

# ALC Submission

## SEQ Regional Industrial Land Framework & Strategy

Thursday, 29 August 2024

### 1. PLEASE TELL US WHY YOUR INDUSTRY IS IMPORTANT TO THE SOUTH EAST QUEENSLAND (SEQ) ECONOMY

The freight transport, logistics, and supply chain industry is critical to the SEQ economy as it underpins almost every other sector. Efficient freight movement supports trade, retail, manufacturing, and construction industries, enabling the timely delivery of goods and services. This industry is a key driver of economic growth, job creation, and regional development. It also ensures that SEQ remains competitive on a national and global scale by maintaining smooth and efficient supply chains.

### 2. HOW WILL THE ACTIONS OF YOUR INDUSTRY SHAPE DEMAND FOR INDUSTRIAL LAND OVER THE NEXT TWO DECADES?

Over the next two decades, the freight and logistics industry will continue to shape demand for industrial land through the increasing need for warehousing, distribution centres, and transport hubs.

The Queensland Government needs to develop a strategy that links freight and industrial land use to identify and protect sufficient rail-adjacent industrial lands for terminals (bulk receipt sites and multi-user intermodal terminals). These lands are essential for supporting the movement of containerized and bulk freight into Brisbane, particularly considering both standard and narrow-gauge operations. Additionally, there is a need to ensure these lands provide a critical link to the port, supporting the delivery of Inland Rail.

Inland Rail, with efficient connections to the Port of Brisbane, will enable SEQ to become the gateway to Australia for a growing range of imports and exports. With effective transport connections between Port, industrial lands and Inland Rail, SEQ has the potential to become an increasingly attractive destination for manufacturing, distribution and logistics.

Managed strategically, SEQ can take advantage of comparatively cheaper industrial lands to drive economic growth.

### 3. HOW DO YOU SEE THIS AFFECTING DEMAND FOR INDUSTRIAL LAND IN SEQ FROM YOUR INDUSTRY AND ITS MEMBERS?

The demand for industrial land in SEQ will increase significantly due to the expansion of logistics operations and the growing need for integrated supply chain solutions. This will include a greater demand for large plots of land that can accommodate extensive warehousing, distribution centres, and intermodal terminals as well as airspace rights. Proximity to transport infrastructure such as highways, rail networks, and ports will be key in determining the suitability of these lands.

Specifically, there is a pressing need to protect and allocate rail-adjacent land for future logistics operations, particularly for the movement of intermodal containers to and from the Port of Brisbane. Unlike Sydney and Melbourne, Brisbane currently lacks the infrastructure to support the movement of bulk construction materials by rail, and there is limited rail-adjacent land available to support this activity in the future. Addressing these gaps is crucial to meeting future demand.

### 4. BEYOND YOUR IMMEDIATE INDUSTRY WHAT ARE THE KEY FACTORS THAT WILL SHAPE DEMAND?

Beyond the industry itself, several key factors will shape demand for industrial land, including population growth, urbanisation, technological advancements, and changes in consumer behaviour (e.g., the rise of e-commerce). Regulatory changes, environmental sustainability initiatives, and shifts in global trade patterns will also play significant roles. Additionally, the encroachment of residential development on key rail and road freight corridors poses a critical challenge, impacting

the amenity of surrounding lands, affecting freight operations, and potentially reducing access for freight.

## 5. REFLECTING ON THESE FACTORS, WHAT ARE THE KEY ATTRIBUTES THAT ARE NEEDED FROM SITES TO MEET YOUR INDUSTRY'S REQUIREMENTS (LAND, INFRASTRUCTURE, ADJACENCIES AND SEPARATION)?

The ideal sites for the freight and logistics industry should offer:

- Large, contiguous land parcels for expansive facilities. Terrain is an issue in Brisbane - the topography needs to be suitable for industrial development without major earthworks
- Proximity to major transport corridors (roads, rail, and ports)
- High-quality infrastructure including utilities, broadband, and access roads
- Separation from residential areas to minimize noise and traffic impacts
- Room for future expansion and flexibility in land use
- Dedicated rail freight lines and sidings in industrial areas, particularly in Brisbane, where there is currently only one dedicated rail freight line linking from Lindum to the Port of Brisbane. Additional freight-only links and sidings will be needed to support future growth.

