

Issue 3 | January 2006



project newsletter
an update from Sydney Ports Corporation

This is the third newsletter to keep you informed about Sydney Ports' proposal for an Intermodal Logistics Centre (ILC) on the former Marshalling Yards site at Enfield.

The studies for the Environmental Assessment (EA) are now complete and the assessment has been lodged with the Department of Planning (DOP).

This is an opportunity for you to look at the findings of the assessment and continue to have your say so that DOP can consider your views when assessing the development, prior to the Minister for Planning making a determination in relation to the development.

The Proposal

The proposal has been developed to minimise the growth of trucks on our roads. It is for a logistics centre with a facility where containers will be moved on and off trains and trucks. The site is serviced by a dedicated freight rail line to Port Botany and is close to major arterial roads such as the Hume Highway and Roberts Road.

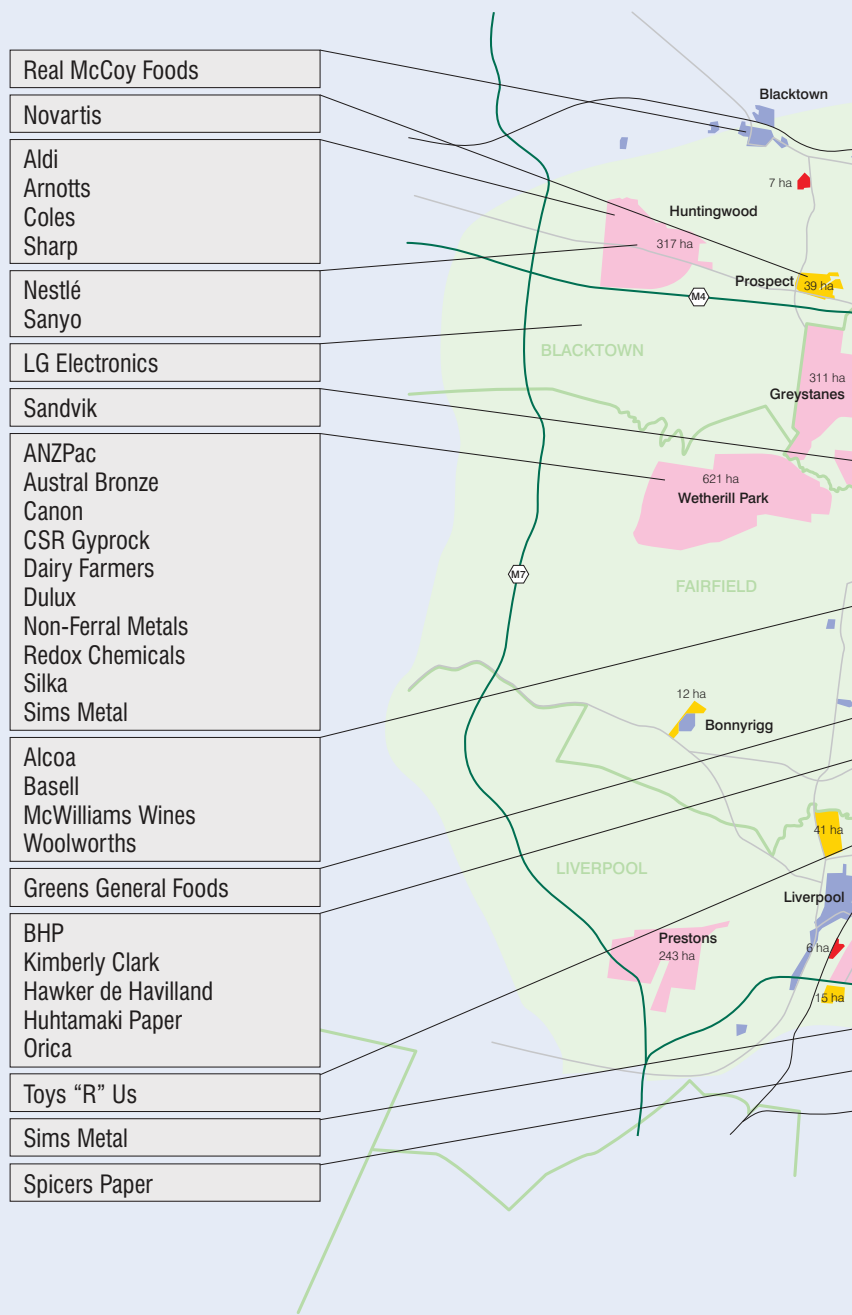
The proposed design focused on taking into account neighbours concerns including:

