

## ASSESSMENT REPORT

### ENFIELD INTERMODAL LOGISTICS CENTRE MP 05\_0147 MOD 12

#### 1. INTRODUCTION

This report is an assessment of a request to modify the Project Approval for an Intermodal Logistics Centre at Cosgrove Road, Strathfield South.

The request has been lodged by NSW Ports (the Proponent) pursuant to section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act). It seeks approval to extend two existing rail sidings and an existing office building.

#### 2. SUBJECT SITE

The Enfield ILC is located at Cosgrove Road, Strathfield South, and is wholly located within the Strathfield local government area (LGA) and partly adjoins the Bankstown LGA along its north-western boundary. The site is surrounded by the suburbs of Greenacre and Chullora to the east, Belfield to the south, Rookwood to the north and South Strathfield to the east (refer to **Figure 1**).

The Enfield ILC contains an intermodal terminal for the loading and unloading of containers between road and rail and the short term storage of containers, with a capacity to handle 300,000 twenty-foot equivalent units (TEU) per annum. It also includes railway lines, empty container storage facilities and associated infrastructure.

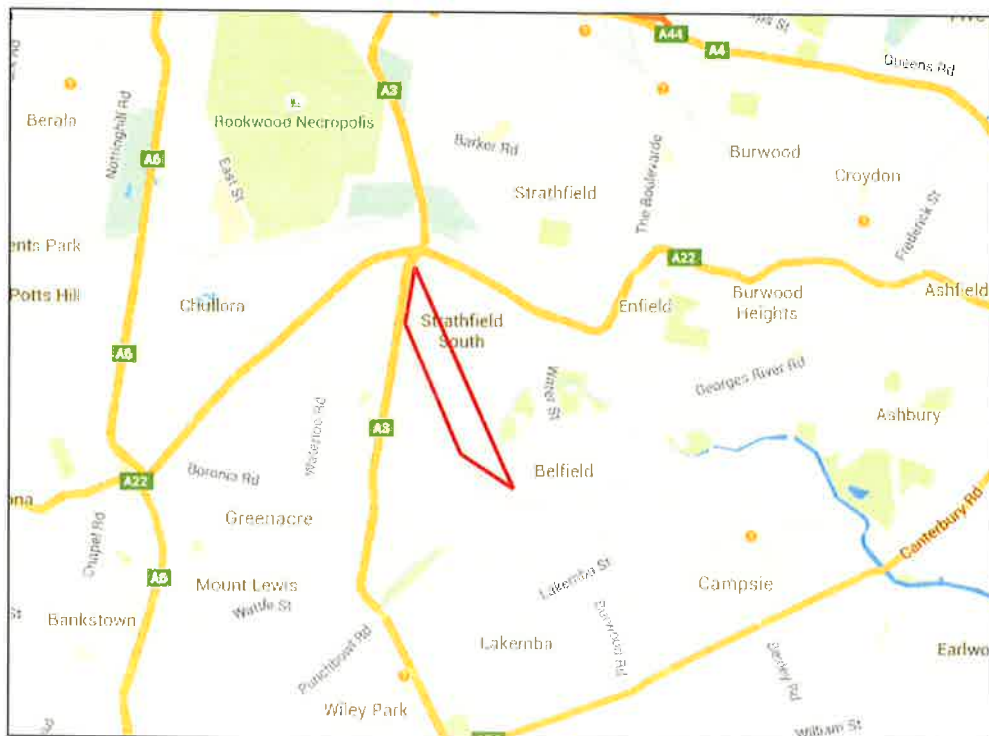


Figure 1 – Site Location

On 5 September 2007, the Minister for Planning approved a Project Application (MP 05\_0147) for the construction and operation of the Enfield Intermodal Logistics Centre with a capacity to accept a maximum throughput of 300,000 TEU (one TEU is equivalent to one twenty foot container) per annum. Key aspects of the approval include:

- The approved site layout is shown in **Figure 2**.



**Figure 2 – Approved Site Layout**

This Project Approval has been modified on seven occasions, and is also the subject of two other modification applications yet to be determined. **Table 1** provides a summary of the modifications.

