

APPENDIX A

Community Consultation Authority Consultation

Intermodal Logistics Centre at Enfield Environmental Assessment

APPENDIX A COMMUNITY CONSULTATION

■ October 2005

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1. Introduction

Sydney Ports is proposing to establish an Intermodal Logistics Centre on the former Marshalling Yards site at Enfield. The proposed centre will be part of a network of intermodal facilities for Sydney and will provide:

- An Intermodal Terminal for the loading and unloading of containers between road and rail and short term storage of containers;
- Warehousing, for the packing and unpacking of containers and short-term storage of cargo;
- Empty container storage facilities, for the storage of empty containers for later packing or transfer by rail;
- A Light Industrial/commercial Area developed for uses preferably complementary to operations at the ILC. The area would also act as an interface to adjacent uses along Cosgrove Rd.
- A Community and Ecological Area which would provide the prospect of incorporating ecological enhancement and community opportunities. The area would serve as a buffer between operations on the site and residences to the south of the site; and

A dedicated rail line to Sydney's ports services the site. The site is also close to major arterial roads such as the Hume Highway and Roberts Road.

Community discussion and consultation about intermodal facilities at the site have been ongoing since 2001. In 2001 Sydney Ports undertook an environmental impact assessment for an intermodal terminal catering for a throughput of 500,000 TEUs on the site. Consultation with the local community was an essential component of that process. It included a range of community consultation activities such as community briefings, workshops, information sessions and newsletters. The EIS was not completed nor placed on public exhibition. The NSW Government decided not to proceed with the proposal and appointed The Hon Milton Morris AO to chair a special review of the proposal. "The Independent Review of the proposed Enfield Intermodal Terminal (Milton Morris 2003) gave the community a significant opportunity to express its views and concerns about the proposal. The community concerns and views provided a basis for the recommendations of the Milton Morris review which have in turn strongly affected and influenced the current proposal.

Consultation for the current proposal sought to ensure that the community, businesses, community groups, property owners and other stakeholders had opportunities to understand the new project and to make comments, air their views and provide feedback during the preparation of the Environmental Impact Statement. The purpose of this working paper is to describe the community and stakeholder consultation process undertaken, the communities and organisations that participated in and contributed to the discussions and the issues that the community has raised during the development of the proposal. Ongoing consultation measures that Sydney Ports would implement if the proposal were approved are also described.

2. Consultation for the 2001 Proposal

The EIS studies for the 2001 proposal (an intermodal terminal catering for 500,000 TEUs) included a comprehensive community consultation program. It involved a range of stakeholders and included a variety of consultation methodologies. The consultation program is described below. It is important for the current proposal because it has strongly influenced the concept for the current proposal. Rather than a ‘separate’ activity, and because of its influence on the 2005 proposal, it is regarded as the “first stage” of a community consultation program for the current proposal.

2.1 Consultation Activities Conducted in relation to the 2001 proposal

Community consultation was conducted between September 2001 and March 2002 and the concept layout plan was released in February 2002. **Table 1** below shows the consultation activities undertaken.

Table 1: Consultation Activities undertaken as part of the 2001 EIS proposal

Consultation component	Description	Details
Newsletter	Distribution to approximately 7,000 local residents and businesses.	Released following announcement (Oct 2001) and after four months (Feb 2002).
Media liaison	Advertisement in local newspapers.	Prior to information day (Dec 2001) Prior to information workshop (Feb 2002).
Media briefings	Held with local newspapers.	Undertaken on site.
Stakeholder briefings	Briefings and meetings undertaken with key stakeholders.	Undertaken throughout EIS preparation process.
Planning Focus Meeting	Meeting held with a range of government representatives (27 th Sept 2001)	Primary outcome of the meeting was the Director General's requirements.
Agency Meetings	Meeting held with separate government agencies	Undertaken when necessary to resolve design and regulatory issues.
Community Interest Groups	Meetings held with local businesses and other associations.	Undertaken at the request of the Community Interest Group.
Community Information Day	Event published and open day held on site (1 st Dec 2001).	Interested parties able to view project exhibition material and to discuss issues with project staff. Approximately 40 people attended.
Community Information Session and Workshops	Workshops on key project aspects of traffic, noise and environment (20 th Feb 2002).	Project material exhibited to enable interested parties to obtain an update on the project and enabled community input on key project aspects (more than 100 attendees).
1800 Number	Toll free phone line.	All calls registered and logged (44 in total).

In addition information on the Proposal was available on the SPC website.

Key issues arising from these community consultation activities are shown in **Table 2**.

Table 2: Key issues Identified through the Community Consultation Process Undertaken in 2001- 2002

Aspect	Issues raised
Traffic and transport	Capacity of surrounding roads to handle additional traffic
Noise and vibration	Potential for additional train and truck noise
Air quality	Air pollution and dust
Flora and fauna	Potential impacts on the Green and Golden Bell Frog Vegetation management
Water Quality	Water quality and stormwater management
Socio-economic impacts	Beneficial impact on local employment Customs and security issues 24 hour operation of site An alternative site (unspecified) would be preferred

3. Milton Morris Review

In March 2002 work on the EIS was halted and a review of the 2001 proposal was commissioned by the NSW Minister for Transport. The decision to conduct a review had regard to the considerable community interest in the proposal and representations about it. “The Independent Review of the proposed Enfield Terminal” conducted by The Honourable Milton Morris AO was finalised in February 2003.

Sydney Ports has used recommendations provided by the Milton Morris review and key issues identified through the consultation process, to develop the 2005 concept plan for an Intermodal Logistics Centre on the Enfield site.

3.1 Scope of the Milton Morris review and consultation undertaken

The scope of the Milton Morris review was:

- To review the background to the Sydney Ports proposal for an Intermodal Terminal at Enfield;
- To identify community concerns related to the proposed development and prioritise the key issues; and
- To advise the Government with regard to the suitability of the Enfield site and alternative sites, taking into account community and economic considerations.

The Milton Morris review also undertook a range of community consultation activities in order to obtain community views and ideas about the proposal. These are detailed in **Table 3**.

Table 3: Consultation Activities Undertaken by Milton Morris

Consultation component	Description	Details
Public Notices Requesting Submissions	In metropolitan and suburban newspapers	May and June 2002
	In Sydney Ports Publication ‘Port Focus’	June 2002
Consultation	Face to face consultation was conducted with interested parties	Consultation undertaken with a range of government authorities and community groups

The following submissions were received.

- Ninety-one (91) detailed written submissions;
- 198 copies of a form letter produced by community group No Port Enfield (NoPE);
- A petition containing 121 signatories against the Proposal.

3.2 Findings and recommendations of the Milton Morris review

Key findings /issues from Community Consultation are detailed in **Table 4**.

Table 4: Key issues Identified through the community consultation process undertaken by the Milton Morris (2003) review.

Aspect	Issues raised
Traffic and transport	Traffic congestion Heavy vehicle use on the road Traffic accidents/safety Deterioration of roads Inadequacy of surrounding road system would lead to grid lock and impacts on local business
Noise and vibration	Noise generation from increased rail movements serving the site Rail noise particularly at the southern end of the site Greater levels of traffic noise and vibration
Air quality	Air quality Potential health impacts
Flora and fauna	Impacts on flora and fauna in particular the Green & Golden Bell Frog and Cooks River Clay Plain Scrub Forest.
Water Quality	Impacts on water quality resulting from site runoff.
Land use	Desire to preserve the local community as it is and protect property values. Suitable alternative site uses include light industry and open space
Socio-economic impacts	Potential for decrease in property value Introduction of alien species/pests Potential for increased 'light spill' from the development into surrounding areas. Concern regarding the distance from the markets of Western Sydney and the belief that the railway should be used to transport freight to the outskirts of Sydney Loss of amenity/visual impacts Health and welfare
Hazards	Transport, storage and disasters relating to hazardous goods Exposure of contaminated soils Risks of introducing exotic pests and diseases

Amongst the concerns there were also a number of submissions from local residents and businesses backing the Proposal.

Table 5 below sets out the conclusions and recommendations of the Milton Morris (2003) review.

Table 5: Conclusions and Recommendations of the Milton Morris (2003) Review

Milton Morris Review Conclusions
<p>“Sydney is facing rapidly growing container trade demand</p> <p>There is a need for additional intermodal terminal capacity in Sydney over the coming decade which needs to be well planned</p> <p>This planning must take into account recent developments at all three NSW commercial ports; in road construction; and issues around construction of freight only rail tracks in and through Sydney</p> <p>.....the principle of intermodal terminals demands that there should be numerous small facilities spread across the metropolitan areas in order to maximise the distance containers travel by rail and minimise the distance travelled by road</p> <p>Whilethe Enfield site has a number of advantages and that alternative developments may also impact on surrounding communities,..... the development of the proposed intermodal terminal on the Enfield site, or for that matter on any site, cannot be justified at this stage in light of emergent logistics issues in the Sydney Metropolitan area which need to be addressed first</p> <p>.....the development currently proposed by Sydney Port Corporation would be an overdevelopment of the site at any stage.”</p>
Milton Morris Review Recommendations
<p>“That Sydney Port Corporation’s current proposal for an intermodal terminal on the Enfield site not proceed</p> <p>That a major reassessment of intermodal demand and potential sites should be urgently conducted, involving all relevant bodies, namely Transport NSW, Sydney Port Corporation, Newcastle Port Corporation, Port Kembla Port Corporation, and the Rail Infrastructure Corporation. This work should see the development of intermodal sites across Sydney within the next decade as its primary consideration</p> <p>That longer term strategies (beyond 2010) should be developed for the entire logistic chain serving Sydney through its three ports, road and rail network and intermodal terminals. This work should see the management of containerised trade as the primary consideration and should involve Transport NSW, Planning NSW, the port corporations and rail agencies</p> <p>That the Commonwealth Government should immediately release funding to improve freight rail access within the Sydney Metropolitan area and specifically to enable the construction of the Chullora-Macarthur freight line.”</p>

The Milton Morris (2003) review confirmed that there is the possibility of site trucks being able to ‘rat-run’ through residential streets. As such it was advised that the Proposal should not proceed until the impacts regarding traffic on the local community are properly addressed and a reassessment of Intermodal demand and potential sites within Sydney should be urgently conducted.

As a result, a Metropolitan Freight Strategy is being prepared by the NSW Government. In addition, as a part of the Government’s Port Freight Plan for Sydney, the Freight Infrastructure Advisory Board (FIAB) was set up to provide expert advice to the Government on:

- The options for a Freight Infrastructure Charge with the objectives of encouraging the use of rail and funding freight infrastructure projects;
- The design of an intermodal terminal network to improve freight distribution;
- The infrastructure required to service the intermodal network; and
- Potential changes to work practices to maximise the efficiency of truck haulage and other strategies to minimise unnecessary movements of containers across the city.

The FIAB report has been provided to the NSW Government and its recommendations are being currently being considered.

4. Community Views and Attitudes Identified Since 2001

4.1 No Port Enfield Community Action Team

The No Port Enfield (NOPE), Community Action Team has continued to voice its opposition to an intermodal facility at Enfield at various forums and through the media. It has submitted and presented its concerns about an intermodal facility, at forums including the following:

- The Inquiry into Port Infrastructure in NSW (Upper House Inquiry); and
- The Commission of Inquiry into the proposed construction and operation of a new container terminal and associated infrastructure at Port Botany.

