

Intermodal Logistics Centre at Enfield Environmental Assessment

CHAPTER 14

LAND USE

■ October 2005

Contents

14. Land Use	14-1
14.1 Introduction and Methodology	14-1
14.2 Existing Land Use on Site	14-1
14.2.1 Current Site Condition	14-3
14.2.2 Existing Site Usage	14-3
14.2.3 Buildings and Structures	14-4
14.3 Existing Land Use in the Surrounding Area	14-4
14.3.1 Commercial and Industrial Areas	14-4
14.3.2 Residential Areas	14-6
14.3.3 Community and Recreation Areas	14-6
14.3.4 Development along the Freight Rail Line	14-7
14.4 Future Development	14-8
14.4.1 Strathfield	14-8
14.4.2 Bankstown	14-8
14.4.3 Canterbury	14-8
14.5 Assessment of Impacts During Construction	14-8
14.6 Assessment of Impacts During Operation	14-10
14.7 Management and Mitigation Measures	14-11
14.8 Conclusions	14-11

14. Land Use

This chapter provides a description of the land use within the study area and changes in land use that may occur over time. This information has been used to determine the impacts on land use during both construction and operation of the Intermodal Logistics Centre (ILC) at Enfield. Historically, the former Enfield Marshalling Yards activities have influenced the surrounding land use which has been predominantly commercial and industrial in nature. This chapter has been prepared using existing information, details provided through consultation with local councils, and with due consideration of the Director-General's requirements.

14.1 Introduction and Methodology

This chapter provides an understanding of the land use context in which the proposal is being considered. It discusses existing land use on site and in the surrounding area. Likely future development is considered, along with the influence of any likely patterns, trends or other factors. It also provides a review of the potential impacts of the proposed development on these patterns and trends.

Preparation of the land use assessment has been based on:

- An inspection of the site and surrounding area;
- Review of documentation provided by Strathfield City Council including the Draft Strathfield Council LEP 2003 and the current Strathfield Planning Scheme Ordinance 1969;
- A review of the Community Plan 2000;
- Identification of local recreational areas through mapping; and
- Contact with Strategic Planners at the local councils.

14.2 Existing Land Use on Site

The land on the site of the proposal is owned by Sydney Ports Corporation. Much of the site is derelict and has been used as a storage and stockpile area since it ceased operation as a rail marshalling yard in 1992.

The site has an elongated elliptical shape, with dimensions of approximately 2.4km in length and 0.5km in width. It is bordered by the Hume Highway to the north and Punchbowl Road to the south. Access is currently via Cosgrove Road on the eastern side of the proposed ILC site.

The site is formed principally of three separate land parcels detailed in **Table 14-1** and shown in **Figure 14-1**.

