Intermodal Logistics Centre at Enfield Environmental Assessment

CHAPTER 17

SOCIO ECONOMIC ASSESSMENT

- October 2005

Contents

17. Socio Economic Assessment

This chapter addresses the Director-General's requirement to provide details on socio-economic impacts. It provides a summary of the community and business profile within Strathfield, Bankstown and Canterbury Local Government Areas (LGA). The activities to be conducted during the construction and operation stages of the Intermodal Logistics Centre (ILC) have been considered to determine impacts or benefits such as lifestyle, character, health and equity. Information for this assessment has been obtained from the economic assessment attached as Appendix J – Economic Impact, feedback from consultation conducted in 2002-2005, and the results of the 2004 community attitudes survey (Stollznow, 2004). Noise, visual, light spill, air quality and traffic have been considered in terms of their possible impacts on amenity.

17.1 Introduction

This chapter provides a social impact assessment (SIA) of the proposed Intermodal Logistics Centre (ILC) development. It describes the characteristics of the communities in the area affected by the development and provides a review of the types of issues and concerns expressed by residents and businesses in those areas as well as the likely impacts and benefits associated with the development. Recommendations to mitigate or manage these impacts are proposed where adverse impacts are identified.

17.2 Methodology

Social impacts are commonly defined as:

"events experienced by people as positive and negative changes in:

- Their *way of life* - the way people live, work, play and relate to one another, organise to meet their needs and generally participate as members of society;
- Their *culture* - beliefs, customs and values;
- Their *community* - its cohesion, character, services and facilities" (Armour, 1992).

The assessment of social impacts is best undertaken in the project development stage where it can help:

- Promote the quality of life of individuals and communities now and in the future;
- Contribute to the efficient and cost effective use of resources in Government project planning and delivery; and
- Contribute to improved management of project planning and decision making processes.

In evaluating social impacts, it is important to recognise the multiplicity of individuals and groups within the affected population and the range of possible effects across these individuals and groups. The SIA is particularly concerned with the equity of impacts, that is, the nature and distribution of potential impacts, especially with regard to the more vulnerable groups in society.

An SIA is typically conducted as a five step assessment process:

- Step 1 – Community profiling, including demographic characteristics of the study area and identification of key stakeholders (refer Section17.3);
- Step 2 – Scoping of issues and preliminary consultations (refer Section 17.4);
- Step 3 – Identify the likely social impacts of the project and its alternatives (refer Section 17.5);
- Step 4 – Estimate and evaluate significance of social impacts according to (refer Section 17.6):
  - Extent, significance and timeframe of potential impacts (including uncertainties)
  - Stakeholder group(s) affected
  - Feasibility of successful mitigation measures
  - Equity implications; and
- Step 5 – Consider identified social impacts and opportunities to mitigate negative impacts (refer Section 17.7).

A range of information sources have been reviewed in the preparation of this social impact assessment to determine potential issues of concern during both the construction and operational stages of the project. These include:

- 2001 Australian Bureau of Statistics Census data (ABS, 2001);
- Strathfield Community Plan 2000, Strathfield Municipal Council (SMC, 2000);
- Strathfield Social Plan 2004, (SMC, 2004);
- Stronger Communities, Better Living, the Bankstown Social Plan, 2004-2009, Bankstown City Council (BCC, 2004);
- Canterbury City Council Social Plan, 2004-2009, Canterbury City Council (CCC, 2004);
- Recreation plans (Strathfield), no date;
- Independent Review of the Proposed Enfield Intermodal Terminal by the Honourable Milton Morris AO, 2003;
- Feedback from the 2002 and 2005 consultation program; and
- Stollznow Research Community Attitudes Survey, 2004.

17.3 Community Profiling

The community and business profile has been described with a view to identifying potential community issues and the structure of the community. This demographic and statistical data has been supplemented with qualitative information about community attitudes and concerns about social impacts obtained from discussions and feedback from the community. In addition, it has considered studies compiled as part of the previous proposal for an Intermodal Terminal at the site in question prepared in 2002, consultation activities conducted as part of the environmental assessment process and the Milton Morris 2003 review. This information has been the primary input in preparing the impact assessment.

17.3.1 Community, Business and Employment Profile

Community Profile

The population of Strathfield, Bankstown and Canterbury in the 2001, 1996 and 1991 census is shown in **Table 17-1**.

Table 17-1: Population Statistics for Strathfield, Bankstown and Canterbury LGAs

Characteristic	Strathfield	Bankstown	Canterbury
Population – 2001	28,206	165,604	130,947
Population – 1996	26,044	157,735	132,360
Population – 1991	25,833	153,904	129,232

Source: ABS, 2001 Snapshot data

Strathfield has experienced an 8.3% increase in population since 1991, and Bankstown saw an increase of 7.6% in that time. Canterbury's population increased from 1991 to 1996, but decreased from 1996 to 2001 by 1.3%.

The population in the area is culturally diverse, with about half born overseas. Of those born overseas the main countries of birth were China, South Korea, India, Sri Lanka, Vietnam, Lebanon and Greece. The number of people born overseas has increased in all LGAs since the 1991 census. The indigenous population makes up 0.3-0.6% of the local population. English is the only language spoken at home for 41.8% of the population in Strathfield, 48.4% in Bankstown and 30.4% in Canterbury. The proportion has reduced in all three LGAs since 1991. Over 60 different languages are spoken in the local area.

