

## #2

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Friday, July 23, 2021 3:34:26 PM  
**Last Modified:** Friday, July 23, 2021 3:38:35 PM  
**Time Spent:** 00:04:08  
**IP Address:** 125.209.164.248

---

Page 1

## Q1

## Contact Details

Name	<b>Ted Plummer</b>
Organisation	<b>Sydney Airport</b>
Post Code (Organisation)	<b>2020</b>
Email Address	<b>ted.plummer@syd.com.au</b>

---

## 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 land policy?

Sydney Airport's experience is that the two key councils adjoining the airport site – Bayside Council and Inner West Council – have taken the 'retain and manage' industrial land policy as articulated in the Eastern City District Plan seriously. We understand that several planning proposals that would have conflicted with the policy have not progressed.

Bayside Council's and Inner West Council's Local Strategic Planning Statements both include strong statements to support 'retain and manage'. Bayside is also proposing to include a specific aim within its new consolidated local environmental plan to support the protection of industrially zoned employment lands.

The importance of retaining this land has also been continually highlighted through many strategic state government plans and reports, including most recently by the NSW Productivity Commission's Productivity White Paper which stated:

"there are strong grounds for land to be retained against encroachment from competing and incompatible uses. The Sydney Airport and Port Botany facilities, for example, will serve the State's growing freight task, which is projected to increase from 443 Mt per year in 2018 to 569 Mt per year in 2038 (INNSW SIS, 2018). Industrial lands in and around these logistical hubs:

- serve the supply chain for import/export activities
  - provide contingency for potential future needs of the Port-Botany/Sydney Airport precinct
  - act as a buffer against land uses likely to conflict with heavy industrial and waterfront activities, especially residential."
-

#### Q4

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

Not applicable to the Eastern City District in areas close to Sydney Airport.

---

#### Q5

What does your organisation value about locations for industrial and urban services? Are there particular industrial lands or parts of Greater Sydney that are most important from your organisation's perspective?

Sydney Airport's Australian Government-approved Master Plan 2039 shows that, over the next 20-years and beyond, the number of airline passengers, aircraft movements and the volume of airfreight passing through Sydney Airport is forecast to grow considerably.

Such growth in aviation activity will in turn drive increased demand for a range of airport and aviation support-related land uses, including (but not limited to): airfreight and logistics centres and warehousing; maintenance facilities; flight training facilities; flight catering facilities; and car rental facilities.

While many of these facilities and land uses can and will in future be accommodated on the Sydney Airport site, it is inevitable that some will need to be located in areas outside of and in close proximity to the airport. This is especially relevant given Sydney Airport itself is only 907 hectares in area. This relatively small area can be compared to larger Australian airports such as Brisbane Airport (2,700 hectares), Melbourne Airport (2,633 hectares), Perth Airport (2,105 hectares) and the proposed Western Sydney Airport (1,780 hectares).

In terms of the future demand for land outside the airport boundary on which airfreight and logistics centres and warehousing will need to be located, one of the key demand drivers for such land is eCommerce-related airfreight. The volume of this high value airfreight passing through Sydney Airport – and it does so 24-hours a day – has grown considerably in just the last several years and is expected to continue to grow strongly. Growth has accelerated during the COVID-19 global pandemic.

---

#### Q6

To what extent are your operations constrained to industrial zoned land? Why?

The airport site itself is located on Australian Government land, and NSW planning laws do not apply to the site. Land use and zoning decisions are made in the context of the airport master planning process, as outlined in the Airports Act 1996.

As noted above, a wide range of airport and aviation-support related land uses can and do occur on the airport site itself. However, to facilitate future growth it is considered vital that appropriately zoned land in the vicinity of the airport continues to be zoned to allow such uses which is in the purview of the state.

---

#### Q7

To what extent are your operations constrained to your current location? Why?

