



## Southern Sydney Freight Line, NSW

The Australian Rail Track Corporation (ARTC) is undertaking a program of works to remove a major bottleneck in the rail freight network in southern Sydney, where freight trains share existing rail lines with the Sydney metropolitan passenger services. During morning and afternoon peak periods, freight services are not permitted to run due to passenger priority.

The objective of the Southern Sydney Freight Line (SSFL) is to separate passenger rail from freight rail to reduce freight transit times, increase freight and passenger capacity and encourage a shift in freight from trucks to rail.

The SSFL is a 36-kilometre, bi-directional, non-electrified, dedicated freight line from Macarthur to Sefton Park Junction in south-western Sydney. It will connect with the Metropolitan Freight Network (MFN) at Sefton Park Junction and links with freight-only connections to Chullora, Enfield, Port Botany and Flemington.

The project includes an array of new bridges and bridge extensions, construction of a rail line flyover and complex dive structure, upgrading of six stations, and the widening of cuttings and embankments.

The construction works are now being delivered in two stages:

- Stage 1 - between Sefton and Leightonfield (completed in third quarter 2011)
- Stage 2 - between Leightonfield and Glenlee

The majority of the work is being completed in an operating rail corridor, through busy residential and industrial areas and skirting the banks of the Georges River.

### Evans & Peck's role

Evans & Peck was originally engaged in 2005/06 to review and assess various options for ARTC at Cabramatta Station. This involved a detailed technical assessment including site inspections, devising and reviewing staging and construction methodologies, and reviewing and preparing cost estimates to develop a preferred option that was lodged as part of RailCorp's impact assessment to the Department of Infrastructure, Planning and Natural Resources (DIPNR).

Construction of the SSFL commenced in November 2008 on a number of fronts. For a number of reasons, some works were deferred in late 2009 while further enabling works and more detailed planning was undertaken. The project was subsequently split into two stages with the recommencement of the Sefton to Leightonfield section in September 2010.

Evans & Peck commenced on the project in November 2008 as part of an integrated project team. Evans & Peck's role includes:

- providing design management services including:
  - managing the finalisation of detailed design prepared by ARTC's various design consultants

### FACTS AND FIGURES

**Client:** Australian Rail Track Corporation (ARTC)

**E&P involvement:** 2005-2006 and 2008 to current

Managing a multitude of design, planning and environmental issues during the development of a dedicated freight line through highly urbanised areas in Sydney



## Southern Sydney Freight Line, NSW (continued)

- coordinating the design output from ARTC's design consultants with the construction program
- managing the design approval process through ARTC, RailCorp and other stakeholders.
- providing cost engineering advice
- assisting with the administration of commercial aspects of contracts including progress payments
- providing statutory approvals and environmental services including
  - statutory approvals from Commonwealth and State Governments agencies and four local councils
  - environmental management of the project approvals - 76 conditions of approval and over 100 statements of commitments
  - management of the environment protection licence conditions
  - extensive consultation with local councils.
- providing planning and project control services, including:
  - preparation of summary and master programs indicating all key interfaces
  - preparation of staging plans, time/location diagram and a master layout
  - preparation and implementation of a monthly reporting and monitoring system
- managing interfaces and communications, including: managing stakeholder engagement, including with local councils, community, Office of Environment and Heritage and the Department of Planning and Infrastructure.

A key challenge for Evans & Peck's team is working with multiple contractors, designers and stakeholders over a geographically extensive worksite covering four local government areas.

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### Results

Evans & Peck has assisted ARTC in the development of a revised delivery strategy now adopted for the SSFL Project whereby the remaining works are being constructed over two stages - between Sefton Park Junction and Leightonfield, and between Leightonfield and Glenlee.

Critical to the recommencement of construction was the development of staging plans and a time/location diagram that highlighted project interfaces and possession and non-possession works. A key aspect of the program development involved ARTC's interface with RailCorp's possession schedules, specialist resources, and design approval requirements.

More recently, Evans & Peck's support to ARTC in the critical areas of design management, environmental and approvals management and construction planning has resulted in Stage 1 of the project, involving the construction of five kilometres of track through highly urban areas from Sefton Park Junction to Leightonfield, being commissioned in July 2011 – on program. The final stage is being procured via an alliance-style contract with completion planned for late 2012.