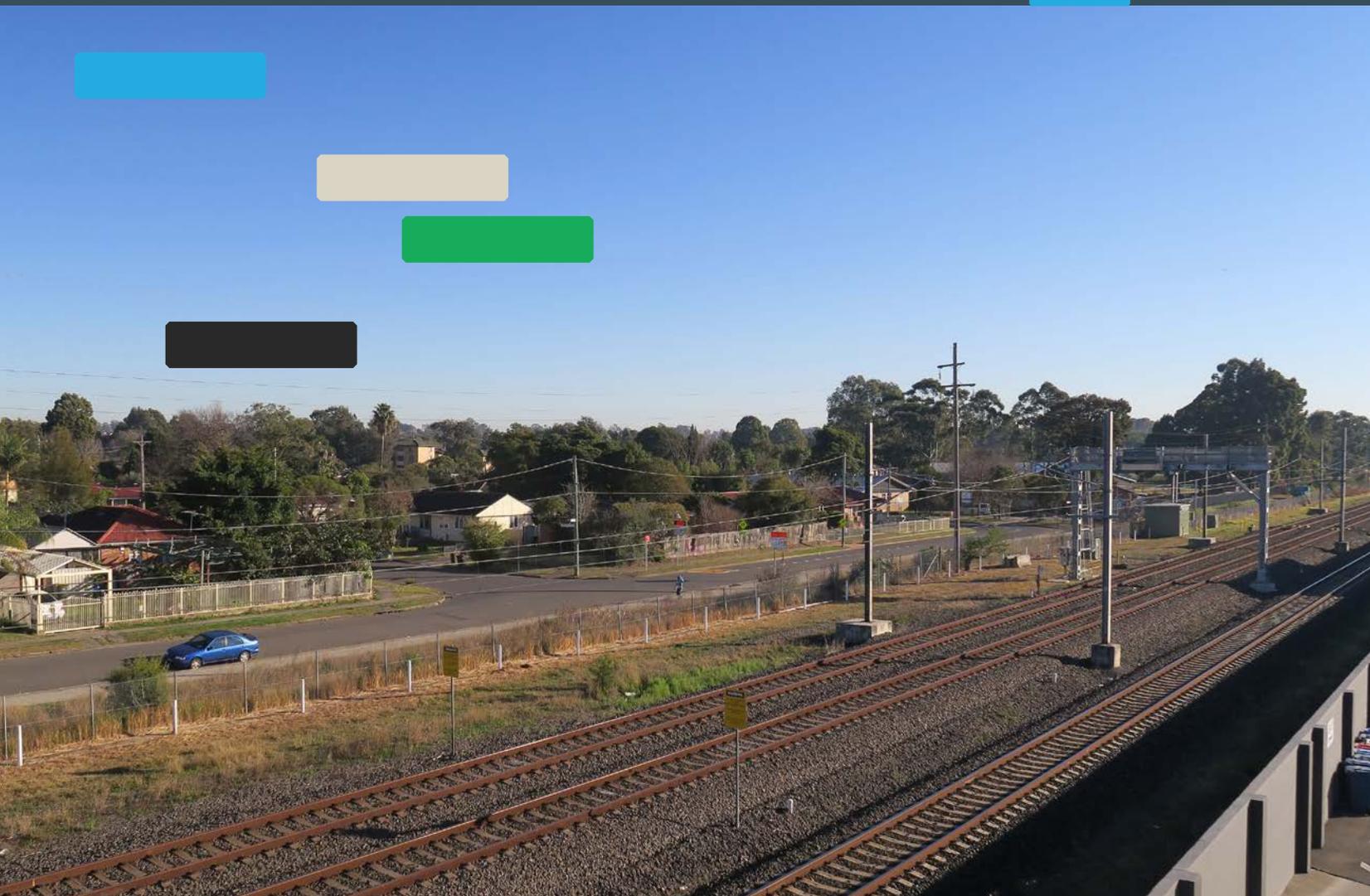


# CABRAMATTA LOOP PROJECT

## SUMMARY ENVIRONMENTAL IMPACT STATEMENT

AUGUST 2019



# Improving Rail Freight

## ABOUT THIS DOCUMENT

This document provides summary information about the design of the project, potential construction and operational impacts and the measures that will be put in place to manage these potential impacts.

The potential environmental impacts and mitigation measures are described in more detail in the Cabramatta Loop Environmental Impact Statement (EIS) and technical reports.

