

Enfield ILC Southern Ecological Area Concept Plan: Consultation Feedback Summary and Response

NSW Ports undertook a consultation process on the proposed plans for the Southern Ecological Area (SEA) at the Enfield Intermodal Terminal Centre (ILC). This consultation comprised an advertisement in the Inner West Courier and a flyer delivered by letterbox drop to approximately 600 nearby residences on 22 July 2014. The plans were able to viewed on NSW Ports' website or available to be mailed on request. The SEA plans were also discussed at the Enfield Community Liaison Committee meeting on 4 August 2014.

NSW Ports received ten email submissions and six letter submissions from members of the community, No Port at Enfield Group and Strathfield and Bankstown Councils during the consultation process.

Below is a summary of the feedback received during the consultation process. Overall, 11 key matters including land zoning; parking and access; and the Green and Golden Bell Frog (GGBF) habitat area were identified in the submissions received. The table below also outlines NSW Ports response to the 11 key matters raised during this process.

1. Land Zoning	
Summary of matters raised	<ul style="list-style-type: none"> • Believe that the original Environmental Assessment (EA)¹ classification was for public recreation. • Disappointment over re-zoning of land to Industrial that Strathfield Council had intended to put a park on. • The appropriate zoning should be Public Recreation with the Frog Habitat area zoned as Environmental Conservation. • Operational components of the Enfield ILC or other uses should not be located within the SEA.
NSW Ports Response	<p>At the time that the Enfield ILC Project was approved the site was zoned Special Uses "B" (Railways) under Strathfield Council's Planning Scheme Ordinance. The ILC site was rezoned in March 2013 to IN1 Industrial and RE2 Private Recreation land use zones after consultation had been undertaken with Strathfield Council, the then Department of Planning & Infrastructure (now known as Department of Planning & Environment (DP&E)) and Sydney Ports Corporation (formally the landowner of the ILC site). NSW Ports would not be supportive of the SEA being rezoned to RE1 Public Recreation or to an Environmental Conservation land use zone. The precinct has and does include other operational functions such as the gasline, railway and landscape maintenance areas, stormwater and sewer infrastructure and work compound areas.</p> <p>Notwithstanding this, NSW Ports is committed to delivering the Enfield ILC Project including the development of the SEA in accordance with the</p>

¹ Intermodal Logistics Centre at Enfield Environmental Assessment, SKM, 2005

	<p>Project Approval. The main objectives of the SEA, as identified in the original EA, are:</p> <ul style="list-style-type: none"> • ecological enhancement (being 2 ha of habitat for Green and Golden Bell Frogs plus the establishment of original Cumberland Plain Woodland vegetation on Mt Enfield); • to provide a buffer between operations on the site and residences to the south; and • providing opportunities for controlled/supervised community access to view and appreciate the area².
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2. Size of community/ecological area	
Summary of matters raised	<ul style="list-style-type: none"> • Overall decrease in size of the green space. • Believe that the size of the area put aside for recreational use was 9 hectares and has been subsequently shrunk • Believe that the area has been reduced from 8ha to 2ha. • The proposal is not the 6ha promised to the community. • Reduced total area of footpath and viewing points. • Overall lack of public green space in the local area. • The following areas should be included in the green open space: corner of Punchbowl and Cosgrove Rd, the railway line area to the west of the Tarp Shed and the area to the north and north west of the Tarp Shed (shown as Tarp Shed and Gas Compound).
NSW Ports Response	<p>The Proposed Plan for the SEA provides approximately 4 ha of green space (not including the Tarp Shed area) and includes over 2ha of dedicated frog habitat which is generally consistent with the original Landscape Concept Plan (Appendix 1, EA 2005). It includes all available land to the south of the designated operational and stormwater treatment areas. The ethylene gas main and associated maintenance compound pre-dated the ILC development and are excluded from the SEA for reasons of operational security and safety. The Tarpaulin Shed area is excluded to allow for an assessment of all of the potential options for the future use of the shed, including those proposed by community members in this consultation process.</p> <p>The main objectives of the SEA are outlined in the box above.</p> <p>NSW Ports believes that the proposed design of the SEA best meets these objectives whilst working within the constraints of the site.</p>

² Refer to Sections 1.2, 4.7, 14.6 of the EA main body report and Sections 4.1, 5.3 and 5.7 of Appendix I to the EA.

