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PART 1 OBJECTIVES OR INTENDED OUTCOMES

The Parklea Markets site is an irregular shaped parcel of land, shown outlined in red in Figure 1, which has frontage to both Sunnyholt Road and Old Windsor Road, Glenwood.

The site has an area of approximately 25 hectares and can be viewed as a number of distinct land use areas as identified in Figure 2.

The main area of the site comprises the existing Parklea markets building, the largest indoor market in the southern hemisphere, administration building and associated outdoor car parking areas for some 3,000 vehicles. The remainder of the site consists of a large vacant area and a service centre fronting Old Windsor Road.

Parklea Markets has been trading very successfully since 1987 on a restricted basis on Saturdays, Sundays and public holiday Mondays from 8:30am to 4:30pm.

Primary access to Parklea Markets car park area is via a traffic signal controlled intersection on Sunnyholt Road at the south-west corner of the markets.

Figure 1 – Locality of Site

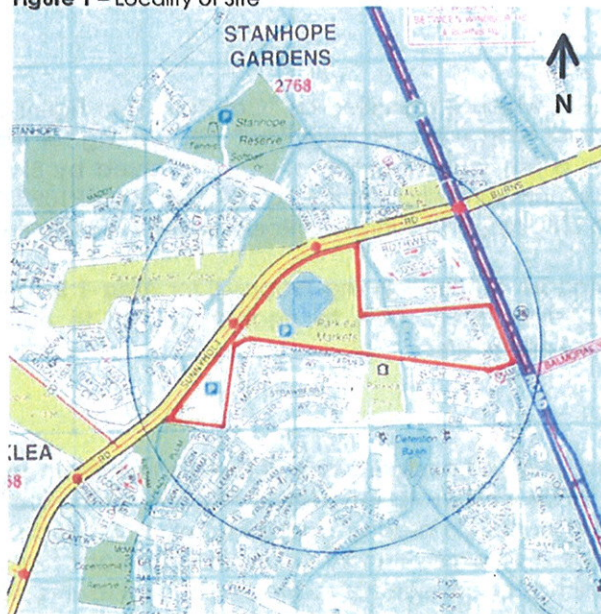


Figure 2 – Aerial View of Site

The objectives and intended outcomes of this Planning Proposal relate to the following two (2) areas of land:

Area 1

The south-west portion of the site, which is identified as "Car Park 3" in Figure 2, is an irregular shaped parcel of vacant land used for "overflow" car parking for visitors to Parklea Markets as required by a previous condition of consent issued by Blacktown Council. This portion of the site is more formally identified as Part Lot 100 DP1092236 and has an area of some 2.2ha with a frontage to Sunnyholt Road of around 346 metres.

The objectives or intended outcome of this Planning Proposal for **Area 1** is to amend *Blacktown Local Environmental Plan (BLEP) 1988* to enable Council to consider a "service centre" to be developed on the site.

Area 2

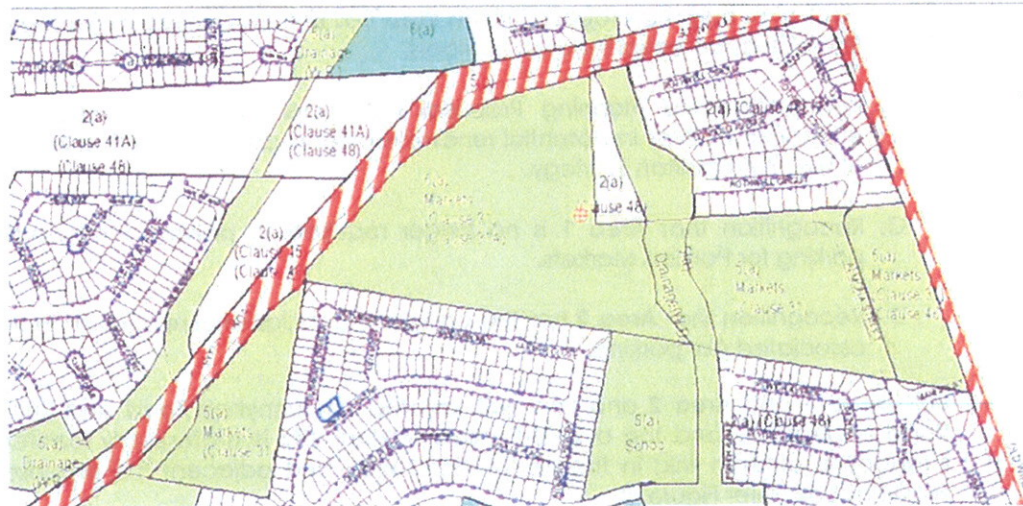
The existing service centre which is at the eastern edge of the site has frontage to Old Windsor Road and is bounded to the west by Almona Street. This area of the site is more formally identified as Lot 3 DP87066, has an area of approximately 2.3ha and currently accommodates a service station, car wash, Hungry Jacks and Outback Steakhouse restaurants. A planning proposal has been recently lodged with Blacktown Council to allow consideration of a motel on the existing service centre site.

