			

SoC No.	35 – Design of Rail Bridges near Viaducts	Pre- Construction	Closed
<b>Condition Requirement</b>			
<p>a. Subject to consultation with RailCorp, the Proponent will design the new rail bridges at the indirectly impacted viaducts identified in Section 2.6 of Technical Paper 3 of the Environmental Assessment:</p> <ul style="list-style-type: none"> <li>a. to be structurally independent of the existing;</li> <li>b. if possible, to maintain some physical distance between the two structures so that a visual separation is achieved; and</li> <li>c. that the rhythm of the existing spans be reflected in the new structural spans by careful positioning of new pylons.</li> </ul> <p><b>Modification</b></p> <p><i>Minor word changes were made to the requirement by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The new rail bridges at the indirectly impacted viaducts identified in Section 2.6 of Technical Paper 3 of the Environmental Assessment have been designed in accordance with this condition.</p> <p>Existing and new bridges are structurally independent and maintain a minimum of around 1.6m distance between the two structures. The rhythm of the existing spans has been maintained with the pier locations and span sizes in the new structure matching the locations and span sizes in the existing structure. An example is Shepherd Street (Liverpool Railway Viaduct), drawing BR-670: <a href="#">BR-670D</a>.</p>			

SoC No.	36 – Photographic Documentation of Narellan Road Level Crossing and Camden Rail Line Extension	Pre-Construction	Closed
<b>Condition Requirement</b>			
<p>Subject to consultation with RailCorp, the Proponent will:</p> <ul style="list-style-type: none"> <li>a. undertake photographic documentation of physical evidence of the Narellan Road level crossing and Camden rail line extension; and</li> <li>b. provide copies of the documentation described in (a) to Campbelltown Library.</li> </ul>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The photographic documentation of the Narellan Road level crossing was included in the archival and photographic record prepared for CoA <a href="#">74</a>.</p> <p>No evidence of the Camden rail line extension was found within the railway corridor during this investigation.</p>			

SoC No.	49 – Prepare an Erosion and Sedimentation Control Plan	Pre-Construction	Closed
<b>Condition Requirement</b>			
<p>An Erosion and Sedimentation Control Sub Plan will be prepared as part of the CEMP. The Sub Plan will be prepared in consultation with Relevant Government Departments and Relevant Councils. The Sub Plan will:</p> <ul style="list-style-type: none"> <li>a. where relevant, be consistent with the Landcom's (2004) guideline "Managing Urban Stormwater - Soils and Construction", the RTA's "Guidelines for the Control of Erosion and Sedimentation in Roadworks" and the Department of Natural Resource's (1998) "Constructed Wetlands Manual";</li> <li>b. identify the Construction activities that could cause soil erosion or discharge sediment or water pollutants from the site;</li> <li>c. describe management methods to minimise soil erosion or discharge of sediment or water pollutants from the site including a strategy to minimise the area of bare surfaces during Construction;</li> <li>d. describe the location and capacity of erosion and sediment control measures;</li> <li>e. identify the timing and conditions under which Construction stage controls will be decommissioned;</li> <li>f. include contingency plans to be implemented for events such as fuel spills;</li> <li>g. identify how the effectiveness of the sediment and erosion control system will be monitored, reviewed and updated; and</li> <li>h. include the general erosion and sedimentation management and mitigation measures contained in Section 12.3.1 of Volume I of the Environmental Assessment.</li> </ul> <p><b>Modification</b></p> <p><i>Minor word changes were made to the requirement by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Erosion and Sedimentation Control Sub Plan (ESCSP) is dated 10 July 2009: <a href="#">SSFL Erosion &amp; Sediment Control 20090710</a>. The references below are to sections within the ESCSP which address points (a) to (h) above:</p> <ul style="list-style-type: none"> <li>a. Consistency is described in Table 5-1 (Landcom) and Section 5.1 (DNR and RTA);</li> <li>b. Construction activities are identified in Section 4;</li> <li>c. Management methods are described in Section 5;</li> <li>d. Location and capacity of erosion and sediment control measures are described in Section 5.1 and Appendix A;</li> <li>e. Timing and conditions of decommissioning are identified in Section 5.2;</li> <li>f. Contingency plans are in Section 5;</li> <li>g. Monitoring, review and updating of system effectiveness are identified in Section 6;</li> <li>h. General erosion and sedimentation management and mitigation measures are in Section 5.</li> </ul>			

SoC No.	50 – Implement the Erosion and Sedimentation Control Plan	Construction	Closed
<b>Condition Requirement</b>			
<p>An appropriately qualified soil scientist will be consulted according to a schedule identified in the Erosion and Sedimentation Control Sub Plan to:</p> <ol style="list-style-type: none"> <li>undertake inspections of temporary and permanent erosion and sedimentation control devices;</li> <li>ensure that the most appropriate controls are being implemented;</li> <li>check that controls are being maintained in an efficient condition; and</li> <li>check that controls meet the requirements of any relevant approval and/or licence condition.</li> </ol> <p>The results of these inspections and any follow-up actions will be reported in the Construction Compliance Reports required by this Statement of Commitments.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Table 6-I of the ESCSP states that monthly inspections will be conducted by a soil scientist in line with condition points (a) to (d) above.</p> <p>Arenco has engaged the consultant TREES as its soil scientist to undertake inspections and checks. Two examples of reports by TREES on Arenco sites, including the results of the inspections and follow-up actions, are: <a href="#">SSFL Inspection Report - Sefton Dive 25 August 09</a>, <a href="#">SSFL Inspection Report - BR5 25 August 09</a>.</p> <p>Reed staff have undertaken inspections in relation to erosion and sediment control. CEMP inspections are undertaken (<a href="#">Reed completed cemp checklist</a>), if issues are identified an erosion and sediment control form is filled out (<a href="#">Reed completed escp checklist</a>), and then actions are outlined in an action plan (<a href="#">Reed - Environmental Inspection action plan</a>).</p> <p><b>November 2009 Update</b></p> <p>The Contractors maintained inspections of erosion and sediment control measures during this compliance period, including:</p> <ul style="list-style-type: none"> <li>Arenco: <a href="#">Arenco Soil&amp;Waterchecklist 16.06.09.doc</a>, <a href="#">Arenco Erosion and Sediment Control Checklist Oct 09.pdf</a>;</li> <li>Reed: CEMP checklist - <a href="#">Reed completed cemp checklist.pdf</a>, ESCSP checklist - <a href="#">Reed completed escp checklist.pdf</a>, and inspection action plan - <a href="#">Reed - Environmental Inspection action plan.pdf</a>;</li> <li>John Holland: <a href="#">JHG Macarthur Site-Track - Site Env Audits.pdf</a>;</li> <li>Gartner Rose: <a href="#">GR Cabramatta Checklist 21.1.10.pdf</a>.</li> </ul> <p>These checklists and audits, combined with on-going inspections by the soil conservationist have allowed the Contractors to continually review and improve erosion and sediment control measures and respond effectively and efficiently to any issues that arose.</p> <p>In addition, the following measures have been undertaken:</p>			



SoC No.	50 – Implement the Erosion and Sedimentation Control Plan	Construction	Closed
	<ul style="list-style-type: none"> <li>Monthly visits by soil conservationist (TREES) to monitor erosion and sediment control issues in Arenco construction areas (<a href="#">SSFL Inspection Report - BR4 25 August 09.docx</a>; <a href="#">SSFL Inspection Report - BR5 25 August 09.docx</a>; <a href="#">SSFL Inspection Report - ERWI 25 August 09.docx</a>; <a href="#">SSFL Inspection Report - Liverpool Bridges 25 August 09.docx</a>; <a href="#">SSFL Inspection Report - Sefton Dive 25 August 09.docx</a>);</li> <li>Fortnightly visual joint inspections by ARTC and the EMR to monitor erosion and sediment control management measures. Examples of reports from the EMR during this compliance period are included for each contractor inspected (<a href="#">78997750_ODG090626.pdf</a>; <a href="#">Arenco 091118.pdf</a>; <a href="#">GartnerRose 091125.pdf</a>; <a href="#">Reed 091014.pdf</a>).</li> </ul> <p><b>November 2010 Update</b></p> <p>The Contractors maintained inspections of erosion and sediment control measures during this compliance period, including:</p> <ul style="list-style-type: none"> <li>3ARail: <a href="#">Arenco Weekly Erosion and Sediment Control Checklist - CH to Miller Rd 161110.pdf</a>;</li> <li>John Holland: <a href="#">JH - Basic Management Environment Inspection - 21Jul10.pdf</a></li> <li>Stations First: <a href="#">Gartner Rose Audit Checklist Minto 29-10-10.pdf</a></li> <li>O'Donnell Griffin: <a href="#">ODG OHSE Checklist Glenfield 20100701.pdf</a></li> </ul> <p>These checklists and audits, combined with on-going inspections by the soil conservationist have allowed the Contractors to continually review and improve erosion and sediment control measures and respond effectively and efficiently to any issues that arose.</p> <p>In addition, the following measures have been undertaken:</p> <ul style="list-style-type: none"> <li>Monthly visits by soil conservationist (TREES) to monitor erosion and sediment control issues in 3ARail construction areas <a href="#">SSFL Inspection Report - Sefton Dive 14 July 10.pdf</a>;</li> <li>Weekly visual joint inspections by ARTC and the EMR to monitor erosion and sediment control management measures. Examples of reports from the EMR during this compliance period are included for each contractor inspected (<a href="#">Arenco 100114.pdf</a>, <a href="#">GartnerRose 100120.pdf</a>, <a href="#">ODG 100202.pdf</a>, <a href="#">Reed 100120.pdf</a> <a href="#">John Holland 100915.pdf</a></li> </ul> <p><b>May 2011 Update</b></p> <p>The Contractors maintained inspections of erosion and sediment control measures during this compliance period, including:</p> <ul style="list-style-type: none"> <li>3ARail: <a href="#">3A Rail Weekly ERSED Inspection 110305.pdf</a>;</li> <li>Stations First: <a href="#">Stations First Weekly Checklist 4-3-11.pdf</a>;</li> <li>O'Donnell Griffin: <a href="#">ODG OHSE Checklist 2-6 May 2011.pdf</a>;</li> <li>John Holland: <a href="#">John Holland Weekly Env Monitoring Checklist - 17Feb11.pdf</a>; and</li> <li>Laing O'Rourke: <a href="#">Laing O'Rourke HSE Weekly Inspections 20110324.pdf</a>.</li> </ul> <p>These checklists and audits, combined with on-going inspections by the soil conservationist have allowed the Contractors to continually review and improve erosion and sediment control measures (particularly during this summer and autumn of above average rainfall) and respond effectively and efficiently to any issues that arose.</p> <p>In addition, the following measures have been undertaken:</p> <ul style="list-style-type: none"> <li>Monthly visits by soil conservationist (TREES) to monitor erosion and sediment control issues in 3ARail</li> </ul>		

SoC No.	50 – Implement the Erosion and Sedimentation Control Plan	Construction	Closed
	<p>construction areas (<a href="#">TREES 3A SSFL Inspection Report - 16 Mar 11.pdf</a>); and</p> <ul style="list-style-type: none"> <li>Weekly visual joint inspections by ARTC and the EMR to monitor erosion and sediment control management measures. Examples of reports from the EMR during this compliance period are included for each contractor inspected (<a href="#">Arenco 110406.pdf</a>, <a href="#">Gartner Rose 110413.pdf</a>, <a href="#">20110119 ODG Glenfield.pdf</a> and <a href="#">John Holland 110119.pdf</a>). Contractors are required to provide a response report to ARTC to close out all issues within one week of the inspection (<a href="#">20110406_3ARail Response 14 Apr.pdf</a>, <a href="#">20110413 GR Report.pdf</a> and <a href="#">20110119 ODG Response.pdf</a>).</li> </ul> <p><b>November 2011 Update</b></p> <p>The Contractors maintained inspections of erosion and sediment control measures during this compliance period, including:</p> <ul style="list-style-type: none"> <li>3ARail: <a href="#">3ARail Weekly ERSED Inspection 20110815.pdf</a> and <a href="#">3ARail Inspection Report 20110616.pdf</a>;</li> <li>Stations First: <a href="#">Stations OHSE Audit Checklist Warwick Farm Station 20110915.pdf</a> (refer Section R);</li> <li>O'Donnell Griffin: <a href="#">ODG OHSE Checklist Campbelltown 20110911.pdf</a>;</li> <li>Laing O'Rourke: <a href="#">LOR HSE Weekly Inspections 20110908.pdf</a>;</li> <li>Ford Civil: <a href="#">Ford Civil Env Control Inspection Sep 2011.pdf</a>; and</li> <li>Abigroup: <a href="#">111129 Abigroup Env Weekly Checklist.pdf</a>.</li> </ul> <p>These checklists and audits, combined with on-going inspections by the soil conservationist have allowed the Contractors to continually review and improve erosion and sediment control measures (particularly during this winter and spring of above average rainfall) and respond effectively and efficiently to any issues that arose.</p> <p>In addition, the following measures have been undertaken:</p> <ul style="list-style-type: none"> <li>Monthly visits by soil conservationist (TREES) to monitor erosion and sediment control issues in 3ARail construction areas (<a href="#">TREES Inspection 12 Aug 2011.pdf</a>); and</li> <li>Weekly visual joint inspections by ARTC and the EMR to monitor erosion and sediment control management measures. Examples of reports from the EMR during this compliance period are included for each contractor inspected (<a href="#">20110819 3ARail.pdf</a>, <a href="#">20110812 Ford Civil.pdf</a>, <a href="#">20110826 Laing O'Rourke.pdf</a> and <a href="#">20111013 Stations.pdf</a>). Contractors are required to provide a response report to ARTC to close out all issues within one week of the inspection (<a href="#">20110819 3ARail EMR Response.pdf</a>, <a href="#">20110812 Ford Civil EMR Response.pdf</a> and <a href="#">20111013 Stations EMR Response.pdf</a>).</li> </ul> <p><b>May 2012 Update</b></p> <p>The Contractors maintained inspections of erosion and sediment control measures during this compliance period, including:</p> <ul style="list-style-type: none"> <li>SFL: <a href="#">SFL Weekly Activities Checklist 03.01.2012.pdf</a>;</li> <li>3ARail: <a href="#">3ARail Weekly Erosion and Sedimentation Control Checklist 03.02.2012.pdf</a>;</li> <li>Stations First: <a href="#">Stations First OHSE Audit Checklist Warwick Farm 31.01.2012.pdf</a> (refer Section R);</li> <li>Ford Civil: <a href="#">Ford Civil Environmental Checklist 19. 12.2011.pdf</a>; and</li> <li>Abigroup: <a href="#">Abigroup Environmental Inspection Checklist 01.02.2012.pdf</a>.</li> </ul> <p>These checklists and audits, combined with on-going inspections by soil conservationists have allowed the Contractors to continually review and improve erosion and sediment control measures (particularly during this</p>		

SoC No.	50 – Implement the Erosion and Sedimentation Control Plan	Construction	Closed
	<p>winter and spring of above average rainfall) and respond effectively and efficiently to any issues that arose.</p> <p>In addition, the following measures have been undertaken:</p> <ul style="list-style-type: none"> <li>• Monthly visits by soil conservationist to monitor erosion and sediment control issues in all construction areas (<a href="#">20120413 SFL ERSED Inspection AMacleod.docx</a>);</li> <li>• Monthly visits by soil conservationist (TREES) to monitor erosion and sediment control issues in 3ARail construction areas (<a href="#">TREES Report - Jan 2012.pdf</a>);</li> <li>• Inspections by soil conservationist (Toepfers Rehabilitation, Environmental and Ecology Services) to monitor erosion and sediment control issues in 3ARail construction areas (<a href="#">120209 Abigroup Soil Condition Inspection.pdf</a>);</li> <li>• Weekly visual joint inspections by ARTC and the EMR to monitor erosion and sediment control management measures. Examples of reports from the EMR during this compliance period are included for each contractor inspected (<a href="#">20111207 3A Rail 111207.pdf</a>, <a href="#">Abigroup 120208.pdf</a>, <a href="#">Ford 111207.pdf</a>, <a href="#">SFL Area 3 120314.pdf</a>).</li> <li>• Contractors are required to close out all issues within one week of the inspection (<a href="#">Ford 111207a - response.pdf</a>).</li> </ul> <p><b>November 2012 Update</b></p> <p>The Contractors maintained inspections of erosion and sediment control measures during this compliance period, including:</p> <ul style="list-style-type: none"> <li>• SFL: <a href="#">SFL 120611 Weekly Environmental Activities Checklist.pdf</a> and <a href="#">SFL Inspection Sheet June 2012.pdf</a>;</li> <li>• 3ARail: <a href="#">3ARail Weekly Sediment and Erosion Control Checklist 20120605.pdf</a>;</li> <li>• Stations First: <a href="#">Stations First Campbelltown Audit Sep 2012.pdf</a> (refer Section R);</li> <li>• Ford Civil: <a href="#">Ford Civil Environmental Checklist 21.03.2012.pdf</a>;</li> <li>• Abigroup: <a href="#">Abigroup Environmental Inspection Checklist 120604.pdf</a>;</li> <li>• Invensys: <a href="#">Invensys Enviro Inspection 26092012.pdf</a>; and</li> </ul> <p>These checklists and audits, combined with on-going inspections by soil conservationists have allowed the Contractors to continually review and improve erosion and sediment control measures, and respond effectively and efficiently to any issues that arose.</p> <p>In addition, the following measures have been undertaken:</p> <ul style="list-style-type: none"> <li>• Monthly visits by soil conservationist to monitor erosion and sediment control issues in all construction areas (<a href="#">20120820 SFL ERSED Inspection AMacleod.docx</a>);</li> <li>• Monthly visits by soil conservationist (TREES) to monitor erosion and sediment control issues in 3ARail construction areas (<a href="#">TREES Inspection Report -26 June 2012.pdf</a>);</li> <li>• Weekly visual joint inspections by ARTC and the EMR to monitor erosion and sediment control management measures. Examples of reports from the EMR during this compliance period are included for each contractor inspected (<a href="#">3A Rail 120619.pdf</a>, <a href="#">Abigroup 120620.pdf</a>, <a href="#">Ford 120926.pdf</a> and <a href="#">SFL Area 3 121003.pdf</a>);</li> <li>• Contractors are required to close out all issues within one week of the inspection (<a href="#">3ARail 120619 Incident Report - Signed Off.pdf</a>, <a href="#">Abigroup 120620 Latest EMR Close Out.msg</a>, <a href="#">Ford Civil EMR Inspection Reports 26 September 2012.msg</a> and <a href="#">SFL Area 3 - EMR Close-out Report 121003.docx</a>).</li> </ul> <p><b>August 2013 Update</b></p> <p>The Contractor maintained inspections of erosion and sediment control measures during this compliance period, including: <a href="#">2013 02 Feb Inspection sheet.pdf</a> and <a href="#">12.12.10 Weekly Activities Checklist.pdf</a></p> <p>During this compliance reporting period, regular inspections by the soil conservationist were not undertaken</p>		

SoC No.	50 – Implement the Erosion and Sedimentation Control Plan	Construction	Closed
<p>due to works undertaken posing minimal or no risk of erosion and sedimentation issues. Where specific sections of work i.e construction of culverts or contouring of areas, the soil conservationist was engaged to provide advice.</p> <p>In addition the following measures were undertaken:</p> <ul style="list-style-type: none"> <li>• Weekly visual joint inspections by ARTC and the EMR to monitor erosion and sediment control management measures. Examples of reports from the EMR during this compliance period are included (<a href="#">SFL I302I2.pdf</a> and <a href="#">SFL I30I30.pdf</a>)</li> <li>• Contractors are required to close out all issues within one week of the inspection (<a href="#">I302I2 EMR Inspection close out.pdf</a> and <a href="#">I30I30 EMR Inspection close out.pdf</a>)</li> </ul> <p>This SoC is now closed with the completion of Construction.</p>			

SoC No.	51 – Detailed Design of Cut Batters and Embankments	Pre-Construction	Closed
<b>Condition Requirement</b>			
The Proponent will consult with RailCorp during the detailed design of cut batters and embankments to ensure RailCorp's operation and maintenance requirements are addressed.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Consultation has been undertaken with RailCorp during detailed design of cut batters and embankments. A draft maintenance access schedule has been developed in conjunction with RailCorp, and is currently being finalised: <a href="#">Maintenance Access Schedule</a>.</p> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period. Further comments were received from RailCorp throughout the period.</p> <p><b>November 2010 Update</b></p> <p>ARTC has continued to consult with RailCorp during detailed design of cut batters and embankments. As noted in the minutes of Maintenance Access Way Corridor Meeting 1 held on 10 December 2010 ( <a href="#">20101210 MAW Corridor Meeting 01.pdf</a>):</p> <ul style="list-style-type: none"> <li>ARTC provided an updated maintenance access schedule and drawings TR-008 to TR-020 on 24-Nov-10 for RailCorp's review. This information related to the northern section from Sefton Dive to Villawood only. The documentation details the general corridor for the maintenance access way and further drawings will show any necessary details such as vehicle crossings, signage etc.</li> <li>Further reviews were to be conducted from Villawood to Glenlee Junction and the schedule updated.</li> </ul> <p><b>May 2011 Update</b></p> <p>ARTC has continued to consult with RailCorp during detailed design of cut batters and embankments. Following on from the meeting held on 10 December 2010 as discussed above, ARTC provided RailCorp with revised drawings <a href="#">TR-017G</a>, <a href="#">TR-019E</a> and <a href="#">TR-020F</a> on 24 May 2011 ( <a href="#">TX6160 Updated TR Drawings 24 May 2011.pdf</a>). These drawings are currently with RailCorp for review and final approval.</p> <p><b>November 2011 Update</b></p> <p>ARTC has continued to consult with RailCorp during detailed design of cut batters and embankments. The drawings provided to RailCorp on 24 May 2011 – as described in the May 2011 Update – are still with RailCorp for review and final approval.</p> <p>ARTC has actively consulted with both RailCorp and Bankstown City Council in the review and final design process for the maintenance accessway through Orchard Road near Chester Hill Station: <a href="#">TX8905 - Orchard Rd Maintenance Access Road.pdf</a> and <a href="#">TX9800 - Orchard Rd Maintenance Access Road.pdf</a>.</p> <p><b>May 2012 Update</b></p> <p>ARTC has continued to consult with RailCorp during detailed design of cut batters and embankments. The</p>			

SoC No.	51 – Detailed Design of Cut Batters and Embankments	Pre-Construction	Closed
	<p>drawings provided to RailCorp on 24 May 2011 – as described in the May 2011 Update – were approved by RailCorp on 19 January 2012: <a href="#">SSFL - outcomes following maintenance access walkthrough on 19_01_2012</a> and <a href="#">RE SSFL - proposed turning bay in maintenance access way between Orchard Road and Miller Road</a>.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p>ARTC has continued to consult with RailCorp during detailed design of cut batters and embankments during this compliance period. ARTC has undertaken an extensive joint review with RailCorp of the maintenance access roads along the length of the SSFL Project, and has maintained registers to track this review and assessment process: <a href="#">Maint Access Rds Illawarra Updated Comments 25-10-12.xls</a> and <a href="#">Maint Access Rds West Updated Comments 25-10-12.xls</a>.</p> <p><b>August 2013 Update</b></p> <p>As above. No change in status during this compliance period</p> <p>This SoC is now closed with the completion of Construction.</p>		

<b>SoC No.</b>	<b>52 – Prepare an Acid Sulphate Soil Management Sub Plan</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>Condition Requirement</b>			
<p>An Acid Sulphate Soil Management Sub Plan will be prepared as part of the CEMP. The Sub Plan will be prepared in consultation with Relevant Government Departments. The Sub Plan will:</p> <ol style="list-style-type: none"> <li>be consistent with the “Acid Sulphate Soils Manual” (Acid Sulphate Soil Management Advisory Committee 1998) or update;</li> <li>include a contingency plan to deal with the unexpected discovery of actual or potential acid sulphate soils;</li> <li>include a water quality monitoring program;</li> <li>include an assessment of the presence of acid sulphate soils;</li> <li>depth to groundwater;</li> <li>measures to neutralise groundwater affected by sulfuric acid produced upon oxidation of pyritic material;</li> <li>details of further investigations to be undertaken to identify the extent of acid sulphate soils at high risk areas where excavation is required;</li> <li>including methods identified in Table 12.8 of Volume 1 of the Environmental Assessment; and</li> <li>details of treatment, management and disposal options for excavated material (to prevent acid runoff or leachate).</li> </ol> <p><b>Modification</b></p> <p><i>Minor word changes were made to the requirement by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Acid Sulphate Soil Management Sub Plan was first submitted to DoP in November 2008. DoP provided final comments on 8 January 2009: <a href="#">Acid Sulphate Soils Plan - DoP comments</a>.</p> <p>The Acid Sulphate Soil Management Sub Plan dated 14 January 2009 (<a href="#">SSFL Acid Sulphate Soils 20090114</a>) and appendices (<a href="#">SSFL Acid Sulphate Soils - Appendices</a>) were submitted to DoP on 14 January 2009.</p> <p>The ASSMSP includes the information required by the condition. The references below are to sections within the ASSMSP which address points (a) to (i) above:</p> <ol style="list-style-type: none"> <li>Consistency with the Acid Sulphate Soils Manual is described in Section 2.2;</li> <li>Contingency plan is included in Section 4.5;</li> <li>Water quality monitoring program is included in Section 4.3.2;</li> <li>Assessment of the presence of acid sulphate soils is in Section 2.2;</li> <li>Depth to groundwater is included in Appendix C;</li> <li>Measures to neutralise groundwater are contained in Section 4.1 and Appendix B;</li> <li>Details of further investigations to be undertaken are in Section 4.2;</li> </ol>			

SoC No.	52 – Prepare an Acid Sulphate Soil Management Sub Plan	Pre-Construction	Closed
h. Methods are identified in Table 4-1; and i. Details of treatment, management and disposal options for excavated material are in Section 4.3.			