4.2 Media

The Proposal also attracted significant media interest. Specific issues and community concerns raised in the media are listed below:

- Additional traffic volumes and inability of the local roads to handle them;
- The Proposal is simply shifting the traffic problems from around Port Botany to those areas around the planned Enfield inland port;
- Trucks would use the residential roads rather than designated freight routes;
- Pollution from diesel fumes would have a significant impact on air quality;
- Loss of habitat for the green and golden bell frog;
- Request for creation of a park on a section of the proposed Enfield site, to include habitat for the Green and Golden Bell Frog;
- Concerns that residents have not been given full access to information;
- The short distance from Port Botany, including calls to site the terminal further west;
- Availability of more suitable alternatives;
- Request for review of opportunities to expand deep water ports at Newcastle and Port Kembla instead of Port Botany;
- Siting of an alternative Intermodal Terminal at Newcastle or Port Kembla;
- Impact of increased traffic volumes on local businesses;
- Complaints regarding the lack of consultation with local businesses who do not receive the local newspapers;
- Concern for asthma sufferers as a result of diesel fumes;
- Noise impacts from the increased heavy vehicle numbers;
- Increased accident risk;
- Reduction in local property prices with potential impacts on 30,000 households within a five-kilometre radius;
- Macarthur Intermodal Shipping Terminal (MIST) site in Minto has the potential to take over the role of the Enfield site (then a joint venture between Bowport Allroads and FreightCorp), and is

Australia's largest inland port. Capacity could be doubled at this terminal through the construction of a dedicated rail line from western Sydney to the MIST facility;

- Long term plans should look at obtaining land on the outskirts of Sydney to satisfy future expansion. Menangle area identified as a possibility;
- Visual impact from installation of large areas of paving;
- Lack of parking;
- Pollution from surface water runoff from the site reaching Georges River.

4.3 Social research project 2004

In 2004 Stollznow Research, market and social researchers, undertook a telephone survey of 1,063 residents in Enfield and Bankstown. The purpose of this survey was to assess the attitudes and feelings towards general industrial development. The research also aimed to identify community priorities and attitudes to relevant social issues.

Key issues about which residents indicated they had a high 'perception of community concern' and were also 'affected by' were crime, local road congestion, road traffic noise, and trucks on local roads.

The research results indicated that most residents believe that industrial development is important in creating local employment, but fewer believe that industrial development is important in contributing to local quality of life. It appears from the research that for many, industrial development and local quality of life are incompatible. Traffic and trucks are particularly sensitive areas for residents. The level of traffic and noise are major concerns as is the level of trucks on the road.

Residents surveyed were receptive to the concept of moving freight from trucks to trains. They also indicated a preference for a number of smaller 'depots' to transfer freight rather than one large 'depot'.

Analysis of the residents by the level they are affected by railway noise, road traffic noise and trucks on local roads, showed there is a tendency for those affected by road noise to prefer rail use, and those affected by rail noise to prefer road use.

Most residents believe that it is important they receive information about local industrial development. Local newspaper articles and newsletters delivered to the letterbox are the two main ways this information should be delivered.

5. Environmental Assessment Consultation

5.1 Approach to consultation

Consultation during the preparation of the current Environmental Assessment (EA) for the Intermodal Logistics Centre at Enfield was undertaken with the knowledge and understanding of the variety of community views and issues gained during the 2001 EIS consultation and the Milton Morris Review, and the 2004 Stollznnow research. It also recognised the views of the No Port Enfield Community Action Team. These were described in the preceding pages.

5.2 Objectives of EIS phase consultation

The consultation program for the EA was designed to follow on from the 2001 consultation and the findings of the Milton Morris Review. The proposal itself was designed having regard to these community consultation activities. Sydney Ports designed the consultation program and Sinclair Knight Merz assisted in implementing it.

The objectives of the community involvement program were to:

- Use a variety of communication tools to inform the community about the EA process and opportunities to be involved;
- Provide the community and other stakeholders with adequate opportunity to be involved in and raise issues to be addressed in the preparation of the EA;
- Identify community issues and concerns associated with the project;
- Identify measures to mitigate perceived and actual issues that cause community concern;
- Build on knowledge of consultation activities undertaken for the 2001 proposal, Milton Morris Review and the views of the No Port Enfield Resident Action Team;
- Inform the community about the Intermodal Logistics Centre concept, why the site had been chosen and how the centre would work and its advantages;
- Inform the community about the ways in which the proposal considers the community views expressed during the environmental impact assessment process in 2001 and at the Milton Morris Review;
- Comply with the statutory requirements for community involvement in preparing the EA; and
- Facilitate an open and fair process

The community consultation activities undertaken are described in Section 5.3 of this report. A summary of issues raised during government agencies and service authority consultation activities is included in the EA in Chapter 6 and Appendix A – Authority Consultation.

5.3 Target audiences

The community involvement program includes activities to meet the information and participation needs of all target audiences. There are distinct groups of stakeholders associated with this project. These are:

- Agencies (government and private) with significant interests in the proposal ;
- State and Local Government officers and elected representatives;
- Advisory and interest groups;
- Residents and local businesses within the project area;
- Businesses involved in the distribution of goods and local businesses;
- The wider community;
- The media.

Consultation with Government is outlined in the EA in Chapter 6 and Appendix A – Authority Consultation.

The proposed Intermodal Logistics Centre site is located in the Strathfield Council area. The site is part of an industrial area and is served by a dedicated freight line to and from Port Botany and is in close proximity to major arterial roads such as the Hume Highway and Roberts Road. There are large areas of residential development, generally comprising detached dwelling houses, in the locality.

5.4 Major components of the Consultation Program

The consultation program aimed to provide a variety of opportunities for the community to understand the project and for the study team to understand stakeholders views and issues about the proposal. The following is a description of the activities undertaken throughout the preparation of the EA.

5.4.1 Communication Management System

A “Communication Management System” (CMS) was set up as part of the consultation program. This system allowed the maintenance of clear records of contacts and views/issues. Where individuals had agreed, details were placed on a mailing list to allow direct mail out of information as required.

5.4.2 1800 Telephone Information Line

A free call 1800 number was established for the project. The 1800 number was advertised at the commencement of the project on the web page and in all newsletters, publicity and the community information and feedback session held during the preparation of the EA. All details of calls received were ‘logged into’ the CMS. A total of 27 calls were made to the 1800 number.

5.4.3 Web site

Information about the project was accessible through the Sydney Ports’ web site. The content of the site was maintained and updated as the project progressed. The site contained general information

about the project as well as copies of all newsletters and the information from the Community Information and Feedback Session.

5.4.4 Email address

A dedicated email address was established to allow comments and information to be exchanged in this way. The address was publicised in the same way as the 1800 number and the other contact channels information. A total of fourteen emails were received.

5.4.5 Reply paid address

A reply paid address was established for written submissions and publicised it in the same way as all other communication channels. When it received any communication this way, SKM logged details onto the CMS database. Four written comments were received through this reply paid address. Six feedback forms from the Community Information and Feedback Session on May 7 were also received through the reply paid address.

5.4.6 Briefings

A number of stakeholders were briefed on the proposal and their views and feedback sought. In March and early April Sydney Ports briefed Strathfield, Burwood, Canterbury, Bankstown and Marrickville Councils and the No Port Enfield Community Action Team and the South West Environment Centre. Copies of the minutes of these meetings are in Attachment A. Auburn Council and community groups including Strathfield and District Historical Society, Bankstown Bushland Society, Strathfield Chamber of Commerce and Strathfield Bush Care were offered briefings but this was not taken up.

A further round of briefings was undertaken during June and July 2005.

5.4.7 Doorknocks

Local businesses were doorknocked to obtain their names and addresses to add to a mailing list to ensure that they received newsletters and other communication materials.

5.4.8 Activities for speakers other than English

Information about the project was provided in Chinese, Arabic and Vietnamese language newspapers (see details under Media below). Interpreter facilities were available if requested. This was advertised in all communication material.

5.4.9 Meetings with industry

A major part of the communication plan for the EA has been communication and engagement with industry. This has formed an important and ongoing element of delivering the overall objectives of the consultation. Sydney Ports identified four key industry groups to consult. These were:

- site operators/service providers. This group comprises intermodal terminal operators, warehouse /CFS/empty container depot operators, trucking operators and rail operators;

- cargo owners. This group comprises importers/exporters, customs brokers/freight forwarders and retailers/manufacturers who use imported goods and/or export the goods.
- shipping lines. Shipping lines are the owners of freight containers. There are currently about 25 international shipping lines serving Sydney and its market; and
- industry associations and groups that have an interest/influence directly or indirectly in the development of intermodals generally and the ILC at Enfield specifically. These include Chambers of Commerce, Shipping/transport/logistics associations and economic development boards and export associations.

A list of business stakeholder contacts is outlined in Attachment B to this report. The predominant means of communicating with industry has been in face to face meetings, briefings and consultations.

In addition, awareness of the project, and its background, is being covered by broader industry briefings and presentations. Media including trade journals is used to increase industry awareness of the project. These activities are complemented by newsletters and mail-outs, as part of Sydney Ports general communications program.

5.4.10 Newsletters

During the preparation of the EIS, newsletters providing information about the proposal were mailed to all those on the mailing list and 11,000 leaflets were letterboxed throughout the area surrounding the site. In addition multiple copies of newsletters were sent to Strathfield, Bankstown, Canterbury, Burwood and Marrickville. Councils were asked to make these available at their front counters and in local libraries.

Two newsletters were prepared. The first, in March 2005, described the proposal, the Environmental Impact Assessment process and ways to find out more about it and make comments about it. The second in June 2005 described the proposal, the reasons for selecting the Enfield site, studies being undertaken as part of the EIS and the process for exhibition, community review and comment. Copies of these newsletters are at Attachment D to this report.

5.4.11 Community Information and Feedback Session

Sydney Ports held a Community Information and Feedback session on Saturday 7 May 2005. This took the form of a display of information describing the proposal and the studies to be undertaken to assess its environmental impact. The display, held in the local Citizens' Centre at Greenacre, highlighted the particular importance of the studies relating to noise, traffic, and air quality, and acknowledged that these had been key issues associated with the 2001 proposal and the Milton Morris Inquiry.

Staff from Sydney Ports, SKM and specialist consultants attended the display to listen to the community's views and answer questions.

To ensure that the community was aware of the proposal, the Community Information and Feedback session was advertised in the local press, and flyers promoting it were letterboxed to 11,000

households and businesses around the site. A copy of the flyer is at Attachment E to this report. In addition copies were mailed out to everyone on the mailing list and the five local councils received copies for display at counters and libraries. Councils also received posters about the day to provide further opportunities to publicise the event.

Forty five people attended the display. They were each provided with a feedback form and a reply paid envelope to return to SKM with their comments and questions. Six feedback forms were received after the information day. In addition comments were made and noted on the day by a number of people who attended the display.

5.4.12 Community Information displays

A community display was set up at Strathfield and Bankstown Council offices in June 2005 to provide information about the proposal.

5.4.13 Traffic working group

A working group comprising representatives from Strathfield and Bankstown Councils, the Roads and Traffic Authority and Sydney Ports met for the first time in late May and mid June. The working group aims to meet to identify councils' concerns about traffic, share information about traffic impacts and identify strategies to mitigate traffic impacts.

5.4.14 Media

Advertisements and advertorials were placed in local newspapers (Bankstown Canterbury Torch, Canterbury Bankstown Express, Inner Western Suburbs Courier and Inner Western Weekly). There were also articles in local papers about the project. Advertisements were also placed in three community language papers. These were Australian Chinese daily (Chinese), An Nahar and El Telegraph (Arabic) and Dan Viet (Vietnamese).

5.5 Outcomes of the consultation program

Consultation activities undertaken during and since the 2001 proposal have played an important role in developing and refining the proposal and in identifying its impacts and mitigation measures. The following benefits were derived as a direct result of the consultation program:

- Better understanding of community needs, preferences and concerns;
- Greater awareness of the proposal within the community;
- Local knowledge from long term residents that assisted the impact assessment process;
- Identification of mitigation measures including noise barriers and the restricting trucks to the northern end of Cosgrove Rd; and
- Significantly, the 2005 proposal involves 40% fewer containers than the 2001 proposal. This is a direct consequence of the feedback from the 2001 proposal and the Milton Morris Inquiry and recommendations.

6. Issues Raised During Consultations

All issues raised during the various consultation activities and through the different ‘methods of contact’ are described in Attachment F¹ to this report. Attachment G lists the issues and identifies where these are addressed in the EIS.