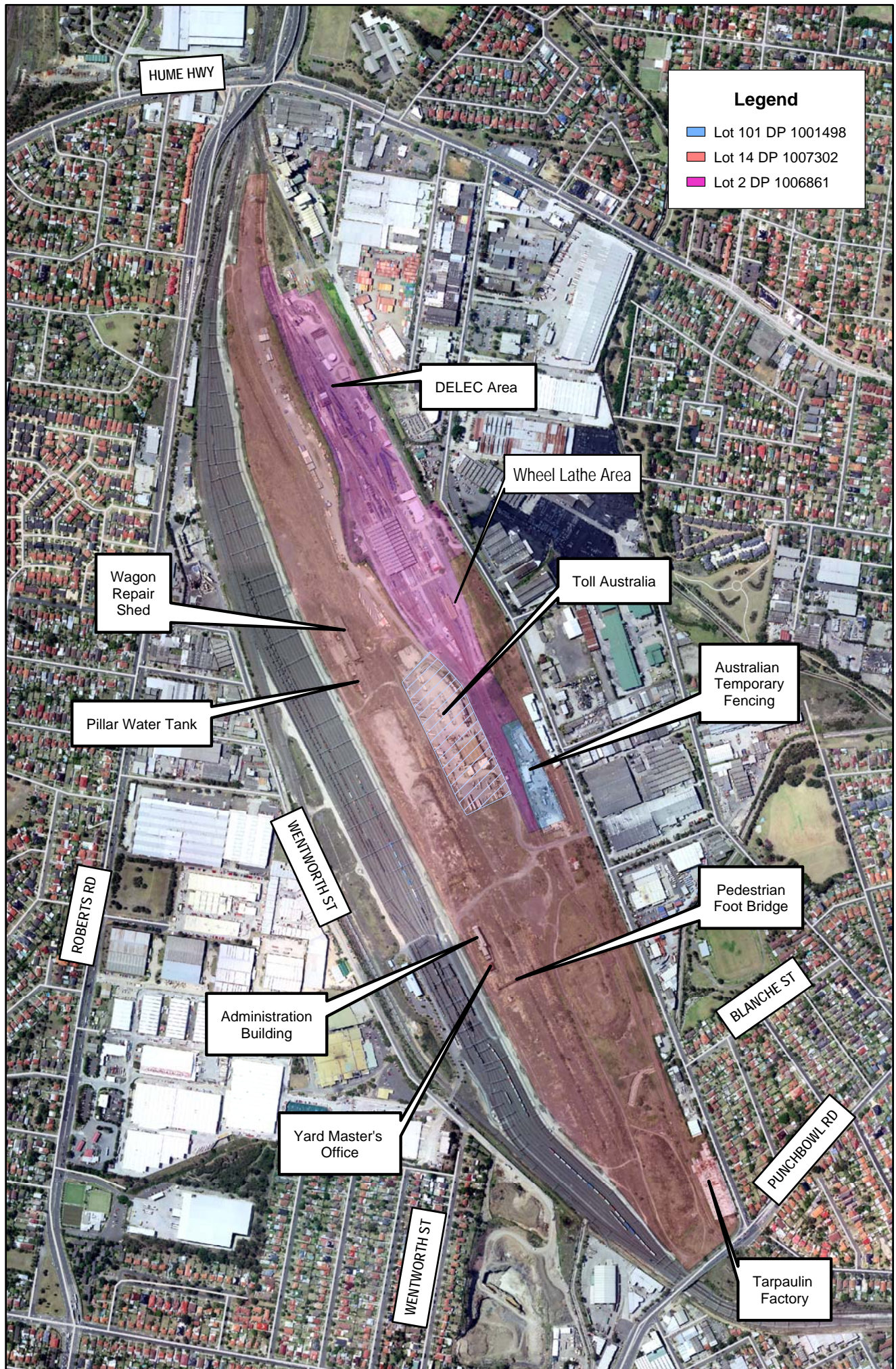


Table 14-1: Description of the Proposed Intermodal Logistics Centre

Site Name	Address	Land Parcel	Area (ha)
Part, former Enfield Marshalling Yards	Cosgrove Rd, Enfield	Lot 14 DP 1007302	45.8
DELEC (diesel and electric locomotive) Service Centre	Cosgrove Rd, Enfield	Lot 2 DP 1006861	12.2
Australian Temporary Fencing (ATF)	Cosgrove Rd, Enfield	Lot 101 DP 1001498	1.0
Total area (ha)			59

14.2.1 Current Site Condition

There are five spoil stockpile areas located on the site (shown in **Figure 4-12**). The site is covered by self-seeded vegetation within which lies a series of structures remaining from the site's former use as the Enfield Marshalling Yards. Further details of the historical context of the site can be found in Chapter 15 - Heritage.

Lack of operational activities and security on the site has resulted in some unauthorised dumping of industrial, household and construction waste. There are quantities of fly-tipped debris over much of the site including soil, mixed demolition waste, timber, concrete rubble, asbestos sheeting and liquid waste. High levels of unauthorised entry and vandalism have also been experienced. Since purchasing the site, Sydney Ports has sought to secure it by erecting new fencing and gates to prevent further dumping and vandalism.