The objectives or intended outcome of this Planning Proposal for **Area 2** (the existing service centre site) is to amend *Blacktown Local Environmental Plan (BLEP) 1988* to enable Council to consider additional "restaurant facilities" to be developed on the site.

PART 2 EXPLANATION OF PROVISIONS

Area 1 and **Area 2** are currently zoned 5(a) (Special Uses – General Zone) pursuant to *Blacktown Local Environmental Plan (BLEP) 1988* and are identified by black lettering as “Markets” on the accompanying zoning map (refer Figure 3).

Figure 3 – Zoning Map (Source: Blacktown Council)



In relation to both **Area 1** and **Area 2**, the table that forms part of Clause 9 in Blacktown LEP 1988 prohibits any form of development on the subject lands except for "the particular purpose indicated by black lettering on the map and purposes normally associated with and ancillary to the particular purpose indicated on the map; drains; public utility undertakings; recreation areas; roads; telecommunications facilities; utility installations (other than gas holders or generating works)".

Clause 31 of BLEP 1988 provides specific development control provisions for land identified as 5(a) Markets in the zoning map. The clause allows a person, with the consent of council, to use the designated Parklea Markets building for the purposes of a week-end market, plant nursery and a cultural, recreational, sporting or entertainment facility, including exhibitions, trade shows and the like.

Blacktown Council has made provision for additional uses on land within the 5(a) Markets zone with the use of site specific clauses in the LEP.

In relation to **Area 2**, site specific *Clause 46* allows a person, with the consent of council, to develop that area of the Parklea Markets site for a *service centre*. However *Clause 46 (3)* restricts the development of the *service centre* to accommodating *restaurant facilities* that involve a total floor area of not more than 800sqm.

PART 3 JUSTIFICATION

Section A – Need for the planning proposal

1. Is the planning proposal a result of any strategic study or report?

The planning proposal is a result of the following:

- A. Recognition of both sites strategic location in relation to the existing North-West Bus T-Way and the proposed North West Rail Link recognised in the Metropolitan Strategy as potential renewal corridors.
- B. Recognition the Planning Proposal will focus additional employment and economic activity in potential renewal corridors consistent with a key objective of the Metropolitan Strategy.
- C. Recognition that **Area 1** is no longer required to provide for "overflow" car parking for Parklea Markets.
- D. Recognition that **Area 2** has the capacity for additional *restaurant facilities* and associated car parking.

Both **Area 1** and **Area 2** are very well located on Sunnyholt Road and Old Windsor Road respectively and the overall Parklea Markets site is strategically located at the intersection of both links in the North-West T-Way and adjacent the proposed North West Rail Link (refer Figure 4).

The North-West T-Way comprises:

- A 17 km link from Parramatta to Rouse Hill primarily adjacent to Old Windsor Road and Windsor Road; and,
- A 7 km link from Blacktown to Parklea adjacent to Sunnyholt Road.

The Parklea Markets site is adjacent the Stanhope T-way stop and 600-800 metres from a proposed train station on the North West Rail link.

