

Enterprise Corridors

As part of the subregional planning work, potential locations for Enterprise Corridors and Business Development Zones were also considered.

Enterprise Corridors have been defined as areas which provide low cost accommodation for a range of local and regional services, including start-up offices, light industrial, showrooms, building supplies and retail, which benefit from high levels of passing traffic. They run along major arterial roads which generally carry over 40,000 vehicles per day and provide a valuable buffer, at an appropriate distance from the road, from surrounding residential development.

In the more recently developed areas (the South West and North West), there is a need to identify locations for start-up offices, light industrial, showrooms, building supplies and small retail outlets that would benefit from high levels of passing traffic. Areas that are suitable are often not adjacent to residential zones, but are the road frontages in industrial areas.

The Metropolitan Strategy identified a series of potential Enterprise Corridors, including Princes Highway, Canterbury Road, Hume Highway, Parramatta Road and Victoria Road, to be investigated further through subregional planning and preparation of councils' Principal LEPs.

The Standard LEP Template has an Enterprise Corridor zoning. The objectives of this zone are:

- to promote businesses along main roads and to encourage a mix of compatible uses;
- to enable a mix of employment (including business, offices, retail and light industrial uses) and residential uses; and
- to maintain economic strength of centres by limiting retailing of food and clothing.

While an entire arterial road may be considered an Enterprise Corridor, the template zoning may not apply to the whole length of the road, but sections where most appropriate.

In the South West, areas that should be considered for an Enterprise Corridor zoning are parts of the Hume Highway north of Liverpool, the western end of Newbridge Road, and the southern side of Hoxton Park Road east of Joadja Street.

Business Development Zones

Business Development Zones aim to encourage a range of employment uses which can support Strategic Centres. The Standard LEP Template states that the objective of the zone is to enable a mix of office, retail and warehouse uses in locations which are close to, and which support the viability of, centres. There may be appropriate locations for regional clusters of bulky goods retailing where this can be shown to support nearby centres and provide for a range of employment activities.

Locations for potential Business Development Zones in the South West are Leumeah/Blaxland Road Campbelltown, Warwick Farm (Sappho Road), Orange Grove Road and land at Narellan between the Bypass, Camden Valley Way and The Northern Road (currently zoned 3b1). Additional locations may be identified through preparation of Principal LEPs.

Infrastructure

Improved transport infrastructure within the subregion and between the subregion and major ports of Port Botany and Port Kembla, Sydney and Bankstown airports, to Melbourne, Canberra and Wollongong, and to northern and eastern subregions has encouraged freight, commercial and commuter traffic, and the location of industries and commercial activities requiring access to these areas. The M7 Motorway provides important links to the north for road transport to Global Sydney, and to expanding manufacturing and distribution areas in the west. It complements the previously established M5 link to the Sydney City, Port Botany and Sydney Airport. The Ingleburn ramps to and from the M5 Motorway have enabled improved access to the industrial and commercial areas of Ingleburn and Minto.

Further improvements to the road and rail network will increase the capacity for transport movements within and through the subregion. There are opportunities to increase the use of the rail network for transporting freight, cars and containers between the ports, cities, suburbs and other destinations. However, areas such as Smeaton Grange, Moorebank and Prestons remain highly dependent on road transport and industries locating at Yarrunga, Hoxton Park Aerodrome, Badgerys Creek and Austral would also be road transport oriented.

HUME HIGHWAY, LIVERPOOL



17) Coull Street, Picton is a small industrial area adjoining the commercial zone. It is currently vacant, but is constrained by access limitations, flood affectation, and its location adjacent to residential development.

18) Bargo industrial zone is a small (about 2 ha) service zone in transition from a residential area. Most of the employment uses in it are local service activities. The majority of properties are still residential. Bargo's potential to accommodate any significant future employment uses on this 4(a) land is limited by the small land area and small lot sizes and also by truck accessibility constraints caused by the two small bridges used to access the freeway.

19) Appin industrial zone has an area of 11 ha, of which about half is developed as a concrete batching plant and masonry block factory and more than half the remainder is vacant. New factory units are under construction or recently occupied.

20) Warragamba-Silverdale industrial area is a substantial area of 64 ha of which almost 19 ha is vacant. The estate mainly services the local area and the semi-rural areas of Penrith.

Employment Lands That Could Be Investigated For Alternative Uses

21) Shepherd Street, Liverpool is a small industrial precinct that the draft Liverpool Centre LEP proposes to rezone to permit high density residential uses. It is constrained by poor access and overlooks the Georges River.

Proposed Strategic Employment Areas in the South West

Hoxton Park Aerodrome site will become vacant in 2008 and is strategically located at the junction of Cowpasture Road and the M7 Motorway. It could be anticipated that this area of 120 ha will, when zoned, would provide large sites for warehousing, logistics and manufacturing. Appropriate planning controls should be applied to ensure that opportunities for these types of uses are not limited by the construction of small factory units.

The precinct around Glenlee coal washery and Jacks Gully Waste Centre is currently under investigation. Centrally located at the south west gateway to Sydney in a rapidly developing urban area with access to the Camden bypass and potential access to rail and the M5, the site is strategically located to support a range of employment uses. A Local Environmental Study will identify appropriate future uses for this site of over 100 ha and transport solutions that would encourage uses to locate there.

Moorebank, defence land adjacent to the area south of the M5 Motorway, zoned 4(d) Industrial-Business Enterprise, is currently occupied by the Australian Army's School of Military Engineering. It has been proposed as the site of an intermodal terminal, to be developed by the private sector. This would require bridging of the Georges River to connect it with the proposed Southern Sydney Freight Line, protection of sensitive natural environments and buffers to residential development.

CAMPBELLTOWN

