

Princes Highway Corridor Strategy

PART C: Putting the Strategic Vision into place

PART C provides necessary tools for the implementation of the Strategic Vision. It includes recommendations for amendments to the *RLEP 2011* and *RDCP 2011*, and also provides an action plan.

6.0 Recommended Approach

The following section sets out the recommendations for the implementation of the Princes Highway Corridor Strategic Vision.

6.1 New Development Potential - Housing and Jobs

► Residential Population (Arncliffe)

Within the study area, there are approximately 460 dwellings within the vicinity of Arncliffe (inclusive of social housing dwellings). The Strategic Vision recommends a net increase of approximately 1,070 additional dwellings (assuming an average gross GFA of 100m²) around Arncliffe (within the Study area). This represents the 'theoretical' 100% take up of the residential capacity created under the Vision. Due to existing site constraints (ie strata titled buildings) and the potential for non-residential uses to be developed in the B4 Mixed Use, a more realistic take up rate of 80% should be applied. This would generate a net increase of around 860 dwellings within the study area.

This theoretical capacity represents approximately 15% of Rockdale City Council's dwelling target to 2031 under the South Sub-regional Strategy. Under a take up rate of 80%, this still delivers approximately 800 new dwellings, or 11% of the Sub-regional Strategy target.

► Employment Potential in the B6 Enterprise Corridor Zone

The Strategic Vision recommends an increase in FSR within the B6 Enterprise Corridor Zone from 1.5:1 to 2.5:1. Accounting for sites that are recommended to be rezoned from B6 to either B4 Mixed Use or R4 High Density Residential, the net increase in floor space potential within the B6 Zone is approximately 67,000m².

Conservatively applying the current employment density of 1 employee per 100m² of floor space, equates to the theoretical capacity for an additional 670 full time equivalent jobs. It is anticipated however that as the corridor revitalises, this employment density will increase.

This represents approximately 5% of the jobs target for Rockdale City Council under the Sub-regional Strategy.

6.2 Recommended Amendments to Rockdale Local Environmental Plan 2011

The Strategic Vision recommends a number of amendments to the *RLEP 2011* to require its implementation. These are summarised on the following pages.

► Clause 6.11 Active Street Frontages

Amend the Active Street Frontages Map to:

- Delete the required active street frontage from No. 161- 173 Princes Highway; and
- Add active street frontage requirement to the eastern side of the proposed extension of Arncliffe Street (adjacent to the rail station).

► Schedule 1 Additional permitted uses

- Delete Items 1 (No. 10–12 Allen Street and 11–13 Ann Street, Arncliffe) and 2 (No.108 Princes Highway, Arncliffe) from Schedule 1.

► Land Use Zoning and Permitted Land Uses

Figures 33 and 34 illustrate the existing and recommended Land Zoning Map under *RLEP 2011* respectively. The main recommended amendments are:

- Rezone No. 2-4 Arncliffe Street from R3 Medium Density Residential to a combination of R4 High Density Residential, B4 Mixed Use and RE1 Public Recreation;
- Rezone No. 96 - 144 Princes Highway from B6 Enterprise Corridor to B4 Mixed Use;
- Rezone No. 2 - 10 Wickham Street to B4 Mixed Use;
- Rezone No. 161 - 173 Princes Highway from B4 Mixed Use to R4 High Density Residential;
- Rezone No. 2 View Street, No. 1-2 Wardell Street and No. 207 - 211 Princes Highway from R2 Low Density Residential to R4 High Density Residential;
- Rezone the block bounded by Burrows Street, The Arcade, Eden Street and the Rail Line from R4 High Density Residential to B4 Mixed Use. Wooroona Reserve can remain RE1 Public recreation until redevelopment plans for this block are more certain.
- Rezone No. 10-12 Allen Street and 11-13 Ann Street from B6 Enterprise Corridor to R4 High Density Residential; and
- Rezone No 6 - 16 Ann Street from R4 High Density Residential to B6 Enterprise Corridor.

It is also recommended that the Land Use Table for the B6 Enterprise Corridor Zone to permit the following uses: amusement centres; entertainment facilities; food and drink premises (ie restaurants, cafes, small bars); function centres; registered club; shops; kiosk, market, industrial retail outlet and veterinary hospitals.