The Sydney Airport site is fixed in its current location. It is also almost entirely encircled by waterways, including (clockwise), the Engine Ponds, Mill Stream, Botany Bay, Cooks River, and Alexandra Canal, limiting expansion and connectivity opportunities.

---

### Q8

Is the current supply and distribution of industrial areas suited to your organisation's needs? Are there locations where more industrial land is needed? Locations where less is needed?

Given the significant historical loss of airport and port-related employment lands over the last several decades, it's vitally important that what remains is protected, which is why we support the 'retain and manage' policy for industrially zoned employment lands in the vicinity of the airport and port. Protecting this land will facilitate growth at both the airport and port, which collectively generate or facilitate around 10 percent of NSW Gross State Product. This is especially important for the airport, given its relatively small land area.

---

### Q9

From your organisation's perspective, what would be the most productive way of managing industrial lands? What are the opportunities to make industrial areas more productive?

A productive way of managing industrial land would be to identify and designate specific lands for 'gateway' aviation and maritime uses. Such lands would be identified by its proximity and connectivity to the airport and/or port. To encourage innovative uses, economic (or other) incentives based on the productivity, technology, access and sustainability of the gateway zones may be offered. This may drive the integration of primary gateway industries up the value chain through vertical integration of related land uses. Provided land transport connectivity is upgraded, this may allow the consolidation of remote secondary land uses onto a single site.

---

### Q10

From your organisation's perspective, what are major barriers to the functioning of industrial lands? Are there any opportunities to improve their use?

It is important that the land use table for any industrially zoned areas include the full range of airport and aviation support related land uses as related permissible uses.

---

### Q11

From your organisation's perspective, are some industrial areas considered to have greater value than other industrial areas? If so, why?

Industrial areas in close proximity to or adjoining the airport site (such as Cooks Cove) would potentially be of greater value to the airport. This is due to the time-sensitivity of certain airport operations such as freight and logistics. Further, for adjoining lands, direct secure 'airside' land increased airport operational productivity and reduces the demand and risks of utilising public roads. However, even areas in the Eastern City District that are more distant from the airport are important to retain because should they be converted to residential or mixed use, the value of industrial land that remains would simply be inflated.

---

**Q12**

From your organisation's perspective, what would be the effect of broadening the allowable/permissible uses in industrial zones, or even rezoning the land to allow residential or retail uses?

Broadening the allowable/permissible uses within industrial zones to include all relevant airport and aviation-related land uses would be supported.

However, conversion of such zones to residential and/or retail and non-airport industrial uses are opposed, as that land could no longer be used for airport and port employment related purposes. Rezoning to residential also risks creating dense residential populations in areas affected by aircraft noise, thus increasing pressure on governments to further tighten airport operating restrictions. Incompatible land uses will increase road congestion and result in loss of productivity and increased journey times for all users.

---

**Q13**

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

The 'retain and manage' policy for the Eastern City District, and certainly in the vicinity of the airport and port, should remain.

Industrial land zonings in the vicinity of the airport should include as permissible uses all relevant airport and aviation support related land uses.

The NSW Productivity Commissioner itself recently highlighted the specific needs of the airport and port in the NSW Productivity Commission White Paper 2021: Rebooting the economy (the White Paper).

When distinguishing industrial and urban services land in suburbs like Artarmon from those around the port and airport, the White Paper says that:

...there are strong grounds for land to be retained against encroachment from competing and incompatible uses. The Sydney Airport and Port Botany facilities, for example, will serve the State's growing freight task, which is projected to increase from 443 Mt per year in 2018 to 569 Mt per year in 2038 (INSW SIS, 2018). Industrial lands in and around these logistical hubs:

- serve the supply chain for import/export activities
  - provide contingency for potential future needs of the Port-Botany/Sydney Airport precinct
  - act as a buffer against land uses likely to conflict with heavy industrial and waterfront activities, especially residential.
- 

**Q14**

**Respondent skipped this question**

Please provide any further comments below

---

**Q15**

**Respondent skipped this question**

Would you like to attach a document?

---