14.2.2 Existing Site Usage

The former Enfield Marshalling Yards (Lot 14 DP1007302) is currently unoccupied. There are a number of unused structures, most are dilapidated or are in a poor repair and the remaining land area has no current use except for storage of rail-related equipment and machinery. The site has been vacant since the relocation of the State Rail Authority's operations to Rozelle in 1992. An area of the site is leased to Toll which provides transportation and logistics services.

The Diesel Electric (DELEC) Service Centre (Lot 2 DP1006861) is a flat parcel of land, with access from Cosgrove Road. It is leased by Pacific National and is used for the maintenance and repair of diesel locomotives. The lease terminates in 2005. The area supports a significant number of railway tracks leading to the main maintenance shed and turntable. Current activities include locomotive servicing (repairs and maintenance), refuelling and training, sanding, wheel truing, electronic servicing and load testing. Ancillary facilities used to service these operations include bulk fuel storage and effluent treatment plants and bulk oil and gas bottle storage (Egis, 2002, Environ, 2002). This area includes the wheel lathe facilities which will continue to operate after the main DELEC facility has closed.

The smallest land parcel on the site (Lot 101 DP1001498) is leased by Australian Temporary Fencing (ATF), and used for storage of movable temporary metal fencing. This lease expired at the end of January 2005 but is currently on a holding over period.

14.2.3 Buildings and Structures

A number of structures remain on site, with the following having been subject to an independent heritage assessment. Further details are provided in Chapter 15 - Heritage. These include:

- Tarpaulin Factory and Waxing Room Annex;
- Pedestrian Footbridge;
- Pillar Water Tank;
- Wagon Repair Shed and Associated Gantry Crane;
- Administration Building;
- Yard Master's Office; and
- DELEC Service Centre.

There are in excess of 60 structures remaining on site from the previous rail activities. They are predominantly small, dilapidated weatherboard structures. The removal of these structures is subject to a separate Development Approval (DA No 0304/365) and this removal is being undertaken at present.