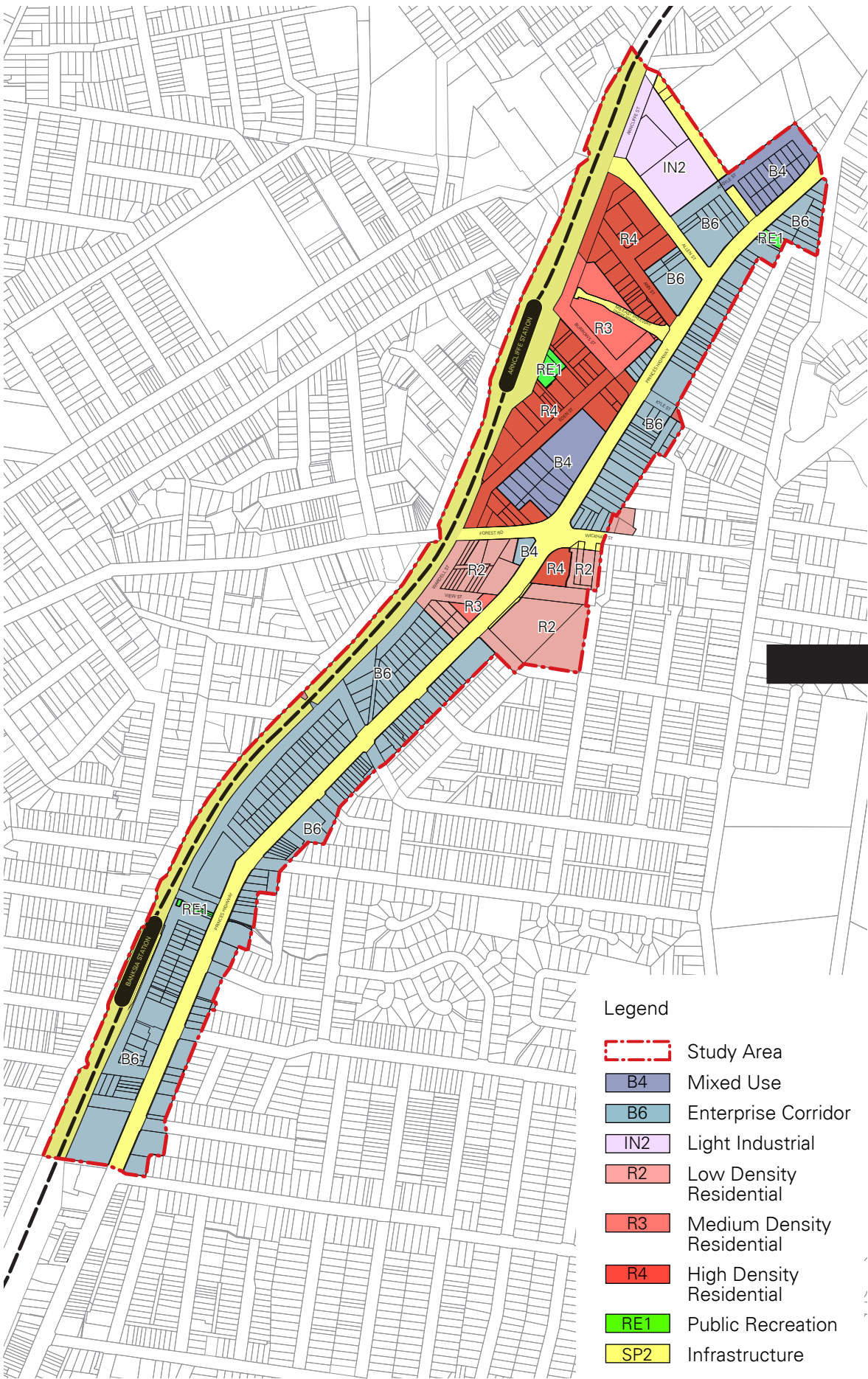


Figure 33 – Existing *RLEP 2011* Land Zoning Map

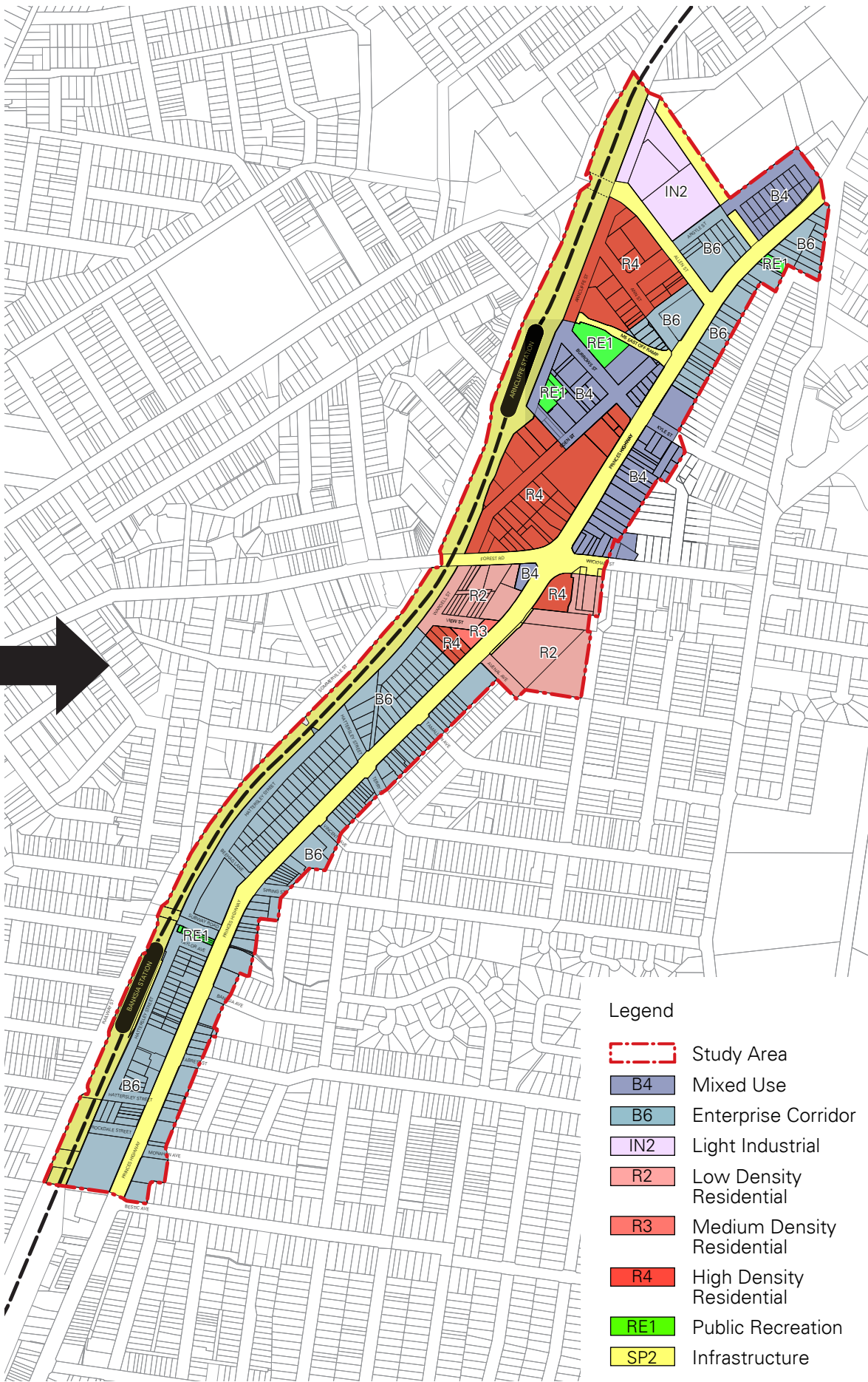


Figure 34 – Recommended *RLEP* Land Zoning Map

► Maximum Building Height

Figures 35 and 36 illustrates the existing and recommended Maximum Building Height under *RLEP 2011* respectively. In general, the proposed building heights around Arncliffe range from 6 to 8 storeys with up to 10 storeys at immediately at the rail station.

Along the B6 Enterprise Corridor, the proposed height is 18m (currently 14.5m). Whilst this will allow for up to a 4 storey commercial office / showroom building, buildings are expected to typically be 2 - 3 storeys in height.

The recommended maximum height limits around Arncliffe are generally below RL 51m. There are some intrusions above RL 51m (generally between 1m and 4m). It is noted that the existing maximum height limit on No. 161- 173 Princes Highway currently exceeds (in part) RL 51m.

