

# **Intermodal Logistics Centre at Enfield Environmental Assessment**

## **CHAPTER 1**

### **INTRODUCTION**

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# Contents

<b>1.</b>	<b>Introduction</b>	<b>1-1</b>
<b>1.1</b>	<b>Background</b>	<b>1-1</b>
1.1.1	The Applicant	1-1
1.1.2	Growth in Container Trade	1-1
1.1.3	Development of the Project	1-2
<b>1.2</b>	<b>Overview of the Proposal</b>	<b>1-4</b>
<b>1.3</b>	<b>Environmental Impact Assessment Process</b>	<b>1-6</b>
1.3.1	Objectives of the Environmental Assessment	1-6
1.3.2	Preparation and Exhibition of the EA	1-6
1.3.3	Assessment and Decision	1-6
<b>1.4</b>	<b>Environmental Assessment Report Structure</b>	<b>1-6</b>

# 1. Introduction

*This chapter provides background to the Applicant, describes the project and its objectives, outlines the environmental impact assessment process and identifies the structure of the Environmental assessment report.*

## 1.1 Background

### 1.1.1 The Applicant

Sydney Ports Corporation (Sydney Ports) is the applicant for the proposed Intermodal Logistics Centre (ILC) at Enfield. The organisation was established in 1995 as the port corporation for Sydney and is responsible for managing commercial shipping and developing port facilities in Botany Bay and Sydney Harbour. The principal roles of Sydney Ports are:

- To manage and develop port facilities and services to cater for existing and future trade needs;
- To facilitate trade by providing competitive advantage to importers, exporters and the port related supply chain;
- To manage the navigational and operational safety needs of commercial shipping;
- To protect the environment;
- To have regard to the interests of the community; and
- To deliver profitable business growth to the State Government.

These roles are consistent with the objectives and functions of Port Corporations, as set out in the *Ports Corporatisation and Waterways Management Act, 1995*.

Sydney Ports generally leases its properties to private sector, port related operators which provide the direct services in handling and storing cargo. The proposed ILC at Enfield is consistent with the objectives and responsibilities of Sydney Ports and represents an important step in achieving its legislated responsibilities as a State Owned Corporation.

### 1.1.2 Growth in Container Trade

Container trade at Port Botany has been growing at an average rate of about 7.4% per year and is forecast to grow by about 5% per year over the next 20 years, reaching over 3 million TEU<sup>1</sup> per year by 2025. Currently, trucks move over 75% of containers to and from Port Botany and, as the volume of containers grows, it will be necessary to increase the use of rail to moderate growth in truck traffic and assist in the efficient transfer of containers to and from the port.

To date, rail has been an under-utilised resource for transporting freight. Both the Federal and State Governments have recognised the economic, environmental and social advantages of using rail and are endeavouring to promote the increased usage of rail for transporting freight. This has been recently

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<sup>1</sup> One TEU is equivalent to one twenty-foot container. A forty-foot container is equivalent to two TEU.

reinforced in the first stage of the NSW Government's strategy which aims to increase the overall proportion of containers transported to and from Port Botany by rail to 40% by 2011.

The future development of intermodal facilities in the Sydney Metropolitan Area has been identified as being vital to improving the efficiency of land transport and supporting efficient port operations in Sydney. Intermodal terminals will facilitate greater use of rail transport and provide for the efficient distribution of containers to and from Port Botany, thus ensuring that Port Botany remains competitive and that trade, and therefore economic growth in NSW, is not inhibited.

One of the key elements of Sydney Ports' strategy to facilitate rail for transporting freight is the establishment, at the former Enfield Marshalling Yards, of an Intermodal Logistics Centre linked by dedicated freight rail access to Port Botany. The physical relationship between the former Enfield Marshalling Yards and Port Botany is shown in **Figure 1-1**. This development will contribute to the existing and future network of intermodal facilities to enable Sydney to provide an efficient and reliable freight transport system in the future.

### 1.1.3 Development of the Project

The site of the former Enfield Marshalling Yards was developed initially in 1916 as a steam locomotive depot to support the Clyde Yard in Auburn, which had reached its capacity. The Enfield yard's operation as a depot and marshalling facility ended in 1993. Much of the site has remained vacant since 1996, with the exception of the redevelopment on the western edge of the site as a new marshalling yard, owned by RailCorp and operated by Pacific National. Three existing leases remain on the site; the leases being for Toll, Australian Temporary Fencing and the DELEC / Wheel Lathe Facility (also operated by Pacific National).

