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

2) Chipping Norton has an area of about 100 ha and is easily accessible from the M5 Motorway, Hume Highway, and from the Bankstown area to the east. In 2001 the area employed approximately 5,000 people. Chipping Norton was zoned industrial in the early 1970s and very little of it is now vacant. Industrial activities include large and small scale factory units (particularly opposite residential areas), warehouses, heavy industries and freight distribution centres.

The area contains a number of businesses connected with heavy vehicle sales and servicing, has a public weighbridge and an overnight truck terminal. Other land uses include engineering, freight storage, steel manufacturing, and warehousing distribution and storage. Chipping Norton is zoned 4(a) Industrial and should continue to provide opportunities for general industrial development. It will be important to restrict retail development and to contain the area where small factory units can be built if these opportunities are to be maximised.

3) Prestons is the largest industrial area in Liverpool LGA having an area of over 235 ha. Development of the adjoining area (Yarrunga), which was recently rezoned, will add a further 202 ha. At its nearest point, the Prestons/Yarrunga area is only 2 km west of Liverpool City Centre and is linked to it by Hoxton Park Road. It is located on the Parramatta–Liverpool Transitway, and the proposed bus link between Edmondson Park Town Centre and Liverpool, providing access to both services and higher education facilities. In 2001 around 2,250 people were employed in the area.

The eastern part of the Prestons area has been zoned for industrial development since the 1970s and developed with manufacturing, heavy industry, transport terminals and heavy vehicle servicing, logistics and warehousing. There are a number of large floor plate logistics companies and some smaller factory units along Lyn Parade and Hoxton Park Road, where these are interspersed with retail/urban service uses. The Liverpool Catholic Club and Sports complex occupy large sites west of Ash Road, while the western part contains a mix of heavy industry, works depots and electricity substations and urban support services.

Direct access is provided to the M7 Motorway via a four way interchange at Bernera Road. This links to the national highway network and gateway infrastructure such as the port and airport. This land is therefore strategically located for freight and logistics as well as manufacturing and urban support. Fragmentation of the larger holdings and the expansion of retail development would limit its value for these uses.

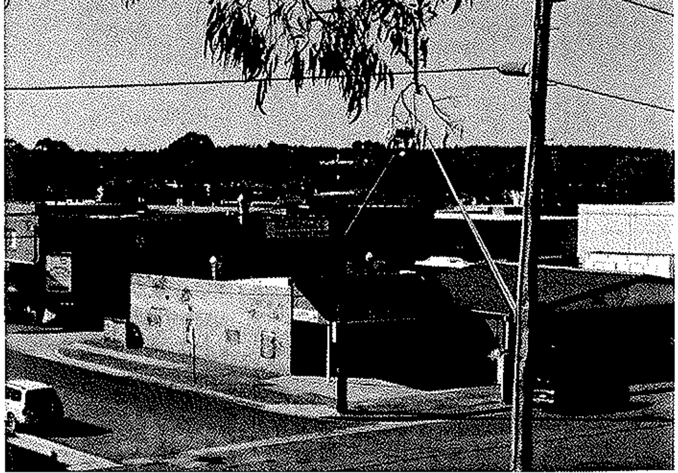
4) Cross Roads is strategically located being at the interchange between the M5 and M7 Motorways, with frontage to the Hume Highway and Campbelltown Road. A third of its 46 ha has been developed with bulky goods retailing. The remainder is vacant. Employment in 2001 was 367.

While the attraction of this location for retail activities may affect its perceived suitability for freight and logistics, Cross Roads is extremely well located for the latter. The expansion of bulky goods uses would alienate potentially industrial land in this strategic location and has been resisted in the past.

5) Ingleburn is an area of approximately 320 ha with good access to the M5 Motorway. About 45 ha is currently vacant. In 2001 almost 10,000 people were employed in the area. The Ingleburn industrial area contains freight and logistics, light industry and urban support, and both light and heavy manufacturing uses. The largest land holdings are occupied by vehicle storage. Large warehouses and manufacturing plants for machinery, tools, metal, electrical and industrial products and float glass (Pilkington) are interspersed with new factory unit blocks, occupied by vehicle and building oriented services.

There are a large number of vacancies in the factory unit blocks and large areas of vacant land north of Henderson Road where a business park is being developed by Austool on a 16 ha site for purchase by firms with an involvement in toolmaking and related industries which will provide collaborative networking and partnering opportunities. An intermodal transport terminal with rail siding has been approved for vacant land south of Broadhurst Street. Close to Ingleburn Station, an old residential area is being converted into a light industry precinct, with factory buildings in

INGLEBURN INDUSTRIAL AREA, CLOSE TO INGLEBURN STATION



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