6.1 Issues raised during briefings

Key issues raised at the briefings with the Councils and the No Port Enfield community group included the following:

- Traffic- truck movements, traffic growth rat running in local streets and local area traffic management;
- Noise- internal noise from the site and rail noise and need for mitigation measures
- Light spill;
- Visual impact;
- Rail- rail movement , rail noise, age of rail infrastructure, status of the freight line;
- Whole of government approach needed, need for a freight plan;
- Changing demographics- population growth will be occurring elsewhere in Sydney;
- How will Western Sydney be served;
- Port Kembla and Newcastle better placed for this type of facility;
- Impact of Milton Morris Review on the 2005 proposal;
- Consider alternative uses for the site eg expand Rookwood Cemetery; and
- Take community views seriously.

6.2 Issues raised via phone calls, web page, email and letter.

The most common issues raised were in relation to traffic matters, noise, rail issues, socio-economic impacts (health, property value) and air quality. All issues were logged into the Communication Management System (CMS) database. Attachment F to this report contains a copy of all issues raised.

6.3 Issues raised - Community Information and Feedback Session

Those who attended the Community Information and Feedback session had an opportunity to raise and discuss issues with Sydney Ports staff, SKM staff and specialist consultants on the day. They also received a feedback form and a reply paid envelope for written comments.

The most common issues raised in discussions on the day concerned traffic, noise and air quality. There is a concern about the impact of traffic on local streets/ rat running and the need for local area

¹ A single contact, for example a phone call, can generate more than one entry as multiple issues can be raised during that contact.

traffic management plans to be put in place. Other issues that were mentioned include rail operations and rail noise.

Six written comments were received. These identified noise and traffic and air quality as the key areas of concern.

As well as seeking written views about the proposal overall, the feedback form asked for feedback on the future use for the community and ecological area, located at the southern end of the site. It also asked for ideas for the tarpaulin factory on this site. Suggestions that the community made about the community and ecological area outlined in Attachment F to this report.

6.4 Feedback from local displays

Information material from the Community Information and Feedback Session was provided for display at Bankstown and Strathfield Councils. Feedback from this was received and logged into the CMS.

6.5 Feedback from business

The level of engagement and response to the proposal has been extremely positive. Industry generally is aware of the objective to increase the rail share of cross metropolitan container transport, and the potential role that intermodal terminals and, more specifically, the role of the ILC at Enfield.

At this stage it is clear that many of the major Australian transport and logistics providers are interested in the project to the level of wishing involvement in eventual Expressions of Interest as facility operators / occupants.

7. Post Environmental Assessment Consultation

7.1 Environmental Assessment Exhibition

The exhibition of the Environmental Assessment (EA) and invitation for submissions is an important part of the consultation process. Everyone included on the project data base mailing list, and the distribution area for the newsletters, (11,000 residents and businesses shown at Attachment D) will be sent a newsletter that includes details about the EA, the exhibition and a community information session is proposed to be held during the display. This newsletter will also explain how to make a submission.

A community information session is proposed to be held during the exhibition of the EA to enable community representatives to ask questions about the details in the EA and provide further information for consideration in the assessment process.

Advertising and advertorials will be used to:

- Re-engage the wider community's attention and interest;
- Make people aware of the exhibition and information session; and
- Advise where and how people can make submissions on the EA.

The Department of Planning (DoP) will advertise the EA and place it on public exhibition (or delegate that responsibility to Sydney Ports), in accordance with the provisions of the Environmental Planning and Assessment Act and its Regulation.

The EA and accompanying technical reports will be available for viewing at the following locations:

- Department of Planning (DoP) 23-33 Bridge Street Sydney;
- Strathfield Council 65 Homebush Road, Strathfield; and
- Any other locations as specified by DoP.

Copies of the EA can also be obtained at these locations. During the exhibition period all members of the community, interested groups and government authorities are invited to view the EA and to make a submission on any aspect of the proposal.

7.2 Framework for Community involvement if proposal is approved

Sydney Ports would set up mechanisms to consult with the community to ensure the community would be involved during the construction and operation of the ILC. Consultation with the local community during the construction phase would:

- create an opportunity for discussion and exchange of information on topics related to the construction phase of the project;
- assist the project team to identify local issues related to the project that will be addressed during construction;

- allow two-way communication between Sydney Ports and its contractors and the community and stakeholders.

Sydney Ports would provide construction updates to the community about the proposal and about the ongoing operations.

The traffic working group set up in late May 2005 is proposed to continue to meet to identify traffic issues, mitigation measures and make suggestions and recommendations to the relevant authorities about ways to resolve these issues.

7.3 Conclusion

Sydney Ports has carried out community consultation on a proposal for intermodal facilities at Enfield over several years. It is committed to continuing to work with the community regarding site development and operation into the future.

8. References

Milton Morris (2003). Independent Review of the Proposed Enfield Intermodal Terminal. February 2003.

Stollznaw Research (2004). Community Attitudes Survey, Draft report May 2004

Attachment A - Notes of briefings

File Note

Date 21 April 2005
Project No ENO 1709
Subject **Meeting with Mayor/General Manager of Burwood Council – 3.00 pm, Thursday 21 April 2005 – Conder Street, Burwood.**

Meeting attended by Sydney Ports representatives- General Manager Commerce & Logistics [GM (C&L)] and Corporate Affairs Manager, David Weiley (Mayor, BC), Pat Romano (General Manager, BC).

GM (C&L), provided an outline of the need for and details of the project. Also discussed intermodal network opportunities and the catchment for Enfield ILC. Site history, workings of intermodals and empty container movements were discussed. Map indicating council boundaries with reference to the ILC was presented.

Council General Manager and Mayor expressed that they supported the proposal

Issues raised during the meeting were:

- Would there be fewer trucks on Burwood roads due to the proposal?
- What traffic management measures would be in place?
- Are the growth projections forecast by Sydney Ports the same as used in the metropolitan strategy?
- Keen to know about role of FIAB – GM (C&L) recommended that Council make a submission to FIAB especially with regard to truck traffic management in the inner-west.

Issues raised unrelated to development:

- Council would like the whole of the original Enfield suburb to be part of one Council including the Sydney Ports site
- Council wanted on disk aerial maps and transport network drawings presented.

Overall, Council was not concerned about the development per se, but wanted to know more about traffic impacts on Burwood Roads.

Corporate Affairs Manager, Sydney Ports

File Note

Date 1 April 2005
Project No ENO 1709
Subject **Meeting with Mayor and General Manager, Bankstown Council -
2.30pm 1 April 2005 - Rickard Road, Bankstown**

Meeting attended by Sydney Ports representatives- General Manager Commerce & Logistics [GM (C&L)] and Corporate Affairs Manager, Sinclair Knight Merz EIS Manager for the ILC, Helen Westwood (Mayor, BCC), Richard Colley (General Manager, BCC), Gerry Beazley (GM, Environment and Planning).

GM(C&L) provided an outline of the need for and details of the project. Also discussed intermodal network opportunities and the catchment for Enfield ILC. Logistics elements – freight movements on and off site – were clarified.

Issues raised during the meeting were:

- definition of catchment area
- clarification of growth trends for containers in inner and middle west
- clarification of warehouse arrangements – leasing and development linked to growth
- sought information on economic benefits to Bankstown. Noted existing industrial in decline. GM (C&L) noted improved accessibility, better reliability due to scale.
- Sought information on how decision is made on sending containers to Enfield, Demand management.
- How are small amounts (less than a full container load) handled? SB discussed container freight forwarding services and how they work
- Referred to Bankstown's submission to Milton Morris Review for a list of Council's concerns. Of particular note is the traffic associated with Roberts Road – fronted by residential. Other residential roads (eg Boronia) will pick up traffic
- Are there proposals for upgrading road capacity? Discussion on local area traffic management.

- Traffic growth needs to be considered in context of other works and natural growth. Holistic planning is needed. There is no plan for the overall protection of people. SPC is part of government and an overall government approach is needed, eg Juno Parade
- Need to consult rail affected people. Noise mitigation needed on rail. Again, whole picture approach is required.
- Needs to be recognition of existing noise problems, notwithstanding a small increase due to this project
- Need to build noise mitigation costs into project cost. Problem and costs need to be recognised. Cumulative impacts to be addressed.
- What commitment is there to other intermodal sites?
- SSFL discussed. Need for this as SW is growing and is constrained by passenger lines. Also noted by GM(C&L) that a new freight line is likely to be needed if there is to be an intermodal at M4/M7
- Arrangements to brief local Councillors (east ward) discussed.
- Briefing of council officers as well when some data are available. Regard as update as project progresses.
- Look to meet again with Mayor in May at Greater Western Sydney Economic Development Board.

ILC, EIS Manager (SKM)

File Note

Date 31 March 2005
Project No ENO 1709
Subject **Meeting with Mayor and General Manager, Canterbury Council**
- 31 March 2005 – 11.00 Beamish Street Campsie

Meeting attended by Sydney Ports representatives- General Manager Commerce & Logistics [GM (C&L)] and Corporate Affairs Manager , Sinclair Knight Merz EIS Manager for the ILC, Robert Furolo (Mayor, CCC) and Jim Montague (General Manager, CCC).

GM(C&L) provided an outline of the need for and details of the project. Also discussed intermodal network opportunities and the catchment for Enfield ILC. Logistics elements – freight movements on and off site - were clarified

Issues raised during the meeting comprised:

- impact of the Morris Review on the development of the new project
- clarification of TEU – what that means in terms of truck numbers
- issue of train movements through residential areas of Canterbury. Train numbers were explained in the context of increases which will occur as a result of the Government's 40% mode share policy ie from 40 to 100 pd. Enfield will cater for a proportion of that increase
- issue of truck movements through Canterbury – particularly existing onto Roberts Road, travelling down Punchbowl Road and accessing the site from the southern end of Cosgrove Road. Control of access to the site from Cosgrove Road was discussed.
- Clarification of consent authority was asked for – Minister for Infrastructure and Planning. Also very interested in the level of State Government support for the project
- Rat running was discussed. Methods of control and management were discussed
- Noise barriers were discussed and question of visual impact mentioned. Council indicated they were interested in the outcome of the amelioration – eg noise levels kept low – rather than the means of achieving this
- Question was raised of which other sites have been considered

- Distribution of community information to be through Clare May, Customer Services Manager. She will redirect inquiries to the 1800 number
- Council would welcome on-going briefing of Council officers as data becomes available

Overall conclusion from Council seems to be:

- project is likely to proceed and it would appear that putting freight on to rail is a good thing
- Community views and issues should be taken seriously and community should have its point of view considered
- Particular concerns over rail movement in corridor and truck numbers on streets must be addressed.

ILC, EIS Manager (SKM)

File Note

Date 22 March 2005
Project No ENO1709
Subject **Meeting with Mayor, Deputy Mayor, General Manager and Strategic Planner, Strathfield Council**
- 22 March 2005 – Homebush Road, Strathfield

Meeting attended by Sydney Ports General Manager Commerce & Logistics [GM (C&L)], Sinclair Knight Merz EIS Manager for the ILC, Bill Carney (Mayor, SC), Elizabeth Gewandt (Deputy Mayor), David Backhouse (General Manager) and David Hazeldine (Strategic Planner).

GM(C&L) provided an outline of the need for and details of the project. Also discussed intermodal network opportunities and the catchment for Enfield ILC.

Issues raised during the meeting comprised:

- what is the future of Chullora. Its future as domestic interstate freight was discussed
- status of dedicated freight line
- how will western Sydney be served
- discussion on truck numbers in and out of the site
- limited capacity of Cosgrove and Roberts Roads. Roads already at capacity
- Port Kembla and Newcastle – why not use these?
- Need to justify growth assumptions in inner western Sydney. Growth will be in western areas
- Rat running an issue. RTA view Juno Parade as sub-arterial whereas Council and community perspective is that it is a residential road.
- Effects of access on businesses on Wentworth. Can more direct access be provided.
- Problems with aged rail network. Can technology be improved. Any proposal to upgrade rail line? What attenuation opportunities are possible? Lack of State Government input to improving rail.
- Internal noise from site

- Problems of light spill
- Combined effects with Chullora – cumulative impacts?
- Connections to Chullora – cargo links
- Government’s housing strategy – growth along railway lines. Note Station Street and freight trains from PN
- Needs to be coordination of projects with SPC and State Government
- Lack of strategic planning by Government – where is metro strategy. All road / rail development needs to be considered
- Dangerous goods and quarantine discussed
- A full list of Council issues will be sent soon

Overall conclusion from Council seems to be:

- project is not able to be justified due to growth being out west. Terminal should be in growth areas
- lack of overall coordination of infrastructure development by State Govt. eg freight strategy should be coordinated with road upgrades due to increased truck movements around Enfield
- Particular concerns over truck numbers on streets is major issue.