Strathfield's main religious belief in 2001 was Christianity which is followed by 63% of the community. The most common non-Christian religion was Hinduism, with 2,500 followers or 9% of the community, Buddhism with 1,600 followers and Islam had about 890. Between 1996 and 2001, the religion with the largest increase was Buddhism with a rise of some 950 while the biggest fall was for Anglican (690). This signifies a cultural shift underway in Strathfield (SMC, 2004). The dominant religion in both Bankstown and Canterbury was Christianity (66.4% and 61.0% respectively) followed by Islam (11.8% and 11.5% respectively) (ABS, 2001).

Table 17-2 provides the demographic age profile for the three LGAs.

The majority of residents in the area live in privately owned homes, with 26 to 34% of the population in rental accommodation (ABS, 2001). High levels of home-ownership often indicate a very stable community. **Table 17-3** provides the median values for a range of socio economic criteria to allow comparison between the three LGAs.

Table 17-2: Age Profiles for Strathfield, Bankstown and Canterbury LGAs

Age range	Number of People		
	Strathfield	Bankstown	Canterbury
0-9	3,241	24,067	18,833
10-19	4,312	23,268	16,521
20-29	4,146	23,086	18,438
30-39	3,768	24,127	21,663
40-49	4,256	22,630	18,465
50-59	3,107	17,779	13,674
60-69	2,063	12,565	10,496
70-79	1,757	12,121	7,945
80-89	972	4,573	3,366
90-99	153	603	518
100 years and over	0	22	16
Overseas visitors	429	763	1,012
Total	**28,204**	**165,604**	**130,947**

Source: ABS, 2001 (B03)

Table 17-3: Provides Average Values for a Range of Criteria for the three LGAs.

	Strathfield	Bankstown	Canterbury
Median Age*	36	35	35
Median monthly housing loan repayments*	$1,400-$1,599	$1,000-$1,199	$1,000-$1,199
Index relative socio-economic advantage [1]	1,082.5	972.0	964.8
Median weekly rent*	$200-$249	$150-$199	$150-$199
Median weekly individual income*	$300-$399	$300-$399	$300-$399
Median weekly family income*	$1,000-$1,199	$800-$999	$800-$999
Median weekly household income*	$800-$999	$800-$999	$700-$799
Mean household size*	2.9	3	2.8

[1] – ABS measure of socio-economic conditions Aust average is 994, higher numbers indicate better than average performance.
*Source: ABS, 2001 (B33)

Table 17-3 shows that the three LGAs appear similar in terms of median age, household size and weekly individual income. Rent and median weekly family income is higher in Strathfield. Of the three LGAs, Strathfield has the highest scoring of socio-economic advantage, followed by Bankstown then Canterbury. This is due to the fact that generally, in Canterbury, there are low levels of family and individual incomes and relatively high levels of unemployment and a high proportion of residents who left school early (CCC, 2004). Bankstown has a significant number of low income households and a high level of youth unemployment (13.1%) (BCC, 2004).

Business Profile

Table 17-4 provides a summary of the numbers employed in the various industries through the study area. In Strathfield the key areas of employment are property and business (14.8%), retail trade

(14.1%), health and community services (13.5%), manufacturing (9.4%), education (6.6%) and construction (6.4%). The area has seen a general decline in manufacturing and increase in retail trade since the 1996 census. There has been a significant increase in the numbers associated with the property and business services industry increasing by over 5% since 1991. The construction industry has also seen a slight increase (ABS, 2001). The transport and storage industry employs 471 people in Strathfield which equates to 4.1% of the working population.

The key area of employment in Bankstown and Canterbury is manufacturing at 16.8% and 14.6% respectively. There has been a decline in the numbers employed in this industry in both LGAs since the 1996 and 1991 census'. Retail trade is the next largest employer at 14.9% and 14.5% respectively, again, this area has seen a gradual decline in employment numbers. As with Strathfield the number of workers within the property and business sector has increased to 10.1% of the workforce in Bankstown and 11.5% in Canterbury. The transport and storage industry employ 4,134 (6.4%) and 3,264 (6.6%) respectively in Bankstown and Canterbury.

Table 17-4: Industries in Strathfield, Bankstown and Canterbury LGAs

Industry	Strathfield		Bankstown		Canterbury	
	Number employed	%	Number employed	%	Number employed	%
Agriculture, Forestry and Fishing	27	0.2	109	0.2	104	0.2
Mining	9	0.1	31	0.0	9	0.0
Manufacturing	1,120	9.4	10,849	16.8	7,229	14.6
Electricity, Gas and Water Supply	64	0.5	472	0.7	220	0.4
Construction	767	6.4	5,054	7.8	3,651	7.4
Wholesale Trade	721	6.1	4,281	6.6	3,033	6.1
Retail Trade	1,674	14.1	9,625	14.9	7,160	14.5
Accommodation, Cafes and Restaurants	629	5.3	2,577	4.0	2,954	6.0
Transport and Storage	471	4.0	4,134	6.4	3,264	6.6
Communication Services	300	2.5	1,924	3.0	1,279	2.6
Finance and Insurance	728	6.1	3,439	5.3	2,640	5.3
Property and Business Services	1,760	14.8	6,515	10.1	5,664	11.5
Government Administration and Defence	331	2.8	2,095	3.2	1,412	2.9
Education	788	6.6	3,444	5.3	2,408	4.9
Health and Community Services	1,614	13.5	4,628	7.2	3,736	7.6
Cultural and Recreational Services	230	1.9	1,122	1.7	894	1.8
Personal and Other Services	325	2.7	2,230	3.5	1,649	3.3
Non-classifiable Economic Units	79	0.7	338	0.5	335	0.7
Not Stated	276	2.3	1,743	2.7	1,770	3.6
Total	**11,913**		**64,610**		**49,411**	

Source: ABS, 2001 (B26)

Employment Structure

Table 17-5 provides a summary of the employment profile of the three LGAs, Strathfield, Bankstown and Canterbury.