## 6. WHAT TYPICAL TYPES OF BUILT FORM ARE REQUIRED?

The industry typically requires:

- Multi-modal transport hubs
- Power availability to support EV charging
- Large-scale warehouses and distribution centres
- Cross-dock facilities
- Ancillary office spaces and parking areas for freight vehicles that can cater for electric/hydrogen vehicles

## 7. WHAT KEY BARRIERS TO ENTRY/GROWTH DOES YOUR INDUSTRY CURRENTLY FACE IN SEQ FROM A LAND AND BUILDING SUPPLY PERSPECTIVE?

Barriers include:

- **Limited Availability of Industrial Land:** There is a scarcity of appropriately zoned land suitable for industrial use, restricting the potential for new developments.
- **Rising Costs:** Increasing land prices and construction costs are making it more challenging for businesses to establish or expand their operations.
- **Infrastructure Bottlenecks:** Critical infrastructure, particularly in transport corridors, is often congested or insufficient, limiting efficient freight movement and growth.
- **Regulatory Hurdles:** The complexity and length of processes related to land use planning and environmental approvals create delays and add costs, acting as a deterrent to industry growth.
- **Community Opposition:** New developments frequently face resistance from local communities due to concerns about increased traffic, noise, and environmental impact.
- **Residential Encroachment:** The expansion of residential areas into key rail freight corridors disrupts freight operations and limits access to essential logistics infrastructure.
- **Government Policy Uncertainty:** The lack of clarity and action from the Queensland Government on critical projects, such as Inland Rail terminal development, creates uncertainty and hinders industry planning and growth. Industry stakeholders are particularly concerned about the absence of published business cases and a clear strategic direction from the government.

**8. CAN YOU IDENTIFY CONSISTENT THEMES, ROLES AND FUNCTIONS OF PARTICULAR MAJOR ENTERPRISE AND INDUSTRY AREAS (MEIA) OR POTENTIAL FUTURE GROWTH AREAS IN SEQ (SEE MAPS FROM THE LINK) THAT ARE WELL POSITIONED TO MEET YOUR SECTOR INDUSTRY'S FUTURE GROWTH REQUIREMENTS (E.G. OPTIMAL LOCATION, LAND AVAILABILITY, CLUSTERS OF COMPLEMENTARY ACTIVITY ETC.) PLEASE PROVIDE DETAILS.**

Large-scale warehouses are key drivers for freight and logistics, and the lack of available industrial lands in strategic locations significantly impacts the industry. Many investment decisions by large-scale retail distributors, warehouses, or manufacturers are long-term commitments that will determine transport solutions for the next 20 years. Without effective freight and logistics planning, many businesses are left to develop transport solutions that are road-centric, despite long-term commitments to improved environmental outcomes.

Considerations must include the movement of containers to and from the Port of Brisbane to industrial lands and the movement of freight within SEQ. One of our members has developed rail-adjacent facilities at Barnawatha and Moorebank but struggles to find suitable land in SEQ. Among the MEIA locations, only Bromelton has access to rail, but its location, significantly south of Brisbane, limits connectivity to much of SEQ, including the port, and the connecting road network requires upgrades to meet the needs of modern heavy vehicles.

**9. WHERE YOUR SECTOR OR INDUSTRY IS SPECIFICALLY INVOLVED IN AN MEIA CAN YOU IDENTIFY ANY OPPORTUNITIES AND CONSTRAINTS FOR THESE LOCATIONS?**

More information is required on how Government proposes to integrate land use and freight transport planning – the development of the MEIA needs to be integrated. Land also needs to be developed to support the movement of containers to and from port by rail, meet future needs for construction and manufacturing, create supply chain solution through mode choice. Each location identified for industrial lands will result in an increased burden on the motorway network and ignores the economic opportunity associated with Inland Rail.