CHAPTER 12 EMPLOYMENT LANDS

STRATEGIC PLANNING DIRECTIONS

The planning principles to be used to guide the development of this Strategy and to inform the future management and development of employment lands in the Lithgow LGA are as follows:

INDUSTRIAL

- Provide for employment lands of an industrial nature in defined zones and where possible within Layer 1 (urban core) or 2 (5km outer limit from town centres) of the adopted Settlement Hierarchy.
- Ensure new green field sites provide adequate supply and flexibility of lot sizes to meet long term demand.
- Ensure all industrial areas are provided with adequate utility and road infrastructure to meet the demands of the intended land use.
- Remove the potential for dispersed industrial development (other than mining and extractive industry) in the rural zones.
- Cluster businesses and industries with similar environmental impacts and business synergies to reduce land use conflicts and improve business efficiencies and identity.
- Ensure industrial development responds to the environmental constraints and opportunities of the site and area in which it is to be developed.
- Ensure that all new industrial development provides adequate separation from sensitive adjoining land uses or where this is not practicable provides sufficient design and technological solutions to minimise any land use conflict.
- Ensure all industrial development is of high urban design and does not detract from the character or visual quality of its setting.

COMMERCIAL /BUSINESS

- Promote and support the defined Lithgow LGA centres hierarchy at both a local and regional level.
- Define and appropriately zone the commercial precincts of all three town centres within the LGA.
- Consolidate commercial activity around the Main St precincts and avoid further fragmentation and expansion of the land mass of commercial areas.
- Resist big box or bulky goods retail in out of centre locations unless it plays a supporting subordinate role to existing centres.
- Retail and commercial development should be well designed to ensure it contributes to the amenity, accessibility, urban context and sustainability of centres.
- Provide for appropriate residential uses within town centres that integrate with and support a primary commercial/retail use.
- Provide for the differentiation of character of commercial development between the commercial precincts through the use of a range of land use planning tools.
- Ensure commercial centres integrate with and support the centre’s open space networks and identified cultural precincts.
TOURISM

- Recognise and protect the LGA’s tourism assets and ensure their long term sustainability.
- Provide for a range of new opportunities for the utilisation of the LGA’s tourism assets including but not limited to eco-tourism and outdoor adventure tourism and sports tourism.
- Ensure that tourism related development and activities do not result in any significant adverse impact on the quality of life, amenity or sense of place enjoyed by the LGA’s community.
- Ensure that the scale and form of tourism development will assist in the conservation of the LGA’s tourism, natural and primary resource assets.
- Encourage the sensitive development and utilisation of the LGA’s public natural bushland, forest and riparian environments for limited passive tourist recreation and accommodation development that does not compromise water quality, the natural resource base or biodiversity.
- Ensure tourism development does not detract from the viability of existing town centres and rural villages.

PLANNING CONTEXT

This chapter will address those lands within the LGA that provide for employment predominantly in the urban context (except for tourism which is discussed LGA wide). Employment lands are divided into three key areas of investigation:

- Commercial/Business Lands
- Industrial Land
- Tourism

NOTE: Primary Production employment land such as agriculture/ mining/extractive industries and power generation are addressed more specifically addressed in the Rural Lands Chapter 9

Historically the Lithgow LGA has relied on major industries such as cement manufacturing, small arms manufacturing, mining and power generation to provide employment. Whilst mining remains the highest employer at 12.2%, retail trade is the second highest employer at 11.6% (ABS Census 2006).

Within the Lithgow LGA employment lands can be found in the three urban centres. There is however, a clear hierarchy of the provision and service level of these lands commensurate with the size and role each centre plays within the LGA.

In each of the three centres commercial activity has developed around the Main St (centre of activity) with easily identified commercial core areas. In Lithgow, an out of centre location for retail occurred at the Valley Plaza in the late 1970s responding to the retail trends of the time for large retail centres anchored by a large supermarket.

The lack of connectivity between this centre and the Main St commercial precinct will, without intervention continue to impact upon the viability of Main St into the future.

Further disintegration of employment lands occurs within the wider rural areas of the LGA due to dispersed activity. The location of isolated and dispersed areas of some industrial uses indicate that Council has historically responded to individual land use demand in the absence of a broader strategic context for industrial development.
There has been strong anecdotal evidence over the past decade to suggest that the lack of industrial employment lands, providing for benefits of clustering of like uses and a bulky goods precinct, is affecting the LGAs ability to facilitate sustainable and diverse growth opportunities and compete with its neighbouring LGAs.

The most common comment coming from both the business and wider community within the Lithgow LGA is that “there is a lack of industrial lands” and as a consequence “Lithgow is “being left behind by its neighbouring LGAs”.

**PAST STUDIES AND CONSULTATION**

The following key planning studies and reports have direct relevance to the discussion of employment lands.

Table 1. Key Planning Studies on Employment Lands

<table>
<thead>
<tr>
<th>Planning Study/Report</th>
<th>Key Findings</th>
</tr>
</thead>
</table>
| Industrial Land Identification Study – Newplan -2004       | • Existing industrial areas do not appear to be providing sufficiently varied opportunities for new enterprises to establish in Lithgow.  
• Identification of locations for a new industrial and/ or bulky goods cluster would assist in attracting employment generation. Preliminary investigations identified opportunities at Marrangaroo, Wallerawang and South Bowenfels.  
• A master planning process into the Marrangaroo area should be undertaken due to the attributes for future industrial lands. (This recommendation was a pre-cursor to the preparation of the Marrangaroo Local Environmental Study and associated master plan).  
• A Retail Employment Study should be prepared including the detailed investigation of the siting of bulky goods and the maximum sustainable floor space that should be made available for retailing. |
| Wallerawang Industrial Park – Hill PDA - 2010             | • Considered the feasibility of Council developing 10ha of the Minerals Processing Park as an industrial park with lots varying in size from 0.5 – 1ha.  
• The study found that this site has better access, and has fewer constraints than existing industrial precincts. However the financial feasibility for Council to develop would be marginal. |
| Economic Development Strategy 2010-2014 - LCC             | **Identified strengths within LGA**  
• Well located with excellent proximity to Sydney and the Central West  
• Major road and rail infrastructure  
• Significant clusters of engineering related companies –good potential to grow this sector  
• A strong and diversified manufacturing sector specialising in machinery and equipment manufacturing, food processing and creative industries  
• A low cost business environment compared with neighbouring regions  
• A skilled labour market  
• Retail and business services for a wide regional catchment  
• Extensive community services and facilities  
• A rich and proud cultural history in terms of industry and manufacturing  
• Great physical charm, in terms of built heritage and environmental attractions  
• A unique climate which is attractive to selected niche industries  
**Identified Opportunities within the LGA**  
• Create employment opportunities in the healthcare and ageing services sectors  
• Expand health care services and facilities  
• Develop targeted employment programs and relevant training  
• Strengthen the construction and home modification skills base  
• Advocate to establish an expanded tertiary education presence in Lithgow  
• Increase occupational opportunities through training courses. Exploit |
**Planning Study/Report**

**Key Findings**

- relevant industry growth sectors.
  - Conduct a ‘shop local/live local’ campaign to stimulate greater spending in the LGA
  - Advocate for and support research and development in the energy sector for a sustainable future
  - Provide training and accessible support for companies facing periods of change and transition
  - Support development of niche industries through clustering and networking
  - Develop a greater range of care services through clusters and partnerships with health providers
  - Support development of creative industries to stimulate diversity in the economy and enhance lifestyle
  - Support home based and small start up businesses by ensuring the provision of suitable infrastructure
  - Advocate for and encourage the development of higher education facilities
  - Strengthen tourism by diversifying tourism product and experience
  - Ensure sustainability of agricultural lands by providing support to specialist agricultural business ventures
  - Identify gaps and promote opportunities to build upon retailing and set aside land to cater for bulky goods

**Priority Actions**

- Leadership and communication
- Population stabilisation and sustainable growth
- Infrastructure and land availability
- Business and industry development
- Expansion of business support services
- Employment and skills development

**Lithgow Business and Retail Strategy – SGS- April 2010**

- Recommended a retail hierarchy of
  - Lithgow – Subregional centre
  - Wallerawang – Local centre
  - Portland – Local Centre (Heritage Tourism Precinct)
- Focus of growth on the Lithgow town centre
- Restrict the expansion of business uses on the Highways leading into the town centres
- Should additional retail space at the Valley Plaza occur retail modelling suggests that there will be insufficient demand to support it
- Limit expansion of areas zoned for Business purposes and consider rezoning of areas West of Calero St and north of the Railway line in Lithgow
- Link Lithgow Main St with Bridge St Cultural Precinct
- Allow for development along Burns Lane without on-site parking requirements
- Develop a whole precinct parking plan
- Allow for residential uses within the town centre of Lithgow, whilst maintaining opportunity for future retail use
- Improve signage at town entrances to direct visitors to town centres
- Differentiate between Lithgow Main St and Plaza areas through zoning and land use permissibility and floor space ratios.
- Adopt design guidelines for adaptive reuse of old shop fronts in Wallerawang and Portland
- Provide a community transport service to access the Lithgow town centre
- Encourage residents to shop locally
- Encourage local businesses to strive for excellence
- Promote Lithgow to new residents
- Support growth in centres as part of a broader economic development objective
Planning Study/Report | Key Findings
--- | ---
Lithgow Cultural Precinct Study – Artscape and Hill PDA Feb 2010 | • Aims to provide economic stability and growth through cultural development in the region. The Plan includes a feasibility study into the development of a cultural precinct in Lithgow CBD.
• A range of actions were identified: the provision of cultural employment positions; a youth job network to help youth at risk gain education and job skills; new business incentives programs; ensuring Lithgow is connected to the Bells Line of Road Motorway; provision of support works for Indigenous and Disabled communities; and further promoting cultural development.
• The new business incentives program, as identified within the Cultural Plan, would be aimed at attracting new businesses to the area. The Cultural Plan notes that this will include identification of industrial lands, the development of a strategy and the promotion of potential developers.
• To attract new businesses to Portland a rental subsidy could be offered, along with the development of a strategy to encourage creative/cottage industries and promote Portland as a cultural heritage tourism destination.