ILC, EIS Manager (SKM)

File Note

Date 5 April 2005
Project No ENO 1709
Subject **Meeting with Mayor/Deputy Mayor/General Manager and Planning staff of Marrickville Council – 11.00 am, Tuesday 5 April 2005 – Fisher Street, Petersham**

Meeting attended by Sydney Ports representatives- General Manager Commerce & Logistics [GM (C&L)] ,Corporate Affairs Manager and Senior Executive Project & Planning, Morris Hanna (Mayor, MC), Sam Byrne (Deputy Mayor, MC), Candy Nay (General Manager, MC), Ken Hawke (GM, Strategic Planning), Vince Connell (Strategic Planner).

Simon provided an outline of the need for and details of the project. Also discussed intermodal network opportunities and the catchment for Enfield ILC. Site history, workings of intermodals and empty container movements were discussed. Map indicating council boundaries with reference to the ILC was handed over.

Issues raised during the meeting were:

- Would there be fewer trucks on Marrickville roads due to the proposal.

Questions raised

- There is currently no decision on the expansion at Port Botany. If Port Botany expansion does not go ahead what are the implications for Enfield. *Response:* was clarified with reference to the fact that the market already exists within close proximity of Enfield.
- Are other existing intermodal terminals operated by SPC. *Response :* No – by Patricks, Mannway, Stocklands and MIST.
- Will SPC develop the other intermodal terminals which have been identified by them as required for the future as a network? *Response:* SPC's objective is to achieve rail mode share. The objective is not to ultimately operate them – SPC has not made a move to acquire interest in the other locations.
- Is the freight line still going to be a single freight line between Marrickville and Cooks River? Council has been advised that due to the changeover from RIC to ARTC the future duplication is in doubt. *Response :* SPC's understanding is that the NSW Government's agreement with ARTC

provides that ARTC will ensure adequate rail capacity (ie infrastructure) to meet minimum service levels of access on the Port Botany line. Beyond that level ARTC will provide additional capacity as required by operators on a commercial basis. Simon also suggested MC write to FIAB re issues they had about freight moving through their Council area.

Points made

- SKM has written to MC asking for Council requirements for the EIS. Council has had issues previously regarding RailCorp's expansion of the Port Botany rail line – especially noise. Council has also had issues in the past about communications and consultation with neighbouring residents along the rail line – with relation to noise, vibration etc.
- The noise barriers currently erected in Marrickville have been built on a predicted movement of rail. Council would be revisiting their response to the rail noise studies done as a part of the Port Botany EIS.
- MC pointed out that they believed that the EIS for Port Botany was deficient in terms of traffic predictions and rail mode split.
- Council would get back to SKM regarding requirements for the EIS by the end of the month.

Overall, Council was concerned about rail noise and saw this as yet another impact on the residents living on the rail line.

Corporate Affairs Manager
Sydney Ports Corporation

File Note

Date 31 March 2005
Project No ENO 1709
Subject **Meeting with NoPortEnfield and SW Environment Centre- 31 March 2005 - 9.30 Belmore**

Meeting attended by Sydney Ports representatives- General Manager Commerce & Logistics [GM (C&L)] and Corporate Affairs Manager , Sinclair Knight Merz EIS Manager for the ILC, Gary Blaschke (NOPE), Jenny Maddocks (NOPE), Irene Jones (SW Environment).

Simon provided an outline of the need for and details of the project. Also discussed intermodal network opportunities and the catchment for Enfield ILC

Issues raised during the meeting comprised:

- NOPE view that population growth figures and consumption figures generally used are wrong. Forecasting and growth assumptions used by SPC were questioned
- changing demographics, sea change etc means that fewer people (non-renters) will remain in the area. Demand for goods from containers will be less.
- the overall cost to the community of growth was raised
- the inability of road network around the Enfield site to handle existing traffic. Therefore future traffic problems will be worse
- the future of Sydney and lack of planning. Whole of govt approach needed. Govt not looking at big picture. Cumulative effects not considered. Sydney should be retained as a suitable site for tourism rather than continue wholesale development
- future growth (over next 25 years) will not be at Enfield but in west and south west. This should be provided for.
- Would not trains take containers to outer areas and then inner west catchment served from there
- F6 raised as an issue to demonstrate on-going commitment to freight movement by truck. Mentioned in PB EIS

- No freight plan exists so how can a decision on Enfield/Port Botany be made? GB speculated that freight plan is being held up to allow the govt to make decisions on projects like Enfield without the need for a strategic framework
- In the longer term Port Kembla and Newcastle are better placed to service growth
- Major problem is the increased numbers of trucks on the road. Compromises, mitigation and “green offsets” won’t work
- Alternative uses should be considered. Expansion of Rookwood Cemetery offered as a suggestion
- Project needs to look at overall impacts and benefits
- Rail access to site discussed. Spur line from Finnemores, Delec/wheel lathe area
- Contamination on southern mound discussed.
- No specific comment offered on use for ecological/community area. Opposed overall to the project so not wish to offer comment on the area
- Cumulative effects due to expansion of Chullora should be considered.

Overall issue from NOPE point of view is not with SPC. Problem is with lack of govt strategies and assumptions relating to growth and the expectation that the citizens of Enfield will be asked to take the burden of the ILC which should be elsewhere.

ILC, EIS Manager (SKM)

Attachment B - Industry Stakeholder Contacts

Stakeholder Group	Company
Stevedores	P&O Ports, Sydney Patrick Stevedores, Melbourne
Intermodal Operators	Westgate Logistics, Melbourne P&O TransAustralia, Sydney Patrick Port Services, Melbourne Toll Logistics, Sydney FCL Transport, Melbourne Austrak, Melbourne Specialised Container Transport, Melbourne CRT Group, Melbourne Mannway Logistics, Sydney
Warehouse Operators	P&O TransAustralia, Sydney Patrick Port Services, Melbourne Exel Logistics, Mascot Tactical Cargo Solutions, Botany Cridland Katte Customs Brokers, Sydney Wilson Logistics, Sydney Hellmann Worldwide Logistics, Sydney TNT Logistics, Sydney Yusen Global Logistics, Sydney Australian Groupage Service, Sydney
Empty Depot Operators	Maritime Container Service (MCS), Sydney Western Container Depot, Enfield Tyne Container Services, Sydney Patrick Port Services, Sydney P&O TransAustralia, Sydney
Rail transport providers	NSW RailCorp, Sydney Pacific National, Sydney Patrick PortLink, Melbourne Silverton Railways, Sydney Lachlan Valley Rail Freight, Sydney Queensland Rail, Brisbane Australian Rail Track Corporation Australian Southern Railroad, Adelaide South Spur Rail Services, Sydney Sadleirs Transport, Sydney
Road Operators	NSW Road Transport Association, Sydney Sydney Transport Services, Sydney

	<p>Mayfield Transport, Sydney Hobbs Bros Transport, Sydney. Johnson's Transport, Sydney K&S Freighters, Enfield Bowport Allroads, Sydney J.J. Lawson Transport, Sydney MCS Transport, Sydney</p>
Shipping Lines:	<p>Shipping Australia Ltd, Sydney P&O Nedlloyd, Sydney Mediterranean Shipping Co, Sydney Maersk-Sealand, Sydney OOCL, Sydney APL, Sydney Cosco, Sydney C.P. Ships, Sydney China Shipping, Sydney Hambug-Sud, Sydney Regional Container Line, Sydney NYK Logistics, Sydney ANL Container Line, Sydney</p>
Cargo agents:	<p>Customs Brokers & Forwarders Council of Australia (CBFCA) Australian Federation of International Forwarders (AFIF) Schenker Australia, Sydney DHL Danzas, Sydney Mainfreight International, Sydney Connor Anderson International, Sydney BCR Freight, Sydney VIP Logistics, Sydney Cargo & Logistics Management, Sydney AMI Wholesale Freight, Sydney Cornish International, Sydney Austin International, Sydney A.Hartrodt Australia, Sydney Henning Harders P/L, Sydney NACA Logistics, Sydney Rohde & Liesenfeld, Sydney Halford Youngs, Sydney</p>
Importers / exporters:	<p>Weston Cereal Industries, Enfield Goodman Fielder, Sydney Woolworths Supermarkets, Sydney Visy Pulp & Paper, Melbourne / Tumut Australian Paper, Melbourne Spicers Paper, Melbourne,</p>

	<p>Nestle, Sydney Kimberley Clark, Warwick Farm Carter Holt Harvey, Oberon Harvey Norman, Auburn Norske Skog, Chullora Fisher & Paykel, Lidcombe Dick Smith / Tandy, Chullora Coles-Myer Logistics, Melbourne Arnotts Campbell, Sydney Sebel Furniture, Bankstown Brescia Furniture, Ashfield Antico International Foods, Flemington Orica Chemicals, Sydney Aspex Paper, Greenacre Alcoa International, Yennora Redox Chemicals, Wetherill Park Samsung Electronic, Auburn LG Electronics, Rydalmere</p>
Other bodies / associations:	<p>Australian Quarantine & Inspection Service (AQIS), Sydney / Quarantine & Export Advisory Council, Canberra Australian Customs Service (ACS), Sydney Australian Association of Port and Marine Authorities (AAPMA) NSW Seafreight Council, Sydney Australian Logistics Council, Melbourne NSW State Chamber of Commerce, Sydney Greater Western Sydney Economic Development Board Western Sydney Export Centre Australian Railways Association, Canberra Dept. of Transport & Regional Services, Canberra NSW Farmers Association, Sydney Australian Business Ltd, Sydney NSW Dept. of State & Regional Development, Sydney NSW Roads & Traffic Authority Federal Chamber of Automotive Industries</p>

Attachment C - Distribution area for newsletters



Attachment D - Newsletters, Advertorials & Advertisements in community language papers

Advertorial about proposal for an Intermodal Logistics Centre at Enfield

Published in :

Inner Western Courier

The Bankstown Canterbury Torch

Inner West Weekly

Canterbury Bankstown Express

Tuesday 19 April 2005, page 13

Wednesday 20 April 2005 page 31

Thursday 21 April 2005, page 22

Tuesday 19 April 2005, page 13



Important information from Sydney Ports about the new proposal for an Intermodal Logistics Centre at the former Enfield Marshalling Yards.

The following provides you with information about Sydney Ports' new proposal, the planning process and how you can have your say.

A new proposal for an Intermodal Logistics Centre

Sydney Ports is currently preparing an Environmental Impact Statement (EIS) for its proposed Intermodal Logistics Centre (ILC).

This new proposal is 40 per cent smaller than the 2001 plan by Sydney Ports and has been designed with the concerns of surrounding residents in mind.

In keeping with the industrial usage of the site, Sydney Ports is developing a new proposal for the site to provide:

- a facility where containers will be moved on and off trains and trucks;
- warehouses where containers from trains can be stored and unpacked for delivery, and freight coming into the Centre can be packed into containers for export;
- empty container storage facilities;
- a light industrial/commercial business area along Cosgrove Road; and
- an ecological and/or community area.

Sydney's freight network

The proposed Centre will be part of a network of intermodal facilities for Sydney.

In response to growth in trade and freight in Sydney the NSW Government:

- has set up the Freight Infrastructure Advisory Board to advise on the design of a network of intermodal terminals in the future to improve freight distribution; and
- has indicated 40 per cent of containers should be carried by rail by 2011.

