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Q1

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Q2

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Q3

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

Where there may have been merit in a temporary moratorium, the Property Council opposes the 'retain and manage' industrial land policy, which effectively prevents the renewal and revitalisation of industrial and urban services which are no longer fit for purpose or no longer needed for these particular uses.

The policy's blanket application to large areas (26 out of 32 local government areas) in Greater Sydney is inappropriate and does not allow for the evaluation of the individual characteristics of particular sites to be considered. A more nuanced and flexible approach to industrial land in Sydney is needed. The 'retain and manage' approach should be abolished and a more considered and flexible approach towards the retention or rezoning of industrial land adopted. Around the world, there are many examples of redundant and underutilised industrial land that has been successful renewed for mixed use and residential. (see Attachment A)

In reviewing the future of these lands, the GSC should propose guidelines to separate critical industrial lands from those of less strategic significance, and work with industry on the development of these criteria. This work needs to consider the accessibility, size and suitability of individual sites and precincts. Additionally, the Commission should also consider what role exists for logistics and productivity support functions outside of the presently zoned portions of the Eastern City, as large portions of this area are amenable to modern, low-impact and last mile logistics. Much of this occurs already and operates either outside of the existing framework or ancillary to existing business uses in areas where this function was not initially anticipated.

Q4

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

The 'review and manage' approach is preferable to the 'retain and manage' approach, as there is some degree of flexibility permitted to allow redundant industrial and urban services land to transition to other uses, including residential and mixed use. This should occur in the context of clear and easy to apply criteria on a site-specific or precinct basis.

Q5

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

The Property Council would suggest the abolishment of the 'retain and manage' approach for industrial land, with the exclusion of industrial and urban services land in the vicinity of critical airport and port infrastructure.

We note that the Productivity Commission's White Paper specifically identified the airport and port as critical industrial land and distinguished this from other industrial and urban services land in Sydney. Our policy position aligns with the Productivity Commission's in this regard, and is outlined below.

The White Paper states:

'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 demand, which is projected to increase from 443Mt per year in 2018 to 569 Mt per year in 2038'. Industrial lands in and around these logistical hubs play a critical role in the state's economy and their value lies in the strategic location, which cannot be replicated elsewhere.

These lands:

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, in particular residential.

Q6

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

The retention of industrially zoned employment lands in the vicinity of Sydney Airport and Port Botany is supported by the Property Council. This has been acknowledged in the Greater Sydney Commission's Regional and District Plans for Sydney, and implemented by councils where airports and ports are located. This is an important and critical mechanism to preserve the scarce employment land in these areas. However, this position should only be adopted to land within the vicinity of ports and airports – not across Greater Sydney.

All industrial land currently subject to the 'retain and manage' policy, outside of these identified critical infrastructure areas, should be examined for its potential to transition to alternative uses. The Greater Sydney Commission should advocate for the creation of clear guidelines and criteria for planning authorities to consider when considering the rezoning of these lands, and criteria should be developed by either DPIE or the Commission in partnership with industry and local government. This approach allows for informed and unbiased evidence-based decision making.

Q7

What are your views on rezoning industrial and urban services land (IN1; IN2, B7; B5) to permit residential uses or general retail activity?

Alternative zonings should be considered for locations which are no longer suitable for their existing zoning. This may be due to the changing nature of logistics, market demands, inefficient lot sizes, insufficient freight access, or nearby conflicting land uses. A strategic approach to the future of these lands should set clear expectations around which lands are suitable for consideration for other uses, while others may be suitable for retention.

Q8

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

The nature of employment land and business has changed rapidly over recent times, particularly in the advent of COVID which greatly escalated demand for e-commerce warehouse facilities with smaller low impact 'last mile' delivery facilities established in various locations in the inner suburban rings. Employment land is transitioning to industries which provide a higher 'employment dividend', with a transition away from manufacturing towards less space intensive industries such as knowledge and service-based jobs. The Productivity Commission's White Paper notes this change and its potential to allow renewal: 'changing structure of the urban economy has reduced demand for industrial land, especially in central locations, opening opportunities for urban renewal.'

There are many examples across the globe of industrial land which has successfully transitioned to vibrant mixed-use precincts, enlivening areas which would otherwise be underutilised and adding value through providing jobs, providing housing supply in well-located well-serviced areas. (See Appendix A)

Q9

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

Governments need to appreciate the function, needs and structure of industry is changing. Industrial lands can be made more productive by considering options to locate low-impact logistics outside of existing zones and alongside other existing land uses. Additionally, additional ancillary should be included inside industrial zones, such as gymnasiums to serve the local workforce and craft breweries and outlets attached incorporate as a secondary role to and existing industrial on-site land use.