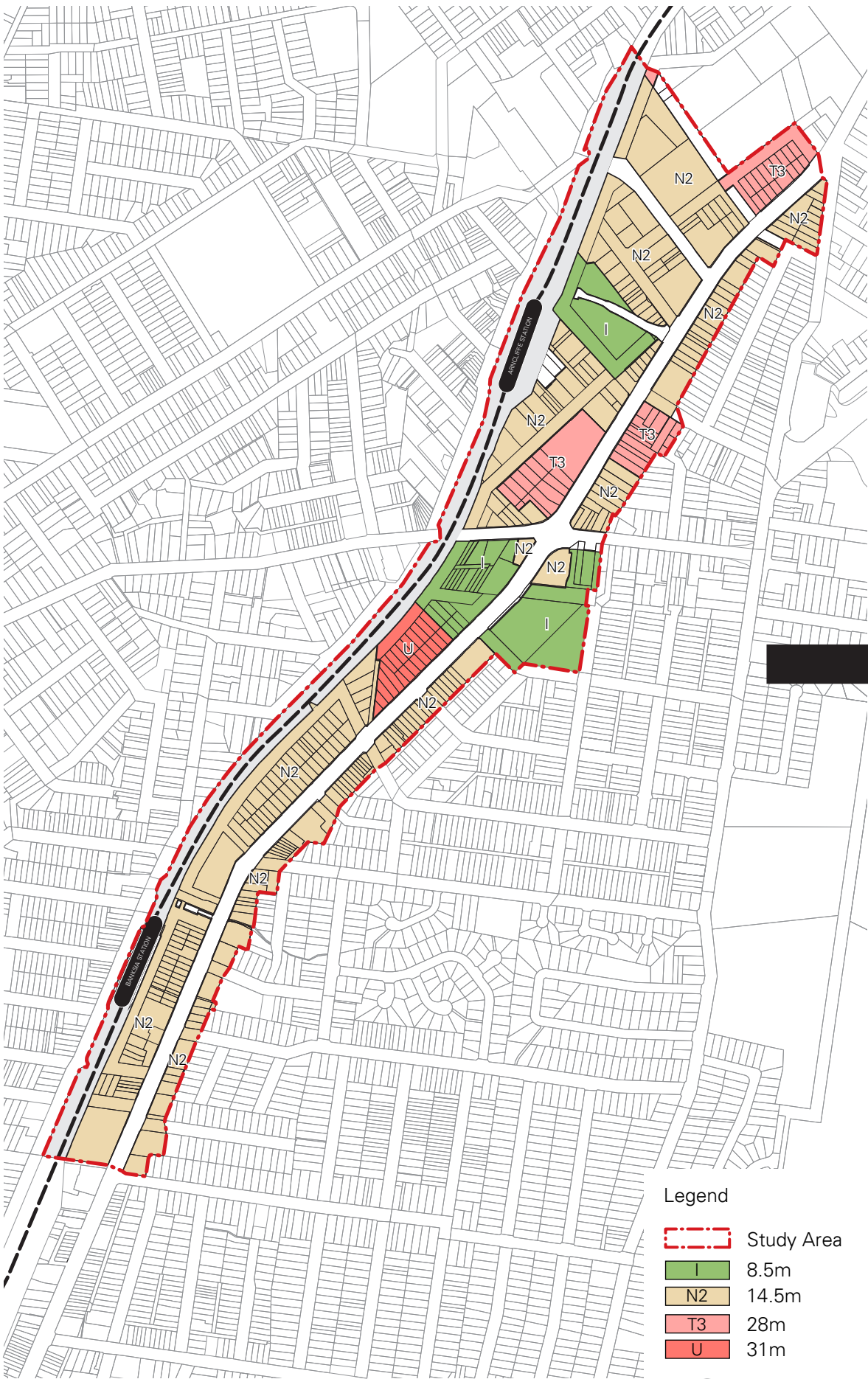


Figure 35 – Existing *RLEP 2011* Height of Buildings Map

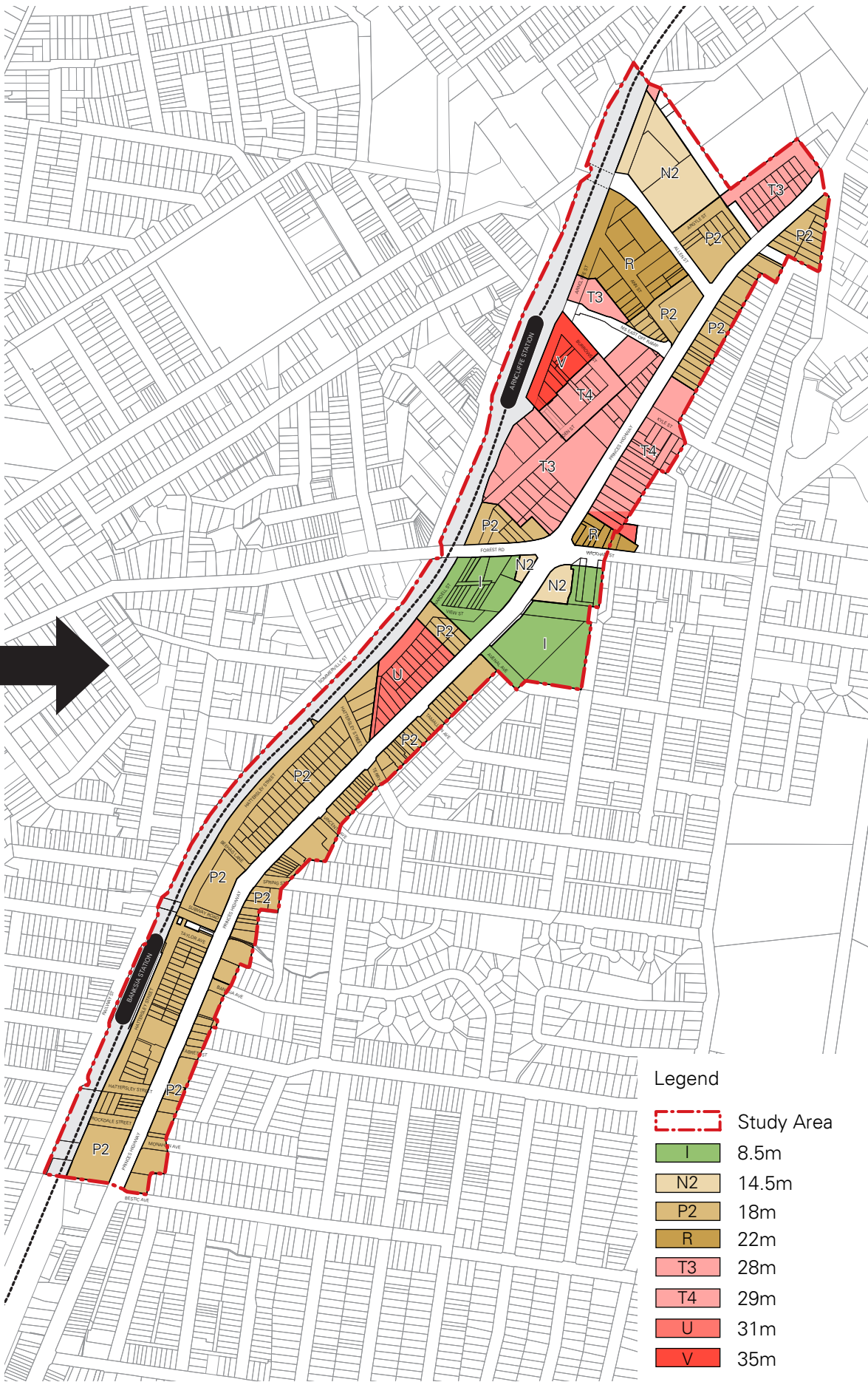


Figure 36 – Recommended *RLEP* Height of Buildings Map

Maximum Floor Space Ratio

Figures 37 and 38 illustrate the existing and recommended Maximum Floor Space Ratios under RLEP 2011 respectively.

In general, the recommended FSRs for the residential and mixed use areas around Arncliffe range from 2.5:1 up to 4.5:1 (immediately adjacent the rail station) whilst the proposed FSR across the B6 Enterprise Corridor is 2.5:1. It is also recommended to amend Clause 4.4 Floor Space Ratio (2B) so as to delete part (a) with respect to No. 108 Princes Highway, Arncliffe as this is no longer relevant.

Increasing FSR to this level achieves a balance between increasing development potential whilst not embedding unrealistic land values. This is likely to stimulate development of more intensive employment generating land uses such as industrial and warehouses premises with a more substantial office component.