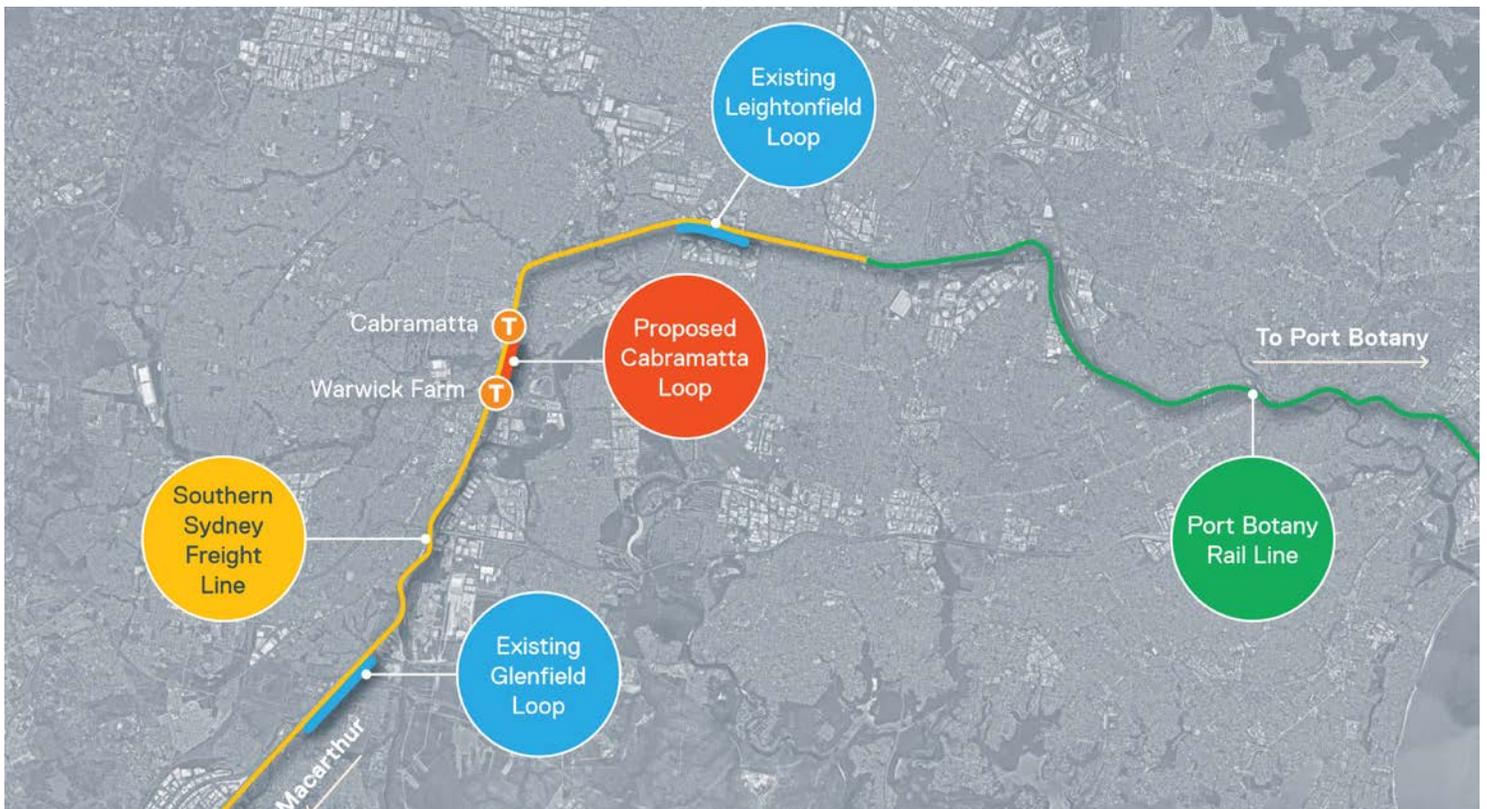
This document contains:

- An overview of the project
- Information about the construction and operational phases of the project and how they will be managed
- Details on how to make a submission to the NSW Department of Planning, Industry and Environment (DPIE) by the 26 September
- An overview of the potential environmental impacts, both during construction and operation, and how these will be mitigated.

**Submissions should be made directly on the EIS and not this document, which provides a summary only.**

Australia's freight industry is expected to grow over the coming decades. The existing freight infrastructure cannot support this projected growth, with increasing use of heavy trucks putting pressure on already congested roads.

The Cabramatta Loop Project (the 'project') forms part of a \$400 million commitment by the Australian Government, and aims to improve efficiency, flexibility and reliability for freight rail customers, and encourage freight modal shift from road to rail.



**Map showing the location of the Cabramatta Loop**

## ABOUT THE CABRAMATTA LOOP PROJECT

The project includes the construction and operation of a passing loop on the South Sydney Freight Line (SSFL), to enable freight trains of up to 1,300 metres long and travelling in either direction, to pass each other.

The project would involve the following key features:

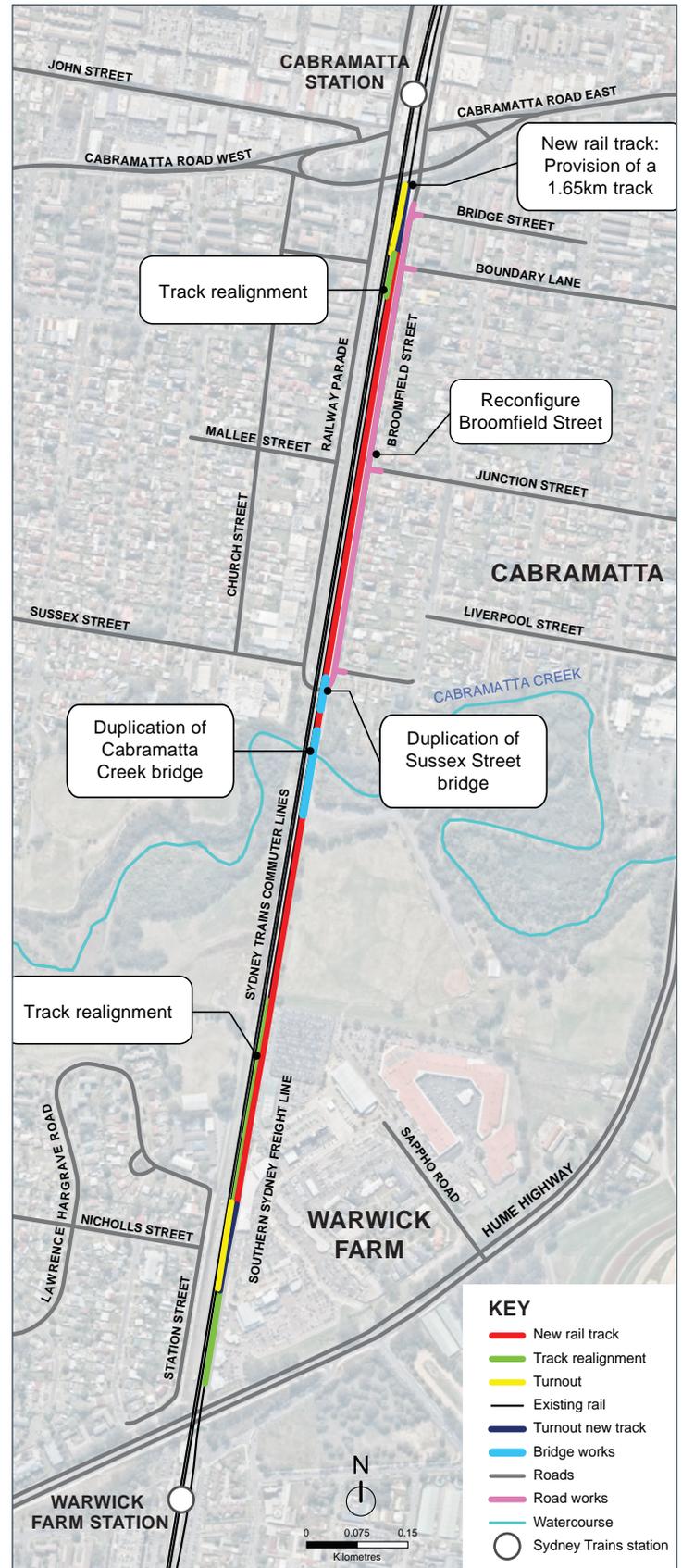
- **new rail track** - providing a 1.65 kilometre long section of new track to form a loop
- **track realignment** - moving about 550 metres of existing track sideways to make room for the new track
- **bridge works** - constructing two new bridge structures next to the existing rail bridges over Sussex Street and Cabramatta Creek
- **road works** - reconfiguring about 680 metres of Broomfield Street between Sussex and Bridge Streets.

