METROPOLITAN SYDNEY			
STRATEGY	**KEY OBJECTIVES**	**COMMENTS**	**✓/X**
ECONOMY & EMPLOYMENT	A1 Provide suitable commercial sites and employment lands in strategic areas.	The Parklea Markets site is a significant site in both size and location which provides employment opportunities in north west Sydney. The site is strategically located in relation to existing and proposed public transport and the road network including the M2 and M7 motorways. This proposal will enhance existing employment lands with additional jobs. The Planning Proposal will integrate intensification of employment and economic activity at the markets with significant government investment in roads and public transport.	✓
CENTRES & CORRIDORS	B1 Provide places and locations for all types of economic activity and employment across the Sydney Region	The Parklea Markets site is a unique place in north west Sydney which operates as a weekend market, unlike conventional retail centres. The markets provide for a significant number of part-time jobs and this Planning Proposal will further enhance the role of the markets as a location of economic activity and employment. The Planning Proposal, although not located within an identified strategic centre, will play a part in assisting State and Local Government achieve employment capacity targets.	✓
	B4 Concentrate activities near public transport.	The Planning Proposal is strategically located along the North West T-Way bus corridors and the North West Rail Link corridor as identified in the Sydney Metropolitan Strategy. The location of jobs within easy reach of public transport will encourage workers to use public transport and reduce car travel.	✓
	B5 Protect and strengthen the primary role of economic corridors.	The Planning Proposal provides for intensification of employment and economic activity at Parklea Markets which will assist in strengthening the economic role of the orbital network. The Planning Proposal is located in the potential renewal corridor identified in the Metro Strategy along the North West T-Way.	✓
	B6 Focus development in renewal corridors to maximise infrastructure.	The Planning Proposal will provide additional employment and economic activity which will assist in developing the potential renewal corridor along the North West Transitway and North West Rail Link as identified in the Metropolitan Strategy.	✓

NORTH WEST SUB-REGIONAL STRATEGY			
STRATEGY	**OBJECTIVE**	**COMMENTS**	**✓/X**
ECONOMY & EMPLOYMENT	A1 Provide suitable commercial sites and employment lands in strategic areas	The planning proposal will further protect an existing employment generating activity and provide additional jobs which will assist Blacktown Council in meeting employment capacity targets of 128,000 by 2031. Protecting Employment Lands is a key direction of the draft North West Subregional Strategy. Although not identified as being Employment Lands, the markets do warrant consideration as being of strategic economic importance due to the location close to existing and proposed major transport infrastructure.	✓
CENTRES & CORRIDORS	B1 Provide places and locations for all types of economic activity and employment across the Sydney Region	While "a large portion of jobs growth in the north-west subregion is expected to be concentrated within existing and planned strategic centres" this will need to be complemented with some additional jobs growth outside the centres if the region is going to meet the employment capacity targets. The Planning Proposal will assist in achieving these targets.	✓
	B4 Concentrate activities near public transport.	The site of this Planning Proposal is located within 50m of a Transitway stop/interchange and within 600m of the proposed Burns Road Station on the North West Rail Link. The draft NW Subregional Strategy identifies the area around the Burns Road Station as likely to develop as a new local centre providing higher density housing and associated retail and other services. Because of its location on a proposed major transport route it is likely the centre will be developed as a Town Centre which has an 800m radius. This Planning Proposal will assist in the orderly development of the new centre.	✓
	B5 Protect and strengthen the primary role of economic corridors.	The planning proposal is well located on the edge of corridor along the M7 Motorway and within the renewal corridor identified in the Metro Strategy along the corridor of the North West Transitway. well located in relation to access the M7 and M2 corridor.	✓
	B6 Focus development in renewal corridors to maximise infrastructure.	The Planning Proposal is located in a renewal corridor and will assist in maximising value from major transport infrastructure investment in the North West T-way and the proposed North West Rail Link.	✓

DRAFT CENTRES POLICY			
PART	**SECTION**	**COMMENTS**	**✓/X**
A. KEY PRINCIPLES	**1. Introduction** The Dept of Planning has identified the following six (6) key planning principles to guide future retail and commercial development.		
	1. Retail and commercial activity should be located in centres.	This Principle is based on ensuring centres make the most efficient use of transport and other infrastructure, proximity to labour markets, and to improve the amenity and livability of those centres. The proposal is not located within an existing recognised centre but has been operating successfully as a "market" (as defined in the draft Centres Policy) since 1989. The proposal will not change the way the existing markets are perceived or operate ie selling, exposing or offering goods, merchandise or materials for sale by independent stall holders on an intermittent basis.	✓
		Trading already extends over three (3) days when there is a public holiday Monday and there is no evidence of any detrimental impact on traffic movements in the locality or the operation of nearby centres.	✓
		More recently, significant Sate Government investment in road and public transport infrastructure has seen the upgrade of Sunnyholt Road and Old Windsor Road and the construction of the North-West Transitway which travels along the front of the site on Sunnyholt Road. It is also planned to develop the North-West Rail Link which will run along Old Windsor Road. The site is strategically located in relation both road and public transport.	✓
	2. Centres should be able to grow and new centres form	The Planning Proposal is not proposing to grow an existing centre or form a new centre. The intent of the proposal is that Parklea Markets continue to operate as a market. The planning system should be flexible enough to enable all types of economic activity to grow.	✓

	3. Market determines need for development, planning regulates location and scale.	The draft Centres Policy sets out the market as “best placed to determine the need for retail and commercial development”. The on-going success of Parklea Markets provides a clear indication of the need for this unique type of retail activity. The extension of trading days at other markets such as Paddys Haymarket (trading from Wed – Sun) and the opening of new markets, such as Liverpool Markets, provides a compelling case for the market determining the need for an additional trading day.	✓
	4. Ensuring the supply of floor space accommodates market demand.	While not increasing the supply of floor space, the Planning Proposal will provide an extra days trading per week which will drive competition and result in greater choice and cheaper goods and services for consumers.	✓
	5. Support a wide range of retail and commercial premises and contribute to a competitive retail market.	The Planning Proposal will provide a clear public benefit from allowing customers to benefit from increased access to a wider variety of products and services at highly competitive prices.	✓
	6. Contributing to the amenity, accessibility, urban context and sustainability of centres.	The Planning Proposal will be accommodated in the existing Parklea Markets building.	**N/A**
PART C: DEVELOPMENT ASSESSMENT AND REZONING	**8. Rezoning and the Net Community Benefit Test**		
	Need for rezoning	Current zoning does not permit the Planning Proposal. In the first instance, Blacktown Council have been contacted to determine whether there is support to change the zoning to permit the proposed extension of trading days for the markets. Council have adopted a positive approach and indicated they would consider one (1) extra days trading subject to the provision of evidence supporting the proposal.	✓
	Net Community Benefit Test	A Net Community Benefit Test evaluating the Planning Proposal against the key criteria identified in the draft Centres policy has been undertaken (refer Table 1). Based on the responses to the key criteria, it is judged that the proposed changes to the Blacktown LEP will produce a net community benefit and the proposal should proceed through the Part 3 (*Environmental Planning and Assessment Act 1979*) rezoning process.	✓