Table 17.5: Occupation Characteristics in Strathfield, Bankstown and Canterbury LGAs

Status	Strathfield	Bankstown	Canterbury
Employed *	11,909 (93.4%)	64,611 (92.1%)	49,416 (91.1%)
Unemployed *	843 (6.6%)	5,559 (7.9%)	4,834 (8.9%)
Average individual taxable income	$42,280	$35,688	$34,239

*Source: ABS, 2001 (B22)

At the time of the 2001 census, approximately two thirds of the working population were employed full time, the remaining third part time. In Strathfield the majority of people were employed as Professionals (27%), Intermediate Clerical, Sales and Service Workers (16%) or Associate Professionals (12%). In Bankstown the predominant occupation was Intermediate Clerical, Sales and Service Worker (19%), followed by Tradespersons and Related Workers (14.8%) and Professionals (14%). Similarly in Canterbury the predominant occupation was Intermediate Clerical, Sales and Service Workers (16.9%) followed by Professionals (14.9%) and Tradespersons and related workers (13.7%).

In comparison with Sydney averages, the Strathfield LGA has high numbers of households with very low incomes as well as households with very high income (SMC, 2000). Bankstown has a higher proportion of households earning a low income and a lower proportion of households earning high incomes compared with the Sydney average (BCC, 2004). Since the 1996 census there has been a shift towards a greater proportion of low income households in Bankstown (BCC, 2004). Similarly Canterbury generally has low levels of family and individual incomes (CCC, 2004).

17.3.2 Community Services and Facilities

Community Services

There are a range of community services within the three LGAs providing assistance to overseas migrants living in the inner west, people with disabilities and senior citizens and other vulnerable groups. Youth Councils and Youth Advisory Committees also meet regularly to discuss and act on matters of interest to young people. Strathfield has an unusually large youth population due to the attractiveness of its secondary schools. The youth population doubles during school term, although there are few facilities for young people (SMC, 2004). In Canterbury LGA the high population density and the variety of migrant and other sub-groups in the community combine to apply particular pressure on available community facilities.

A number of bus routes operate in the Enfield area. The closest routes to the proposed ILC site are the 447 and 484, further details are provided in Chapter 7 – Road Traffic and Transport. The nearest stations are Belmore and Lakemba both located about 2.3km from the site.

The area immediately surrounding the proposed ILC site is predominantly industrial. Further details of the businesses present in the area are found in Chapter 14 – Land Use. Despite the industrial nature there are a number of community facilities within the surrounding roads. Schools along the main transport routes in close proximity to the site include Strathfield South High School along the Hume Highway to the north of the site and Chullora Public School along Waterloo Road. Other community facilities including public and private schools, churches, community centres and libraries are present within the surrounding residential streets. A map showing the location of community facilities is provided in **Figure 17-1**.

Recent population trends have seen an influx of families with children, which are attracted, in part, to the good schools within the area. These population trends suggest there will be increasing numbers of young children mainly of overseas-born parents in the future. There is also expected to be an increasing number of aged people, for which the services are currently few. It is anticipated that the future will see an increased demand for both child-care and aged services (SMC, 2004).