The SSFL was commissioned in 2013 and is a 36 kilometre long single bi-directional dedicated freight line located between Macarthur and Sefton, adjacent to the Main Southern Line in Sydney's south-western suburbs. As the SSFL is a single line, trains travelling in opposite directions or needing to overtake each other in proximity to the project can only do so at Glenfield and Leightonfield. One train would have to wait for the other train on the line to travel up to around 12 kilometres before it can pass. The introduction of the passing loop at Cabramatta would reduce that to around 6 kilometres and provide improved efficiency of signals. This would increase the efficiency for rail services as well as allowing for more services to use the SSFL.

The project aims to improve freight rail reliability, flexibility and efficiency, by allowing more trains to be using the track at one time. The project also aims to:

- Alleviate constraints and increase the capacity of Sydney's freight rail network to meet existing and future demands
- Support the connection to, and operation of, intermodal terminals, including Moorebank
- Encourage a shift in freight transport from road to rail, and support a reduced rate of growth in truck movements and associated traffic congestion around Sydney.

For more information refer to EIS Part A, Chapter 1.

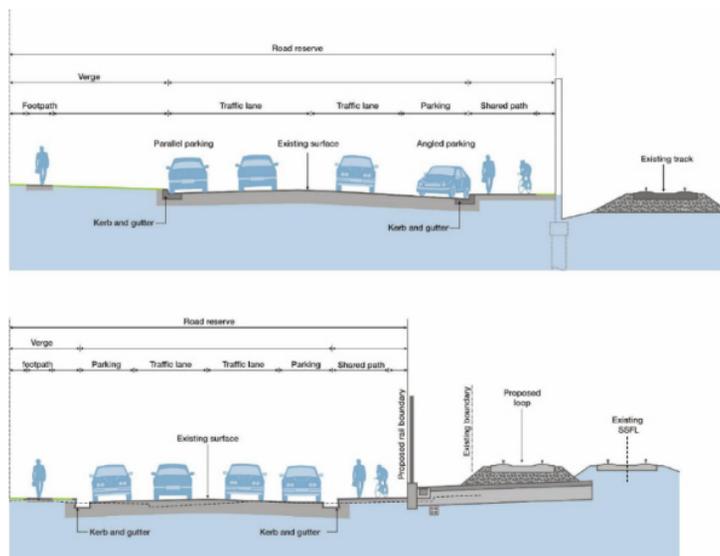


Map showing the works associated with the project

# Improving Rail Freight

The project is one of a number of initiatives proposed to increase the capacity and operational efficiency of Sydney's rail freight network. The project would be located generally between the Hume Highway and Cabramatta Road East road overbridges in the suburbs of Warwick Farm and Cabramatta. The project also includes works in Broomfield Street and Jacquie Osmond Reserve, next to the rail corridor. The figure below illustrates the proposed rail track.

The realignment of Broomfield Street, outlined in the figure on the right, is required to allow the rail corridor to be widened by about five metres to accommodate the proposed passing loop. Road and pedestrian infrastructure would be reconfigured so that the centre line of the road corridor is relocated about seven metres to the east.



**Illustration of the proposed loop track and realignment of Broomfield Street**

The project relates to freight rail services only and is not associated with passenger train services, which are operated by Sydney Trains.

## OPERATION OF THE PROJECT

The project would operate as part of the SSFL and would continue to be managed by ARTC. ARTC works with rail operators to provide access to rail for businesses and producers across Australia. Freight train services and rolling stock which utilise the ARTC network are currently, and would continue to be, owned and operated by a variety of operators.

It is estimated that once the project is operational, there may be an increase in freight train movements from 48 up to 72 per day by 2033.

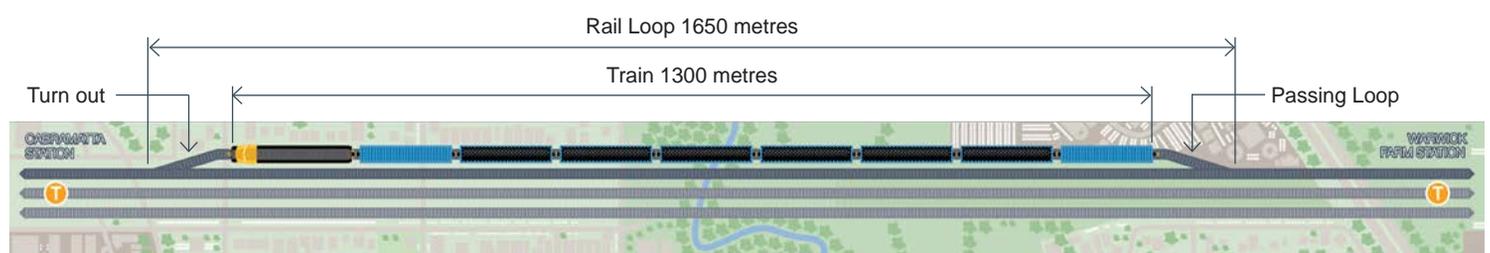
## ABOUT ARTC

At Australian Rail Track Corporation (ARTC) we're proud to be a vital part of the transport supply chain and the economic development of Australia. We are unashamed champions of rail as a cost efficient, reliable, safe and more sustainable mode of transport across five states we manage and maintain an 8,500km rail network. We continue to meet the changing needs of our customers and seek to grow our organisation safely and in environmentally responsible ways.