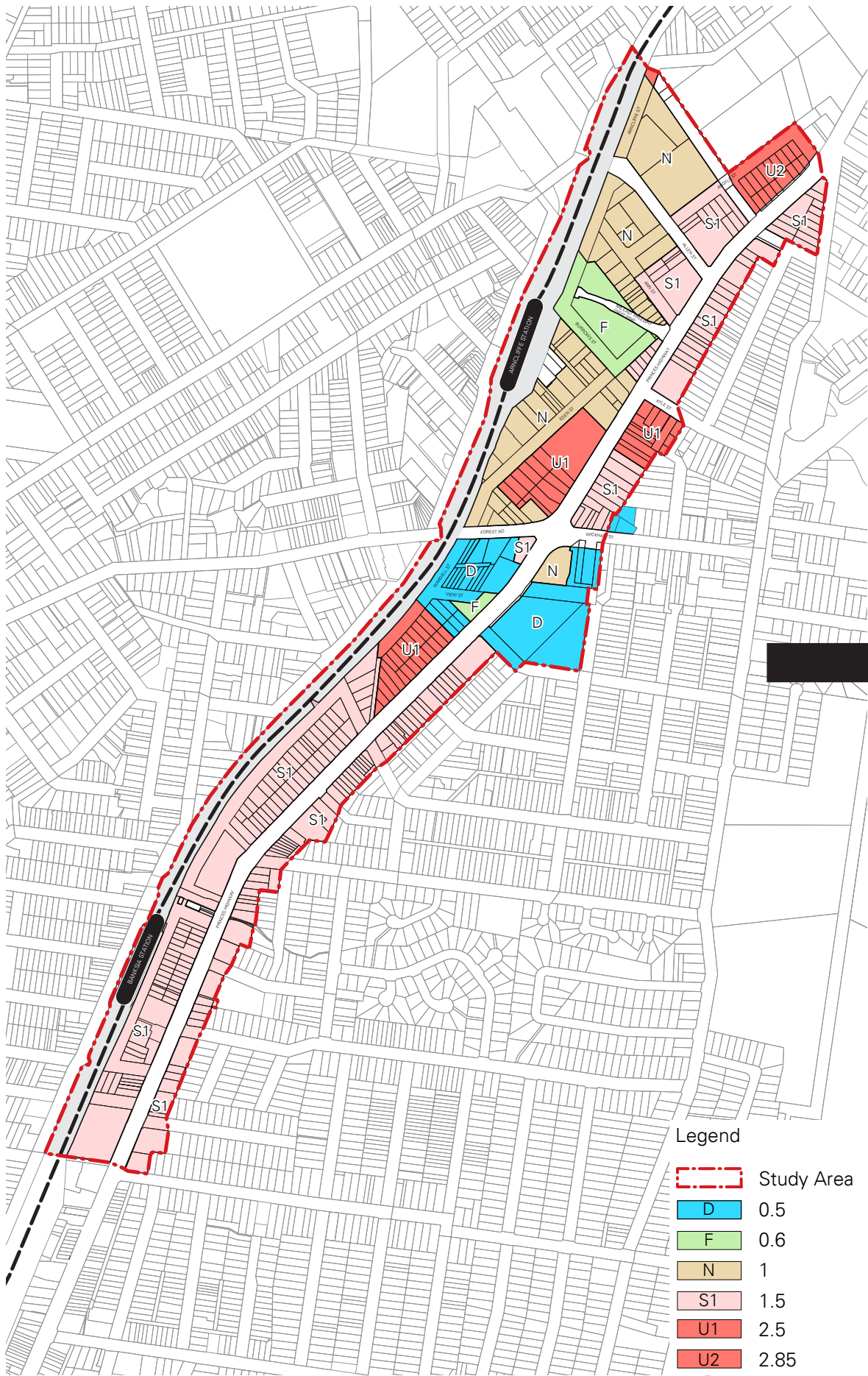


Figure 37 – Existing RLEP 2011 Floor Space Ratio Map

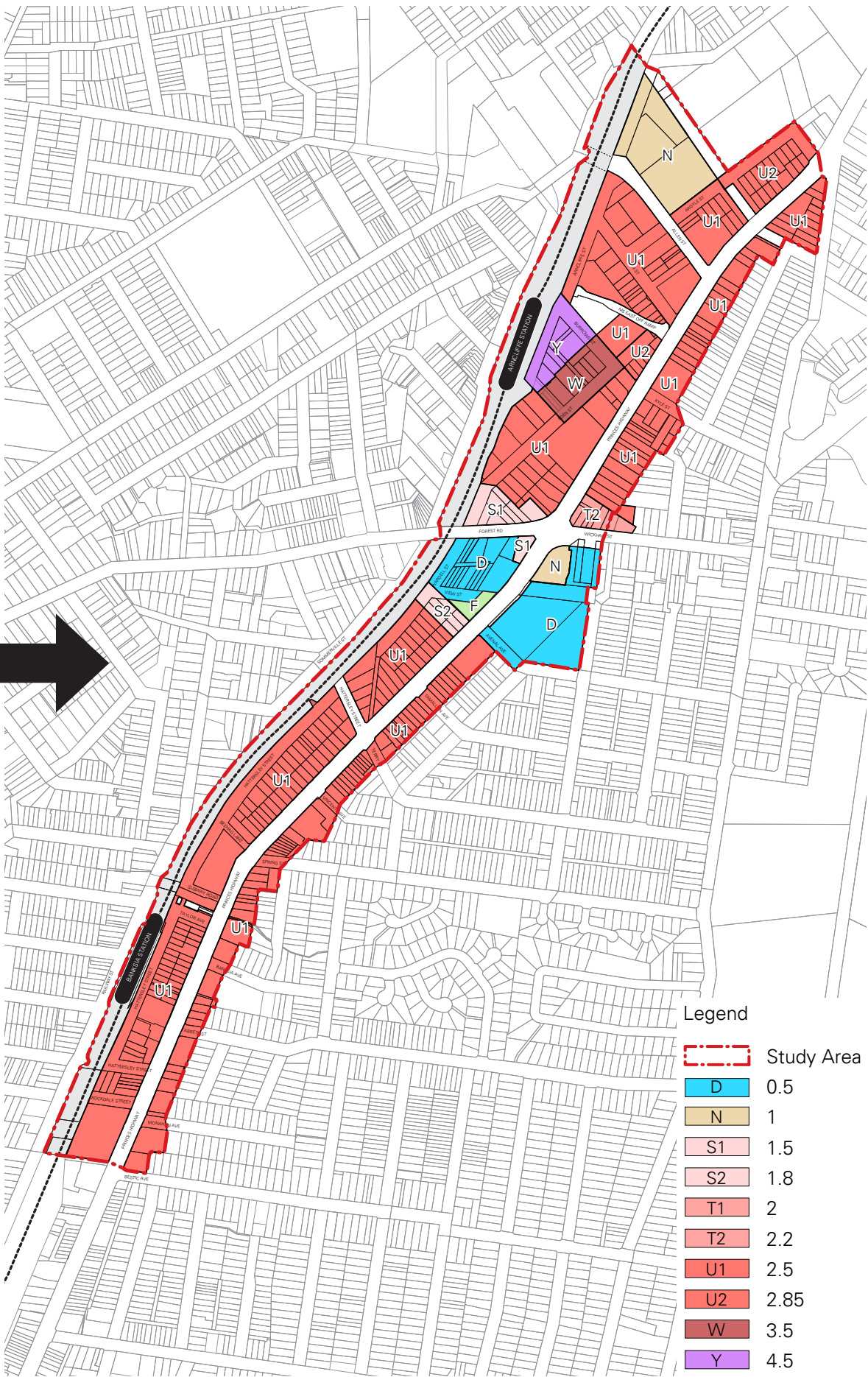


Figure 38 – Proposed RLEP Floor Space Ratio Map

6.3 Recommended Amendments to Rockdale Development Control Plan 2011

The generic controls included at *Sections 5.2 Residential Flat Buildings* and *5.3 Mixed Use Development* can apply to the proposed residential and mixed use development proposed at Arncliffe. It is recommended that **Figure 39**, which illustrates the proposed setbacks for Arncliffe be added to *RDCP 2011*.