Source: LCC

COMMUNITY AND GOVERNMENT CONSULTATION

Consultation carried out in conjunction with the 2007 Local Profile and Strategic Plan identified the following vision and issue areas for employment:

The vision for employment in Lithgow LGA is: developing and embracing diverse job opportunities for all ages and abilities. Those key employment issues identified from community and government consultation include:

- Protecting resources and maximising opportunities for sustainable growth of existing industries.
- Diversifying the economic base of the LGA to provide increased opportunities for employment.
- Overcoming a lack of employment generation land by planning, providing for and locating development on land capable and suitable for its purpose.
- Developing the tourism potential of the LGA.
- The absence of an economic development strategy.
- Minimising land use conflict through well planned development.
- Strengthening the Lithgow Central Business District as the primary centre and reinvigorating Portland and Wallerawang Central Business Districts as secondary centres.
- Attracting clean green industries to the LGA.
- Protecting agricultural land from conflicting and competing land uses, particularly residential land use.
  (Wallerawang Industrial Park – Hill PDA February 2010)

A jobs summit was held in Lithgow in July 2008. The purpose of the Summit, facilitated by the Western Research Institute, was to answer three key questions:

- Where are we now and where are we going?
- Where do we want to be?
- How will we get there?

The Summit identified that Lithgow needed greater industry diversification into economic, social and environmental sectors that will lead to job growth and sustainability. The Summit also identified various issues and ideas which provided input into Council’s Economic Development Strategy.
The Summit identified various ideas and categorised these into 7 themes. The two themes seen as priorities were events and the hub concept. The main challenges with these ideas were identified as a lack of funding and a lack of champions to drive those ideas. The summit recommended that the next steps included Council further investigates options for establishing a hub and facilitates the events idea.

The Western Research Institute analysed the hub idea further and identified the following opportunities:

- Energy Hub/Technology Park;
- Renewable Energy – reuse existing infrastructure;
- Build on existing industries;
- ICT based creative industries;
- Business park creation;
- Music education node;
- Cultural precinct (Hoskins building);
- Cinema/Culture Centre (Bracey’s building); and
- Creative incubator.

**PLANNING AND LEGISLATIVE FRAMEWORK**

Development of employment lands in the Lithgow LGA is currently governed by the following key state and federal planning and regulatory frameworks:

<table>
<thead>
<tr>
<th>Instrument Name</th>
<th>KEY ACTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Planning and Assessment Act</td>
<td></td>
</tr>
<tr>
<td>Local Government Act</td>
<td></td>
</tr>
<tr>
<td>Contaminated Lands Management Act 1997</td>
<td></td>
</tr>
<tr>
<td><strong>KEY MINISTERIAL DIRECTIONS (Section 117)</strong></td>
<td></td>
</tr>
<tr>
<td>Direction 1.1 Business and Industrial Zones</td>
<td></td>
</tr>
<tr>
<td>Direction 1.2 Rural Zones</td>
<td></td>
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<tr>
<td>Direction 1.3 Mining, Petroleum and Extractive Industries</td>
<td></td>
</tr>
<tr>
<td>Direction 1.4 Rural Lands</td>
<td></td>
</tr>
<tr>
<td>Direction 2.1 Environmental Protection Zones</td>
<td></td>
</tr>
<tr>
<td>Direction 2.3 Heritage Conservation</td>
<td></td>
</tr>
<tr>
<td>Direction 4.4 Planning for Bushfire Protection</td>
<td></td>
</tr>
<tr>
<td>Direction 5.2 Sydney Drinking Water Catchments</td>
<td></td>
</tr>
</tbody>
</table>

**KEY STATE ENVIRONMENTAL PLANNING POLICIES**

- Standard Instrument (LEP) Order 2006
- Drinking Water Catchments Regional Environmental Plan No 1 (Deemed SEPP)
- Mining Petroleum Production and Extractive Industries 2007
- Rural Lands 2008
- Infrastructure SEPP (2007)
- Shops and Commercial Premises SEPP 22
- Exempt and Complying Codes 2008
- Major Projects 2005

Please refer to Chapter 3 for more detail.
LOCAL PLANNING PROVISIONS

Relevant Local Environmental Plans are as follows:

- Lithgow City Local Environmental Plan 1994 as amended; and
- Rylstone Local Environmental Plan 1996.

LOCAL ENVIRONMENTAL PLAN - EXISTING ZONING

The following table indicates Industrial land use activity in Lithgow LGA land use zones.

Table 2. Industrial Activity in Lithgow Land Use Zones

<table>
<thead>
<tr>
<th>Zone</th>
<th>Permitted Industrial Activity with Consent</th>
<th>Prohibited Industrial Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zone No 1(a) Rural (General)</td>
<td>All</td>
<td>None</td>
</tr>
<tr>
<td>Zone No 1(c) Rural (Small holdings)</td>
<td>Home industries and light industries.</td>
<td>General industrial, extractive or hazardous industry.</td>
</tr>
<tr>
<td>Zone No 1(d) Rural (Future urban)</td>
<td>General Industrial, home industries and light industries.</td>
<td>Extractive or hazardous industry.</td>
</tr>
<tr>
<td>Zone No 1(e) Outer Rural</td>
<td>All</td>
<td>None</td>
</tr>
<tr>
<td>Zone No 1(f) Rural (Forestry)</td>
<td>Extractive industries</td>
<td>General industrial, light industrial, extractive or hazardous industry.</td>
</tr>
<tr>
<td>Zone No 2(a) Residential</td>
<td>Home industries and light industries.</td>
<td>General industrial, extractive or hazardous industry.</td>
</tr>
<tr>
<td>Zone No 2(v) Village</td>
<td>General industrial, home industries and light industries.</td>
<td>Extractive, offensive or hazardous industry.</td>
</tr>
<tr>
<td>Zone No 3 Business</td>
<td>Home industries and light industries.</td>
<td>General industrial, offensive or hazardous industry.</td>
</tr>
<tr>
<td>Zone No 4 Industrial</td>
<td>Extractive industry, general industrial, home industries and light industries.</td>
<td>Offensive or hazardous industry.</td>
</tr>
<tr>
<td>Zone No 6 Open space</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Zone No 8 National Parks/Nature Reserves</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>

Source: Lithgow City LEP (1994) and Rylstone LEP (1996)

The following table indicates Business/Commercial land use activity in Lithgow LGA land use zones.

Table 3. Commercial Business Activity in Lithgow Land Use Zones

<table>
<thead>
<tr>
<th>Zone</th>
<th>Permitted Commercial Activity with Consent</th>
<th>Prohibited Commercial Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zone No 1(a) Rural (General)</td>
<td>General Stores; bulk stores; animal boarding and training establishments; car repair stations; child care centre; hotel; motel; professional consulting rooms; recreation establishment/facility; refreshment room; retail plant nursery; roadside stall; service station; tourist facilities; warehouse</td>
<td>Bulky goods salesrooms of showrooms; commercial premises; motor showrooms; restricted premises; sex service premises, home occupation (sex services); shops</td>
</tr>
<tr>
<td>Zone No 1(c) Rural (Small holdings)</td>
<td>General Stores; child care centre; hotel; motel; professional consulting rooms; recreation establishment/facility; refreshment room; retail plant nursery; roadside stall; service station; tourist facilities; warehouse</td>
<td>Bulk stores; animal boarding and training establishments; car repair stations; commercial premises; home occupation (sex services); motor showrooms; restricted premises; sex service premises; shops</td>
</tr>
<tr>
<td>Zone</td>
<td>Permitted Commercial Activity with Consent</td>
<td>Prohibited Commercial Activity</td>
</tr>
<tr>
<td>------</td>
<td>-------------------------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>Zone No 1(d) Rural (Future urban)</td>
<td>General Stores; child care centre; hotel; motel; professional consulting rooms; recreation establishment/facility; refreshment room; retail plant nursery; roadside stall; service station; tourist facilities; warehouse</td>
<td>Bulk stores; animal boarding and training establishments; car repair stations; commercial premises; home occupation (sex services); motor showrooms; restricted premises; sex service premises; shops</td>
</tr>
<tr>
<td>Zone No 1(e) Outer Rural</td>
<td>General Stores; bulk stores; animal boarding and training establishments; car repair stations; child care centre; hotel; motel; professional consulting rooms; recreation establishment/facility; refreshment room; retail plant nursery; roadside stall; service station; tourist facilities; warehouse</td>
<td>Bulky goods salesrooms of showrooms; commercial premises; motor showrooms; restricted premises; sex service premises, home occupation (sex services); shops</td>
</tr>
<tr>
<td>Zone No 1(f) Rural (Forestry)</td>
<td>None</td>
<td>All</td>
</tr>
<tr>
<td>Zone No 2(a) Residential</td>
<td>General Stores; bulk stores;; car repair stations; child care centre; commercial premises; hotel; motel; professional consulting rooms; recreation establishment/facility; refreshment room; retail plant nursery; roadside stall; shops; service station; tourist facilities; warehouse</td>
<td>Bulk stores; animal boarding and training establishments; motor showrooms; restricted premises; shops (other than general stores); warehouses</td>
</tr>
<tr>
<td>Zone No 2(v) Village</td>
<td>General Stores; bulk stores; animal boarding and training establishments; car repair stations; child care centre; commercial premise; hotel; motel; professional consulting rooms; recreation establishment/facility; refreshment room; retail plant nursery; roadside stall; shops; service station; tourist facilities; warehouse</td>
<td>Nil</td>
</tr>
<tr>
<td>Zone No 3 Business</td>
<td>General Stores; bulk stores;; car repair stations; child care centre; commercial premises; hotel; motel; professional consulting rooms; recreation establishment/facility; refreshment room; retail plant nursery; roadside stall; shops; service station; tourist facilities; warehouse</td>
<td>Warehouses</td>
</tr>
<tr>
<td>Zone No 4 Industrial</td>
<td>Bulky goods salesrooms or showrooms; commercial premises; restricted premises; shops operated in conjunction with other development permitted; all other uses not prohibited.</td>
<td>Shops that are not ancillary to a permitted development</td>
</tr>
<tr>
<td>Zone No 6 Open space</td>
<td>Racecourses; recreation areas; refreshment rooms</td>
<td>All</td>
</tr>
<tr>
<td>Zone No 8 National Parks/Nature Reserves</td>
<td>Nil</td>
<td>All</td>
</tr>
</tbody>
</table>