SoC No.	54 – Design and Construction of Bridges and Culverts	Pre-Construction and Construction	Closed
<b>Condition Requirement</b>			
<p>a. The Proponent will undertake the design and construction of bridges and culverts in consultation with Relevant Government Departments. The Proponent will ensure the design and construction of bridges and culverts are consistent with NSW Fisheries Guidelines.</p> <p>b. The Proponent will:</p> <ul style="list-style-type: none"> <li>i. for the SSFL only, appropriately size all new and modified culverts and bridges to carry design flows;</li> <li>ii. undertake a hydraulic assessment to determine the existing capacity of the Bow Bowling Creek and Glenfield Junction Gully to be realigned; and</li> <li>iii. ensure that the design of the rail bridges over Glenfield, Cabramatta and Prospect Creeks avoids the placement of bridge piers in creek beds. The Proponent also design the bridges over these watercourses to maintain the flood depth underneath each bridge.</li> </ul>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The revised Flood Management Study dated 15 June 2009 incorporates DoP and Council comments: <a href="#">SSFL - Flood Management Study Rev05 15062009</a>. Addressing the above condition requirements:</p> <p>a. Section 1.3.4 of the FMS states that relevant DPI Fisheries guidelines have been followed in the design of bridges and culverts. Section 2 outlines the consultation with Government Departments on flood and fish passage issues.</p> <p>b. i. Section 6 of the FMS explains the policy at large waterway crossings of maintenance of flow area;</p> <p>ii. The hydraulic assessments for the two creeks are provided in the FMS. Section 10.5.5 contains results of existing conditions modelling for the Glenfield Creek Alignment. Table 12-1 contains results of existing conditions modelling for Bow Bowling Creek.</p> <p>iii. Bridge piers in each new structure have been located to be in line with the piers of the existing bridge. They have also been designed with a reduced number of piers and maintain the soffit of the existing bridge thus maintaining the flood depth under the bridge. Additionally, unlike the existing bridge, the new bridge does not place any piers in the creek bed. An example is the rail bridge at Cabramatta Creek, for which drawing BR-630 provides more information: <a href="#">BR-630C</a>.</p> <p><b>November 2009 Update</b></p> <p>As additional evidence of SSFL bridge design, a photo of Prospect Creek bridge dated January 2010 is provided: <a href="#">Prospect Creek Bridge.jpg</a>. The photo shows the new bridge as constructed to the right of the existing bridge, showing the new piers are in line with the existing piers, are not located in the Creek bed, and that the soffit of the existing bridge has been maintained in the new bridge.</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p>			

SoC No.	54 – Design and Construction of Bridges and Culverts	Pre-Construction and Construction	Closed
<p><b>May 2011 Update</b></p> <p>As above. No change in status during this compliance period. As additional evidence of SSFL bridge and culvert design, drawings for a culvert at Leightonfield are provided: <a href="#">BR-500C.pdf</a>, <a href="#">BR-501B.pdf</a> and <a href="#">BR-502A.pdf</a>. The culvert has been appropriately sized to carry the design flow.</p> <p><b>November 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period. As described above, the conditions of this Commitment have been met now that all bridges and culverts have been designed and constructed.</p> <p>This SoC was closed in the SSFL Pre-Operation Compliance Report.</p>			

SoC No.	56 – Resolve Landowner Disputes Relating to Flooding Using Complaints Management System	Pre-Construction, Construction and Operation	Closed
<b>Condition Requirement</b>			
The Proponent will endeavour to resolve amicably any dispute between itself and any landowner about alterations to flooding characteristics caused by the Activity. If the parties cannot reach a mutually satisfactory resolution then the dispute resolution requirements of this Statement of Commitments (the complaints management system) will apply.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>There have been no disputes with landowners in relation to alterations to flooding characteristics.</p> <p>The complaints management system is outlined in the CIP (refer to CoA <a href="#">19</a> for details).</p> <p><b>November 2009 Update</b></p> <p>There have been no disputes with landowners in relation to alterations to flooding characteristics.</p> <p><b>November 2010 Update</b></p> <p>There have been no disputes with landowners in relation to alterations to flooding characteristics.</p> <p><b>May 2011 Update</b></p> <p>There have been no disputes with landowners in relation to alterations to flooding characteristics.</p> <p><b>November 2011 Update</b></p> <p>There have been no disputes with landowners in relation to alterations to flooding characteristics.</p> <p><b>May 2012 Update</b></p> <p>There have been no disputes with landowners in relation to alterations to flooding characteristics.</p> <p><b>November 2012 Update</b></p> <p>There have been no disputes with landowners in relation to alterations to flooding characteristics.</p> <p>A complaint was raised with the EPA regarding the flooding of a water retention basin at behind 35 Wattle Ave, Carramar. A proposal has been discussed with the resident to improve the function of the retention basin and consultation will continue with the resident as works to the retention basin progress. This complaint was closed by the EPA. A subsequent complaint was raised with DoPI in December 2012 (outside the reporting period) and is ongoing.</p> <p>A complaint was raised with DoPI regarding flooding at Warwick Farm on 8 November 2012. ARTC and the EMR attended site on 14 November 2012 to investigate the complaint, and concluded that the resident was amenable to the measures that had been undertaken to address her concerns and there were no further issues. DoPI is closing the issues of this complaint outside of the reporting period.</p> <p>This SoC was closed in the SSFL Pre-Operation Compliance Report.</p>			

SoC No.	56 – Resolve Landowner Disputes Relating to Flooding Using Complaints Management System	Pre-Construction, Construction and Operation	Closed
<p><b>August 2013 Update</b></p> <p>A complaint regarding the flooding of a water retention basin behind 35 Wattle Ave, Carramar (<a href="#">CoA20</a>) was closed out. As described in the email train to the EPA (<a href="#">Drain under construction rear of 37-39 Wattle Avenue Villawood.msg</a>), mitigation measures were put in place while the temporary fence remained on site, and the new fence was installed by early March 2013. The EPA closed out this issue (<a href="#">FW Drain under construction rear of 37-39 Wattle Avenue Villawood.msg</a>). This complaint to DoPI during the previous reporting period was also closed out by the Department.</p> <p>The Department of Planning and Infrastructure requested the EMR investigate a dust and flooding complaint at Warwick Farm on 8 November 2012 (<a href="#">Information request from Department of Planning and Infrastructure.htm</a> and <a href="#">CoA4</a>). ARTC and the EMR attended site on 14 November 2012 to investigate the complaint, and concluded that the resident was amenable to the measures that had been undertaken to address her concerns and there were no further issues (<a href="#">121115 Response to DoPI regarding complaint.pdf</a>). Subsequently, the property owner at 21 Manning Street complained about ARTC's proposed construction of a noise fence behind the Warwick Farm stables, that it would restrict access by horse owners through the rail corridor. Following ARTC's consultation with the property owner, RailCorp and Liverpool City Council, and further discussions with the Department, ARTC submitted a request on 26 February 2013 to change the ONVMP to mitigate operational noise at the Warwick Farm stables by the construction of a noise fence: <a href="#">20130226 SSFL Warwick Farm operational noise.pdf</a>, <a href="#">20130204 SSFL Warwick Farm - Attach 1.pdf</a>, <a href="#">CoA51</a>. The Department agreed to a revision of the ONVMP on 7 March 2013: <a href="#">20130307 CoA51 - DPI approval to revise ONVMP.pdf</a>. This complaint is now closed.</p> <p>This SoC is now closed with the completion of Construction.</p>			

SoC No.	57 – Prepare a Spoil and Fill Management Sub Plan	Pre-Construction	Closed
<b>Condition Requirement</b>			
<p>A Spoil and Fill Management Sub Plan will be prepared as part of the CEMP. The Sub Plan will include:</p> <ul style="list-style-type: none"> <li>a. the locations of major (defined as a volume greater than 500 cubic metres) spoil stockpiles;</li> <li>b. the source of imported fill material and where it will be stockpiled and used;</li> <li>c. methods to re-use or dispose of excess or unsuitable spoil material including estimated volumes and disposal sites;</li> <li>d. the following general stockpile management measures: <ul style="list-style-type: none"> <li>i. construct erosion and sediment controls around stockpiles and immediately down-slope of any excavation areas to minimise siltation and sedimentation;</li> <li>ii. separately stockpile different materials;</li> <li>iii. separate different soil and earth layers to minimise the opportunity for mixing of soil types;</li> <li>iv. water (as required) soil and spoil stockpiles to keep them moist and minimise dust and wind erosion;</li> <li>v. minimise the size of stockpiles and bund or cover stockpiles at the end of each day;</li> <li>vi. no stockpiling of material near roadways or stormwater drains; and</li> </ul> </li> <li>e. the stockpile management and mitigation measures contained in Section 12.3.1 of Volume 1 of the Environmental Assessment.</li> </ul> <p><b>Modification</b></p> <p><i>Minor word changes were made to the requirement by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Spoil and Fill Management Sub Plan (SF MSP) Rev12 was finalised for submission to DoP on 12 January 2009. DoP provided further comment on the SF MSP in the CEMP approval letter dated 6 February 2009: <a href="#">20090206 CEMP Conditional Approval</a>.</p> <p>The Spoil and Fill Management Sub Plan (SF MSP) Rev13 dated 19 February 2009: <a href="#">SSFL Spoil &amp; Fill 090219</a>.</p> <p>Addressing the above condition requirements:</p> <ul style="list-style-type: none"> <li>a. Section 5.1.2 in the SF MSP identifies three locations where the majority of fill will be stockpiled. ARTC has written to contractors in July 2009 requesting identification of major stockpile areas prior to commencement of construction in each area. This information will be reflected in updated versions of the SF MSP.</li> <li>b. Sections 1.4.3 and 1.4.7 of the SF MSP outline the sources of imported fill and where in the project it will be required.</li> <li>c. Section 5.1.3 and Table 5-1 of the SF MSP outline the methods for reuse or disposal of unsuitable spoil material. As an example, Appendix D of the EPL monthly report to DECCW in February 2009 outlines the materials register, containing volumes of fill movements between sites in the reporting period: <a href="#">EPL Monthly Report Feb 09</a>. Examples of material volume registers are provided in <a href="#">SoC58</a>.</li> <li>d. General stockpile management measures are outlined in Table 5-1 in the SF MSP.</li> </ul>			

SoC No.	57 – Prepare a Spoil and Fill Management Sub Plan	Pre-Construction	Closed
<p>e. The stockpile management measures contained in Section 12.3.1 of Volume I of the Environmental Assessment are as shown in Point (d) in the condition above, and as such are also shown in Table 5-1 of the SFMSP.</p>			
<p><b>November 2009 Update</b></p>			
<p>No change in status during this compliance period.</p>			
<p><b>November 2010 Update</b></p>			
<p>As above. No change in status during this compliance period.</p>			
<p><b>May 2011 Update</b></p>			
<p>As above. No change in status during this compliance period.</p>			
<p><b>November 2011 Update</b></p>			
<p>As above. No change in status during this compliance period.</p>			
<p><b>May 2012 Update</b></p>			
<p>As above. No change in status during this compliance period.</p>			
<p><b>November 2012 Update</b></p>			
<p>As above. No change in status during this compliance period.</p>			
<p><b>August 2013 Update</b></p>			
<p>As above. No change in status during this compliance period.</p>			
<p>This SoC is now closed with the completion of Construction.</p>			

SoC No.	58 - Reuse or Recycle Spoil and Fill	Construction	Closed
<b>Condition Requirement</b>			
All material excavated from Construction will be re-used or recycled unless otherwise approved in the Spoil and Fill Management Sub Plan. The Proponent will ensure that the re-use of material generated from Construction is maximised in preference to importing fill.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Spoil and Fill Management Sub Plan (SF MSP) Rev13 is dated 19 February 2009: <a href="#">SSFL Spoil &amp; Fill 090219</a>.</p> <p>Section 1.4.1 and Table 5-1 of the SF MSP state the policies in relation to maximising the re-use of material generated from construction activities, and include reference to this SoC and SoC 57.</p> <p>The monthly EPL reports to DECCW contain information on the amount of excavated material re-used and recycled by contractors. As an example, Appendix D of the EPL monthly report to DECCW in February 2009 outlines the materials register, containing volumes of fill movements between sites in the reporting period: <a href="#">EPL Monthly Report Feb 09</a>.</p> <p>The Materials Register, maintained by Daracon (the earthworks contractor engaged by Arenco), provides the detail for inclusion in the EPL monthly reports. An example is the materials register for July 2009: <a href="#">Materials Register July</a>.</p> <p>Reed maintains a Materials Tracking Register, an extract of which is: <a href="#">Reed materials tracking register</a>.</p> <p>Wherever possible, excavated spoil and fill is reused at different sites within the project where spoil or fill is required.</p> <p><b>November 2009 Update</b></p> <p>In September 2009, ARTC engaged a full time earthworks manager with the brief to maximise the amount of material excavated from the SSFL project that is reused or recycled, thereby minimising the amount of excavated material that is sent to landfill. Material is only sent to landfill if it is classed as contaminated, or it is general solid waste (demolition waste etc). The cut and fill balance spreadsheet maintained by the earthworks manager is provided: <a href="#">091217 SSFL Cut and Fill Volumes.xls</a></p> <p>An example of a validation testing report by Parsons Brinkerhoff to assess the potential for reuse of excavated material is provided: <a href="#">Validation Test SSFL-PB-SPR-037.pdf</a></p> <p>ARTC now uses a licensed facility at Wetherill Park operated by Ecocycle to store excavated material and prepare it for reuse. ARTC has found that the material excavated for the SSFL project has generally been clay material with a CBR of around 2% that is unsuitable for direct use as fill. As a result, this material is being transferred to the Wetherill Park facility, and mixed with crushed rock to obtain a blend suitable for use as fill (CBR 6%). This material is then reused on the SSFL project. The materials tracking register for Wetherill Park is provided: <a href="#">Wetherill Park Fill Register.pdf</a></p> <p>In addition, topsoil removed as part of the SSFL project is being stockpiled at one of a number of on-site stockpile locations (Casula, Birrong) for reuse within the project.</p>			

SoC No.	58 - Reuse or Recycle Spoil and Fill	Construction	Closed
<p><b>November 2010 Update</b></p> <p>The management objective to maximise the reuse of suitable excavated material within the project, and minimise the amount of material going to landfill was continued during this period. The cut and fill balance spreadsheet, maintained by the Earthworks Manager, is provided to demonstrate these practises: <a href="#">SSFL Cut and Fill Volumes 21042010.pdf</a>. Only contaminated material or material classified as general solid waste is sent to landfill.</p> <p>The Wetherill Park stockpile site – as detailed above - continued to be operated throughout this reporting period. The register of material movements from Wetherill Park is provided: <a href="#">Wetherill Park Fill Register 291109 to 29112010.pdf</a>.</p> <p>As of the end of this reporting period, in addition to the Wetherill Park stockpile site, there were a number of stockpile sites within the project boundary. The main site is at Casula which was used by Reed for storage of topsoil and general fill. Approximately 15-20,000 tonnes of general fill and topsoil are currently stored at Casula. In addition, 3ARail also intermittently made use of a stockpile site at the Blue Circle Cement Plant in Villawood; this site held up to 2,000 tonnes of material. 3ARail and ODG store material at a site in Birrong, which has an active stockpile area that holds up to approximately 1,500 tonnes of clay and shale.</p> <p>3ARail utilises Daracon for the transport of material on the SSFL Project, while all other contractors use Earth Exchange, who are directly engaged by ARTC.</p> <p>The monthly EPL reports to DECCW contain information on the amount of excavated material re-used and recycled by contractors. As an example, Appendix H of the EPL monthly report to DECCW in October 2010 outlines the John Holland and Gartner Rose materials register, containing volumes of fill movements between sites in the reporting period: <a href="#">20091017 EPL Monthly Report October Final Report.pdf</a>.</p> <p>The Materials Register maintained by Daracon also provides detail for inclusion in the EPL monthly reports; <a href="#">3A Rail &amp; Arengo Materials Register Sep 10 to Nov10.xls</a>. As shown in the last compliance report, Reed maintains a Materials Tracking Register, an extract of which is: <a href="#">Reed materials tracking register</a>.</p> <p><b>May 2011 Update</b></p> <p>The management objective to maximise the reuse of suitable excavated material within the project, and minimise the amount of material going to landfill was continued during this compliance period. Only contaminated material, material classified as general solid waste, or material not suitable for reuse was sent to landfill. The majority of imported fill is recycled material from RailCorp activities, with only small volumes of engineered fill purchased (e.g. capping fill).</p> <p>3ARail, the Contractor who has undertaken the majority of earthworks during this compliance period, utilises Daracon for the transport of material on the SSFL Project. All other contractors use Earth Exchange, who are directly engaged by ARTC, for the transport of material. The Daracon Materials Register tracks all movements of excavated, reused and imported fill: <a href="#">3ARail Materials Movement Register at 10 June 2011.xls</a>.</p> <p>The Wetherill Park stockpile site – as detailed in the November 2009 Update - continued to be operated in this compliance period. The register of material movements from Wetherill Park is provided: <a href="#">Wetherill Park Fill Summary 29112010 to 29052011.pdf</a> and <a href="#">Wetherill Park Fill Register 29112010 to 29052011.pdf</a>.</p> <p>As at the end of this reporting period, in addition to the Wetherill Park stockpile site, there were a number of stockpile sites within the project boundary. Around 15-20,000 tonnes of general fill and topsoil are currently stored at Casula. In December 2010 3ARail commenced operation of an active stockpile site, the “Toll Yard”, at Miller Road, Villawood. In May 2011 approximately 5,000m<sup>3</sup> of shale, structural fill, capping material and unsuitable fill was stored at this site. In addition, 3ARail also intermittently made use of a stockpile site at the Blue Circle Cement Plant in Villawood; in May 2011 approximately 200m<sup>3</sup> of backfill materials were stored at this site. 3ARail and ODG store material at a site in Birrong, which has an active stockpile area that holds up to</p>			



SoC No.	58 - Reuse or Recycle Spoil and Fill	Construction	Closed
<p>approximately 1,500 tonnes of clay and shale.</p> <p>The monthly EPL reports to OEHL contain information on the amount of excavated material re-used and recycled by contractors: <a href="#">EPL Monthly Report - April 2011.pdf</a>. The Materials Register maintained by Daracon also provides details for inclusion in the EPL monthly reports.</p> <p><b>November 2011 Update</b></p> <p>The management objective to maximise the reuse of suitable excavated material within the project, and minimise the amount of material going to landfill was continued during this compliance period. Only contaminated material, material classified as general solid waste, or material not suitable for reuse was sent to landfill. The majority of imported fill is recycled material from RailCorp activities, with only small volumes of engineered fill purchased (e.g. capping fill).</p> <p>3ARail, the Contractor who has undertaken the majority of earthworks during this compliance period, utilises Daracon for the transport of material on the SSFL Project. All other contractors use Earth Exchange who are directly engaged by ARTC for the transport of material. The Daracon Materials Register tracks all movements of excavated, reused and imported fill: <a href="#">3ARail Materials Movement Register 20110529 to 20111119.pdf</a>.</p> <p>Use of the Wetherill Park stockpile site – as detailed in the November 2009 Update - was discontinued on 30 June 2011. While operational, all material movements were recorded: <a href="#">Wetherill Park Fill Summary 29112010 to 29052011.pdf</a>, <a href="#">Wetherill Park Fill Register 29112010 to 29052011.pdf</a> and <a href="#">Wetherill Park - Example of Final Invoice.pdf</a>.</p> <p>All of the major stockpile sites within the project boundary were decommissioned in this compliance period. The “Toll Yard” – an active stockpile site operational since December 2010 at Miller Road, Villawood– was shut down in October 2011. Active stockpile sites at the Blue Circle Cement Plant in Villawood and the Birrong Site Compound were discontinued in this compliance period.</p> <p>A stockpile at Casula containing some contaminated material was disposed of to licensed facilities in September and October 2011. Approximately 20,000 tonnes of material were moved offsite.</p> <p>The monthly EPL reports to OEHL contain information on the amount of excavated material re-used and recycled by contractors: <a href="#">EPL Monthly Report - September 2011.pdf</a>. The Materials Register maintained by Daracon also provides details for inclusion in the EPL monthly reports.</p> <p><b>May 2012 Update</b></p> <p>The management objective to maximise the reuse of suitable excavated material within the project, and minimise the amount of material going to landfill was continued during this compliance period. Only contaminated material, material classified as general solid waste, or material not suitable for reuse was sent to landfill. The majority of imported fill is recycled material from RailCorp activities, with only small volumes of engineered fill purchased (e.g. capping fill).</p> <p>As at the end of this reporting period, there were two new major stockpile sites within the project boundary, located in the rail corridor near Cabramatta Creek and Casula Golf Course. A temporary stockpile at the Blue Circle Cement Plant in Villawood was also utilised for a short period of time during this compliance period. SFL maintains material movement registers for the movement of bulk materials: <a href="#">Area 1 Waste Database 20120619.xlsx</a></p> <p>3ARail utilises Daracon for the transport of material on the SSFL Project. The Daracon Materials Registers tracked all movements of bulk earthworks of excavated, reused and imported to the completion of bulk earthworks in February 2012: <a href="#">LCW Earthworks Material Movement Register - to Feb 2012.xlsx</a>. Material movement registers are also maintained for Campbelltown Perway Siding works: <a href="#">Campbelltown Perway Material Movement Register - Stage 1.xls</a> and <a href="#">Campbelltown Perway Material Movement Register - Stage 2.xls</a>.</p>			

SoC No.	58 - Reuse or Recycle Spoil and Fill	Construction	Closed
<p>Ford Civil maintains registers to record the movement of bulk earthworks within the site, and to record the movement of materials to and from the site: <a href="#">Ford Civil - External.pdf</a> and <a href="#">Ford Civil - Internal.pdf</a>.</p> <p><b>November 2012 Update</b></p> <p>The management objective to maximise the reuse of suitable excavated material within the project, and minimise the amount of material going to landfill was continued during this compliance period. Only contaminated material, material classified as general solid waste, or material not suitable for reuse was sent to landfill. The majority of imported fill is recycled material from RailCorp activities, with only small volumes of engineered fill purchased (e.g. capping fill).</p> <p>At the end of the compliance reporting period, RailCorp requested ARTC to remove excess spoil from site. At the conclusion of the compliance reporting period, it was unknown whether the spoil would be reused on site in other locations or disposed of to landfill. This decision will be made in the next compliance reporting period.</p> <p>As at the end of this reporting period, the major stockpile sites located in the rail corridor near Cabramatta Creek and Casula Golf Course continued to be operated. Temporary stockpile sites at Farrow Road, Campbelltown, Goldsmith Avenue, Macarthur and at the Blue Circle Cement Plant in Villawood were also utilised during this compliance period. SFL maintains material movement registers for the movement of bulk materials: <a href="#">Area 2 SFL Materials Movement Register.xlsx</a></p> <p>Ford Civil maintains registers to record the movement of bulk earthworks within the Casula Access Road site, and to record the movement of materials to and from the site: <a href="#">Ford Civil Material Tracking June 2012.pdf</a>.</p> <p><b>August 2013 Update</b></p> <p>The management objective to maximise the reuse of suitable excavated material within the project, and minimise the amount of material going to landfill was continued during this compliance period. Only contaminated material, material classified as general solid waste, or material not suitable for reuse was sent to landfill. The majority of imported fill is recycled material from RailCorp activities, with only small volumes of engineered fill purchased (e.g. capping fill).</p> <p>During the previous compliance reporting period (29 May 2012 to 29 November 2012) RailCorp requested ARTC to remove excess spoil from site. During this compliance reporting period, approximately 22,650 tonnes of excess spoil was removed from site and disposed of at landfill. The remaining 27,000 tonnes (approximately) of spoil was reused on site to create laydown areas and infill hummocky areas to facilitate maintenance of the rail corridor.</p> <p>At the end of the compliance reporting period, all major stockpiles that were located in the rail corridor during construction have now been removed or reused on site. SFL maintained material movement and waste registers during this compliance reporting period: <a href="#">Area 1 Waste Database.xlsx</a>; <a href="#">Area 2 Waste and Resource Use Database v2.xlsx</a>; <a href="#">Area 3 Waste Database.xlsx</a>; <a href="#">Area 2 Materials Movement Register.xlsx</a></p> <p>This SoC is now closed with the completion of Construction.</p>			

SoC No.	59 – Undertake further Air Quality Monitoring	Operation	Delivered by OEMP
<b>Condition Requirement</b>			
The Proponent will undertake further air quality monitoring and assessment of Operation of the Activity to include site specific input parameters.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>As clarified in discussion with DoP, ARTC will undertake further air quality monitoring and assessment of operation of the SSFL (emissions from locomotives) and will include site specific meteorological conditions as inputs.</p> <p><b>November 2009 Update</b></p> <p>The project was still in the construction phase for the duration of the compliance period.</p> <p><b>November 2010 Update</b></p> <p>The project was still in the construction phase for the duration of the compliance period.</p> <p><b>May 2011 Update</b></p> <p>The project was still in the construction phase for the duration of the compliance period.</p> <p>As this is a two-staged project, two OAQMPs are/will be prepared and submitted to the Director-General of DoPI for approval.</p> <p>The Operation Air Quality Management Plan in Appendix B of the Sefton Park Junction to Leightonfield OEMP, submitted to the Director-General on 10 June 2011 for approval, describes the proposed operational air quality monitoring program: <a href="#">SSFL OEMP June 2011.pdf</a>.</p> <p>The Sefton Park Junction to Macarthur OEMP will be submitted at least four weeks prior to full Operation of the 36 km of the SSFL, and will address the operational requirements of the entire SSFL Project.</p> <p><b>November 2011 Update</b></p> <p>The Operation Air Quality Management Plan (OAQMP), forming part of the Sefton Park Junction to Leightonfield Operational Environment Management Plan (OEMP), was approved by the DoPI on 21 July 2011 subject to two requirements: <a href="#">20110721 Approvals for OEMP (CoA14) and OAQMP (CoA 76).pdf</a>. These requirements have been met as no further comments were received from OEH or RailCorp.</p> <p><b>May 2012 Update</b></p> <p>As above. ARTC has commenced preparation of the final OAQMP.</p> <p><b>November 2012 Update</b></p> <p>The Operational Air Quality Management Plan in Appendix C of the OEMP, submitted to the Director-General on 20 November 2012 for approval <a href="#">20121120 Letter CoA 76 OAQMP.pdf</a> describes the proposed operational air quality monitoring program: <a href="#">SSFL OAQMP Oct 2012.pdf</a>.</p> <p><b>August 2013 Update</b></p>			

SoC No.	59 – Undertake further Air Quality Monitoring	Operation	Delivered by OEMP
<p>The Department responded on 17 December 2012 with comments on the OEMP, OAQMP and OHRMP: <a href="#">20121217 DoPI Comments on OEMP.msg</a>. ARTC addressed the Department's comments on 19 December 2012 (<a href="#">20121219 Ltr to DoPI re OEMP.pdf</a>) and submitted an updated OAQMP as part of the OEMP: <a href="#">SSFL OEMP 2012 Appendix C OAQMP Final.pdf</a>. The Department approved the OAQMP on 9 January 2013: <a href="#">20130109 Approval for OEMP, OAQMP and OHRMP.pdf</a>.</p> <p>This commitment will now be met by the implementation of the OEMP.</p>			

SoC No.	60 – Prepare a Dust Management Sub Plan	Pre-Construction	Closed
<b>Condition Requirement</b>			
<p>A Dust Management Sub Plan will be prepared as part of the CEMP. The Sub Plan will identify:</p> <ul style="list-style-type: none"> <li>a. potential sources of dust;</li> <li>b. dust management objectives consistent with DEC guidelines;</li> <li>c. a monitoring program to assess compliance with the identified objectives. Monitoring for dust deposition and particulate concentration will be undertaken according to the DEC Guideline “Approved Methods for Sampling and Analysis of Air Pollutants in New South Wales”;</li> <li>d. mitigation measures to be implemented, including measures during weather conditions where high level dust episodes are probable (such as strong winds in dry weather) and the mitigation measures and safeguards contained in Section 13.3.4 of Volume I of the Environmental Assessment; and</li> <li>e. a progressive rehabilitation strategy for exposed surfaces with the aim of minimising exposed surfaces.</li> </ul>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Dust Management Sub Plan is dated 14 January 2009: <a href="#">SSFL Dust Management 20090114</a>.</p> <p>The following sections of the DMSP address condition requirements (a) to (e):</p> <ul style="list-style-type: none"> <li>a. Potential sources of dust are identified in Section 1.4.1;</li> <li>b. Dust management objectives are identified in Section 3 Table 3;</li> <li>c. The monitoring program is identified in Section 6;</li> <li>d. Mitigation measures are identified in Section 5 Table 6;</li> <li>e. A progressive rehabilitation strategy is identified in Section 5 Table 6.</li> </ul> <p><b>November 2009 Update</b></p> <p>Refer to Section <a href="#">4.9.3</a> for details of dust monitoring in the compliance period, and evidence of checks of dust control measures undertaken by Contractors.</p> <p><b>November 2010 Update</b></p> <p>Refer to Section <a href="#">4.9.3</a> for details of dust monitoring in the compliance period, and evidence of checks of dust control measures undertaken by Contractors.</p> <p><b>May 2011 Update</b></p> <p>Refer to Section <a href="#">4.9.3</a> for details of dust monitoring in the compliance period, and evidence of checks of dust control measures undertaken by Contractors.</p> <p><b>November 2011 Update</b></p> <p>Refer to Section <a href="#">4.9.3</a> for details of dust monitoring in the compliance period, and evidence of checks of dust control measures undertaken by Contractors.</p>			