To get trucks off our streets, Sydney Ports is committed to ensuring an increasing amount of freight is moved by rail.

The Environmental Impact Statement (EIS)

All the issues raised in the development and review of Sydney Ports' earlier proposal will be considered in the development of the new EIS for the Centre.

The EIS will address issues raised by the community, local Councils, environmental and planning regulators and industry.

The EIS will also cover:

- movement of containers and freight; and
- jobs and economic value.

Community information

Sydney Ports will be providing information and updates through this and other local papers. The first newsletter has been delivered to homes and businesses within the immediate vicinity of the Enfield Marshalling yards site. If you would like copies of that newsletter and other information to be posted to you directly, please contact us.

Information is also available on our website www.sydneyports.com.au

How to have your say

You can speak to the EIS team directly on the contact details below or participate in the range of community consultation activities to be held by Sydney Ports.

If you would like to see details of the proposed development, ask questions and have your say, a Community Information and Feedback Session will be held on the morning of **Saturday, 7 May 2005 between 11.00am and 3.00pm at:**

Greenacre Citizen's Centre
202 Waterloo Road
Greenacre

The EIS team will also be talking to local Councils, various community groups and associations and other government agencies, about the Centre and plans for consultation.

Community input will also be sought throughout the EIS exhibition process.

There will be further opportunities for community input to an Independent Commission of Inquiry to be held for this development.

Contact the team

Environmental consultants Sinclair Knight Merz are conducting the environmental assessment and will prepare the EIS. Their staff are available to answer any questions you may have and can be contacted by:

Telephone (toll free) 1800 286 652
Email ilcfeedback@skm.com.au
Facsimile 02 9928 2502
www.sydneyports.com.au

Reply paid post
ILC at Enfield
Reply paid 164
St Leonards NSW 1590

If you require the services of an interpreter please call the toll free number above.



SYDNEY PORTS
FIRST PORT. FUTURE PORT.

Advertorial for Community Information and Feedback session

Published in :

Inner Western Courier

The Bankstown Canterbury Torch

Inner West Weekly


Canterbury Bankstown Express


Tuesday 26 April 2005, page 17

Wednesday 27 April 2005 page 13

Thursday 28 April 2005, page 5

Tuesday 26 April 2005, page 4

Intermodal
Logistics Centre
at Enfield

**Community Information and Feedback Session**
Saturday 7 May 2005
anytime between 11.00am and 3.00pm


Sydney Ports Corporation invites you to a Community Information and Feedback Session to find out more about the proposal to develop a logistics centre at the former Marshalling Yards at Enfield.

As recently published in newspapers and communicated through newsletters – Sydney Ports is preparing an Environmental Impact Statement (EIS) for the above proposal.

The Community Information and Feedback Session is your opportunity to find out more about the proposal and provide feedback.

On the day Sydney Ports' representatives and other experts who are preparing the EIS will be present to provide you with more information and receive your comments.

Details of the day:		For further information please contact:	
Date	Saturday, 7 May 2005	Telephone (toll free)	1800 286 652
Venue	Greenacre Citizen's Centre 202 Waterloo Road Greenacre	Email	ilcfeedback@skm.com.au
Time	anytime between 11.00am and 3.00pm	Facsimile	9928 2502
		Or visit our website www.sydneyports.com.au	
		If you require the services of an interpreter please call the toll free number above.	

**SYDNEY PORTS**
FIRST PORT. FUTURE PORT

Issue 1 | March 2005

project newsletter

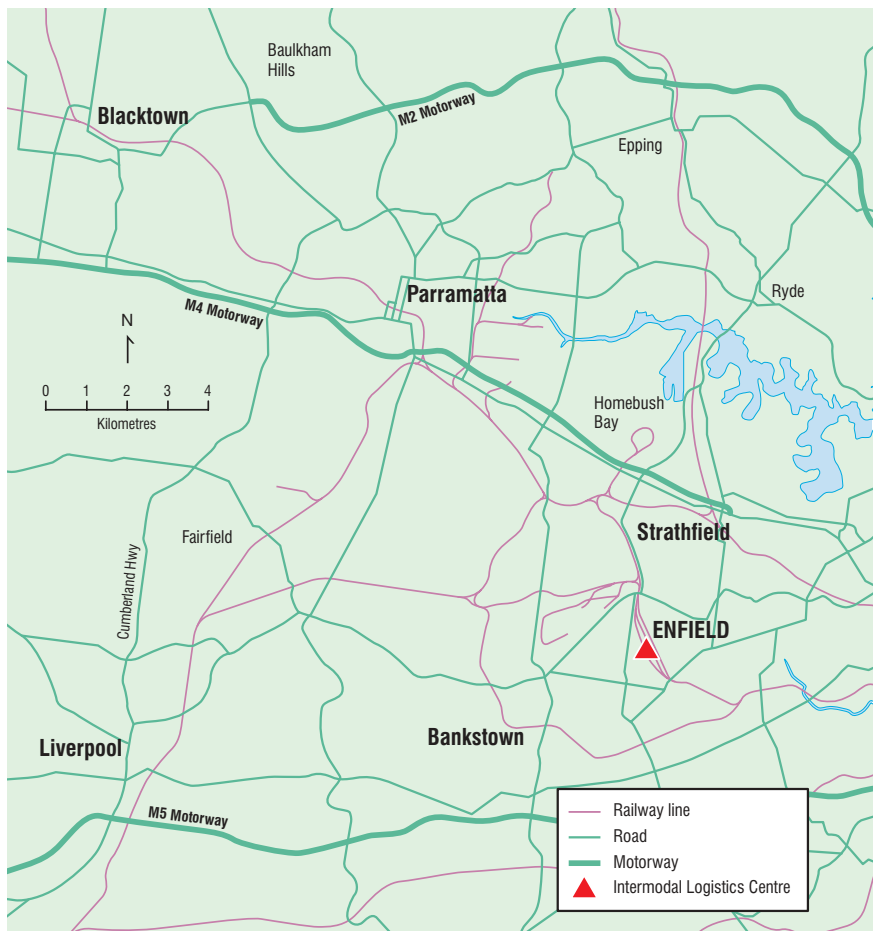
an update from Sydney Ports Corporation

Welcome to the first of a series of newsletters to keep you up to date with Sydney Ports Corporation's new proposal for a Logistics Centre on the Enfield Marshalling Yards at Enfield.

A new proposal for an Intermodal Logistics Centre

Sydney Ports is currently preparing an Environmental Impact Statement (EIS) for its proposed Intermodal Logistics Centre (the Centre). This newsletter – along with regular information in local newspapers – aims to provide you with information about the Centre, the EIS process and how you can continue to have your say on Sydney Ports' plans.

The former Enfield Marshalling Yards site is serviced by a dedicated freight rail line to Sydney's ports and is close to major arterial roads such as the Hume Highway and Roberts Road.



« The new proposal is
40 per cent smaller. »



Enfield is to be part of a network of intermodal terminals

In keeping with the industrial usage of the site, Sydney Ports is developing a new proposal for the site to provide:

- a facility where containers will be moved on and off trains and trucks;
- warehouses where containers from trains can be stored and unpacked for delivery, and freight coming into the Centre can be packed into containers for export;
- empty container storage facilities;
- a light industrial/commercial business area along Cosgrove Road; and
- an ecological area and/or a new community facility.

This proposal has been designed with the concerns of residents in mind.

The new proposal is 40 per cent smaller than the 2001 proposal.

Sydney's freight network

The proposed Centre will be part of a network of intermodal facilities for Sydney.

In response to growth in trade and freight in Sydney the NSW Government:

- has set up the Freight Infrastructure Advisory Board to advise on the design of a network of intermodal terminals to improve freight distribution; and
- indicated 40 per cent of containers should be carried by rail by 2011.

To get trucks off our streets, Sydney Ports is also committed to ensuring an increasing amount of freight is moved by rail.

The planning process





The Environmental Impact Statement (EIS)

All the issues raised in the development and review of Sydney Ports' earlier proposal will be considered in the development of the new EIS for the Centre.

The EIS will cover among other studies:

- movement of containers and freight;
- jobs and economic value.

The EIS will address issues raised by the community, local Councils, environmental and planning regulators and industry.

Community Updates

Sydney Ports will be providing updates to the community through information in the local papers. Newsletters will be delivered to homes and businesses within the immediate vicinity of the former Enfield Marshalling Yards. If you would like copies of this newsletter to be posted to you directly please contact us.

Information is also available on our website www.sydneyports.com.au

Have your say

You can speak to our EIS team directly on the contact details below or participate in the range of community consultation activities to be held by Sydney Ports – information about which will be sent to you regularly.

An information session will also be held in the local area so you can see details of the proposed development, ask questions and have your say.

We will also be talking to your local Council, various community groups and associations and other government agencies, about the Centre and our plans for consultation.

Community input will also be sought throughout the EIS exhibition process.

There will be further opportunities for community input to an Independent Commission of Inquiry to be held for this development.

The new design of this facility will reduce impacts on the surrounding areas





Contact us

Environmental consultants Sinclair Knight Merz will conduct the environmental assessment and prepare the EIS on our behalf. Their staff are available to answer any questions you may have and can be contacted by:

Telephone (toll free) 1800 286 652

Email ilcfeedback@skm.com.au

Facsimile 9928 2502

www.sydneyports.com.au

Reply paid post

ILC at Enfield

Reply Paid 164

St Leonards NSW 1590

If you require the services of an interpreter please call the toll free number above.

Sydney Ports
*will provide an
opportunity for all
in the community
to ask questions
and offer their
opinion*

Sydney's Ports

Sydney Ports' vision is to be an internationally respected commercial port manager in all operational and environmental aspects, and to provide facilities to promote and support trade growth for the benefit of the New South Wales economy.

Sydney's ports – in Port Botany and Sydney Harbour – are major infrastructure assets handling \$50 billion worth of international trade each year. With 98 per cent of Sydney's imports coming in through our ports, port facilities are central to the health of the State's economy.

Sydney Ports:

- generate over 17,000 full-time jobs;
- contribute \$2.5 billion dollars each year to NSW;
- handle nearly one third of Australia's total containerised trade.

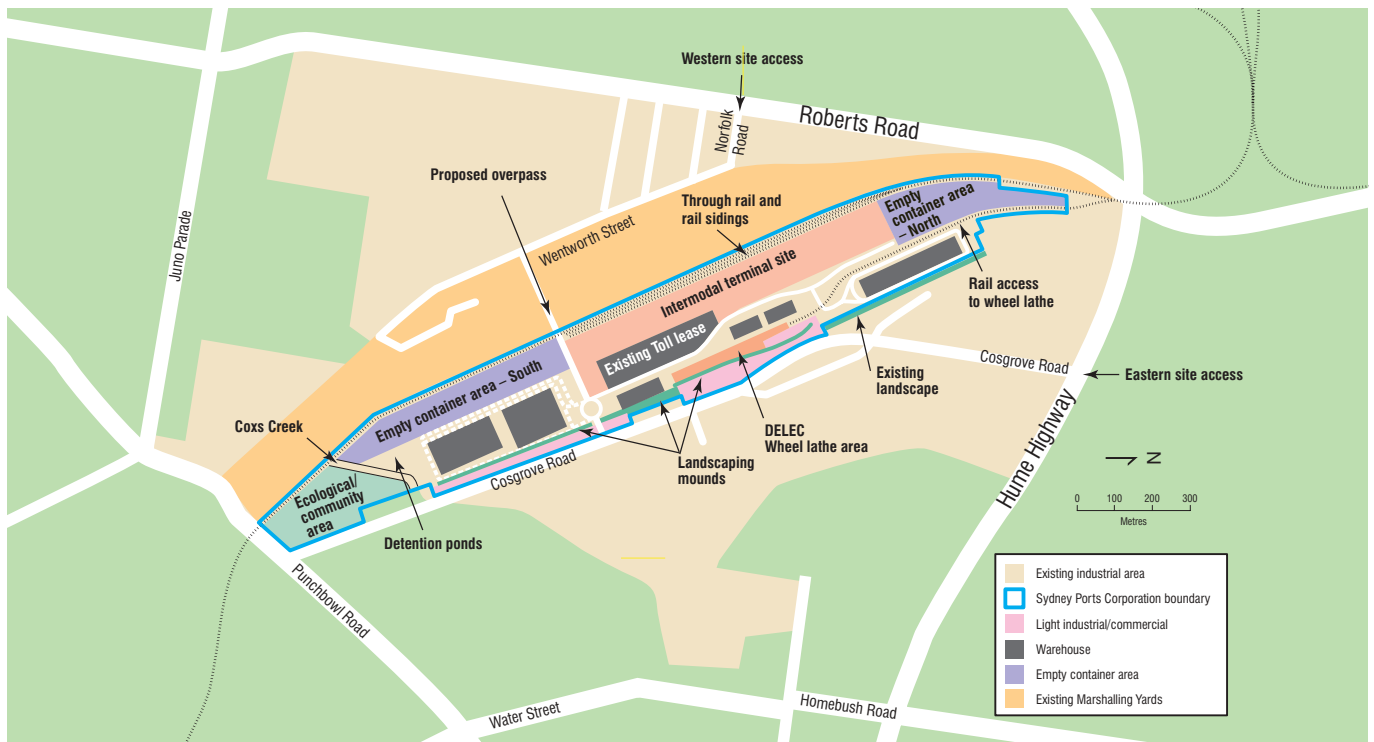
Each container vessel visiting Sydney's ports generates ten full-time jobs for a year; and every ship creates on average around \$1 million per annum in revenue for port-related firms.