14.3 Existing Land Use in the Surrounding Area

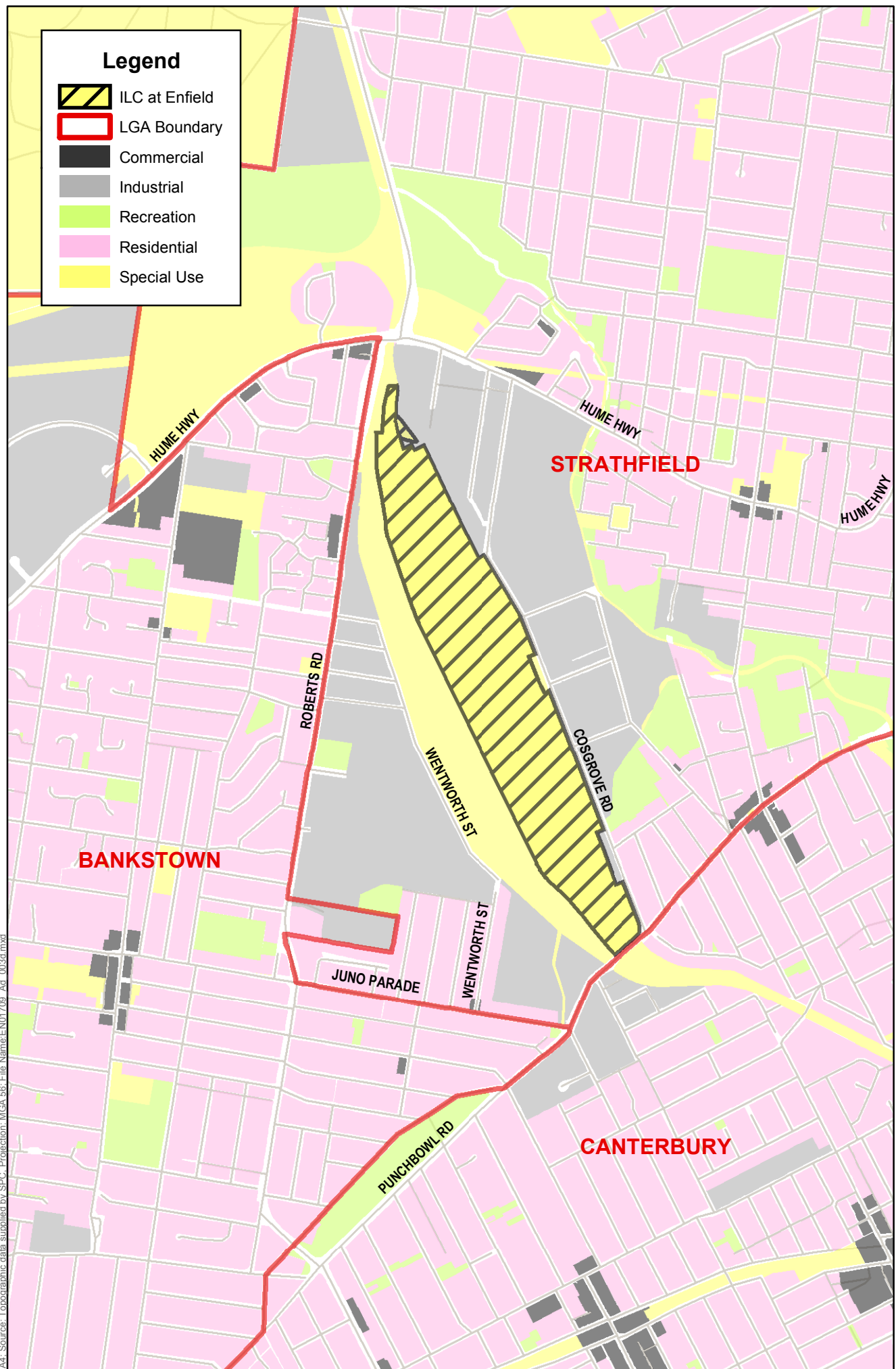
The suburbs and Local Government Areas (LGA) around the site are shown in **Figure 14-2**. The land use shown in this figure is based on LEP zoning and may not necessarily reflect the current use. The proposed ILC is located within Strathfield LGA and is zoned Special Uses 'B' (Railways). Bankstown LGA is situated to the west beyond Roberts Road and Canterbury LGA lies to the south beyond Punchbowl Road.

Auburn LGA is located to the north of the site in the vicinity of Weeroona Road. Its boundary is situated approximately 800m to the north west of the site beyond Strathfield Golf Course. The freight rail line passes through Canterbury LGA, Marrickville LGA and Botany Bay LGA on its way to Port Botany.

14.3.1 Commercial and Industrial Areas

Land uses adjacent to the site are predominantly light industrial and residential. The land use in the immediate vicinity reflects the historical influence of the former Enfield Marshalling Yards as a transport hub for the region. There are significant industrial areas directly bordering the site. Both Cosgrove Road and Wentworth Street are largely dominated by industrial uses. These areas contain a mix of industrial operations, including large transport-oriented industries and a high number of automotive-related industries, warehousing, and smaller scale industrial activities.

North of Blanche Street, Cosgrove Road is bordered on both sides by commercial and light industrial development. The west side of Cosgrove Road supports commercial and light industrial facilities, and the DELEC Locomotive Maintenance Centre is also accessed from Cosgrove Road. On the east side of Cosgrove Road lie industrial and commercial developments, predominantly warehouse and distribution facilities such as TNT, K&S Freighters, numerous automotive workshops and outlets,



A4: Source: Topographic data supplied by SPC, Projection: MGA 56, File Name: EN01709_A4_003d.mxd

Recycling Reprocessors Pty Ltd, Conga Food factory, building supplies, an RTA depot and various wholesalers.