SoC No.	60 – Prepare a Dust Management Sub Plan	Pre-Construction	Closed
<p><b>May 2012 Update</b></p> <p>Refer to Section <a href="#">4.9.3</a> for details of dust monitoring in the compliance period, and evidence of checks of dust control measures undertaken by Contractors.</p> <p><b>November 2012 Update</b></p> <p>Refer to Section <a href="#">4.9.3</a> for details of dust monitoring in the compliance period, and evidence of checks of dust control measures undertaken by Contractors.</p> <p><b>August 2013 Update</b></p> <p>Refer to Section <a href="#">4.9.3</a> for details of dust monitoring in the compliance period, and evidence of checks of dust control measures undertaken by Contractors.</p> <p>This SoC is now closed with the completion of Construction.</p>			

SoC No.	62 – Minimise Emissions from Construction Plant and Equipment	Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent will ensure that all plant and equipment used in connection with the Activity are:</p> <ol style="list-style-type: none"> <li>maintained in a proper and efficient condition; and</li> <li>operated in a proper and efficient manner.</li> </ol>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>All plant and equipment used in connection with the Activity are maintained in a proper and efficient condition; and operated in a proper and efficient manner.</p> <p>Reed completes CEMP checklists at each of its sites, checking maintenance of all environmental controls in each of the CEMP Sub Plan categories such as noise and vibration, which includes maintenance of equipment. An example of Reed's checklist is: <a href="#">Reed Weekly CEMP Checklist rev02</a>.</p> <p>Arenco undertakes detailed checklist reviews for each category of CEMP Sub Plan at each of its sites. An example of the vibration checklist, which includes a check of equipment and a number of operational controls, is: <a href="#">Vibration checklist assessment 270709</a>.</p> <p>The Arenco dust compliance checklist also requires checks of maintenance and operation of equipment: <a href="#">Arenco Dust checklist - equipment check</a>. The Arenco light vehicle checklist is: <a href="#">Arenco - Light Vehicle checklist</a>.</p> <p><b>November 2009 Update</b></p> <p>Examples of checklists for Reed and Arenco were provided above. Reed and Arenco have maintained these procedures during this compliance period.</p> <p>Plant and equipment checklists from this compliance period are provided for John Holland (<a href="#">Mobile Plant Pre-Starts - JH.pdf</a>) and Gartner Rose (<a href="#">GR Plant Equipment Check.pdf</a>).</p> <p><b>November 2010 Update</b></p> <p>Examples of plant and equipment checklists for this compliance period are provided for:</p> <ul style="list-style-type: none"> <li>3ARail: <a href="#">Arenco Plant Checklist.pdf</a>;</li> <li>Stations First: <a href="#">Gartner Rose Plant Checklist 23 Sep 2010.pdf</a>;</li> <li>O'Donnell Griffin: <a href="#">ODG Plant Checklist 16Nov10.pdf</a>; and</li> <li>John Holland: <a href="#">JH MPPC Excavator 04Nov10.pdf</a>.</li> </ul> <p><b>May 2011 Update</b></p> <p>Examples of plant and equipment checklists for this compliance period are provided for:</p> <ul style="list-style-type: none"> <li>3ARail: <a href="#">3ARail Sefton Plant Checklists March 2011.pdf</a>;</li> <li>Stations First: <a href="#">Stations First Plant Prestart Checklist March 2011.pdf</a>;</li> <li>O'Donnell Griffin: <a href="#">ODG Prestart Risk Assessment 21 April 2011.pdf</a>;</li> </ul>			

SoC No.	62 – Minimise Emissions from Construction Plant and Equipment	Construction	Closed
<ul style="list-style-type: none"> <li>John Holland: <a href="#">JH Mobile Plant Prestart Checklist - Excavator - 07Feb11.pdf</a>; and</li> <li>Laing O'Rourke: <a href="#">LOR Plant Pre-Start Leightonfield 24042011.pdf</a>.</li> </ul> <p><b>November 2011 Update</b></p> <p>Examples of plant and equipment checklists for this compliance period are provided for:</p> <ul style="list-style-type: none"> <li>3ARail: <a href="#">3ARail Pre-Starts 1 - 5 Aug 2011.pdf</a>;</li> <li>Stations First: <a href="#">Stations First Pre-Start 27 Jul 2011.pdf</a>;</li> <li>O'Donnell Griffin: <a href="#">ODG Pre-start Risk Assessment 20111031.pdf</a>;</li> <li>Laing O'Rourke: <a href="#">LOR Pre-Start 20110916.pdf</a>;</li> <li>Ford Civil: <a href="#">Ford Civil Pre-Start Examples Sep 2011.pdf</a>; and</li> <li>Abigroup: <a href="#">Daily Plant Checklist.pdf</a>.</li> </ul> <p><b>May 2012 Update</b></p> <p>Examples of plant and equipment checklists for this compliance period are provided for:</p> <ul style="list-style-type: none"> <li>SFL: <a href="#">SFL Pre-Start Checklist 05.05.2012.pdf</a> and <a href="#">SFL Pre-Start Checklist 16.05.2012.pdf</a>;</li> <li>3ARail: <a href="#">3ARail Daily Plant Checklist 10.01.2012.pdf</a>;</li> <li>Stations First: <a href="#">Stations First Mobile Plant Pre-Start Checklist 28-02-2012.pdf</a>;</li> <li>Ford Civil: <a href="#">Ford Civil Daily Safety Checklist 31.01.2012.tif</a>; and</li> <li>Abigroup: <a href="#">Abigroup Daily Plant Pre-Start Check Sheet 14.12.2011.pdf</a>.</li> </ul> <p><b>November 2012 Update</b></p> <p>Examples of plant and equipment checklists for this compliance period are provided for:</p> <ul style="list-style-type: none"> <li>SFL: <a href="#">SFL Plant Pre-start Checklist 20 Sep 12.pdf</a>;</li> <li>3ARail: <a href="#">3ARail Birrong Plant Risk Assessment 5 Jun 12.pdf</a>;</li> <li>Ford Civil: <a href="#">Ford Civil Plant Prestart Sep 12.pdf</a>;</li> <li>Invensys: <a href="#">Invensys Plant GF-29.8.12-0533.pdf</a>;</li> <li>Laing O'Rourke: <a href="#">Laing O'Rourke Plant Dockets Aug 12.pdf</a>; and</li> <li>Stations First: <a href="#">SF Plant Pre Starts August 2012.pdf</a>.</li> </ul> <p><b>August 2013 Update</b></p> <p>Examples of plant and equipment checklists for this compliance period are provided for:</p> <ul style="list-style-type: none"> <li>SFL: <a href="#">SFL Daily Plant Checklists.pdf</a></li> </ul> <p>This SoC is now closed with the completion of Construction.</p>			



SoC No.	63 - Adopt Energy Efficient Work Practices	Pre-Construction, Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent will promote the reduction of greenhouse gases by adopting energy efficient work practices including:</p> <ul style="list-style-type: none"> <li>a. developing and implementing procedures to minimise energy use;</li> <li>b. conducting awareness programs for all site personnel regarding energy conservation methods;</li> <li>c. conducting energy audits during the Activity to identify and address energy waste;</li> <li>d. ensuring air conditioning, lights and other office equipment are switched off when not in use e. ensuring equipment such as air conditioning unit are regularly maintained to ensure they operate at optimum efficiency;</li> <li>f. minimising night-time works, where practical;</li> <li>g. switching off idle equipment;</li> <li>h. operating equipment in the most efficient manner;</li> <li>i. conducting regular maintenance of plant and equipment to ensure machinery operates at optimum efficiency;</li> <li>j. programming Construction works to minimise handling of Construction materials;</li> <li>k. salvaging suitable excavation material for re-use;</li> <li>l. using recycled and/or reprocessed materials;</li> <li>m. ordering exact calculated quantities of materials required and limiting materials packaging;</li> <li>n. storing excess construction materials for later recycling or re-use.</li> </ul>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Promotion of energy efficient work practices on the SSFL Project is the responsibility of the Contractors. Contractors are undertaking many of the measures to comply with this condition, including:</p> <ul style="list-style-type: none"> <li>• Minimising night-time works;</li> <li>• Switching off idle equipment;</li> <li>• Operating equipment in the most efficient manner;</li> <li>• Conducting regular maintenance of plant and equipment to ensure machinery operates at optimum efficiency – refer to SoC <a href="#">62</a>;</li> <li>• Programming Construction works to minimise handling of Construction materials – Reed has 5 schedulers and 3 materials coordinators working on the project to ensure this;</li> <li>• Salvaging suitable excavation material for re-use – refer to SoC <a href="#">58</a>;</li> <li>• Ordering exact calculated quantities of materials required and limiting materials packaging - Reed has 3 materials coordinators working on the project to ensure this;</li> <li>• Storing excess construction materials for later recycling or re-use. Examples of waste recycling records by</li> </ul>			

SoC No.	63 - Adopt Energy Efficient Work Practices	Pre-Construction, Construction	Closed
	<p>the contractor Reefway show the percentage of waste collected from individual sites that is recycled or sent to landfill: <a href="#">82725752_2009 06_Casula 0609</a>.</p> <p>ARTC will work with Contractors to ensure that the remaining aspects of energy efficiency as outlined by this condition are implemented prior to the preparation of the next construction compliance report.</p> <p><b>November 2009 Update</b></p> <p>Further evidence of energy efficient work practices being adopted by contractors within this compliance period has been collected by ARTC and include:</p> <ul style="list-style-type: none"> <li>Implementing energy efficiency procedures and guidelines (<a href="#">JH Guidelines on Energy Conservation.pdf</a>);</li> <li>Utilising timers on air conditioning and informing staff of such arrangements (<a href="#">JH PM email on energy consumption in SSFL office.pdf</a>);</li> <li>Including awareness training on energy efficiency and conservation as part of project inductions (<a href="#">GR SSFL_OHS-004_Construction_Induction_Trng_Pack V4L (2) Enviromental.ppt</a>);</li> <li>At all sites which derive power from diesel generators, switching off all generators at the end of each work day to ensure no air conditioning, lights, or office equipment is left on or running overnight;</li> <li>Switching off idle equipment (see Arencos stickers for switches: <a href="#">Arencos Stickers turn off when not in use.pdf</a>);</li> <li>Operating equipment in the most efficient manner, and maintaining electrical equipment with regular tagging programs (<a href="#">GR Electrical Equipment Register Minto Station.doc</a>);</li> <li>Recycling. A record of Arencos waste recycling rates for the latest compliance period is provided: <a href="#">Arencos waste recycling rates May to Dec 09 for ARTC.XLSX</a>. An example from John Holland of the sale of scrap metal from the project for recycling is included: <a href="#">Recycled Material cost refunded to ARTC.pdf</a>.</li> </ul> <p><b>November 2010 Update</b></p> <p>Further evidence of energy efficient work practices being adopted by contractors within this compliance period includes:</p> <ul style="list-style-type: none"> <li>Implementing energy efficiency procedures and guidelines (<a href="#">JH Guidelines on Energy Conservation.pdf</a>);</li> <li>Switching off idle equipment (<a href="#">John Holland - Weekly Env Monitoring - 17Dec10.pdf</a> refer to section 5);</li> <li>Ensuring energy efficient and waste management procedures are complied with (<a href="#">Arencos Sefton Waste Management Checklist -040909.doc</a>);</li> <li>Clearly identifying and separating recyclable materials (<a href="#">John Holland - Weekly Env Monitoring - 17Dec10.pdf</a> refer to section 7; <a href="#">Gartner Rose Audit Checklist Minto 29-10-10.pdf</a> refer to section R);</li> <li>Recycling materials. A record of 3ARail's waste recycling rates for the latest compliance period is provided: <a href="#">Arencos Waste Recycling Worksheet Nov 09 - Nov 10.xls</a>. Reed utilised Reefway Environmental Services to manage waste on their sites, an example from their Casula site has been provided: (<a href="#">82725752_2009 06_Casula 0609</a>). John Holland has provided an example of the sale of scrap metal from the project for recycling as evidence of the reuse of recyclable material (<a href="#">JH Waste Recycling - OHW Copper Wires - Ingleburn-Villawood Stations - Feb 2010.pdf</a>), along with receipts for the recycling of other materials (<a href="#">JH Waste Recycling - Recycling Bin - Dec 09 to Nov10.pdf</a>); and</li> <li>Providing paper recycling facilities (both standard and secure) in ARTC's Liverpool office.</li> </ul> <p><b>May 2011 Update</b></p> <p>Further evidence of energy efficient work practices being adopted by contractors within this compliance period</p>		

SoC No.	63 - Adopt Energy Efficient Work Practices	Pre-Construction, Construction	Closed
	<p>includes:</p> <ul style="list-style-type: none"> <li>Implementing energy efficiency procedures and guidelines (<a href="#">JH Guidelines on Energy Conservation.pdf</a>);</li> <li>Conducting internal training to increase awareness of energy conservation requirements and methods (<a href="#">SSFL Environment and Communications Presentation Gartner Rose January 2011.ppt</a>)</li> <li>Switching off idle equipment (<a href="#">John Holland Weekly Env Monitoring Checklist - 17Feb11.pdf</a> refer to section 5, <a href="#">ODG OHSE Checklist Sefton Level Crossing 20110516.pdf</a>);</li> <li>Ensuring energy efficient and waste management procedures are complied with (<a href="#">3ARail April 2011 Waste Segregation Report.pdf</a>, <a href="#">Laing O'Rourke Waste Management Checklist March 2011 Sefton.pdf</a>);</li> <li>Clearly identifying and separating recyclable materials (<a href="#">John Holland Weekly Env Monitoring Checklist - 17Feb11.pdf</a> refer to section 7; <a href="#">Stations First Audit Checklist Leumeah 17-03-11.pdf</a> refer to section R, <a href="#">Laing O'Rourke Waste Management Checklist March 2011 Sefton.pdf</a>, <a href="#">3ARail OHS&amp;E Checklist Sefton 10012011.pdf</a> refer to section 31, and <a href="#">3ARail Birrong Compound Recycling.jpg</a>);</li> <li>Recycling materials. A record of 3ARail's waste recycling rates leading up to this Pre-Operation Compliance Report it provided: <a href="#">3A Rail Waste Recycling Worksheet January to April 2011.xls</a>. John Holland has provided receipts for the recycling of materials (<a href="#">JH Cleanway Invoices - Dec 10 to Apr 11.pdf</a>). Stations First provided an example of the recycling of concrete and fill as evidence of the reuse of recyclable materials (<a href="#">Stations First Waste Management Warwick Farm 20110316.pdf</a>); and</li> <li>Providing paper (both standard and secure), container and printer toner recycling facilities in ARTC's Liverpool office.</li> </ul> <p><b>November 2011 Update</b></p> <p>Further evidence of energy efficient work practices being adopted by contractors within this compliance period includes:</p> <ul style="list-style-type: none"> <li>Switching off idle equipment (<a href="#">ODG OHSE Checklist Campbelltown 20110911.pdf</a>);</li> <li>Ensuring energy efficient and waste management procedures are complied with (<a href="#">3ARail Waste Segregation Audit Sep 2011.pdf</a>, <a href="#">LOR Waste Management Checklist Sept 2011 Sefton.pdf</a>);</li> <li>Clearly identifying and separating recyclable materials (<a href="#">Stations OHSE Audit Checklist Warwick Farm Station 20110915.pdf</a> refer to section R, <a href="#">111129 Abigroup Env Weekly Checklist.pdf</a>, <a href="#">LOR Waste Management Checklist Sept 2011 Sefton.pdf</a>, <a href="#">3ARail OHSE Weekly Inspection 20110909.pdf</a> refer to section 31, and <a href="#">3ARail Birrong Compound Recycling.jpg</a>);</li> <li>Recycling materials. 3ARail's material movement register tracks movements of asphalt, concrete, steel and vegetation to be recycled: <a href="#">3ARail Materials Movement Register 20110529 to 20111119.pdf</a>. Stations First provided an example of the recycling of concrete and fill as evidence of the reuse of recyclable materials (<a href="#">Stations First Recyclable Materials Casula 20110711.pdf</a>), and Ford Civil provided an example of vegetation recycling (<a href="#">Ford Civil Green Waste Recycling.pdf</a>).</li> <li>Providing paper (both standard and secure), container and printer toner recycling facilities in ARTC's Liverpool office.</li> </ul> <p><b>May 2012 Update</b></p> <p>Further evidence of energy efficient work practices being adopted by contractors within this compliance period includes:</p> <ul style="list-style-type: none"> <li>Ensuring energy efficient and waste management procedures are complied with (<a href="#">Waste Segregation Audit Apr 2012.pdf</a> and <a href="#">CRCBW December Waste Audit 21.12.11.pdf</a>);</li> </ul>		

SoC No.	63 - Adopt Energy Efficient Work Practices	Pre-Construction, Construction	Closed
	<ul style="list-style-type: none"> <li>Clearly identifying and separating recyclable materials (<a href="#">Stations First OHSE Audit Checklist Warwick Farm 31.01.2012.pdf</a> refer to section R, <a href="#">Abigroup Environmental Inspection Checklist 01.02.2012.pdf</a>, <a href="#">3ARail OHSE Weekly Inspection Audit Checklist 01.02.2012.pdf</a>);</li> <li>Recycling materials. 3ARail's material movement registers tracks movements of asphalt, concrete, steel and vegetation to be recycled: <a href="#">LCW Earthworks Material Movement Register - to Feb 2012.xlsx</a>, <a href="#">Campbelltown Perway Material Movement Register - Stage 1.xls</a> and <a href="#">Campbelltown Perway Material Movement Register - Stage 2.xls</a>. Stations First provided an example of the recycling of concrete and mixed waste as evidence of the reuse of recyclable materials (<a href="#">Stations First Waste Management - Cabramatta - Dec 2011.xlsx</a>), and Ford Civil provided an example of tyre recycling (<a href="#">Ford Civil Dats Environmental Services Dec 11.pdf</a>). SFL's material movement registers tracks movements of vegetation, concrete and general waste to be recycled: <a href="#">SFL Area 2 Waste and Resource Use Database v2.xlsx</a>.</li> <li>Providing paper (both standard and secure) recycling at the main SFL Alliance office, and at site compounds. The SFL has provided examples of recycling invoices (<a href="#">Paper Recycling.pdf</a>, <a href="#">PE 31.12.11.pdf</a>, <a href="#">PE 29.02.12.pdf</a>, <a href="#">PE 30.04.12.pdf</a>, <a href="#">PE 30.11.11.pdf</a>, <a href="#">PE 31.01.12.pdf</a> and <a href="#">PE 31.03.12.pdf</a>).</li> <li>Providing container and printer toner recycling facilities in the main SFL Alliance office.</li> </ul>		
<b>November 2012 Update</b>			
Further evidence of energy efficient work practices being adopted by contractors within this compliance period includes:			
	<ul style="list-style-type: none"> <li>Ensuring energy efficient and waste management procedures are complied with (<a href="#">Waste Segregation Audit Jul 2012.pdf</a>);</li> <li>Clearly identifying and separating recyclable materials (<a href="#">Stations First Campbelltown Audit Sep 2012.pdf</a> refer to section R, <a href="#">Abigroup Environmental Inspection Checklist 120604.pdf</a>, <a href="#">3ARail OHS&amp;E Checklist 20120613.pdf</a> and <a href="#">Invensys Enviro Inspection 26092012.pdf</a>);</li> <li>Recycling materials. Stations First provided an example of the recycling of concrete, timber, steel and mixed waste as evidence of the reuse of recyclable materials (<a href="#">Waste Management - Leumeah June 2012.xlsx</a>), SFL's material movement registers tracks movements of vegetation, concrete, fill, metal and general waste to be recycled: <a href="#">121114 Area 1 Waste Database.xlsx</a>, <a href="#">Area 2 Waste and Resource Use Database v2.xlsx</a> and <a href="#">Area 3 Waste Database 20120830.xlsx</a>;</li> <li>Providing paper (both standard and secure) recycling at the main SFL Alliance office, and at site compounds. The SFL has provided examples of recycling invoices (<a href="#">SFL Paper Recycling Docket Jun 12.pdf</a>, <a href="#">SFL Paper Recycling Docket Aug 12.pdf</a>, <a href="#">SFL Paper Recycling Docket Sep 12.pdf</a> and <a href="#">SFL Paper Recycling Docket Oct 12.pdf</a>).</li> <li>Providing container and printer toner recycling facilities in the main SFL Alliance office.</li> </ul>		
<b>August 2013 Update</b>			
Further evidence of energy efficient work practices being adopted by contractors within this compliance period includes:			
	<ul style="list-style-type: none"> <li>Ensuring energy efficient and waste management procedures are complied with;</li> <li>Clearly identifying and separating recyclable materials;</li> <li>Recycling materials. SFL's material movement registers tracks movements of vegetation, concrete, fill, metal and general waste to be recycled: <a href="#">Area 1 Waste Database.xlsx</a>; <a href="#">Area 2 Waste and Resource Use</a></li> </ul>		

SoC No.	63 - Adopt Energy Efficient Work Practices	Pre-Construction, Construction	Closed
	<p data-bbox="337 268 1291 300"> <a href="#">Database v2.xlsx</a>; <a href="#">Area 3 Waste Database.xlsx</a>; and <a href="#">Area 2 Materials Movement Register.xlsx</a> </p> <ul data-bbox="293 321 1422 384" style="list-style-type: none"> <li>• Providing paper (both standard and secure) recycling at the main SFL Alliance office and at site compounds. The SFL has provided examples of recycling invoices (<a href="#">Veolia - Recycling Invoices.pdf</a>).</li> </ul> <p data-bbox="248 405 873 436">This SoC is now closed with the completion of Construction.</p>		

SoC No.	64 – Undertake Property Inspections on all Structures potentially affected by Construction Vibration	Pre-Construction	Closed
<b>Condition Requirement</b>			
<p>Subject to landowner agreement, property inspections will be conducted on all Structures within:</p> <ul style="list-style-type: none"> <li>a. 50 metres of Construction activities that generate vibration impacts;</li> <li>b. any other locations identified by the Proponent; and</li> <li>c. any other locations identified by the EMR.</li> </ul> <p>The property inspections will be undertaken consistent with AS 4349.1 “Inspection of Buildings”.</p> <p>The owners of all properties on which property inspections are to be conducted must be advised at least two weeks before the inspection of its scope and methodology and of the process for making a property damage claim. A copy of the property inspection report will be given to the owner of each property inspected at least three weeks before Construction that could affect the property commences.</p> <p>A register of all properties inspected will be maintained by the Proponent indicating whether the owner accepted or refused the property inspection offer. A copy of the register will be provided to the Director-General upon request.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Section 4.2 of the Vibration Impact Report (<a href="#">Vibration Impacts 18-08-08</a>) identifies properties at which inspections are recommended.</p> <p>The register of inspected properties is: <a href="#">Buiding Delap Report Register - Arenco</a>.</p> <p>All properties identified in the Vibration Impact Report have been inspected where permission from the owner has been forthcoming. Additionally, some properties were inspected at the request of owners that were not originally identified for inspection.</p> <p>An example of a property inspection report for a property not identified in the Vibration Impact Report but for which resident requests prompted an inspection is: <a href="#">22 Hope Street - Dilapidation Report</a>.</p> <p><b>November 2009 Update</b></p> <p>The register of inspected properties was maintained for this compliance period. There have been no new additions to the register.</p> <p><b>November 2010 Update</b></p> <p>The register of inspected properties was maintained for this compliance period. There have been no new additions to the register.</p> <p><b>May 2011 Update</b></p> <p>The register of inspected properties was maintained for this compliance period. There have been no new additions to the register.</p>			

SoC No.	64 – Undertake Property Inspections on all Structures potentially affected by Construction Vibration	Pre-Construction	Closed
<p><b>November 2011 Update</b></p> <p>The register of inspected properties was maintained for this compliance period. Two new properties were inspected in this compliance period prior to driven piling works near Riverpark Drive, Liverpool: <a href="#">Buiding Delap Report Register - Arenco.xls</a> and <a href="#">Piling Liverpool Riverpark Drive Community Consultation Survey Summary.docx</a>. Post construction dilapidation assessments will be undertaken on completion of this work, as described in CoA <a href="#">49</a>.</p> <p><b>May 2012 Update</b></p> <p>The register of inspected properties was maintained for this compliance period. 91 new properties were inspected in this compliance period prior to the commencement of SFL works: <a href="#">Area 1 Update PCS 290512.xlsx</a>, <a href="#">Area 2 Precondition Survey.xlsx</a> and <a href="#">Property Schedule_300512.xlsx</a>.</p> <p>Driven piling works near Riverpark Drive, Liverpool where completed in May 2012, as described in CoA <a href="#">49</a>. As required by the DoPI works approval, post construction dilapidation assessments will be undertaken as required (<a href="#">20110818 Approval for Driven Piling at Liverpool Viaduct.pdf</a>).</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period. No additional properties have been inspected during this compliance period.</p> <p><b>August 2013 Update</b></p> <p>As above. No change in status during this compliance period. No additional properties have been inspected during this compliance period.</p> <p>This SoC is now closed with the completion of Construction.</p>			

<b>SoC No.</b>	<b>65 – Undertake Risk Assessment to determine if Property Inspections are required</b>	<b>Pre-Construction</b>	<b>Closed</b>
<b>Condition Requirement</b>			
Property inspections need not be undertaken if a risk assessment indicates Structures will not be affected. The risk assessment must be undertaken before Construction commences by geotechnical and construction engineering experts with appropriate registration on the National Professional Engineers Register.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The risk assessment took the form of the Vibration Impact Report dated 13 August 2008, undertaken by appropriately registered experts. Appendices A, B &amp; C of the Vibration Impact Report (<a href="#">Vibration Impacts 18-08-08</a>) identify properties near work areas. Section 4.2 of the Vibration Impact Report identifies ten properties at which inspections are recommended.</p> <p><b>November 2009 Update</b> Inspections were undertaken at the ten properties prior to construction. No reports of damage have been received at any of these properties in this compliance period.</p> <p><b>November 2010 Update</b> No reports of damage have been received at any of these properties in this compliance period.</p> <p><b>May 2011 Update</b> No reports of damage have been received at any of these properties in this compliance period.</p> <p><b>November 2011 Update</b> No reports of damage have been received at any of these properties in this compliance period.</p> <p><b>May 2012 Update</b> No reports of damage have been received at any of these properties in this compliance period.</p> <p><b>November 2012 Update</b> No reports of damage have been received at any of these properties in this compliance period.</p> <p><b>August 2013 Update</b> No reports of damage have been received at any of these properties in this compliance period. This SoC is now closed with the completion of Construction.</p>			