The flexible nature of the LEP is illustrated in the above matrix and provides little direction and certainty for the future development location and desired character of employment lands.
### SUMMARY OF ISSUES

#### Table 4. Summary Key Employment Lands Planning Issues

<table>
<thead>
<tr>
<th>EMPLOYMENT LANDS ISSUES</th>
<th>WHY IS IT AN ISSUE?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Challenges of the Lithgow LGA demographic profile</td>
<td>• The demographic profile of a rapidly aging population affects the LGA’s ability to attract and retain business and industry investment as well as maintaining a well balanced and skilled workforce.</td>
</tr>
<tr>
<td>Limitations of the existing LEP</td>
<td>• The flexibility of the existing LEP in relation to employment related zones has created an uncertain investment environment and led to fragmentation of lands and land use conflict.</td>
</tr>
<tr>
<td></td>
<td>• The LEP is not supported by a robust Development Control Plan</td>
</tr>
<tr>
<td>Lack of appropriate industrial lands</td>
<td>• There is currently an estimated 32.1ha of available industrial zoned land within the LGA. This represents a supply of 12.8 years based on an estimated demand level of 2.5ha per year.</td>
</tr>
<tr>
<td></td>
<td>• Each of the existing industrial precincts is heavily constrained and their ability to provide for modern industrial development is limited.</td>
</tr>
<tr>
<td></td>
<td>• Some of the areas zoned industrial have a higher and better land use capability.</td>
</tr>
<tr>
<td></td>
<td>• The lack of suitable and serviced industrial land in a clustered estate format inhibits industry and business investment and diversification of the employment base of the LGA.</td>
</tr>
<tr>
<td>Land use conflict and ability of existing precincts to meet modern industrial needs</td>
<td>• Many of the existing precincts are located amongst and adjoining residential development. This restricts the ability of the lands to accommodate general industrial land use and does not provide ample areas for expansion.</td>
</tr>
<tr>
<td></td>
<td>• The likelihood of land use conflict to severely impact upon the operational environment of industrial businesses is high and is a deterrent to large scale investment in these lands.</td>
</tr>
<tr>
<td>Catering for bulky goods retail</td>
<td>• The LGA does not have an established bulky goods retail area. The Main Street Commercial precinct cannot provide for this type of retail activity due to lack of access and loading areas and smaller floor spaces of existing business sites.</td>
</tr>
<tr>
<td></td>
<td>• The establishment of a large out of centre bulky goods location under the current LEP zoning would have the ability to adversely impact upon the viability of the main CBD.</td>
</tr>
<tr>
<td>Fragmentation of the commercial centre</td>
<td>• The existing fragmentation of the commercial centre in Lithgow severely impacts upon the viability of the Main St CBD and will continue to do so if the out of centre Lithgow Valley Plaza and Pottery Plaza are able to expand without restriction.</td>
</tr>
<tr>
<td>Parking and accessibility</td>
<td>• The ability of Main St businesses to provide on-site car parking is minimal. The current practice of requiring on-site parking may stagnate redevelopment potential.</td>
</tr>
<tr>
<td>Planning and providing for tourism</td>
<td>• Council does not currently have a tourism strategy to inform the land use planning for this activity.</td>
</tr>
<tr>
<td></td>
<td>• Tourism development if not appropriately located and planned may result in the loss of amenity and character of some areas.</td>
</tr>
</tbody>
</table>
DISCUSSION OF ISSUES

CREATING A COMPETITIVE PLACE

Council both as a regulator and a service provider can work towards improving Lithgow as a location in which to work and live. Competitive places need a combination of supporting infrastructure, available skills, lifestyle and cultural assets, connectivity, and an environment that fosters innovation and good governance. These factors are discussed in further detail in the SGS Business and Retail Strategy, April 2010. This relationship is shown in the figure below:

Figure 1. Conceptual Model of Local Economic Prosperity

Effective land use planning can play a significant role in creating a “business ready and friendly environment”.

The Lithgow Economic Development Strategy 2010-2014 identifies the following drivers of economic development for the Lithgow LGA:

- Leadership and communication
- Population stabilisation and sustainable growth
- Infrastructure and land availability
- Business support services
- Employment and skills development
LGA DEMOGRAPHIC AND EMPLOYMENT INFLUENCES

The following characteristics of residents and workers in Lithgow LGA that will influence demand for employment land include:

- There are fewer young people living in the LGA.
- Lithgow has a population which is aging at a relatively faster rate than the NSW average.
- Marginal population growth to 2017 is forecast for Lithgow, after which the population is forecast to decline.
- The largest employer in Lithgow LGA is mining, followed by retail trade, accommodation and food services, public administration and safety, health care and social assistance.
- The majority of workers in Lithgow (84.9% or 5,820 persons) live and work within the LGA.
- 15.1% of total workers live outside the LGA and travel into Lithgow for work, with the majority travelling from the Blue Mountains.
- 24.5% of the resident workforce leaves Lithgow LGA to work, mostly to the Blue Mountains followed by Bathurst.
- Those who travel to the Blue Mountains mainly work in health care, accommodation and food services, retail trade and public administration and safety. Most of those working residents who travel to Bathurst work in manufacturing, agriculture, and education and training.
- Only a very small proportion of working residents travel to Sydney and Penrith.
- The majority of working residents in Lithgow LGA work in mining, manufacturing, retail trade, accommodation and food services, public administration and safety, health care and social assistance.
- Those working residents that leave Lithgow LGA to work mainly work in manufacturing, construction, wholesale trade, transport, postal and warehousing, information media and telecommunications, professional, scientific and technical services, administrative and support services, education and training, arts and recreation services (based on more than 25% of working residents leaving the LGA by industry type).

The above indicates that if the Lithgow LGA can attract businesses in manufacturing, construction, wholesale trade, transport and distribution, education and health care, Lithgow is likely to recapture those residents that currently leave the LGA to work. This would not only increase Lithgow’s resident worker containment rate, but would increase the attractiveness of Lithgow for further investment and employment. (SGS Business and Retail Strategy April 2010)

INDUSTRIAL LANDS

LIMITATIONS OF EXISTING LEPS

The current Lithgow LEP adopted a flexible planning approach to land use zoning. It essentially permits with consent light industrial development in a number of zones and all forms of industry within the General Rural zone.

It is apparent that the LEP was adopted to provide broad and flexible planning arrangements for employment development - seemingly in an attempt to encourage employment generating development and increase prosperity for the Local Government Area. Whilst the current LEP does not provide for specific ‘employment’ locations it ‘compensates’ by permitting such developments in a wide range of zones. The best examples can be seen in the rural zones of the LGA (particularly the 1(a) Rural (General) zoning) where Clause 9 of the LEP (zone objectives and development control) provides for flexible zoning arrangements allowing not only a range of
agricultural pursuits, but also providing for light industrial and industrial development as well as a wide range of other employment generating activities.

There have been unforeseen detrimental impacts of this approach, and rather than resulting in the expansion of significant employment developments this ‘flexible’ approach to land use has stifled employment development.

The failure of the flexible land use approach may be a result of one (or a combination) of the following factors:

- Allowing a random location of employment fails to provide a focal point (or focal points) for investment. Industry groups seeking to make investments may have not readily identified suitable land which has all of the services, facilities and locality characteristics which would normally be expected of employment generating sites (including proximity to mutually beneficial users and facilities).

- A broad scale, flexible approach to land use planning fails to allow appropriate planning and provision of services, including water, sewer, telecommunications and so on. Whilst large land-holdings in rural areas may technically be ‘available’ for development, the lack of integrated service provision to provide for development results in stagnation of investment. This is in contrast to the Plan Objectives provided in Clause 2, particularly Clause 2(c)(i) which aims to minimise ‘the environmental cost to the community of fragmented and isolated development of rural land which has less than the full provision of services’.

- Any such developments would lead to a lack of coordinated response in providing appropriate road and transport infrastructure. Disparately located employment developments do not allow for integrated public transport nor provision of suitable access for vehicles (including heavy vehicles) to the highway network.

- Disparately located developments fail to build on existing large employment locations facilities and sectors to ‘grow’ investment in associated/mutually beneficial industries.

- Perhaps most importantly, a disparate and wide reaching zoning does not provide any surety or protection for land users against land use conflicts. There are numerous examples throughout the Local Government Area where uses have been inappropriately located and resulted in land use conflicts with other uses permitted within the same zone. This is in contrast to the aims of the plan provided in Clause 2, particularly Clause 2(c)(vii) which ‘encourages the separation of conflicting land uses’.

The current LEP does not provide a designated industrial zone within the towns of Wallerawang and Portland. This is required if these towns are to respond to future development pressure in a sustainable manner and contribute to a more diverse community structure.

The existing Industrial Development Control Plan is obsolete and lends little support or guidance to the LEP to manage future industrial land use.

**LAND USE CONFLICT**

Land use conflict is evident to varying degrees in all existing industrial precincts. This has arisen predominantly due to being surrounded by residential lands and the fact that no effective buffers are mandated by either the LEP or DCP applying to these lands.

Previous planning decisions to rezone industrial lands in Inch St to residential has led to significant conflict with incoming residents with expectations of residential amenity and the remaining industrial land uses. The nature
of conflict ranges from noise, dust, odour and traffic impacts and in some cases is impinging on the ability of long-term industrial uses to continue normal operations.

The location of industrial lands within residential precincts does not allow intensification or expansion of the industrial land use as there is insufficient distances available for effective buffering and separation of land use.

