

GSC Sydney East Rev Draft -references Port Botany - 30

<https://gsc-public-1.s3-ap-southeast-2.amazonaws.com/s3fs-public/draft-eastern-city-district-plan.pdf>

Pages

6.

The District's freight routes, particularly from Australia's international gateways of Sydney Airport and Port Botany, will be protected to improve the efficiency of international trade. Industrial and urban services land will be protected from residential encroachment.

13.

Map - no T3 – shows former Botany Beach

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Map - no T3 – shows former Botany Beach

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Map - no T3 – shows former Botany Beach

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Map - no T3 – shows former Botany Beach

39.

urban renewal opportunities that leverage potential future mass transit to Malabar, Maroubra, La Perouse and Port Botany.

41

Map - no T3 – shows former Botany Beach

47

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50.

Eastern City District has the highest proportion of knowledge and professional services workers in Greater Sydney. Approximately 62 per cent of the population have achieved a tertiary qualification, one of the highest proportions in Greater Sydney.¹⁰ It also has the largest number of start-ups attracted to locations like Pyrmont, Ultimo, Surry Hills, Redfern, Port Botany and Sydney Airport.

51

A further 20 per cent of jobs are within the trade gateways and strategic centres of Port Botany, Sydney Airport, Burwood, Bondi Junction, Eastgardens-Maroubra Junction, Green Square-Mascot, Randwick and Rhodes (refer to Figures 16 and 17).¹¹

Map - no T3 – shows former Botany Beach

53

Eastern Economic Corridor The Eastern Economic Corridor stretches from Macquarie Park, Chatswood, St Leonards and the Harbour CBD to Green Square and the international trade and tourism gateways of Sydney Airport and Port Botany. Its connection to an efficient and reliable public transport network that provides unprecedented access to jobs and services is the Corridor's primary competitive advantage.

Planning Priority E9 Growing international trade gateways In giving effect to the draft Greater Sydney Region Plan, this Planning Priority delivers on Objective 16: Freight and logistics network is competitive and efficient and their corresponding strategies. Port Botany and Sydney Airport are trade gateways for the CBD and the nation. They play a major role in supporting the Harbour CBD and the Eastern Economic Corridor. They generate significant opportunities for employment and industry, and they distribute business resources and freight across Greater Sydney, regional NSW and all other states. These essential economic gateways, their supporting industrial precincts and essential transport connections and corridors must therefore be protected and given the support required for growth.....

Port Botany and Sydney Airport will to grow significantly – with the container traffic at Port Botany projected to grow from 2.4 million to 8.4 million containers by 2050 and passenger trips at Sydney Airport forecast to grow from 39 million to 74 million passengers by 2033.



Port Botany

Port Botany contains one of Australia's major land and sea freight gateways and is Australia's second largest container port. The precinct distributes import trade across Australia and provides local producers with access to world markets.

Sydney Airport

Sydney Airport is a major freight, business and tourism gateway for the Harbour CBD and the nation. It contains Sydney's existing domestic and international air terminals, and is located approximately six kilometres from the Harbour CBD. It maintains an aviation air services base.

Port Botany Port Botany contains one of Australia’s major land and sea freight gateways and is Australia’s second largest container port. The precinct distributes import trade across Australia and provides local producers with access to world markets. The industrial-zoned precincts within the port provide jobs mainly in transport, postal and warehousing, manufacturing and wholesale trade sectors. The freight and container handling function of surrounding industrial zoned land is being eroded through subdivision of blocks to less than two hectares, residential encroachment and an increasing share of knowledge-intensive jobs. This encroachment undermines the economic strength of the precinct. **Strong protection and planning for port growth and change is required to stem this loss. The NSW Department of Planning and Environment is reviewing planning controls for land surrounding Port Botany to enable continued operation and to minimise conflicts with sensitive land uses. In addition, improved planning for buffer zones around the precinct is required.**