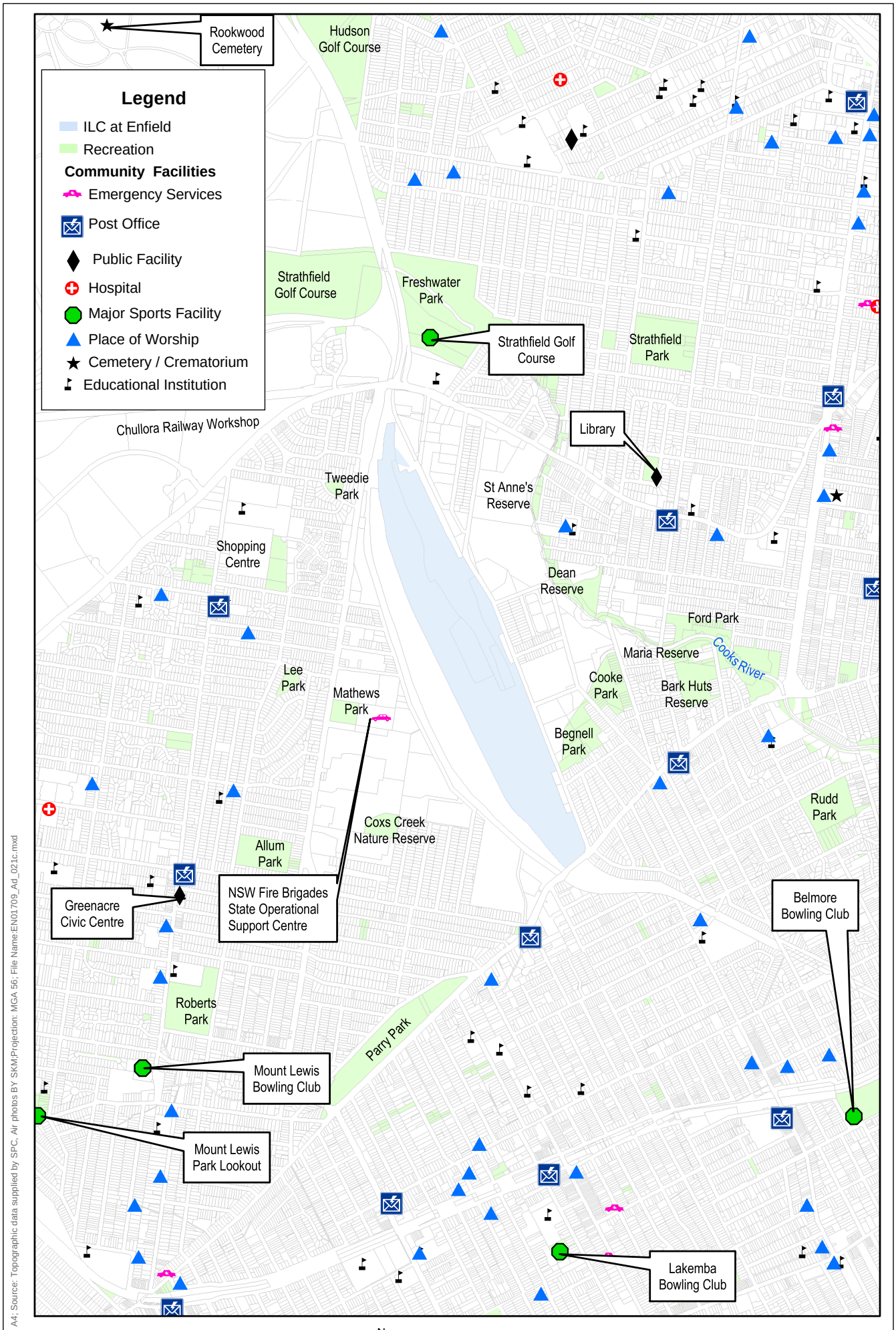
Recreational Facilities

There is an open space system that exists along the Cooks River. Scattered parks and reserves including Palmer, Prentice, South Cooks Riverland and St Annes Reserves occur around the site and in the adjacent suburbs. The substantial Coxs Creek Nature Reserve follows the alignment of the Cooks River to the west of the site. A number of these have seats, toilets and barbecue facilities. There are also a number of smaller parks and playgrounds in amongst the residential areas. These are shown in **Figure 17-1**.

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;
- 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
- Playing Field in Freshwater Park.

The recreation facilities are available to the general public. Strathfield Council aims to undertake a feasibility study within the next five years to identify the options, costs and timeframes for the development of facilities for community use and the refurbishment and replacement of existing facilities (SMC, 2004).



A4; Source: Topographic data supplied by SPC, Air photos BY SKM;Projection: MGA 56; File Name:EN01709_Ad_021c.mxd

Intermodal Logistics Centre at Enfield

Figure 17-1
Community Facilities and Recreation Areas

Strathfield Council recognise that there are generally few facilities targeted at young people (SMC, 2004). They aim to develop a Youth Policy in the next five years to examine the services, facilities and activities available to young people.

17.3.3 Stakeholder Groups

Table 17-6 provides a list of the key community stakeholders approached as part of the consultation conducted in 2005.

Table 17-6: Community and Business Stakeholder Groups

Community Stakeholders		
Bankstown Bushland Society	Mens 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 Warren Centre for Advanced Engineering
Lions Club of Strathfield	Rotary Club of Campsie	

The business stakeholders include groups such as the Strathfield Chamber of Commerce, Bankstown Chamber of Commerce, South Strathfield Shopkeepers Association as well as the local businesses within the area.

17.4 Scoping of Issues

17.4.1 Attitudes and Values

In April/May 2004 over 1,000 residents of Bankstown and Enfield were surveyed to obtain information on their attitudes and feelings towards general industrial development and other community issues in the Enfield and Bankstown area (Stollznow, 2004). This telephone survey was conducted to obtain community views on the development of an intermodal facility in the local area and to identify community priorities and attitudes to the relevant local issues.

Most of the 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. For many residents industrial development and local quality of life are incompatible (Stollznow, 2004). Traffic and trucks are particularly sensitive issues for residents. The level of traffic and traffic noise are major concerns, as is the volume of trucks on the surrounding roads.

The community surveyed generally provided a positive response to questions about possible improvements from increased rail use and the concept of moving freight from trucks to trains. Their preference was for numerous smaller depots rather than one large one.

Analysis of how much the residents are affected by railway noise, road traffic noise and trucks on local roads shows 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, however, prefer more railway use regardless of how much they are affected by rail noise or road traffic (Stollznow, 2004).