**LACK OF APPROPRIATE INDUSTRIAL LANDS**

**INDUSTRIAL PRECINCTS IN LITHGOW LGA**

There are eight (8) industrial precincts across the LGA, seven of which are located in the Lithgow urban areas and one precinct located at Pinta St Wallerawang. All eight precincts in the Lithgow urban area have a designated industrial zone, where as the Wallerawang Pinta St precinct is zoned village. The precincts are shown spatially in Figures 2 and 3.
Figure 2. Employment Lands Lithgow East Existing Industrial
Figure 3. Employment Lands – Future Pinta St Industrial
ABILITY OF EXISTING PRECINCTS TO MEET MODERN INDUSTRIAL NEEDS

Whilst there are numerous industrial precincts in Lithgow LGA, many with sites ripe for redevelopment or with vacant land available, site inspections and further analysis has revealed that most of them are heavily constrained. The main reasons for constrained land in Lithgow industrial precincts include:

- Land use conflicts with adjacent residential development which places practical limits on industrial activities in terms of noise and other potential/perceived amenity impacts.
- Access to the site is circuitous and through variable quality local road networks that may prevent certain vehicles from accessing the site and hence certain industries from locating there.
- Lack of visibility and passing trade due to the precinct’s poor location in the middle of residential suburbs.
- The relative distance from the site to major roads.
- Land which is affected by site encumbrances (e.g. flood, contamination, heritage).
- Very long term market prospects due to the need for remediation, heritage listing etc.
- Some sites contain outmoded building stock, the removal or renovation of which would add substantially to the cost of new development.


Whilst being constrained for industrial land use there are two of the precincts that due to location and/or built form, provide opportunities for adaptive reuse by lending themselves to a higher and better land use. These precincts are the Mort St precinct and the former ADI precinct.

SUPPLY AND DEMAND FORECASTS

The following is a summary of the findings of the Supply and Demand Analysis for Industrial lands provided in Appendix 1.

LAND SUPPLY

The land area indicated in the table below for precincts within Lithgow is less than the area (107ha) zoned for industrial. This is due to approximately 27ha of zoned land forming the rail and road corridors that is unusable for private industrial land use and as such should not be considered as available supply.
Table 5. Existing Industrial Land Supply – Urban Centres

<table>
<thead>
<tr>
<th>Location</th>
<th>Land Area</th>
<th>Available Supply</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inch Street</td>
<td>4.73ha</td>
<td>3ha</td>
<td>Restricted access due to low level overhead bridge and route through residential area. No capacity for development outside of current boundary. Adjoins residential area; potential for land use conflict. Limited to light industrial.</td>
</tr>
<tr>
<td>Donald Street</td>
<td>13.66ha</td>
<td>Nil</td>
<td>Limited road access and no capacity for development outside of current boundary. Adjoins residential area. Access through adjoining residential areas limits land use to light industrial.</td>
</tr>
<tr>
<td>Mort Street</td>
<td>5.64ha</td>
<td>Nil</td>
<td>No capacity for development outside of current boundary but the site does have good road access. There is an identified opportunity to redevelop the old gas works site; contamination on this site needs to be considered. The Cultural Precinct Study conducted for Eastern Main St has implications for the future direction in land use for this site.</td>
</tr>
<tr>
<td>Hartley Valley Road</td>
<td>4.73ha</td>
<td>2ha</td>
<td>No capacity for development outside of current boundary but the site does have good road access.</td>
</tr>
<tr>
<td>Chifley Road</td>
<td>12.29ha</td>
<td>3.1ha</td>
<td>No capacity for development outside of current boundary but the site does have good road access and exposure.</td>
</tr>
<tr>
<td>CBD West</td>
<td>19.38ha</td>
<td>Nil</td>
<td>No capacity for development outside of current boundary but the site does have good road access.</td>
</tr>
<tr>
<td>ADI Site</td>
<td>19.91ha</td>
<td>10ha (approx)</td>
<td>Opportunities for development however there are constraints due to contamination, potential land use conflict and restricted access. These constraints have implication on the future direction in land use for this site.</td>
</tr>
<tr>
<td>Wallerawang</td>
<td>44.12ha</td>
<td>14ha</td>
<td>Good transport access and service provision.</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>124.6ha</strong></td>
<td><strong>32.1ha</strong></td>
<td><strong>Approx 12.8 yrs supply at 2.5ha/yr</strong></td>
</tr>
</tbody>
</table>

ESTABLISHING DEMAND

Establishing demand for industrial land in the Lithgow LGA is difficult for the following reasons:

- Council does not maintain a land monitor tracking the release, take up and change of industrial land and land use within the LGA.
- The flexibility of the LEP enables industrial activity in a number of zones throughout the LGA and therefore demand for zoned industrial land is not reflective of all demand.
- Anecdotal evidence suggests that demand for industrial land has been hindered by the lack of well located and clustered industrial lands providing for modern industrial land use, thereby discounting the validity of using historic development application activity as an indicator of demand.

An indication of potential industrial demand can be gauged from established demand in the other central west centres. This data is displayed below:
Another method of calculating demand is by using population driven forecasting and subsequent workforce predictions to calculate required industrial floor space.

Such forecasting was undertaken by HillPDA in the Wallerawang Industrial Park Report, 2010 and the results are summarised below. Further detail is provided in the full Supply and Demand Analysis Appendix 1 and the Wallerawang Industrial Park Report.

The jobs forecasting model suggests that the Lithgow LGA will require an additional 5.8 hectares of industrial zoned land between 2006 and 2021, equivalent to average growth of 0.5ha per annum.

The demand for industrial floor space as shown in the above table, was based on population forecasts from the ABS.

**ESTIMATING FUTURE DEMAND**

A 1% per annum increase in the population would result in demand for an additional 15ha of industrial floor space between 2006 and 2021, equivalent to additional demand of around 1 hectare per annum.

A 2% increase in population per annum results in additional demand for 25ha or 1.7ha per annum.

Using the above figures and the demand data from other central western councils, it is suggested that a very conservative estimate for industrial demand of 2.5ha per annum be adopted under this Strategy. This will allow for a growth scenario whereby key drivers such as improved rail and road infrastructure, change in government policy to encourage further decentralisation and the implementation of local economic strategies to attract new employment generating development may take effect.

**COMMERCIAL LANDS**

**LIMITATIONS OF EXISTING LEPs**

The Lithgow LEP has one business zone and adopts a flexible planning approach that seeks to enable a wide range of business/commercial activities across a number of zones.

This approach to commercial lands has not had the same negative impact as with the industrial lands, due predominantly, to this activity being contained within the established commercial precincts and that demand to date has been able to be accommodated within the primary business zone.

Future increase in development pressure and demand may however see this situation change should the LEP remain unaltered in this regard.
The current LEP does not provide a business zone within the towns of Wallerawang and Portland. This is required if these towns are to respond to future development pressure in a sustainable manner.

The lack of differentiation through either zoning, land use permissibility or floor space controls between the Lithgow Main St business precinct and the Valley Plaza will, without intervention, affect the continued viability of the Main St.

There is no development control plan that supports the LEP in relation to commercial land development. Therefore, little direction is available to guide prospective developers/investors as to the preferred land use, character and built form of the commercial precincts.

All centres would benefit from integrated urban design plans to improve the business environment.

DEFINING THE LITHGOW LGA RETAIL/COMMERCIAL HIERARCHY

The Lithgow LGA retail/commercial hierarchy as defined in the adopted Business and Retail Strategy is indicated in Figure 4

Figure 4. Lithgow LGA Retail/Commercial Hierarchy

FRAGMENTATION OF THE LITHGOW SUB-REGIONAL COMMERCIAL CENTRE

Lithgow is the principal centre within Lithgow LGA, accommodating local government and some state government agencies. The Lithgow Centre consists of two separate precincts, Lithgow Main Street and Lithgow Valley Plaza/Pottery Estate.

Figure 5 illustrates the relative location of these two precincts and Figure 6 illustrates the distance between them. The main street and plaza are separated by land uses that are not likely to ever be converted to retail (a church, school and residences). The separation distance of 500m (as well as the change in grade) means that the plazas will always provide a distinct and different retail experience to the main street. (SGS Lithgow Business and Retail Strategy April 2010).
Figure 5. Relative Location of Lithgow Existing Commercial
There is also fragmentation of the Main commercial precinct due to the linear nature of Main St and the location of the Main Western Railway Line and this has led to this precinct assuming quite different character throughout in terms of the type of commercial activity undertaken.

Since the development of the second out of centre precinct (Valley Plaza) the Lithgow Main St has struggled to retain a high consistent level of occupancy of commercial floor space. Table 7 indicates the change in vacancy rates since 2005.

Table 7. Change in Shop Vacancy Rates since 2005

<table>
<thead>
<tr>
<th>Year</th>
<th>No of Vacant Shops</th>
<th>No of Occupied Shops</th>
<th>Total number of shops</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>24</td>
<td>155</td>
<td>179</td>
</tr>
<tr>
<td>2008</td>
<td>38</td>
<td>140</td>
<td>182</td>
</tr>
<tr>
<td>2009</td>
<td>24</td>
<td>158</td>
<td>182</td>
</tr>
</tbody>
</table>

Source: LCC

To improve the viability of the Main St commercial precinct it will be necessary to consider opportunities for centre consolidation and diversifying activity within the centre.

**CATERING FOR BULKY GOODS RETAIL**

The community through consultation carried out with the Strategic Plan in 2006 identified that the lack of a designated precinct for bulky goods retail was restricting Lithgow’s ability to compete with neighbouring LGAs and was one of the major reasons for shopping outside the local centre.
According to the Bulky Goods Retail Association, bulky goods retailing includes:

- Home entertainment goods
- Furniture, furnishings, floor coverings & electric light fittings
- Household appliances and electrical goods
- Hardware & landscaping supplies
- Bedding, manchester and window coverings
- Automotive parts & accessories
- Other (office equipment, camping, swimming pools, pet supplies, baby goods).