 Actions	Responsibility
<p>29. Manage the interfaces of industrial areas, trade gateways and intermodal facilities by:</p> <p>Land use activities</p> <ul style="list-style-type: none"> a. providing buffer areas to nearby activities, such as residential uses, that are sensitive to emissions from 24-hour port and freight functions b. protecting industrial lands for port, intermodal and logistics uses from the encroachment of commercial, residential and other non-compatible uses which would adversely affect industry viability to facilitate ongoing operation and long-term growth c. requiring sensitive developments within influence of port and airport operations to implement measures that reduce amenity impacts d. improving communication of current and future noise conditions around Port Botany, airports, surrounding road and rail networks, intermodals and supporting private lands e. improving the capacity of existing stakeholders to implement existing planning noise standards for incoming sensitive developments f. protecting prescribed airspace from inappropriate development, for example, height of building controls that would allow buildings to penetrate prescribed airspace and reducing the capacity of existing airport operations g. identifying and preserving land for future port and airport, intermodal and rail infrastructure h. accommodating advanced manufacturing where appropriate by zoning that reflects emerging development models <p>Transport operations</p> <ul style="list-style-type: none"> i. providing the required commercial and passenger vehicle, and freight and passenger rail access j. preventing uses that generate additional private vehicle traffic on roads that service Port Botany and Sydney Airport such as large-scale car-based retail and high density residential, to reduce conflicts with large dangerous goods vehicles (for example, Foreshore Road and Denison Street, Banksmeadow). 	<p>Councils, other planning authorities, State agencies and State-owned corporations</p>
<p>30. Protect and grow the trade gateways by:</p> <p>Port Botany</p> <ul style="list-style-type: none"> a. retaining and protecting industrial zoned land in and near Port Botany Precinct b. protecting Port Botany's function as an international gateway for freight and logistics and supporting port-related land uses and infrastructure in the area around the port c. supporting the land use needs of freight movement to increase the proportion of container freight transported by rail d. investigating a corridor for an enhanced road link from Port Botany to WestConnex e. investigating duplication of Port Botany freight line f. improving management of land use conflicts g. managing the biosecurity risk for primary industries h. creating safe cycling and walking connections. <p>Sydney Airport</p> <ul style="list-style-type: none"> i. identifying and protecting strategically important industrial and urban services land in and near Sydney Airport Precinct j. protecting Sydney Airport's function as an international gateway for passengers and freight, and supporting airport-related land uses and infrastructure in the area around the Airport k. investigating a corridor for an enhanced road link from Sydney Airport to WestConnex l. managing the biosecurity risk for primary industries m. providing safe cycling and walking connections, particularly to Mascot station. 	<p>Bayside Council, Council of the City of Sydney, Randwick City Council, Inner West Council, other planning authorities and State agencies</p> <p>Bayside Council, Council of the City of Sydney, Randwick City Council, Inner West Council and other planning authorities and State agencies</p>

Freight movements Port Botany is the freight hub for the State and is a major focus of the NSW freight network. Freight moves between the gateways of Sydney Airport and Port Botany to Sydenham, the Cooks River Intermodal Terminal, the Enfield Intermodal Logistics Centre and Glebe Island-White Bay. In addition, the Eastern City District has the highest concentration of parcel deliveries across Greater Sydney. The Sydney Airport curfew and the consequent timing of parcel deliveries and collections often coincides with the morning and evening peaks, intensifying peak traffic congestion.

Freight-related initiatives include:

- NSW Cargo Movement Coordination Centre
- WestConnex
- Port Botany Rail Line duplication
- Sydney Airport road upgrades.
- Western Harbour Tunnel & Beaches Link.

As the Eastern City District grows, the need for freight movements, particularly delivery vehicles, will rise. Freight movements can have negative impacts on the amenity of neighbourhoods, such as noise and additional congestion on roads, particularly during the morning peak. Freight movements outside of peak times can help reduce congestion, greenhouse gas emissions and freight costs. The planning and design of communities should take a balanced approach to minimising the negative impacts of freight movements, and support more efficient freight movements. This could include considering how development addresses busy roads, the siting of loading docks and how more freight movements can take place out of peak hours.

 Actions	Responsibility
31. Integrate land use and transport plans to deliver the 30-minute city.	Councils, other planning authorities and State agencies
32. Investigate, plan and protect future transport and infrastructure corridors.	Councils, other planning authorities and State agencies
33. Support innovative approaches to the operation of business, educational and institutional establishments to improve the performance of the transport network.	Councils, other planning authorities and State agencies
34. Optimise the efficiency and effectiveness of the freight handling and logistics network by: <ol style="list-style-type: none"> a. protecting current and future freight corridors b. balancing the need to minimise negative impacts of freight movements on urban amenity with the need to support efficient freight movements and deliveries c. identifying and protecting key freight routes d. limiting incompatible uses in areas expected to have intense freight activity. 	Councils, other planning authorities, State agencies and State-owned corporations
35. Plan for urban development, new centres, better places and employment uses that are integrated with, and optimise opportunities of, the public value and use of Sydney Metro City and South West, CBD and Southeast Light Rail, and Westconnex as well as other city shaping projects.	Councils, other planning authorities and State agencies
36. Investigate and plan for the land use implications of potential long-term transport connections.	Councils, other planning authorities and State agencies

Green Square-Mascot is a significant centre for the District and a supporting centre for the nearby Harbour CBD, Port Botany and Sydney Airport. It is undergoing major urban renewal from a predominantly industrial area to one of increased residential use. The commercial office market has reduced from 400,000 to 200,000 square metres since 2014.²⁷ The centre has low tenant turnover, reflective of affordable rents and access to other major centres. The centre would benefit from improved links to address growing congestion and to improve access to Sydney Airport and Port Botany and to other employment centres.