3. Access restricted to path	
Summary of matters raised	<ul style="list-style-type: none"> • Overall objection to restricted access – the area should be an open park. • The steep slopes of Mt Enfield could be used for activities such as grass skiing or tumbling. • Would like a park with play equipment and a large frog pond that could be viewed from up close. • Will there be a charge to access the viewing platform? • Will there be a waiver to say anyone that walks along the viewing platform does so at their own risk?
NSW Ports Response	<p>NSW Ports has adapted its plans in response to earlier community feedback to improve public access to the SEA. The pedestrian footpath and viewing points shall be open throughout daylight hours without need for prior appointments or an escort as previously proposed. The footpath shall follow the gentle incline of the ridge from Punchbowl Road to the top of Mt Enfield.</p> <p>The key ecological features of the SEA, including the Green and Golden Bell Frog habitat and re-established Cumberland Plain Woodland vegetation, will be appropriately protected from human disturbance. The use of the site is also constrained by steep slopes on Mt Enfield, the need to maintain the integrity of the soil covering layer, provision of vehicular access to railway and landscape areas and the location of the gas main and associated compound. For these reasons the SEA is not considered a suitable site for an open public park or active recreation area.</p> <p>NSW Ports is not proposing to charge the community to access the viewing points and footpath.</p> <p>NSW Ports will consider the potential risks associated with public access to the pathway and viewing points and where appropriate will erect signage to address these risks or provide general safety information.</p>

4. Parking and access	
Summary of matters raised	<ul style="list-style-type: none"> • The Entrance should be on the corner of Cosgrove Rd and Punchbowl Rd via a paved footpath at the south end of the Tarp Shed. • Parking can be on Cosgrove Rd as no parking is available on site and parking on Punchbowl Rd is impractical. • Current proposed entry is very uninviting. • Some onsite parking with controlled access should be provided for users of the walking track.

	<ul style="list-style-type: none"> • Current vehicular access to Enfield rail yards should not be located in the SEA – if arrangements preclude this, access can be managed through fencing • Think it's important for the area to be locked at night, concerns about people's safety. • The lockable gate is not supported for safety reasons and the potential that community will be prevented from having access.
NSW Ports Response	<p>Given the future use of the Tarpaulin (Tarp) Shed is unknown and the existence of a railway cutting and a gas main between the Tarp Shed/Cosgrove Road and Mt Enfield, NSW Ports believes the most appropriate entrance to the access path is from Punchbowl Rd which also minimises disturbance to the site.</p> <p>The access pathway via Punchbowl Road will provide the community with an appreciation of:</p> <ol style="list-style-type: none"> 1) the approved and operational intermodal facility; 2) the previous use and history of the site including items of heritage value some of which have been retained and interpreted on site; and 3) the ecological features of the site including the frog habitat and ponds along the Cox's Creek floodplain. <p>Given the above reasons for providing access to the SEA and that access will only be provided during daylight hours, NSW Ports believes at this stage that it is unlikely that the patronage to the SEA area will be significant enough to require off-street parking. NSW Ports will re-consider the issue of on-site parking during the options assessment for the Tarp Shed should future visitor numbers warrant it.</p> <p>NSW Ports notes that the current footpath between Punchbowl Road and the boundary of the SEA does not include safety barriers. NSW Ports will consult with NSW Roads and Maritime Services to determine the need for improvements, such as safety barriers/fencing to ensure the safe access of this SEA. It should be noted that the pedestrian pathway access point to Mt Enfield from Punchbowl Road will be set back from the road to provide a wider space for users at the entry of the SEA.</p> <p>Providing a lockable gate is required to reduce the risk of vandalism and other unsociable behaviour at night time. NSW Ports will ensure that appropriate signage, including contact numbers for on-site security is provided for safety reasons.</p> <p>Please note that NSW Ports is required to provide access for ARTC vehicles to the rail yards to the west of the SEA. The proposed access arrangements from Punchbowl Road will remove the need for ARTC vehicles to travel past the frog ponds. Pedestrian safety will be considered in the design of the ARTC access track entry point.</p>