SoC No.	66 – Rectify Property Damage or Compensate Property Owners for Damage	Construction, Operation	Delivered by OEMP
<b>Condition Requirement</b>			
The Proponent, where liable, will rectify any property damage caused directly or indirectly (for example from vibration or from groundwater change) by the Activity's Construction or Operation at no cost to the property owner(s). Alternatively the Proponent may negotiate compensation for the property damage with the property owner.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Only one report of property damage was received by ARTC that required further property inspection. The property at 10 Maude Street was subject to a pre-works dilapidation property inspection, as outlined in SoC <a href="#">64</a>. The residents at 10 Maude Street subsequently made a complaint of construction-related damage. ARTC conducted a further inspection which found no further damage than that which was identified in the initial inspection. As such, the case was closed out in the complaints database.</p>			
<b>November 2009 Update</b>			
There have been two complaints of property damage associated with the SSFL project in this compliance period.			
<u><a href="#">50 Auburn Road Birrong</a></u>			
<p>ARTC received a letter from West Legal on behalf of the residents of 50 Auburn Road, dated 18 November 2009. The letter claimed that damage had occurred to the structure of the brick fence at the front of the property as a result of pavement works undertaken by ARTC. ARTC arranged for an independent inspection by a structural engineer (Northrop), which occurred on 30 November 2009. Northrop provided a report to ARTC dated 3 December 2009 (<a href="#">50 Auburn Rd - Northrop Report - Fence Footing</a>) that stated that the ARTC works were not responsible for any damage to the wall, and that the rotation of the wall pre-existed the ARTC works. ARTC provided the residents with a copy of the independent report and informed them that no compensation would be forthcoming.</p>			
<u><a href="#">1 Wellington Road Birrong</a></u>			
<p>The residents at this property made complaints in September 2009 relating to property damage and property security as a result of works conducted in August 2009. Investigations and negotiations with the residents were undertaken in August, September and October 2009. In November 2009, the residents requested that the matter be referred to the Independent Community Liaison Representative, and ARTC promptly referred the matter. The ICLR has subsequently undertaken a property inspection and interview with the residents, and prepared a draft report of dispute (<a href="#">19.1.2010 Report of Dispute.pdf</a>) which has been provided to the residents. The report found ARTC was not responsible for a large proportion of the claimed damage, had taken measures to rectify the damage attributable to ARTC works, and that ARTC had dealt with the complaint in a professional and appropriate manner. The ICLR is currently assessing the response to the report submitted by the residents.</p>			
Details will be provided in the next compliance report.			
<b>November 2010 Update</b>			
<u><a href="#">1 Wellington Road Birrong</a></u>			
The report of dispute was submitted to DoP on 6 February 2010. DoP verbally accepted the findings of the			

SoC No.	66 – Rectify Property Damage or Compensate Property Owners for Damage	Construction, Operation	Delivered by OEMP
<p>report.</p> <p><b>May 2011 Update</b></p> <p>There were five complaints of property damage associated with the SSFL project in this compliance period:</p> <p><u>2 Cooper Road Birrong</u></p> <p>The resident called the Project Hotline on 22 January 2011, in regards to a broken window and glass damage. ARTC visited the resident and concluded that the damage was caused by SSFL works. ARTC compensated the residents for the cost of replacing the damaged window and rug. The resident was very satisfied with this result.</p> <p><u>103B Wellington Road Sefton</u></p> <p>The resident made a complaint on 19 February 2011 in relation to vibration from construction plant causing property damage. Vibration monitoring concluded that the operation of the plant could not have resulted in the alleged property damage. On 14 March 2011, the resident requested that the matter be escalated to the ICLR, and ARTC promptly referred the matter, as detailed in <u>CoA20</u>. The matter is with the ICLR for review.</p> <p><u>107 Wellington Road Sefton</u></p> <p>The resident called the Project Hotline on 5 March 2011 requesting movie tickets, and also stating that his house was being affected by vibration. After further discussion, the resident clarified that the complaint was not related to any property damage.</p> <p><u>109 Wellington Road Sefton</u></p> <p>The resident made a complaint on 19 May 2011 citing damage to their house. ARTC visited the resident the following day, and observed damage to the brick fence in front of the resident's house consistent with being struck by a vehicle. During this visit the resident also pointed out a large crack in the footpath and wall at the rear of the property. This matter is under investigation by ARTC.</p> <p><u>59a Glenfield Road Glenfield</u></p> <p>Damage was caused to the front of the property by ARTC works. In addition, Jemena installed a gas box and fence on their property without permission. ARTC remediated the damage to the front of the property and contacted Jemena advising them of the issue and provided them with the resident's contact details.</p> <p><b>November 2011 Update</b></p> <p>There were no complaints of property damage associated with the SSFL project in this compliance period.</p> <p>The two open damage complaints arising in the last compliance period were both thoroughly investigated and closed:</p> <p><u>103B Wellington Road Sefton</u></p> <p>The ICLR reviewed the vibration report, as well as the project approval and relevant construction plans relating to vibration management and assessment, and concluded any damage to the property could not be confirmed to be a result of SSFL construction activity. These findings were provided to the resident on 26 October 2011: <u>ICLR letter to Mr Chan.pdf</u>. The matter is now closed.</p> <p><u>109 Wellington Road Sefton</u></p> <p>ARTC has investigated the repair of the brick fence at this property. The property owner was informed that works would commence following the completion of the road re-sealing works along Wellington Road.</p> <p><b>May 2012 Update</b></p> <p>There was one complaint of property damage potentially associated with the SSFL project in this compliance</p>			

SoC No.	66 – Rectify Property Damage or Compensate Property Owners for Damage	Construction, Operation	Delivered by OEMP
<p>period:</p> <p><u>12 Hill Road Birrong:</u></p> <p>ARTC received a letter from the resident on 21 March 2012 citing concern that tunnelling and blasting works in the area may have caused damage to their property. Although ARTC has not conducted any tunnelling or blasting works in the area, ARTC offered an inspection of the property by a structural engineer to the resident in a letter dated 1 May 2012. ARTC has not received any response from the resident.</p> <p>The open damage complaint arising from a previous compliance period was closed:</p> <p><u>109 Wellington Road Sefton</u></p> <p>ARTC repaired the property damage in 16 January 2012. The matter is now closed.</p> <p><b>November 2012 Update</b></p> <p>There were four complaints of property damage potentially associated with the SSFL project in this compliance period:</p> <p><u>6 Chisolm Street, Wilton</u></p> <p>The resident made a complaint on 8 June 2012 in regards to damage to the tyre and rim of their car. ARTC reimbursed the resident for the cost of repairs. The matter is now closed.</p> <p><u>15/1 Manning Street Warwick Farm</u></p> <p>The resident made a complaint on 8 June 2012 citing damage to the back fence of their property. ARTC visited the site and observed damage along the entire length of the colorbond fence and observed that construction vehicles were not parking in the vicinity. The matter is now closed.</p> <p><u>Carramar (no address provided)</u></p> <p>The resident made a complaint on 8 August 2012 in regards to damage to their vehicle caused by construction works along Broomfield Street, Cabrmatta in May 2012. ARTC offered to pay for the cleaning costs of the vehicle, and this offer was accepted. The matter is now closed.</p> <p><u>8 Watsford Rd Campbelltown</u></p> <p>The business owner made a complaint on 10 September 2012 citing concern that SSFL compaction works may have damaged their tile showroom space. ARTC offered an inspection of the property by a structural engineer to the business owner on 25 September 2012. ARTC has not received any response from the business owner.</p> <p>The open damage complaint arising from a previous compliance period (12 Hill Road, Birrong) was escalated to the ICLR leading up to this Pre-Operation Report (<a href="#">CoA20</a>).</p> <p><b>August 2013 Update</b></p> <p>There were five complaints for property damage potentially associated with the SSFL project in this compliance period:</p> <p><u>3 Edmunds Street, Carramar</u></p> <p>The resident's letterbox was damaged by the site crew during works. ARTC have replaced the letterbox for the resident. The matter is now closed.</p> <p><u>6 Sommerset Street, Minto</u></p> <p>The business owner made a complaint on 7 January 2013 claiming vibratory works damaged a water pipe on</p>			

SoC No.	66 – Rectify Property Damage or Compensate Property Owners for Damage	Construction, Operation	Delivered by OEMP
<p>their property creating leaks. A conference call was held with the business owner on 23 January 2013 where the property owner was advised that a full investigation of works would be undertaken by ARTC. More information from the landowner was requested by ARTC on 26 February 2013. The property owner accepted an offer made by ARTC and the matter was closed on 19 June 2013</p>			
<p><u>12 Hill Road, Birrong</u></p>			
<p>The damage complaint arising from a previous compliance period has been closed during this compliance period by the ICLR (<a href="#">CoA20</a>).</p>			
<p><u>5 Buckland Road, Casula</u></p>			
<p>The resident made a complaint on 28 February 2013 in regards to structural damage to their property from construction works. More information was requested by SSFL on 28 February 2013 and 13 March 2013. SSFL met with resident on 21 March 2013 and it was concluded that the property was over 50m away from the works, and the works that occurred caused minimal vibration. Resident noted that it may be more likely caused by rail maintenance of the RailCorp lines. The matter is now closed.</p>			
<p><u>Campbelltown</u></p>			
<p>The resident's driveway which was previously dug up by ARTC to undertake pipe work in 2012 was now cracked. The driveway was inspected and repaired. The matter is now closed.</p>			
<p>This commitment will now be met by the implementation of the OEMP.</p>			

SoC No.	67 – Rectify Adverse Affects on Property Water Supplies or Compensate Landowners	Construction, Operation	Closed
<b>Condition Requirement</b>			
Where a licensed bore, dam or other property water supply is adversely affected by the Activity the Proponent will reinstate a water supply of equivalent quality and quantity. Alternatively the Proponent may negotiate compensation for the loss with the landowner.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>There have been no incidents of adverse impacts on property water supply.</p> <p><b>November 2009 Update</b></p> <p>There have been no incidents of adverse impacts on property water supply.</p> <p><b>November 2010 Update</b></p> <p>There have been no incidents of adverse impacts on property water supply.</p> <p><b>May 2011 Update</b></p> <p>There have been no incidents of adverse impacts on property water supply.</p> <p><b>November 2011 Update</b></p> <p>There have been no incidents of adverse impacts on property water supply.</p> <p><b>May 2012 Update</b></p> <p>There have been no incidents of adverse impacts on property water supply.</p> <p><b>November 2012 Update</b></p> <p>There have been no incidents of adverse impacts on property water supply.</p> <p>This SoC was closed in the SSFL Pre-Operation Compliance Report.</p>			

SoC No.	68 – Maintain Access to Properties and Reinstate any Affected Access	Construction	Closed
<b>Condition Requirement</b>			
The Proponent will ensure that access to properties is maintained during Construction. The Proponent will ensure that any legal property access affected by the Activity is reinstated to an equivalent standard or that alternative arrangements are negotiated with the relevant property owner.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Section 3 of the Traffic Management Sub Plan (TMSP) (<a href="#">SSFL Traffic Management Sub Plan 090219</a>) states the need to provide reasonable alternative access.</p> <p>ARTC has undertaken detailed negotiations with Casula Arts Centre and Liverpool Hospital with regard to the maintenance of access at those locations. Refer to CoAs <a href="#">33</a> and <a href="#">34</a> for details.</p> <p>ARTC has implemented a number of access improvement measures in response to community complaints, including arranging for contractor staff to be bused to work sites from centralised parking areas to prevent staff parking on site access streets (e.g. Hope Street).</p> <p>The DoP letter dated 25 June 2009 states that ARTC has implemented reasonable and feasible mitigation measures in relation to traffic and access issues: <a href="#">DoP letter re 22 Hope St.</a></p> <p>ARTC will better detail residential access issues in the TMSP, and in the TMPs and TCPs for the work sites. ARTC will update the TMSP to reflect the importance of residential access issues to ensure access issues are considered during establishment of site access points.</p> <p><b>November 2009 Update</b></p> <p>For reasons outlined in Section <a href="#">1.3</a>, changes to the TMSP have not been made during this compliance period. However, a number of improvements related to the maintenance of property access were introduced through discussions with contractors. An example of the John Holland induction that includes provisions for improved property access (Slides 34/35) is provided: <a href="#">JHG-2A-11-1B SSFL Site Specific Project Induction 29-31 August Hope Street.ppt</a></p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p>			

SoC No.	68 – Maintain Access to Properties and Reinstate any Affected Access	Construction	Closed
<p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>August 2013 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p>This SoC is now closed with the completion of Construction.</p>			

SoC No.	69 – Prepare Road Dilapidation Reports and Repair any Damage to Roads	Pre-Construction, Construction	Delivered by OEMP
<b>Condition Requirement</b>			
Road dilapidation reports will be prepared for all roads likely to be used by Construction traffic. These reports will be prepared before Construction commences and after Construction is complete. Copies of the reports will be provided to the relevant roads authority. Any damage resulting from Construction, except that resulting from normal wear and tear, will be repaired at the Proponent's cost. Alternatively the Proponent may negotiate an alternative arrangement for road damage with the relevant roads authority.			
<b>Responsibility</b>			
ARTC/Contractor			
<b>Evidence of Compliance</b>			
<p>Table 5-2 of the Traffic Management Sub Plan (<a href="#">SSFL Traffic Management Sub Plan 090219</a>) states ARTC's commitment to undertaking the dilapidation reports, and Appendix D of the TMSP has a list of all roads surveyed for dilapidation.</p> <p>Examples of the road dilapidation reports are provided for Bareena Street (<a href="#">Bareena St</a>) and Bathurst Street (<a href="#">Bathurst St</a>).</p> <p>Copies of the road dilapidation reports specific to each local government area of all local roads were forwarded to each of the local councils by mail.</p> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period. Any repairs made due to any damage caused will be reported in the next compliance report.</p> <p><b>November 2010 Update</b></p> <p>No change in status during this compliance period. Any repairs made due to any damage caused will be reported in the next compliance report.</p> <p><b>May 2011 Update</b></p> <p>No change in status during this compliance period. Any repairs made due to any damage caused will be reported in the next compliance report.</p> <p>On 3 May 2011, ARTC and Bankstown City Council staff met and discussed the issue of road condition, including line marking, impacted by the SSFL Project; established developing a scope of works to repair the roads damaged as a result of construction activities; and examined options to implement agreed works. This inception meeting set parameters and a process for how this issue can be addressed: <a href="#">SSFL - Road condition .msg</a>.</p> <p><b>November 2011 Update</b></p> <p>No change in status during this compliance period. Any repairs made due to any damage caused will be reported in the next compliance report.</p> <p>Following a combined site inspection with ARTC and Bankstown City Council, ARTC has submitted a proposal to Council regarding the repair of roads affected by construction work in the Bankstown Local Government Area: <a href="#">3ARail to BCC re Road Dilap 13 Sep 2011.pdf</a>. This proposal is still with Bankstown City Council for review and final acceptance.</p>			



SoC No.	69 – Prepare Road Dilapidation Reports and Repair any Damage to Roads	Pre-Construction, Construction	Delivered by OEMP
<p><b>May 2012 Update</b></p> <p>Bankstown City Council accepted ARTC's road restoration proposal for the Bankstown Local Government Area on 20 January 2012 (<a href="#">20120125 SSFL Road Repairs in Bankstown LGA.pdf</a>). Bankstown City Council will be responsible for any remaining road restoration works in the Bankstown Local Government Area.</p> <p>Construction is still underway in the Fairfield, Liverpool and Campbelltown Local Government Areas. Any repairs made due to any damage caused will be reported in the next compliance report.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p>Construction is still underway in the Fairfield, Liverpool and Campbelltown Local Government Areas. Any required road repairs will be undertaken on completion of construction in these areas.</p> <p><b>August 2013 Update</b></p> <p>Construction is completed in the Fairfield, Liverpool and Campbelltown Local Government Areas.</p> <p>Fairfield City Council and ARTC are negotiating the scope and funding of the road restoration within the Fairfield LGA.</p> <p>Liverpool City Council verbally accepted ARTC's road restoration proposal for the Liverpool Local Government Area in July 2013, and has the draft release and waiver to sign. Liverpool City Council will be responsible for any remaining road restoration works in the Liverpool Local Government Area.</p> <p>Campbelltown City Council accepted the road restoration undertaken by SSFL in the Campbelltown LGA on 8 July 2013: <a href="#">Campbelltown City Council - SSFL Works.msg</a>.</p> <p>The three respective councils will be responsible for any remaining road restoration or maintenance works in their Local Government Areas.</p> <p>There is one instance where damage resulting from Construction is being paid jointly by ARTC and TfNSW. Repairs to Riverpark Drive and the carpark at the end of the road in Liverpool will be undertaken by TfNSW as part of the Liverpool Turnback project, with the cost of the repairs shared between TfNSW, ARTC and any other third party stakeholders as relevant (such as the contractor laying HV ducts in the roadway): <a href="#">20130805 Repairs to Riverpark Drive.msg</a>.</p> <p>The final close out of this commitment will be met by the implementation of the OEMP.</p>			

SoC No.	70 – Prepare Traffic Management Reports for Bankstown, Liverpool and Fairfield LGAs as part of the CEMP	Pre-Construction	Closed
<b>Condition Requirement</b>			
<p>Traffic Management Reports will be prepared as part of the CEMP for the local government areas of Bankstown, Liverpool and Fairfield. The Reports will be prepared in consultation with relevant road authorities and Relevant Councils in accordance with Section 2 of <i>Australian Standard 1742.3-2002 Manual of Uniform Traffic Control Devices, Part 3: Traffic Control Devices for Works on Roads</i> where relevant and will include:</p> <ol style="list-style-type: none"> <li>the timing and relationship between Construction Work Sites along the proposed SSFL alignment</li> <li>the combined impact of all concurrent works within the Report's study area (e.g. Bankstown, Liverpool or Fairfield local government area) including traffic and transport diversions and spoil truck movements</li> <li>measures to ameliorate any combined impacts resulting from concurrent works.</li> </ol>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Traffic Management Reports (TMRs) were prepared as part of the CEMP and the Traffic Management Sub Plan, and submitted to the four local Councils (Liverpool, Bankstown, Fairfield, Campbelltown) in February 2009. The TMRs summarise for each LGA the TMPs and associated TCPs as they become available:</p> <ul style="list-style-type: none"> <li>Liverpool: <a href="#">TMR_Liverpool_090203</a>.</li> <li>Bankstown: <a href="#">TMR_Bankstown_090203</a>.</li> <li>Fairfield: <a href="#">TMR_Fairfield_090203</a>.</li> <li>Campbelltown: <a href="#">TMR_Campbelltown_090203</a>.</li> </ul> <p>Evidence of consultation with the RTA and Councils is included in the letter dated 16 January 2009 from Parade Consulting: <a href="#">20090116 CTMSP Authorship</a>.</p> <p>The following sections of the TMRs address the condition requirement points (a) to (c):</p> <ol style="list-style-type: none"> <li>Timing and relationships in Section 1.4;</li> <li>Impact of works in Section 5;</li> <li>Amelioration measures in Section 6.</li> </ol> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p>			

SoC No.	70 – Prepare Traffic Management Reports for Bankstown, Liverpool and Fairfield LGAs as part of the CEMP	Pre-Construction	Closed
<p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>August 2013 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p>This SoC is now closed with the completion of Construction.</p>			

SoC No.	72 – Design New Road Crossings of the Rail Corridor to ensure Compliance with Road Authority Requirements	Pre-Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent will:</p> <p>a. where possible, designs all bridges over road crossings to comply with the height clearance requirements of the RTA. It is acknowledged that this commitment will not be achieved at the Woodbrook Road, Casula and Sandal Crescent, Carramar/Moore Street, Canley Vale railway underbridges.</p> <p>b. ensure that no road bridge affected by the Construction works will be re-constructed with a reduced capacity or with any change to traffic conditions during Operation.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>All bridges over road crossings have been designed to maintain the existing height clearance and capacity.</p> <p>As an example of the standard of bridge design, the new Shepherd Street bridge structure maintains maximum height clearance, existing capacity and traffic conditions, as described in drawing BR-670: <a href="#">BR-670D</a>.</p> <p><b>November 2009 Update</b></p> <p>A photo of the constructed bridge at Sussex Street Cabramatta is provided as evidence that existing height clearance and capacity has been maintained: <a href="#">Sussex St Bridge.JPG</a></p> <p><b>November 2010 Update</b></p> <p>No change in status during this compliance period. All bridges over road crossings have been designed to maintain the existing height clearance and capacity.</p> <p><b>May 2011 Update</b></p> <p>As noted above, all bridges over road crossings have been designed to maintain the existing height clearance and capacity.</p> <p><b>November 2011 Update</b></p> <p>No change in status during this compliance period. All bridges over road crossings have been designed to maintain the existing height clearance and capacity.</p> <p><b>May 2012 Update</b></p> <p>No change in status during this compliance period. All bridges over road crossings have been designed to maintain the existing height clearance and capacity.</p> <p><b>November 2012 Update</b></p> <p>No change in status during this compliance period. All bridges have now been constructed for the SSFL Project and comply with the requirements of this SoC.</p>			

SoC No.	73 – Ensure Local and Emergency Vehicle Access not adversely affected	Pre-Construction, Construction, Operation	Delivered by OEMP
<b>Condition Requirement</b>			
The Proponent will ensure that local access and emergency vehicle access will not be adversely affected by the Operation.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Section 4 and Table 5-I of the TMSP (<a href="#">SSFL Traffic Management Sub Plan 090219</a>) state ARTC's commitment to prevent adverse affects on local and emergency vehicle access.</p> <p><b>November 2009 Update</b></p> <p>ARTC has ensured that local access and emergency vehicle access was not adversely affected by the Operation during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>ARTC has ensured that local access and emergency vehicle access was not adversely affected by the Operation during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>ARTC has ensured that local access and emergency vehicle access was not adversely affected by the Operation during this compliance period.</p> <p><b>November 2011 Update</b></p> <p>ARTC has ensured that local access and emergency vehicle access was not adversely affected by the Operation during this compliance period.</p> <p><b>May 2012 Update</b></p> <p>ARTC has ensured that local access and emergency vehicle access was not adversely affected by the Operation during this compliance period.</p> <p><b>November 2012 Update</b></p> <p>ARTC has ensured that local access and emergency vehicle access was not adversely affected by the Operation during this compliance period.</p> <p><b>August 2013 Update</b></p> <p>ARTC has ensured that local access and emergency vehicle access was not adversely affected by the Operation during this compliance period.</p> <p>This commitment will now be met by the implementation of the OEMP</p>			

SoC No.	74 – Prepare Traffic Control Plans for all Construction Works that will affect Trafficable Areas	Pre-Construction	Closed
<b>Condition Requirement</b>			
<p>Traffic Control Plans will be prepared for all Construction works that are proposed to occur in the road or that will affect trafficable areas (e.g. parking areas). Traffic Control Plans will be completed in accordance with the RTA's Traffic Control at Work Sites guidelines and the Australian Standard 1742.3 Manual of Uniform Traffic Control Devices, Part 3: Traffic Control Devices for Works on Roads and include:</p> <ol style="list-style-type: none"> <li>plans showing temporary traffic paths, their delineation and the position of traffic control or warning devices in relation to the location of the works;</li> <li>details of after-hours traffic arrangement, if required; and</li> <li>instructions for the installation, operation, between-stage rearrangement and ultimate removal of devices at the conclusion of the Construction works.</li> </ol>			
<b>Responsibility</b>			
ARTC/Contractors			
<b>Evidence of Compliance</b>			
<p>The Traffic Control Plans (TCPs) have been and continue to be prepared on a site specific basis by the Contractors, in line with the RTA and Australian Standards, and including condition requirements (a) to (c).</p> <p>Examples include TCPs by Arenco for Chester Hill Road (<a href="#">Chester Hill Road TCP 20090113</a>) and Hector Street (<a href="#">Hector Street TCP 20090122</a>), and by Gartner Rose for Railway Parade (<a href="#">TCP Cabramatta, Railway Parade Area 5 Part 1</a>).</p> <p><b>November 2009 Update</b></p> <p>In addition to the TCPs previously provided, an example of a TCP prepared by Reed in this compliance period is also provided: <a href="#">TCP 85400552_Cabramatta defection wall.pdf</a></p> <p>Information on the number of plans prepared and approved during the reporting period will be collected and reported on in future through contractors' monthly reporting.</p> <p><b>November 2010 Update</b></p> <p>TCPs were prepared by each contractor in this compliance period:</p> <ul style="list-style-type: none"> <li>3ARail prepared seven TCPs, an example is provided: <a href="#">AR207 - TCP020 Wellington Rd DETOUR Rev0.pdf</a>;</li> <li>Stations First prepared eighteen TCPs, an example is provided: <a href="#">Gartner Rose Cabramatta TCP.pdf</a>;</li> <li>O'Donnell Griffin prepared sixteen TCPs, an example is provided: <a href="#">TLTCP-824 REV A OPEN CUT Broomfield St Cabramatta.pdf</a>;</li> <li>John Holland prepared one TCP: <a href="#">John Holland Menangle Road Macarthur 03Aug10 TCP.pdf</a>; and</li> <li>Reed did not prepare any TCPs.</li> </ul>			