According to the SGS Business and Retail Strategy, bulky goods retail outlets are typically located in low cost buildings in low rent areas. Sites with exposure to high traffic volumes are desired by bulky goods retailers because they enable business promotion. Locations on major arterial roads are therefore preferred. The delivery of stock by large commercial vehicles and the loading and collection of bulky goods by customers requires sites with ease of access.

SGS does however caution that these characteristics of bulky goods are not an adequate basis for justifying an out of centre location.

SGS reports that bulky goods retailing should be located in places capable of serving a broad catchment. The Bulky Goods Retailers Association considers that suitably located premises should serve a catchment of 100,000 residents.

SGS states "given the competitive offer, relatively low population numbers within Lithgow's catchment and modest population growth, it is unlikely the Lithgow will sustainably support a significant volume of bulky goods retailing in the foreseeable future. While Council has recorded some interest for bulky goods development, from a policy perspective it is desirable to strongly discourage any out of centre retailing. This is two-fold in that out of centre retailing generally impacts adversely on centres, and by avoiding sprawling bulky goods retail outlets on the main roads, Lithgow is able to maintain attractive entrances to the town centre."

The Marrangaroo Structure Plan (2006) identified that the linear strip to the east of the Great Western Highway for the development of Highway/Business land use to encourage a mix of compatible uses associated with the use of the Highway, including bulky goods retail.

This location would be consistent with what other town centres such as Bathurst and Mudgee have provided.

The challenge for this strategy is to identify appropriate areas to accommodate this form of retailing without impacting further on the viability of the main commercial precincts.

**CAPTURING RETAIL EXPENDITURE**

SGS reports that based on the findings of the retail survey it is estimated that 20% of retail spending by residents occurs outside the LGA, primarily in the larger regional centres of Bathurst and Penrith or on-line.

In order to increase retail expenditure within the LGA, SGS have identified that strategies and actions to achieve the following would be required:

- Capture a greater share of residents spend locally.
• Attracting a greater number of tourists and visitors.
• Increasing affluence of the resident population.
• Increasing the population.

Please refer to the Lithgow Business and Retail Strategy for further detail on Council’s website.

**PARKING AND ACCESSIBILITY OF CENTRES**

Parking within each of the business precincts in Lithgow, Wallerawang and Portland is sufficient with a combination of timed on street parking and/or parking areas.

The Lithgow town centre has a number of peripheral parking areas in both public and private ownership as indicated in Figure 7.

**Figure 7. Lithgow Town Centre Parking**

![Map of Lithgow Town Centre Parking](image)

There is significant opportunity to improve the parking areas within the Lithgow town centre, particularly in relation to better lighting, surfacing and shade planting. There is also potential to increase the capacity of these parking areas by a revision of layout and design and into the future the development of structured (multi-storey) parking areas.

The provision of car parking for new developments is controlled by a Development Control Plan that requires all new development to provide on-site car parking sufficient to cater for the proposed use. Where on-site car-parking is not physically practicable Council does give consideration to the proximity of public car-parking areas.

SGS reports that in areas such as Lithgow, where re-development is a marginal financial proposition at best, the conventional approach to the provision of car parking on a site by site basis rather than planning for the whole precinct will have a number of consequences:

• it is likely to slow redevelopment and renewal due to the very high cost of constructing underground car parking
• site consolidation will create large gaps in the retail frontage during the construction period
the disruption will be prolonged by the requirement for underground parking which can add months to the construction program.

the excavation and additional truck movements will have an impact on the amenity of the street, or if undertaken out of hours, incur further costs.

attaching a car park to the title of an apartment adds considerably to the cost, which erodes affordability.

Both the Lithgow and Portland precincts provide for peripheral traffic circulation via connecting streets which allows the main streets to have relatively low speed and low traffic volume.

Wallerawang town centre does not afford the same circulation being a linear street with commercial activity confined to the western side except for the re-development of the former Railway Station. The former Railway Station car-park does however provide a formal U turn bay that assists traffic circulation. This should be retained and formalised in any future planning of this area.

There is currently no provision for separated bicycle or mobility scooter access or stand areas within the Main commercial precincts. This will, into the future, cause conflict with pedestrians as these modes of transport increase in popularity.

The above issues highlight the need for the following to be prepared to further inform development of the LGA’s commercial precincts.

- Comprehensive traffic and parking plan for each centre incorporating pedestrian and cycle access, mobility and urban design issues
- Revised development control provisions in relation to the provision of car-parking.

SUPPLY AND DEMAND FORECASTS

The following is a summary of the findings of the Supply and Demand Analysis for Commercial lands provided in Appendix 1 and the Lithgow Business and Retail Strategy. Please refer to these documents for further detail.

LAND SUPPLY

The Supply and Demand Analysis in Appendix 1 has identified the following land supply for commercial activity in each of the three centres of Lithgow, Wallerawang and Portland as shown in Table 8.

<table>
<thead>
<tr>
<th>Precinct</th>
<th>Land Area</th>
<th>Available retail space</th>
<th>Constraints</th>
</tr>
</thead>
<tbody>
<tr>
<td>CBD</td>
<td>19.21 ha</td>
<td>Less than 10%</td>
<td>The vacancy rate is highest in the area between Eskbank Street and Bridge Street.</td>
</tr>
</tbody>
</table>
| Pottery Estate and Valley Plaza | 8.09 ha   | 4% in Valley Plaza and 40% in Pottery Estate  
An additional 4,055 m² of retail floor space at Valley Plaza has been approved. | Vacant land adjacent to Pottery estate is zoned residential. Draft LEP considered by Council in 2006 that is pending due to contamination issues of land involved. Subdivision has been approved for commercial purposes. |
<table>
<thead>
<tr>
<th>Precinct</th>
<th>Land Area</th>
<th>Available retail space</th>
<th>Constraints</th>
</tr>
</thead>
<tbody>
<tr>
<td>Railway Parade Precinct</td>
<td>Approx 6ha</td>
<td>Greater than 10%</td>
<td>Fragmented from the CBD by the rail line.</td>
</tr>
<tr>
<td>Western Main Road Extension (Hassans Walls Road to the great Western Highway)</td>
<td>Approx 6ha</td>
<td>Limited</td>
<td>Characteristics are different from the adjacent CBD precinct. These include a vacant depot; motor cycle retailer; power equipment; service station; tyre repairs; hardware; radio station and a range of food outlets.</td>
</tr>
<tr>
<td>Wallerawang</td>
<td>0.8ha</td>
<td>19%</td>
<td>The commercial precinct in Wallerawang meets the demand of existing residents. There is existing vacant land/premises within the precinct that could cater for any additional demand</td>
</tr>
<tr>
<td>Portland</td>
<td>1.1ha</td>
<td>22%</td>
<td>The commercial precinct in Portland meets the demand of existing residents. There is existing vacant land/premises within the precinct that could cater for any additional demand</td>
</tr>
</tbody>
</table>

### FLOOR SPACE SUPPLY

The Business and Retail Strategy, using retail modelling, further defined this supply by way of available floor space for each centre as indicated in the Table 9.

Table 9. Retail Model Results – Floor space supply by centre

<table>
<thead>
<tr>
<th>Centre</th>
<th>Expenditure Capture from within the LGA</th>
<th>Floor space Supply by Centre</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Share of Local Shopping</td>
<td>Share of sub regional shopping</td>
</tr>
<tr>
<td>Lithgow</td>
<td>65%</td>
<td>100%</td>
</tr>
<tr>
<td>Wallerawang</td>
<td>16%</td>
<td>0%</td>
</tr>
<tr>
<td>Portland</td>
<td>16%</td>
<td>0%</td>
</tr>
<tr>
<td>Other - Outside of LGA</td>
<td>2%</td>
<td>0%</td>
</tr>
</tbody>
</table>

Source: SGS Business and Retail Strategy
DEMAND

Retail demand was also modelled by SGS by estimating a supportable floor space for each centre and comparing against the above identified supply to identify gaps.

NOTE: SGS have used future retail demand as an indicator of total future floor space demand for commercial activity (Refer to Pg 68/9 of Business and Retail Strategy for rationale).

<table>
<thead>
<tr>
<th>Centre</th>
<th>Retail Turnover Density (RTD)($/sqm)</th>
<th>Supportable Floor space (sqm)</th>
<th>Existing Floor space (sqm)</th>
<th>Floor space Demand (sqm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lithgow</td>
<td>$4,000</td>
<td>47,006</td>
<td>55,445</td>
<td>-8,439</td>
</tr>
<tr>
<td>Wallerawang</td>
<td>$2,000</td>
<td>2,698</td>
<td>8,000</td>
<td>-5,302</td>
</tr>
<tr>
<td>Portland</td>
<td>$2,000</td>
<td>2,797</td>
<td>11,000</td>
<td>-8,203</td>
</tr>
<tr>
<td>Other - Outside of LGA</td>
<td>$6,000</td>
<td>7,684</td>
<td>n/a</td>
<td>n/a</td>
</tr>
</tbody>
</table>

Source: SGS Business and Retail Strategy

The supply and demand analysis has indicated that there is sufficient land and floor space within each commercial centre to accommodate current estimated demand.

To understand potential future demand the following scenarios were tested by SGS who found that:

**SCENARIO 1: REDUCED EXPENDITURE ‘LEAKAGE’**. In this case the amount of escape expenditure was reduced from 20% to 10%, assuming that Lithgow Centre would capture this additional expenditure. Compared with the base case (if escape expenditure was reduced) approximately an additional 6,000 m² of floor space could be supported within Lithgow centre. No change would be experienced within Portland and Wallerawang, as these centres do not offer higher order retailing.

**SCENARIO 2: HIGHER PROPORTION OF PEOPLE TRAVELLING TO LITHGOW TO SHOP**. If the number of shoppers in Lithgow, travelling from outside the LGA increased from 10% to 20%, it is estimated that an additional 6,000 m² of retail floor space could be supported within the Lithgow centre. This is a similar result to Scenario 1: reduced expenditure leakage.

**SCENARIO 3: INCREASING AFFLUENCE OF LITHGOW LGA RESIDENTS**. At present the income profile of Lithgow LGA residents is lower than the Australian average. A higher income profile would most likely mean a greater available retail ‘spend’ within the catchment. If Lithgow LGA residents were to become more affluent, in line with the Australian average income profile, it is estimated that an additional 7,000 m² of retail floor space could be supported within the Lithgow LGA, when compared to the base case.
**SCENARIO 4: POPULATION GROWTH TO 25,000.** Assuming Lithgow LGA’s population were to grow to 25,000 people as Council aims, it is estimated that an additional 11,000 m² of retail floor space could be supported between the centres of Lithgow, Wallerawang and Portland. This assumes that the distribution of population remains constant. In this case, there may be a small under supply of floor space within Lithgow, however, excess floor space would remain within Wallerawang and Portland.
TOURISM ACTIVITY

According to the Lithgow Economic and Development Strategy “tourism is becoming of increasing importance for economic growth and has caused governments and industry to engage in aggressive and intense promotional activities in order to develop and increase the effectiveness and quality of the sector”.

LITHGOW LGA TOURISM PROFILE

Lithgow LGA is a place endowed with significant natural and cultural resources that can capture the interests of visitors and thus tourism investment:

- A diverse physical geography ranging from flat to gently undulating pastoral landscapes to rugged natural bushland dominated by sandstone cliffs and pagodas, majestic valleys and rare woodland forests, wetlands and ecological communities.
- A strong industrial built heritage including both coal, iron and shale
- A strong rail and road heritage associated with the crossing of the Blue Mountains
- A strong and diverse built heritage within all three town centres, rural villages and hamlets
- Places of Aboriginal Heritage and Significance
- Access to a significant National Park and State Nature Reserves network boasting six major Parks including
  - Blue Mountains National Park
  - Gardens of Stone National Park
  - Wollemi National Park
  - Turon National Park
  - Capertee National Park
  - Marrangaroo National Park
  - Evans Crown Nature Reserve
- Access to a large and significant State Forest Estate.

Areas which have obvious attraction and potential for tourism related development in the rural areas are the surrounds of Lake Lyell, the Hartley Valley and Hartley Vale, Capertee and Wolgan Valleys, Turon and Kanimbla and Megalong Valleys.

The Lithgow Economic Development Strategy 2010-2014 provides detail relating to visitor numbers, stays and economic value. It has also identified the following, but not limited to, niche tourism markets the Lithgow could encourage:

- Caravanning and camping
- Cultural and heritage
- Adventure sports such as orienteering, bushwalking, cycling and mountain-biking
- Bird watching and botanical related activities
- International students study and tourism
- Seniors activities
- Sports related activities.
EXISTING TOURISM INFRASTRUCTURE

The LGA has a range of tourist accommodation options which includes:

- Resorts and Spa Retreats
- Motels
- Group Retreats
- Pub Stays
- Caravan Park and Camping
- Self-Contained Cabins and Farm stays
- Bed and Breakfasts

The LGA also has a range of tourism facilities such as:

- Tourism Information Centre
- Scenic Lookouts
- Tourist Drives
- Museums
- Preserved Historic Villages

LACK OF TOURISM STRATEGY TO IDENTIFY AND SUPPORT FUTURE DEVELOPMENT ACTIVITY

There is currently no specific tourism strategy for the Lithgow LGA that considers existing tourism activities and identifies potential for tourism growth.

This is a significant data gap that will be required to be met to enable future strategic land use planning to adequately cater for this form of development.

As identified by the Department of Planning Practice Note PN 09-006, Council is encouraged to develop an integrated tourism strategy as part of their local planning. Such strategy should consider the following:

- The different types of tourism including:
  - Getaway and stay
  - Family and friends tourism visits
  - Cultural tourism
  - Heritage tourism
  - Eco-tourism
  - Adventure tourism
  - Farm-based tourism
  - Sports-based tourism
  - Education-related tourism
  - Business tourism
The different types of destinations:
- Major tourism sites
- Urban centres
- Major natural or cultural features
- Places of interest
- Domestic and international tourists

The Strategy should consider the following strategic issues:
- Opportunities and constraints as a result of existing land and options for additional facilities
- Opportunities and constraints as a result of existing tourist accommodation and options for additional supply
- Opportunities and constraints as a result of infrastructure facilities
- Opportunities and constraints as a result of conservation and natural resource strategies in the areas and options for additional synergies.

CURRENT LEP PROVISIONS

Tourism related development is essentially encompassed in the definition of “tourist facilities” within the 1980 Environmental Planning and Assessment Model Provision adopted by both the current operating LEPs as:

“means an establishment providing holiday accommodation or recreation and may include a boat shed, boat landing facilities, camping ground, caravan park, holiday cabins, hotel, house boat, marina, motel, playground, refreshment room, water sport facilities or a club used in conjunction with any such activities.”

This use is permitted with consent in all zones except the Open Space 6 Zone.

The Standard Instrument breaks up this definition into a number of separate definitions in relation to accommodation and recreational facilities.

It will be necessary for the LEP to consider carefully how to encourage tourism related development consistent with the principles adopted by this Strategy.
DISCUSSION OF NEW PLANNING APPROACH

INDUSTRIAL

IDENTIFYING FUTURE LAND SUPPLY

It is proposed to retain the existing industrial precincts as light industrial areas with the exception of the Mort and former ADI precinct where it is recommended that the zoning be modified to enhance the development capability of these precincts and enable a more appropriate mix of compatible land uses with higher urban design qualities.

Further, it is clear from the discussion of issues and the identified constraints limiting the ability of existing industrial zoned lands to respond to future demand, that a new industrial land supply is required.

In order to identify future opportunities to accommodate a modern industrial/business park cluster consideration was given to the following broad locational criteria:

- Sites must be large enough to accommodate modern high floor space clearance industrial buildings in a range of formats – from single floor plate factories to smaller industrial units.
- Site must comprise relatively flat land to accommodate the floor space and access needs of modern industrial buildings.
- Sites should ideally have physical attributes which would enable them to accommodate a wide range of employment generating land uses, that is general industrial, light industrial, Business Park, light manufacturing and warehousing.
- Any pre-existing environmental issues relating to the site (such as flooding/ contamination/heritage) must be manageable.
- Sites should have reasonable separation from established and proposed urban residential areas, so that businesses may be able to reasonably operate without onerous restriction.
- Site should have good access to major transport infrastructure such as highways, main roads and (to a lesser degree) railways, to provide easy access and minimise traffic conflict.

Using the above criteria, the following candidate sites were identified:

### Table 11. Candidate Sites for Future Land Supply

<table>
<thead>
<tr>
<th>Site Name</th>
<th>Description</th>
<th>Area (ha)</th>
<th>Comment/Potential Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marrangaroo</td>
<td>Land on the eastern side of Great Western Highway, north of Reserve Road. Currently Zoned General Rural 1(a). Land uses in the vicinity represent a mix of rural residential; institutional (maximum security correctional facility); transport related uses (plant and earth moving machinery); defence training facility; former coal mine; hotel; service station and light and rural industries. Land adjoining the Great Western Highway has development consent for the</td>
<td>122</td>
<td>This site forms part of the Marrangaroo Study area that has been identified by the Geolyse Local Environmental Study and Structure Plan as having significant and strategic potential as the next new urban area for Lithgow. The site exhibits good potential for development of an industrial cluster with good main road exposure and ability to co-exist with existing land use. The 122ha is naturally split into three sectors by the presence of natural constraints that will enable staging of the</td>
</tr>
<tr>
<td>Site Name</td>
<td>Description</td>
<td>Area (ha)</td>
<td>Comment/Potential Land Use</td>
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<tr>
<td>Minerals Processing Park</td>
<td>The site is located adjacent to Delta Electricity’s Wallerawang Power Plant. The Lithgow Minerals Processing Industry Park, identified by the Department of Mineral Resources in 1995, strategically provides new opportunities for vertical integration and value adding to the region’s mineral wealth and associated industries. It was seen as a potential site for use an electrometallurgical industrial park which would use significant amounts of electricity. The site is currently zoned General Rural 1(a).</td>
<td>100ha (90ha to be retained for heavy industry)</td>
<td>In May 2008 it was agreed by NSW Department of State and Regional Development in conjunction with the Lithgow Minerals Park Project Committee that 10ha of the 100ha site could be used for other agreed industrial purposes that would not compromise the development of the remaining 90ha. Council in 2010 commissioned a Feasibility Study into developing a 10ha Industrial Park at this location. Refer to Wallerawang Industrial Park Study Council gave “in principle” support to this proposal The site is free of the strategic primary constraints used within this Strategy to identify land suitable for urban expansion.</td>
</tr>
<tr>
<td>Pinta St Wallerawang</td>
<td>Land on the western side of Main St Wallerawang and to the north of Pinta St.  Land developed for industrial purposes by Council in the late 1970’s. The site is currently zoned 2(v) Village. Current land uses include engineering/manufacturing/mining support, concrete batching, landscape supplies, plant depots etc.</td>
<td>44.4ha (16ha vacant)</td>
<td>Good potential to retain and expand light industrial land use. Reasonable proximity to Castlereagh Highway. Well placed to cluster engineering support services for power generation and mining industries. Remaining land is low lying but may contribute to future supply given appropriate site modification. The site is free of the strategic primary constraints used within this Strategy to identify land suitable for urban expansion.</td>
</tr>
<tr>
<td>Boral Site Portland</td>
<td>Land north of Williewa St forming part of the former Portland Cement Works. The site is currently zoned 2(v) Village.</td>
<td>3.8ha</td>
<td>Site provides opportunities for light industrial land use building on the heritage of this site. Redevelopment of the site would be</td>
</tr>
<tr>
<td>Site Name</td>
<td>Description</td>
<td>Area (ha)</td>
<td>Comment/Potential Land Use</td>
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<td>required to be in accordance with any site rehabilitation requirements and validation associated with the formal closure plan for the Cement Works operation.</td>
</tr>
<tr>
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<td></td>
<td>Development would be required to be of high urban design due to the central location of the site and its proximity to the commercial centre of Portland.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>The site is free of the strategic primary constraints used within this Strategy to identify land suitable for urban expansion</td>
</tr>
</tbody>
</table>

The spatial relationship between these sites and to the existing industrial land in Lithgow is indicated in Figure 8.
Figure 8. Employment Lands - Industrial

LEGEND

Employment Lands - Industrial Land
Lot Outlines
ROLE OF MARRANGAROO

The Marrangaroo Structure Plan, Figure 9 (2006) identified two areas for employment generation within the Marrangaroo Study Area.