Q10

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

For established industrial lands to continue to be valuable from a logistics perspective, freight access is a must. This means more (local council) roads need to be upgraded to enable B-double access, and roads built for this purpose need to have this access permitted by Councils. In local government capital budgets, it is unlikely the upgrade of roads in industrial estates (that often were built prior to the widespread use of heavy vehicles) will be prioritised as a ratepayer funded project. While industrial landlords make significant contributions to local council rates, this is not reflected in non-maintenance capital expenditure. The logistics industry would benefit from grant funding being made available to local councils for these works.

Additionally, the shape and size of individual lots is a key driver of demand for industrial land. Sites that cannot efficiently accommodate the needs of a logistics provider are less likely to be used for that purpose. In high-value areas such as eastern Sydney, it is very difficult to create large floor plates in an economically feasible manner due to fractured ownership.

Blanket application banning the rezoning of industrial zoned land is a significant impediment to the delivery of badly needed high density residential and mixed-use development in areas well serviced by transport and services.

Q11

Respondent skipped this question

Please provide any further comments below

Q12

Would you like to attach a document?

Attachment A - Mixed Use Precincts Examples.pdf (75.1KB)

Preliminary List of Mixed use assets - GSC Research

#	Name	Address	Country	Website
1	Walsh Bay Precinct	Hickson Road – Sydney, NSW	Australia	https://en.wikipedia.org/wiki/Walsh_Bay
2	The Pyrmont Peninsula	Pyrmont, Sydney NSW	Australia	https://en.wikipedia.org/wiki/Pyrmont,_New_South_Wales
3	Docklands Melbourne	Docklands Melbourne, VIC	Australia	https://en.wikipedia.org/wiki/Docklands,_Victoria
4	Gasworks Brisbane	Newstead, QLD	Australia	https://en.wikipedia.org/wiki/Gasworks_Newstead
5	The Rhodes Peninsula	Rhodes, NSW	Australia	https://en.wikipedia.org/wiki/Rhodes,_New_South_Wales
6	Central Park Sydney, Australia		Australia	https://en.wikipedia.org/wiki/Central_Park,_Sydney
7	SOMA and Mission Districts	San Francisco, CA	USA	https://en.wikipedia.org/wiki/South_of_Market,_San_Francisco
8	Pearl District Portland (Oregon)	Portland, Oregon	USA	https://en.wikipedia.org/wiki/Pearl_District,_Portland,_Oregon
9	Hudson Yards	NYC, NY	USA	https://en.wikipedia.org/wiki/Hudson_Yards_(neighborhood),_Manhattan
10	Elephant and Castle	London	UK	https://en.wikipedia.org/wiki/Elephant_and_Castle
11	RNA Brisbane	Brisbane, QLD	Australia	https://en.wikipedia.org/wiki/Brisbane_Showgrounds
12	Fisherman's Bend	Victoria	Australia	https://en.wikipedia.org/wiki/Fishermans_Bend,_Victoria
13	Ile De Nantes	Paris	France	https://en.wikipedia.org/wiki/%C3%8Ele_de_Nantes
14	Central Park	Broadway, Sydney, NSW	Australia	https://en.wikipedia.org/wiki/Central_Park,_Sydney
15	Hafencity	Hamburg	Germany	https://en.wikipedia.org/wiki/HafenCity
16	Kings Cross	London	UK	https://en.wikipedia.org/wiki/Kings_Cross,_London
17	Runway Playa Vista, LA, USA.	Los Angeles, CA	USA	https://en.wikipedia.org/wiki/Playa_Vista,_Los_Angeles
18	Hackney Wick	Greater London	UK	https://en.wikipedia.org/wiki/Hackney_Wick
19	Strathcona Village	Vancouver	Canada	https://en.wikipedia.org/wiki/Strathcona_Regional_District
20	Former Nestle Site	Hays, London	UK	https://en.wikipedia.org/wiki/Hayes,_Hillingdon
21	25 Ken Street	Williamsburg, NY	USA	https://en.wikipedia.org/wiki/Williamsburg,_Brooklyn
22	Toronto as docklands & industrial land	Toronto	Canada	https://en.wikipedia.org/wiki/Quayside,_Toronto
23	Victoria & Alfred Waterfront	Capetown	South Africa	https://en.wikipedia.org/wiki/Victoria_%26_Alfred_Waterfront
24	Brickworks	Burwood, VIC	Australia	https://en.wikipedia.org/wiki/Burwood_East,_Victoria
25	Old Oak Common Railway Station	West London	UK	https://en.wikipedia.org/wiki/Old_Oak_Common_railway_station
26	Barrangaroo	Sydney	Australia	https://en.wikipedia.org/wiki/Barangaroo,_New_South_Wales
27	Southbank Parklands	Brisbane	Australia	https://en.wikipedia.org/wiki/South_Bank_Parklands
28	Darling Park/Darling Harbour	Brisbane	Australia	https://en.wikipedia.org/wiki/Darling_Harbour
29	Howard Smith Wharves	Brisbane	QLD	https://en.wikipedia.org/wiki/Howard_Smith_Wharves
30	Westvillage (ex Pauls Icecream Factory)	Westend	QLD	None available