The new Enfield Marshalling Yards, comprising extensive railway lines, borders the site to the west, beyond which is a range of commercial and industrial facilities along Wentworth Street. These include the Energy Australia Distribution Centre, various automotive workshops, equipment rentals and retailers. There is a concrete batching plant at the northern end of Wentworth Street, and the Old Enfield Brick Pit is situated at the southern end. The Brick Pit is currently operating as a landfill site licensed to accept Virgin Excavated Natural Material (VENM) and is operated by Hannas Reclamation. Industrial development stretches west to Roberts Road, the major six-lane north south arterial route. North of the site on the west side of Centenary Drive are a number of commercial outlets including 'Dick Smith' and a garden centre.

Land to the south of the site, beyond Punchbowl Road, is a mix of commercial/industrial along the railway line.

14.3.2 Residential Areas

A number of residential areas occur in direct proximity to the site, specifically:

- At the southern end of Roberts Road near the junction with Juno Parade there is a cohesive area of residential development between Webber Street and the southern section of Wentworth Street;
- Residential properties line Cosgrove Road to the east of the site from Blanche Street southwards;
- To the south east of the site, on the south side of Punchbowl Road in Belfield and adjacent to the railway line; and
- To the north west of the site on the west side of Roberts Road, stretching up to the Hume Highway. Similarly to the west of Roberts Road the land use is residential.

The surrounding area has good access to Sydney's road network including Roberts Road/Centenary Drive, Punchbowl Road, Hume Highway/Liverpool Road. Two rail stations, Belmore and Lakemba, are within two kilometres of the site, while Strathfield Station is approximately three kilometres to the north of the site. An existing bicycle network follows the Cooks River through Strathfield and there is a proposed on-road bike path following Centenary Drive to the north of the site.

14.3.3 Community and Recreation Areas

Community

There is a range of community facilities in the area surrounding the site and these include shops, post offices, libraries, community/civic centre, day care centres and nursing homes. These exist predominantly within the residential areas.

Recreation

An open space system exists along the Cooks River and Cocks Creek Nature Reserve follows the alignment of the Cooks River to the west of the site. Scattered parks and reserves including Palmer, Prentice, South Cooks Riverland and St Anne's Reserves occur around the site and in the adjacent

suburbs. A number of these recreation areas have seats, toilets and barbecue facilities. Smaller parks and playgrounds also exist in amongst the residential areas. These are shown in **Figure 14-3**.

There are a number of sporting facilities around the site. These include:

- Strathfield Golf Course;
- Hudson Park Golf Course;
- Sports ovals in Bark Huts Reserve, Cooke Park and Strathfield Park;
- Fitness tracks in Strathfield Park;
- A cricket pitch in Freshwater Park;
- Sports grounds in Strathfield Park and Begnall Park;
- Playgrounds in Maria Reserve, Ford Park, Strathfield Park, Freshwater Park, St Anne's and Cooke Park; and
- A playing field in Freshwater Park.

Educational Facilities

A variety of schools and educational establishments occur within the area. Those shown within **Figure 14-3** are listed in **Table 14-2**.

Table 14-2: Educational Facilities

Preschool	Primary School	High School
Karingal Pre-School	Chullora Public School	Strathfield South High School
Primary School	Greenacre Bapt. Chr. Com. School	St Patrick's College
Greenacre Public School	St John Vianneys Primary School	Wiley Park Girls High School
Wiley Park Public School	Banksia Road Public School	Holy Spirit College
Strathfield South Public School	Hampden Park Public School	Strathfield Girls High School
All Saints Grammar Junior School	St Joseph's Primary School	Special School
Lakemba Public School	Belmore South Public School	Catholic Institute of Sydney
St Michael's Primary School	High School	Malek Fahd Islamic School
St Therese's Primary School	Punchbowl Boys High School	Wangee Park School
St Anne's Primary School	Seventh Day Adventist High School	Australian Centre For Languages
Trinity Grammar Prep. School	Santa Sabina Catholic College	University
Santa Sabina Del Monte School	Belmore Boys High School	Australian Catholic University St Mary Campus
St Martha's Primary School	Meriden Girls School	Undefined
Chalmers Road Public School	Strathfield Girls High School	St Charbel's College

14.3.4 Development along the Freight Rail Line

Freight, which would enter the proposed ILC site at its southern end, passes through Canterbury, Marrickville and Botany Bay on its way to and from Port Botany. Development along the freight line in Strathfield and Canterbury LGAs is comprised predominantly of residential development backing up against the rail corridor. Pockets of industrial and commercial development are present along major roads. Parkland is present in pockets along the route, particularly along the Cooks River.