It is recommended that Council consider amending *RDCP 2011* to include Arncliffe as a *Special Precinct* at Section 7 of the *RDCP 2011* and prepare controls, to a similar level of detail as for Wolli Creek, based on the strategies outlined in this document.

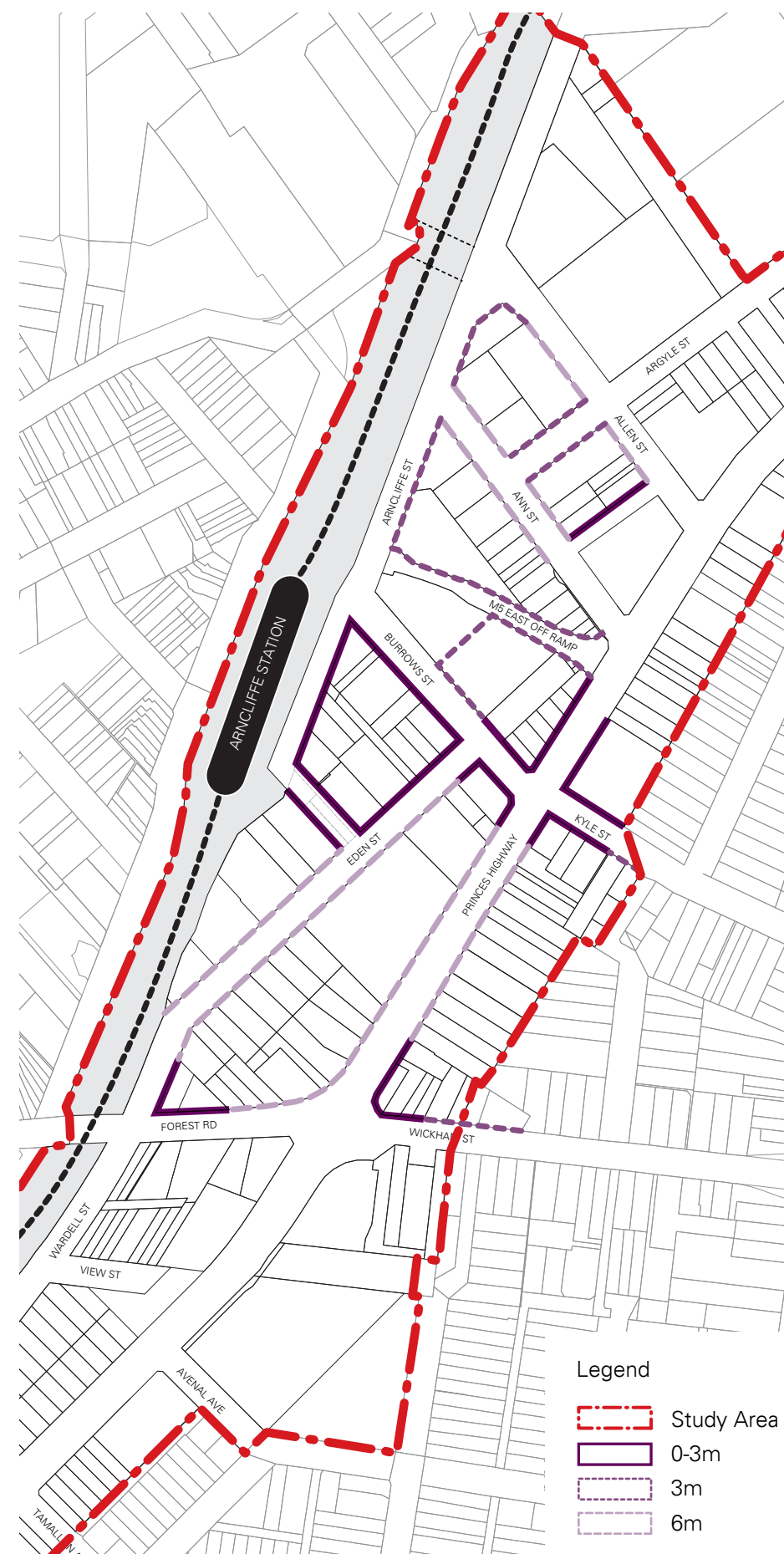


Figure 39 – Recommended Building Setbacks for Arncliffe

Section 5.4 of R DCP 2011 applies to the Princes Highway Enterprise Corridor. It is recommended that Section 5.4 is updated as follows:

Section 5.4 Princes Highway Enterprise Corridor

Explanation

This section of the DCP applies to development on land zoned B6 Enterprise Corridor. This land is situated along the Princes Highway between Rockdale Town Centre and Wolli Creek Village.

Highway commercial development provides employment opportunities within the city and fills a need for large floor plate retail and commercial space which is not dependant on walk in trade and central locality.

The Princes Highway corridor is well served by the road network and is situated to attract passing vehicular trade, potentially from outside the city. Its highly visible location means that developments along the corridor are critical in promoting a positive image for the city; one of high environmental amenity and design standard as well as economic prosperity.

The design of highway commercial development should respond to the speed and perception of passing motorists as the predominant viewer and potential user of the development.

Objectives

- A. *To ensure development is flexible, adaptable and robust enough to cater for a variety of future light industrial, retail and commercial uses.*
- B. *To ensure development creates a positive streetscape which responds to heavy vehicle usage at higher speeds and achieves a high quality architectural design that promotes business enterprise along the corridor.*
- C. *To ensure the environmental and streetscape amenity of surrounding streets and adjoining properties is protected.*
- D. *To ensure development can cater for service vehicles without adverse impact on the ingress and egress of building users or the existing traffic network.*

Controls

Amalgamation and Subdivision

- 1. *Site amalgamation is encouraged where lots are narrow and sites are in fragmented ownership.*
- 2. *Subdivision is to avoid the creation of battle-axe lots and the isolation of small lots with limited development potential due to size and/or frontage.*
- 3. *Subdivision is to minimise vehicle access point along the Highway.*