17.4.2 Issues Raised in Consultation

Issues were identified through a series of consultation activities. Consultation has been conducted on a number of occasions as detailed in Chapter 5 – Community Involvement. A community consultation program was put in place during preparation of the environmental assessment for the (then) proposed Intermodal Terminal facilities in 2001/2002. This was undertaken using planning focus meetings, newsletters, information sessions and briefings. Following interest from the local community the NSW government commissioned an independent review of the proposal. The Honourable Milton Morris AO prepared the independent review, which included feedback from submissions and face to face consultation with stakeholders.

In 2004 the Stollznow Research independent community attitudes survey was commissioned as detailed in Section 17.4.1. Finally a separate consultation program was established in parallel with the environmental assessment process as part of the current proposal. Feedback on the current proposal was obtained from an information day, held on 7 May 2005, and from direct contact made with the study team.

A summary of the key issues raised through consultation is provided in **Table 17-7**.

Table 17-7: Key Issues raised during Consultation

Aspect	Issues raised
Traffic and transport	■ Local road congestion and impacts on local residents and businesses ■ Heavy vehicle use of roads, particularly along residential streets
Noise and vibration	■ Noise generation from increased road traffic visiting the site ■ Noise generation from additional trains
Air quality	■ Air pollution and dust from operations, truck and train movements and associated health impacts
Flora and fauna	■ Potential loss of habitat and impacts on the Green and Golden Bell Frog and native vegetation
Water quality	■ Water and stormwater management
Land use	■ Potential impacts on property prices ■ Opportunities for use of site for alternative activities
Socio economic impacts	■ Impacts from 24 hour operation ■ Customs and security issues ■ Visual impacts and light spill ■ Loss of amenity, health and welfare
Hazards	■ Exposure to contaminated soils ■ Transport and storage of hazardous goods ■ Increased accident risk

17.5 Impact Identification

17.5.1 Assessment of Impacts During Construction

The construction stage which is anticipated to commence in 2006 is to be undertaken in stages over a 27 month period. The potential impacts would vary depending on the construction stage.

All construction and demolition work would be undertaken:

- Monday to Saturday 7am to 6pm; and
- No construction work is to take place on Sundays or Public Holidays.

Community

It is anticipated that individuals from throughout the Sydney metropolitan region could be attracted to the site to work. It is unlikely that workers would permanently relocate for this purpose and most likely would commute from their usual place of residence. An influx of workers, which has the potential to alter the population stability and community dynamics is not anticipated, and there are no significant impacts envisaged.

Employment

An important social and economic benefit of the construction stage of the proposed ILC is the substantial number of jobs that would be created. **Table 17-8** provides details of employment created.

Table 17-8: Estimated Employment Generation Figures For Construction

Employment (fte.)	2005/06	2006/07	2007/08	Total
Direct	74	372	274	720
Indirect	102	475	327	904
Total	176	847	601	1,624

fte – full time equivalent

The benefit of job creation during construction would be felt throughout the Sydney metropolitan region. There would also be an increase in business as a result of industries supporting the construction process.

Land Use and Property Effects

The surrounding area is predominantly industrial, so would be fairly resilient to any increase in construction traffic visiting the site. Construction activities would be undertaken away from the residences along the southern end of Cosgrove Road. Construction compounds, and the majority of construction work, would be undertaken within the site boundary. Therefore, no direct impacts on surrounding land use would occur.

The Construction Environmental Management Plan (CEMP) and Traffic Management Plans would ensure that all construction traffic utilise existing arterial roads and all construction and employee vehicles park on the site. No schools or other community facilities would be directly impacted by construction.

Access and Movement

Local residents identified the issue of congestion on roads surrounding the site with potential for the problem to be exacerbated by construction traffic. The traffic and transport studies concluded that there would be no significant impact on local and regional road networks. It is anticipated that there would be an average of 29 heavy vehicle movements a day, with a peak of 75 heavy vehicle movements a day in month 15 of the construction program. The main routes used for the movement of key materials from the site would be the Hume Highway or Roberts Road. Plans would be prepared to manage any impacts during each construction stage to prevent heavy vehicles from using local streets and to provide construction and employee vehicle parking on site. Further details are provided in Chapter 7 – Road Traffic and Transport.

Lifestyle and Character

Construction activities can potentially affect the character of an area and amenity through impacts on air quality, noise and traffic and by changing the view from local residences.

Construction vehicles and equipment could cause negative impacts on local amenity, particularly for residents along the southern section of Cosgrove Road. The only earthworks to be undertaken in this area are on the western side of the existing mound beyond the disused Tarpaulin Factory, limiting visual impacts from residents in this location. Only long distance views are available for residences along Roberts Road. Construction vehicles would be prevented from accessing Punchbowl Road from Cosgrove Road to minimise traffic impacts on these residences.

Noise levels at any receiver would vary significantly over the total construction program due to the transient nature and large range of plant and equipment in possible use. Noise associated with additional construction traffic and construction activities on the site has the potential to impact on local residents both as direct noise impacts and indirect impacts on amenity. A range of mitigation measures are proposed to include ‘at source’ noise minimisation and acoustic barriers. Further details are provided in Chapter 11 – Noise Impact Assessment.

The air quality assessment identified that the NSW Environmental Protection Authority (now the NSW Department of Environment and Conservation or DEC) air quality criteria for particulate matter would not be exceeded even by worst case, high intensity construction activities. Further details are provided in Chapter 12 – Air Quality Assessment.