- two road entry and exit points for the facility, thereby sharing the traffic across two arterial roads;
- no access to and from the site to Punchbowl Road, to minimise impacts on residents of south Cosgrove Road;
- warehousing on site to minimise movements of trucks to and from the centre;
- parking and queuing for trucks and cars within the site;
- noise minimisation measures to reduce the impact on neighbours;
- retention and enhancement of a six hectare community and ecological area to the south of the site – closest to residents;
- commercial and light industrial activity at the southeast of the site on Cosgrove Road which will act as a buffer for residents; and
- provision of a habitat area to cater for Green and Golden Bell Frogs.

An ILC located 18 kilometres from Port Botany and adjacent to existing rail lines will eliminate the movement of up to 300 trucks per day between Enfield and Port Botany.

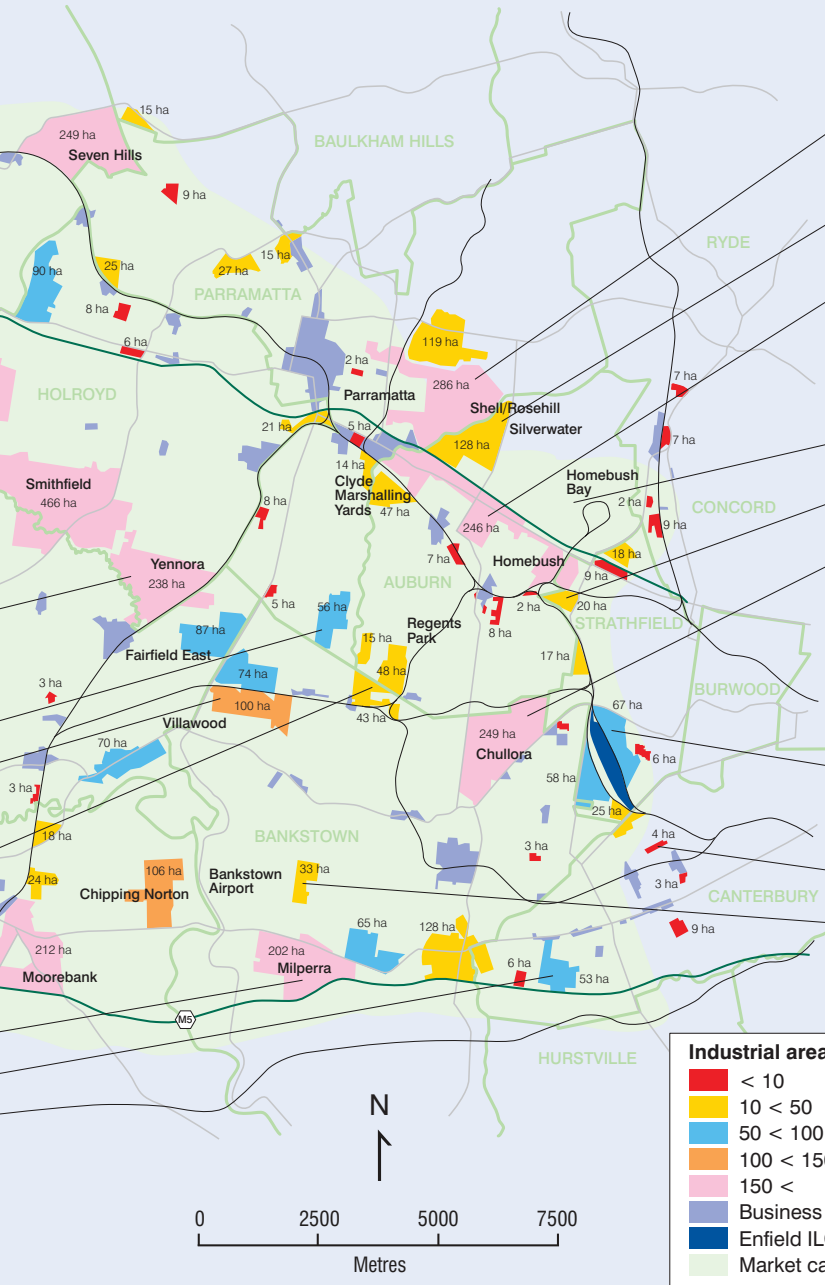
Key businesses within the Enfield ILC market catchment