5. Curtilage and future use of Tarp Shed	
Summary of matters raised	<ul style="list-style-type: none"> • NSW Ports should consider options for the Tarp Shed, including possible partial or complete removal • The Tarp Shed could be used for a rail museum or house children’s play equipment. • Could be used for on-site parking • The Tarp Shed Area is much larger than the Tarp Shed Building – concerned over possible non-community use of the expanded Tarp Shed area. • The future of the Tarp Shed remains unknown. Why is the Tarp Shed left out of this proposal or is there some other use proposed? • Can the public assume that the Tarp Shed will be removed from public access and turned into more industrial units? • It appears a significant part of the area near the Pillar Water Tank will be hardstand – expect it to be open green space.
NSW Ports Response	<p>The Project Approval for the Enfield ILC did not include the redevelopment or use of the Tarp Shed. The redevelopment of the Tarp Shed therefore will be subject to a separate development approval. NSW Ports will consider the uses and options proposed by Strathfield Council and the community (including those suggestions provided as part of this consultation process) when considering development options for this area.</p>

6. Number and location of historical/heritage items	
Summary of matters raised	<ul style="list-style-type: none"> • Reduced number of heritage items/panels from seven in the original Heritage Interpretation Strategy (HIPS) to four. • The location of the turntable and wagon wheels is remote and removed from any public contact or up close viewing.
NSW Ports Response	<p>NSW Ports has relocated and restored the Pillar Water Tank and implemented a detailed inspection and maintenance regime for it and the Tarpaulin Shed to preserve their heritage value for the appreciation of the community.</p> <p>The scale of the Loco Turntable is such that it will be clearly visible at its proposed location from the viewing point on the access track. The turntable requires a large area of level ground to be established and interpreted. Given the topography of Mt Enfield, NSW Ports is of the opinion that the proposed location is the most suitable.</p>

	<p>The Pedestrian Footbridge was removed from site and relocated to the Dorrigo Steam Railway and Museum where it could be properly displayed, interpreted and maintained.</p> <p>Detailed archival records were prepared for all those heritage items that were removed from site in accordance with the requirements of the NSW Heritage Office. Photos are available to be used in the heritage interpretation panels to be erected on site.</p> <p>NSW Ports is proposing:</p> <ul style="list-style-type: none"> - Train Wagon Wheels: NSW Ports proposes to reconsider the location of the wagon wheels to ensure they will be properly viewable from the pathway or viewing points, subject to public safety and vandalism considerations. - The Rolling Stock Item (Sand Wagon): The original wagon on site was put back into service and is understood to be operating in Queensland. NSW Ports may consider installing a rolling stock item in the SEA in the future. - Wagon Repair Shed: Some timbers were retained from the demolition of the Wagon Repair Shed and will be incorporated into the SEA where possible (i.e. seating or at the viewing points). <p>The HIPS outlined a list of indicative heritage interpretation panels for the SEA. NSW Ports will ensure that appropriate interpretive signage is provided to describe the history of the site and items of heritage value.</p>
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7. Mt Enfield contamination and dust	
Summary of matters raised	<ul style="list-style-type: none"> • Agree the area contains contaminated fill, the community was assured that it would be capped by a layer of clean top soil. • Understand that you need a special order from the EPA to remove/disturb any soil from Mt Enfield because of contamination – dust carried on the wind will affect the health of residents. • Nothing will grow on Mt Enfield because of the chemicals in the soil.
NSW Ports Response	<p>NSW Ports can confirm that the contamination layers on Mt Enfield have been capped with a 100mm layer of clean topsoil and an application of EcoBlanket treatment to prevent surface erosion. The underlying contamination will not have an impact on the vegetation proposed for Mt Enfield. All works, including landscape maintenance works on Mt Enfield by NSW Ports will be undertaken in accordance with detailed management plans that require controls for dust management and other environmental aspects. Any activities that have the potential to disturb</p>

	<p>the soil layers on Mt Enfield shall comply with a Site Management Plan that will be approved by an EPA Accredited Site Auditor.</p> <p>The access path and viewing points will be remediated to a standard suitable for their intended use and the remediation works will be approved by the Site Auditor.</p>
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8. Performance of the EcoBlanket on Mt Enfield	
Summary of matters raised	<ul style="list-style-type: none"> • The regeneration on Mt Enfield appears to have failed as some green sprouted but then died off. • The only thing growing is noxious weeds on the lower slopes.
NSW Ports Response	<p>Mt Enfield has been planted with a landscaping treatment system called Ecoblanket as a temporary erosion prevention measure. The Ecoblanket contains a cover crop of Japanese millet and rye grass and a permanent native seed crop. The cover crop is designed to germinate and grow rapidly to stabilise batter slopes and prevent erosion of top soil in the short term. The cover crop then dies off and promotes the growth of the native seed crop underneath which takes longer to establish. The Ecoblanket has commenced the stage of “die off” so the native grasses can push through underneath. NSW Ports will monitor the progress and integrity of the vegetation on Mt Enfield.</p> <p>Long term landscaping plans have been developed in consultation with Strathfield Council which will see the whole of Mt Enfield planted with a mix of native grass, shrub and tree species. As part of this landscape plan, NSW Ports will be removing noxious weeds growing on Mt Enfield.</p>