Industrial and urban services land in the Eastern City District provides cost competitive and welllocated land for industries and services that support businesses in the Harbour CBD, other centres and Greater Sydney's two existing international trade gateways of Port Botany and Sydney Airport.

Table 4: Eastern City District ten largest industrial and urban services precincts

Precinct	LGA	Undeveloped Land (ha)	Developed Land (ha)	Total (ha)	Total employment	GDP (\$m 2015)	GDP/sqm (developed land)
Banksmeadow	Bayside	12	213	225	5,603	719	351
Port Botany	Randwick	0	204	204	3,955	498	244
South Strathfield /Enfield	Strathfield	18	157	175	4,061	490	319
Alexandria	Sydney	7	146	152	14,790	1846	1,338
Port Botany	Bayside	0	109	109	5,608	688	634
Mascot	Bayside	2	73	75	20,055	2472	3,359
Bays Precinct	Inner West	3	68	71	964	119	174
Marrickville	Inner West	1	66	67	5,615	686	1,048
Botany	Bayside	0	66	66	7,692	995	1,507
Flemington	Strathfield	0	54	54	2,280	318	595

Source: NSW Department of Planning and Environment, *Employment Lands Development Program 2015 Report (ELDP 2015 Report)*, NSW Government, Sydney. Note: Figures are rounded to the nearest whole number



Industrial land supply The Eastern City District has 1,450 hectares of industrial and urban services land, spread over 58 separate precincts (refer to Figure 23).²⁹ This represents 11 per cent of Greater Sydney’s total stock of industrial and urban services land. About three per cent (45 hectares) is undeveloped, and the District has record low vacancy rates of four per cent, indicating strong demand for this land. This land contributed approximately \$15.4 billion or six per cent to NSW Gross Domestic Product in 2015.³⁰ It also accommodated approximately 123,000 jobs (15 per cent of jobs) in the District.³¹ The largest industrial and urban services precincts in the Eastern City District are listed in Table 4. These precincts are clustered around the trade gateways of Port Botany and Sydney Airport/Mascot, with large tracts at South Strathfield/Enfield and Alexandria. The remaining precincts in the District, while relatively small, account for approximately 32 per cent of the total industrial and urban land are essential areas for the location of urban services growth. Outside the Harbour CBD, Mascot, Alexandria and Botany are the most significant employment precincts in the District in terms of job generation. Managing industrial and urban services land While industrial activity and urban services remain important, the nature of this economic sector is changing, with emerging technologies and new industries with different requirements. Industrial land is evolving from traditional industrial and manufacturing lands, and freight and logistics hubs, into complex employment lands. This trend is consistent with other parts of Greater Sydney, particularly east of Parramatta. The District is home to one of Australia’s busiest container terminals which is forecast to grow from the current annual container volume of 2.4 million to 8 million. It also contains half of Greater Sydney’s existing container intermodal facilities, a freight rail network and extensive private lands that support import and export activities. For these logistics industries to thrive, and for Greater Sydney to be a primary choice for national and international logistics businesses, access to sites over two hectares is essential.

87

Industrial and urban services land in the Eastern City District is highly constrained due to the development of residential dwellings and large-scale retail, which are higher-return land uses, and the lack of opportunities for new supply. There is strong competition for space from non-urban services industries that seek proximity to Sydney Airport, Port Botany, the Harbour CBD and health and education precincts. While these businesses must be supported in a service-oriented modern economy, capacity for industrial and essential urban services must continue to be protected. Therefore existing industrial and urban services land needs to be protected from conversion to residential and mixed use development and must be managed to accommodate businesses supporting the local economy and serving the local population.

 Actions	Responsibility
50. Manage industrial land in the Eastern City District by protecting all industrial zoned land from conversion to residential development, including conversion to mixed use zones.	Councils and other planning authorities
51. Facilitate the contemporary adaptation of industrial and warehouse buildings through increased floor to ceiling heights.	Councils and other planning authorities

93

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105

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