SoC No.	74 – Prepare Traffic Control Plans for all Construction Works that will affect Trafficable Areas	Pre-Construction	Closed
<p><b>May 2011 Update</b></p> <p>TCPs were prepared by each contractor in this compliance period:</p> <ul style="list-style-type: none"> <li>3ARail prepared eighteen (18) TCPs: <a href="#">AR225-TCP023 Rev1 - Tewinga Rd Crane Day Works.pdf</a>, <a href="#">AR225-TCP024 Rev1 - Tewinga Rd Crane Night Works.pdf</a>, <a href="#">AR225-TCP025 Rev0 - Gate 1 Site entry.pdf</a>, <a href="#">AR225-TCP026 Rev0 - Cooper Rd Bridge Gate.pdf</a>, <a href="#">AR225-TCP026 Rev1 - Cooper Rd Bridge Gate.pdf</a>, <a href="#">AR225-TCP026 Rev2 - Cooper Rd Bridge Gate.pdf</a>, <a href="#">AR225-TCP027 Rev1 - Wellington Hill and Auburn Rd Detour.pdf</a>, <a href="#">AR225-TCP028 Rev0 - Teresa St AC Works.pdf</a>, <a href="#">AR225-TCP029 Rev0 - Hope St AC Works.pdf</a>, <a href="#">AR225-TCP030 Rev0 - Gascoigne Rd AC Works.pdf</a>, <a href="#">AR225-TCP031 Rev0 - Marmion St AC Works.pdf</a>, <a href="#">AR225-TCP032 Rev0 - Wellington Rd AC Works.pdf</a>, <a href="#">Broomfield St 1248 REV B.pdf</a>, <a href="#">Broomfield St 1249 REV B.pdf</a>, <a href="#">Broomfield St 1250 REV B.pdf</a>, <a href="#">Broomfield St 1251 REV B.pdf</a>, <a href="#">Plan 2423 Hector St Sheet 2 Issue 3 Full detour.pdf</a> and <a href="#">Riverpark Dr Liverpool Gate 24.pdf</a>.</li> <li>Stations First prepared six TCPs, an example is provided: <a href="#">GR TCP Cabramatta.pdf</a>;</li> <li>John Holland prepared two TCPs: <a href="#">Menangle Rd TLTCP-1125 Rev A.pdf</a> and <a href="#">Menangle Rd TLTCP-1126 Rev A.pdf</a>;</li> <li>Laing O'Rourke prepared one TCP: <a href="#">LOR TCP Casula Powerhouse Rev 2.jpg</a>; and</li> <li>O'Donnell Griffin prepared two TCPs: <a href="#">ODG TCP Old Leumeah - Pembroke Rd.pdf</a> and <a href="#">Farrow Rd TLTCP-1488 REV A.pdf</a>.</li> </ul> <p><b>November 2011 Update</b></p> <p>TCPs were prepared by each contractor in this compliance period:</p> <ul style="list-style-type: none"> <li>3ARail prepared 13 TCPs: <a href="#">AR225-TCP033 Rev0 - Auburn Rd Roundabout works.pdf</a>; <a href="#">AR225-TCP033A Rev0 - Auburn Rd Roundabout reinstate.pdf</a>; <a href="#">AR225-TCP033B Rev0 - Auburn Rd Roundabout reinstate PL1.pdf</a>; <a href="#">AR225-TCP033C Rev0 - Auburn Rd Roundabout reinstate PL2.pdf</a>; <a href="#">AR225-TCP034 Rev0 - Auburn Rd Roundabout construction protection.pdf</a>; <a href="#">AR225-TCP035 Rev0 - Auburn Rd and Wellington Rd Gas Main Works.pdf</a>; <a href="#">AR225-TCP036A Rev0 - Auburn Rd Roundabout Resheet Stage 1.pdf</a>; <a href="#">AR225-TCP036B Rev0 - Auburn Rd Roundabout Resheet Stage 2.pdf</a>; <a href="#">AR225-TCP036C Rev0 - Auburn Rd Roundabout Resheet Stage 3.pdf</a>; <a href="#">AR Riverpark Drive Gate 25 240611.pdf</a>; <a href="#">AR Riverpark Drive Gate 25 PL1 (2).pdf</a>; <a href="#">AR Shepherd St Liverpool TLTCP-1734 REV A.pdf</a>; and <a href="#">AR TLTCP 1865 REV A FARROW RD SUBSTATION.pdf</a>;</li> <li>Stations First prepared nine TCPs: <a href="#">TLTCP 1520 Pedestrian Plan for Casula Powerhouse.pdf</a>; <a href="#">TLTCP 1521 REV A Leumeah Station - crane work.pdf</a>; <a href="#">TLTCP 1785 REV C Area 3 &amp; 4 Broomfield st Stage 2.pdf</a>; <a href="#">TLTCP 1790 Rev B Area 3 and 4 Broomfield St Stage 1.pdf</a>; <a href="#">TLTCP 1808 REV A Warwick Farm Station.pdf</a>; <a href="#">TLTCP 1812 REV A Warwick Farm Station.pdf</a>; <a href="#">TLTCP 1814 REV A Warwick Farm.pdf</a>; <a href="#">TLTCP Cabramatta Aug 2011.pdf</a>; and <a href="#">TLTCP Sefton Aug 2011.pdf</a>;</li> <li>Laing O'Rourke prepared one TCP: <a href="#">TCP Gate 10 - Lewis Street, Regents Park.pdf</a>;</li> <li>O'Donnell Griffin prepared one TCP: <a href="#">TCP Farrow Rd, Campbelltown.pdf</a>;</li> <li>Ford Civil prepared five TCPs: <a href="#">FC 2065 Shepherd St, Liverpool.pdf</a>; <a href="#">FC 2066 Atkinson Rd, Liverpool.pdf</a>; <a href="#">FC 2067 Woodbrook Rd, Liverpool.pdf</a>; <a href="#">FC 2068 Casula Rd, Casula.pdf</a>; and <a href="#">FC 2106 Shepherd St Truck Reverse.pdf</a>;</li> <li>SFL prepared 32 TCPS: 17 in the <b>Fairfield</b> Local Government Area (<a href="#">TCP 1001 - Broomfield Street Works (CH 32200-32600).pdf</a>; <a href="#">TCP 1002 - Broomfield Street Works (CH 32100-32200).pdf</a>; <a href="#">TCP 1003 - Cabramatta Station -Bus Bay Closure (CH 32000-32000).pdf</a>; <a href="#">TCP 1004 - Cabramatta Station -</a></li> </ul>			

SoC No.	74 – Prepare Traffic Control Plans for all Construction Works that will affect Trafficable Areas	Pre-Construction	Closed
	<p><a href="#">Pedestrian Ramp Closure (CH 31950-32000).pdf</a>; <a href="#">TCP 1005 - Cabramatta Station - Staircase and Lift Closure (CH 31900-31950).pdf</a>; <a href="#">TCP 1006 - Cabramatta Creek Site Compound Access.pdf</a>; <a href="#">TCP 1007 - Broomfield Street Works (CH 27700-28200).pdf</a>; <a href="#">TCP 1008 - Broomfield Street Gates (CH 27820 and 27860).pdf</a>; <a href="#">TCP 1009 - Villawood Place Gate 1-CH 24500.pdf</a>; <a href="#">TCP 1010 - Sandal Crescent Pedestrian Wayfinding Plan (CH 25980-26180).pdf</a>; <a href="#">TCP 1011 - Moore Street Pedestrian Wayfinding Plan (CH 26250-26300).pdf</a>; <a href="#">TCP 1012 - Moore Street Lane Closure (CH 26250-26300).pdf</a>; <a href="#">TCP 1013 - Fraser Road Site Compound Gates (CH 26300-26400).pdf</a>; <a href="#">TCP 1014 - Sandal Crescent Lane Closure (CH 25980-26180).pdf</a>; <a href="#">TCP 1015 - Bareena Street Bridge Closure (CH 27700).pdf</a>; <a href="#">TCP 1016 - Lansdowne Road Footbridge Extension (CH 27230).pdf</a>; <a href="#">TCP 1017 - Sussex Street Lane Closure (CH 32900).pdf</a>; seven in the <b>Liverpool</b> Local Government Area (<a href="#">TCP 0008 - Glenfield Road Advance Warning.pdf</a>; <a href="#">TCP 0009 - Glenfield Road Short-Term Lane Closure.pdf</a>; <a href="#">TCP 0010 - Casula Road Advance Warning Signs.pdf</a>; <a href="#">TCP 0011 - Woodbrook Road Advance Warning Signs.pdf</a>; <a href="#">TCP 0012 - Lakewood Crescent Short-Term TCP.pdf</a>; <a href="#">TCP 0013 - Shepherd Street Advance Warning Signs.pdf</a>; <a href="#">TCP 0014 - Leacocks Lane Advance Warning Signs.pdf</a>); and eight in the <b>Campbelltown</b> Local Government Area (<a href="#">VMP - SFL-0002- Minto Site Compound.pdf</a>; <a href="#">TCP 3001 - Gate 1 Stanley Rd Ingleburn.pdf</a>; <a href="#">TCP 3002 - Gate 2 Stanley Rd_Norwich Rd.pdf</a>; <a href="#">TCP 3003 - Gate 3 Stanley Rd_Cobham St.pdf</a>; <a href="#">TCP 3004 - Gate 4 Stanley Rd_Devon Rd.pdf</a>; <a href="#">TCP 3005 - Gate 5 Broadhurst Rd.pdf</a>; <a href="#">TCP 3006 - Gate 6 Minto Viaduct-North Access.pdf</a>; <a href="#">TCP 3007 - Gate 7 Minto Viaduct-South Access.pdf</a>);</p> <ul style="list-style-type: none"> <li>• John Holland did not prepare any TCPs.</li> <li>• Abigroup did not prepare any TCPs.</li> </ul> <p><b>May 2012 Update</b></p> <p>TCPs were prepared by each contractor in this compliance period:</p> <ul style="list-style-type: none"> <li>• 3ARail prepared three TCPs: <a href="#">TCP Riverpark Drive Crane Works 24.01.2012.pdf</a>; <a href="#">TCP Riverpark Drive Crane Works 27.02.2012.pdf</a>; and <a href="#">TCP Riverpark Drive Gate 24 and 25 19.01.2012.pdf</a>.</li> <li>• SFL prepared 44 TCPS: 13 in the <b>Fairfield</b> Local Government Area (<a href="#">TCP 1001a - Broomfield Street Shared Path Closure.pdf</a>; <a href="#">TCP 1002b - Gate 18 Construction Access under Cabramatta Rd Bridge.pdf</a>; <a href="#">TCP 1012a - Moore St TCP for Installation of Safety Barrier.pdf</a>; <a href="#">TCP 1014a - Sandal Crescent TCP for Installation of Safety Barrier.pdf</a>; <a href="#">TCP 1015v2 - Bareena Street Bridge Closure (CH 27700).pdf</a>; <a href="#">TCP 1015v3 - Bareena Street Bridge Restoration.pdf</a>; <a href="#">TCP 1018v2 - Wattle Avenue Gate 3 Edmunds.pdf</a>; <a href="#">TCP 1019 - Wattle Avenue Gates 4-5.pdf</a>; <a href="#">TCP 1021 - landowne Road Safety Barrier Installation TCP.pdf</a>; <a href="#">TCP 1022 -Warwick Street Traffic Control.pdf</a>; <a href="#">TCP 1023 -Warwick Farm Carpark Drainage Works.pdf</a>; <a href="#">TCP 1025 -Broomfield Street Retaining Wall 150 Construction TCP.pdf</a>; <a href="#">TCP 1025a - Broomfield Street Traffic Detour TCP.pdf</a>); seven in the <b>Liverpool</b> Local Government Area (<a href="#">TCP 0005 - Shepherd Street Haulage Routes.pdf</a>; <a href="#">TCP 0008c - Glenfield Road Installation of Traffic Signs.pdf</a>; <a href="#">TCP 0008v2 - Glenfield Road Advance Warning.pdf</a>; <a href="#">TCP 0009b - Glenfield Road Intermittent Traffic Control TCP.pdf</a>; <a href="#">TCP 0015c - Casula Road Level CrossingTraffic Control.pdf</a>; <a href="#">TCP 0216 - Gate 216 Advance Warning Victoria Road TCP.pdf</a>; <a href="#">TCP 0217 - Gate 217 Advance Warning Railway Parade TCP.pdf</a>); and 24 in the <b>Campbelltown</b> Local Government Area (<a href="#">TCP 3006 - Gate 6 Minto Viaduct-North Access.pdf</a>; <a href="#">TCP 3007a - Gate 7 Minto Viaduct-South Access.pdf</a>; <a href="#">TCP 3008 - Gates 8-9 Somerset Street Minto.pdf</a>; <a href="#">TCP 3009 - Somerset Street Kerb &amp; Gutter Construction TCP.pdf</a>; <a href="#">TCP 3009a - TCP during installation of Concrete Barriers in Somerset St.pdf</a>; <a href="#">TCP 3009b - Somerset Street Northern Section Concrete Barrier Installation TCP.pdf</a>; <a href="#">TCP 3010 - Gate 10 Minto Station Carpark.pdf</a>; <a href="#">TCP 3011 - Gate 311 Huntsmore Road.pdf</a>; <a href="#">TCP 3012a - Gate 12a Airs Road Access.pdf</a>; <a href="#">TCP 3012b - Sign Installation for Gate 12.pdf</a>; <a href="#">TCP 3013 - Gate 13 Leumeah Station South Carpark.pdf</a>; <a href="#">TCP 3014 - Gates 14-15 Kialba Road_Watsford Road.pdf</a>; <a href="#">TCP 3016 - Gate 16 Watsford Road -CH</a></li> </ul>		



SoC No.	74 – Prepare Traffic Control Plans for all Construction Works that will affect Trafficable Areas	Pre-Construction	Closed
	<p><a href="#">54050.pdf</a>; <a href="#">TCP 3016a - Gate 316 Retaining Wall Construction Watsford Road.pdf</a>; <a href="#">TCP 3016b - Gate 316 Earthworks &amp; Retaining Wall Construction Watsford Road.pdf</a>; <a href="#">TCP 3016c - Concrete Barrier in Watsford Road.pdf</a>; <a href="#">TCP 3017 - Gate 17 Campbelltown Station.pdf</a>; <a href="#">TCP 3019 - Gate 19 Farrow Road Access Gate.pdf</a>; <a href="#">TCP 3019a - Construction works outside Oldfields site, Farrow Road.pdf</a>; <a href="#">TCP 3020 - Gate 20 Narellan Road Access Gate.pdf</a>; <a href="#">TCP 3020a - Gate 20 Narellan Road Overhead Wiring Works.pdf</a>; <a href="#">TCP 3021 - Gate 21 Goldsmith Avenue.pdf</a>; <a href="#">TCP 3021a - Gilchrist Drive-TCP for Installation of Signs.pdf</a>).</p> <ul style="list-style-type: none"> <li>• Invensys prepared two TCPs: <a href="#">PTS44 Minto Rd.pdf</a> and <a href="#">PTS45 Minto Rd.pdf</a>.</li> <li>• Abigroup did not prepare any TCPs.</li> <li>• Stations First did not prepare any TCPs.</li> <li>• Ford Civil did not prepare any TCPs.</li> </ul> <p>SFL prepared an additional seven TCPs (<a href="#">TCP 0002 - Glenfield Road Haulage Routes.pdf</a>; <a href="#">TCP 0003 - Casula Level Crossing Haulage Routes.pdf</a>; <a href="#">TCP 0004 - Woodbrook Road Haulage Routes.pdf</a>; <a href="#">TCP 0006 - Casula Powerhouse Carpark TCP during Haulage.pdf</a>; <a href="#">TCP 0006B - Casula Powerhouse Carpark TCP Delivery and Events.pdf</a>; <a href="#">TCP 0006C - Casula Powerhouse Carpark TCP for Road Widening.pdf</a>; <a href="#">TCP 0007 - Leacocks Lane Haulage Routes.pdf</a>) and 3ARail prepared one additional TCP (<a href="#">TCP 1832 Queen St Lane Closure Unloading Truck Rev B 02.11.2011.pdf</a>) in the last compliance period.</p> <p><b>November 2012 Update</b></p> <p>TCPs were prepared by each contractor in this compliance period:</p> <ul style="list-style-type: none"> <li>• SFL prepared 39 TCPs: 16 in the <b>Fairfield</b> Local Government Area (<a href="#">TCP 1025b1 -Broomfield Street Sussex St-Junction St Traffic Detour TCP.pdf</a>; <a href="#">TCP 1025b2 -Broomfield Street JunctionSt-BoundaryLn Traffic Detour TCP.pdf</a>; <a href="#">TCP 1026 -Lansdowne Road Daytime Closure TCP.pdf</a>; <a href="#">TCP 1027 - Sandal Crescent Drainage Works TCP.pdf</a>; <a href="#">TCP 1028 - Lansdowne Road Street Light Installation TCP.pdf</a>; <a href="#">TCP 1029 - Woodville Road Footpath Works.pdf</a>; <a href="#">TCP 1030 -Leightonfield Gates A&amp;B TCP.pdf</a>; <a href="#">TCP 1031 -Leightonfield Station (Gate C) TCP.pdf</a>; <a href="#">TCP 1032 -Warwick Street TCP for Removal of Wall Panel.pdf</a>; <a href="#">TCP 1033 -Warwick Farm Station Carpark Detour TCP.pdf</a>; <a href="#">TCP 1034 - Miller Road Access Gate TCP.pdf</a>; <a href="#">TCP 1035a -Miller Road NB Lane Closure TCP.pdf</a>; <a href="#">TCP 1035b - Miller Road SB Lane Closure TCP.pdf</a>; <a href="#">TCP 1036 -Villawood Road Noise Wall TCP.pdf</a>; <a href="#">TCP 1013b - Gate 9Fraser Road Canley Vale.pdf</a>; <a href="#">TCP 1002c - Gate 13 Broomfield Street Cabramatta.pdf</a>); 18 in the <b>Liverpool</b> Local Government Area (<a href="#">TCP 0009c V3 - Glenfield Road_Gate 4A Intermittent Traffic Control TCP.pdf</a>; <a href="#">TCP 0009d - Glenfield Road_Gate 211 Access Traffic Control Plan.pdf</a>; <a href="#">TCP 0016a- Riverside Park Access Road Works (CH36800-36900).pdf</a>; <a href="#">TCP 0016b- Riverside Park Access Road Works (CH37080-37200 &amp; CH37270-37500).pdf</a>; <a href="#">TCP 0016c- Riverside Park Access Road Final Pavement Works.pdf</a>; <a href="#">TCP 0017 - River Park Drive Noise Wall Painting TCP.pdf</a>; <a href="#">TCP 0018a Railway Pde Glenfield.pdf</a>; <a href="#">TCP 0018b Railway Pde Glenfield.pdf</a>; <a href="#">TCP 0202 - Gate 202A Advance Warning Mill Road TCP.pdf</a>; <a href="#">TCP 0202b - Gate 202c Shepherd St Traffic Control Plan.pdf</a>; <a href="#">TCP 0202c - Gate 202c Shepherd St Lane Closure TCP.pdf</a>; <a href="#">TCP 0213 - Gate 213 Roy Watts Road TCP.pdf</a>; <a href="#">TCP 0019a Roy Watts Road Power Connection TCP South Side.pdf</a>; <a href="#">TCP 0019 Roy Watts Road Power Connection TCP North Side.pdf</a>; <a href="#">TCP 0016d- Riverside Park Access Road Final Pavement Works V2.pdf</a>; <a href="#">TCP 0018 - Riverpark Drive Drainage Works TCP.pdf</a>; <a href="#">TCP 0017a - Riverpark Drive Landscaping Works TCP.pdf</a>; <a href="#">TCP 0006D - Casula Powerhouse Carpark TCP for Works on Access Road.pdf</a>); and five in the <b>Campbelltown</b> Local Government Area (<a href="#">TCP 3009c - Somerset Street Kerb &amp; Gutter Construction TCP Stage 2.pdf</a>; <a href="#">TCP 3009d - Somerset Street TCP for Works in Parking Lane.pdf</a>; <a href="#">TCP 3009e-</a></li> </ul>		

SoC No.	74 – Prepare Traffic Control Plans for all Construction Works that will affect Trafficable Areas	Pre-Construction	Closed
	<p><a href="#">Somerset Street Lane Closure.pdf</a>; <a href="#">TCP 3022 - Farrow Road - Road Obstruction TCP.pdf</a>, <a href="#">TCP 3023 - Somerset Street Linemarking TCP.pdf</a>);</p> <ul style="list-style-type: none"> <li>• Laing O'Rourke prepared seven TCPs: (<a href="#">TCP 1002c Broomfield Rd.pdf</a>; <a href="#">TCP 1008a - Broomfield Street Lane Closure at Gate 16.pdf</a>; <a href="#">TCP 1013b Fraser Rd.pdf</a>; <a href="#">Farrow Rd Access Gate.pdf</a>; <a href="#">Llewellyn Ave Access Gate.pdf</a>; <a href="#">Shepherd St Gate 27.pdf</a>; <a href="#">Villawood Pl.pdf</a>); and</li> <li>• 3ARail, Stations First, Ford Civil, Invensys and Abigroup did not prepare any TCPs.</li> </ul> <p><b>August 2013 Update</b></p> <p>No new TCPs were prepared during this compliance reporting period by any Contractor.</p> <p>This SoC is now closed with the completion of Construction.</p>		

SoC No.	76 – Prepare Detailed Construction Plans for Railway Station Works and obtain RailCorp Approval of the Plans	Pre-Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent will prepare detailed Construction plans for the works required to footbridges and other facilities at Leumeah, Minto, Casula, Warwick Farm, Cabramatta and Sefton Railway Stations and receive RailCorp approval of these plans prior to the commencement of Construction works at these railway stations, including any required Partial Possessions of station platforms. The Proponent will:</p> <ol style="list-style-type: none"> <li>design the works at Leumeah, Minto and Cabramatta Railway Stations to maintain easy access (including during Construction) in accordance with the Disability Standards for Accessible Public Transport 2002 made under the Disability Discrimination Act 1992;</li> <li>design the new passenger access to Warwick Farm Railway Station on the SSFL side in accordance with easy access standards and RailCorp requirements;</li> <li>design the Activity at Casula and Sefton Railway Stations such that it does not preclude, prevent or in any other way inhibit any possible future upgrade of these station accesses in accordance with easy access standards and RailCorp's requirements; and</li> <li>where commuter car parking spaces are required for Construction and/or Operation of the Activity, arrange for the provision of replacement car parking spaces equivalent to the number of car parking spaces removed such that at no time will there be a net reduction in total commuter car parking at any railway stations as a result of the Activity. Replacement car parking will be in accordance with the requirements of the Building Code of Australia for the provision of designated disabled parking. Where Reasonable and Feasible, replacement commuter car parking will be provided within 400 metres of the affected railway station.</li> </ol>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Detailed construction plans for the works required to footbridges and other facilities at Leumeah, Minto, Casula, Warwick Farm, Cabramatta and Sefton Railway Stations have been prepared by ARTC. Civil (SN) and architectural (06-141) plans for each station are evidence of compliance with condition requirements (a) to (d):</p> <ul style="list-style-type: none"> <li>Leumeah: <a href="#">SN-888H</a>, <a href="#">SN-889E</a>.</li> <li>Minto: <a href="#">SN-856H</a>, <a href="#">SN-857E</a>, <a href="#">06-141 Minto-I</a>.</li> <li>Casula: <a href="#">SN-729D</a>, <a href="#">SN-730E</a>.</li> <li>Warwick Farm: <a href="#">SN-660G</a>, <a href="#">SN-661G</a>, <a href="#">SN-662L</a>, <a href="#">SN-663J</a>, <a href="#">06-141 WarwickFarm-J</a>.</li> <li>Cabramatta: <a href="#">SN-641E</a>, <a href="#">SN-642C</a>, <a href="#">SN-644F</a>, <a href="#">SN-646K</a>, <a href="#">SN-647G</a>, <a href="#">SN-649C</a>, <a href="#">SN-650D</a>, <a href="#">SN-651D</a>, <a href="#">SN-652D</a>, <a href="#">SN-653D</a>, <a href="#">06-141 Cabramatta-J</a>.</li> <li>Sefton: <a href="#">SN-400F</a>, <a href="#">SN-401E</a>, <a href="#">SN-410K</a>, <a href="#">06-141 Sefton-B</a>.</li> </ul> <p><b>November 2009 Update</b></p> <p>As noted for CoA 30, the revised Cabramatta Parking Plan was approved by Fairfield City Council on 18 December 2009, subject to two conditions. The Parking Plan and ARTC's covering letter of 22 December 2009 to DoP is provided at: <a href="#">20091222 Cabramatta Precinct Parking Plan_Rev_2.pdf</a> and <a href="#">20091222 ARTC Letter re</a></p>			

SoC No.	76 – Prepare Detailed Construction Plans for Railway Station Works and obtain RailCorp Approval of the Plans	Pre-Construction	Closed
<p><a href="#">Cabramatta Precinct Parking Plan_Rev_2.pdf</a>.</p> <p>DoP subsequently provided further comments on the Parking Plan dated 19 January 2010 (<a href="#">20100119 DoP Letter 3477_001.pdf</a>). ARTC is preparing its response.</p> <p><b>November 2010 Update</b></p> <p>As described above, detailed construction plans for the works required to footbridges and other facilities at Leumeah, Minto, Casula, Warwick Farm, Cabramatta and Sefton Railway Stations have previously been prepared by ARTC.</p> <p>As described in <a href="#">CoA30</a>, on 3 March 2010 ARTC provided DoP with a letter addressing the Department's concerns about Cabramatta parking (<a href="#">20100302 SSFL DoP re Cabramatta Parking Plan final approval.pdf</a>) and with the attached Cabramatta Precinct Parking Plan (Rev 3): <a href="#">20100304 Cabramatta Parking Plan Rev_3.pdf</a>.</p> <p>DoP approved the Cabramatta Parking Plan on 6 April 2010, subject to two conditions: <a href="#">20100406 Approval for Cabramatta Parking Plan CoA 29.pdf</a>. ARTC will report on these in future compliance reports.</p> <p>The findings and recommendations of the review have been incorporated into the UDLP (<a href="#">UDLP Rev G.pdf</a>). ARTC will report on the implementation of the measures in future compliance reports.</p> <p><b>May 2011 Update</b></p> <p>This SoC has been complied with and as an example, the documentation prepared for the Bankstown Local Government Area is described in more detail below:</p> <p>ARTC has prepared detailed construction plans for the works required to footbridges and other facilities at railway stations including Sefton Railway Station:</p> <ul style="list-style-type: none"> <li>• Architectural Plans: <a href="#">Sefton Station Architectural Plans 20110517.pdf</a>; and</li> <li>• Civil Plans: <a href="#">Sefton Station Civil Plans 20110517.pdf</a>.</li> </ul> <p>RailCorp approved the Civil Plans for the six easy access stations on 30 September 2009: <a href="#">Certificate of No Objection 30 Sep 2009.pdf</a>. Since this approval, ARTC has submitted updated sets of stations drawings to RailCorp for approval. These drawings are still with RailCorp for review and final acceptance.</p> <p><b>November 2011 Update</b></p> <p>This SoC has been complied with and as an example, the documentation prepared for the Fairfield Local Government Area is described in more detail below:</p> <p>ARTC has prepared detailed construction plans for the works required to footbridges and other facilities at railway stations including Cabramatta Railway Station:</p> <ul style="list-style-type: none"> <li>• Architectural Plans: <a href="#">Cabramatta Station Architectural Plans 20111207.pdf</a>; and</li> <li>• Civil Plans: <a href="#">Cabramatta Station Civil Plans 20111207.pdf</a>.</li> </ul> <p>RailCorp approved the Civil Plans for the six easy access stations on 30 September 2009: <a href="#">Certificate of No Objection 30 Sep 2009.pdf</a>. Since this approval, and since the May 2011 Update, ARTC has submitted updated sets of stations drawings to RailCorp for approval on multiple occasions, as part of the design review and approval process (<a href="#">TX09705 SSFL - Stations Civil Drawings - Updated Design Sub - Part 1.pdf</a>, <a href="#">TX09715 SSFL - Stations Civil Drawings - Updated Design Sub - Part 2.pdf</a>). These drawings are still with RailCorp for review and final acceptance.</p>			

SoC No.	76 – Prepare Detailed Construction Plans for Railway Station Works and obtain RailCorp Approval of the Plans	Pre-Construction	Closed
<p><b>May 2012 Update</b></p> <p>RailCorp provided final approval for the construction plans for all six easy access stations on 8 May 2012: <a href="#">NOTC Final Stations 2012 05 09.pdf</a>.</p> <p>The requirements for this SoC are met and the SoC can be closed.</p>			

