

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



B6 FOCUS DEVELOPMENT IN RENEWAL CORRIDORS TO MAXIMISE INFRASTRUCTURE USE WHERE DEMAND AND OPPORTUNITIES EXIST

No renewal corridors have been identified in this subregion. The State Government will work with councils to identify future corridors for renewal across the Greater Metropolitan Region.

B7 RECOGNISE THE ROLE OF ENTERPRISE CORRIDORS AS LOCATIONS FOR LOCAL EMPLOYMENT

B7.1 CREATE A ZONE RECOGNISING THE ROLE OF ENTERPRISE CORRIDORS

An Enterprise Corridor zone has been included in the Standard Instrument to enable Councils to recognize and implement Enterprise Corridors.

SW B7.1.1 The Department of Planning and South West Councils to consider the application of the Enterprise Corridor zoning for sections of arterial roads

Although there is no entire major road corridor in the South West Subregion that would be suitable for designation as an Enterprise Corridor, there are some sections of major roads that have developed as valuable spaces for local industrial services, such as automotive services, and a range of retail formats. These generally are within industrial zones which currently permit these uses. It is important to ensure that these uses do not expand further into industrial zones, but that they are recognised as legitimate uses supporting Strategic Centres.

Chapter A, Economy and Employment, identifies potential areas that should be considered for an Enterprise Corridor zoning: 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.

B7.2 PROVIDE GUIDANCE ON DEVELOPMENT IN ENTERPRISE CORRIDORS

The Department of Planning together with the Department of Environment and Climate Change, the Ministry of Transport, Roads and Traffic Authority and NSW Health is developing guidelines for development along busy roads.

As industrial land in suburban areas of Sydney has been converted to residential use, the amount of available land for local service industries has been reduced. Much of this activity now occurs along busy roads, such as new and used furniture sales, paint shops, medium sized hardware, specialist shops such as piano or hobby shops, car sales and car servicing.

SW B7.2.1 Councils to consider the guidelines for sensitive development along busy roads when planning for future housing near any road with an Annual Average Daily Traffic (AADT) volume of more than 20,000 vehicles

There are a number of roads in the South West Subregion with high volumes of traffic. These are not generally recommended for new housing development due to the health risks and low amenity associated with traffic noise and vehicle emissions.

Councils can access traffic volume data for their area from the Roads and Traffic Authority (www.rta.nsw.gov.au) to provide information on roads where more than 20,000 AADT is experienced. The guidelines for sensitive development beside busy roads advise on alternatives and recommendations for achieving good amenity for sensitive uses such as housing, childcare centres and schools.



ENTERPRISE CORRIDORS/ BUSY ROADS



NEIGHBOURHOOD CENTRE, WARWICK FARM