Issue 2 | June 2005

project newsletter

an update from Sydney Ports Corporation

This is the second newsletter to keep you up to date with Sydney Ports' new proposal for an Intermodal Logistics Centre on the former Enfield Marshalling Yards site.



A new proposal for an Intermodal Logistics Centre
Sydney Ports is currently preparing an Environmental Impact Statement (EIS) for its proposed Intermodal Logistics Centre (the Centre). Newsletters, together with regular information in local newspapers, will provide you with information about the Centre, the progress on the EIS preparation and how you can continue to have your say on Sydney Ports' plans.

The proposal by Sydney Ports is for a logistics centre with a facility where containers will be moved on and off trains and trucks.



What is the proposal?

The proposal by Sydney Ports is for a logistics centre with a facility where containers will be moved on and off trains and trucks. The site is serviced by a dedicated freight rail line to Sydney's ports and is close to major arterial roads such as the Hume Highway and Roberts Road.

The main features of the proposal are:

- 40% fewer containers than the 2001 proposal;
- warehouses where containers from trains can be stored and unpacked for delivery, and freight coming into the Centre can be packed into containers for export;
- empty container storage facilities;
- a light industrial/commercial business area along Cosgrove Road; and
- an ecological/community area.

This proposal has been designed with the concerns of residents in mind.

The indicative layout of the site is given on the front page.

The network to handle freight in Sydney

The NSW Government has set up the Freight Infrastructure Advisory Board to advise on the design of a network of intermodal terminals to improve freight distribution, along with a target of moving 40% of containers by rail by 2011.

Sydney Ports is committed to getting trucks off our streets and is working towards moving more freight by rail. This Centre will complement an existing network of intermodal terminals, and importantly be part of the network of new such facilities designed to serve the needs of Sydney into the future. Additional facilities are likely to be located in the south west and west of Sydney.

The planning process for the proposal and how you can have your say

As mentioned in the last newsletter, Sydney Ports has commissioned the preparation of an Environmental Impact Statement (EIS) for this proposal. The process for this is shown on the chart to the right.

◀ The site is serviced by a dedicated freight rail line to Sydney's ports ▶





Environmental impact studies

The range of studies being conducted by technical experts as a part of the EIS include air quality, ecology, economic, heritage, landscape, urban design and visual impact, land use and planning, noise assessment, preliminary hazard and risk analysis, social impact assessment, services and utilities, traffic, water quality, hydrology and hydraulics, flora and fauna, energy and greenhouse gas emissions.

Current issues

Feedback to date and comments received from a community information session held on 7 May indicate that controlling noise, managing traffic and air quality are priority issues.

Sydney Ports now has a Traffic Working Group with representatives of Strathfield Council, Bankstown City Council and the RTA to look at strategies to minimise traffic impacts in the local area.

Traffic studies are being conducted to look at current and future traffic conditions - with and without the centre, how intersections on surrounding roads operate as well as public transport services.

The new proposal also incorporates features to control noise such as the location of noisier activities at the centre of the site, retention and maintenance of earth mounds at the south of the site and allowing entry and exit of vehicles through industrial areas only.

Community information and feedback session

On Saturday 7 May 2005, Sydney Ports held a community session at the Greenacre Citizen's Centre. The EIS team were present to answer questions and receive feedback. Information provided on the day can be viewed on the website www.sydneyports.com.au.

Key issues raised on the day were also traffic, noise and air quality. As indicated above specialist studies are being undertaken into these aspects of the proposal and the feedback is being considered before the EIS is finalised.

We are holding another information session on **Saturday 25 June – at Centro Bankstown, North Terrace Bankstown, from 11am till 2pm** (located next to Michel's Patisserie). If you need more information please come along and ask the Sydney Ports staff in attendance.

« *Sydney Ports now has a Traffic Working Group with representatives of Strathfield Council, Bankstown City Council and the RTA to look at strategies to minimise traffic impacts in the local area.* »



**The ecological/community areas, future use?
Let us have your ideas.**

We want your ideas on possible future uses of this part of the site including ideas about the future uses of the tarpaulin shed.

This area is located at the southern end of the site (refer to the layout map – ecological/community area on the front page).

Some of the ideas we have received to date include developing the shed for community use, recreational use or removing the shed.

Getting involved and having your say

Community members have already phoned, faxed, emailed and written in with their views and suggestions about the proposal. We would like to hear from you. Your local knowledge is important in helping experts who have been undertaking studies to identify issues and ways to manage them.

There are a number of ways to contact us:

Telephone (toll free) 1800 286 652

Email ilcfeedback@skm.com.au

Facsimile 9928 2502

www.sydneyports.com.au

Reply paid post

ILC at Enfield

Reply Paid 164

St Leonards NSW 1590

If you require the services of an interpreter please call the toll free number above.



Attachment E - Flyer



Community Information and Feedback Session

Saturday 7 May 2005

anytime between 11.00am and 3.00pm

Sydney Ports Corporation invites you to a Community Information and Feedback Session to find out more about the proposal to develop a logistics centre at the former Marshalling Yards at Enfield.

As recently published in newspapers and communicated through newsletters – Sydney Ports is preparing an Environmental Impact Statement (EIS) for the above proposal.

The Community Information and Feedback Session is your opportunity to find out more about the proposal and provide feedback.

On the day, Sydney Ports' representatives and other experts who are preparing the EIS will be present to provide you with more information and receive your comments.



Details of the day:

Date Saturday, 7 May 2005

Venue **Greenacre Citizen's Centre**

202 Waterloo Road

Greenacre

Time anytime between 11.00am and 3.00pm

For further information please contact:

Telephone (toll free) 1800 286 652

Email ilcfeedback@skm.com.au

Facsimile 9928 2502

Or visit our website www.sydneyports.com.au

If you require the services of an interpreter please call the toll free number above.

Attachment F - Issues logged into CMS

Enfield Intermodal Logistics Centre EIS - Comments Relevant to: Air Quality

Correspondence Details

Date: 18-Apr-05
Type: Email
Area: South Strathfield NSW 2136

Stakeholder Comments

Proposal will result in more air pollution

Date: 07-May-05
Type: CIFS 7/05/05
Area:

Air (impacts) from site
DEC air quality monitoring site is at Chullora not Lidcombe. Claims Lidcombe site moved to Chullora some time ago.
Local air quality impacts at local sporting fields and parks eg, Begnell Park
Aust does not have locomotive emissions standards. What is being used for Enfield?

Date: 10-May-05
Type: Letter
Area: Greenacre NSW 2190

Concerns regarding the air quality for residents in the vicinity of Roberts Road. Was unable to find out what measurements of air quality have been taken.
Which measures are proposed for trucks using the site in that they are properly maintained to reduce pollution?

Date: 13-May-05
Type: feedback form CIFS*
Area:

Pollution from trains, trucks and ground dust will linger in the Cooks Valley causing the residential area and workers around the site to have health problems. Long term effects on Sydney in general.

Date: 16-May-05
Type: feedback form CIFS
Area: Belfield NSW 2191

Pollution of extra traffic in surrounding streets and houses, also in schools. Again, Port Botany generates significant amounts of wind blown fumes dust and refuse.

Date: 27-May-05
Type: Letter
Area: Greenacre NSW 2190

Concerned about this. What measurements of air quality have been undertaken?

Date: 15-Jun-05
Type: Letter
Area: Homebush NSW 2140

Carcinogenic nitrous oxide fumes from diesel trains.

*CIFS- Community Information and feedback session held on 7 May 2005

Enfield Intermodal Logistics Centre EIS - Comments Relevant to: Alternative Sites

Correspondence Details

Date: 13-May-05

Type: feedback form CIFS

Area:

Date: 27-May-05

Type: Letter

Area: Greenacre NSW 2190

Date: 12-Jun-05

Type: Email

Area: Strathfield NSW 2135

Date: 15-Jun-05

Type: Letter

Area: Homebush NSW 2140

Stakeholder Comments

Project is easy way out. Needs better planning in placing this type of terminal. Would be better suited at Brooks Rd Ingleburn or St Mary's, Port Kembla or Newcastle so the east can be serviced by Botany, North by Newcastle west from St Mary's & South West by Ingleburn

What is the network of intermodals? Where are the other sites?

There are other many sites away which can be developed and where employment should be created

The development of the site is short sighted. Residential Sydney should not have to carry the load of Australia's increased future trade. Centres at Port Kembla and Newcastle with their existing infrastructure can be successfully utilised.

Enfield Intermodal Logistics Centre EIS - Comments Relevant to: Community and Ecological Area

Correspondence Details

Date: 07-May-05

Type: CIFS 7/05/05

Area:

Date: 07-May-05

Type: CIFS 7/05/05

Area: Croydon NSW 2132

Date: 13-May-05

Type: feedback form CIFS

Area:

Date: 13-May-05

Type: feedback form CIFS

Stakeholder Comments

Include playing fields in this area.
Support removal of tarpaulin shed

Was interested in the green and golden bell frog. Had worked on Cox's Creek doing bush regeneration and knew about the frog in nearby areas.

Maybe plant native trees and shrubs to encourage and keep native birds in this area

Recreational use could include a community centre, day/child care centre, especially for workers.

Plant native trees and shrubs to encourage birds
Other- day/child care centre for workers

Area:

Date: 13-May-05

Use it for frogs- have information boards and viewing platforms similar to Homebush Bay.

Type: feedback form CIFS

Community use; Railway Museum or expansion to Rookwood Cemetery

Area:

Small commercial complexes and no terminal some parkland green space- this refers to whole site

Date: 16-May-05

Mount Enfield (pile of dirt adjacent to tarp factory)- it was my understanding that this heap contains industrial chemicals and contaminants of the nasty kind- please detail your plans for treatment and removal

Type: feedback form CIFS

Area to be planted to endemic species to replicate original conditions

Area: Belfield NSW 2191

Date: 16-May-05

Use as a noise barrier and landscaped area.

Type: feedback form CIFS

Area: Greenacre NSW 2190

Date: 01-Jun-05

This should be enlarged to allow people to walk and play on it. It should have lots of trees walkways and ponds

Type: feedback form from

Area: Belfield NSW 2191

Enfield Intermodal Logistics Centre EIS - Comments Relevant to: Consultation Process

Correspondence Details

Stakeholder Comments

Date: 14-Apr-05

Would like to be consulted in focus groups

Type: Phone

Area: Belfield NSW 2191

Date: 15-Apr-05

Could not access 1800 number. Emailed to ask for another number.

Type: Email

Area: Sydney South NSW 1235

Date: 07-May-05

More NESB messages required.