ARTC works with rail operators to provide access to rail for businesses and producers across Australia. We are committed to the health and safety of our people, the environment and the communities in which we operate. In all our efforts, we aim to be inclusive and build pride and loyalty in our workforce.

Community and environmental benefits are also being realised from growing our freight rail capacity. Fewer trucks mean fewer emissions and a safer journey for you on our highways and roads. Sustainability and protecting the environment are central to our day to day operations. We assess and manage environmental risks and respond to the needs of the communities around us.

Read more at [www.artc.com.au/about/](http://www.artc.com.au/about/)



**Schematic showing the rail loop**

## PLANNING FOR THE FUTURE

### The importance of the Sydney Metropolitan Freight Network

Transporting freight by rail is a key priority for the Australian and NSW Governments, ARTC and its customers. Following investigation of Sydney rail freight movements and forecasts, ARTC's 2015-2024 Sydney Metropolitan Freight Strategy (2015) identified that rail freight on this network is to increase over the next 15 years. Further, the Transport for NSW Freight and Ports Plan 2018-2023 sets objectives to boost capacity and efficiency of the rail freight network.

The project is one of several listed under the goal of building capacity of the freight network.

### Increasing freight

Efficient access to and from Port Botany is critical to the economic growth and prosperity of Sydney. Over the next 20 years, container freight, air freight, air travel and general traffic in and around the Port Botany area are expected to grow significantly.

Transporting more freight to and from Port Botany by rail will place additional demands on the existing rail line, with freight that cannot be accommodated on rail placing demands on the surrounding congested road network.

### Shifting freight from road to rail

The Australian and NSW Governments have identified clear objectives to increase the share of freight moved by rail. NSW Ports has set a target of 40 per cent of total freight volumes to be transported by rail (NSW Ports 2015). This represents a substantial increase compared with the current 14 per cent share of freight moved by rail.

The expansion and development of intermodal terminals in and around Sydney proposed as part of a long-term strategy to increase the movement of freight by rail, will also place additional demands on the existing rail line.

### Southern Sydney Freight Line

The Southern Sydney Freight Line is predicted to be at capacity by 2023, limiting its ability to adequately service future demands for rail freight transport.

Additional demand arising from the predicted growth in container freight has the potential to exacerbate this situation, impacting on reliability and restricting the efficient movement of freight across the broader Sydney rail network.

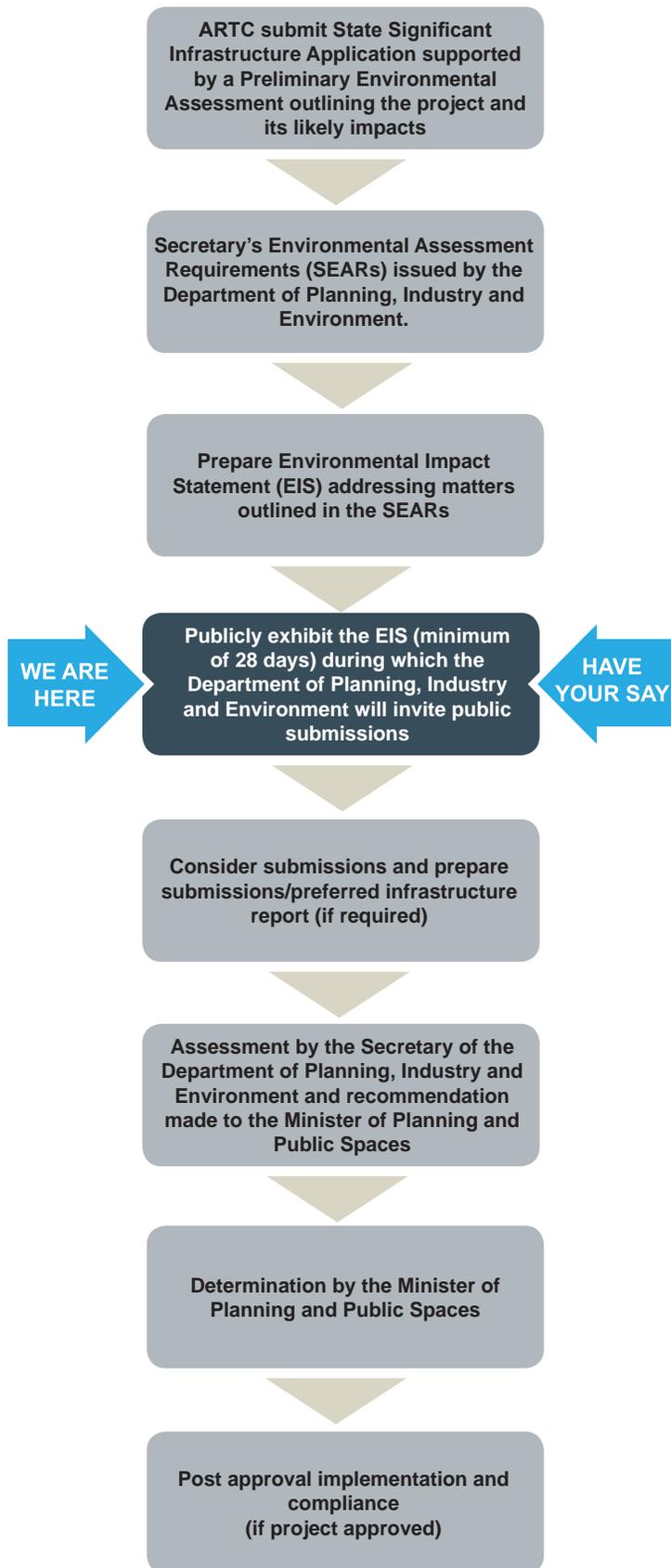
The Cabramatta Loop Project will provide the ability to increase the share of freight moved by rail on the SSFL.

**For more information refer to EIS Part A, Chapter 5.**



**Existing view south from Cabramatta Station**

# Planning and Construction



## PLANNING APPROVAL PROCESS

The project is considered State significant infrastructure and so an Environmental Impact Statement (EIS) has been developed.