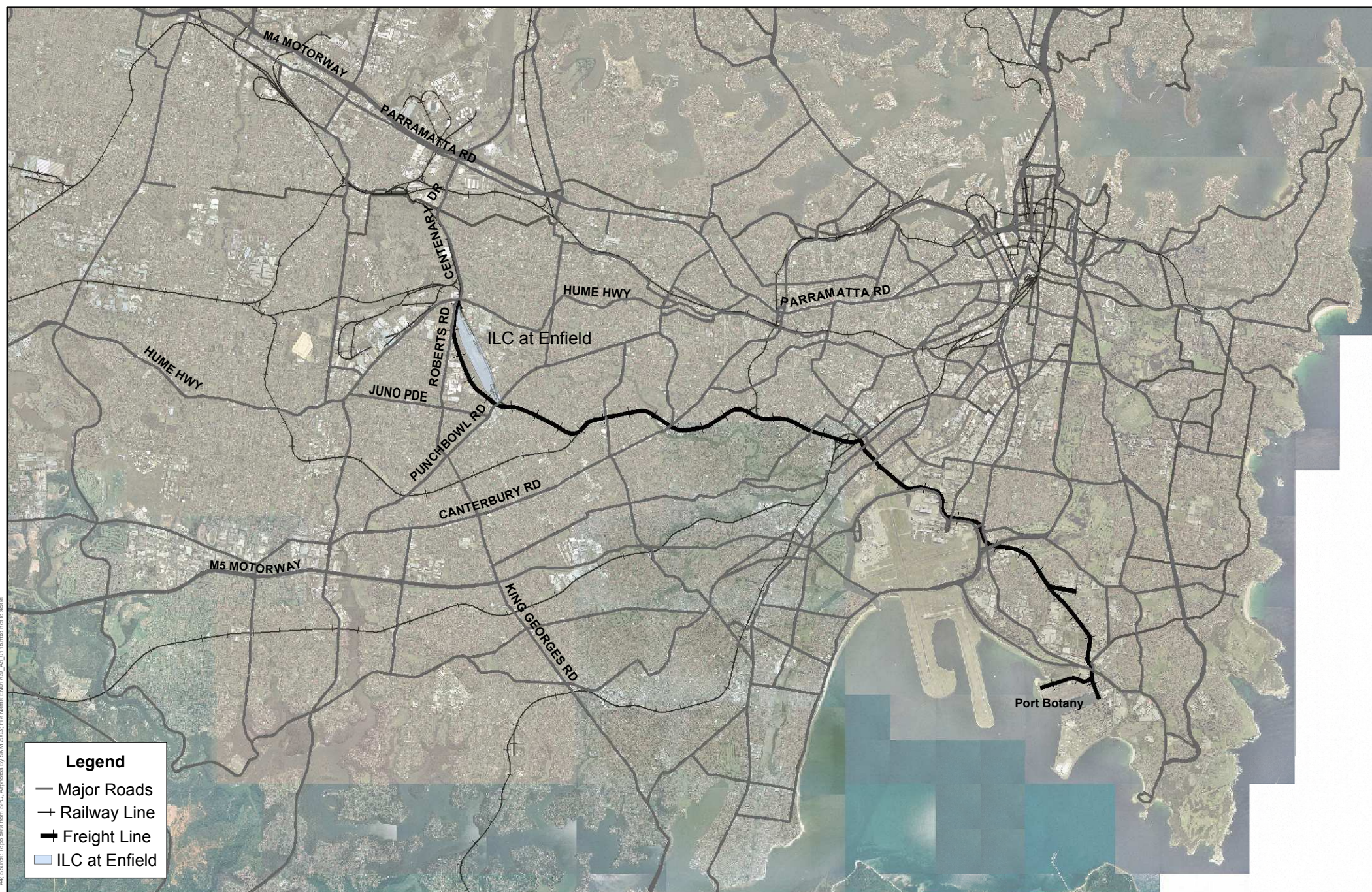
Sydney Ports considered the former Enfield Marshalling Yards as a suitable site for the construction of an intermodal terminal and, following the construction of the new marshalling yards, purchased the remaining site progressively between 2001 and 2003. The establishment of an Intermodal Terminal at this location was part of Sydney Ports' strategy for responding to the predicted growth in container trade at Port Botany.