Not everyone in the streets receiving a newsletter. Street not identified.

Type: CIFS 7/05/05

Workshops are a good idea

Area:

Local radio.

Patricia St did not get newsletter

Hard copy of panels requested by two residents

Date: 10-May-05

Dismayed to find that some of the maps and presentation material were not factually correct. This gave false information to the public.

Type: Letter

Concerned with some of the unsubstantiated statements in the hand out literature (the newsletter) e.g." the new design of the facility will reduce impacts on the surrounding area"

Area: Greenacre NSW 2190

Date: 13-May-05

Type: Phone

Area: Belfield NSW 2191

Asked about the process

Date: 14-May-05

Type: CIFS 7/05/05

Area: Greenacre NSW 2190

Would like copies of all exhibition panels

Date: 05-Jul-05

Type: Letter

Area: Greenacre NSW 2190

Concern about session at Centro Bankstown not occurring as advised

Date: 16-Jun-05

Type: Phone

Area: Rushcutters Bay NSW 2011

Please send 30 copies of newsletter 2 to 91Womerah Ave
Rushcutters Bay 2011 for their community meeting on 5 July 05.

Date: 27-Jun-05

Type: Letter

Area: Greenacre NSW 2190

Had attended the proposed information session at Bankstown Centro. It was not on. Please provide an explanation

Date: 27-Jun-05

Type: Phone

Area: Belmore NSW 2192

Had gone to Bankstown Centro to view the advertised display on Saturday 25June
Was not there and Centre management said there had been no booking.
There were others there and it had been promoted in the newsletter.

Date: 27-Jun-05

Type: Phone

Area: Belmore NSW 2192

Concern about cancellation of display scheduled at Bankstown Centro on 25/5/05. Was not convinced that Centro had cancelled. He would take it further with Centro and if the advice we had given was incorrect "all hell would break loose"
In any case did not think that that venue was a good one.

Date: 04-Jul-05

Type: Email

Area: Greenacre NSW 2190

Re: Bankstown Centro session cancellation

Date: 04-Jul-05

Type: Email

Area: Greenacre NSW 2190

Advice re background to Centro Bankstown cancelled session

Date: 06-Jul-05

Type: Email

Area: Belfield NSW 2191

Moved from area. No need for any further information

Enfield Intermodal Logistics Centre EIS - Comments Relevant to: flora and fauna

Correspondence Details

Date: 12-Jun-05

Type: Email

Area: Strathfield NSW 2135

Stakeholder Comments

Enfield yards backs "onto little native strip" and with more developments what little fauna, native species left will be irradiated (sic)

Enfield Intermodal Logistics Centre EIS - Comments Relevant to: Heritage/Archaeology

Correspondence Details

Date: 07-May-05

Type: CIFS 7/05/05

Area: Milperra NSW 2214

Date: 07-May-05

Type: CIFS 7/05/05

Area:

Stakeholder Comments

His group the Dorrigo Steam Railway Museum has a grant of \$250,000 from the government for development of its site of 50 acres. Is interested in having the pillar water tank, pedestrian footbridge, gantry crane and associated wagon depot. They have the vehicles to come and pick up any of the items.

Written material about the Museum and photos were provided. Rail Museum has received \$250,000 from the Government for development of its site. It is a voluntary organisation being developed on private land.

The site is currently 50 acres and are hoping to expand. Are interested in the following items from the site:
Pillar water tank-this is a very rare item.
Pedestrian footbridge
Gantry crane associated with wagon depot (would be functionally used)
They have the vehicles to come and pick up these items.

Date: 07-May-05

Type: CIFS 7/05/05

Area: Croydon NSW 2132

Had a main interest in heritage not only on behalf of the Burwood and District Historical society but for herself.

Enfield Intermodal Logistics Centre EIS - Comments Relevant to: Land Use

Correspondence Details

Date: 07-May-05

Type: CIFS 7/05/05

Area:

Stakeholder Comments

Concern about bakery at Chullora
Bread factory going into Chullora site
Wool exports?
Residential/recreational development preferred.

Date: 29-Jun-05
Type: Phone
Area: Belfield NSW 2191

Why would this site be developed for the ILC?

Enfield Intermodal Logistics Centre EIS - Comments Relevant to: Noise

Correspondence Details

Date: 06-Apr-05
Type: Phone
Area: Strathfield NSW 2135

Date: 07-Apr-05
Type: Phone
Area:

Date: 11-Apr-05
Type: Phone
Area:

Date: 14-Apr-05
Type: Phone
Area: Belfield NSW 2191

Date: 18-Apr-05
Type: Email
Area: South Strathfield NSW 2136

Date: 03-May-05
Type: Phone
Area: BELFIELD NSW 2191

Date: 07-May-05
Type: CIFS 7/05/05
Area:

Stakeholder Comments

Noise is a real problem. It is worse in winter when the westerly wind blows. In summer, when the winds are nor easterly can't hear the Hume Highway.

Where Ninth Avenue crosses over the train track just north west of Campsie Station the trains squeal. Will anything be done about the noise impacts for residents with increased train movements?

Lives near the rail track. Trains are increasing in number. This is annoying. Diesel engines are noisy as they stop and start again. The proposal will make it intolerable. Why can't there be a curfew as for aircraft.

He is planning to send an email re his concerns.
Is EPA involved?

Train line goes behind property.

Proposal will create more noise.

Lives close to freight lines. Would like to be told if it is going to be worse noise and pollution, then he will sell up and move out.

Noise from site
Doesn't like 24 hour operation.
Concern that there would be no respite from noise at night once ILC commences operations.
Site is in a valley. Where will noise go?
Concerns about container noise now.

Potential noise issues in relation to potential redevelopment of brickpit site or nearby in Wentworth St.

Date: 07-May-05

Type: CIFS 7/05/05

Area:

"Yelling" of local trains

Rail movement/noise on the line is a concern

When wind blows in right direction can hear conversation on loudspeaker and trains

Brake squeals from shunting

Train noise along Belfield line is currently bad. Would like a noise wall along the edge of the track.

Wheel squeal from existing PN site can last 15-20 min at a time- goes all night.

Most people concerned about train noise along Belfield line. Very few comments or interest in actual site generated noise.

Concern about noise and vibration, particularly in relation to multiple engines and revving sounds when starting up a freight train. Previously trains have caused cracking of glass in house.

Previously on a committee which met and made submissions to Canterbury Council. Council promised trees along the frontage.

Rail noise especially noise wheel squeal is already an issue at Patricia St and Chatfield Rd. ILC will worsen this.

Very concerned re what traffic arrangements will protect them from trucks but also to ensure resident access unfettered.

Rail noise is currently a problem. Shunting type noises.

Rail is a superior form of transport but squeal is a problem.

Date: 07-May-05

Type: CIFS 7/05/05

Area:

Driver behaviour on Roberts Rd/Hume Hwy. Need to manage use of compression brakes and police this. Can we have someone paid one night per month to police trucks and driver behaviour. Education is one thing hitting drivers in the "hip pocket" is another.

Date: 10-May-05

Type: Letter

Area: Greenacre NSW 2190

There will be increased noise caused by compression braking of the large trucks. How is it proposed to police and reduce the amount of braking noise, especially at night

Date: 13-May-05

Type: feedback form CIFS

Area:

Train noise at night will be horrendous which will cause lack of sleep to many residents-especially around the southern end of the yard

Date: 13-May-05

Type: feedback form CIFS

Area: Belmore NSW 2192

Noise the main issue.

Noise passing by Belmore Public School in Paxton Ave and around Cecilia St. Have been petitioning for years together with Belfield side before Freight Corp succeeding in joining the many track links and replacing the old sleepers.

Please ensure enough room available in centre- when a delay(red light) occurred it was in this section we got all the back lash of bumping tenders and screeching brakes

Trains to go at a slow speed. Some trains with two engines and heavy loads cause movement to the ground, windows shudder. Have had glass break.

Noise is in control of private operators and would be pleased if you could make or include the lessening of noise a precursor of using your facility.

Please be considerate to those living near the line especially at 2am, 2:30am, and 3am as noise affects health and sleep.

Noise may be in control of the private operators and would be pleased if you could make or include the lessening of noise as a requirement.

Date: 13-May-05

Type: feedback form CIFS

Area:

Date: 13-May-05

Type: feedback form CIFS

Area:

Date: 13-May-05

Type: Phone

Area: Belfield NSW 2191

Date: 16-May-05

Type: feedback form CIFS

Area: Belfield NSW 2191

Date: 16-May-05

Type: feedback form CIFS

Area: Greenacre NSW 2190

Top Priority issue: night time noises that disturb the surrounding neighbours.
Please consider the echoing effect that becomes more noticeable at night.

Night time noise top priority.
Consider echoing effect that is more noticeable at night.
Area reasonably quiet at night and would like to keep it that way.

Concerned about noise impacts, particularly at night.

24 hours a day. When do we sleep with trains and trucks rumbling around? Just one visit to Port Botany at night, is all the proof anyone needs that ports should stay isolated from residential areas because of excessive noise levels -sirens, metal collisions, cranes, horns, loud speakers, engines, even people yelling.

Noise from traffic, trucks stopping and leaving traffic lights. Noise from shunting on railway property

Date: 27-May-05

Type: Letter

Area: Greenacre NSW 2190

Concerned about compression braking of trucks and how this will be policed.

Date: 01-Jun-05

Type: feedback form CIFS

Area: Belfield NSW 2191

Related to site operation. Noise from constant operation will make it unbearable.

Date: 08-Jun-05

Type: Letter

Area: Hurlstone Park NSW 2193

Freight train noise a concern. Impact on sleep is important.

Date: 12-Jun-05

Type: Email

Area: Strathfield NSW 2135

Lives close to railway tracks. The noise of trains is like an earthquake. Any increase in number of trains is disastrous.

Date: 15-Jun-05

Type: Letter

Area: Homebush NSW 2140

Diesel noise a form of torture for the quiet residential suburbs lining the rail routes.

Enfield Intermodal Logistics Centre EIS - Comments Relevant to: Property Impact

Correspondence Details

Date: 14-Apr-05
Type: Phone
Area: Belfield NSW 2191

Stakeholder Comments

Concerned it will damage her home.

Enfield Intermodal Logistics Centre EIS - Comments Relevant to: Rail Issues

Correspondence Details

Date: 07-Apr-05
Type: Email
Area: Strathfield NSW 2135

Stakeholder Comments

How many rail movements?

Date: 12-Apr-05
Type: Phone
Area: Belmore NSW 2192

Concerned about increased numbers of trucks and trains on the goods line near her property.

Date: 18-Apr-05
Type: Email
Area: South Strathfield NSW 2136

Proposal will lead to a dramatic increase in rail movements.

Date: 20-Apr-05
Type: Phone
Area:

Lives opposite railway between Homebush and Flemington and wants to know if the proposal goes ahead will freight trains use the line.

Date: 21-Apr-05
Type: Phone
Area:

Will trains use the existing tracks?

Date: 03-May-05
Type: Phone
Area: BELFIELD NSW 2191

Is it possible to use electric trains instead of diesel? Impacts of diesel emissions on health a concern.

Date: 03-May-05
Type: Phone
Area: BELFIELD NSW 2191

Will train numbers increase?

Date: 07-May-05

24 hour operation is not good. No respite. Currently there is very little train activity at night. Concerned about sleep impacts (lives south of

Type: CIFS 7/05/05

Area:

Date: 29-Jun-05

Type: Phone

Area: Belfield NSW 2191

Punchbowl Rd)

Proposal makes better use of rail system

Lives in Burnham St. backs onto rail line. Large camphour laurel tree at rear of property provided good shield to noise soot and visual impact of trains. Was severely lopped a few years ago and this really affected amenity. More noise etc.

Had grown back but has just been lopped again.