The area to the west of the Great Western Highway has not been given further consideration as future employment lands as the land is currently encumbered by a development consent for subdivision creating 217 standard residential allotments. This consent has been given substantial commencement status and therefore remains in perpetuity. The resultant impact upon land values would in all likelihood prevent consideration for employment lands unless significant demand drivers for employment lands became evident into the future.

This Strategy does however identify all three of the Marrangaroo sites, north of Reserve Road as strategic industrial land sites as indicated in Figure 8 of Chapter 14. Given the uncertainty regarding demand for industrial land, it is recommended that only Stage 1 (40 ha) of this area be followed through with rezoning in the 2012 LEP. This will give sufficient area to encourage the development of a new industrial cluster and encourage the efficient provision of services to the area.
As this land is taken up, the remaining two sections can be rezoned as required to enable further expansion of this area. The identification of these areas within this Strategy as future industrial land sites should provide sufficient indication for landowners and potential investors as to the desired future use of these lands and allow for long term decision making to occur. The land until required will be held in an appropriate rural zone limiting development that would preclude its future desired use.

Figure 10. Employment Lands – Future Marrangaroo Industrial
ROLE OF MINERALS PROCESSING PARK

It is recommended that this area be rezoned to reflect the desired future heavy/general industrial land use. The zoning should also encompass the adjoining landscape supply business of Good Earth.

This site will become more strategic into the future given the long term potential for the Bells Line Expressway to link to the Castlereagh Highway in the immediate vicinity of this site.

Consideration should also be given to extending this zone linking through to land already used for non-rural purposes towards the Great Western Highway as identified in Figure 11. However the zoning in this area would not be contiguous as the landscape is interrupted by densely vegetated and steep environmentally sensitive lands that would require protection under another more appropriate environmental zone.

Figure 11. Employment Lands – Future Mineral Park Industrial
IDENTIFYING INDUSTRIAL ZONE IN PORTLAND AND WALLERAWANG

Under the recommended settlement hierarchy of this Strategy, Wallerawang and Portland are identified as town centres. As such these centres require appropriate industrial zonings to enable future industrial land use to be clustered and minimise land use conflict.

It is recommended that the Pinta St Wallerawang site and the two smaller sites in Portland contained within and adjacent to the Boral Site as identified in Figure 12 and 13 respectively be rezoned to enable light industrial land use.

Figure 12. Pinta St, Wallerawang
Figure 13. Boral Site Portland
MODIFICATION OF EXISTING INDUSTRIAL ZONES

The analysis of the existing industrial zones within the Lithgow precinct has identified two areas currently zoned industrial that provide opportunities for future land use change. These areas are the Mort St and former ADI industrial precincts as identified in Figures 3 and 4 of Chapter 14.

MORT ST PRECINCT

This precinct is located and extends on both sides of Main Road 516 which is the second arterial road linking Lithgow and Sydney. The precinct is in close proximity to the western end of the Commercial centre of Lithgow.

Land use in this area includes a mix of industrial depots, warehouse and storage, car repair stations, service stations and a cluster of heritage and cultural land uses.

The precinct links directly with the cultural precinct identified in the 2010 Lithgow Cultural Precincts Study. The area of the industrial precinct to the north of Mort St including Council’s Lithgow Works depot has been identified as a potential future expansion of the Cultural Precinct as shown in Figure 14.
Further, in 2009, the University of Western Sydney identified an interest in creating a remote college campus within the Hoskins Memorial Institute building.

In order to change the character of this area in the future and provide greater synergies with both the established cultural precinct and commercial centres it is recommended that this precinct be rezoned in the 2012 LEP to encourage a more compatible mix of land use. The aim being to support mixed use of high urban design to integrate business, educational, cultural, office and limited retail land use.

FORMER ADI PRECINCT

Despite rationalisation of the site following the closure of ADI, including:

- demolition of some buildings.
- site remediation.
- reconfiguration of the site for the use of the new primary occupant Thales.
- development and approval of a subdivision plan.
- development and adoption of a development control plan to guide future land use consistent with the industrial zoning.

Little interest outside of the establishment of the Tim Fix complex and Children’s Furniture DFO has been shown in the re-development of the site.

Given the location and size of the site and its heritage significance it is considered that a more flexible land zoning is required to encourage redevelopment of the vacant areas of the site and adaptive reuse of the some of the remaining buildings.

It is the recommendation of this Strategy that the area of the site not occupied by Thales be rezoned, as indicated in Figure 3 Chapter 14, to enable a mix of compatible uses commensurate with the contaminated state of the land, and the surrounding land use. A mixed use zone and accompanying provisions should ensure that it does not compete or detract from the retail and business use of the main commercial centre and provides a supporting role. It should not be zoned so as to create another out of centre commercial precinct.

MANAGING LAND USE CONFLICT WITHIN NEW AND EXISTING INDUSTRIAL AREAS

The most effective planning tool to manage land use conflict is zoning and restriction of permissible uses. However, zoning alone cannot manage those land use conflicts that have arisen due to historic settlement pattern and previous poor planning decisions.

BUFFER /SEPARATION – APPLIED DISTANCES

Some conflicts are therefore required to be managed on a site by site basis. An effective tool to minimise land use conflict and achieve acceptable environmental outcomes is the application of buffer areas/separation distances between potentially incompatible uses. This tool is particularly useful where it is necessary to supplement the more strategic planning tool of land use zoning. However a disadvantage of separation distances is that they are very wasteful of land. Every effort should therefore be made to:
• To minimise the land areas required by use of Best Available Technology Economically Achievable (BATEA) principles;
• To select sites carefully and consider the possible use of any required buffer zone by other compatible and perhaps less offensive land uses.

UNDERLYING PRINCIPLE

NOTE: The underlying principle in the use of buffer areas/separation distances is that the incoming or encroaching development must provide the buffer/separation distance or other approved means of reducing or removing the conflict.

Where a physical separation is required for developments with off site impacts it will be required to be located on lands in the ownership or control of the owner or operator of the encroaching development.

It is not intended as a means to resolve existing conflict and is not applied retrospectively. These situations must be dealt with as best as possible using existing legislation, and where appropriate, mediation and negotiation.

The generic buffer/separation distances are intended as guide for establishing a physical separation between sensitive land uses such as dwellings and certain activities and developments that may occur in areas where potential conflicts may arise. Such may be used in the following circumstances.

• Where a development may conflict with existing sensitive developments because of emission of odour, noise, vibration, visual impact or other nuisance and may therefore require a separation or other means of reducing the conflict to an acceptable level.
• Where sensitive development is proposed in a location where there is an existing development which may adversely affect it and may therefore need to provide its own separation or other means of reducing or removing the conflict in order to minimise land use conflicts between potentially incompatible land uses.
• Where general guidance is required to assist in site selection and early project feasibility assessments.

The detailed provisions relating to the implementation of the above planning tool will be required to be provided in a Development Control Plan. The DCP would also include the requirement for detailed site and locality context analysis plans to identify potential land use conflict and measures to mitigate such conflict for consideration of any new development.

CONSIDERATION OF HEAVY INDUSTRY PRECINCT (BLACKMANS FLAT)

As highlighted in Rural Lands Chapter 9 the Blackmans Flat area is an area that due to a proliferation of power generation and mining activities and associated infrastructure has significant and unresolvable land use conflicts. Figure 15 demonstrates the extent and location of these activities.
Figure 15. Wallerawang Intensive Industry Map

Note: This figure show the land use strategic framework
Traditionally mining and power generation have been included in the general rural zones and would transfer to the Primary Production Zone of the Standard Instrument.

The area accommodates several land uses that by their nature require separation from other land uses such as mining, value added industry to mining such as briquettes from coal residue, ash disposal and a future waste facility.

Although this area is affected by a number of primary constraints as indicated in Figure 16 it is considered the current disturbed nature and use of this land has diminished its environmental value and would not preclude future industrial land use beyond the current mining and power generation related uses. Having regard to the current and likely future land use, the strategy had recommended that this area be zoned heavy industry in the new LEP in order to remove any ambiguity regarding the dominant existing and future land use of the area.

This met with opposition from those residents living in the area who wish the area to be zoned village.

This area has never been recognised as a village by any previous planning instrument. The area lacks necessary services and facilities for this area to be considered within the adopted settlement hierarchy as a village. The presence of dwellings is not sufficient justification for the land use zoning to be altered.

The potential for continuing land use conflict is high and therefore no further residential land use beyond what is existing or is subject of a current development approval, should be encouraged in this area.

Having regard to the fact that heavy industrial development may also be a permissible use in the primary production zone and that very few new dwelling opportunities are available in the area, it is recommended that the area be retained in the general primary production zone in the new LEP, but be flagged as a strategic site for future industrial land use in the strategic framework as indicated in Figure 16 below. (Note the boundaries of the future industrial area have been slightly altered to remove land to the immediately north of View Street)

It is further recommended that this area have specific controls in the new comprehensive development control plan in order to more appropriately manage land use conflict and encourage compatible land use.

This area would provide the LGA with a future heavy industry area enabling further diversification of the industry base that can coincide with mining activity and power generation activity and prevail once mining in this area has been exhausted.

