

#13

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Collector: Web Link 1 (Web Link)
Started: Thursday, August 12, 2021 11:04:25 AM
Last Modified: Thursday, August 12, 2021 12:16:22 PM
Time Spent: 01:11:57
IP Address: 203.0.27.128

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Q1

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Q2

Submissions may be made public (including full name, organisation name and postcode only). You can choose to publish your submission anonymously (using your postcode only). Please select from the options below:

My submission can be made public (with my full name, organisation name and postcode published)

Q3

What has been your experience with the retain and manage industrial lands policy?

Nil

Q4

What has been your experience with the review and manage industrial lands policy?

Nil

Q5

What suggestions would you make for industrial lands policy in the Greater Sydney Region Plan?

Industrial zoned lands deliver the supporting activities and infrastructure that allow the NSW economy to grow and which support the people and businesses of NSW eg: distribution centres, warehouses, cold stores, empty container parks, truck marshalling areas etc. Given NSW's population will continue to be densely concentrated in/around metropolitan Sydney, and with the rise of e-commerce (accelerated by COVID), sea port, freight and logistics businesses will increasingly require industrial lands close to population centres to meet customers' delivery expectations and reduce transportation and logistics costs.

For example, import / export volumes through Port Botany are expected to increase by approx. 4% per annum, requiring a proportionate increase in storage and logistics facilities near the sea port to accommodate this additional volume.

Therefore, as Greater Sydney grows, industrial lands need to be protected from rezoning and from non-industrial uses.

Q6

Are there any barriers to industrial lands fulfilling their functions?

Historically Sydney has seen a significant reduction in industrial lands, due to rezoning for residential and commercial uses, pushing industrial land users west and bringing residences closer to port, freight and logistics operations.

Reduced amount of freight and logistics land has resulted in: increased prices for the remaining freight and logistics land; increased road congestion; and goods being transported longer distances to and from warehouses that have relocated to Western Sydney.

Encroachment of residential and other sensitive uses on industrial lands has given rise to restrictions on supply chains including: curfews; truck limits; restricted roads; additional costly mitigation and management measures. These impact productive use of the land and add costs to businesses, which are borne by consumers.

Q7

From your perspective, what would be the most productive way to manage industrial lands? What are the opportunities to make industrial areas more productive?

Greater Sydney's freight task is forecast to more than double in the next 40 years. Therefore, supply of industrial land, close to population centres and separated from residences, is essential to manage the cost of moving freight and to increase efficiency and productivity while minimising traffic and amenity impacts.

Q8

Are there particular locations in Greater Sydney that are most appropriate to transition to alternative uses for industrial lands? Why?

Q9

Are you aware of any new types of industrial or urban services uses occurring in industrial areas?

Q10

Please provide any further comments below

Industrial zoned lands deliver the supporting activities and infrastructure that allow the NSW economy to grow and which support the people and businesses of NSW eg: distribution centres, warehouses, cold stores, empty container parks, truck marshalling areas etc.

Q11

Respondent skipped this question

Would you like to attach a document?