Not happy to have more trains and feels that Rail does not care about community

Enfield Intermodal Logistics Centre EIS - Comments Relevant to: Site Operations

Correspondence Details

Date: 06-Apr-05

Type: Phone

Area: Strathfield NSW 2135

Date: 06-Apr-05

Type: Email

Area: Strathfield NSW 2135

Date: 07-May-05

Type: CIFS 7/05/05

Area:

Date: 07-May-05

Type: CIFS 7/05/05

Area:

Date: 10-May-05

Type: Letter

Area: Greenacre NSW 2190

Date: 16-May-05

Type: feedback form CIFS

Area: Greenacre NSW 2190

Date: 27-May-05

Type: Letter

Area: Greenacre NSW 2190

Date: 01-Jun-05

Stakeholder Comments

Lives in Augusta St. Hours of operation are important because of noise.

Had asked in a phone call what were hours of operation proposed

Sceptical about the size of the ILC remaining at 40% of original proposal.
Considers that this is to serve the whole of Sydney.

Would site handle domestic traffic (interstate) or only international (from Botany)?

what poisons, oxidising agents, flammable liquids, explosives, garden fertilisers are proposed to be handled by the Centre?

Notes that even the airport has a time curfew and therefore would have thought it prudent to restrict the hours of operations

Stacks of empty containers stacked in storage area north. Concerned about access to existing property and work areas.

How will the transport of dangerous chemicals and poisons be policed?

24 hour operation too long. Make it 6am to 6 pm Monday to Friday.

Type: feedback form CIFS
Area: Belfield NSW 2191

Date: 08-Jun-05
Type: Letter
Area: Hurlstone Park NSW 2193

Freight terminal should not operate between the hours of midnight and 6am.

Date: 01-Jul-05
Type: Phone
Area: Sydney NSW 2000

Wanted to know how many companies are using the existing facilities, the amount of freight that comes into and out of the facility and percentages via road or rail, where the freight is coming or going to, and the growth rate and projected growth rate.

Enfield Intermodal Logistics Centre EIS - Comments Relevant to: Socio Economic

Correspondence Details

Stakeholder Comments

Date: 05-Apr-05
Type: Phone
Area:

Proposal will cause untold health problems

Date: 05-Apr-05
Type: Phone
Area:

Will devalue house prices.

Date: 06-Apr-05
Type: Phone
Area: South Strathfield NSW 2136

They will be sick from the train lines. Has not been sick since the trains stopped. Does not want the trains to start again

Date: 14-Apr-05
Type: Phone
Area: Belfield NSW 2191

Concerned about children's health especially from diesel.

Date: 18-Apr-05
Type: Email
Area: South Strathfield NSW 2136

Proposal will lead to loss of property value.

Date: 18-Apr-05
Type: Email
Area: South Strathfield NSW 2136

Concerned about health impacts.

Date: 20-Apr-05

Type: Phone

Area:

Does not believe the proposal is at all suited to this residential area. Should be located at Port Kembla or Newcastle where there is infrastructure.

Date: 07-May-05

Type: CIFS 7/05/05

Area:

Night operation.
Health of children at schools. There are many in the area.

Date: 15-Jun-05

Type: Letter

Area: Homebush NSW 2140

The proposal will cause a drop in property values and cause lack of sleep and health risks.

Enfield Intermodal Logistics Centre EIS - Comments Relevant to: Tarpaulin Factory

Correspondence Details

Date: 13-May-05

Type: feedback form CIFS

Area:

Stakeholder Comments

If stays should be made to look more environmentally friendly and maybe developed into something for recreational use.

Date: 13-May-05

Type: feedback form CIFS

Area:

Pull it down. It is an eyesore and an attraction to vandals

Date: 16-May-05

Type: feedback form CIFS

Area: Belfield NSW 2191

Restore and use as a working museum. You may like to read a short history of it in an ARHS (Australian Railways Historical Society) Bulletin Sept 1999 and see the heritage value.

Date: 16-May-05

Type: feedback form CIFS

Area: Greenacre NSW 2190

Don't know what a future use could be. Has a history in making camouflage for vehicles and railways during World War 2.

Date: 01-Jun-05

Type: feedback form CIFS

Area: Belfield NSW 2191

Should be converted into a community hall and hired out to local residents. If this is not converted then knock it down and convert the area into grass/trees/landscape for people to walk on and sit down and relax. In addition an indoor sporting facility would contribute to residents in the area.

Enfield Intermodal Logistics Centre EIS - Comments Relevant to: Traffic

Correspondence Details

Date: 05-Apr-05

Type: Phone

Area:

Date: 06-Apr-05

Type: Phone

Area: Strathfield NSW 2135

Date: 07-Apr-05

Type: Email

Area: Strathfield NSW 2135

Date: 07-Apr-05

Type: Email

Area: Strathfield NSW 2135

Date: 07-Apr-05

Type: Email

Area: Strathfield NSW 2135

Date: 08-Apr-05

Type: Phone

Area: Lakemba NSW 2195

Date: 12-Apr-05

Type: Phone

Area: Belmore NSW 2192

Date: 18-Apr-05

Type: Email

Area: South Strathfield NSW 2136

Date: 07-May-05

Type: CIFS 7/05/05

Area:

Stakeholder Comments

Proposal will cause traffic problems for the residents.

Getting out of the suburbs is very difficult. Has lived in the area for 15 years it's just getting worse.

How many trucks, entry and exit points?

Has a plan been drawn up to deal with traffic congestion.

Had asked about access points.

Concerned about these.

Concerned about increased numbers of trucks and trains on the goods line near her property.

Roads are already running at full capacity and there is no room for any additional traffic.

Bus depot, parking along local streets.

Cosgrove Rd is already a traffic problem with trucks now.

The Cosgrove Rd/Punchbowl Rd intersection is very poor. It only allows one truck at a time.

Right hand turn from Liverpool Rd onto Centenary Drive does not work.

Trucks the significant concern.

Accepts that there is a need for the proposal but it is imperative to manage traffic.

Parking on Cosgrove Rd a problem.
 Issue of Cosgrove Rd/Gould St one way loop raised
 Strathfield Council is quoting 5,000 vehicle numbers /day.
 Cosgrove Rd- congestion turning out onto Hume Highway. Extra trucks will worsen this.
 Traffic congestion on Cosgrove Rd.
 Trucks currently travel down Cosgrove Rd to Punchbowl Rd. What will stop ILC traffic from doing this?
 Concern about road capacity and putting trucks into the Enfield area.
 Cosgrove Rd already congested. Need to widen if you want to get trucks down there.
 Use of small streets to bypass congestion
 Contribution of site to traffic problems (in area).
 Good that traffic is going onto local roads.
 Traffic congestion on Cosgrove Rd.
 Trucks currently access Punchbowl Rd from Cosgrove Rd expects trucks from ILC will do the same.
 Trucks turning right into Cosgrove Rd from Hume highway cause cars waiting in Cosgrove Rd, turning right onto Hume Hwy to wait 3 cars back.
 Already massive congestion east of Roberts Rd. Will there be an increase in this.
 Traffic on Juno Pde is very busy between 3 and 5 in the afternoon.
 Cosgrove Rd is dangerous and traffic is poor before 9:00am. Cars and trucks parked all over the place.
 Speeding trucks
 Wentworth St to Roberts Rd should be a key access/egress point.
 Cosgrove Rd at Liverpool Rd already congested and dangerous.
 Traffic on Roberts Rd already severely congested. Concerned re added traffic. Suggests additional north south "motorway" to east of site connecting Canterbury Rd and M4 (poss Homebush Rd alignment).
 Will it fix congestion caused by Woolworths deliveries at Strathfield every afternoon?
 Concern re local area traffic management , impact on residential streets, congestion.
 Local area traffic management - Strathfield is trying to stop 'rat running' form Punchbowl through the Cosgrove Rd area, traffic calming to prevent heavy vehicles.

Date: 10-May-05
Type: Letter
Area: Greenacre NSW 2190

Concerned about the number of and size of the semi trailer truck movements of the proposed centre

Date: 13-May-05
Type: feedback form CIFS
Area:

Increase in trucks on Cosgrove Rd. Cosgrove RD already becoming a nightmare of traffic jams during the week. Too many trucks when they make a right hand turn form the Hume Hwy into centenary Drive. Although Roberts Rd
 Is a nightmare in peak hour feels all incoming and outgoing trucks should be routed via Roberts Rd.
 Unless Cosgrove Rd is widened it won't be capable of handling the increased number of trucks. At the moment Cosgrove Rd is OK on weekends.
 Re route by train - closer to destination

Date: 13-May-05
Type: feedback form CIFS
Area:

Movement of all forms of transport in all directions will create traffic chaos within the area of Cosgrove Rd, Liverpool Rd, Punchbowl Rd and Roberts Rd.

Date: 13-May-05
Type: feedback form CIFS

Second top issue is traffic.
 Cosgrove Rd is becoming a nightmare.
 Although Roberts Rd is a nightmare in peak hour all incoming and outgoing traffic should be routed via Roberts Rd.

Area:

Date: 16-May-05

Type: feedback form CIFS

Area: Belfield NSW 2191

24hours a day. You say you are committed to get trucks off our streets, how can that be with the number of trucks you say will be coming, and this is only stage 1.

How do you intend to police traffic infringements of all vehicles (not just heavy vehicles) especially exiting Cosgrove Rd.

What does the truck depot south of the Cosgrove Rd entrance think about being denied access to the yard (how long before contra entry and exit is granted)

Date: 16-May-05

Type: feedback form CIFS

Area: Greenacre NSW 2190

Traffic conditions on both Roberts Rd and Cosgrove Rd- at times the build up of traffic on both these arterial roads causes problems on the Hume Highway, heading north and south.

Changes to parking conditions on Cosgrove Rd for business. More 2T to 6T trucks taking items from the site.

Roads off Cosgrove Rd contain Sydney Meat Market/City Ford NSW distributor for Ford vehicles. Cosgrove Rd is the last street where B Double trucks can travel.

Date: 01-Jun-05

Type: feedback form CIFS

Area: Belfield NSW 2191

Traffic congestion on Cosgrove Rd. Adding another 150 trucks would make even greater congestion.

Intersection needs to be reconstructed.

Date: 15-Jun-05

Type: Letter

Area: Homebush NSW 2140

The prospect of a 100% increase in road freight in inner Sydney, more than 1000 semi trailers and B doubles per day and an increase in thousands of smaller trucks through residential streets would be appalling. Escalating traffic congestion on already congested roads would be horrendous.

Date: 29-Jun-05

Type: Email

Area: Greenacre NSW 2190

Concern about access points proposed.

Suggests some alternative arrangements.

Date: 29-Jun-05

Type: Phone

Area: Belfield NSW 2191

Terrible traffic conditions in area. Takes ages to get through intersections

Attachment G - Community Issues in the EA

Issue	Where addressed in EA
Air quality	Chapter 12
Alternative sites	Chapter 3
Consultation Process	Chapter 5
Community and ecological area	Chapters 4,5, 13, 15, 16,
ESD	Chapter 22
Flora and fauna	Chapter 13
Heritage/archaeology	Chapter 15
Hydrology	Chapter 10
Land Use	Chapter 4,14
Noise	Chapter 11
Property impact	Chapter 4 ,14
Rail issues	Chapters 8,11,12
Site operations	Chapter 4
Socio Economic	Chapter 17
Soil Contamination	Chapter 9
Tarpaulin factory	Chapter 5,15,16
Traffic	Chapter 7

Attachment H - Community Groups

Community Groups		
Bankstown Bushland Society	Menus Probus Club of South Strathfield	Rotary Club of Strathfield
Burwood and District Historical Society	Nature Conservation Council of NSW	South West Environment Centre
Combined Pensioners and Superannuants Assoc. Greenacre	No Port Enfield Community Action Group	Strathfield Bush Care
Cooks River Valley Association	Probus Club of South Strathfield	Strathfield District Historical Society
Greening Australia NSW Office	Rotary Club of Bankstown	Strathfield Ladies Probus Club
Institute of Sustainable Futures University of Technology Sydney	Rotary Club of Burwood	The Cooks River Coalition
Lions Club of Strathfield	Rotary Club of Campsie	The Warren Centre for Advanced Engineering