

#29

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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:

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**Q3**

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

There have been ad hoc decisions in the last 15 years by the State Government in relation to spot rezoning of industrial lands located within the main freight corridors of Sydney. Many of these decisions have resulted in many industrial sites being rezoned to residential. High density areas in close vicinity to major industrial locations like the Botany Industrial Park and on major Dangerous Goods routes threaten the viability of industrial activities i.e. BATA site redevelopment by Meriton.

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**Q4**

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

Council has had limited experience in dealing with applications in the Port area, as the three Ports SEPP 2013 has a longer term influence over the industrial areas of the Randwick LGA since its inception.

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**Q5**

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

Be mindful of potential impacts between industrial areas and adjacent residential areas for impacts such as noise, air quality, traffic and hazards/ risks associated with the transport of dangerous goods.

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**Q6**

Are there any barriers to industrial lands fulfilling their functions?

Access to and from these lands for required vehicles, contamination/acid sulphate soil status and flood prone land controls relevant to many of these sites that may restrict or limit development potential. Landuse conflict between these lands and adjacent residential areas that may cause a large number of complaints may impact on hours of operation, vehicle movements and operational capacity. There needs to be robust data collection and monitoring of industrial uses and trends to better understand and to inform planning policy.

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**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?

Maintain a buffer area around these areas where only light industry can occupy to minimise impacts on surrounding residential areas. Ensure sensitive land uses such as childcare centres and schools are not located close to these industrial sites. Ensure adequate road and rail access to these sites to minimise truck movements through residential areas and their way to and from these sites. Ensure that careful consideration is given to expanding the range of land uses within industrial areas which may potentially threaten long term viability of industrial land and drive up the cost of land. Consider planning incentives for industrial uses in suitable locations particularly in inner city areas.

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**Q8**

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

Areas close to ports, freight handling and intermodal facilities where there is existing services and provisions for industry. Sites close to the relevant consumer demand should also be considered to reduce transportation costs and impacts associated with transporting material to and from these sites.

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**Q9**

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

Lots of industries and warehousing are offering a click and collect service from their factory to minimise postage costs . Hence many factories/industries provides a commercial shop front of sorts for these predominantly online sales, so access, parking and safety considerations form these online sales need to be considered for redeveloped industrial sites.

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**Q10**

Please provide any further comments below

This policy needs to be consistent with other related policy like the three Ports Sepp and Parramatta Road Corridor Urban Transformation Strategy to ensure that important industrial lands are retained and improved in line with current trends and not rezoned for residential.

Deep landscape setback to minimise visual impacts of these developments on adjacent lands should be considered as a mandatory requirement.

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**Q11**

**Respondent skipped this question**

Would you like to attach a document?

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