

Attachment 6 – Industrial Lands Strategic Assessment Checklist for rezoning of existing industrial land to other uses

Strategic Assessment Checklist	Response
<i>Is the proposed rezoning consistent with State and/or council strategies on the future role of industrial lands?</i>	The <i>Metropolitan Plan for Sydney 2036</i>; draft <i>Metropolitan Strategy for Sydney to 2031</i>; and draft <i>East Subregional Strategy</i> identifies the subject precinct as “employment land”. The proposed rezoning will not result in the reduction of employment land within the Sydney Airport & Environs Specialised Centre or the Botany Bay LGA. Council engaged SGS Economics & Planning to provide advice on the employment lands around the Hale Street extension. The SGS report, <i>Botany Bay Employment Land: Employment Generation Assessment</i> dated May 2010, indicates that office uses “generate the most employment with a potential for 548 jobs should 100 per cent of the site be used ... Industrial land uses have a lower jobs generation however within these Local Light Industrial provides the most jobs”. Based on the finding, the proposed rezoning is likely to generate additional employment opportunities within the precinct and Botany Bay LGA and contribute to the employment capacity target identified by the <i>draft Metropolitan Plan for Sydney to 2031</i> and draft <i>East Subregional Strategy</i>. Hence, the proposed rezoning is not inconsistent with State and/or council strategies. Note: <i>Clause 21 of the SEPP (Port Botany and Port Kembla) 2013 enables business and office premises only if it is “associated with and ancillary to port facilities or industrial uses of land”. This severely restricts the future development and employment opportunities of the precinct.</i>

<i>Is the site:</i> • <i>Near or within direct access to key economic infrastructure?</i> • <i>Contributing to a significant industry cluster</i>	The subject precinct is located adjacent to the Sydney Airport (i.e. Mill Pond) and approximately 1.7km from Port Botany. The precinct is located behind Southern and Western Suburbs Ocean Outfall (SWSOOS) with no direct access to General Holmes Drive, Foreshore Road or Hale Street. Hale Street can be accessed via Chegwyn Street and Underwood Avenue; however, these local streets are not designed to accommodate heavy truck movement. In addition, no truck over 12.5m is permitted on Botany Road between Hale Street and Mill Poind Road, Botany The precinct consists of 17 lots and has an area of approximately 2.66ha. Based on Council's landuse survey, the precinct consists variety of land uses such as freight transport facilities; vehicle body repair workshops; landscaping material supplies; and residential. There are no established land uses/patterns within the precinct. The majority of these uses do not associate with the Port Botany and Sydney Airport. The rezoning will consolidate the B7 zone along Bay Street, McFall Street, Underwood Avenue, Erith and Byrnes Street and to create a strong commercial/light industrial cluster for the precinct.
<i>How would the proposed rezoning impact the industrial land stocks in the subregion or region and the ability to meet future demand for industrial land activity?</i>	Under the <i>Botany Bay Local Environmental Plan 2013</i>, a total of 350.25 hectares (or 18.4%) of the Botany Bay LGA is zoned for industrial purposes. This represents an increase in industrial zoned land of 8.44 hectares compare to the <i>Botany Local Environmental Plan 1995</i>. The precinct consists of 17 properties and has an area of approximately 2.55ha. This represents a reduction of 0.73% of general industrial zoned land for the Botany Bay LGA. Besides that, the B7 zone enables light industrial uses within the subject precinct. Hence, the proposed rezoning does not technical reduces the amount industrial zoned land within the LGA. Based on Council's land use survey, the

	precinct fails to attract many “port-related industrial or uses” since the gazettal of the <i>SEPP (Port Botany and Port Kembla) 2013</i> (formerly known as <i>SEPP (Major Development) 2005 – Three Ports</i>). This is mainly due to the constraint of the precinct (i.e. smaller lots size, fragmented landownership, and inadequate infrastructure) which prevents the area from appropriately cater for “port-related industrial” uses and associated large articulated vehicle. Hence, it is unlikely the precinct will be able to accomplish the visions and objectives of the <i>SEPP (Port Botany and Port Kembla) 2013</i> or have the ability to meet future demand for industrial land activity. As illustrated above, the rezoning will have minimal impacts on the industrial land stock in the subregion or region.
<i>How would the proposed rezoning impact on the achievement of the subregion/region and LGA employment capacity targets and employment objectives?</i>	As part of the comprehensive LEP process, Botany Bay Council has ensured sufficient zones are being zoned for employment purposes and achieve the employment targets contained the draft East Subregional Strategy. As discussed above, the planning proposal will not result in the reduction of employment land within Sydney Airport & Environs Specialised Centre or the Botany Bay LGA. Clause 21 of the <i>SEPP (Port Botany and Port Kembla) 2013</i> restricts the business and office premises only if it is “associated with and ancillary to port facilities or industrial uses of land”. This severely restricts the future development and employment opportunities of the precinct. Council engaged SGS Economics & Planning to provide advice on the employment lands around the Hale Street extension. The SGS report, <i>Botany Bay Employment Land: Employment Generation Assessment</i> dated May 2010, indicates that office uses “generate the most employment with a potential for 548 jobs should 100 per cent of the site be used ... Industrial land uses have a lower jobs generation however within these Local Light Industrial provides the most jobs”. Based on the finding, the proposed rezoning is likely to generate more

	employment opportunities within the precinct and Botany Bay LGA and contribute to the employment capacity target identified by the <i>draft Metropolitan Plan for Sydney to 2031</i> and <i>East Subregional Strategy</i> .
<i>Is there a compelling argument that the industrial land cannot be used for an industrial purpose now or in the foreseeable future and what opportunities may exist to redevelop the land to support new forms of industrial land uses such as high-tech or creative industries?</i>	In 2005, the State Government introduces <i>SEPP (Major Development) 2005 – Three Ports</i> for the protection of industrial land around Port Botany. According to Council's land use survey, the precinct fails to attract many “port-related industrial or uses” since the gazettal of the <i>SEPP (Port Botany and Port Kembla) 2013</i> (formerly known as <i>SEPP (Major Development) 2005 – Three Ports</i>). This is mainly due to the constraint of the precinct (i.e. smaller lots size, fragmented landownership, and inadequate infrastructure) which prevents the area from appropriately cater for “port-related industrial” uses and associated large articulated vehicle. This access issue will also limit the type of industrial uses that would be able to function in this area. Hence, it is unlikely the precinct will be able to accomplish the visions and objectives of the <i>SEPP (Port Botany and Port Kembla) 2013</i> or have the ability to meet future demand for industrial land activity. Council proposes to rezone the site to B7 – Business Park zone under the <i>BBLEP 2013</i>. The aims of the zone is to provide a range of office and light industrial uses; encourage employment opportunities; enable other land uses that provide facilities or services to meet the day to day needs of workers in the area; and encourage uses in the arts, technology, production and design sectors. The proposed zone will facilitate high-tech and creative industries in the Botany LGA and the subregion.
<i>Is the site critical to meeting the need for land for an alternative purpose identified in other NSW Government or endorsed council planning strategies?</i>	The subject precinct has not been identified for an alternative purpose in NSW Government or endorsed council planning strategies.