

Potential Employment Lands in the South West to be Investigated

Land adjoining Ingleburn Industrial Area

owned by the State Government has good access to the M5 Motorway, the South Rail Line and proposed Southern Sydney Freight Line. Preliminary investigations to determine the future use of this land, which could include a business park, have begun.

Morton Park Road, Menangle (adjoining the Hume Highway) was identified in the Macarthur South Regional Environmental Study (RES) as potential high quality Employment Land because of its high level of exposure and access to Sydney and Illawarra markets, and to markets in southern New South Wales, Victoria and Canberra. It is therefore expected to be attractive for logistics, warehousing and manufacturing businesses and contribute significantly to local employment opportunities close to home for Macarthur South residents. The RES also proposed a major transport link through this land, providing access from the proposed urban areas in the Appin Development Area to the F5 Freeway, South Rail Line and Menangle Road. At present the land is isolated from any workforce and there is no public transport access. Interim development at Macarthur South should not limit options for urban development and infrastructure in the future and have regard to the principles in the State Plan of providing jobs close to residential areas and with good public transport access.

Glenfield Waste Centre, Cambridge Road

(Campbelltown) could provide Employment Land for light manufacturing, local industry and urban services.

Camden Airport Masterplan (2004–05) identified surplus land at Camden Airport that could be used for employment uses and noted that ancillary development there already provided \$6 million in economic output in 2004–05, and was expected to provide between \$11–13 million by 2024–25.

Recent and Future Trends in Supply of Employment Lands

The South West is relatively newly developed when compared with other parts of the Sydney Region, and there is still some 400 ha of vacant industrial land, with about another 400 ha identified but not zoned.

There is expected to be strong demand for Employment Lands within the subregion, with an employment capacity target of 89,000 in the main employment areas in 2031. Of this, new areas are expected to contribute about 19,000 and the take up of vacant land in existing industrial zones can be expected to provide a large part of the remaining required capacity. Some intensification of Employment Lands uses can also be expected. However, this must not undermine the integrity of the Employment Lands in servicing the local and broader needs of Sydney.

This subregion has not experienced a high rate of rezoning of Employment Lands, although a substantial area of land west of Blaxland Road, Campbelltown was rezoned to permit residential development in 1994, and a Structure Plan prepared recently for Campbelltown Council proposes a substantial rezoning of industrial land adjacent to the train line at Campbelltown. Table 7 shows historic trends in addition and deletion of Employment Lands in the South West Subregion. Over the last 19 years approximately 67 hectares of Employment Lands has been rezoned.

The inclusion of bulky goods as permissible uses in Liverpool 4(b) zones, Campbelltown 4(b) and 4(c), Camden 4(b) and Wollondilly 4(a) zones has led to the withdrawal of high quality and well located industrial land from the stock of Employment Lands. Other practices that affect land supply are the use of industrial land by schools, clubs and religious groups. One of the advantages of strategically located Employment Lands in the South West is the ability to provide large sites. As land stocks diminish it will become more important to limit the location of small factory units so that the larger more valuable sites are not fragmented.

TABLE 6 SOUTH EMPLOYMENT LAND CHANGES 1987–2006

LOCAL GOVERNMENT AREA	ZONED LAND (HECTARES)	ADDITIONS (HECTARES)	DELETIONS (HECTARES)
LIVERPOOL	832.8	275.8	0
CAMDEN	274.0	0	0
CAMPBELLTOWN	740.9	0	66.6
WOLLONDILLY	215.2	0	0
TOTAL	2062.9	275.8	66.6