The proposed ILC has the potential for some temporary impacts on lifestyle and character through the construction period. Mitigation and management measures have been developed to avoid or minimise these impacts which would be managed through the CEMP. Mitigation measures include installation of noise mounds as part of the first stage of development. These would be vegetated as soon as possible to minimise visual, air quality and noise impacts.

Health and Psychological Effect

In terms of actual health impacts, air quality modelling has shown that by providing dust control measures no significant air quality impacts are expected from dust deposition. Noise has the potential

to cause interrupted sleep and stress. The noise mounds along Cosgrove Road would, however, be amongst the first items to be installed on site and works would also be restricted to certain hours during the day as detailed in Section 17.5. These mitigation measures would ensure that noise would not significantly affect the surrounding locality. Noise and air quality impacts during the construction stage would be managed through the CEMP.

Concerns were expressed during consultation about the hazards posed by contamination on site. Studies have shown that there is no widespread contamination, and localised hotspots are to be treated in accordance with accepted practices. Any materials leaving the site would be handled and transported in accordance with the appropriate NSW DEC guidelines and disposed of at a licensed landfill facility.

Increased traffic in the local area, disturbance to current lifestyle and perceived risks associated with the construction stage, have the potential to cause stress or anxiety to sensitive individuals. In order to minimise these potential impacts and to continue good community relations Sydney Ports intends to ensure residents are informed of the activities being undertaken and to provide a means for community feedback. A comprehensive and inclusive community relations approach will need to be put in place for this purpose.

Equity Issues

The development would have a significant positive impact on the economy of western Sydney, with the economic impact of the construction period expected to peak during 2006/2007. In that year business turnover directly related to the development will be around $80.8 million with flow-ons to other firms adding another $84.0 million (Appendix J - Economic Impact Assessment). Significant household incomes would be generated directly and indirectly through the provision of over 372 full time job equivalents and over 475 associated jobs.

There may be some short-term disruption to local business during the works due to additional traffic visiting the site during the construction phase and through any changes in traffic management along Cosgrove Road or Wentworth Street.

17.5.2 Assessment of Impacts During Operation

Community

During site operation there would be a number of workers visiting the site, with most employees likely to commute from their usual place of residence. Provision of a steady job may increase the incentive for individuals to purchase a property, and this could add to community stability. However, due to the industrial nature of the land use surrounding the site, the impacts associated with community stability and population dynamics are considered to be minimal.

Employment

Operation of the proposed ILC would create a range of jobs including proprietors, managers, directors and other full-time employees. An estimate of the number of jobs created during operation is provided in **Table 17-9**.

Table 17-9: Estimated Employment Figures During Operation

	2008/09	2010/11	2012/13	2014/15	2016/17
Forecast TEUs	100,000	183,000	228,000	261,000	300,000
Employment Direct (fte)	170	311	387	443	509
Employment Indirect (fte)	141	247	296	325	359
Employment Total (fte)	310	558	683	768	868

fte – full time equivalent

Appendix J – Economic Impact Assessment identifies that at the regional level western Sydney is expected to move away from its origins in food production and manufacturing and move towards trade (import and export), innovation, learning and more sophisticated manufacturing. The development of the proposed ILC would complement these expected changes.

The ILC itself will provide skilled and unskilled opportunities during operation, which would be of direct benefit to the community.

Land Use and Property Effects

Local residents raised concerns that the development of the proposed ILC would have negative implications for property values. Property values over Sydney as a whole have been increasing and given the limited impacts associated with the proposal there are no reasons why the proposal would affect local property prices.

The site is in a derelict state and has not been extensively used since marshalling yard activities ceased. The surrounding area is also predominantly industrial, however, a more active industrial appearance on the proposed ILC site may be of some concern to local residents. In terms of impacts on visual amenity, visual analysis of the site identified that there would be limited views from the surrounding residential streets. As such the proposed ILC would have a low visual impact due to the long viewing distances. Noise mounds along the eastern boundary of the site would limit views from industrial premises along Cosgrove Road with visual improvements for residents in the southern end provided by the Community and Ecological Area. Landscaping would reduce visual impacts from the noise mounds.

Redevelopment of the site has the potential to encourage businesses associated with freight movement and intermodal activities into the surrounding industrial area. 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 to result through encouragement of ‘clean’ development such as freight handling facilities.

Lighting will be provided on site to include general lighting for operational purposes and security lighting. Mitigation measures are proposed to ensure that there will be no light spill during operation. This would be achieved through directional lighting and appropriate landscaping. Further details are provided in Chapter 16 – Visual Impacts and Landscape.

Access and Movement

One of the main concerns voiced by the community was congestion on the surrounding roads (Roberts Road, Cosgrove Road and the Hume Highway), as well as the impact on local streets. The traffic assessment identified that some intersections would be at capacity by 2016 due to natural traffic growth rather than the operation of the ILC. Plans would be prepared to manage any impacts during operation by providing heavy vehicle and employee parking on site, ensuring that heavy vehicle queuing occurs only on-site and by working with Councils and the RTA in developing local area traffic management measures to prevent heavy vehicles from using local streets.

Feedback from the community consultation process identified concerns about the capacity of Cosgrove Road to accommodate additional heavy vehicles due to illegal parking on both sides. While Cosgrove Road parking is poorly managed and regulated at present, the road itself is sufficiently wide to allow the passage of heavy vehicles even with on-street parking on both sides.