The EIS aims to help the community understand the main features of a project as well as potential environmental and social impacts that may occur during construction and operation of the project. It is used by the NSW Department of Planning, Industry and Environment (DPIE) (formerly Department of Planning and Environment) to inform development consent decisions.

Some of the key areas the EIS has considered include:

- Needs and objectives of the project
- Community consultation
- Construction work
- Noise and vibration
- Traffic and transport
- Landscape and visual
- Environmental management and mitigation.

The approach presented in the EIS is indicative only and may be subject to change through detailed design and construction planning to be carried out by the successful contractor. Issues raised during the EIS public exhibition will be responded to in a Submissions Report and considered by the DPIE during their assessment of the project, and in their decision on whether the project should be approved.

For more information refer to EIS Part A, Chapter 3.

## COMMUNITY CONSULTATION INPUTS TO THE EIS

Community engagement for the project first started in 2018. The feedback provided by the local community to date has been incorporated into the EIS.

We are committed to working with the community and stakeholders to get your feedback which will help us with further planning.

Consultation is vital to the success of the project and we welcome your participation.

### Planning Approval Process

Feedback from community and stakeholder engagement was primarily focused on three key areas:

- Noise and vibration
- Traffic, transport and access
- Landscape and visual.

**For more information refer to EIS Part A, Chapter 4.**

## CONSTRUCTION OF THE PROJECT

**Subject to approval, construction is proposed to commence in 2021 and take about two years to complete.**

Construction would be delivered in three key phases:

1. Enabling works, including site establishment
2. Main construction including the new track, bridge works, road works and ancillary infrastructure such as a noise and retaining walls
3. Testing and commissioning works.

A summary of the proposed staging for the main construction works is provided below. This would be subject

**For more information refer to EIS Part A, Chapter 7.**

to refinement and would be confirmed following engagement of the construction contractor.

The majority of works would be undertaken during recommended standard construction working hours:

- **Monday to Friday: 7.00 am to 6.00 pm**
- **Saturday: 8.00 am to 1.00 pm**

There may be a need to undertake some limited activities outside recommended standard working hours, these could include:

- Works required by utility service providers or where impacts to services cannot be reasonably managed during standard working hours.
- Delivery and/or removal of oversized equipment and materials
- Works on roads such as delivering cranes, to minimise impacts to traffic flow and access
- Setting up traffic conditions for partial road closures.

### Indicative construction timeline

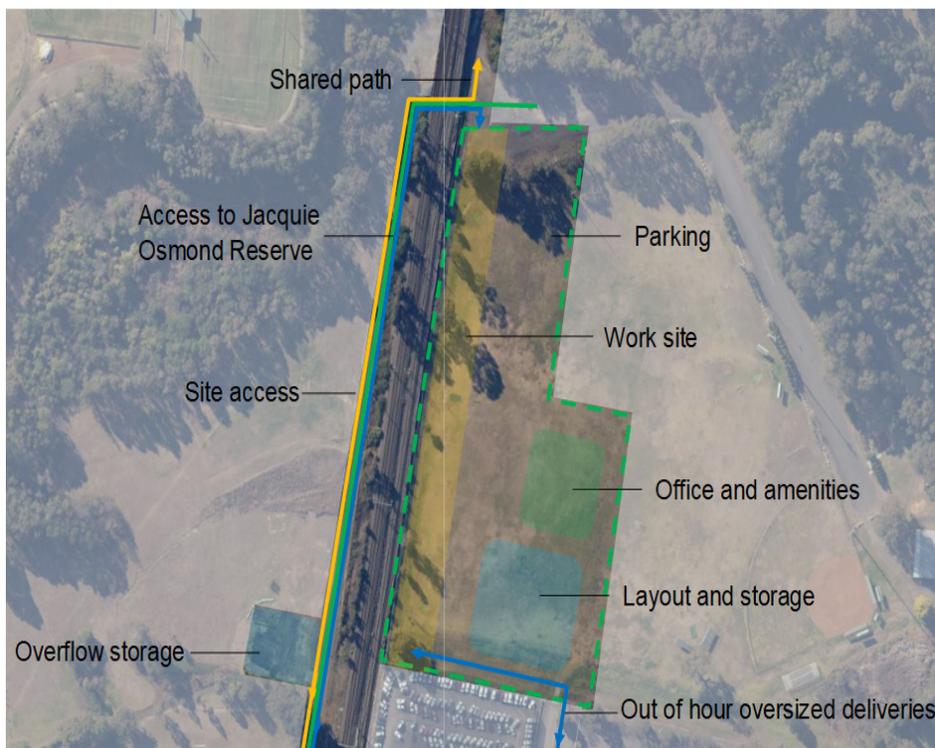
STAGE	Q1 2021	Q2 2021	Q3 2021	Q4 2021	Q1 2022	Q2 2022	Q3 2022	Q4 2022	Q1 2023
Enabling works									
Stage 1 - Sussex Street and Sussex Street bridge (northern abutment)									
Stage 2 - Broomfield Street and Sussex Street bridge (northern abutment)									
Stage 3 - Cabramatta Creek Bridge									
Stage 4 - Jacquie Osmond Reserve and Peter Warren Automotive works									
Stage 5 - Track works									
Stage 6 - Finishing and rehabilitation									

# Environmental Impact Statement Guide

To ensure that the existing freight operations are not impacted and that worker safety is maintained, some construction works would need to be undertaken during scheduled rail maintenance shutdown periods, during which trains do not operate along the SSFL. ARTC currently schedules routine rail shutdown periods on around four weekends (day and night) each calendar year.

Construction of the project would include the establishment of one main compound that will be used as a base for construction activities at Jacquie Osmond Reserve, see figure.

Other facilities such as storage and amenities would be located within and adjacent to the project works.



**Indicative compound layout**



**Image showing existing view of passing freight train from Jacquie Osmond Reserve**

The EIS provides a comprehensive assessment of the potential environmental and social impacts, benefits and mitigation measures associated with the construction and operation of the project.

The EIS is presented in five volumes. The first volume contains the main EIS. The other volumes contain specialist assessments that form the basis of the information in the EIS. This document provides a summary of the EIS and below you will find an overview of the key matters assessed.