Princes Highway Streetscape

- 4. *Within the B6 Enterprise Corridor zone along the Princes Highway, building setbacks are to be between 0-3m and should aim to form a continuous, uniform street edge. A larger front setback is permitted where it provides for a building pedestrian entry point, plaza space or the like.*
- 5. *The front setback area is to be designed to:*
 - a. *avoid ambiguous external spaces with poor pedestrian amenity and security, and*
 - b. *contribute to and enhance the public domain and streetscape.*
- 6. *The Princes Highway frontage of new development is to be designed to:*
 - a. *be oriented towards the street,*
 - b. *engage with the street with high proportion of glazing,*
 - c. *minimise the extent of driveways and service entries,*
 - d. *include high quality materials and finishes,*
 - e. *provide ground floor uses generally at the same level as the footpath to ensure equitable paths of accessible travel, and*
 - f. *utilise appropriate architectural design features such as awnings, louvres roofs etc to provide architectural interest and for energy efficiency where relevant.*
- 7. *External roller shutters, facing the Princes Highway frontage are not permitted. Security grilles may be fitted internally only.*
- 8. *Where buildings are set back from the Princes Highway frontage and/or secondary street frontage, the setback zone is to be finished in a combination of hard and soft landscape treatments. The design of any front landscape treatment should:*
 - a. *comprise a simple palette of low-growing ground covers (or the like);*
 - b. *not obscure buildings or obstruct the opportunities for passive surveillance of the buildings from the street and visa versa,*
 - c. *incorporate feature tree planting with appropriate species selected to complement the scale of the setting, the width of the setback, distance from underground infrastructure (if relevant), aspect and other environmental parameters. Feature species comprising larger canopy trees that allow clear sight lines at eye level are preferred.*

- 9. *Front fencing to Princes Highway that is visible from the public domain is only permitted where an adequate safety and security case can be demonstrated. Where fencing is required forward of the building line, it is to be:*
 - a. *a maximum height of 1.8m,*
 - b. *a steel palisade style fence, and*
 - c. *black in colour (i.e. black PVC, powder coated or the like).*
- 10. *Awnings are encouraged on all buildings, in particular at corner locations. Awnings should be designed to:*
 - a. *provide appropriate weather protection to pedestrians,*
 - b. *consistent with the height of any adjoining awnings and typically between 3m and 4m above the footpath level,*
 - c. *be consistent or complementary in design with any adjoining awnings,*
 - d. *be a minimum width of 2.5m,*
 - e. *accommodate existing or proposed street trees, and*
 - f. *ensure appropriate clearance from the traffic lanes (typically 600mm from the kerb edge).*

Building Siting and Design

11. Development must respond to topography, views and sight lines.
12. Zero side setbacks are permitted, except where that boundary is directly adjacent to an existing residential dwelling within the corridor, or adjacent to a residential dwelling adjoining the corridor. In these cases, the required setback is to be determined on merit having regard to providing an appropriate standard of residential amenity (ie sunlight and daylight access, visual and acoustic privacy).
13. Corner site buildings are to address and positively respond to both street frontages and reinforce the built form and prominence of the street corner. Building designs are to incorporate architectural elements such as: increased bulk and height, articulated building elements, street awnings, prominent, high level roof forms, corner pediments, cornices, expressed eaves with shadow lines, splayed / chamfered corner setbacks etc.
14. Building forms are encouraged to be articulated with expressed elements such as awnings, cornices, eaves, parapets skillion roof forms and the like.
15. The facade modelling of a development should utilise large expressed elements to relate to passing motorists and articulate the key components of the building such as entries, showrooms and the like. Finer detail expressing environmental control, individual tenancies and building levels should be used to add richness to the architectural design.
16. Buildings are to be designed with a strong relationship to the street through glazing. Extensive blank walls are to be avoided.
17. Sun shading is to be provided appropriate to orientation for glazed portions of the facade.
18. Roof design is to be incorporated into the overall building design and built form modelling.
19. Consider environmental sustainable design features such as exhaust vents for natural ventilation to be incorporated into the roof form.
20. Roof space is not to be used for car parking or external retail space.
21. Free standing lightweight sail structures for sun shading are permitted where integrated into the overall landscape design.

22. The design of car sales showrooms are to:

- a. include the majority of cars displayed within an enclosed building form,
- b. be sited to address the street alignment, and designed so that key operational spaces are legible from the street with large display windows, and
- c. incorporate the storage of any vehicles on site behind the building line and to the rear of the site.

23. All building plant, mechanical services and telecommunications equipment is to be located, designed and screened so as to minimise their visual impact from the street and public domain.

Residential Interface

24. Buildings must be at least 6m from the rear boundary where adjoining any residential zoned land. Council may consider varying this requirement where a better urban design outcome can be achieved and residential amenity can be maintained.
25. Building layout must avoid any potential for overlooking or overshadowing of adjoining residential zoned properties.
26. Developments are to avoid locating vehicle driveways adjoining residential zoned properties without a landscape buffer or suitable acoustic insulated fence.
27. The design of buildings is to be predominantly massed towards the highway frontage and away from residential properties to the rear.
28. The design and layout of development is to locate any major potential noise sources away from adjoining residential properties.
29. All building plant / mechanical ventilation vents is to be located to minimise impacts on the habitable rooms within adjacent residential properties and be soundproofed.
30. The design and location of any external lighting is required to:
 - a. ensure no unreasonable light spill to the living/recreational areas of any adjoining residential properties, and
 - b. minimise conflict with/detract from street lighting and road safety signs.
31. An acoustic wall may be provided where vehicular access or servicing occurs along a common property boundary in order to protect the amenity of any adjoining residential area.

Car Parking and Access (to be read in conjunction with Section 4.6)

32. Parking and loading areas are to be located underground or at-grade, either at the rear of a site or along the side of the allotment. All parking areas are to be located behind the front building line and, where relevant, the secondary frontage building line. No parking or loading areas are permitted between the building and the Princes Highway frontage. At-grade parking must not be the dominant feature when viewed from the street and should incorporate appropriate landscaping to soften and screen these areas.
33. The location and means of access to customer car parking should be clearly visible to passing motorists.
34. Site vehicular access points are to:
 - a. be limited to generally 1 per site, and
 - b. where possible, be provided from a side street or rear lane.
35. Existing rear lanes are to be utilised and extended where possible. The provision or creation of new laneways (public or private) is encouraged.
36. Where site vehicular access is provided from a side street, the following impacts are to be considered:
 - a. residential amenity of development adjacent to the site and on the opposite side of the street, and
 - b. potential traffic volumes within the local street network.
37. Vehicular access points are to be designed to:
 - a. integrate with the facade of the building,
 - b. minimise conflicts with pedestrians,
 - c. comply with AS/NZS 2890.1:2004,
 - d. be set back as far as possible from adjacent intersections, and
 - e. address opportunities to consolidate vehicular access points to the Princes Highway.

