



*SSFL Overview*  
*Liverpool/Campbelltown Community Liaison Group*

- Introductions
- CLG timetable
- CLG process
- Project Details
- CEMP - review and consultation
- General business
- Next steps
- Close of meeting

## **Date:**

Thursday 10 July 2008;

Wednesday 13 August 2008;

Wednesday 10 September 2008;

Wednesday 8 October 2008;

Wednesday 12 November 2008;

Wednesday 10 December 2008.

**Time:** 6pm to 8pm

**Venue:** Liverpool Central Library  
Library Plaza, 170 George Street, Liverpool

- We will meet monthly
- CLG will assist ARTC initially with pre-construction compliance (current)
- Then moving into community liaison during the construction phase
  - This will involve working with ARTC to mitigate issues that arise during initial construction activities: piling, earthworks, civil structures (retaining walls and road bridges etc.)
  - Second part of construction timetable will consist of track laying, communication and signalling installation and final commissioning
- Post Rail Operations commencing, we will move into the final phase of meetings (2 meetings) to review environmental and community impact management compliance.

## Proposed project dates

Worksite establishment: 4<sup>th</sup> August 2008

Construction works start: 25<sup>th</sup> August 2008

- Key Project Elements
- Key Work Phases

## Purpose:

Is to manage the impacts that would arise from the traffic that is required as part of constructing the SSFL

The plan has been prepared to achieve the following, in the following order, with regards to Construction traffic:

1. **AVOID** - where possible contain works on site
2. **REDUCE** - where possible reduce the need for traffic to leave the site by consolidating trips
3. **MANAGE** - manage the routes, times and types of vehicles used - to control impacts
4. **INFORM** - inform the residents of the likely impacts of construction traffic
5. **MITIGATE** - mitigate the impacts by implementing traffic control plans

- **Where to from here for the CTMSP?**
- The CTMSP is currently in a draft form and will need to be submitted to the CLGs for comment.
- The independent Environmental Management Representative (EMR) will also need to review the plan and make his recommendation to the DoP.
- It is proposed that the finalised CTMSP will be submitted to the Director General of the DoP for approval once the CLGs and EMR have both commented on the plan.
- Once approved by the Director General of the DoP the plan will be implemented immediately prior to works starting on any part of the project's many work sites.
- Affected Residents will be kept informed, through the CLG process and, where required, direct contact, at least two weeks in advance of construction traffic commencing in their area.

- The Erosion and Sedimentation Management Sub-Plan (ESMSP) has been prepared to ensure that the construction contractors appropriately manage the risks to the environment that could be caused as a result of runoff leaving the worksite.
- The plan has been prepared in accordance with Landcom's Guide to Managing Erosion and Sedimentation on construction sites, known as "the Blue Book".

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- The plan addresses:
  - Silt laden runoff
  - Contaminated runoff
  - High volume runoff (from a storm event), and
  - Erosion control
- These are addressed by (for example):
  - Detention basins
  - Silt traps
  - Contaminated spills management procedures, and
  - Anti-Erosion control measures such as matting, seeding and fixed stabilisation.
- Monitoring is to be undertaken throughout the duration of the works to ensure compliance.

### The scope of this Sub Plan is to identify:

- Construction activities that may create construction noise and vibration;
- Surrounding residences and sensitive areas that may be impacted by construction noise and vibration;
- Relevant criteria and guidelines;
- The activities most likely to result in exceedences of criteria for airborne noise and vibration;
- Potential controls for airborne noise and vibration;
- Protocols for inspection and recording of conditions of property prior to exposure to vibration from construction works;
- Protocols for testing, monitoring and reporting of construction noise and vibration;

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- Procedures for notifying residents of activities likely to result in exceedence of relevant noise and vibration criteria;
- Emergency and incident response procedures in the event of non-compliance and/or noise complaints; and
- Protocols for preparation of site specific noise impact statements.
- This Plan will be developed in consultation with the Director-General, the NSW DECC and stakeholders, and will be provided for information to Councils and Community Liaison Groups.

*The Dust Management Sub-Plan (DMSP) has been prepared to ensure that the following issues are appropriately managed:*

- *Air pollution due to wind generated dust,*
- *Water pollution due to dust transported by wind,*
- *Reduced visibility due to dust in the air,*
- *Negative aesthetic impacts due to reduced visibility,*
- *Poor working conditions due to health implications,*
- *Additional private cleaning effort/costs due to dust transported by wind,*
- *Damage to personal property due to dust transported by wind damaging property where it lands,*
- *Loss of soil resources due to dust transported by wind away from original area.*

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***These Issues are to be managed by the Construction Contractors using the following methods:***

- *The wetting down of access ways and tracks (including wetting agents)*
- *Installing a “rumble pad” or vehicle wash-down at each of the site exit points.*
- *The cleaning of departure roads/streets by a wash/broom truck if required*
- *The covering of loads and stockpiles*
- *The wetting of cutting faces during rock cutting*
- *The paving of access ways when feasible*
- *The planting of grass covers on stockpiles*

This summary of the AHMSP summarises the legal requirements and the mitigation measures required to manage and minimise impact to Aboriginal heritage items during the construction of the Southern Sydney Freight Line.

The key objectives of this plan are to:

- avoid damage or destruction of items of Aboriginal heritage during pre-construction, construction and post-construction phases of the project
- ensure site/artefacts of Aboriginal heritage significance and sites/artefacts of historical significance during pre-construction, construction and post-construction phases of the project are managed in accordance with the *NSW National Parks and Wildlife Act 1974*.

### The key objectives of the built heritage sub plan are to:

- Avoid damage or destruction of items of built heritage items during pre-construction, construction and post-construction phases of the project.
- Ensure site/artefacts of built heritage significance and sites/artefacts of historical significance during pre-construction, construction and post-construction phases of the project are managed in accordance with the NSW Heritage Act 1977 (amended 1998).
- Existing Heritage and site specific issues

A search of built heritage registers during the environmental assessment identified a number of built heritage items which will be modified by the SSFL works.

These are listed in the summary plan of the Built Heritage Sub Plan (as a part of your pack).

Key purpose and objectives of the biodiversity sub-plan are to:

- Maintain and protect species, populations and communities of National and State conservation significance identified within the construction area.
- Minimise mortality and injuries to individual animals and damage to individual plants/trees.
- Minimise habitat degradation.

To undertake 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.

In order to achieve the above objective, the GMSP will:

- Detail further geological investigations where required through the installation of piezometers at representative locations along the project route to establish existing groundwater levels and evaluate water quality.
- Determine whether the Construction and/or Operation related changes to groundwater would affect surrounding bore users, groundwater dependent ecosystems and species (see Conditions of Approval 60), or existing and project related structures and infrastructure within and adjoining the rail corridor;

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- Evaluate water quality for salinity (total dissolved solids), major anions and cations, and where relevant for Construction purposes, corrosiveness;
- Identify measures that would be implemented to minimise, manage, mitigate and/or offset groundwater impacts during Construction; and
- Identify detailed design measures that would be implemented to minimise, manage, mitigate and/or offset groundwater impacts during Operation.

The objectives of the Hazard and Risk Management Sub-Plan are to ensure potential hazards and risks encountered during pre-construction, construction and post-construction phases of the project are managed and mitigated to as required by the Statement of Commitments (SoC) appended to the Conditions. The requirements of the SoC include:

- identification of hazards and risks associated with Construction;
- mitigation measures and contingency plans
- control measures to minimise vapour and odour levels
- measures for the monitoring and control of subsurface seepage.  
and
- hazardous material management measures.

## Process for finalising UDLP and CLG involvement

- **Immediate issues:**
  - **Finish of retaining walls**
  - **Parking layouts at stations**

Next meetings to focus on . . .

Communication policy, consultation with community groups, project notifications, identified distribution area and method, letter box drops

Date: Wednesday 13<sup>th</sup> August 2008

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