SoC No.	77 – Manage and Minimise Traffic, Transport and Access Impacts at Leumeah Railway Station	Construction	Closed
<b>Condition Requirement</b>			
<p>At Leumeah Railway Station, the Proponent will:</p> <ul style="list-style-type: none"> <li>a. construct an extended pedestrian footbridge prior to closure of existing access points;</li> <li>b. maintain easy access (lift access) at all times;</li> <li>c. construct new permanent car parking prior to the removal of any parking;</li> <li>d. establish an alternative location for kiss-and-ride while the existing location is closed; and</li> <li>e. prepare Traffic Control Plans for works affecting the station car park.</li> </ul>			
<b>Responsibility</b>			
ARTC/Contractor			
<b>Evidence of Compliance</b>			
<p>Civil drawings of the Leumeah Railway Station design are evidence of compliance with condition requirements (a) to (e): <a href="#">SN-888H</a>, <a href="#">SN-889E</a>.</p> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>Overbridge foundations and lift shaft progressed. Works suspended until August 2010, and extension to existing car park now under construction.</p> <p><b>May 2011 Update</b></p> <p>ARTC has met condition requirements and:</p> <ul style="list-style-type: none"> <li>a. <i>maintained access to the station platform at all times</i></li> <li>b. <i>constructed new permanent parking prior to the removal of any parking;</i></li> <li>c. <i>established an alternate location for the taxi stand while the existing location is closed;</i></li> <li>d. <i>relocated the existing bus zone while the works take place; and</i></li> <li>e. <i>developed Traffic Control Plans for works affecting Wellington Road.</i></li> </ul> <p>An example of a Traffic Control Plan for works affecting the station car park is: <a href="#">TLTCP 1521 Rev A Crane Work at Leumeah Station.pdf</a>.</p> <p>There will be a net loss of parking spaces at completion of the works, as approved by DoPI and identified in the UDLP.</p> <p><b>November 2011 Update</b></p> <p>No change in status is this compliance period. Evidence of compliance with the condition requirements is provided above in the May 2011 Update. Construction was underway at Leumeah Station throughout this compliance period (<a href="#">Leumeah Station.jpg</a> and <a href="#">Leumeah Station.doc</a>).</p>			

SoC No.	77 – Manage and Minimise Traffic, Transport and Access Impacts at Leumeah Railway Station	Construction	Closed
<p><b>May 2012 Update</b></p> <p>No change in status in this compliance period. Evidence of compliance with the condition requirements is provided above in the May 2011 Update. Construction was underway at Leumeah Station throughout this compliance period (<a href="#">Leumeah 22-5-12 - a.JPG</a> and <a href="#">Leumeah 22-5-12 - b.JPG</a>).</p> <p><b>November 2012 Update</b></p> <p>Leumeah Station was completed and handed back to RailCorp on 4 June 2012. Evidence of compliance with the condition requirements is provided above in the May 2012 Update.</p> <p>Timetabled works in the vicinity of Leumeah Station are scheduled to be completed in early 2013.</p> <p><b>August 2013 Update</b></p> <p>Landscaping and remaining minor works and defects in the station precinct were completed by 31 May 2013.</p> <p>This SoC is now closed.</p>			

SoC No.	78 – Manage and Minimise Traffic, Transport and Access Impacts at Minto Railway Station	Construction	Closed
<b>Condition Requirement</b>			
<p>At Minto Railway Station, the Proponent will:</p> <ul style="list-style-type: none"> <li>a. construct a new pedestrian footbridge prior to closure of the existing access point;</li> <li>b. maintain easy access (lift access) at all times following opening of the new footbridge;</li> <li>c. construct new permanent parking prior to the removal of any car parking;</li> <li>d. progressively relocate the existing bus zone while Construction takes place so that bus stops are maintained; and</li> <li>e. prepare Traffic Control Plans for works affecting Somerset Street.</li> </ul>			
<b>Responsibility</b>			
ARTC/Contractor			
<b>Evidence of Compliance</b>			
<p>Civil and architectural drawings of the Minto Railway Station design are evidence of compliance with condition Requirements (a) to (e): <a href="#">SN-856H</a>, <a href="#">SN-857E</a>, <a href="#">06-141 Minto-I</a>.</p> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>Bus stop relocated, stair demolished, deflection wall completed, stairs and footbridge deck installed and bases for all lifts completed. New car park opened adjacent to slip road to over bridge to allow for reduction planned.</p> <p><b>May 2011 Update</b></p> <p>ARTC has met condition requirements:</p> <ul style="list-style-type: none"> <li>a. constructed new permanent parking prior to closure of the existing access point;</li> <li>b. maintained easy access (lift access) at all times following opening of the new footbridge;</li> <li>c. constructed new permanent parking prior to the removal of any car parking;</li> <li>d. progressively relocated the existing bus zone while Construction takes place so that bus stops are maintained; and</li> <li>e. prepared Traffic Control Plans for works affecting Somerset Street.</li> </ul> <p>An example of a Traffic Control Plan for works affecting Somerset St, Minto is: <a href="#">TLTCP-1254 Rev B Minto Station.pdf</a>.</p> <p>There will be a net gain of parking spaces at completion of the works as identified in the UDLP.</p> <p><b>November 2011 Update</b></p> <p>No change in status is this compliance period. Evidence of compliance with the condition requirements is provided above in the May 2011 Update. Construction was underway at Minto Station throughout this compliance period (<a href="#">Minto Station.jpg</a>).</p>			



SoC No.	78 – Manage and Minimise Traffic, Transport and Access Impacts at Minto Railway Station	Construction	Closed
	<p><b>May 2012 Update</b></p> <p>Minto Station was completed and handed back to RailCorp on 28 May 2012 (<a href="#">Minto 22-5-12 - a.JPG</a>). Evidence of compliance with the condition requirements is provided above in the May 2011 Update.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period. Timetabled works in the vicinity of Minto Station are scheduled to be completed in early 2013.</p> <p><b>August 2013 Update</b></p> <p>Landscaping and remaining minor works and defects in the station precinct were completed by 31 May 2013.</p> <p>This SoC is now closed.</p>		

SoC No.	79 – Manage and Minimise Traffic, Transport and Access Impacts at Casula Railway Station	Construction	Closed
<b>Condition Requirement</b>			
<p>At Casula Railway Station, the Proponent will:</p> <ol style="list-style-type: none"> <li>construct a new pedestrian footbridge prior to closure of the existing access point; and</li> <li>prepare Traffic Control Plans for works affecting Casula Road and the level crossing.</li> </ol>			
<b>Responsibility</b>			
ARTC/Contractor			
<b>Evidence of Compliance</b>			
<p>Civil drawings of the Casula Railway Station design are evidence of compliance with Condition requirements (a) and (b): <a href="#">SN-729D</a>, <a href="#">SN-730F</a>.</p> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>ARTC has met condition requirements:</p> <ol style="list-style-type: none"> <li>constructed a new pedestrian footbridge prior to closure of the existing access point; and</li> <li>prepared Traffic Control Plans for works affecting Casula Road and the level crossing.</li> </ol> <p>An example of a Traffic Control Plan for works affecting Casula Road is: <a href="#">TLTCP-I 520 Casula Powerhouse.pdf</a>.</p> <p>There will be no change in the number of parking spaces at completion of the works.</p> <p><b>November 2011 Update</b></p> <p>No change in status is this compliance period. Evidence of compliance with the condition requirements is provided above in the May 2011 Update. Construction was underway at Casula Station throughout this compliance period (<a href="#">Casula Station.jpg</a>).</p> <p><b>May 2012 Update</b></p> <p>Casula Station was completed and handed back to RailCorp on 12 March 2012 ( <a href="#">Casula Station b.jpg</a>). Evidence of compliance with the condition requirements is provided above in the May 2011 Update.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period. Timetabled works in the vicinity of Casula Station are scheduled to be completed in early 2013.</p> <p><b>August 2013 Update</b></p> <p>Landscaping and remaining minor works in the station precinct were completed by 28 March 2013.</p> <p>This SoC is now closed.</p>			

SoC No.	80 – Manage and Minimise Traffic, Transport and Access Impacts at Warwick Farm Railway Station	Construction	Closed
<b>Condition Requirement</b>			
<p>At Warwick Farm Railway Station, the Proponent will:</p> <ul style="list-style-type: none"> <li>a. construct a new pedestrian footbridge prior to the closure of existing access points;</li> <li>b. construct new permanent parking prior to removal of any parking; and</li> <li>c. prepare Traffic Control Plans for works affecting the station car park.</li> </ul>			
<b>Responsibility</b>			
ARTC/Contractor			
<b>Evidence of Compliance</b>			
<p>Civil and architectural drawings of the Warwick Farm Railway Station design are evidence of compliance with condition requirements (a) to (c): <a href="#">SN-660G</a>, <a href="#">SN-661G</a>, <a href="#">SN-662L</a>, <a href="#">SN-663J</a>, <a href="#">06-141 WarwickFarm-J</a>.</p> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>New car park completed and in use on the eastern side of the railway station. Foundations for overbridge completed, footbridge and two lift structure lifted into position in August 2010.</p> <p><b>May 2011 Update</b></p> <p>ARTC has met condition requirements:</p> <ul style="list-style-type: none"> <li>a. constructed a new pedestrian footbridge prior to the closure of existing access points;</li> <li>b.. constructed new permanent parking prior to the removal of any parking; and</li> <li>c.. prepared Traffic Control Plans for works affecting the station car park.</li> </ul> <p>An example of a Traffic Control Plan for works affecting Warwick Farm Station is: <a href="#">TLTCP-864 Rev B Warwick Farm Station.pdf</a>.</p> <p>There will be a net gain of parking spaces at completion of the works.</p> <p><b>November 2011 Update</b></p> <p>No change in status is this compliance period. Evidence of compliance with the condition requirements is provided above in the May 2011 Update. Construction was underway at Warwick Farm Station throughout this compliance period (<a href="#">20111201 Warwick Farm Station.jpg</a> and <a href="#">20111201 Warwick Farm Station 2.jpg</a>).</p> <p><b>May 2012 Update</b></p> <p>Warwick Farm Station was completed and handed back to RailCorp on 10 April 2012 (<a href="#">Warwick Farm 22-5-12 - a.JPG</a>, <a href="#">Warwick Farm 22-5-12 - b.JPG</a> and <a href="#">Warwick Farm 22-5-12 - c.JPG</a>). Evidence of compliance with the condition requirements is provided above in the May 2011 Update.</p> <p><b>November 2012 Update</b></p> <p>DoPI has queried the project's compliance with the planning approval at Warwick Farm Station in regards to maintaining access for property owners along the rail corridor and through the new Warwick Farm Station</p>			

SoC No.	80 – Manage and Minimise Traffic, Transport and Access Impacts at Warwick Farm Railway Station	Construction	Closed
	<p>carpark. This issue remains open pending instruction from RailCorp in relation to the suitability of access to the rail corridor.</p> <p>Construction activities in the Warwick Fram Station carpark have temporarily restricted access to a partial area of parking at the station. The project is minimising this impact, as timetabled works in the vicinity of Warwick Farm Station are scheduled to be completed in early 2013.</p> <p><b>August 2013 Update</b></p> <p>Landscaping and remaining minor works in the station precinct were completed by 28 March 2013.</p> <p>This SoC is now closed.</p>		

SoC No.	81 – Manage and Minimise Traffic, Transport and Access Impacts at Cabramatta Railway Station	Construction	Closed
<b>Condition Requirement</b>			
<p>At Cabramatta Railway Station, the Proponent will:</p> <ul style="list-style-type: none"> <li>a. extend the pedestrian footbridge prior to the closure of existing access points;</li> <li>b. <i>deleted by DoP, hence it is no longer applicable;</i></li> <li>c. maintain easy access (lift access) at all times;</li> <li>d. construct new permanent car parking prior to the removal of any parking;</li> <li>e. establish an alternate location for kiss-and-ride while the existing location is closed;</li> <li>f. relocate the existing bus zone while Construction takes place for the shared zone and railway station entry; and</li> <li>g. develop Traffic Control Plans for works affecting Broomfield Street.</li> <li>h. <i>deleted by DoP, hence it is no longer applicable.</i></li> </ul>			
<b>Responsibility</b>			
ARTC/Contractors			
<b>Evidence of Compliance</b>			
<p>Civil and architectural drawings of the Cabramatta Railway Station design are evidence of compliance with condition requirements (a) and (c) to (g): <a href="#">SN-641E</a>, <a href="#">SN-642C</a>, <a href="#">SN-644F</a>, <a href="#">SN-646K</a>, <a href="#">SN-647G</a>, <a href="#">SN-649C</a>, <a href="#">SN-650D</a>, <a href="#">SN-651D</a>, <a href="#">SN-652D</a>, <a href="#">SN-653D</a>, <a href="#">06-141 Cabramatta-J</a>.</p> <p><b>November 2009 Update</b></p> <p><i>No change in status during this compliance period.</i></p> <p><b>November 2010 Update</b></p> <p>During this compliance period ARTC constructed the concourse with office, booking office and disabled amenities, and completed the lift and stairs. ARTC complied with condition requirements:</p> <ul style="list-style-type: none"> <li>a. <i>extended the pedestrian footbridge prior to the closure of existing access points;</i></li> <li>c. <i>maintained easy access (lift access) at all times;</i></li> <li>d. <i>constructed new permanent car parking prior to the removal of any parking. There was no nett reduction in car parking as a result;</i></li> <li>g. <i>developed Traffic Control Plans for works affecting Broomfield Street.</i></li> </ul> <p>As work was still in progress on the Station precinct in Broomfield Street, condition requirements e and f were not activated:</p> <ul style="list-style-type: none"> <li>e. <i>establish an alternate location for kiss-and-ride while the existing location is closed;</i></li> <li>f. <i>relocate the existing bus zone while Construction takes place for the shared zone and railway station entry.</i></li> </ul>			

SoC No.	81 – Manage and Minimise Traffic, Transport and Access Impacts at Cabramatta Railway Station	Construction	Closed
<b>May 2011 Update</b>			
ARTC has met condition requirements:			
<i>a. extended the pedestrian footbridge prior to the closure of existing access points;</i>			
<i>c. maintained easy access (lift access) at all times;</i>			
<i>d. constructed new permanent car parking prior to the removal of any parking;</i>			
<i>g. developed Traffic Control Plans for works affecting Broomfield Street.</i>			
<i>As work was still in progress on the Station precinct in Broomfield Street, condition requirements e and f were not activated:</i>			
<i>e. establish an alternate location for kiss-and-ride while the existing location is closed;</i>			
<i>f. relocate the existing bus zone while Construction takes place for the shared zone and railway station entry.</i>			
An example of a Traffic Control Plan for works affecting Broomfield Street, Cabramatta is:: <a href="#">Broomfield St Cabramatta TCP.pdf</a> .			
There will be no change in the number of parking spaces at completion of the works.			
<b>November 2011 Update</b>			
No change in status is this compliance period. Evidence of compliance with the condition requirements is provided above in the May 2011 Update. Construction was underway at Cabramatta Station throughout this compliance period ( <a href="#">Cabramatta Station.jpg</a> and <a href="#">Cabramatta Station 2.jpg</a> ).			
<b>May 2012 Update</b>			
Cabramatta Station was completed and handed back to RailCorp on 28 February 2012 ( <a href="#">Cabramatta Station.jpg</a> ). Evidence of compliance with the condition requirements is provided above in the May 2011 Update.			
<b>November 2012 Update</b>			
As above. No change in status during this compliance period. Timetabled works in the vicinity of Cabramatta Station are scheduled to be completed in early 2013.			
<b>August 2013 Update</b>			
Landscaping and remaining minor works in the station precinct were completed by 28 March 2013.			
This SoC is now closed.			

SoC No.	82 – Manage and Minimise Traffic, Transport and Access Impacts at Sefton Railway Station	Construction	Closed
<b>Condition Requirement</b>			
<p>At Sefton Railway Station, the Proponent will:</p> <ol style="list-style-type: none"> <li>maintain access to the station platform at all times</li> <li>construct new permanent parking prior to the removal of any parking;</li> <li>establish an alternate location for the taxi stand while the existing location is closed;</li> <li>relocate the existing bus zone while the works take place; and</li> <li>develop Traffic Control Plans for works affecting Wellington Road.</li> </ol>			
<b>Responsibility</b>			
ARTC/Contractors			
<b>Evidence of Compliance</b>			
<p>Civil and architectural drawings of the Sefton Railway Station design are evidence of compliance with condition requirements (a) to (e): <a href="#">SN-400F</a>, <a href="#">SN-401E</a>, <a href="#">SN-410K</a>, <a href="#">06-141 Sefton-B</a>.</p> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>Work on Sefton Station was suspended during this compliance period. ARTC met condition requirement</p> <ol style="list-style-type: none"> <li><i>maintain access to the station platform at all times during this period.</i></li> </ol> <p>As work did not commence on the Station precinct in Wellington Road, condition requirements <i>b to e</i> were not activated.</p> <p><b>May 2011 Update</b></p> <p>ARTC has met condition requirements:</p> <ol style="list-style-type: none"> <li><i>maintained access to the station platform at all times</i></li> <li><i>constructed new permanent parking prior to the removal of any parking;</i></li> <li><i>established an alternate location for the taxi stand while the existing location is closed;</i></li> <li><i>relocated the existing bus zone while the works take place; and</i></li> <li><i>developed Traffic Control Plans for works affecting Wellington Road.</i></li> </ol> <p>Examples of Traffic Control Plans for works affecting Wellington Road are: <a href="#">GR TCP Sefton Crane North Side.jpg</a> and <a href="#">GR TCP Sefton Pedestrians Crossing.jpg</a>.</p> <p>There will be a net gain of parking spaces at completion of the works.</p>			

SoC No.	82 – Manage and Minimise Traffic, Transport and Access Impacts at Sefton Railway Station	Construction	Closed
<p><b>November 2011 Update</b></p> <p>No change in status is this compliance period. Evidence of compliance with the condition requirements is provided above in the May 2011 Update. Construction was underway at Sefton Station throughout this compliance period (<a href="#">Sefton Station.jpg</a>, <a href="#">Sefton Station.doc</a> and <a href="#">Sefton Station Landscaping.jpg</a>). Sefton Station is scheduled to be completed in December 2011.</p> <p><b>May 2012 Update</b></p> <p>Sefton Station was completed and handed back to RailCorp on 20 February 2012 (<a href="#">Sefton 22-5-12.JPG</a>). Evidence of compliance with the condition requirements is provided above in the May 2011 Update.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p>This SoC was closed in the SSFL Pre-Operation Compliance Report.</p>			



SoC No.	84 – Maintain Pedestrian Access and Undertake Works in Lighthorse Park	Construction	Closed
<b>Condition Requirement</b>			
<p>At Lighthorse Park, the Proponent will:</p> <ul style="list-style-type: none"> <li>a. maintain pedestrian access from Riverpark Drive to Newbridge Road bridge via Lighthorse Park at all times; and</li> <li>b. replace the existing pathway, ramp and stairs in Lighthorse Park between Riverpark Drive and the Newbridge Road footpath in accordance with Australian Standard AS 1428.1 <i>Design for Access and Mobility – General Requirements for Access – New Building Work</i>.</li> </ul>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Condition requirements are addressed as follows:</p> <ul style="list-style-type: none"> <li>a. Table 5-2 of the Traffic Management Sub Plan (<a href="#">SSFL Traffic Management Sub Plan 090219</a>) states ARTC's commitment to maintain pedestrian access from Riverpark Drive to Newbridge Road bridge via Lighthorse Park at all times.</li> <li>b. Section 5.2.4 of the UDLP (<a href="#">20090708 SSFL UDLP</a>) shows the works proposed in Lighthorse Park, including replacement of the pathway, ramp and stairs in Lighthorse Park.</li> </ul> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period. ARTC maintained pedestrian access from Riverpark Drive to Newbridge Road bridge via Lighthorse Park at all times of this compliance period.</p> <p><b>May 2011 Update</b></p> <p>As above. No change in status during this compliance period. ARTC maintained pedestrian access from Riverpark Drive to Newbridge Road bridge via Lighthorse Park at all times of this compliance period.</p> <p><b>November 2011 Update</b></p> <p>ARTC maintained pedestrian access from Riverpark Drive to Newbridge Road bridge via Lighthorse Park at all times during this compliance period.</p> <p>The replacement pedestrian stairs from Newbridge Road to Lighthorse Park are scheduled to be commissioned and open for pedestrian access in December 2011 (<a href="#">20111102 Newbridge Rd Stairs.jpg</a>).</p> <p><b>May 2012 Update</b></p> <p>ARTC maintained pedestrian access from Riverpark Drive to Newbridge Road bridge via Lighthorse Park at all times during this compliance period.</p> <p>The replacement pedestrian stairs from Newbridge Road to Lighthorse Park were commissioned and open for</p>			

SoC No.	84 – Maintain Pedestrian Access and Undertake Works in Lighthorse Park	Construction	Closed
<p>pedestrian access in December 2011 (<a href="#">Newbridge Stairs_2637 (1).JPG</a>, <a href="#">Newbridge Stairs_2637 (2).JPG</a> and <a href="#">Newbridge Stairs_2637 (3).JPG</a>).</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period. ARTC maintained pedestrian access from Riverpark Drive to Newbridge Road bridge via Lighthorse Park at all times during this compliance period.</p> <p><b>August 2013 Update</b></p> <p>As above. No change in status during this compliance period. ARTC maintained pedestrian access from Riverpark Drive to Newbridge Road bridge via Lighthorse Park at all time during this compliance period.</p> <p>This SoC is now closed with the completion of Construction.</p>			

SoC No.	85 – Assessment of Alternate Pedestrian and Cyclist Bridge during Works on Auburn Road Bridge	Pre-Construction	Closed
<b>Condition Requirement</b>			
The Proponent will include in the Traffic Management Plan for Auburn Road bridge options for an alternate pedestrian and cyclist bridge across the rail corridor in the vicinity of Auburn Road bridge during works to the bridge and an assessment of whether these options are Reasonable and Feasible.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Section 4.1 of the TMSP (<a href="#">SSFL Traffic Management Sub Plan 090219</a>) confirms that half of the Auburn Road bridge will be kept open at all times, with the possible exception of one weekend during changeover from one side of the bridge to the other.</p> <p>Table 2-2 of the TMPS indicates that with this design an alternate bridge is not necessary, and as a result this SoC is no longer applicable.</p>			

SoC No.	86 – Consult with the RTA on the Design for the Reconstructed Auburn Road Bridge	Construction	Closed
<b>Condition Requirement</b>			
<p>At the Auburn Road overbridge, the Proponent will consult with the RTA in relation to the design for the reconstructed Auburn Road Bridge, including consideration of, but not limited to, the following:</p> <ul style="list-style-type: none"> <li>a. design speed</li> <li>b. traffic lane widths</li> <li>c. pedestrian facilities</li> <li>d. provision for all existing public utilities</li> <li>e. street lighting, line marking and signposting</li> <li>f. fencing and barriers</li> <li>g. reconstruction of the southern approach road.</li> </ul>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>This SoC is no longer relevant, as ARTC is no longer reconstructing the Auburn Road overbridge as originally identified in the EA. Subsequent to project approval, the design was amended at this location to extend the current bridge length by the addition of an extra span, rather than constructing a new bridge.</p> <p>This was brought to the attention of the RTA, with the nature of the work now being similar to that for the overbridge at Chester Hill Road, Miller Road and Bareena Street (SoC <a href="#">87</a>).</p> <p>As a result, the opportunity to address condition requirements (a) to (g) is no longer possible. Design speed, traffic lane widths, pedestrian facilities, existing public utilities, street lighting, line marking, signposting and fencing conditions on the extended overbridge, and approach road conditions will be matched like-for-like, or matched to existing, whichever is more relevant.</p>			

SoC No.	87 – Schedule Construction of Road Bridge Spans at Railway Underbridges to Minimise Disruption to Road Users	Construction	Closed
<b>Condition Requirement</b>			
The Proponent will schedule the construction of additional road bridge spans at the Chester Hill Road, Miller Road and Bareena Street railway underbridges such that disruption to traffic does not occur at more than one of these Construction Work Sites at any time if cumulative traffic impacts would arise.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Traffic Management Sub Plan (TMSP) contains the traffic management plans for these three areas: <a href="#">SSFL Traffic Management Sub Plan 090219</a>.</p> <p>Section 4.4 outlines the disruption avoidance measures for Chester Hill Rd, Section 4.5 outlines the disruption avoidance measures for Miller Road, and Section 4.7 outlines the disruption avoidance measures for Bareena Street. All three bridges will have one lane kept open for the duration of works, with only one or two full-road closures at each bridge on weekend nights. These full-road closures will be undertaken at different times at each bridge to limit cumulative impacts, as stated in Table 5-2 of the TMSP.</p> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>Construction of the additional road spans at these three bridges, as described above, was completed during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>As stated above, construction of the additional road spans at these three bridges, as described above, was completed during 2010:</p> <ul style="list-style-type: none"> <li>• Chester Hill Road bridge was completed in February 2010.</li> <li>• Bareena Street bridge was completed in August 2010.</li> <li>• Miller Road bridge was completed in September 2010.</li> </ul> <p><b>November 2011 Update</b></p> <p>As stated above, construction of the additional road spans at these three bridges was completed during 2010.</p> <p><b>May 2012 Update</b></p> <p>As stated above, construction of the additional road spans at these three bridges was completed during 2010. This SoC is now closed.</p>			

SoC No.	88 – Maintain Pedestrian Access to Georges River between Liverpool and Casula	Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent will ensure that at least one of the three pedestrian accesses under the bridges between Liverpool and Casula (i.e. Woodbrook Road, Mill Park Road 1 or Mill Park Road 2) will be open during construction after the Casula Access Road is handed back to Liverpool City Council, to ensure pedestrian access to the riverfront parkland along Georges River.</p> <p><b>Modification</b></p> <p><i>The requirement was modified by DoPI on 6 March 2012 in Modification 6. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Table 5-2 of the Traffic Management Sub Plan (TMSP) shows ARTC's commitment to maintain at least one of the pedestrian access points open at any time: <a href="#">SSFL Traffic Management Sub Plan 090219</a>.</p> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>ARTC has not been able to comply with this SoC, as it has been placing fill material (excavated from other areas of the project) along the length of the Casula Access Road between Shepherd Street, Liverpool and the Casula Powerhouse Centre, necessitating that all three pedestrian accesses be fenced off for community safety reasons.</p> <p><b>May 2011 Update</b></p> <p>ARTC has not been able to comply with this SoC, as it has been placing fill material (excavated from other areas of the project) along the length of the Casula Access Road between Shepherd Street, Liverpool and the Casula Powerhouse Centre, necessitating that all three pedestrian accesses be fenced off for community safety reasons.</p> <p>Pedestrian access will be reinstated at the completion of construction of the Casula Access Road, scheduled for December 2011.</p> <p><b>November 2011 Update</b></p> <p>ARTC has not been able to comply with this SoC, as it has been placing fill material (excavated from other areas of the project) along the length of the Casula Access Road between Shepherd Street, Liverpool and the Casula Powerhouse Centre, necessitating that all three pedestrian accesses be fenced off for community safety reasons.</p> <p>Pedestrian access will be reinstated at the completion of construction of the Casula Access Road, scheduled for mid 2012.</p> <p>As described in <a href="#">CoA1</a>, ARTC applied to DoPI on 13 December 2011 to modify two CoAs and this SoC – SoC 88 Maintain Pedestrian Access to Georges River between Liverpool and Casula, which will result in the project being compliant for this commitment: <a href="#">20111213 Ltr SSFL modification CoA 43, CoA 67 and SoC 88.pdf</a>; <a href="#">20111213 Mod 6.pdf</a> and <a href="#">Attach 2 EPL 12971 Variation Application 98 - Signed.pdf</a>. DoPI is currently reviewing the modification request.</p>			