Signage and Advertising (to be read in conjunction with Section 6.4)

38. *Signage is generally to be in the form of flush wall mounted signs. Flush wall signs are to be designed and located in accordance with the following principles:*
- a. *be compatible in scale and integrate with the architectural design of the building,*
 - b. *be limited to one primary sign per street frontage so as to minimise visual clutter,*
 - c. *generally comprise expressed lettering rather than painted signage,*
 - d. *relate to the proportions of the building on which it is to be located,*
 - e. *be generally placed on solid parapets or horizontal panels and spandrel panels below/above windows,*
 - f. *generally not cover fenestration or to detract from the architectural quality of the building design,*
 - g. *not permitted to extend above the parapet or roofline of a building, and*
 - h. *use colours and finishes that are integrated with the design and materiality of the building.*
39. *Pylon signs to be located and designed in accordance with the following provisions:*
- a. *one pylon sign is permissible per site,*
 - b. *finished in high quality materials that are integrated with the architecture of the building,*
 - c. *substantially not visible from adjoining residential streets,*
 - d. *located in a manner that is consistent with other pylon signs in close proximity, and*
 - e. *be located so as not to obscure traffic signals or distract drivers in an unsafe way.*
40. *Bunting and inflatable objects are not permitted as permanent fixtures and are only permitted on a temporary basis.*
41. *Innovative proposals for signage not envisaged by these provisions may be considered by Council. Such proposals are to demonstrate consistency with the following:*
- a. *a unique quality and place making quality,*
 - b. *a high level of design quality,*
 - c. *consistency with objectives of this clause,*
 - d. *enhancement of the visual amenity of the area or building appearance,*
 - e. *enhancement of the Princes Highway as attractive business enterprise corridor,*
 - f. *not creating an undesirable precedent, and*
 - g. *compliance with the provisions of State Environmental Planning Policy No. 64.*
 - f. *integrate with the facade of the building,*
 - g. *minimise conflicts with pedestrians,*
 - h. *comply with AS/NZS 2890.1:2004,*
 - i. *be set back as far as possible from adjacent intersections, and*
 - j. *address opportunities to consolidate vehicular access points to the Princes Highway.*

6.4 Public Domain Projects

The Strategy recommends a range of initiatives to enhance the public domain. Over the longer term, options for innovative, more detailed planning interventions, such as rooftop gardens and the use of alternative funding mechanisms like Voluntary Planning Agreement, could be explored to help to facilitate these outcomes and complement the directions of the Strategy.

The following actions are required to implement the recommended public domain strategies set out in the document.

SWSOOS Pedestrian / Cycle Link
<ul style="list-style-type: none">- The use of the SWSOOS as a public domain feature is discussed in general terms in Council’s draft Wolli Creek and Bonar Street Public Domain Plan May 2011. On this basis, it is recommended that Council liaise with Sydney Water to encourage public use of the SWSOOS as a pedestrian thoroughfare and cycle link.- Undertake more detailed design and incorporate the project within the Wolli Creek and Bonar Street Public Domain Plan 2011.
Burrows Street Park (No. 2-4 Arncliffe Street)
<ul style="list-style-type: none">- Liase with NSW Roads and Maritime Service (RMS) regarding No. 2-4 Arncliffe Street to encourage a portion to be identified as ‘Local Open Space on the RLEP map and managed as a park.
New Street (Arncliffe Street to Eden Street)
<ul style="list-style-type: none">- Designate the relevant portion of the rail corridor, No.15A and No. 17 Eden Street and No. 2 The Arcade as ‘Local Road’ on the Land Reservation Acquisition Map.- Liaise with Railcorp and undertake design and feasibility work addressing the relocation of railway access stairs and more detailed road alignment works.
Princes Highway Streetscape Improvements
<ul style="list-style-type: none">- Liase with Roads and Maritime Services to develop a street tree planting program along the Princes Highway.- Liaise with Integral Energy regarding options for the undergrounding or all overhead power lines and telephone cables. Where not possible, aerial bunding of cables should be required. Where new development is proposed, the undergrounding of existing overhead electricity and telecommunications cabling (along the Princes Highway frontage) is preferred, at full cost to the applicant. Where this is not possible, existing lines are to be replaced with aerial bundled cables. A condition of consent is recommended to be imposed on new development to implement this requirement.
Rail Station Upgrades
<ul style="list-style-type: none">- Liaise with Transport for NSW to promote future upgrade and accessibility works to both rail stations.

6.5 Road Closure

The eastern end of Ann Street and the northern end of Eden Street (north of Burrows Street) can be formally closed and disposed of as part of the redevelopment of adjoining land.

The action plan to close these roads is recommended to include the following components:

- Liaise with adjoining landowner and the owner/manager of the road to discuss and obtain agreement to the proposal
- Prepare the necessary documentation required to support an application to close the roads
- Make formal application to close the roads
- Amalgamate the land with adjoining parcels to create a potential development site.

6.6 Public Transport Capacity

Planning for an increase in dwelling numbers in higher density residential forms in and around centres supports the provision of viable public transport networks and is consistent with long standing metropolitan and local planning policy. In line with development occurring, consideration should be given to ensuring sufficient bus and rail transport capacity exists to cater for the additional resident population.

6.7 Timeframes and Sequencing

As it is largely determined by the property market, it is not possible to accurately forecast timeframes for renewal recommended under the Strategy. However, a broad sequence can be identified to assist in the subsequent development of a detailed implementation plan.

The first step in renewal is the amendment of the LEP and DCP planning framework to ensure consistency with the Strategy. This will be undertaken by Rockdale Council in conjunction with the Department of Planning and Infrastructure.

At the same time, Council should also explore opportunities to undertake the recommended suite of local economic development initiatives. The combination of amending the planning framework and undertaking local economic development initiatives will provide a more supportive environment for business establishment and expansion.

It is also recommended that planning and design for public domain improvements be undertaken in the short term. Physical change to the public domain can occur either in advance of development or in line with development occurring. Investing in public domain improvements in advance of development can send a strong signal to the property market that council is committed to the improvement of the area, and can create a higher amenity environment which can catalyse private sector investment.

6.8 Council's Role in Local Economic Development

Changes to planning controls that provide greater development potential and flexibility, increased local residential population and investment in public realm improvements will make a significant contribution to economic growth in the Corridor. However, beyond these strategic initiatives, Council can play an active role in promoting the future economic development at a more detailed level.

Marketing and Branding

Council can undertake marketing activities to promote business opportunities in the Corridor, including development of consistent branding, the production and distribution of marketing collateral such as newsletters and the creation of a stand-alone website or an add on to Council's existing website

Economic Development Coordinator

The appointment of an economic development coordinator will support people to undertake business in the precinct by offering a single Council point of contact for all business related enquiries. In addition to this role, the Coordinator can also:

- Undertake research;
- Prepare and implement an economic development plan, including exploring proven main street economic development strategies such as niche business and business clustering;
- Champion economic development within Council and the local and broader community;
- Represent the interests of Council and the precinct in broader economic forums and discussions;
- Seek grants and other forms of funding from State Government; and
- Engage the local business community and other key stakeholders, and develop relationships.

Seed Funding

Council can provide seed funding for the establishment of a Princes Highway Enterprise Corridor business group or a range of other initiatives aimed at promoting local economic development, including assisting in business establishment.

Seed funding is the initial capital funding provided to enable the establishment of a new business venture. This funding can lead to an expanded economic base and greater employment opportunities for local communities.

