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Page 1

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:

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Q3

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

Respondent skipped this question

Q4

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

Respondent skipped this question

Q5

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

Respondent skipped this question

Q6

Are there any barriers to industrial lands fulfilling their functions?

Respondent skipped this question

Q7

Respondent skipped this question

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

Q8

Respondent skipped this question

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

Q9

Respondent skipped this question

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

Q10

Respondent skipped this question

Please provide any further comments below

Q11

Would you like to attach a document?

Ports Australia Submission - 13 Aug 2021 - Greater Sydney Commission Industrial Lands Policy Review.pdf (194.7KB)



GREATER SYDNEY COMMISSION INDUSTRIAL LANDS POLICY REVIEW

Ports Australia is pleased to provide a submission to the Greater Sydney Commission to contribute to the Industrial Lands Policy Review. The importance of an appropriate approach to managing industrial land in the greater Sydney region to maximise long-term benefits to New South Wales is acknowledged. This submission seeks to support the Greater Sydney Commission in reviewing whether the current retain-and-manage approach to industrial and urban services land will achieve maximum long-term benefits.

Ports Australia is the peak industry body representing both publicly and privately owned port authorities and corporations across Australia. Ports Australia is governed by a Board of Directors comprising the Chief Executive Officers of 12 port corporations from across Australia.

The Australian ports are key infrastructure that allows for the movement of freight and passengers intrastate, interstate and internationally. Each state has a container port located near its main urban area to enable the import and export of critical resources and commodities in an efficient manner. These ports are part of an interconnected supply chain that relies on other transport modes and distribution centres to make freight transportation as timely and cost-effective as possible.

Whilst this review is New South Wales based, the concern of Ports Australia is increasing pressure nationwide to slowly reconsider the use of valuable industrial land for alternatives such as residential properties and the long-term negative consequences. As the supply chain is interconnected across Australia, the impact of not allocating or properly planning for industrial space in one jurisdiction could have consequential effects on the supply chain across the country.

A result of proper planning means that land use can be maximised for the long-term benefits of the state. Given the diversity and number of supply chain partners, the role of state governments in developing planning policy that positions the state well for its future freight needs, is significant. By doing so, positive social and economic outcomes may be realised for industry and individuals, and in turn the state economy.

The *National Urban Freight Planning Principles* developed by all levels of government along with industry detail the principles that should be adopted in urban freight planning. Importantly these consider that state and local governments have the primary role in transport and land use planning, that freight networks continue to evolve, and that industry engagement is necessary to properly



plan. Four of the seven principles directly address industrial land use planning approaches, and are listed below:

Principle 2. Safeguard the resilience of all major freight handling facilities and freight corridors within and between neighbouring jurisdictions, including local government areas.

Principle 3. Identify and plan areas for new freight facilities and freight intensive land uses.

Principle 4. Plan for efficient freight movements and complementary land uses around freight facilities and precincts, including intermodal terminals.

Principle 5. Promote building and precinct design and usage that takes into account freight needs.¹

As outlined in the principles above, urban land management approaches must identify current and plan for future industrial land needs, including freight corridors. The current retain-and-manage approach achieves this by locating the zones which are required to meet the freight needs of New South Wales either today or into the future; and conserving this land to ensure that the state is well placed for an effective supply chain going forward. Residential and commercial land management is also critical; however, it is fundamental that industrial land needed is prevented from encroachment. Without the retain-and-manage approach, residential and commercial areas, and state and local governments, could be negatively impacted in the long term. Such long-term impacts could be in the form of delays to and higher costs of freight transport; increased road congestion; increased disturbance in residential areas; increased interference to commercial areas; and additional costly mitigation and management measures which will likely be borne by customers, whether they be individuals or businesses.

It is imperative that all states and territory industrial land policies align with the *National Urban Freight Planning Principles*, and given the Greater Sydney freight task is forecast to more than double in the next 40 years, this is particularly important for New South Wales. In implementing a retain-and-manage approach, the New South Wales government has shown initiative and forward thinking for the most populous and urbanised city in Australia. Ports Australia recommends that this policy be preserved in order to best serve New South Wales going forward.

Significant attention to this review is required to ensure that an accurate evaluation of the current retain-and-manage approach is conducted; and that the most optimal approach to land management in the greater Sydney region is taken. It is imperative that this approach meets the needs of New South Wales industry and public now and into the future.

¹ National Freight and Supply Chain Strategy 2021.



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NSW Ports and the Australian Logistics Council hold similar perspectives to Ports Australia regarding the evaluation of the retain-and-manage approach, and Ports Australia expresses its support of the submissions made by these organisations.

Should any further information from a port industry perspective be required for this review, Ports Australia would be pleased to assist.



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REFERENCES

National Freight and Supply Chain Strategy 2021, *National Urban Freight Planning Principles*, Commonwealth of Australia, Canberra, viewed 09 August 2021, <<https://www.freightaustralia.gov.au/sites/default/files/documents/urban-freight-planning-principles.pdf> >.