SoC No.	88 – Maintain Pedestrian Access to Georges River between Liverpool and Casula	Construction	Closed
<p><b>May 2012 Update</b></p> <p>As described in <a href="#">CoA1</a>, DoPI approved the modification request submitted by ARTC in the last compliance period on 6 March 2012 as Modification 6 to the Project Approval (<a href="#">20120306 Notification of approval to Proponent MOD 6 March 2012.pdf</a>, <a href="#">20120306 SSFL Mod 6 Instrument.pdf</a>).</p> <p>As described in <a href="#">CoA33</a>, construction of the Casula Access Road continued throughout this compliance period. Pedestrian access to the Georges River will be reinstated upon completion of the Casula Access Road.</p> <p><b>November 2012 Update</b></p> <p>As described in <a href="#">CoA33</a>, construction of the Casula Access Road was completed and handed back to Liverpool City Council on 15 September 2012. At least one of the three pedestrian accesses under the bridges between Liverpool and Casula is now open for pedestrian access to the riverfront parkland along Georges River.</p> <p>This SoC was closed in the SSFL Pre-Operation Compliance Report.</p>			

SoC No.	91 – Minimise Visual Impact of Leumeah Railway Station Works	Pre-Construction, Construction	Closed
<b>Condition Requirement</b>			
<p>Subject to consultation with RailCorp, the Proponent will:</p> <ul style="list-style-type: none"> <li>a. sensitively design the footbridge extension to the existing structure to provide visual continuity;</li> <li>b. provide hard and soft landscaping on the western side of the railway station to create precinct character;</li> <li>c. prepare detailed architectural plans for the proposed precinct works;</li> <li>d. and provide an avenue of cultural planting to enhance the boundary between the proposed car parking area and the rail corridor.</li> </ul>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Condition requirements (a) to (d) are addressed in:</p> <ul style="list-style-type: none"> <li>• Section 4.1.6 of the UDLP dated July 2009, since replaced by the approved UDLP Rev G in the November 2010 Update below, which shows the design for the Leumeah Railway Station area, developed in conjunction with RailCorp.</li> <li>• The architectural landscaping plans: <a href="#">LLP_1000</a>, <a href="#">LLP_1001</a>.</li> <li>• The architectural precinct plans: <a href="#">LS-1000 (2)</a>, <a href="#">LS-1001 (2)</a>, <a href="#">LS-1002 (2)</a>.</li> </ul> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>Condition requirements are addressed in Section 4.1.6 of the approved UDLP Rev G dated June 2010: <a href="#">UDLP Rev G.pdf</a> and in the above listed architectural landscape and precinct plans.</p> <p><b>May 2011 Update</b></p> <p>Evidence of compliance with the condition requirements is provided:</p> <p>(a) Designs and detailed plans of the footbridge extension to the existing structure to provide visual continuity have been developed as evidenced in Section 4.1.6 of the UDLP (<a href="#">UDLP Rev G.pdf</a>) and architectural drawings (<a href="#">Architectural Drawings -Leumeah Station.pdf</a>);</p> <p>(b) Designs and detailed plans to provide hard and soft landscaping on the western side of the railway station to create precinct character have been developed as evidenced in Section 4.1.6 of the UDLP (<a href="#">UDLP Rev G.pdf</a>) and landscape design drawings (<a href="#">Landscape Drawings - Leumeah Station.pdf</a>);</p> <p>(c) Designs and detailed plans for the proposed precinct works have been developed as evidenced in Section 4.1.6 of the UDLP (<a href="#">UDLP Rev G.pdf</a>) and architectural drawings (<a href="#">Architectural Drawings -Leumeah Station.pdf</a>);</p> <p>(d) Section 5 of the UDLP (<a href="#">UDLP Rev G.pdf</a>) and the station landscape drawings (<a href="#">Landscape Drawings - Leumeah Station.pdf</a>) show the selected plantings to enhance the boundary between the car park and the rail corridor.</p>			



SoC No.	91 – Minimise Visual Impact of Leumeah Railway Station Works	Pre-Construction, Construction	Closed
<p><b>November 2011 Update</b></p> <p>No change in status is this compliance period. Evidence of compliance with the condition requirements is provided above in the May 2011 Update. Construction was underway at Leumeah Station throughout this compliance period (<a href="#">Leumeah Station.jpg</a> and <a href="#">Leumeah Station.doc</a>).</p> <p><b>May 2012 Update</b></p> <p>No change in status is this compliance period. Evidence of compliance with the condition requirements is provided above in the May 2011 Update. Construction was underway at Leumeah Station throughout this compliance period (<a href="#">Leumeah 22-5-12 - a.JPG</a> and <a href="#">Leumeah 22-5-12 - b.JPG</a>).</p> <p><b>November 2012 Update</b></p> <p>Leumeah Station was completed and handed back to RailCorp on 4 June 2012. Evidence of compliance with the condition requirements is provided above in the May 2012 Update.</p> <p>Timetabled works in the vicinity of Leumeah Station are scheduled to be completed in early 2013.</p> <p><b>August 2013 Update</b></p> <p>Landscaping and remaining minor works and defects in the station precinct were completed by 31 May 2013.</p> <p>This SoC is now closed.</p>			

SoC No.	92 – Minimise Visual Impact of Minto Railway Station Works	Pre-Construction, Construction	Closed
<b>Condition Requirement</b>			
<p>Subject to consultation with RailCorp, the Proponent will:</p> <ul style="list-style-type: none"> <li>a. sensitively design the footbridge extension to the existing structure;</li> <li>b. interface between the old and the new portions of the footbridge to provide visual separation of new and existing portions;</li> <li>c. prepare detailed architectural plans for the proposed precinct works;</li> <li>d. provide hard and soft landscaping for the west side of the station to create precinct character; and</li> <li>e. provide visual screening of the rail corridor and noise barriers to the dwellings fronting Somerset Street.</li> </ul>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Condition requirements (a) to (e) are addressed in:</p> <ul style="list-style-type: none"> <li>• Section 4.1.5 of the UDLP dated July 2009, since replaced by the approved UDLP Rev G in the November 2010 Update below, which shows the design for the Minto Railway Station area, developed in conjunction with RailCorp.</li> <li>• The architectural landscaping plans: <a href="#">MLP_1000</a>, <a href="#">MLP_1001</a>, <a href="#">MLP_1002</a>, <a href="#">MLP_1003</a>, <a href="#">MLP_1004</a>, <a href="#">MLP_1005</a>.</li> <li>• The architectural precinct plans: <a href="#">MSP-1000 (4)</a>, <a href="#">MSP-1001 (5)</a>, <a href="#">MSP-1002 (5)</a>, <a href="#">MSP-1003 (4)</a>, <a href="#">MSP-1004 (4)</a>, <a href="#">MSP-1005 (4)</a>, <a href="#">MSP-1006 (4)</a>.</li> <li>• The architectural plans: <a href="#">06-141 Minto-I</a>.</li> </ul> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>Condition requirements are addressed in Section 4.1.5 of the approved UDLP Rev G dated June 2010: <a href="#">UDLP Rev G.pdf</a> and in the above listed architectural landscape and precinct plans.</p> <p><b>May 2011 Update</b></p> <p>Evidence of compliance with the condition requirements is provided:</p> <p>(a), Designs and detailed plans of the footbridge extension to the existing structure have been developed as evidenced in Section 4.1.5 of the UDLP (<a href="#">UDLP Rev G.pdf</a>) and architectural drawings (<a href="#">Architectural Drawings - Minto Station.pdf</a>);</p> <p>(b) Designs and detailed plans of the interface between the old and the new portions of the footbridge to provide visual separation of new and existing portions have been developed as evidenced in Section 4.1.5 of the UDLP (<a href="#">UDLP Rev G.pdf</a>) and architectural drawings (<a href="#">Architectural Drawings - Minto Station.pdf</a>);</p>			

SoC No.	92 – Minimise Visual Impact of Minto Railway Station Works	Pre-Construction, Construction	Closed
	<p>(c) Designs and detailed plans for the proposed precinct works have been developed as evidenced in Section 4.1.5 of the UDLP (<a href="#">UDLP Rev G.pdf</a>) and architectural drawings (<a href="#">Architectural Drawings - Minto Station.pdf</a>);</p> <p>(d) Section 5 of the UDLP (<a href="#">UDLP Rev G.pdf</a>) and the station landscape drawings (<a href="#">Landscape Drawings - Minto Station.pdf</a>); show the character landscaping to the west side of the station;</p> <p>(e) Section 5 of the UDLP (<a href="#">UDLP Rev G.pdf</a>), and the noise wall, corridor landscape and station landscape drawings (<a href="#">Noise Walls - Minto.pdf</a>, <a href="#">Corridor Landscape - Somerset St Minto.pdf</a>, <a href="#">Landscape Drawings - Minto Station.pdf</a>) show the visual screening of the rail corridor and noise barriers along Somerset Street, Minto.</p> <p><b>November 2011 Update</b></p> <p>No change in status is this compliance period. Evidence of compliance with the condition requirements is provided above in the May 2011 Update. Construction was underway at Minto Station throughout this compliance period (<a href="#">Minto Station.jpg</a>).</p> <p><b>May 2012 Update</b></p> <p>Minto Station was completed and handed back to RailCorp on 28 May 2012 (<a href="#">Minto 22-5-12 - a.JPG</a>). Evidence of compliance with the condition requirements is provided above in the May 2011 Update.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period. Timetabled works in the vicinity of Minto Station are scheduled to be completed in early 2013.</p> <p><b>August 2013 Update</b></p> <p>Landscaping, noise walls and remaining minor works in the station precinct were completed by 31 May 2013.</p> <p>This SoC is now closed.</p>		

SoC No.	93 – Minimise Visual Impact of Casula Railway Station Works	Pre-Construction, Construction	Closed
<b>Condition Requirement</b>			
<p>Subject to Consultation with RailCorp, the Proponent will:</p> <ol style="list-style-type: none"> <li>sensitively design the footbridge extension to the existing structure;</li> <li>maintain the design and character of the existing bridge;</li> <li>prepare detailed architectural plans for the proposed precinct works;</li> <li>provide the recommended noised wall for the Casula Regional Arts Centre in consultation with Liverpool City Council; and</li> <li>provide hard and soft landscaping along the east side of the railway station to create precinct character.</li> </ol>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Condition requirements (a) to (e) are addressed in:</p> <ul style="list-style-type: none"> <li>Section 4.1.4 of the UDLP dated July 2009, since replaced by the approved UDLP Rev G in the November 2010 Update below, which shows the design for the Casula Railway Station area, developed in conjunction with RailCorp.</li> <li>The architectural landscaping plans: <a href="#">CLP_1000</a>, <a href="#">CLP_1001</a>.</li> <li>The architectural precinct plans: <a href="#">CAS-1000 (2)</a>, <a href="#">CAS-1001 (2)</a>, <a href="#">CAS-1002 (2)</a>, <a href="#">CAS-1003 (2)</a>.</li> </ul> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>Condition requirements are addressed in Section 4.1.4 of the approved UDLP Rev G dated June 2010: <a href="#">UDLP Rev G.pdf</a> and in the above listed architectural landscape and precinct plans.</p> <p><b>May 2011 Update</b></p> <p>Evidence of compliance with the condition requirements is provided:</p> <p>(a), Designs and detailed plans of the footbridge extension to the existing structure have been developed as evidenced in Section 4.1.4 of the UDLP (<a href="#">UDLP Rev G.pdf</a>) and architectural drawings (<a href="#">Architectural Drawings - Casula Station.pdf</a>);</p> <p>(b) Designs and detailed plans to maintain the design and character of the existing bridge have been developed as evidenced in Section 4.1.4 of the UDLP (<a href="#">UDLP Rev G.pdf</a>) and architectural drawings (<a href="#">Architectural Drawings - Casula Station.pdf</a>);</p> <p>(c) Designs and detailed plans for the proposed precinct works have been developed as evidenced in Section 4.1.4 of the UDLP (<a href="#">UDLP Rev G.pdf</a>) and architectural drawings (<a href="#">Architectural Drawings - Casula Station.pdf</a>);</p> <p>(d) Section 4.2.9 of the UDLP (<a href="#">UDLP Rev G.pdf</a>), and noise wall drawings (<a href="#">Noise Wall Drawings - Casula.pdf</a>)</p>			

SoC No.	93 – Minimise Visual Impact of Casula Railway Station Works	Pre-Construction, Construction	Closed
	<p>show the noise walls for the Casula Regional Arts Centre; and</p> <p>(e) Section 5 of the UDLP (<a href="#">UDLP Rev G.pdf</a>) and the station landscape drawings (<a href="#">Landscape Drawings - Casula Station.pdf</a>) show the hard and soft landscaping along the east side of the railway station to create precinct character.</p> <p><b>November 2011 Update</b></p> <p>No change in status is this compliance period. Evidence of compliance with the condition requirements is provided above in the May 2011 Update. Construction was underway at Casula Station throughout this compliance period (<a href="#">Casula Station.jpg</a>).</p> <p><b>May 2012 Update</b></p> <p>Casula Station was completed and handed back to RailCorp on 12 March 2012 (<a href="#">Casula Station b.jpg</a>). Evidence of compliance with the condition requirements is provided above in the May 2011 Update.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period. Timetabled works in the vicinity of Casula Station are scheduled to be completed in early 2013.</p> <p><b>August 2013 Update</b></p> <p>Landscaping and remaining minor works in the station precinct were completed by 28 March 2013.</p> <p>This SoC is now closed.</p>		

SoC No.	94 – Minimise Visual Impact of Warwick Farm Railway Station Works	Pre-Construction, Construction	Closed
<b>Condition Requirement</b>			
<p>Subject to consultation with RailCorp, the Proponent will:</p> <ol style="list-style-type: none"> <li>design the footbridge extension to be structurally independent of the existing station buildings to separate new elements from the existing;</li> <li>integrate the new structures with the form of the existing buildings in order to maintain the character of the precinct;</li> <li>prepare detailed architectural plans for the proposed precinct works;</li> <li>provide hard and soft landscaping along the east side of the station to create precinct character; and</li> <li>adopt Crime Prevention Through Environmental Design principles.</li> </ol>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Condition requirements (a) to (e) are addressed in:</p> <ul style="list-style-type: none"> <li>Section 4.1.3 of the UDLP dated July 2009, since replaced by the approved UDLP Rev G in the November 2010 Update below, which shows the design for the Warwick Farm Railway Station area, developed in conjunction with RailCorp.</li> <li>The architectural landscaping plans: <a href="#">WFLP-1000</a>, <a href="#">WFLP-1001</a>, <a href="#">WFLP-1002</a>, <a href="#">WFLP-1003</a>.</li> <li>The architectural precinct plans: <a href="#">WFSP-1000 (2)</a>, <a href="#">WFSP-1001 (2)</a>, <a href="#">WFSP-1002 (2)</a>, <a href="#">WFSP-1003 (2)</a>, <a href="#">WFSP-1004 (2)</a>, <a href="#">WFSP-1005 (2)</a>.</li> <li>The architectural plans: <a href="#">06-141 WarwickFarm-J</a>.</li> </ul> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>Condition requirements are addressed in Section 4.1.3 of the approved UDLP Rev G dated June 2010: <a href="#">UDLP Rev G.pdf</a> and in the above listed architectural landscape and precinct plans.</p> <p><b>May 2011 Update</b></p> <p>Evidence of compliance with the condition requirements is provided:</p> <p>(a), Designs and detailed plans of the footbridge extension to be structurally independent of the existing station buildings to separate new elements from the existing have been developed as evidenced in Section 4.1.3 of the UDLP (<a href="#">UDLP Rev G.pdf</a>) and architectural drawings (<a href="#">Architectural Drawings - Warwick Farm.pdf</a>);</p> <p>(b) Designs and detailed plans to integrate the new structures with the form of the existing buildings in order to maintain the character of the precinct have been developed as evidenced in Section 4.1.3 of the UDLP (<a href="#">UDLP</a></p>			

SoC No.	94 – Minimise Visual Impact of Warwick Farm Railway Station Works	Pre-Construction, Construction	Closed
<p><a href="#">Rev G.pdf</a>) and architectural drawings (<a href="#">Architectural Drawings - Warwick Farm.pdf</a>);</p> <p>(c) Designs and detailed plans for the proposed precinct works have been developed as evidenced in Section 4.1.3 of the UDLP (<a href="#">UDLP Rev G.pdf</a>) and architectural drawings (<a href="#">Architectural Drawings - Warwick Farm.pdf</a>);</p> <p>(d) Section 5 of the UDLP (<a href="#">UDLP Rev G.pdf</a>), and station landscape drawings (<a href="#">Landscape Drawings - Warwick Farm Station.pdf</a>) show the hard and soft landscaping along the east side of the station to create precinct character;</p> <p>(e) Crime Prevention Through Environmental Design principles have been implemented throughout the station design.</p> <p><b>November 2011 Update</b></p> <p>No change in status is this compliance period. Evidence of compliance with the condition requirements is provided above in the May 2011 Update. Construction was underway at Warwick Farm Station throughout this compliance period (<a href="#">20111201 Warwick Farm Station.jpg</a> and <a href="#">20111201 Warwick Farm Station 2.jpg</a>).</p> <p><b>May 2012 Update</b></p> <p>Warwick Farm Station was completed and handed back to RailCorp on 10 April 2012 (<a href="#">Warwick Farm 22-5-12 - a.JPG</a>, <a href="#">Warwick Farm 22-5-12 - b.JPG</a> and <a href="#">Warwick Farm 22-5-12 - c.JPG</a>). Evidence of compliance with the condition requirements is provided above in the May 2011 Update.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period. Timetabled works in the vicinity of Warwick Farm Station are scheduled to be completed in early 2013.</p> <p><b>August 2013 Update</b></p> <p>Landscaping and remaining minor works in the station precinct were completed by 28 March 2013.</p> <p>This SoC is now closed.</p>			

SoC No.	95 – Minimise Visual Impact of Cabramatta Railway Station Works	Pre-Construction, Construction	Closed
<b>Condition Requirement</b>			
<p>Subject to consultation with RailCorp, the Proponent will:</p> <ol style="list-style-type: none"> <li>design the additional structure for the footbridge to provide for a visual separation of new and existing portions;</li> <li>design the footbridge with careful detailing of construction joints;</li> <li>prepare detailed architectural plans for the proposed precinct works;</li> <li>provide hard and soft landscaping along the east side of the station to create precinct character; and</li> <li>design for avenue planting along Broomfield Street to act as a partial screen.</li> </ol>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Condition requirements (a) to (e) are addressed in:</p> <ul style="list-style-type: none"> <li>Section 4.1.2 of the UDLP dated July 2009, since replaced by the approved UDLP Rev G in the November 2010 Update below, which shows the design for the Cabramatta Railway Station area, developed in conjunction with RailCorp.</li> <li>The architectural precinct plans: <a href="#">CABA-1000 (2)</a>, <a href="#">CABA-1001 (2)</a>, <a href="#">CABA-1002 (2)</a>, <a href="#">CABA-1003 (2)</a>, <a href="#">CABA-1004 (2)</a>, <a href="#">CABA-1005 (2)</a>, <a href="#">CABA-1006 (2)</a>, <a href="#">CABA-1007 (2)</a>, <a href="#">CABA-1008 (2)</a>, <a href="#">CABA-1009 (2)</a>, <a href="#">CABA-1010 (2)</a>, <a href="#">CABA-1011 (2)</a>, <a href="#">CABA-1012 (2)</a>, <a href="#">CABA-1013 (2)</a>.</li> <li>The architectural plans: <a href="#">06-141 Cabramatta-1</a>.</li> <li>At the request of Fairfield City Council, no trees have been provided along Broomfield Street so as not to interfere with the CCTV cameras lines of sight.</li> </ul> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>Condition requirements are addressed in Section 4.1.2 of the approved UDLP Rev G dated June 2010: <a href="#">UDLP Rev G.pdf</a> and in the above listed architectural landscape and precinct plans.</p> <p><b>May 2011 Update</b></p> <p>Evidence of compliance with the condition requirements is provided:</p> <ol style="list-style-type: none"> <li>Designs and detailed plans for the additional structure for the footbridge to provide for a visual separation of new and existing portions have been developed as evidenced in Section 4.1.2 of the UDLP (<a href="#">UDLP Rev G.pdf</a>) and architectural drawings (<a href="#">Architectural Drawings -Cabramatta Station.pdf</a>);</li> <li>Designs and detailed plans for the footbridge with careful detailing of construction joints have been</li> </ol>			



SoC No.	95 – Minimise Visual Impact of Cabramatta Railway Station Works	Pre-Construction, Construction	Closed
<p>developed as evidenced in Section 4.1.2 of the UDLP (<a href="#">UDLP Rev G.pdf</a>) and architectural drawings (<a href="#">Architectural Drawings -Cabramatta Station.pdf</a>);</p> <p>(c) Designs and detailed plans for the proposed precinct works have been developed as evidenced in Section 4.1.2 of the UDLP (<a href="#">UDLP Rev G.pdf</a>) and architectural drawings (<a href="#">Architectural Drawings -Cabramatta Station.pdf</a>);</p> <p>(d) Section 5 of the UDLP (<a href="#">UDLP Rev G.pdf</a>), and station landscape drawings (<a href="#">Landscape Drawings - Cabramatta Station.pdf</a>) show the hard and soft landscaping along the east side of the station to create precinct character;</p> <p>(e) At the request of Fairfield City Council, no trees have been provided along Broomfield Street so as not to interfere with the CCTV cameras lines of sight.</p> <p><b>November 2011 Update</b></p> <p>No change in status is this compliance period. Evidence of compliance with the condition requirements is provided above in the May 2011 Update. Construction was underway at Cabramatta Station throughout this compliance period (<a href="#">Cabramatta Station.jpg</a> and <a href="#">Cabramatta Station 2.jpg</a>).</p> <p><b>May 2012 Update</b></p> <p>Cabramatta Station was completed and handed back to RailCorp on 28 February 2012 (<a href="#">Cabramatta Station.jpg</a>). Evidence of compliance with the condition requirements is provided above in the May 2011 Update.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period. Timetabled works in the vicinity of Cabramatta Station are scheduled to be completed in early 2013.</p> <p><b>August 2013 Update</b></p> <p>Landscaping and remaining minor works in the station precinct were completed by 28 March 2013.</p> <p>This SoC is now closed.</p>			

SoC No.	96 – Minimise Visual Impact of Sefton Railway Station Works	Pre-Construction, Construction	Closed
<b>Condition Requirement</b>			
<p>Subject to consultation with RailCorp, the Proponent will:</p> <ol style="list-style-type: none"> <li>carefully detail the footbridge to provide a balance between the existing structure and the new;</li> <li>design the additional span to express the interface between the old and new portions;</li> <li>prepare detailed architectural plans for the proposed precinct works;</li> <li>provide hard and soft landscaping to the north side of Wellington Road in the precinct to create precinct character;</li> <li>provide the recommended acoustic noise wall; and</li> <li>engage an arborist to assess the Feasibility of relocating the fig tree proposed for removal.</li> </ol>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Condition requirements (a) to (f) are addressed in:</p> <ul style="list-style-type: none"> <li>Section 4.1.1 of the UDLP dated July 2009, since replaced by the approved UDLP Rev G in the November 2010 Update below, which shows the design for the Sefton Railway Station area, developed in conjunction with RailCorp.</li> <li>The architectural landscaping plans: <a href="#">SLP_1000</a>, <a href="#">SLP_1001</a>, <a href="#">SLP_1002</a>.</li> <li>The architectural precinct plans: <a href="#">SSSP-1000 (2)</a>, <a href="#">SSSP-1001 (2)</a>, <a href="#">SSSP-1002 (2)</a>, <a href="#">SSSP-1003 (2)</a>, <a href="#">SSSP-1004 (2)</a>.</li> <li>The architectural plans: <a href="#">06-141 Sefton-B</a>.</li> <li>The report by the arborist required at Point (f) of the condition is included in the UDLP at Schedule 5.</li> </ul> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>Condition requirements are addressed in Section 4.1.1 of the approved UDLP Rev G dated June 2010: <a href="#">UDLP Rev G.pdf</a> and in the above listed architectural landscape and precinct plans, and arborist report.</p> <p><b>May 2011 Update</b></p> <p>Evidence of compliance with the condition requirements in the Sefton East Junction to Leightonfield SSFL area includes:</p> <p>(a), (b) and (c): Designs and detailed plans for the footbridge and for the proposed precinct works have been developed as evidenced in Section 4.1.1 of the UDLP (<a href="#">UDLP Rev G.pdf</a>), precinct design and architectural drawings (<a href="#">Station Landscaping Plans 20110517.pdf</a> , <a href="#">Station Precinct Plans 20110517.pdf</a> and <a href="#">Sefton Station Architectural Plans 20110517.pdf</a>);</p>			

SoC No.	96 – Minimise Visual Impact of Sefton Railway Station Works	Pre-Construction, Construction	Closed																																																		
<p>(d) Section 5 of the UDLP (<a href="#">UDLP Rev G.pdf</a>), station and corridor landscaping drawings (<a href="#">Station Landscaping Plans 20110517.pdf</a> and <a href="#">Landscaping Package 1 - Corridor 20110517.pdf</a>) show the hard and soft landscaping to the north side of Wellington Road in the precinct creating precinct character;</p> <p>(e) As described at <a href="#">CoA52</a>, noise walls have been installed as outlined in Table 8-I of the ONVMP:</p> <table><tr><th>Noise Barrier Number</th><th>Track m (Macarthur)</th><th>Track m (Sydney)</th><th>Length of Noise Barrier (m)</th><th>Timing of Erection</th></tr><tr><td>4</td><td>20,942 20</td><td>20,791</td><td>151</td><td>21.12.10 – 16.05.11</td></tr><tr><td>5</td><td>21,079 20</td><td>21,933</td><td>146</td><td>06.10.10 – 12.05.11</td></tr><tr><td>7</td><td>21,139 21</td><td>21,077</td><td>62</td><td>25.01.11 – 03.03.11</td></tr><tr><td>8</td><td>21,510 21</td><td>21,165</td><td>345</td><td>18.10.10 – 19.05.11</td></tr><tr><td>9</td><td>21,610 21</td><td>21,504</td><td>106</td><td>10.11.10 – 01.04.11</td></tr><tr><td>10</td><td>21,882 21</td><td>21,650</td><td>232</td><td>01.03.11 – 06.05.11</td></tr><tr><td>11</td><td>21,909 21</td><td>21,878</td><td>31</td><td>17.05.11 – 06.06.11</td></tr><tr><td>12</td><td>22,066 21</td><td>21,903</td><td>163</td><td>21.12.10 – 18.04.11</td></tr><tr><td>14</td><td>22,532 22</td><td>22,248</td><td>284</td><td>10.11.10 – 24.03.11</td></tr></table> <p>(f) The arborist's report is included as Schedule 3 of the UDLP (<a href="#">UDLP Rev G.pdf</a>).</p>				Noise Barrier Number	Track m (Macarthur)	Track m (Sydney)	Length of Noise Barrier (m)	Timing of Erection	4	20,942 20	20,791	151	21.12.10 – 16.05.11	5	21,079 20	21,933	146	06.10.10 – 12.05.11	7	21,139 21	21,077	62	25.01.11 – 03.03.11	8	21,510 21	21,165	345	18.10.10 – 19.05.11	9	21,610 21	21,504	106	10.11.10 – 01.04.11	10	21,882 21	21,650	232	01.03.11 – 06.05.11	11	21,909 21	21,878	31	17.05.11 – 06.06.11	12	22,066 21	21,903	163	21.12.10 – 18.04.11	14	22,532 22	22,248	284	10.11.10 – 24.03.11
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<p><b>November 2011 Update</b></p> <p>Evidence of compliance with the condition requirements (a), (b), (c) and (f) is provided above in the May 2011 Update.</p> <p>Evidence of compliance with the condition requirements (d) and (e) includes:</p> <p>(d) Hard and soft landscaping to the north side of Wellington Road was completed in November 2011: <a href="#">Sefton Station Landscaping.jpg</a> and <a href="#">20111201 Sefton Noise Walls and Landscaping - Wellington Rd.jpg</a>;</p> <p>(e) Noise wall installation and painting in the Bankstown LGA was completed in August 2011: <a href="#">20111201 Sefton Noise Walls and Landscaping - Wellington Rd.jpg</a></p> <p>Construction was underway at Sefton Station throughout this compliance period (<a href="#">Sefton Station.doc</a> and <a href="#">Sefton Station.jpg</a>).</p>																																																					
<p><b>May 2012 Update</b></p> <p>Sefton Station was completed and handed back to RailCorp on 20 February 2012 (<a href="#">Sefton 22-5-12.JPG</a>). Evidence of compliance with the condition requirements (a), (b), (c) and (f) is provided in the May 2011 Update, and evidence of compliance with the condition requirements (d) and (e) is provided in the November 2011 Update above.</p>																																																					
<p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p>This SoC was closed in the SSFL Pre-Operation Compliance Report.</p>																																																					