The ILC would be in a position to service a portion of demand from these





area
industrial areas



Bassell Chemicals
James Hardie
Makita Powertools

Manassen Foods
Yokohama Tyres

Craig Mostyn Foods
Fisher & Paykel
Gilbarco
Harvey Norman
Lion Nathan/Tooheys
Mitsubishi Electric

Samsung

Flemington Markets

Dalton Fine Paper
Dick Smith/Tandy Electronics
Edwards Dunlop Paper
Fairfax
News Limited
Norske Skog Paper
Sony
Spicers Paper
The Paper House

TNT Parcels
Toyo Tyres
Weston Cereal Industries

Aspex Paper

Dalton Fine Paper
Dalton Packaging
Sebel Furniture

Industrial areas (hectares)

- < 10
- 10 < 50
- 50 < 100
- 100 < 150
- 150 <
- Business areas
- Enfield ILC
- Market catchment area

Total area: 5518 hectares
Number of areas: 72

- Roads
- LGA boundaries
- Rail
- Motorway



The Intermodal Logistics Centre at Enfield – Layout and key features





On site initiatives

- Water quality and site run-off management
- Lighting designed to be non-intrusive
- Equipment to be fitted with noise minimisation devices
- Extensive landscaping
- Vehicle booking system to manage truck access to/from and within site



A major benefit to the local community from the development is the establishment of an ecological and community area of nearly six hectares at the southern end of the site. >

Key studies

Studies on a range of issues have been completed as part of the formal process to assess and determine the proposal.

Following is a brief summary of the findings of some of the key studies focussing on those matters which were raised during the preparation of the EA.

Should the proposal be approved the following measures will be in place:

Road Traffic and Transport

Any additional truck activity generated by the development would be concentrated on key arterial roads such as Roberts Road and Centenary Drive, the M4 and M5 Motorways and the Hume Highway. Additional traffic that the ILC would generate would be minimal (generally less than one per cent of all vehicles in the surrounding area) when compared with future traffic volumes.

- ILC trucks can be kept off residential streets by implementing specific measures such as:
 - i) no access to the site from the southern end of Cosgrove Road, thus minimising impacts on residents on Cosgrove Road.
 - ii) Vehicle management systems and designated parking areas would be implemented on site to ensure no queuing of trucks and other vehicles occurs on local streets.

iii) Sydney Ports will continue to work with the RTA, Strathfield and Bankstown Councils to develop strategies to minimise traffic impacts on local streets. A Traffic Working Group has been established and this will progress local area traffic management measures associated with the Centre.