This Strategy recommendation will not resolve current land use conflict, however this coupled with other recommendations of this Strategy to limit rural lifestyle development and protect environmentally sensitive areas should minimise the potential for further land use conflict to occur.
Figure 16. Proposed Strategic direction for Blackmans Flat
COMMERCIAL

CONSOLIDATION OF COMMERCIAL CENTRES

The Lithgow Business and Retail Strategy have recommended that the commercial centre of Lithgow be consolidated. This can be achieved by rezoning areas that are surplus to the commercial precinct to more compatible land use and differentiating the character and roles of the main commercial precinct and the out of centre Plaza precincts through land use zoning and the use of floor space ratios.

The major change is to apply a mixed use zone over the Lithgow Valley Plaza and Pottery Plaza to enable differentiation of prohibited uses in this area and the Main St commercial precinct. It is proposed to enable bulky goods retail in this area to provide a defined “go to” area for this land use in the LGA.

Following community consultation this area has been expanded to include an area to the west of Lithgow St that sits in and around the public and private recreation areas. This extension of the mixed use zone will:

- rationalise zoning in the precinct to encompass existing mixed uses
- enable effective planning for both sides of Lithgow St with like uses, which is currently a high traffic area
- will reinforce a difference between Main St and the Plaza Precinct.

The resultant loss of standard residential zoned land will not significantly alter land stocks for this use. The mixed use zoning will provide for residential development types compatible within a mixed use and high traffic environment.

Further investigation through an urban assessment is required to determine an appropriate floor space ratio to control the density of development in this location. This area must remain differentiated and secondary to that of the Main St core CBD area. The urban assessment will be carried out as part of the development of the new LEP.

The key recommendations of the Lithgow Business and Retail Strategy (as modified by community input) to be taken forward by this Strategy have been identified in Figure 17.
Figure 17. Lithgow Commercial Precincts
PROVISION OF NEIGHBOURHOOD COMMERCIAL AREAS IN LITHGOW

There is currently a business zone located on the Great Western Highway either side of Flint McClelland Drive Lithgow. The purpose of this zone is to provide for highway service needs and to service the day to day needs of the surrounding residential areas. The adopted Business and Retail Strategy recommended the retention of this area to accommodate local retailing in the longer term.

During the exhibition period further consideration was given to land use in the area along Col Drewe Drive South Bowenfels. This area is already developed for a range of land uses such as a private school, church, motel, medical practice and postal distribution centre. The area is currently zoned residential, however the existing agglomeration of commercial land uses are inconsistent with a residential land use zone.

Given the relative distance of the South Bowenfels release area from the town centre, the expected population of this area and the likely future demographic profile, this strategy recommends the area become a neighbourhood business area as indicated in Figure 4 Chapter14.

ROLE OF MARRANGAROO

The Marrangaroo Structure Plan (2006) identified a linear strip to the east of the Great Western Highway for the development of Highway/Business land use to encourage a mix of compatible uses associated with the use of the Highway, including bulky goods retail.

Given current demand and the findings of the Lithgow Business and Retail Strategy it is proposed to identify this area of land within this Strategy as a strategic site as a future enterprise corridor. It is not proposed to move this forward in the considerations of the 2012 LEP due to the level of uncertainty regarding the demand for such land use and that it would be inconsistent with other recommendations of this Strategy to consolidate the commercial centres to create a more vibrant business environment for existing centres.

The land will be protected from inappropriate land use which would preclude this future opportunity within the LEP.

IDENTIFYING COMMERCIAL ZONE IN PORTLAND AND WALLERAWANG

PORTLAND

In order to give recognition of the status of Portland in the recommended Settlement Hierarchy and to facilitate the future viability of this centre, this Strategy recommends the rezoning of the identified commercial precinct of the town in the 2012 LEP. The area for this zone is indicated in Figure 18. This is consistent with the recommendations of the 2010 Lithgow Business and Retail Strategy.

A further area has also been identified in the Boral Site for mixed use business area to stimulate activity in this site and encourage adaptive reuse of the significant heritage buildings.
Figure 18. Portland Future Commercial
WALLERAWANG

In order to give recognition of the status of Wallerawang in the recommended Settlement Hierarchy and to facilitate the future viability of this centre this Strategy recommends the rezoning of the identified commercial precinct of the town in the 2012 LEP. The area for this zone is indicated in Figure 19. This is consistent with the recommendations of the 2010 Lithgow Business and Retail Strategy.
Figure 19. Wallerawang Future Commercial
TOURISM

In the absence of a Tourism Strategy to inform this Strategy, it is recommended that land use provisions remain as flexible as possible to encourage and facilitate appropriate forms of tourism related development. Such should however, be consistent with the Growth Management and Sustainability Principles (chapter 4) and tourism land use planning principles outlined in this Strategy.

However, it is considered that the LEP should consider the following:

- Limiting intensive accommodation types to the urban and village areas where such is not directly related to eco-tourism
- Ensuring that the rural villages enable a range of tourism support land uses such as restaurants/cafes/service stations etc.
- Identifying areas of agglomeration of tourist related development and consider an appropriate tourism precinct zone or detailed development control plans to guide development in areas around Lake Lyell and the Emirates Resort, Wolgan Valley.
SUMMARY OF KEY ACTIONS

INDUSTRIAL

Action 12.1
- Retain existing industrial zoned lands for industrial land use in the Lithgow City 2012 LEP modified by separate actions of this Strategy.

Action 12.2
- Apply an industrial zoning to the 100ha site known as the “Minerals Processing Park” in the Lithgow City 2012 LEP as indicated in Figure 13 of Chapter 14.

Action 12.3
- Identify the site on the corner of Great Western Highway and Castlereagh Highways as indicated in Figure 15 of Chapter 14 as a strategic employment lands site for consideration in future reviews of the LEP beyond the 2012 LEP.

Action 12.4
- Implement the recommendations of the adopted Marrangaroo Structure Plan by:
  1. Rezoning land (approx 40ha) to the north of Reserve Road for general industrial land use in the Lithgow City 2012 LEP.
  2. Identifying two further areas to the north of Reserve Road as future strategic industrial sites beyond the 2012 LEP as indicated in Figure 9 of Chapter 14.
  3. Identify the corridor along the eastern side of the Great Western Highway as a strategic site for future use as an enterprise corridor beyond the 2012 LEP.

Action 12.5
- Rezone the land to the east of Pinta St Wallerawang for general industrial land use in the Lithgow City 2012 LEP to formalise the existing industrial land use as indicated in Figure 13 of Chapter 14.

Action 12.6
- Rezone part of the south east corner of the Boral site at Portland for industrial land use in the Lithgow City 2012 LEP as indicated in Figure 19 of Chapter 14.

Action 12.7
- Rezone land on located on the corner of Williewa and Saville Street Portland for light industrial land use in the Lithgow City 2012 LEP.

Action 12.8
- Prepare a Development Control Plan to provide effective and appropriate land use management guidelines for industrial development areas.

Action 12.9
- Introduce provisions for land separation/buffer distances within the Lithgow City 2012 LEP and/or DCP to supplement zoning and land use provisions.
Action 12.10
- Prepare and administer a land monitor to track the demand and take-up of industrial land supply. Identify appropriate thresholds levels to trigger the investigation of additional release areas.

Action 12.11
- Retain the area known as Blackmans Flat in the 2012 LEP as a rural zone.
- Identify the area known as Blackmans Flat as a strategic heavy industrial area beyond the 2012 LEP the extent and nature of this proposed land use to be determined with affected land holders and stake holders.

COMMERCIAL/BUSINESS

Action 12.12
- Modify the zoning of the Mort St industrial precinct to provide for a mixture of compatible land uses in the Lithgow City 2012 LEP as indicated in Figure 3 of Chapter 14. The LEP provisions to ensure that uses within this area support the commercial precinct and do not compete or detract from the business and commercial viability of the Main Street commercial centre.

Action 12.13
- Modify the zoning of the site known as the “former ADI site” to provide for a mixture of compatible uses in the Lithgow City 2012 LEP as indicated in Figure 3 of Chapter 14. The LEP provisions to ensure that uses within this area do not compete or detract from the business and commercial viability of the Main Street commercial centre.

Action 12.14
- Implement the recommendations of the Lithgow Business and Retail Strategy in the Lithgow City 2012 LEP as follows:
  - Retain and consolidate the principal commercial centre of Lithgow by rezoning surplus commercial lands as indicated in Figure 3 of Chapter 14.
  - Apply a different commercial zone to the Lithgow Valley Plaza, Pottery Plaza and adjacent lands as indicated in Figure 3 of Chapter 14 to enable differentiation of prohibited land uses within this area and the Main St commercial precinct.
  - Introduce floor space ratios in the LEP to limit the potential for expansion of the Valley and Pottery Plazas out—of centre sites.
  - Identify and appropriately zone the commercial centre of Wallerawang as identified in Figure 13 of Chapter 14.
  - Identify and appropriately zone the commercial centre of Portland as identified in Figure 19 of Chapter 14.

Action 12.15
- Modify the commercial zonings within the area known as “Pottery Estate” to extend the commercial zone to the south of the existing Pottery Plaza as indicated in Figure 3 of Chapter 14 and apply an equivalent zone and FSR to that of the Lithgow Valley Plaza and Pottery Plaza.
• This area to be identified in a DCP as the preferred location for bulky goods retail.

**Action 12.16**

• Prepare a Development Control Plan to provide effective and appropriate land use management guidelines for commercial development areas.

**TOURISM**

**Action 12.17**

• Prepare a tourism strategy for the Lithgow LGA

**Action 12.18**

• Limit the development of intensive tourism accommodation such as hotel and motel accommodation and serviced apartments to urban areas in the Lithgow City 2012 LEP where such is not directly related to eco-tourism.

**Action 12.19**

• Identify areas of agglomeration of tourist related development or potential for such development and consider introducing a tourist zone over these areas, particularly Lake Lyell and surrounds and Emirates Resort, Wolgan Valley, in the Lithgow City 2012 LEP.

**Action 12.20**

• Ensure that rural villages provide for a range of tourism support land uses such as restaurants/cafes/service stations etc.