SoC No.	97 – Minimise Visual Impact of Liverpool Railway Station Works	Pre-Construction, Construction	Closed
<b>Condition Requirement</b>			
Subject to consultation with RailCorp, the Proponent will include landscaping of the embankment on the eastern side of Liverpool Railway Station in the Urban Design and Landscaping Report.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Section 5.2.3 of the UDLF dated July 2009 shows the landscaping plan for this embankment: <a href="#">20090708 SSFL UDLF</a>.</p> <p><b>November 2009 Update</b></p> <p>The area is still under construction and landscaping works have not commenced.</p> <p><b>November 2010 Update</b></p> <p>The area is still under construction and landscaping works have not commenced.</p> <p><b>May 2011 Update</b></p> <p>The area is still under construction and landscaping works have not commenced.</p> <p><b>November 2011 Update</b></p> <p>The area is still under construction and landscaping works have not commenced.</p> <p><b>May 2012 Update</b></p> <p>The area is still under construction and landscaping works have not commenced, however, the batters have been temporarily stabilised with grass. Landscaping works are scheduled to be completed in the next compliance period.</p> <p><b>November 2012 Update</b></p> <p>The area is still under construction and landscaping works have not commenced. Landscaping works are scheduled to be completed in the next compliance period.</p> <p>The Landscape Management Plan has been revised for the Liverpool Local Government Area: <a href="#">559D-SW1000-LA-1039-IFC-B.pdf</a>, <a href="#">559D-SW2000-LA-1040-IFC-B.pdf</a>, <a href="#">559D-SW2000-LA-1041-IFC-B.pdf</a>, <a href="#">559D-SW2000-LA-1042-IFC-B.pdf</a>, <a href="#">559D-TD0000-LA-3002-IFC-C.pdf</a> and <a href="#">559D-TD0000-LA-3003-IFC-E.pdf</a>.</p> <p><b>August 2013 Update</b></p> <p>Construction and landscaping at Liverpool Station were completed in July 2013.</p> <p>An agreement was reached with JHG, and an email sent on 21 February 2013 outlining the agreed areas of responsibility and the actions to be undertaken by each party to finalise landscaping within the Liverpool Station area: <a href="#">20130221 Agreement re Landscaping Gate @ Gate 25.msg</a></p> <p>In addition to the shared licence area, SFL also re-landscaped an area of failed landscaping along Light Horse Park which involved stripping, re-topsoiling and ECO Blanket treatment of the area. This SoC is now closed.</p>			

SoC No.	98 – Landscaping Treatment at Farrow Road	Pre-Construction, Construction	Closed
<b>Condition Requirement</b>			
The Proponent will investigate the type and extent of the proposed landscaping treatment on Farrow Road in consultation with the affected community and Relevant Councils.			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Section 3.3 of the UDLP dated July 2009 shows the area of Farrow Road on Sheet I5: <a href="#">20090708 SSFL UDLP</a>.</p> <p>The landscaping treatment shown is a section of “Landscape Type I – Embankment Cutting” at the end of Farrow Road. Consultation on the UDLP was undertaken with community and Councils, as outlined in Section 7 Schedule I of the UDLP.</p> <p><b>November 2009 Update</b></p> <p>The area is still under construction and landscaping works have not yet commenced.</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2012 Update</b></p> <p>Construction works at Farrow Road, Campbelltown were completed in August 2012. Landscaping along the nature strip was undertaken in August 2012. This area is timetabled to be handed back to Campbelltown City Council in early 2013.</p> <p><b>August 2013 Update</b></p> <p>The area was inspected by Council in March 2013. Following the completion of kerb and guttering and additional turfing, the area was accepted by Council on 8 July 2013.</p> <p>This SoC is now closed.</p>			

SoC No.	99 – Investigate Existing Soil Contamination and Manage Construction Works to Minimise Hazards and Risks from Contaminated Materials and Soils	Pre-Construction, Construction	Closed
Condition Requirement			
<p>a. The Proponent will undertake a Phase I contamination assessment along the proposed SSFL route to determine the potential for contaminated soil in accordance with the EPA's (1997) Guidelines for Consultants Report on Contaminated Sites and prepare a Contamination Investigation Report in consultation with the DEC and Relevant Councils. The Contamination Investigation Report will:</p> <ul style="list-style-type: none"> <li>i. be prepared in accordance with the DEC Guideline "Environmental Guidelines: Assessment, Classification and Management of Liquid and Non-Liquid Wastes"; and</li> <li>ii. include a contingency plan to be implemented in the case of the unanticipated discovery of contaminated material during Construction.</li> </ul> <p>b. Also, as part of the CEMP, the Proponent will prepare and implement a Hazards and Risk Management Sub Plan. This Sub Plan will include:</p> <ul style="list-style-type: none"> <li>i. details of the hazards and risks associated with Construction;</li> <li>ii. mitigation measures including contingency plans;</li> <li>iii. requirements for the application of the following control measures to minimise vapour and odour levels: <ul style="list-style-type: none"> <li>➤ monitoring the atmosphere within any excavations and on Construction Work Site boundaries using portable monitoring equipment and comparing with the relevant occupational standards for specific chemicals (e.g. methane, and hydrogen sulphide);</li> <li>➤ where necessary, collection of samples and laboratory analysis;</li> <li>➤ ensuring adequate ventilation is supplied in areas where gases or fumes are likely to be present, e.g. where heavily fouled ballast is present or in former refuelling areas;</li> <li>➤ use of appropriate personal protective equipment;</li> <li>➤ minimisation of the size and staging of excavations;</li> <li>➤ covering and/or wetting excavated contaminated soils;</li> <li>➤ applying odour suppressants;</li> </ul> </li> <li>iv. requirements for the control of subsurface seepage, including (if excavations need to extent to the water table) sampling of water within the excavation and analysis for potential contaminants of concern;</li> <li>v. the following hazardous material management measures: <ul style="list-style-type: none"> <li>➤ an inspection of the railway corridor and sidings to identify possible hazardous materials (e.g. asbestos brake shoes and cable trays);</li> <li>➤ where asbestos will be disturbed, removal by an appropriately licensed contractor and in accordance with the Occupation Health and Safety Regulation 2001 and the Code of Practice for the Safe Removal of Asbestos 2nd Edition [NOHSC:2002(2005)] (National Occupational Health and Safety Commission, 2005);</li> <li>➤ where appropriate, air monitoring for asbestos fibres;</li> <li>➤ removal of synthetic mineral fibres in accordance with the Occupational Health and Safety Regulations 2001 and the National Standard for Synthetic Mineral Fibres [NOHSC:1004(1990)] and National Code of Practice for the Safe Use of Synthetic Mineral Fibres [NOHSC:2006(1990)] (National Occupations Health and Safety Commission, 1990);</li> <li>➤ removal of lead-based paint in accordance with the requirements of Australian Standard AS 4361.1-1995 Guide to Lead Paint Management, Part 1: Industrial Applications and Australian Standard AS</li> </ul> </li> </ul>			

SoC No.	99 – Investigate Existing Soil Contamination and Manage Construction Works to Minimise Hazards and Risks from Contaminated Materials and Soils	Pre-Construction, Construction	Closed
	<p>4361.2-1998 Guide to Lead Paint Management, Part 2: Residential and Commercial Building; and</p> <ul style="list-style-type: none"> <li>➤ notifying the DEC if any poly-chlorinated biphenyl (PCB) is uncovered;</li> <li>➤ removal of PCB containing capacitors by qualified electricians;</li> <li>➤ storing, conveying and processing any PCB waste or material in accordance with the Chemical Control Order in relation to materials and waste contained in PCB 1987;</li> <li>➤ assessing contamination from coal tar in asphalt and copper chromium arsenate, creosote and other preservatives in timber, ballast and soils;</li> <li>➤ not recycling or reusing any asphalt containing coal tar; and</li> <li>➤ not reusing excavated materials from the Activity in earthworks or other landscaping unless it has been assessed for contamination and certified by accredited auditors for reuse for the specific purpose and location proposed.</li> </ul>		
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Phase I contamination assessment is dated 26 September 2008: <a href="#">SSFL Phase I Assessment Report</a>.</p> <p>The Hazards and Risk Management Sub Plan (HRMSP) was prepared in June 2008 as part of the CEMP: <a href="#">SSFL Hazard &amp; Risk Sub Plan 20080715</a>. The various control and management measures are outlined in Section 5.</p> <p>Although not specifically required under the CoAs or SoCs for this project, ARTC has prepared a draft contamination management plan dated August 2009: <a href="#">SSFL Contamination Mgt Plan Rev A</a>.</p> <p>The draft asbestos management plan dated August 2009 is an appendix to the contamination management plan: <a href="#">SSFL Asbestos Management (Rev A)</a>.</p> <p><b>November 2009 Update</b></p> <p>The SSFL Contamination Management Plan was finalised and distributed in September 2009. Briefings were held with all contractors on the content and implementation of the Plan. The Plan is provided, including Appendix A: <a href="#">SSFL Contamination Management Plan.pdf</a>. Further evidence of compliance with this SoC will be provided in the next compliance report.</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>During this construction period asbestos contaminated soil was found between Cooper Road, Regents Park and Woods Road, Sefton, as well as at Chester Hill Station, Miller Road, Villawood, Leightonfield, Warwick Farm Station, Lighthorse Park, Liverpool and near Campbelltown Station. This asbestos contaminated soil was identified and removed from the site in accordance with the SSFL Asbestos Management Plan and the relevant requirements of clause (v) of this condition.</p>			

SoC No.	99 – Investigate Existing Soil Contamination and Manage Construction Works to Minimise Hazards and Risks from Contaminated Materials and Soils	Pre-Construction, Construction	Closed
<p><b>November 2011 Update</b></p> <p>During this construction period asbestos contaminated soil was found between Auburn Road, Regents Park and Woods Road, Sefton, as well as near Hector Street, Sefton, Carramar Station, Casula Station, Liverpool Station and Riverpark Drive, Liverpool. This asbestos contaminated soil was identified and removed from the site in accordance with the SSFL Asbestos Management Plan and the relevant requirements of clause (v) of this condition.</p> <p><b>May 2012 Update</b></p> <p>During this construction period asbestos contaminated soil was found between Villawood and Broomfield Street, Cabramatta. This asbestos contaminated soil was identified and removed from the site in accordance with the SSFL Asbestos Management Plan and the relevant requirements of clause (v) of this condition.</p> <p><b>November 2012 Update</b></p> <p>During this construction period asbestos contaminated soil was found at Leightonfield Yard. This asbestos contaminated soil was identified and removed from the site in accordance with the SSFL Asbestos Management Plan and the relevant requirements of clause (v) of this condition.</p> <p><b>August 2013 Update</b></p> <p>During this construction period asbestos contaminated soil was found at Glenfield Compound, Glenfield, Wattle Avenue, Carramar and Farrow Road, Campbelltown. This asbestos contaminated soil was identified and removed from the site in accordance with the SSFL Asbestos Management Plan and the relevant requirements of clause (v) of this condition.</p> <p>This SoC is now closed with the completion of Construction.</p>			



SoC No.	I00 – Prepare a Waste Management Sub Plan to the CEMP	Pre-Construction	Closed
<b>Condition Requirement</b>			
<p>As part of the CEMPs the Proponent will prepare a Waste Management Sub Plan. The Sub Plan will address the management of wastes during the Construction stage in accordance with the NSW Government's Waste Reduction and Purchasing Policy. The Sub Plan will identify requirements for:</p> <ul style="list-style-type: none"> <li>a. the application of the waste minimisation hierarchy principles of avoid/reduce/re-use/recycle/dispose;</li> <li>b. waste handling and storage;</li> <li>c. disposal of wastes. Specific details must be provided for cleared vegetation, contaminated materials, glass, metals and plastics, hydrocarbons (lubricants and fuels) and sanitary wastes; and</li> <li>d. any waste material that is unable to be re-used, re-processed or recycled will be disposed at a facility approved to receive that type of waste.</li> </ul> <p>The Sub Plan will include the waste management and avoidance measures included in Section 3.12 of Technical Paper 1 of Volume 2 of the Environmental Assessment.</p> <p><b>Modification</b></p> <p><i>Minor word changes were made to the requirement by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>The Waste Management Sub Plan is dated 19 February 2009: <a href="#">SSFL Waste Management Sub Plan 090219</a>. The condition requirements are addressed in:</p> <ul style="list-style-type: none"> <li>a. Waste minimisation in Section 5.1;</li> <li>b. Waste handling and storage in Section 5.3 &amp; 5.4;</li> <li>c. Disposal of wastes in Table 7;</li> <li>d. Waste disposal at a facility in Section 5.5</li> </ul> <p>The waste management and avoidance measures from the EA can be found in Table 6.</p> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period.</p>			

SoC No.	I01 – Avoid Construction Impacts to Services and Utilities	Pre-Construction	Closed
<b>Condition Requirement</b>			
<p>The Proponent will identify the utilities and services (hereafter “services”) potentially affected by Construction to determine requirements for diversion, protection and/or support. Alterations to services will be determined by negotiation between the Proponent and the service providers and, where applicable, RailCorp. The Proponent in consultation with service providers will ensure that disruption to services resulting from the Activity are minimised and advised to customers.</p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>DECCW has clarified that the relocation of services is not covered by the SSFL EPL, and therefore approval from DECCW for relocations is not required: <a href="#">20090820 - Third Party Services Relocation</a>.</p> <p>Negotiation with a number of service providers is ongoing in relation to relocations of services. Examples of negotiations include:</p> <ul style="list-style-type: none"> <li>DoP consultation with reference to an ethane pipeline: <a href="#">20090721 SSFL Ethane Gas Pipeline</a>.</li> <li>APA consultation with reference to ethane pipes: <a href="#">APA Consultation</a>.</li> <li>Jemena consultation with reference to gas pipes: <a href="#">RE SSFL-BRI Miller Rd Jemena Gas Relocation Proposal - Rev 4</a></li> <li>Sydney Water consultation: <a href="#">Sydney Water sewer &amp; water intersections</a>.</li> <li>Telstra consultation: <a href="#">Telstra Email 090603</a>.</li> </ul> <p><b>November 2009 Update</b> The register of all planned service relocations that is maintained by ARTC is provided: <a href="#">Combined Services Spreadsheet 05 - 18 Feb.pdf</a>. It includes all relevant details on third party approvals, design reviews etc for all planned service relocations.</p> <p><b>November 2010 Update</b> The register of all planned service relocations that is maintained by ARTC is provided: <a href="#">20110203 Service Relocation Status of Works.pdf</a>. It includes all relevant details on third party approvals, design reviews etc for all planned service relocations.</p> <p><b>May 2011 Update</b> The register of all planned service relocations that is maintained by ARTC is provided: <a href="#">20110609 Service Relocations.pdf</a>. It includes all relevant details on third party approvals, design reviews etc for all planned service relocations.</p>			

SoC No.	101 – Avoid Construction Impacts to Services and Utilities	Pre-Construction	Closed
<b>November 2011 Update</b>			
The register of all planned service relocations that is maintained by ARTC is provided: <a href="#">20111205 Service Relocation Scope of Works.pdf</a> . It includes all relevant details on third party approvals, design reviews etc for all planned service relocations.			
<b>May 2012 Update</b>			
The register of all planned service relocations that is maintained by ARTC is provided: <a href="#">120523 Service Relocation Scope of Works.pdf</a> . It includes all relevant details for all planned service relocations including third party approvals and design reviews.			
<b>November 2012 Update</b>			
The register of all planned service relocations that is maintained by ARTC is provided: <a href="#">Service Relocation Status of Works.xls</a> . It includes all relevant details for all planned service relocations including third party approvals and design reviews.			
The relocation of an Endeavour Energy asset at Casula Road, Casula is the only remaining service relocation for the SSFL Project. This work is scheduled to be undertaken in December 2012.			
<b>August 2013 Update</b>			
The register of all planned service relocations that is maintained by ARTC is provided: <a href="#">Service Relocation Status.xlsx</a> . It includes all relevant details for all planned service relocations including third party approvals and design reviews.			
All service relocations were completed in March 2013. All minor defect and rectification works were completed in April 2013.			
This SoC is now closed with the completion of Construction.			

SoC No.	I02 – Relocate RailCorp above-ground Signalling and Power Services	Pre-Construction, Construction	Closed
<b>Condition Requirement</b>			
<p>For RailCorp services and utilities located within the SSFL Corridor, and subject to agreement with RailCorp, the Proponent will, where practical, relocate above-ground signalling and power services away from the alignment of the Activity to another location within the Main South Line rail corridor that:</p> <ul style="list-style-type: none"> <li>a. avoids impacts to areas of native vegetation for the pole locations, over which the lines would be suspended;</li> <li>b. avoids pole locations in riparian zones to watercourses;</li> <li>c. avoids pole locations that compromise visual amenity and sight lines from residences adjoining the railway corridor by placing the poles at common property boundaries (and not in front of windows);</li> <li>d. is consistent with the provision of a maintenance access roads as shown in Figure 4.3 of Volume I of the Environmental Assessment.</li> </ul> <p><b>Modification</b></p> <p><i>Minor word changes were made to the requirement by DoPI on 18 July 2007 in Modification 1. The modified wording is reflected in the Condition Requirement text above.</i></p>			
<b>Responsibility</b>			
ARTC			
<b>Evidence of Compliance</b>			
<p>Condition requirements (a) to (d) are being addressed in consultation with RailCorp wherever RailCorp services require relocation. An example of such consultation for the relocation of a signal bungalow at Cabramatta includes:</p> <ul style="list-style-type: none"> <li>• The contractor's work method plan: <a href="#">Work Method Plan_WMP_S 20.3 Bungalow_rev1.1.</a></li> <li>• RailCorp approval of the method: <a href="#">CCR 6126 Bungalow Alterations - Cabramatta S20.3.</a></li> <li>• RailCorp confirmation of resources: <a href="#">RE CCR 6126 Bungalow Alterations - Cabramatta S20.3.</a></li> </ul> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>All RailCorp signalling and power services have been relocated for the First Stage of works (<a href="#">CoA6</a>). The final relocation activity of a RailCorp asset in this geographic area was the decommissioning of the Wellington Road level crossing, and commissioning of the interrelated Sefton Triangle Bridge (<a href="#">SoCI01</a>).</p> <p>The relocation of signalling and power services associated with the Final Stage Alliance is still underway. Refer to the services relocation register in <a href="#">SoCI01</a> for details.</p>			

SoC No.	102 – Relocate RailCorp above-ground Signalling and Power Services	Pre-Construction, Construction	Closed
<p><b>November 2011 Update</b></p> <p>As noted above, the relocation of signalling and power services associated with the Final Stage Alliance is still underway. Refer to the services relocation register in <a href="#">SoC101</a> for details.</p> <p><b>May 2012 Update</b></p> <p>As noted above, the relocation of signalling and power services associated with the Final Stage Alliance is still underway. Refer to the services relocation register in <a href="#">SoC101</a> for details.</p> <p><b>November 2012 Update</b></p> <p>The relocation of RailCorp above ground signalling and power services was completed in this compliance period. Refer to the services relocation register in <a href="#">SoC101</a> for details.</p> <p>This SoC was closed in the SSFL Pre-Operation Compliance Report.</p>			

<b>SoC No.</b>	<b>I03 – Prepare a Safe Working Plan for Activities adjacent to the Operating Railway</b>	<b>Construction</b>	<b>Closed</b>
<b>Condition Requirement</b>			
The Proponent will prepare a Safe Working Plan to manage Construction work site activities safely with the adjacent operating railway. The Plan will address the use of separation barriers and RailCorp maintenance access requirements.			
<b>Responsibility</b>			
ARTC/Contractors			
<b>Evidence of Compliance</b>			
<p>ARTC prepared a Project Safety Management Plan dated 6 November 2008: <a href="#">Part 4- Project Safety Plan</a>.</p> <p>The Construction Safety Interface Agreement between ARTC, RailCorp and all Contractors is: <a href="#">Construction Safety Interface Agreement (Execution Version)</a>.</p> <p><b>November 2009 Update</b></p> <p>No change in status during this compliance period.</p> <p><b>November 2010 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2011 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>May 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>November 2012 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p><b>August 2013 Update</b></p> <p>As above. No change in status during this compliance period.</p> <p>This SoC is now closed with the completion of Construction.</p>			

SoC No.	I04 – Environmental Criteria for Ancillary Facilities	Pre-Construction	Closed
<b>Condition Requirement</b>			
<p>The sites for Ancillary Facilities will satisfy the following criteria unless otherwise approved through the CEMP:</p> <ol style="list-style-type: none"> <li>be located within the Activity;</li> <li>have ready access to the road network;</li> <li>be located to minimise the need for heavy vehicles to travel through residential areas;</li> <li>be sited on relatively level land;</li> <li>be separated from the nearest residences by at least 200 m (or at least 250 m for a temporary batch plant) except where adequate screening is provided by a cutting or natural feature;</li> <li>not be within 100 m of, or drain directly to, SEPP 14 wetlands;</li> <li>be located above the 20 ARI flood level unless a contingency plan to manage flooding is prepared and implemented;</li> <li>not require vegetation clearing beyond that already required for the Activity; and</li> <li>not affect the land use of adjacent properties.</li> </ol> <p>The location of the Ancillary Facilities will be identified in the CEMP and will include an analysis against the above criteria. Where these criteria cannot be met the CEMP will demonstrate there will be no adverse impacts from the Ancillary Facility's construction or operation.</p>			
<b>Responsibility</b>			
ARTC/Contractor			
<b>Evidence of Compliance</b>			
<p>Appendix D of the CEMP contains all relevant information on Ancillary Facilities, including the above checklist: <a href="#">SSFL CEMP 090225</a>.</p> <p>The Ancillary Facilities checklist has been provided to contractors, who are in turn responsible for assessing potential locations. Approval of the proposed locations is provided by the EMR.</p> <p>Examples of checklists filled out by contractors include those for Arengo (<a href="#">20081127 Ancillary Facilities Checklist completed - Arengo</a>), Reed (<a href="#">Reed ancillary checklist</a>) and Gartner Rose (<a href="#">Gartner Rose - Casula Station Ancillary Facilities Chklist</a>).</p> <p><b>November 2009 Update</b></p> <p>Further evidence of compliance with this SoC will be provided in the next compliance report.</p> <p><b>November 2010 Update</b></p> <p>There were six ancillary facilities approved in this compliance period:</p> <ul style="list-style-type: none"> <li>May 2010 – JH – Menangle Rd</li> <li>May 2010 – ODG – Cabramatta Sewer</li> </ul>			

SoC No.	104 – Environmental Criteria for Ancillary Facilities	Pre-Construction	Closed
	<ul style="list-style-type: none"> <li>June 2010 – Reed – Glenfield Compound</li> <li>June 2010 – Reed – Woodbrook Rd stockpile</li> <li>Aug 2010 – Stations First – Casula compound</li> <li>Aug 2010 – Stations First – Sefton compound</li> </ul> <p>The CEMP is to be updated to reflect the location of these facilities.</p> <p><b>May 2011 Update</b></p> <p>There were two ancillary facilities approved in this compliance period:</p> <ul style="list-style-type: none"> <li>Jan 2011 – 3ARail – Toll Yard, Miller Rd, Villawood</li> <li>May 2011 – 3ARail – Ingleburn</li> </ul> <p>The CEMP is to be updated to reflect the location of these facilities.</p> <p><b>November 2011 Update</b></p> <p>There were three ancillary facilities approved in this compliance period:</p> <ul style="list-style-type: none"> <li>Sep 2011 – 3ARail – Queen St, Campbelltown</li> <li>Nov 2011 – Southern Freight Link – Glenfield Site Compound, Glenfield Road</li> <li>Nov 2011 – Southern Freight Link – Minto Site Compound, Montore Road</li> </ul> <p>The CEMP is to be updated to reflect the location of these facilities.</p> <p><b>May 2012 Update</b></p> <p>There were nine ancillary facilities approved in this compliance period:</p> <ul style="list-style-type: none"> <li>Jan 12 – SFL - Cabramatta Creek, Jacqui Osmond Fields, Warwick Farm</li> <li>Feb 12 – SFL - Broomfield St Bike Path, Broomfield St, Cabramatta</li> <li>Mar 12 – SFL - Bouddi St Access, Bouddi St, Bow Bowling</li> <li>Mar 12 – Abigroup - Campbelltown Access Rd, Farrow Road, Campbelltown</li> <li>Mar 12 – SFL - Airs Rd Site Access, Airs Rd, Minto</li> <li>Mar 12 – SFL – Minto Viaduct Compound, Minto Viaduct, Minto</li> <li>Apr 12 – SFL - Minto Viaduct Site Access, Minto Viaduct, Minto</li> <li>Apr 12 – SFL - Huntsmore Rd Site Access, Huntsmore Rd, Minto</li> <li>May 12 – SFL - Railway Pde, Macquarie Fields</li> </ul> <p>The CEMP is to be updated to reflect the location of these facilities.</p> <p><b>November 2012 Update</b></p> <p>There were nine ancillary facilities approved for this compliance period:</p> <ul style="list-style-type: none"> <li>Jun 12 – 3ARail – Lighthorse Park, Riverpark Dr, Liverpool</li> <li>Jul 12 – SFL – Cabramatta Creek Compound;</li> <li>Jul 12 – SFL – Wattle Ave, Carramar;</li> <li>Jul 12 – SFL – Airs Rd Site Access, Airs Rd, Minto;</li> </ul>		



SoC No.	104 – Environmental Criteria for Ancillary Facilities	Pre-Construction	Closed
	<ul style="list-style-type: none"> <li>Jul 12 – SFL – Broomfield St, Cabramatta</li> <li>Sep 12 – SFL – Monier Square, Leightonfield</li> <li>Oct 12 – SFL – Monier Square, Leightonfield</li> <li>Oct 12 – SFL – Miller Rd, Leightonfield</li> <li>Nov 12 – SFL – Aero Road, Ingleburn</li> </ul> <p><b>August 2013 Update</b></p> <p>There were two ancillary facilities approved during this compliance period:</p> <ul style="list-style-type: none"> <li>Feb 13 – SFL – Sefton Triangle – Wellington Road, Birrong</li> <li>Apr 13 – SFL – Station Street, Warwick Farm</li> </ul> <p>During this period, all ancillary facilities were decommissioned and reinstated to pre-existing conditions and handed back to the relevant landowner.</p> <p>This SoC is now closed with the completion of Construction.</p>		