## NOISE AND VIBRATION

A detailed noise and vibration assessment has been undertaken for the construction and operation of the project. This assessment found that although construction would be noisy at times, construction activities would move progressively along the construction area. The noise wall would be removed, and replaced progressively along Broomfield Street in construction phases to construct the new track. While night time works is anticipated to be minimal, night time construction works may be noisy at some locations during some activities. Activities that will be undertaken outside of standard construction hours, including during night time periods, are discussed on page 7.

A construction noise and vibration management plan will be developed and implemented during construction, the aim of which will be to minimise noise and vibration impacts due to construction of the project. Mitigation measures to be included in the construction noise and vibration management plan would be aimed at pro-active engagement with potentially affected receivers.

During operation, the noise wall will be reinstated, similar to the current arrangement, and minimal additional noise is anticipated during operation. Noise impact criteria has been considered, and where residents would likely experience exceedances of these levels, further mitigation measures will be considered.

Vibration during construction activities will be short and intermittent in nature and may be felt within 140 metres of the project. Strategies to minimise the vibration of construction activities will be considered during construction planning. This will include a detailed review of work methods and equipment selection with the aim of avoiding the use of equipment within the relevant vibration safe working buffer distances.

No residential or commercial sensitive receivers are predicted to be impacted by vibration during operation of the project.

For more information refer to EIS Part A, Chapter 9.

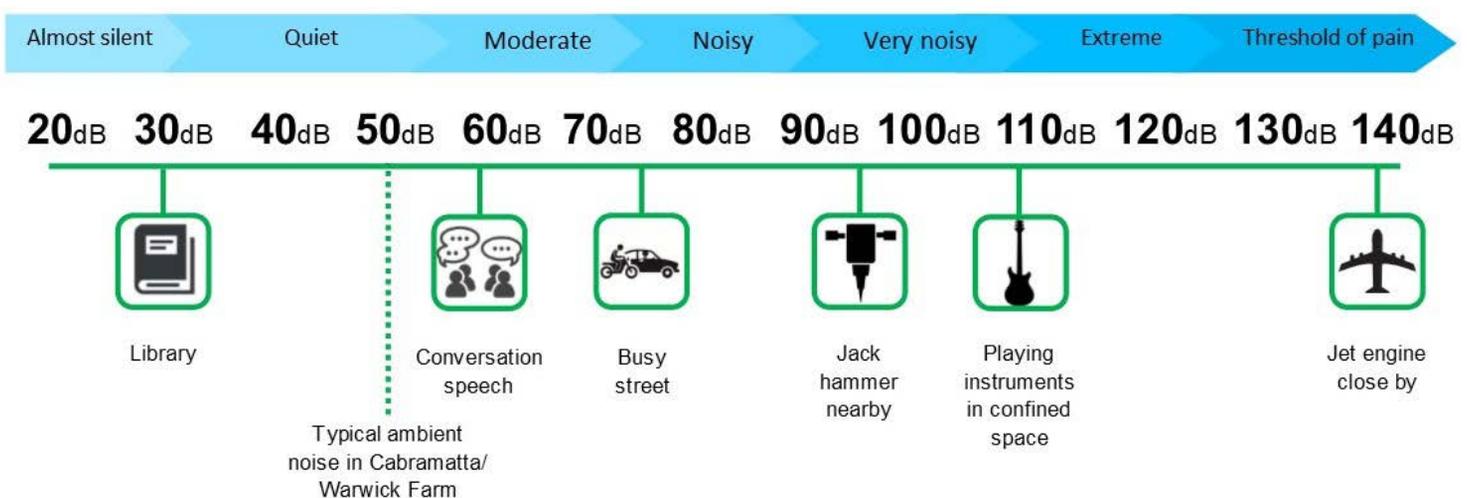


Image showing example sound levels (decibels)

# Environmental Impact Statement Guide

## TRAFFIC, TRANSPORT AND ACCESS

Works along Broomfield Street would be staged progressively, and as such, construction would result in some local traffic disruptions, minor delays and short-term access restrictions for road users. Broomfield Street would likely remain dual direction, however in some areas could be reduced to a single lane where a stop and go traffic light system would manage traffic flow.

There would be no long term traffic impacts as a result of the project. There are no changes to access arrangements to public transport as a result of the project. Pedestrian and cycle access would be maintained during construction, however there would be some localised diversions around worksites. There would be one short term detour of the shared pedestrian and cycle path required to allow for lifting of the new bridge structure over Sussex Street.

Access to some properties on Broomfield Street may be temporarily disrupted during enabling works, where this may occur, landowners will be contacted and timing and staging of works discussed. There would be no long term access impacts as a result of the project and the road and pedestrian access would return to the current arrangement following completion of construction.

A traffic management plan will be developed and implemented during construction, the aim of which will be to maintain the safety of road users, pedestrians and cyclists within and adjacent to the site.

During construction, up to 46 parking spaces would be unavailable during road works on Broomfield Street. The project is investigating temporary at-grade parking options which will aim to provide some additional parking spaces within proximity of Cabramatta Station during construction.

Following completion of construction, as a result of converting angled parking to parallel parking to accommodate the new track, it is anticipated that there may be up to 11 parking spaces lost on the western side of Broomfield Street. Current parking surveys indicate there is sufficient capacity within Broomfield Street to absorb this loss.

**For more information refer to EIS Part A, Chapter 8.**



*Image showing existing pedestrian and cycle link over Cabramatta Creek*



**Photomontage of Broomfield Street showing landscape concept**

## LANDSCAPE AND VISUAL

Temporary visual impacts would be experienced during construction of the project in the vicinity of the construction compounds and work sites. Visible elements would include: machinery and equipment, site hoardings, partially complete structures and other works. However, these impacts would be temporary and limited to the construction period.

The project would result in the removal of the existing street trees and reconfiguration of Broomfield Street. Some trees would be removed in Jackie Osmond Reserve and an embankment constructed parallel to the rail corridor, creating additional green space between the reserve and rail corridor.