Lifestyle and Character

Noise from site operations and truck movements could potentially affect areas in close proximity to the site, generally residences and industrial properties along Cosgrove Road and residential properties on the western side of Roberts Road. Noise during the operational stage would be managed through an Environmental Management Plan that would focus on noise reduction at source and the use of acoustic barriers.

Artificial lighting will be needed on site to assist with the 24-hour operations. Light spill would be prevented through installation of directional lighting and landscaping.

Feedback from community consultation identified that the impact of train noise along the freight line was a concern for some residents. Under the Government's target to move 40% of freight traffic from Port Botany onto rail, there will be a significant increase in rail freight movements along the dedicated freight line between Port Botany and Enfield. The ILC would contribute up to 20 movements per day when at capacity in 2016, comprising 10 in and 10 out. This represents a low proportion of total rail traffic on the corridor. If the ILC did not proceed, these rail movements would still occur but would travel to alternative intermodal sites in the west or south west of Sydney.

The other key concern was the impact of road noise. The traffic assessment found that there would be no significant impact generated by heavy vehicles using the ILC and that this traffic would use arterial and state roads to minimise noise impacts on local residents.

The proposed use for the ILC is not dissimilar to the site's previous use as a marshalling yard that included some level of freight activity. In addition, the surrounding land use is predominantly

industrial, so the proposed ILC would not significantly alter its existing character. Rehabilitation of the southern section of the site would improve the visual character of the site through the provision of native vegetation and in addition it would enhance wildlife habitat. Additional activity and human presence generated by the proposed ILC, plus regeneration of the southern section of the site, would serve to discourage vandalism and use of the site's derelict facilities by trespassers.

Health and Psychological Effect

The findings of the community consultation process have identified community concerns regarding air quality, noise and risk of accidents which may have an impact on health. These issues have been reviewed in technical studies to identify the likely impacts and to develop management or mitigation measures. Concerns about the potential risks, real or perceived, could impact on health through anxiety or stress. The potential for psychological health impacts varies from individual to individual.

Air quality studies have shown that there will be no exceedances of air quality guidelines from vehicles visiting the site, vehicles used on the site or locomotives during operation. The surface of the proposed ILC is to be sealed, limiting opportunities for dust creation. Modelling undertaken as part of this assessment identified that impacts in terms of particulate matter are considered insignificant. Furthermore, the studies demonstrate that increased vehicle movements on classified roads surrounding the proposed ILC site, which may experience increases and/or decreases in vehicle traffic as a result of the project, will not affect overall air quality in the area.

Noise resulting from the 24 hour site operations concerned many residents so 'sleep arousal' was considered in the noise investigations. The results showed that instantaneous noise generated by industrial noise sources would not exceed the sleep arousal criteria at residences once noise mitigation measures had been implemented. The noise mitigation measures proposed include actions to reduce noise at source and acoustic barriers as detailed in Chapter 11 – Noise Impact Assessment.

In terms of perceived health and psychological effects, concerns were raised about the handling of potentially hazardous goods on site. The Preliminary Hazard Assessment conducted for the project identified that the risk posed from storage and handling of potentially hazardous materials is acceptably low. Further details are provided in Chapter 20 – Hazard, Risk and Incident Management. Quarantine and customs issues will be managed in accordance with federal statutory obligations overseen by Australian Customs Services and Australian Quarantine Inspection Service.

Stress and anxiety associated with perceived risks can be reduced through communication with the community to inform individuals about the management measures employed to minimise risks and to provide opportunities for feedback.

Equity Issues

Ongoing economic growth for local and regional economies will be supported by the development through enhanced trade capacity and infrastructure efficiency improvements. Provision has also been made on site for commercial and light industrial premises totalling 3ha in the area fronting Cosgrove Road. This would be developed separately to the ILC. These measures would mean that local businesses could benefit from substantial increase in local economic activity.

Economic benefits would arise through increased efficiency of freight transfer and distribution, with most benefit going to local businesses reliant on freight transfer. This core infrastructure facilitates freight movement and provides for environmental and social benefits on a large scale, offering advantages now and in the future.

Provision of additional employment opportunities within the local area has the potential to have equity benefits through the LGA. Locally there may be some disbenefits for local residents, particularly those along Cosgrove Road through increased activity generated by the development, however, mitigation measures, including landscaping and provision of the Community and Ecological Area would act to offset some of the potential disbenefits.

Businesses likely to benefit from the ILC include exporters and importers and associated companies and many of the businesses within the surrounding industrial area. Road users would also benefit through a relative reduction in heavy vehicle volumes on the road. The transition of freight from road to rail will require adaptation by trucking companies and depot operators. Companies that fail to adapt may be disadvantaged, but overall trade growth has the potential to provide opportunities for existing operators.

17.6 Evaluation of Significance

Table 17-10 provides a summary of impacts, both positive and negative of the proposed ILC.

17.7 Impact Mitigation

17.7.1 Management and Mitigation Measures

A range of mitigation and management measures would be employed during the construction and operation phases of the project. As discussed in Chapters 11 – Noise Impact Assessment, 12 – Air Quality Assessment and 16 – Visual Impacts and Landscape, Construction and Operation Environmental Management Plans would be implemented to address noise, visual impacts and dust creation on site. As discussed in Chapter 7 – Road Traffic and Transport, construction and operational traffic management plans (TMPs) would be implemented to address traffic impacts on the site and in adjoining local streets. The contractor may also consider the benefits of providing public transport facilities for workers to reduce the number of cars on site including shuttle buses from nearby stations.

