

# Property

## Port finds right frog and toad

Tina Perinotto

Sydney will finally get its intermodal port at Enfield in Sydney's west and the green and golden bell frog will live.

Both these achievements were promised by the NSW government yesterday as it outlined the benefits of giving the go ahead to the inland "port" after a long-running battle with ecologists worried about biodiversity and local residents worried about greater traffic loads through their streets.

The property industry sang the praises of the decision because it signalled Sydney was fighting back in its battle with rivals Melbourne and Brisbane for logistics supremacy.

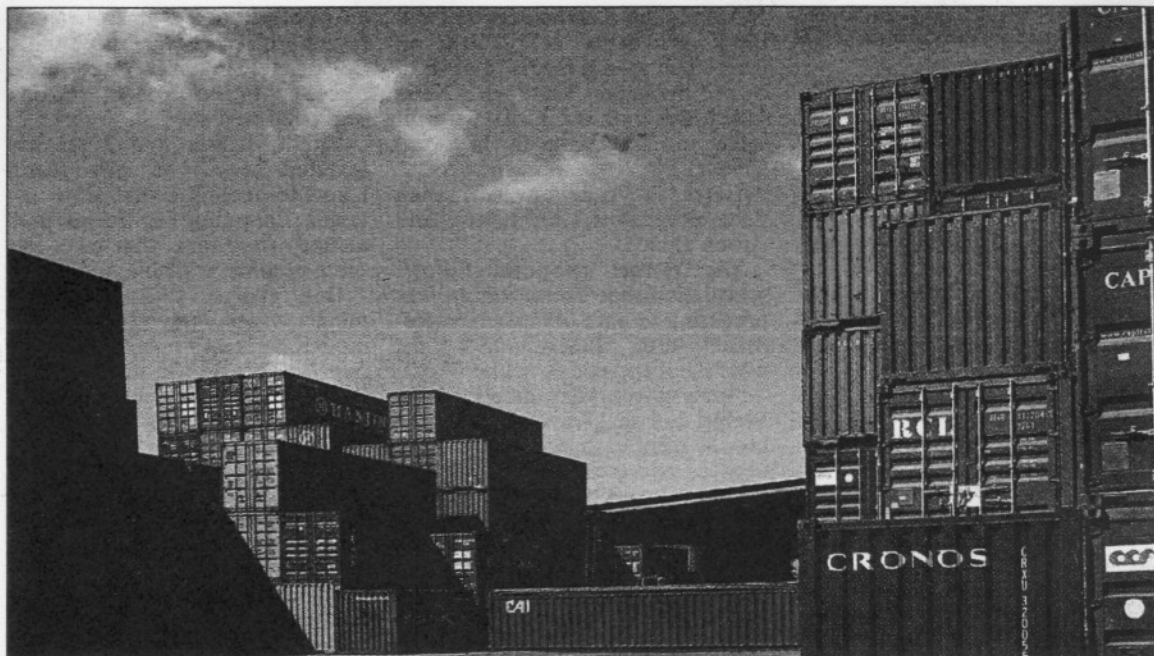
Approved yesterday was the \$150 million Enfield Intermodal Logistics Centre, with new railway lines, sidings, warehousing, container storage areas, light industrial and commercial area and a community and ecological area.

It would be part of a critical link with the expanded Port Botany and the southern Sydney freight-line project and was praised by industrial analysts.

CBRE director of research Kevin Stanley, said the Enfield project would improve freight handling capacity and gave a "new lifeblood to the industrial property".

"In the big picture scheme of things, the competition between Sydney Melbourne and Brisbane, it's a winback for Sydney.

"Brisbane and Melbourne had both scored points in recent times — Brisbane has been very aggressive in expanding its ports and Melbourne



Well contained . . . the Enfield project will improve Sydney's freight handling capability.

Photo: NIC WALSH

has its road network which is the envy of everyone in the country."

Mr Stanley said Sydney had been a "little slow" in joining the trend to maximise capacity in freight handling.

"This announcement is very good news," he said. "What you will find is that industrial property demand will follow."

CEO of the NSW Urban Taskforce, Aaron Gadiel, said the approval showed NSW was "serious about providing the infrastructure to accommodate this [freight] growth".

NSW Planning Minister, Frank

Sartor, said the Enfield Intermodal would eradicate up to 300 truck movements a day in the suburbs around Port Botany and help achieve the government's target of doubling the volume of cargo transported by rail to 40 per cent.

International container trade at Port Botany had grown by 12 per cent in the year to June 2007.

"However, the existing Sydney network is reaching capacity so now is the time to plan strategically for the most appropriate new intermodal sites," Mr Sartor said.

Among more than 85 conditions were that "rat-runs" through suburban streets at Greenacre be prevented; that \$1 million be provided to community works in Greenacre and South Strathfield and that habitat for the green and golden bell frog be assured.

The work would be funded by Sydney Ports in conjunction with the private sector in a deal being developed, after a report in June by the Sydney Freight Council of NSW urged the NSW government to give "integrated" support for the cargo hub