### Table 1: Summary of Modifications

MOD	Modification	Determination
1	Amend conditions relating to construction dust monitoring	7 October 2008
2	Amendment to conditions to enable staged construction and operation and modified timing of submission of Site Audit Statements.	30 March 2009
3	Replace approved warehouse with a car load/unload facility.	Withdrawn
4	Amendment of conditions relating to noise walls, internal roads, stormwater detention, development areas and site layout.	27 May 2010
5	Relocation and reuse of unsuitable material to the southern part of the site known as Mount Enfield.	10 November 2011

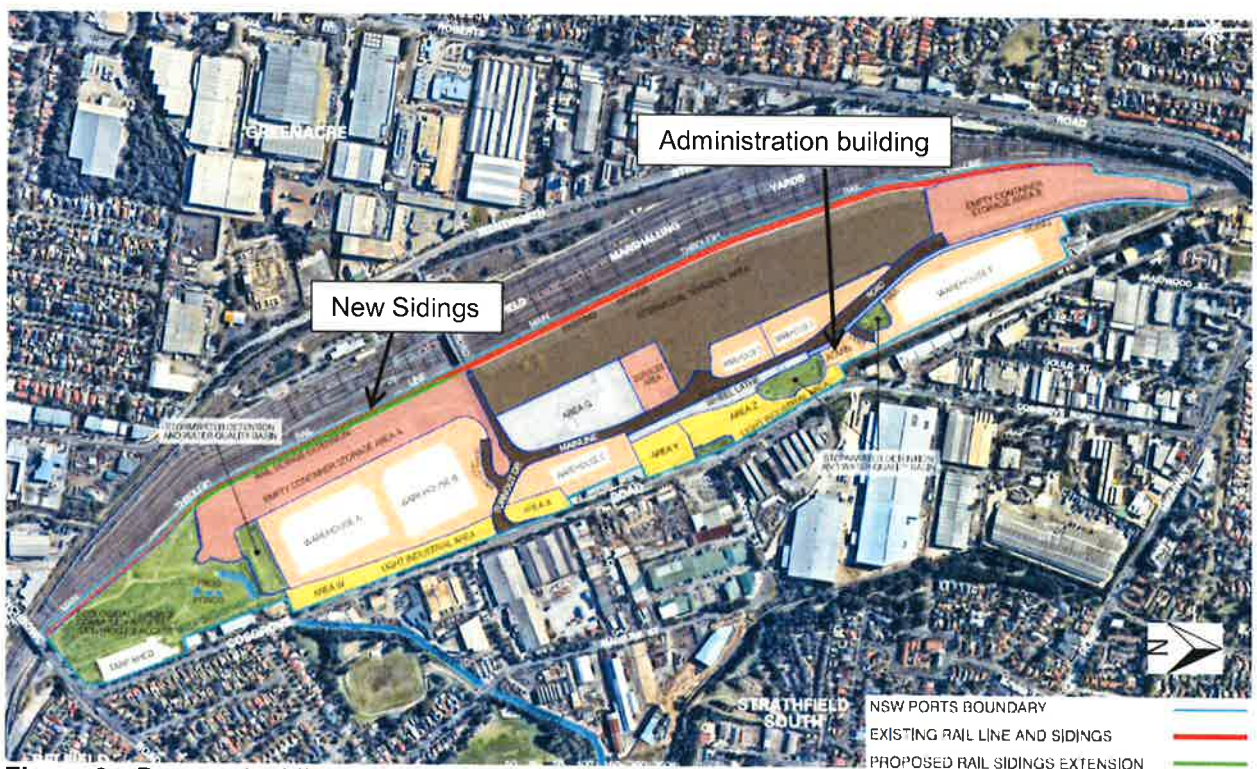


6	Inclusion of the former Toll Lease Area into the project site, adjustments to site layout, subdivision and changes to meteorological monitoring.	12 December 2012
7	Modify the subdivision of the ILC site.	Withdrawn
8	Amendment of the subdivision layout into 23 allotments to facilitate commercial leasing.	27 November 2013
9	Proposed use of Site F for agricultural and forestry commodities storage and handling facility.	Sears Issued
10	Amendment to freight-related operational activities within the intermodal terminal.	Under Assessment
11	Proposal to establish an additional warehouse (warehouse G) in the Southern portion of Area G (Lot 23)	8 February 2017