Table 17-10: Summary of Socio Economic Issues and their Significance

Issue	Description	Impact
Population/ Community Profile	Development of the proposed ILC has the potential to attract workers during construction and operation. These individuals are most likely to commute from their current residence. Provision of long-term employment opportunities would provide some financial security and a chance to purchase property. This could act to increase community stability.	No significant impact
Employment	Jobs would be created during both the construction and operation phase. This would result in stimulation of the surrounding industrial area, although the proposed ILC may encourage some businesses and discourage others. Employment would be created in the long term providing overall benefits to the working population.	Positive
Land Use and Property	The surrounding, predominantly industrial landuse would be fairly resilient to increased traffic and industrial activities. There are few sensitive receivers in the area. Mitigation measures including provision of a Community and Ecological Area and landscape planting would be implemented. Local area traffic management Plans would be required to ensure any potential for impacts on land use as a result of traffic is minimised.	No significant impact
Access and Movement	Sydney wide there would be benefits to a wide number of stakeholders through reduced growth of heavy vehicles from the road system between Port Botany and the area served by the ILC at Enfield. Locally there will be a slight increase in heavy vehicle movements along arterial roads. Traffic management measures would be implemented to minimise impacts on local residents.	No significant impact
Lifestyle and Character	The proposed use would represent little change for the surrounding industrial area. Development of the Community and Ecological Area would represent a net benefit for residents along the southern end of Cosgrove Road.	No significant impact
Health and Psychological	No health impacts are anticipated providing activities are managed appropriately. However, there may be some psychological impacts amongst susceptible individuals in terms of stress and anxiety from the proposed change. Concerns would be reduced through maintaining an ongoing community consultation program and responding to any issues which arise.	Negative
Equity Issues	The proposal would provide a range of employment opportunities for both skilled and unskilled workers. It would also have a positive impact on the economic activity within Strathfield and the surrounding suburbs and within the western Sydney area. The potential for negative equity impacts on local residents would be minimised through appropriate management and mitigation measures.	Positive
Overall		Positive

An ongoing community consultation program will be developed to provide a means of establishing and maintaining a good relationship with local residents and the business community. This would also need to include feedback systems to allow residents to voice any concerns or highlight issues that may arise during construction and operation.

The Community and Ecological Area has the potential to benefit the community. Access to this area would be managed to minimise disturbance to the new Green and Golden Bell Frog habitat which will be provided. Educational facilities including posters or information boards may be prepared to inform the community of conservation efforts. Opportunities for working with local conservation groups would be investigated for rehabilitation and ongoing management of the Community and Ecological Area for educational purposes to create a sense of community ownership.

17.7.2 Cumulative Impacts

The proposed ILC at Enfield will provide significant employment opportunities both locally and regionally during construction and operation. The development would also facilitate economic growth in the area and bring business and employment opportunities. The ILC at Enfield is a step towards meeting the NSW Government's target of increasing the proportion of containers entering and leaving Port Botany by rail to 40% in 2011.

This site, along with the development of a network of intermodal terminals for the Sydney area, would provide a relative reduction in heavy vehicle traffic growth on the roads from Port Botany. Associated reductions in noise, air pollution and congestion would have a positive impact on amenity.

17.8 Conclusions

The local government areas of Strathfield, Bankstown and Canterbury support a growing population which is ethnically diverse. These councils maintain a range of schools and community facilities within the local area, although none will be directly affected by the proposal. The key benefit provided by the proposed ILC site for the local community is the employment opportunities it creates during both the construction and operation phases and the potential for stimulating commercial and light industrial activities within the surrounding industrial area.

There are, however, a number of issues that concern members of the local community. These are mainly focused on actual or perceived traffic increases on local roads and the associated safety, noise and air quality impacts. Although the proposal would lead to a relative reduction in heavy vehicle traffic Sydney wide, there may be some additional traffic movements on certain arterial roads close to the ILC site. However, these movements do not represent a significant impact and would be mitigated through the development of traffic management plans.

Community stakeholders also raised the issues of air quality and noise from truck and train movements during 24 hour operation of the site. Air quality studies identified that there would be no negative air quality impacts through construction and operation. Regional air quality would benefit through traffic removal. Noise mitigation including both at source measures and acoustic barriers would be required to ensure that sleep arousal criteria is not reached and to minimise the impacts of site operations on local residents along Cosgrove Road and Roberts Road. The acoustic barriers would be landscaped or located behind existing landscaping to the north to enhance the view of the site and to prohibit views of site operations from the surrounding roads.

The Community and Ecological Area on the southern end of the site would have amenity benefits particularly for residents along Cosgrove Road due to its aesthetic qualities. It also provides a local educational resource through plantings of native species and foraging habitat for the endangered Green and Golden Bell Frog.

Overall it is considered that the development of the derelict former Enfield Marshalling Yards would have very few negative impacts on the local culture and way of life. It would act to stimulate the local economy, the key result of which would be to provide a range of job opportunities. Visual, air quality and noise impacts would be effectively managed and a community resource would be provided through provision of a Community and Ecological Area. Based on the range of factors assessed it is considered that development of the proposed ILC would have a positive impact on the local and regional socio economic environment.