An EIS for a 500,000 TEU intermodal terminal on the Sydney Ports' land was commenced in late 2001, with a Planning Focus Meeting held in September 2001 and Director-General's Requirements issued by the (then) Department of Urban Affairs and Planning (DUAP) in October 2001.

Preparation of the EIS was suspended in March 2002 when it was announced that the proposed intermodal terminal would be subject to an independent review by the Hon Milton Morris AO. Conclusions and recommendations from this review were released in February 2003 and included:

- The proposed 500,000 TEU intermodal terminal was too large for the site; and
- The NSW Government should conduct a major reassessment of intermodal demand and potential sites. This work should see the development of intermodal sites across Sydney within the next decade as its primary consideration.





**Legend**

- Major Roads
- + Railway Line
- ➔ Freight Line
- ILC at Enfield



Since the outcomes of the independent Milton Morris (2003) review, the NSW Government has continued to reinforce the need to move more freight by rail. As a result, Sydney Ports has revised its Intermodal Terminal proposal. It now proposes a more integrated site development, consistent with the Port Freight Plan, based around a smaller intermodal terminal linked to on-site empty container storage facilities and port related warehousing, more commonly referred to as an Intermodal Logistics Centre (ILC).

This approach will minimise the external impacts of the facility and maximise the efficiency and reliability of the freight logistics chain. A comparison of the existing proposal (2005) and the previous proposal (2001) is provided below in **Table 1-1**. This outlines the changes that have emerged as a consequence of the Milton Morris review and the subsequent preparation of this Environmental Assessment.

**Table 1-1: Comparison of the Previous Proposal (2001/2002) and the Existing Proposal (2005)**

Parameter	2001/2002	2005
Intermodal Terminal Area	40ha	12ha
Warehouse Area	Total area 2 ha Total floor area of 10,000m <sup>2</sup>	Total area 12 ha Total floor area of 57,000m <sup>2</sup>
Cosgrove Road Frontage to be developed	Yes	Yes
Empty Container Storage Area	Included in the intermodal terminal area. Located between a main north-south central truck access road and railway sidings to the east and west.	9ha  Northern and southern ends of the site
Community/Ecological Area	Revegetated areas and habitat for Green and Golden Bell Frog provided	Revegetated areas and habitat for Green and Golden Bell Frog provided
Annual Capacity (throughput)	500,000 TEU/yr	300,000 TEU/yr
Anticipated rail movements per day to and from the intermodal site	35	10-20 (most likely 16)
Access	Cosgrove Road to Hume Hwy Wentworth Rd (via bridge) to Roberts Road	Cosgrove Road to Hume Hwy Wentworth Rd (via bridge) to Roberts Road  No truck access to Punchbowl Road via Cosgrove Road

## 1.2 Overview of the Proposal

The proposed ILC would be used for the transfer and storage of container freight to and from Port Botany, packing and unpacking of containers within the proposed warehouses and storage of empty containers for later re-use or for return to the Port. These elements are described in detail in Chapter 4 – Project Description. In brief, the ILC at Enfield comprises:

- 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 and Commercial Area for light industrial and/or commercial use, preferably complementary to operations at the ILC. The area would also act as an interface to adjacent uses along Cosgrove Road;
- A Community and Ecological Area to provide the opportunity to incorporate ecological enhancement and community opportunities. The area would also serve as a buffer between operations on the site and residences to the south of the site; and
- Off site works comprising construction of a road bridge over the existing new Enfield Marshalling Yards for access to Wentworth Street, works on Cosgrove Road to manage access/egress of vehicles to/from the site, and rail connections to the freight rail network.

The objectives of the proposal are:

- Operational / Functional:
  - To contribute towards the achievement of a 40% rail mode share for container transport through the delivery of additional intermodal capacity within close proximity to a significant freight catchment area within the Sydney Metropolitan area
  - To create an integrated logistics centre that will accommodate related freight operations and where possible reduce off-site container movements, and
  - To contribute to an existing and future intermodal network that maximises the movement of freight by rail in an efficient and reliable manner;
- Economic:
  - To provide greater efficiency in the movement of freight to/from Port Botany, facilitating the growth of port trade as a major contributor to the NSW economy, and
  - To redevelop under-utilised land for beneficial economic use; and
- Environmental and Social:
  - To reduce the long-term environmental impacts from land-based container transport arising from the predicted growth in port trade, by increasing the proportion of containers transported by rail
  - To minimise the impact of the ILC on the surrounding environment and community, and
  - To enhance the quality of the local environment by providing community and ecological benefits on the site.

