

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

## **CHAPTER 5**

### **COMMUNITY CONSULTATION**

■ October 2005

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## 5. Community Consultation

*The Director-General's requirements requested relevant community groups be consulted and their comments taken into account in the Environmental Assessment (EA). This consultation requirement is addressed in this Chapter. A more detailed outline of the consultation undertaken for the project is provided in Appendix A – Community Consultation.*

### 5.1 Introduction

Since 2001, Sydney Ports has been involved in consultation and discussion about a logistics centre/freight handling distribution centre and the need to develop intermodal capacity on the former Marshelling Yards site at Enfield. This consultation process has included activities to inform, consult and involve the local community and to allow for feedback to and from the community.

In 2001, Sydney Ports proposed an intermodal terminal on the site at Enfield. This terminal was to handle 500,000 containers or TEUs (twenty-foot equivalent units) per annum. Sydney Ports commenced preparation of an Environmental Impact Statement (EIS) for the proposal and community consultation was an essential part of that EIS. It involved a range of stakeholders and included a variety of consultation methods such as displays, workshops, community information days, newsletters and stakeholder briefings. The community showed interest and some community members expressed concerns over the proposal. Subsequently, the NSW Government commissioned an independent review of the proposal, and, as a consequence, work on the EIS was halted.

The Hon Milton Morris AO conducted the Independent Review of the Proposed Enfield Intermodal Terminal (Milton Morris, 2003). The Milton Morris review was finalised in February 2003, and during the review interested parties had opportunity for interviews and to lodge written submissions about the proposal. The conclusions and recommendations of the Milton Morris review, made after consideration of all the material and community feedback, are outlined in the **Table 5-1**.

In 2004, Sydney Ports commissioned Stollznaw Research, market and social researchers, to undertake a research project involving telephone interviews with residents who lived near the Enfield site (Stollznaw, 2004). The purpose of the research was to create a benchmark for understanding community feelings to development in their area. The survey, involving 1,063 residents of the Bankstown and Enfield areas, confirmed that traffic remained the major concern in relation to industrial development in the area and that residents believe it is important to receive information about local industrial development.

■ **Table 5-1: Conclusions and Recommendations of the Milton Morris (2003) Review**

<b>Milton Morris Review Conclusions</b>
<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>While .....the 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 Ports Corporation would be an overdevelopment of the site at any stage.”</p>
<b>Milton Morris Review Recommendations</b>
<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 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.

## 5.2 Consultation for the Environmental Assessment

Consultation during the preparation of the EA for the ILC at Enfield was undertaken with the knowledge and understanding of the community issues gained during preparation of the 2001 EIS, the Milton Morris (2003) review and the 2004 research project (Stollznow, 2004).

The adjustments made to the 2005 proposal, derived from the feedback to the 2001 proposal, include:

- A reduction in the scale of the proposal. The 2005 proposal involves 40% fewer containers than the 2001 proposal;
- A design to prevent ILC traffic using the southern end of Cosgrove Road;
- Incorporation of noise barriers at key locations in the design;
- Establishment of a traffic working group to consider local area traffic issues; and
- Location of potential noise generating activities away from residents.

The objectives of the community involvement program for this EA were to:

- Involve a range of audiences including, advisory and interest groups, residents and local businesses within the project area, businesses involved in freight distribution, the wider community, State and Local Government, agencies and the media;
- Build on the knowledge obtained during the consultation activities associated with the earlier proposal;
- Use a variety of communication tools and techniques to provide timely and accurate information about the proposal to increase community awareness and understanding of the proposal;
- Identify community issues and concerns during the preparation of the EA so that matters raised could be considered at this time and mitigation measures identified and incorporated into the EA; and
- Ensure there were opportunities for the community to provide comments, views and feedback about the proposal.

### **5.3 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 technical specialists preparing the EA and Sydney Ports to understand stakeholders views and issues. The scope of the consultation included trade projections, the extent of the ILC catchment area and the proposed site configuration and operations.

Recording all feedback was central to the process. The Communication Management System (CMS) allowed for all ideas, issues and concerns to be rigorously captured. These were considered while the EA was being prepared. **Table 5-2** describes the activities in the consultation program.