14.4 Future Development

This section provides further information on likely development trends and planned development around the study area based on consultation with planners within the offices of Strathfield, Bankstown and Canterbury. Proposed activities and uses within the ILC are shown in **Figure 4-2 - Plan Layout of the Proposed Development**.

14.4.1 Strathfield

The former Enfield Brick Pit is adjacent to the south west corner of the site. It currently operates as a landfill accepting inert materials and it is understood that this site may be developed for industrial or medium density residential uses in the future. Approval is pending for a Reception Centre along Cosgrove Road on land adjacent to the subject site, fronting Cosgrove Road.

Discussions with Strathfield Council (March 2005) indicate there appear to be no current large-scale plans for development or redevelopment around the ILC site.

14.4.2 Bankstown

There are no current plans or strategies that would affect the industrial development along Roberts Road. A strategy for upgrade of the Hume Highway is to be publicly exhibited in the near future. It is anticipated that an upgrade of the Hume Highway would facilitate movements to and from the ILC site once in operation.

14.4.3 Canterbury

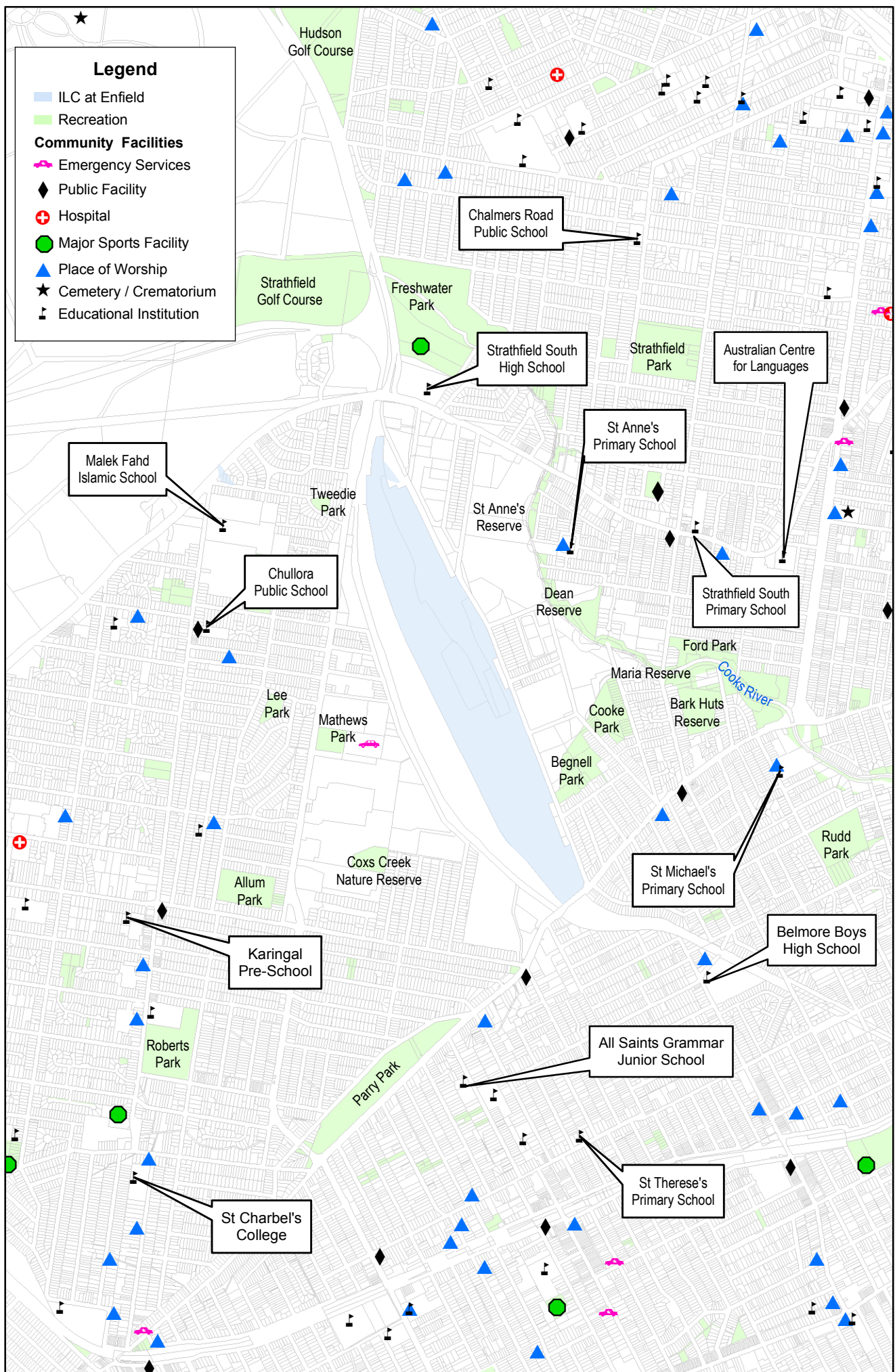
An Industrial Land Study has recently been completed for Canterbury LGA. The aim of this study is to provide strategic direction for industrial land and its development and will be available for comment in time. It is unlikely this strategy will have any implications for development of the proposed ILC. There are no current plans or strategies for development to the south of Punchbowl Road that will be affected by the proposal.