9. GGBF habitat and conservation	
Summary of matters raised	<ul style="list-style-type: none"> • General concerns about the GGBF habitat. • Would like an update on the GGBF ponds in the area. • Agree that public access to the frog ponds and frog foraging area should be restricted. • Won't be able to see the frogs unless you have binoculars – consider adding the area marked 10 to open access • The viewing location on top of Mt Enfield is welcomed
NSW Ports Response	<p>NSW Ports has designed, constructed and is maintaining three Frog Ponds, a Frog Movement Corridor and Frog Foraging Habitat (including over-wintering habitat) in accordance with the approved plans developed in consultation with the Office of Environment and Heritage and Consulting Herpetologist, Dr Arthur White. This habitat provides the best possible</p>

	<p>opportunity for GGBF to utilise the area and provides linkages to habitat areas in proximity to the ILC Site.</p> <p>Pathways through the Frog Habitat have been constructed for maintenance access and limited escorted access for approved persons, i.e. academic/research personnel may be provided.</p> <p>Frog populations are highly susceptible to epidemic diseases, specifically those caused by Amphibian Chytrid Fungus. NSW Ports' staff and contractors working in the frog habitat area have been trained in the NSW National Parks and Wildlife Service Guidelines for Frog Handling and Frog Hygiene. Public access to the Frog Habitat Area will be restricted to prevent the possible spread of diseases and reduce the risk of habitat degradation and vandalism.</p>
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10. Anticipated noise & air pollution and traffic impacts of the ILC operation	
Summary of matters raised	<ul style="list-style-type: none"> • Worried about more noise and air pollution from trucks and trains from the ILC facility. • The viewing platform and walkways will be subject to smoke and pollution from passing diesel engines.
NSW Ports Response	NSW Ports and its tenants will implement appropriate control measures to protect the environmental amenity of the SEA and residential areas adjacent to the Enfield ILC. Noise and traffic impacts will be monitored and results made available via the NSW Ports website in accordance with the requirements of the Project Approval.

11. The Consultation process	
Summary of matters raised	<ul style="list-style-type: none"> • Response time was not enough. • It was limiting for people who don't have a computer or mobile phone. • There was a discrepancy between submission date timelines – hope not a deliberate way for comments lodged after the date to be ignored. • No detailed planting plans have been provided giving species/plant communities. • Some residents did not receive the letterbox drop. • Appreciation of the updates as to what is happening on site and appreciates and approves of the proposed community and ecological area

NSW Ports Response

NSW Ports allocated a period of 16 days for residents and Councils to respond to the SEA Concept Plan. The consultation was specific to the SEA and the information provided was concise and non-technical in nature.

NSW Ports received one request for an extension of time and this was granted. The discrepancy between submission date timelines on the website was an unintended oversight. All submissions received, including those received after both advertised submission dates were considered and will receive a response from NSW Ports.

The advertisement in the local paper and the letterbox flyer provided the opportunity for residents who did not have access to computers and the internet to participate in the feedback process (i.e. a hard copy of the information posted to residents that requested the information). NSW Ports received four phone calls requesting hard copies of the documentation to be mailed and these were provided to those residents.

NSW Ports undertook the letterbox drop to 600 residents in close proximity to the southern end of the ILC site which was considered to be appropriate.

The detailed planting plans for the SEA are consistent with the detailed landscape plans that have been previously provided to Strathfield Council and the No Port at Enfield community group for comment in 2011 as part of the MOD5 approval. The current landscape plans are being confirmed in consultation with Council and will be available on NSW Ports' website. In summary, the species proposed to be planted are all endemic to the local area and comprise of species of the Cumberland Plain Woodland, Sheoak Forest and a mix of Native Grasses and Trees/Shrubs suitable for the slope of Mt Enfield. Specific native species have also been selected in consultation with NSW Ports Consulting Herpetologist for the Frog Ponds, Movement Corridor and Foraging Areas. Where possible, existing native vegetation is being retained on site and noxious weeds will be removed in accordance with legislative requirements.