■ **Table 5-2: Major Components of the Consultation Program**

<b>Activities in consultation program</b>	
Sydney Ports website	A dedicated site about the proposal. It contained copies of a project overview, newsletters and introductory material, established at the beginning of the project.
1800 number, reply paid address, dedicated email address and fax number	Established at the beginning of the project and publicised in all printed literature such as newsletters, media articles, advertisements and Sydney Ports' web site
Newsletters	Circulated in April 2005, June 2005 and when the EA is exhibited.  11,000 letterboxed throughout the area and also available at Strathfield, Bankstown, Marrickville, Canterbury and Burwood Councils and on the web site. Mailed out to community and environmental groups, local businesses and interested individuals whose names were on the data base. A table of stakeholders is in Appendix A - Community Consultation, Attachment H
Media activities	Advertisements, advertorials and articles in local newspapers (Bankstown Canterbury Torch, Canterbury Bankstown Express, Inner Western Suburbs Courier, and Inner Western Weekly). Advertisements in four community language papers. Two Arabic papers, one Vietnamese and one Chinese.
Doorknock of businesses	Local businesses doorknocked to obtain their names and addresses to add to mailing list to ensure they received newsletters and other communication materials.
Community Information and Feedback Session	7 May 2005. Publicised by letterbox drop in the local area, advertisements in local press, including community language papers, and at local councils. Information about the session was also sent directly to residents, groups and businesses from a mailing list. This exhibition, held in the local area, provided an opportunity for interested community members to learn more about the proposal, ask questions and indicate their views and issues about the proposal. Sydney Ports staff, SKM staff and technical experts attended to answer questions and to receive feedback.
Community Information displays	A community display was set up at Strathfield and Bankstown Council offices in June 2005 to provide information about the proposal.
Speakers of Languages other than English	Provided information via community language newspapers - Australian Chinese Daily (Chinese), An Nahar and El Telegraph (Arabic) and Dan Viet (Vietnamese). Had interpreter facilities available if requested. This was advertised in all communication material.
Briefings councils and community groups	In late March and early April Sydney Ports and SKM staff met with the Mayors and senior officers of Strathfield, Bankstown, Canterbury, Marrickville and Burwood Councils to discuss the project and any council issues. They also met with representatives of the No Port Enfield Community Action Team and the South West Environment Centre. 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 did not take up this offer.
Face to face meetings, briefings and consultations with business and industry ( a list of business stakeholder contacts is outlined in Appendix A - Community Consultation)	Communication and engagement with business has been an ongoing element of delivering the overall objectives of consultation. Four key industry groups were consulted. These were potential tenants of the ILC, cargo owners, shipping lines and logistics industry.  Associations and Chambers of Commerce. Sydney Ports has also included business groups in all mail outs and newsletters as part of the general communications program.
Traffic Working Group	The Traffic Working Group was established in May 2005. It comprises representatives from Bankstown Council, Strathfield Council, The Roads and Traffic Authority and Sydney Ports. It has met on four occasions. The group will identify Councils' concerns about traffic, share information about traffic impacts, identify strategies to mitigate these impacts and opportunities to implement these strategies.

#### 5.4 Outcomes of Consultation and Issues Raised

The consultation process has allowed for the community to understand the proposal better and to make its views understood during the preparation of the EA. It has also allowed Sydney Ports and the people preparing the EA to understand any community needs, preferences and concerns. Local knowledge from long term residents and others has assisted the impact assessment process and identification of mitigation measures.

Discussions with business and industry have indicated that this group 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 the ILC at Enfield facility has to play. The group is positive about the proposal and interested in the project. At this stage it is clear that transport and logistics providers are interested in the project, to the level of wishing involvement in eventual Expressions of Interest as facility operators/occupants.

Throughout the consultation process, the community has indicated that it is most concerned about the traffic impacts of the proposal. Particular aspects of the traffic issue that the community has cited are traffic in local streets (“rat running”), traffic congestion and traffic delays. The next most commonly mentioned issues are noise (road, rail and operational noise), socio-economic impacts such as health, residential amenity and property value, and air quality. **Table 5-3** below lists the issues raised during community consultation and identifies where these are addressed in the EA.

■ **Table 5-3: Issues Raised During Community Consultation and Where Addressed 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

A table of all issues and comments raised is at Appendix A - Community Consultation, Attachment F. The consultation process has provided an opportunity for Sydney Ports to ask the community for its

ideas about the future uses of the Community and Ecological Area and the Tarpaulin Factory. Suggestions for the Community and Ecological Area and Tarpaulin Factory are described in Appendix A - Community Consultation. The future use for both the Community and Ecological Area and the tarpaulin factory is a matter that Sydney Ports will discuss with the community in the future.

### **5.5 Consultation during the EA exhibition**

The exhibition of the EA for the proposal will give the community a formal opportunity to respond to the proposal. During the exhibition phase Sydney Ports proposes to hold a community information session to enable the community to ask questions about the details in the EA and provide further information to assist in the assessment process. Sydney Ports will take into account all issues raised in submissions during the exhibition.

### **5.6 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 operations 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 May 2005, will continue to meet to discuss traffic issues, identify strategies to mitigate any potential impacts and opportunities to implement those strategies.

### **5.7 Conclusions**

Sydney Ports has carried out community consultation on the proposal for intermodal and logistics facilities at Enfield over a number of years. The EA for the proposed ILC at Enfield is the latest stage of consultation with the community. Sydney Ports is committed to continuing to work with the community regarding site development and operation into the future.