### **1.3 Environmental Impact Assessment Process**

#### **1.3.1 Objectives of the Environmental Assessment**

The Environmental Assessment (EA) prepared for the proposed ILC will be assessed under the requirements of the *Environmental Planning and Assessment Act, 1979* (EP&A Act) and the *Environmental Planning and Assessment Regulation, 2000* (EP&A Regulation).

The objectives of the EA are:

- To comply with the requirements of the EP&A Act, as formalised in specific requirements issued by the Director-General of the Department of Planning (DoP);
- To provide the Minister for Planning with sufficient information to make an informed decision on the environmental impacts and benefits of the proposal; and
- To inform the community about the proposal.

#### **1.3.2 Preparation and Exhibition of the EA**

The EP&A Regulation requires that the EA be placed on public exhibition for comment for a minimum of 30 days.

#### **1.3.3 Assessment and Decision**

Following exhibition of the EA, copies of all submissions or a report of all issues raised will be provided to Sydney Ports and relevant Government authorities. Sydney Ports will review the submissions and consider and respond to issues raised, including the need or otherwise to modify the proposal.

DoP will prepare an assessment report on the proposed ILC at Enfield which will take into account comments from the relevant Government authorities. The assessment report will be provided to the Minister for Planning, who will make a decision on approval and conditions in accordance with the EP&A Act.

### **1.4 Environmental Assessment Report Structure**

To achieve the objectives of the EA, as specified in Section 1.3, the EA was prepared as follows:

#### **PART A – INTRODUCTION**

Chapter 1 provides an introduction and background to the proposal. Chapter 2 addresses statutory planning matters.

#### **PART B – PROJECT NEED AND ALTERNATIVES**

Chapter 3 addresses the need for the project, discusses alternatives considered and the consequences of the project not proceeding.



## **PART C – THE PROJECT**

Chapter 4 provides a full description of the proposal.

## **PART D – ISSUES IDENTIFICATION AND CONSULTATION ACTIVITIES**

Chapter 5 discusses the community involvement undertaken, and Chapter 6 describes the results of consultation with relevant Government agencies.

## **PART E – TRAFFIC AND TRANSPORT**

The existing and future road traffic and transport conditions are described in Chapter 7. Chapter 8 discusses the integration of the project into the existing freight rail network.

## **PART F – ASSESSMENT OF BIOPHYSICAL ISSUES**

Existing conditions, impacts and mitigation measures are discussed for Geology, Topography, Soils and Groundwater (Chapter 9), Water Quality, Hydrology and Hydraulics (Chapter 10), Noise and Vibration (Chapter 11), Air Quality (Chapter 12) and Flora and Fauna (Chapter 13).

## **PART G – ASSESSMENT OF SOCIAL AND ECONOMIC ISSUES**

Existing conditions, impacts and mitigation measures are discussed for Land Use (Chapter 14), Heritage (Chapter 15), Visual Impacts and Urban Design (Chapter 16) and Socio-Economic Conditions (Chapter 17).

## **PART H – ENVIRONMENTAL MANAGEMENT**

Energy Consumption and Greenhouse Gas Emissions (Chapter 18), Waste Management (Chapter 19), Hazard, Risk and Incident Management (Chapter 20) and a summary of Environmental Management and Mitigation Measures (Chapter 21) are provided in this section. Chapter 21 also provides a full description of Sydney Port's Statement of Commitments for the project.

## **PART I – PROJECT JUSTIFICATION**

An assessment of the project against the principles of Ecologically Sustainable Development (ESD) and a summary of the proposal in the form of a justification of the project (Chapter 22) are outlined in this section.

## **APPENDICES**

Details of consultation with the community and relevant Government agencies are provided in Appendix A to the EIS.

A series of specialist working papers that provide details on the findings of investigations are also provided from Appendix B to Appendix L.