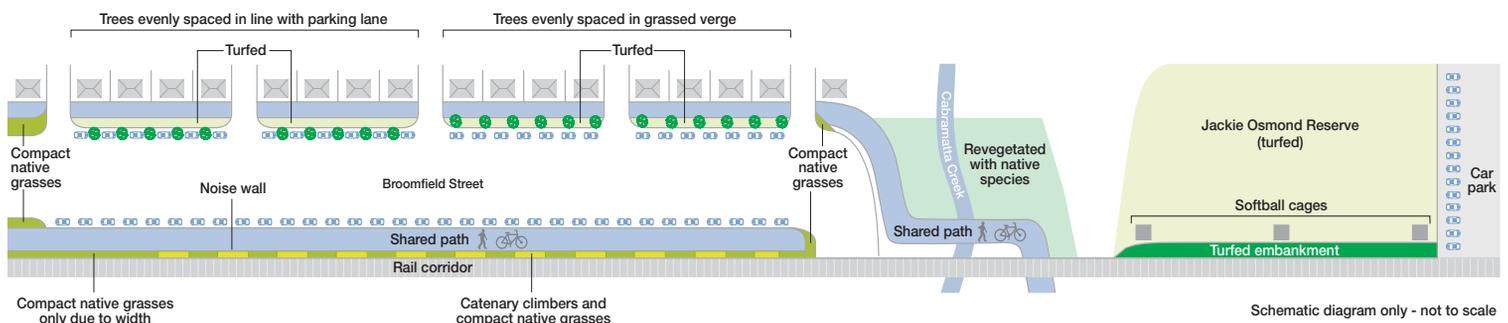
A landscape concept, illustrated below, was prepared as part of the reference design and it considered the urban

landscape, as well as the findings of a preliminary landscape and visual impact analysis.

It proposes to introduce additional tree planting along the eastern side of Broomfield Street, it introduces growth intermittently along the nose wall with low lying native grasses where there is no space to plant trees. The sketch shows high level concepts.

An Urban Design and Landscape Plan will be developed in consultation with key stakeholders and interested parties in late 2019 to shape how the visual landscape will look.

Potential impacts resulting from the project are considered manageable through the implementation of the proposed mitigation measures provided in the EIS.



## Indicative landscape concept for project site

**For more information refer to EIS Part A, Chapter 17.**

## DESIGN AND CONSTRUCTION METHODOLOGY

The detailed design for the project would be developed with the objective of minimising potential impacts on the local and regional environment, and the local community. The design and construction methodology would continue to be developed with this overriding objective in mind, taking into account the input of stakeholders and the community.

# Environmental Impact Statement Guide

## Summary of other key environmental assessments

Topic	Outcome	Location in EIS
<b>Air quality</b>	<p>In general, air quality impacts are expected to be minor and manageable through established mitigation and management measures. Potential impacts would result from the generation of dust during construction works and the movement of equipment and machinery.</p> <p>No impacts to air quality are anticipated as a result of the increase in freight train movements that the project will enable.</p>	<b>Volume 1, Chapter 10</b>
<b>Biodiversity</b>	<p>The project site does not contain native vegetation and clearing required for the project would result in about 3.5 hectares of non-native vegetation. This includes a very small area of fauna habitat, as most of the project site is already cleared land. Construction planning included a focus on avoiding impacts to biodiversity values including native vegetation, particularly for works around Cabramatta Creek.</p> <p>The technical assessment concluded the impact on fauna habitat would not result in a significant impact on threatened species. The assessment also found that there would be no impacts to the Cabramatta Creek Grey-headed Flying-fox roost camp as a result of construction or operation of the project.</p> <p>While new bridge abutments adjacent Cabramatta Creek would be constructed, these would be placed on land which currently rip-rap associated with the existing bridge. As such minimal potential impacts to the Creek and its biodiversity are anticipated.</p>	<b>Volume 1, Chapter 11</b>
<b>Soils and water quality</b>	<p>Erosion and sedimentation during construction could result in the contamination of soils and surface waters. This may impact on downstream water quality. Leaks and spills during construction and operation may cause contamination impacts to soil and water.</p> <p>Standard erosion and sediment control measures would be developed and implemented during construction to minimise potential erosion and sedimentation impacts. These measures are routinely employed as 'good practice' on construction sites in NSW and have been previously demonstrated to be effective.</p>	<b>Volume 1, Chapter 13</b>
<b>Hydrology flooding</b>	<p>The flooding assessment found that the project would have a minimal impact on the flooding of Cabramatta Creek during flood events.</p> <p>Broomfield Street currently experiences flooding under extreme rain events, however the flood modeling based on the reference design indicated that up to eight properties may experience a slight increase in flooding during these events as a result of the project. The anticipated flooding appears to be confined to the front yard in areas which are already flooded.</p> <p>During detailed design, the project design around Broomfield Street would be refined with the aim of not worsening the existing flooding conditions.</p>	<b>Volume 1, Chapter 13</b>
<b>Non-Aboriginal heritage</b>	<p>There are multiple local heritage items near the project site. During construction, vibration may impact two local listed bridges, and the archaeological remains of a locally listed federation cottage. Measures to avoid and minimise vibration impacts have been included in the project design. Additionally, a detailed review of work methods and equipment selection will be undertaken prior to construction to minimise any potential impacts on heritage items due to vibration. This will include the potential use of equipment with lower vibration emissions.</p>	<b>Volume 1, Chapter 14</b>