#### 4. PROPOSED MODIFICATION

On 3 November 2016, the Proponent lodged a section 75W modification application (MP 05\_0147 MOD 12) seeking approval to extend two existing rail sidings and an existing office building (see figure 3 for approximate location of rail sidings and **Appendix A** for rail siding layout and extension work plans).

The modification is requested on the basis that it is required to improve the operation of the terminal by enabling trains to access the site while the main through rail line is in use. It would also provide a wagon storage area for pre-loaded and out of service rail wagons. The extension to the existing office building is required to provide suitable facilities for current and future operational staff in a centralised building.



**Figure 3 - Proposed additional sidings and extension to admin building.**

#### 5. STATUTORY CONSIDERATION

##### 5.1 Section 75W

The project was originally approved under Part 3A of the EP&A Act. Although Part 3A was repealed on 1 October 2011, the project remains a 'transitional Part 3A project' under Schedule 6A of the EP&A Act, and hence any modification to this approval must be made under the former section 75W of the Act.

The Department is satisfied that the proposed changes are within the scope of section 75W of the EP&A Act, and the proposal would not constitute a new application.

## **5.2 Approval Authority**

The Minister for Planning is the approval authority for the application. However, the Director, Modification Assessments, may determine the application under delegation as:

- the relevant local council has not made an objection; and
- a political disclosure statement has not been made; and
- there are no public submissions in the nature of objections.

## **6. CONSULTATION**

### **6.1 Consultation**

The Department made the modification application publicly available on its website, and consulted with **EPA, RMS, OEH (Heritage Division) Strathfield Council and Canterbury Bankstown Council** about the proposed modification.

**EPA** did not object to the application and recommended the proposed modifications be undertaken in accordance with the Project Approval.

**RMS** did not object to the proposed modification.

**OEH** did not object to the modification, noting the two heritage items (1920 Tarpaulin Factory and 1918 Pillar Tank) are not located near the proposed works and would not be affected.

**Canterbury Bankstown Council** did not object to the application and recommended a noise management plan be submitted to Council's satisfaction prior to the commencement of any construction.

**Strathfield Council** did not object to the proposed modification, but raised concerns including:

- the extent of cumulative changes on the site result in a development that may not be substantially the same as the approved development;
- background studies, such as acoustic and traffic reports need to be updated;
- the Empty Container storage Area A should not be converted to an operational area;
- potential acoustic impacts; and
- potential light spill impacts.

There were no **public** submissions received on the proposal.

### **6.2 Response to Submissions**

On 21 December 2016, the Proponent submitted a Response to Submissions (RtS) responding to the issues raised by the councils.

## 7. ASSESSMENT

Key issues associated with the proposed modification have been considered in **Table 1**.