14.5 Assessment of Impacts During Construction

The majority of the works will be undertaken within the confines of the site boundary. Site construction will have very localised impacts on off-site land use in the following areas:

- On RailCorp land to the north west of the site. The proposed noise wall is to be placed behind the trees fronting Roberts Road;
- Along Wentworth Street. Construction of the bridge to provide access to the site over the top of the new Enfield Marshalling Yards will require work to connect to the existing road; and
- Works will be required on RailCorp land south of and beneath Punchbowl Road overpass to allow for connection of the proposed rail sidings to the freight line at this location.

Impacts associated with these activities are local in nature and subject to negotiations with RailCorp.



Construction activity is anticipated to take approximately 27 months with traffic volumes generated by construction workers expected to vary depending on the construction timetable. The Conditions of Approval will set permissible hours for construction, expected to be between 7am to 6pm Monday to Saturday with no work on Sundays or Public Holidays. Some changes to traffic conditions may be required during construction, so there is potential for short-term impacts on local land use from construction traffic visiting the site. This is unlikely to impact on amenity for local residents as heavy vehicles would be restricted to arterial routes and not be permitted to traverse residential areas around the site. Noise, visual, and air quality impacts are anticipated to be minimal with a low impact on amenity. This is discussed in more detail in Chapter 17 – Socio Economic Assessment.

Minor impacts are anticipated during the construction stage since the surrounding land use is predominantly industrial and would be insensitive to the construction traffic visiting the site.

14.6 Assessment of Impacts During Operation

ILC operations are expected to commence in mid to late 2007 for the intermodal and empty container operations, and mid to late 2008 for the warehousing operations. The presence of the ILC would have no direct land use impacts. It may influence, however, the type of industrial and commercial development within surrounding roads over time. The surrounding industrial area has the potential to become favoured by companies that are linked to the intermodal activities. This may result in an increase in the number of operations associated with freight storage and handling and the potential replacement of unrelated businesses. A positive land use outcome is likely, as Strathfield Council would be expected to encourage ‘clean’ development such as associated freight handling facilities.

Sydney’s growth as a whole will generate an increase in industrial and commercial development. The consumption of goods will rise in response, in turn creating a demand for increased freight movement and container and freight handling capacity. Consequently, it is anticipated that the proposed ILC warehousing is necessary to cope with future demand and would not compete for business against other warehousing or container depots in the region.