Community Events

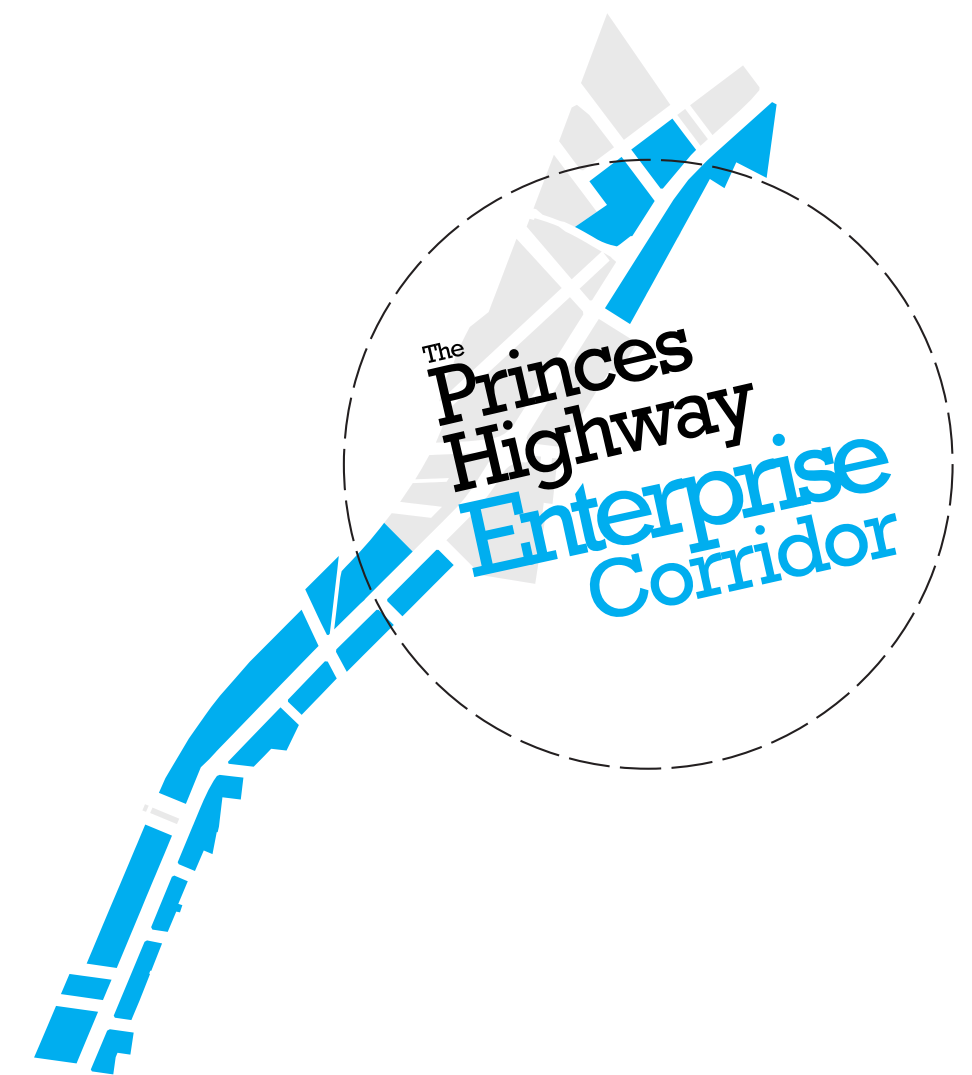
In addition to potential profit on the day, community events can have a broad range of potential benefits, including:

- Providing an opportunity for business to showcase their capabilities
- Raise the profile of the precinct
- Attract people who would not otherwise have reason to come to the precinct; and
- Draw the local business community together through designing, organising and executing the event.

Management

Options for the longer term management of the precinct should be explored. In addition to enabling physical public domain improvements such as seating, lighting, maintenance, cleaning and security, these options should provide part or full funding for the activities of the Business Group and Economic Development Coordinator. There are a range of precedents both nationally and internationally from which a management framework can be developed, including Business Improvement Districts and Place Management. A common feature of these management frameworks involve government partnering with business to deliver outcomes for defined precincts.

The following page illustrates a number of examples of how local government activity promotes economic development generally or for specific precincts.



Example of a branded logo to promote the Princes Highway Enterprise Corridor

Marrickville Council Economic Development Unit

The Marrickville Council Economic Development Unit was established by Council in the 2010/2011 financial year. It comprises an Economic Development Manager and an Economic Development Officer. The aim of the unit is to deliver on its Council's Community Plan 2021 which states:

"In 2021, Marrickville's businesses are confident, thriving and responsive to the needs of the local community. Its industrial areas are revitalised and remain an important part of the local economy, while high tech, creative and eco enterprises prevail. "

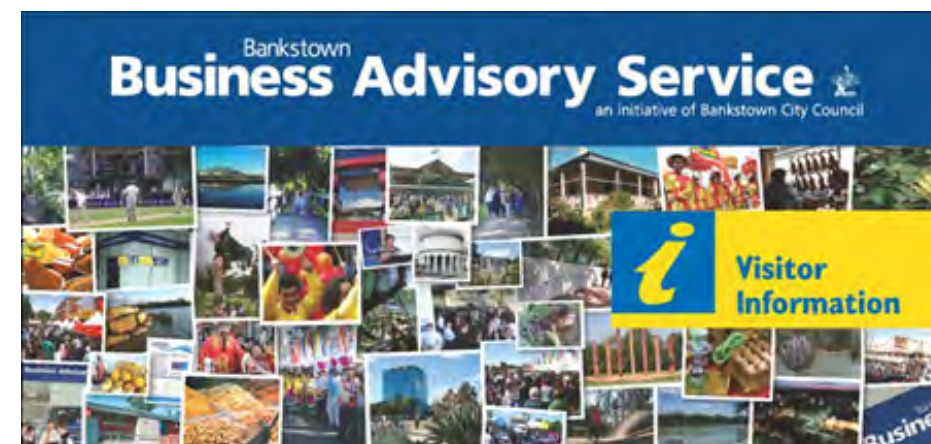
The role of the unit is:

- Developing marketing material on Marrickville as a business location
- Promoting Marrickville for business attraction and investment
- Working in partnership with the local community to strengthen existing businesses and grow the local economy
- Targeting growth industry sectors and attracting new activities
- Facilitating the delivery of programs tailored for small business
- Exploring opportunities for skills development
- Securing government funding for major projects and economic development initiatives
- Identifying the future infrastructure needs to support employment growth
- Providing input to planning policies to facilitate employment growth
- Engaging with business and the community on economic development issues
- Monitoring the local economy and compiling relevant economic data
- Advocating for the economic future of Marrickville

Bankstown Business Advisory Service

The Bankstown Business Advisory Service (BBAS) provides assistance and support to micro, small and medium businesses within the 25 suburban areas of the Bankstown Local Government Area. The key functions of the BBAS are:

- To deliver business development assistance and information to micro, small and medium sized businesses
- To facilitate the delivery of business development training - private and group sessions - in the Bankstown region
- Assist and support the efforts of Federal and State agencies and organisations, in the delivery of their respective business development services and programs in the south west Sydney region
- Provide advice and recommendations to Council on matters concerning business development and growth, retention and investment attraction at a local, regional and national level



Blacktown Motor Sport Parklands

Blacktown City Council has created a vision for a Motor Sport and Automotive industry precinct. The vision is to cluster motor industry and world class motor sport facilities together, in a quality environment. The Council's intention is to establish a precinct that is focussed on the automotive and motor sport industry and recognised as a cluster of automotive excellence internationally.