**Table 1: Assessment of Key Issues**

<b>Issue</b>	<b>Consideration</b>	<b>Recommendation</b>
<i>Office extension</i>	<ul style="list-style-type: none"> <li>The proposal seeks approval to extend an existing administration office located adjacent to the main entry to the intermodal terminal area by: <ul style="list-style-type: none"> <li>erecting a second storey to the existing office building; and</li> <li>adding a third office space adjacent to the existing building.</li> </ul> </li> <li>This will increase the total office floor space from 200 sq.m to approximately 450 sq.m.</li> <li>The Department considers there would be minimal visual impacts associated with the proposal as the new office would be consistent with the height, bulk, scale and appearance of existing and approved development on the site.</li> <li>Further, there would be no adverse amenity impacts as the office would be located centrally within the site, adjoining other industrial development associated with the ILC.</li> <li>The Department is therefore satisfied the proposed office extension is acceptable as it is consistent with the industrial character of the site and would not result in any adverse amenity impacts.</li> </ul>	No additional conditions or amendments necessary.
<i>Noise</i>	<ul style="list-style-type: none"> <li>Both Councils noted that the proposal has the potential to generate additional noise impacts. Canterbury Bankstown Council recommended a noise management plan be submitted to Council prior to commencement of construction. Strathfield Council requested notification of construction works to residences which may be affected by excess construction noise.</li> <li>The Proponent submitted a Noise Impact Assessment (NIA) with the modification request which assessed construction and operational noise impacts.</li> <li>The NIA predicts construction noise under the worst case scenario may exceed recommended noise criteria at the closest residences (by up to 10 decibels). However, the construction noise levels would be significantly lower than predicted in the noise assessment for the original application.</li> <li>While the construction noise impacts exceed the recommended noise criteria, the construction noise would be limited in nature lasting approximately four months. Further, noise levels are likely to be lower than the worst-case scenario for most of the time as the construction activities and plant would not all be operating concurrently at all times.</li> <li>Further, the Department notes there are a suite of existing conditions which would appropriately mitigate and manage construction noise impacts associated with the proposal, including: <ul style="list-style-type: none"> <li>a requirement for a CNMP includes procedures for notifying surrounding residents of potentially noisy construction activities;</li> <li>monthly noise monitoring;</li> <li>a complaints register;</li> <li>earth mound noise barriers (which have now been constructed); and</li> <li>restrictions on construction hours providing respite periods for surrounding residents.</li> </ul> </li> <li>The Department has also recommended the approved CNMP be updated where necessary to take into account the additional works proposed under the modification. Subject to the existing and modified conditions, the Department is satisfied construction noise impacts would be appropriately mitigated and managed.</li> <li>In relation to operational noise, the NIA found the proposal would comply with the daytime and evening noise criteria set out in the existing approval. The proposal would not generate additional night time noise, as no changes to night time activities are proposed.</li> <li>The NIA finds that operational noise can be adequately managed through existing conditions of approval, including: <ul style="list-style-type: none"> <li>operational noise limits;</li> <li>noise monitoring;</li> <li>ability for the Department to require additional measures, where necessary; and</li> <li>an operational noise management plan (ONMP).</li> </ul> </li> </ul>	An amended condition is recommended requiring the CNMP to be updated to take into account the additional works proposed under this modification.

