

| Strategic Assessment Checklist                                                                                                 | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| <p><i>Is the proposed rezoning consistent with State and/or council strategies on the future role of industrial lands?</i></p> | <p><i>A Plan for Growing Sydney</i> and draft <i>East Subregional Strategy</i> identifies the subject site as “industrial land” and “Botany employment land”.</p> <p>The proposed rezoning will not result in the reduction of industrial and employment land within the Port Botany and Environs Specialised Centre or the Botany Bay LGA as the proposed B4 zone still enables light and home industries; business premises, office and retail premises on the subject site. The suitability of the future uses will be considered by council during the development application stage.</p> <p>Even though the subject site is identified as industrial zoned land in <i>A Plan for Growing Sydney</i> and draft <i>East Subregional Strategy</i>, the subject site is zoned as B7 – Business Park in the BBLEP 2013 which prohibits “general industrial” and “heavy industrial” on the subject site. Hence, there is an inconsistency between the State strategies and council’s LEP.</p> <p>Furthermore, the area is dominated by non port-related purposes such as residential premise, vehicle body repair stations, vehicle body repair station and general industry. It should be noted that general industrial is prohibited in the B4 and B7 zone and the existing general industrial uses rely on existing use right for the continue operation of the premises.</p> <p>The site subject to the rezoning is currently used as a vehicle hire premise and commercial laundry premises and have no association with Port Botany or high-technology/light industry as permitted in the B4 and B7 zones .</p> <p>The majority of the port-related uses are located within the IN1 – General Industrial zone under <i>State Environmental Planning Policy (Three Ports) 2013</i>.</p> <p>Hence, the planning proposal is not inconsistent with relevant State and council strategies.</p> |

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| <p><i>Is the site:</i></p> <ul style="list-style-type: none"> <li>• <i>Near or within direct access to key economic infrastructure?</i></li> <li>• <i>Contributing to a significant industry cluster</i></li> </ul> | <p>The subject site is located approximately 3.1km from Port Botany.</p> <p>Vehicles over 12.5m are prohibited to travel on Botany Road between Mill Pond Road and Hill Street. The intent of the restriction is to protect the amenity of the Botany and Banksmeadow area. The enforcement of industrial uses on the subject site will adversely impact on the R2 – Low Density Residential zone located on the southern side of Botany Road and contrary to the intent of the buffer zone recommended in <i>Botany South Industry Study</i>.</p> <p>Council has engaged SMEC to assess the existing road capacity and carry out an independent traffic modelling review study to the Botany area (taken into account future major developments within the Botany area).</p> <p>According to the study, the existing right turn bay on Botany Road (at the Botany Road/Foreshore Road/ Penrhyn Road intersection) northern approach exceeds capacity. It is forecasted that the Botany Road/Foreshore Road/Penrhyn Road intersections would have <i>“satisfactory overall performance (in 2024) but it would still have critical movements which operate with capacity issues and would require upgrade work”</i>. Foreshore Road and Botany Road are classified roads. Therefore, RMS is the responsible for the upgrading of the intersection.</p> <p>“Heavy industrial” and “general industrial” uses are currently prohibited for B4 and B7 zones.</p> <p>Based on Council's landuse survey, the precinct consists of variety of land uses such as residential premises; vehicle body repair workshops; vehicle repair staion, general industrial and landscaping material supplies. There are no established land uses/patterns within the precinct. Many of the existing general industrial uses have no association to port related uses and activities.</p> <p>The rezoning of the subject site to B4 zone will not impact on the industry cluster or significantly impact on the function and operation of Port Botany.</p> |
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| <p><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></p>                                                                                                                | <p>Under the BBLEP 2013, 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 (BLEP) 1995</i>. The proposal seeks to rezone approximately 3,202sqm of B7 – Business Park to B4 – Mixed Use zone. The site will remain for “business” purposes and no industrial land will be lost from the planning proposal.</p> <p>Both B4 and B7 zoned land enables light industrial uses. Hence, the proposed rezoning does not technical reduces the amount industrial zoned land within the LGA.</p> <p><b>Note:</b> Both B4 and B7 zones prohibit “general industrial” and “heavy industrial” uses.</p> <p>Based on council's land use survey, the precinct fails to attract many “port-related uses”. The area is dominated by residential uses (fronting Botany Road); vehicle body repair workshop. Vehicle repair station and general industrial.</p> <p>Hence, the rezoning will not impact on the industrial land stock in the subregion or region.</p> |
| <p><i>How would the proposed rezoning impact on the achievement of the subregion/region and LGA employment capacity targets and employment objectives?</i></p>                                                                                                                                | <p>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.</p> <p>The planning proposal will not result in the reduction of employment land within Port Botany &amp; Environs Specialised Centre or the Botany Bay LGA as the commercial premises and light industrial uses are still permissible on the subject site.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p><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></p> | <p>The site will remain as “business” purpose as the planning proposal seeks to rezone the site from B7 – Business Park to B4 – Mixed Uses. According to the Practice Note PN 11-002, the intent of the B7 zone is as follows:</p> <p><i>“Intended for land that primarily accommodates office and light industrial uses, including high technology industries... This zone should mainly be used for larger</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

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|                                                                                                                                                                        | <p><i>campus-style business parks, not isolated office buildings".</i></p> <p>As illustrated by the above statement, the B7 zone is not intended for "industrial purpose or uses". Hence, it is unlikely the subject site will be used for "<i>industrial purpose in the foreseeable future</i>".</p> <p>In addition, council's land use survey indicates that the area fails to attract many "port-related industrial or industrial uses". The area is dominated by residential uses (fronting Botany Road); vehicle body repair workshop. Vehicle repair station and general industrial.</p> <p>"Light industrial" is permissible in both B4 and B7 zones. However, light industrial uses are unsuitable for the subject site as it requires setting aside approximately 60% of the site for truck manoeuvring purposes. In addition, a driveway width of approximately 10m-11m is to be provided through the B4 zoned land to accommodate the turning movement at the site by a rigid vehicle. By incorporating these elements, it will significantly reduce the developable area (from a FSR of 1:1 to approximately 0.4:1) and impacting the development feasibility of the site. A copy of the Indicative Truck Circulation Paths can be found in <b>Attachment 9</b>.</p> <p>As discussed previously, vehicles over 12.5m are prohibited to travel on Botany Road between Mill Pond Road and Hill Street. The intent of the restriction is to protect the amenity of the Botany and Banksmeadow area. The enforcement of industrial uses on the subject site will adversely impact on the R2 – Low Density Residential zone located on the southern side of Botany Road and contrary to the intent of the buffer zone recommended in the <i>Botany South Industry Study</i>.</p> |
| <p><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></p> | <p>The subject precinct has not been identified for an alternative purpose in NSW Government or endorsed council planning strategies.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |