9) Smeaton Grange is a developing industrial area of about 230 ha, between Narellan and Campbelltown, and with good links via Narellan Road to the South Western Motorway, and to the South West Growth Centre via Camden Valley Way. It is about two thirds developed. The northern part is largely vacant. In 2001, 1,337 people were employed in the precinct. The majority of the land is zoned 4(a) general industrial. Freight and logistics, manufacturing both light and heavy, light industry and urban support uses, as well as small amounts of urban services are scattered throughout the area. Areas zoned 4(b) have less of a heavy industrial content and contain more factory units. The vacancy rate within these appears to be quite high.

Smeaton Grange is the major source of vacant undeveloped Employment Land in the South West accommodating freight, larger factory units and heavy manufacturing provided the land is not fragmented into smaller lots. Within the 4(b) zones there is also plenty of opportunity for service industry and urban support services which will be needed in conjunction with the development of the Spring Farm, Elderslie, Harrington Park, Oran Park and Turner Road precincts as residential areas.

10) Maldon is well located with good rail and road access to the regional and state wide network. It has about 105 ha of industrially zoned land, and is currently dominated by the Blue Circle Southern Cement facility works, currently producing 650,000 tonnes of cement each year. A flour and maize mill (Allied) is being constructed on 24 ha, leaving about 25 ha vacant. The Allied Mill will consist of bulk storage, handling and milling facilities for 300,000 tonnes per annum with access via a rail siding to the main southern line and road access to the M5 Motorway via Picton Road. Opportunities for expanding this precinct and capitalising on the location attributes and access to transport infrastructure warrant further investigation, particularly in relation to the precinct's capacity to accommodate large 'regional' industries requiring large lots.

11) Sappho Road precinct contains a large car sales centre, an exhibition home centre and a bulky goods retail centre. It is strategically located on the Hume Highway at Warwick Farm, around 3 km from Liverpool Regional City.

12) Orange Grove Road is approximately 40 ha and has been zoned for industrial purposes for at least 35 years. In 2001 the precinct employed 4,600 people.

The precinct contains a mix of large and small holdings, with food manufacturing and distribution centres and bulky goods retailing occupying the largest sites. Service retail activities have frontage to Orange Grove Road, while a group of small factory units occupied by light manufacturers and urban support services have access off Homepride Avenue.

This precinct is approximately 2 km from Liverpool, with good access to the Hume Highway and Cumberland Highway. It is strategically situated providing a location for activities that support but do not compete with Liverpool Regional City uses. Consideration could be given to expanding bulky goods retailing whilst limiting expansion in other locations.

13) Priddle/Scrivener Street, Warwick Farm is an industrial area of 25 ha separated from Liverpool CBD by a rail line. It contains a number of large manufacturing units, including the Kimberly–Clark mill, which currently employs 174 people, but is due to close in 2007. The precinct has potential for redevelopment and, while there is poor vehicular access, it could accommodate activities that will generate a high level of employment and be supportive of Liverpool CBD functions. The industrial land adjoins land owned by Liverpool Hospital, connected to the main hospital site by pedestrian access. Its potential for medically based industry should be investigated.

14) Narellan is conveniently located at the intersection of Camden Valley Way and The Northern Road, opposite Narellan Town Centre. The zoned area is 41 ha, of which around 10 ha is vacant. It is predominantly an urban service and light industrial area, although the largest land holding is held by Nepean Engineering which employs approximately 160 people in medium/heavy metal fabrication.

There are several blocks of small factory/trade units generally with few vacancies. It is an important local service centre for Camden. Residential development in Camden will put pressure for urban support and urban services on all industrial areas in Camden. This is an area where further heavy manufacturing should not be encouraged at the expense of light industry and urban services.

Narellan has two sites currently with business zones that contain or will contain employment uses. The triangle bounded by Camden Valley Way, Narellan Road and Smeaton Grange has developed as a bulky goods and specialist retail service centre. The Tri–City Truck site, bound by The Northern Road, Camden Valley Way and the extension of Narellan Road is being rezoned to permit up to 11,300 m² of retail floor space and other development that will support the Narellan Town Centre.

15) Little Street, Camden 4(a) zone is a small industrial precinct heavily fragmented with housing mixed with industrial uses. As this is the only industrial area close to Camden Town Centre, Camden Council wishes to maintain it as an industrial area.

16) Picton industrial zone has an area of 32 ha and is important to the local economy as it primarily accommodates a service industry function for the local area and associated industries. There is around 4.5 ha of vacant land with a range of factory sizes and a mixture of local manufacturing and service outlets. Larger sites are used for processing and packaging of food, storage, engineering manufacturing and fabrication, with a large number of urban services. Although zoned 4(a), the area contains many non industrial uses, such as urban services and utilities.

### B3.4 ENSURE SUFFICIENT COMMERCIAL OFFICE SITES IN STRATEGIC CENTRES

Identify, protect and promote sites for large scale development in Strategic Centres.

**SW B3.4.1 Through the development of Principal LEPs, the Department of Planning and Councils to use planning controls to ensure key sites are not fragmented.**

SEE ALSO ACTIONS SW B2.1.1, SW B2.1.2 & SW B3.3.2.

Securing and protecting sites for larger footprint buildings will be important for the development of Strategic Centres and creating the preconditions for major investments.

**SW B3.4.2 The NSW Government and Liverpool Council to identify sites in Liverpool and Warwick Farm suitable for redevelopment, and establish a process to achieve redevelopment that will support Liverpool Regional City.**

Redevelopment of key sites within 1 km of train stations for commercial development can deliver substantial benefits to the centre.

**SW B3.4.4 The Department of Planning to work with Liverpool and Campbelltown Councils to include provisions in Principal LEPs that will ensure commercial floor space requirements in Liverpool and Campbelltown–Macarthur can be met.**

Liverpool and Campbelltown Councils have undertaken structure planning for their Major Centres and have addressed the issue of ensuring sufficient commercial office sites. Emphasis will be on increasing development potential, enabling redevelopment and refurbishment and promoting high quality design.

The Planned Major Centre at Leppington in the South West Growth Centre will be planned to incorporate a commercial core.

## B4 CONCENTRATE ACTIVITIES NEAR PUBLIC TRANSPORT

### B4.1 CONCENTRATE RETAIL ACTIVITY IN CENTRES, BUSINESS DEVELOPMENT ZONES AND ENTERPRISE CORRIDORS

The South West Subregion provides a range of retail functions, from major shopping precincts at Liverpool and Macarthur; to main street retail strips such as Queen Street, Campbelltown and Tahmoor; to local retail centres such as Narellan, Ingleburn, Casula Mall and Carnes Hill. The net community benefit criteria and specific criteria relating to bulky goods retail outlets included in *The Right Place for Business and Services* will continue to apply as a merit based test for any major development applications and spot rezonings (as required by *Ministerial Direction 3.4—Integrating Land Use and Transport*).

**SW B4.1.1 Councils to investigate appropriate locations for retail uses in centres, Business Development Zones (supporting identified Strategic Centres) and Enterprise Corridors.**

In preparation of Principal LEPs, Councils will reflect the subregional structure plan and retail hierarchy through locating sufficient area of appropriate zones in the right place.Retail will generally be located in commercial core and mixed use zones in centres. Business Development Zones should be considered to accommodate existing or emerging regional bulky good outlet clusters. These would only be located adjacent or linked to those identified Strategic Centres that would benefit from supporting activity in the zone.

The inclusion of measures to prevent retail activities in other areas will provide certainty for investors in office and retail in centres and ensure that ad–hoc 'out of centre' development does not have additional cost impacts for Government and the community.
In the South West Subregion, a large proportion of the growth in retailing has been out of centres, in light industrial zones and special business zones. Chapter A discusses Business Development Zones and Enterprise Corridors, where bulky goods retail and small start–up businesses are encouraged to locate in order to support centres rather than compete with them. These zones may or may not be deemed appropriate for this subregion, as determined during the comprehensive LEP process.

HIGH GRADE OFFICE BUILDING

ARGYLE STREET, PICTON