



# INNER WEST COUNCIL

18 November 2019

Jim Betts  
Secretary  
Department of Planning & Environment  
GPO Box 39  
Sydney NSW 2001

Attn: Lisa Mitchell

Dear Mr Betts

**Re: Botany Freight Rail Line - Submission on Environmental Impact Statement**

Council strongly supports the conversion of road freight to rail and commends the State Government in proposing measures that will assist in facilitating this, such as the duplication of the existing Botany Freight Line.

While Council is generally supportive of the duplication of the Botany Freight Line, particularly noting its potential to remove heavy vehicles crossing the Inner West LGA to access Port Botany, Council expresses the following concerns and requests that they be addressed prior to approval of the project.

**Area of influence of construction activity**

Concern is expressed that the EIS only addresses the impact of construction activity within the rail corridor and on feeder routes within the Bayside LGA. In raising this concern Council requests that analysis be carried out further afield to determine the likely approach and departure routes of construction traffic, particularly to the west and north-west (eg within the Inner West and the City of Sydney LGAs).

**Impact of increased rail movements**

While the transfer of freight from the road network to the rail network has potential to reduce heavy vehicle traffic in the Inner West, it will also result in a doubling of rail traffic on the freight line. The EIS shows little analysis of the implications of these increased rail movements, particularly on residential properties abutting the rail line. Consequently, it is requested that a more detailed analysis of this increased rail traffic be carried out and that this analysis include:

- noise and vibration;
- hours of operation;
- air quality, most notably dust and particular pollution;
- impact on public health;
- potential increases beyond that envisaged within the EIS timeframe.

In carrying out the above analysis it is requested that a series of ameliorating measures be proposed to assist in minimising the impact on affected premises. Further, it is suggested that a series of ongoing air quality and noise/vibration monitoring stations be established along the corridor.

**Increased heavy vehicle movements at Enfield intermodal facility**

It is requested that a more detailed analysis be provided examining the impacts of the likely increased heavy vehicle activity around the Enfield intermodal facility that will result from greater dependency on rail freight.

### **Opportunities to capitalise on reduced heavy vehicle activity**

In anticipating greater use of rail freight resulting from the duplication, it is hoped that there will be reduced heavy vehicle activity in the Inner West, City of Sydney and Bayside LGAs. Should this be the case, Council requests a commitment from the State Government to support measures for:

- increased traffic calming;
- improved pedestrian safety and amenity;
- enhanced local environments;
- improved active transport opportunities.

### **Opportunities for active transport improvements**

It is considered that any significant transport infrastructure projects should provide an integrated approach to transport provision, including the incorporation of active and sustainable into the scope of these projects.

In the case of the Botany Rail Duplication Project opportunities should be explored to provide both improved active transport within the rail corridor, and legible, user-friendly connections to adjacent active transport routes, including green grid connections. It is, therefore, requested that opportunities to establish active transport link within, and connecting to, the corridor should be provided within the scope and timeframe of the Botany Rail Duplication Project.

In particular, this project presents an opportunity to enable the proposed Alexandria Canal to Yarra Bay active transport and community access connection, as well as the potential to provide part of the Sydney Airport Active Transport Orbital.

Through the inclusion of key active transport links into the Botany Rail Duplication Project the State Government has the opportunity to integrate with active transport planning already underway, as part of the Sydney Gateway and WestConnex projects, and in so doing to accommodate existing and likely future demand by filling-in critical gaps in the active transport network. It is considered that integration of an in-corridor active transport route with other planned routes has the potential to provide the following enhanced connectivity;

- to, in and around Sydney Airport;
- between Sydenham Station to Sydney Airport, Port Botany, Matraville and Pagewood/Eastgardens;
- between Sydney's south-eastern suburbs and the South-West Metro's' active transport network and station access points;
- to the Cooks River Cycleway and Wolli Creek;
- to Rockdale, Brighton-le-sands and Sydney Park.

This would clearly demonstrate the State Government's commitment to a truly integrated, intermodal transport network while significantly increasing active transport accessibility to Sydney Airport.

Should you have any questions regarding this submission please contact Council's Strategic Transport Planner, Ken Welsh, on 9392 5731.

Yours sincerely



David Birds  
**Group Manager – Strategic Planning**