Operational impacts associated with increased traffic movements around the site are to be managed through implementation of Local Area Traffic Management Plans. Mechanisms would be put in place to deter any heavy vehicles from using the local residential road system, including speed and load restrictions. Detailed Traffic Management Plans would also be prepared to ensure no vehicle queuing takes place off-site. A demand for cycle route links to the site for worker access may arise in the future, a sustainable transport outcome that would be positive in terms of land use.

The dedicated freight rail line to Port Botany is used by the network of intermodal facilities throughout Sydney and NSW. In line with Government Policy and due to economic growth and further development of the intermodal network the volume of freight traffic using this line is set to increase. Freight movements specifically between Port Botany and the ILC would be limited to 20 train movements per day. In the absence of the ILC, container loads would still use the freight line but would need to travel further to reach alternative intermodal facilities. The proposed ILC would have a

low contribution to the overall freight movement along the freight line, therefore, impacts are considered to be minimal.

A Preliminary Hazard Assessment has been prepared as part of this EIS and documented in detail in Chapter 20 - Hazard, Risk and Incident Management. The assessment concluded that the transportation of containers with dangerous goods by road and rail to and from the site contributed to an acceptably low risk. As such the presence of the ILC site would place no restrictions on the type of development which would be permitted around the site.

Lighting issues on the site are documented in Chapter 16 – Visual Impacts and Landscape. Lighting in the vicinity of the Community and Ecological Area would be limited to security purpose requirements and would not negatively affect the adjacent residential development.

The development of the southern area of the site as a Community and Ecological Area offers positive environmental impacts. This area would be rehabilitated with native flora species and managed to encourage endangered species such as the Green and Golden Bell Frog. Management of this area and reuse of the Tarpaulin Factory would have benefits. The Community and Ecological Area could be accessible under controlled conditions. Local residents should be consulted regarding the area's management to develop measures that would minimise actual or perceived impacts due to increased visitor numbers.

14.7 Management and Mitigation Measures

Short-term impacts associated with construction traffic movements and longer-term operational traffic impacts are to be managed through implementing appropriate Traffic Management Plans. Further details of these plans are provided in Chapter 7 – Road Traffic and Transport.

The design incorporates a number of measures to minimise impacts. Noise walls, particularly the wall proposed for the north west corner of the site should be placed behind the existing landscaping trees. Further landscaping opportunities in this location should be explored to minimise visual impacts to residential properties opposite. Recommendations for landscaping treatment of other noise mitigation features are detailed in Chapter 16 – Visual Impacts and Landscape.

The Community and Ecological Area provides for some positive impacts in terms of land use. Options for the future of the Tarpaulin Factory within this area would be developed with consultation with the local community.

14.8 Conclusions

The proposed ILC development is to be undertaken within the boundary of the site currently owned by Sydney Ports and acquired for that purpose. Accordingly, the opportunities for impact on land use are limited. Liaison with Roads and Traffic Authority (RTA) and Strathfield Council would be undertaken for the proposed connections to Wentworth Street and Cosgrove Road and sidings beneath Punchbowl Road. Liaison would be required with RailCorp for the localised off-site works associated with the

noise wall and off-site rail connections. This will ensure any adjacent land use issues can be appropriately managed.

Construction and operational traffic has the potential to impact on land use. Construction traffic is to be managed through the implementation of the Construction Environmental Management Plan and operational traffic through Local Area Traffic Management plans to prevent traffic movements through residential areas and queuing off site. The proposal would not result in material land use impacts to residents along the freight line to Port Botany.

The presence of an intermodal facility in this area has the potential to positively influence the composition of industrial and commercial businesses in the vicinity through encouraging 'clean' development. However, since the area is predominantly industrial at present, changes to individual businesses within the surrounding industrial zones would have a negligible impact on adjoining land use.

Land use benefits would also arise through rehabilitation of the southern end of the site through reuse of the Tarpaulin Factory building and creation of a Community and Ecological Area. This would mitigate any potential impacts on adjacent residential properties.