<b>Issue</b>	<b>Consideration</b>	<b>Recommendation</b>
	<ul style="list-style-type: none"> <li>The Department is satisfied the existing conditions and ONMP provide sufficient measures to mitigate and manage potential operational noise impacts arising from the modification.</li> </ul>	
<b>Construction Impacts</b>	<ul style="list-style-type: none"> <li>The Department has considered the potential construction impacts associated with the proposal and notes the existing approval contains a suite of conditions which would appropriately mitigate construction impacts, including requirements for a: <ul style="list-style-type: none"> <li>Construction Environmental Management Plan;</li> <li>Construction Traffic Management Plan and Protocol;</li> <li>Construction Noise Management Plan; and</li> <li>Construction Dust Management Protocol and Construction Dust monitoring.</li> </ul> </li> <li>Subject to these plans being updated, where necessary, to take into account the additional works proposed under this modification, the Department is satisfied there are appropriate safeguards in place to mitigate and manage potential construction impacts.</li> <li>The Department also notes the site is isolated from adjoining properties with the nearest residential premises being approximately 150 metres from the proposed rail siding works, therefore, the potential for adverse construction impacts external to the site is low.</li> </ul>	An amended condition is recommended, requiring environmental management plans to be updated as necessary to take into account the additional works proposed under this modification.
<b>Traffic Access</b>	<ul style="list-style-type: none"> <li>The proposal seeks approval to extend the rail way sidings to improve the operational efficiency of the Enfield intermodal terminal, which has an overall strategic aim of reducing truck movements on Sydney's roads.</li> <li>The extended rail sidings would not affect the approved operational maximum throughput of 300,000 TEUs per annum and therefore would not affect traffic movements previously assessed for the Enfield ILC.</li> <li>While the additional office floor space would accommodate 10 to 15 additional staff, the Proponent advises the total number of staff would be consistent with the number of employees considered in the original traffic impact assessment.</li> <li>The Department is therefore satisfied the proposed modification would not result in any material traffic impacts beyond those already assessed and approved. As such, the Department is satisfied an updated traffic study is not required.</li> <li>The Department is also satisfied that the site has sufficient capacity to accommodate car parking on site.</li> </ul>	No additional conditions or amendments necessary.
<b>Contamination</b>	<ul style="list-style-type: none"> <li>Excavation works are expected to disturb approximately 5,000 m<sup>2</sup> of earth as part of the proposal and there is potential that the soil will be contaminated.</li> <li>The Department notes that existing conditions of approval require contaminated areas to be remediated prior to the commencement of construction works in accordance with the <i>Remediation Action Plan</i> (RAP) approved under the original application.</li> <li>The conditions also require a Site Audit Statement to be prepared by a qualified NSW Auditor to certify that the land is suitable for its intended use prior to the commencement of operations.</li> <li>The Department is therefore satisfied the site would be appropriately remediated in accordance with the existing conditions of approval and the RAP.</li> </ul>	No additional conditions or amendments necessary.
<b>Light Spill</b>	<ul style="list-style-type: none"> <li>Strathfield Council raised concern about the potential impact of light spill on nearby residences during construction and operations of the intermodal logistics centre.</li> <li>The Department notes that while some lighting may be used during construction and the ongoing operation, the surrounding residents (east) are located more than 150m away from the location of the extended sidings.</li> <li>The Department also notes existing conditions require all external lighting to be screened and directed so not to create a nuisance to neighbours.</li> <li>The Department is therefore satisfied the modification would not result in adverse light spill impacts.</li> </ul>	No additional conditions or amendments necessary.
<b>Land Use</b>	<ul style="list-style-type: none"> <li>Strathfield Council raised a concern that the land adjacent to the new rail sidings should not be used for ILC operations such as container loading/unloading, and should be used as an empty container storage area as per the existing approval.</li> </ul>	No additional conditions or amendments necessary.

<i>Issue</i>	<i>Consideration</i>	<i>Recommendation</i>
	<ul style="list-style-type: none"> <li>The Proponent's RTS confirmed no change is proposed to the use of the site, other than a small reduction in the size of the empty container storage area to enable the rail siding to be extended.</li> </ul>	

## 8. CONCLUSION

The Department has assessed the modification application and supporting information in accordance with the relevant requirements of the EP&A Act. The Department's assessment concludes the proposed modification is appropriate on the basis that it would:

- complement the intermodal terminal by facilitating operational improvements which would support the overall strategic aim of the terminal to reduce truck movements on Sydney's roads.
- not result in any additional external traffic impacts on the surrounding road network above those already approved;
- not alter the noise impacts to the surrounding area beyond those already assessed and approved in the original Project Application; and
- not result in any other additional impacts on the surrounding area.

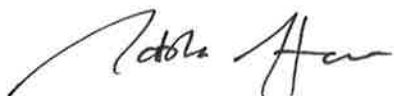
Consequently, it is recommended that the modification be approved subject to the recommended conditions.

## 9. RECOMMENDATION

It is **RECOMMENDED** that the Director, Modification Assessments, as delegate of the Minister for Planning:

- **considers** the findings and recommendations of this report;
- **approves** the application under section 75W, subject to conditions; and
- **signs** the notice of modification (**Appendix B**).

Prepared by:  
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**Modification Assessments**

 7/3/17

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**Modification Assessments**

## **APPENDIX A: NOTICE OF MODIFICATION**

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A copy of the notice of modification can be found on the Department's website at:

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8050](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8050)



## APPENDIX B: SUPPORTING INFORMATION

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The following supporting documents and supporting information to this assessment report can be found on the Department of Planning and Environment's website as follows:

1. Modification request

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8050](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8050)

2. Submissions

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8050](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8050)

3. Response to Submissions

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=8050](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8050)