Topic	Outcome	Location in EIS
	<p>Long term, aesthetic significance and views of the two bridges may be impacted. However, given that the bridges would be located on the eastern side of the existing SSFL bridges and the design of the proposed bridges would match the SSFL bridges this impact is considered minor.</p>	
<p><b>Aboriginal heritage</b></p>	<p>The project site has been highly modified by urban development and rail construction works. A site of moderate archaeological potential within Jacquie Osmond Reserve has been identified as a result of essential utility works and access requirements. Further assessment would be undertaken in the form of test excavations at this location.</p> <p>The aim of the test excavations would be to identify and understand the nature, extent and significance of any areas of potential archaeological deposit within Jacquie Osmond Reserve. Consultation with the Aboriginal community was undertaken as part of the Aboriginal heritage impact assessment, in accordance with the Aboriginal cultural heritage consultation requirements for proponents (Department of Environment, Climate Change and Water, 2010). Mitigation measures would be implemented during construction to manage any unexpected finds.</p>	<p><b>Volume 1, Chapter 14</b></p>
<p><b>Land use</b></p>	<p>Some land will be temporarily used for construction compounds and equipment, work sites and the relocation of utilities. This includes Jacquie Osmond Reserve and Warwick Farm Recreation Reserve.</p> <p>Some permanent acquisition is required to the east of the existing rail corridor to accommodate the passing loop. No acquisition of private residential land is required.</p>	<p><b>Volume 1, Chapter 16</b></p>
<p><b>Socio-economic</b></p>	<p>During construction, changes in existing access arrangements and connectivity along Broomfield Street, Sussex Street and the Liverpool to Parramatta Cycle trail and other footpaths could result in a temporary increase in the distance travelled, increased travel times, inconvenience and delays for some community members. There may be impacts to the amenity for the local community as a result of an increase in noise levels, traffic movements and congestion, dust, and changes in visual outlook.</p> <p>There will be some temporary disruptions to around three softball diamonds and access at Jacquie Osmond Reserve which may affect users of the reserve including the Southern Districts Softball Association, local schools.</p> <p>There are beneficial impacts of the project during construction. This includes employment (an estimated peak workforce of 80 to 220 people), and flow on local and regional economic benefits resulting from additional indirect jobs or increased demand stimulated by the project to downstream providers of goods and services. Once the project is in operation, there will be changes to access and connectivity for motor vehicle commuters due to parking losses along Broomfield Street. There may be potential impacts on the amenity of the local community due to the increased train volumes over time, however given the services already in operation in proximity this is considered to be minor.</p>	<p><b>Volume 1, Chapter 18</b></p>

*The EIS also includes assessments of additional matters including: health and safety, risk of climate change to the infrastructure and waste management.*

# Stakeholder Input and Next Steps

## VIEW THE EIS

The EIS can be viewed online at the DPIE website [www.planningportal.nsw.gov.au/major-projects/project/10231](http://www.planningportal.nsw.gov.au/major-projects/project/10231)

A summary of the EIS is available on our website [www.artc.com.au/projects/cabramatta-loop-project](http://www.artc.com.au/projects/cabramatta-loop-project)

Hardcopies of the EIS are available to view at:

### Fairfield City Council

Administration Centre, 86 Avoca Road, Wakeley

### Whitlam Library

165 Railway Parade, Cabramatta

### Liverpool City Council

Administration Centre, 33 Moore Street, Liverpool

### Liverpool Library

Library Plaza, 170 George Street, Liverpool

## MAKE A SUBMISSION

The NSW Government encourages you to have your say by making a submission on the project.

**All formal submissions on the EIS are to be made directly to the Department of Planning, Industry and Environment (DPIE).**

### Online

Visit [www.planningportal.nsw.gov.au/major-projects/](http://www.planningportal.nsw.gov.au/major-projects/)

Note the application name is 'Cabramatta Loop Project' and application number 'SSI-9186'.

### Post

You can also send a physical copy of your submission to -

**Planning Services  
NSW Department of Planning, Industry and Environment  
GPO Box 39  
Sydney NSW 2001**

The following information is to be provided:

- your name and address, at the top of the letter only
- the application name is 'Cabramatta Loop Project' and application number 'SSI-9186'
- a statement on whether you support or object to



- the proposal
- the reasons why you support or object to the proposal; and
- a declaration of any reportable political donations made in the previous two years.

Please note, your submission must reach the DPIE before close of business on 26 September.

Once the exhibition period has closed, the DPIE will provide ARTC with a copy of all submissions received.

Details about upcoming information sessions are available online at [www.artc.com.au/projects/cabramatta-loop-project/](http://www.artc.com.au/projects/cabramatta-loop-project/).

## NEXT STEPS

Following the public exhibition of the EIS, ARTC will consider the issues raised in the submissions and will respond to community feedback in a submissions report. The report will also document the outcomes of any ongoing investigations following the exhibition of the EIS. The Submissions Report will be made publicly available on the DPIE Major Projects website.

If the project is approved, it would be undertaken in accordance with the mitigation measures proposed in the EIS, the submissions report and the conditions of approval.

ARTC is engaging proactively with local communities and key stakeholders about the project. Consultation with stakeholders and the community would continue throughout the detailed design and construction phases.

## INTERPRETATION SERVICES



If you need an interpreter, please call TIS National on 131 450 and ask them to call ARTC on 1300 550 402. You can also visit the TIS National website for translated information about the service TIS National provides. Visit: [www.tisnational.gov.au](http://www.tisnational.gov.au)

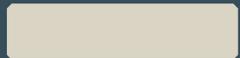
Nếu quý vị cần thông dịch viên, xin hãy gọi cho Dịch vụ Thông Phiên dịch Quốc gia (TIS Quốc gia) theo số 131 450 và yêu cầu họ gọi cho ARTC theo số 1300 550 402. Quý vị cũng có thể vào thăm trang mạng của TIS Quốc gia để có thông tin về các dịch vụ mà TIS Quốc gia cung cấp. Hãy vào thăm [www.tisnational.gov.au](http://www.tisnational.gov.au)

如果您需要口译员，请拨打TIS National的电话131 450，请他们打电话给ARTC，电话号码：1300 550 402。你也可以访问TIS National的网站，了解TIS National提供的服务。网址：[www.tisnational.gov.au](http://www.tisnational.gov.au)

إذا كنت بحاجة إلى مترجم، يرجى الاتصال بـ TIS الوطنية على الرقم 131 450 وأطلب منهم الاتصال بـ ARTC على هاتف رقم 1300 550 402.

يمكنك أيضا زيارة موقع TIS الوطنية للحصول على معلومات حول الخدمات التي تقدمها TIS الوطنية. قم بزيارة: [www.tisnational.gov.au](http://www.tisnational.gov.au)





**ARTC**

**Cabramatta Loop Project**

**CONTACT ARTC**

Web: [www.artc.com.au/projects/cabramatta-loop-project/](http://www.artc.com.au/projects/cabramatta-loop-project/)

Phone: 1300 550 402

Email: [enviroline@artc.com.au](mailto:enviroline@artc.com.au)