- At least 75 per cent of truck movements would be via Roberts Road and Wentworth Street intersection, which would have sufficient capacity for this operation. This intersection provides access to the M4 and M5 motorways and destinations which are generally industrial areas in the inner and middle-western suburbs of Sydney.
- Peak activity for truck movements would be between 6am and 5pm Monday to Friday with a weekday average of a total of 1160 vehicle movements per day on the roads. One third of these would be by light trucks.
- The development would not adversely affect the way intersections in the local area operate.
- There would be a reduction in growth of heavy vehicle traffic on the M5 Motorway, due to a reduction in truck activity from Port Botany to the inner and mid-west of Sydney (the market area for the Centre).

Rail transport

- Currently about 56 train movements per day occur on the dedicated freight line past Enfield, comprising 28 to/from Port Botany and 28 from other sources.
- By 2016, when the Enfield ILC achieves full capacity of 300,000 TEU* per annum there would be approximately 16 but not more than 20 train movements per day that would deliver and pick up freight from the Centre (eight in and eight out).
- The ILC rail movements would comprise less than 15 per cent of the total rail movements per day expected on the freight line passing the site.

Noise minimisation

- Noise walls and mounds will be located at sites closest to residents to shield them from operational noise on site.
- Commercial and light industrial activity at the southeast of the site on Cosgrove Road will act as a buffer for residents.
- We will utilise “best practice” technology to achieve low levels of construction noise emissions.
- We would plan noisy construction activities at times that would have the least impact on neighbours.

Ecological and community area

A major benefit to the local community from the development is the establishment of an ecological and community area of nearly six hectares

at the southern end of the site. Sydney Ports will work with local community and environmental groups to develop ideas for the ongoing use and management of this area including the Tarpaulin Shed on site.

The benefits of the ILC

- The location of the logistics centre close to the final destination and/or origin of goods would result in more efficient delivery to existing areas in an environmentally responsible way.
- The proposed ILC would result in a reduction of carbon dioxide (CO₂) emissions of 993 tonne CO₂ per year within the Sydney basin. This reduction in fuel use and greenhouse gas emissions as a result of the project is in line with NSW Government strategies.
- The ILC is forecast to create around 840 direct and indirect jobs during construction and approximately 850 direct and indirect jobs during operation – a substantial boost to local employment.
- All containers into the site from Port Botany and all containers returning to Port Botany via the site would move by train thus increasing the total proportion of goods moved to and from the port by rail.
- Locating an intermodal terminal in this area would significantly increase the number of containers delivered by rail close to where the importers and exporters of the products are, thereby reducing the number of truck kilometres travelled (one train can carry between 60 to 80 TEUs* equivalent or 30 to 40 truck loads).

◀ **Additional traffic that the ILC would generate would be minimal (generally less than one per cent of all vehicles in the surrounding area) when compared with future traffic volumes.** ▶

* TEU – a twenty foot equivalent container unit (a 20 foot box is one TEU).



Have your say

Viewing the Environmental Assessment and making a submission

Department of Planning are exhibiting the Environmental Assessment at:

Strathfield Municipal Council – 65 Homebush Road, Strathfield

Bankstown City Council – Civic Tower, 66–72 Rickard Road, Bankstown

Burwood City Council – 2 Conder Street, Burwood

Auburn Council – 1 Susan Street, Auburn

Canterbury City Council – 137 Beamish Street, Campsie

Department of Planning – Information Centre, 23–33 Bridge Street, Sydney

Department of Planning – 10 Valentine Avenue, Parramatta

Nature Conservation Council – Level 5, 362 Kent Street, Sydney

You can also view the Environmental Assessment at www.sydneyports.com.au and www.planning.nsw.gov.au

All feedback from the exhibition can be sent directly to the Department of Planning who will consider this before the Minister makes a determination on this development.

Make a submission on or before 20 February 2006 and send to Major Development Assessment, Department of Planning, GPO Box 39, Sydney NSW 2001.

The Minister for Planning will constitute an Independent Hearing and Assessment Panel (IHAP) to assess certain aspects of the project. Details of the IHAP will be published separately by the Department of Planning.

For further information contact

Telephone toll free 1800 286 652

Email ilcfeedback@skm.com.au

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