The State Government has committed to the completion of the North West Rail link by 2024. This link will run from Epping to Rouse Hill and will have six (6) stations. One station will be located on the corner of Burns Road and Old Windsor Road in close proximity to the Parklea Markets site.

Both **Area 1** and **Area 2** are very well located on Sunnyholt Road and Old Windsor Road respectively that have been recently up-graded and carry over 40,000 vehicles per day. These roads are capable of accommodating centres of "scale" that can service the broader community. They also help relieve the pressure for these type of facilities being located on less appropriate roads within the general urban area.

Figure 4 - North-West T-Way

A previous condition of approval for Parklea Markets required **Area 1** to provide "overflow" car parking requirements in the event that the car parking associated with Parklea Markets ever became inadequate to cope with demand. This requirement was formulated when it was still unclear exactly what sort of demand would be generated by the markets for car parking spaces particularly given the unique nature of the markets as a retail activity and the lack of similar land uses as a comparison.

Patronage to the markets, and subsequently demand for car parking spaces, has steadily declined over the years. More formal retail centres, such as Rouse Hill, Stanhope Gardens and Glenwood, have developed in the locality and have had an impact on the patronage at Parklea Markets. This is reinforced by more recent figures on rental income from stalls in the markets which show a steady decline.

In support, Varga Traffic Planning Pty Ltd - Transport, Traffic and Parking Consultants have been engaged to undertake a review of the parking demands generated by Parklea Markets. Refer Appendix A for a copy of their assessment.

The assessment found:

1. There are a total of 2300 parking spaces on the *main site*, plus a further 300 parking spaces on the *overflow parking site*; and,
2. Peak parking demands on a typical Saturday are in the order of 1100 too 1150 vehicles between 11am-3pm.

Accordingly, the assessment concluded that the *"overflow parking site with a capacity of 300 spaces is not required to accommodate the parking demands generated by the markets, and could be closed"*.

2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The planning proposal is seen as the best means of achieving the stated objectives and intended outcomes.

The development of a *service centre* on **Area 1** is currently prohibited development under the current BLEP 1988 and a change to the LEP is required to allow Blacktown Council to consider a proposal to allow development of a *service centre*.

Pursuant to Clause 46 (3) of BLEP 1988 the development of additional *restaurant facilities* in the existing service centre on **Area 2** is currently restricted to not more than 800sm of floor space. Currently the existing Hungry Jacks and Outback Steakhouse restaurants have a combined total floor space of around 788sm which effectively prohibits the consideration of any further restaurant facilities on the site. A change to the LEP is required to allow Blacktown Council to consider a proposal to allow additional restaurant facilities on the site.

3. Is there a net community benefit?

A net community benefit arises where the sum of all the benefits of a development or rezoning outweighs the sum of all costs. The justification to proceed with the planning proposal to allow a *service centre* to be developed on the subject land has taken into consideration the public interest and the consequence of not proceeding with the change in land use.

Table 1 demonstrates the net community benefit of the proposed amendments assessed against the criteria set out in the Department of Planning's Draft Centres Policy. The level of detail and analysis is proportionate to the size and likely impact of the proposed FLEP amendment.

Table 1 – Net Community Benefit Test Assessment

Will the LEP be compatible with agreed State and regional strategic direction for development in the area?	More detailed assessment of the compatibility of the proposed changes to the LEP with agreed State and regional strategic direction for development in the area is provided in Section B4 of this proposal. In summary, the proposed amendments are compatible with the following State and regional strategic directions; ▪ Provide more jobs in western Sydney. ▪ Provide places and locations for all types of economic activity and employment across the Sydney Region. ▪ Concentrate activities near public transport. ▪ Protect and strengthen the primary role of economic corridors.	✓
Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/subregional strategy?	The LEP is located along the strategic North West T-Way bus corridor and in close proximity to the North West Rail Link as identified in the Sydney Metropolitan Strategy 2005.	✓
Is the LEP likely to create a precedent or create or change the expectations of the landowner or other landholders?	The LEP deals with two (2) significant sites which are strategically located on Sunnyholt Road and Old Windsor Road and are both serviced by the North West T-way. There is no indication that this planning proposal will create a precedent or create or change the expectations of the landowner or other landholders. Expectations of landowners in the locality are that Sunnyholt Road and Old Windsor Road will continue to develop as an employment and economic activity corridors. The planning proposal is compatible with this expectation.	✓ ✓
Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?	There are no cumulative effects from spot rezonings in the locality that need to be considered.	✓
Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?	The planning proposal will generate a number of permanent employment generating activities in the likes of service stations, restaurants etc and will not result in the loss of employment lands.	✓

Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?	No.	✓
Is the existing public infrastructure (roads, rail, utilities) capable of servicing the proposed site?	A unique characteristic of both sites is the strategic location in relation to the following public infrastructure that is very capable of servicing the sites: <u>Roads</u> – frontages to both Sunnyholt Road and Old Windsor Road which have been significantly upgraded & very capable of servicing the site. Both roads also provide convenient access to the M2 and M7 Motorways. <u>Public Transport</u> – located on the North West T-way which is under-utilised and more than just capable of servicing both sites. Only 100m from the Stanhope T-way stop and only around 600 - 800m away from a rail station in the proposed North West rail link.	✓
Is there good pedestrian and cycling access?	There is good pedestrian and cycle access to the sites along Sunnyholt Road, Old Windsor Road and nearby residential areas.	✓
Is public transport currently available or is there infrastructure capacity to support future public transport.	Both sites are located on the North West transit way and in close proximity to a rail station in the proposed North West rail link.	✓
Will the proposal result in changes to the car distances travelled by customers, employees and suppliers?	The proposal will impact on car distances travelled by employees by locating jobs close to where workers live and with very good access to existing public transport. Locating additional facilities which will serve the local community within the locality will also impact on distances travelled by customers.	✓
If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?	The likely impact of less distance travelled by both customers and employees will result in a decrease in greenhouse gas emissions and operating costs for vehicles etc. The less kilometers traveled will also result in improved road safety.	✓
Are there significant Government investments in infrastructure or services in the area whose patronage will be affected by the proposal?	There is significant Government investment in both the local road network and the North – West Transitway. The government is also committed to construction of the North West rail link. These are all within the local area and will be impacted upon by the planning proposal.	✓
If so, what is the expected impact?	The expected impact of the proposal is additional patronage on the Transitway which is a positive	✓

	outcome for what is a significant Government investment. Preliminary discussions with the RTA indicate that the Transitway is currently under-utilised and that they would like to see more destination type land uses located along the Transitway.	
Will the proposal impact on land that the Government has identified a need to protect (e.g. land with high biodiversity values) or have other environmental impacts?	No.	✓
Is the land constrained by environmental factors such as flooding?	No	✓
Will the LEP be compatible or complementary with surrounding land uses?	The proposals will be compatible with other non-residential land uses along Sunnyholt Road and Old Windsor Road. Interface with residential development to the rear of Area 1 can be managed through application of design principles through the development application process. The addition of restaurant facilities on Area 2 will complement the existing non-residential land uses on the site.	✓
What is the impact on amenity in the location and wider community?	The proposal will involve development which is in keeping with the existing character and amenity of the streetscape along both Sunnyholt Road and Old Windsor Road.	✓
Will the public domain improve?	The proposal does not impact on the public domain.	✓
Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?	The proposal will increase the number of retail and commercial premises operating in the area which will increase choice and competition.	✓
If a stand-alone proposal and not a centre, does the proposal have the potential to develop into a centre in the future?	No. As a stand-alone proposal there is no potential for proposals of this type and of this scale to develop into a centre in the future.	✓
What are the public interest reasons for preparing the draft plan?	The public interest for preparing the draft plan will be a number of economic and social benefits including:	✓

What are the implications of not proceeding at this time?	▪ Additional permanent and casual employment; ▪ Increased consumer choice; ▪ Improved competition; ▪ Improved sustainability due to its proximity to a high profile public transport system; ▪ Result in changes to the car distances travelled by customers, employees and suppliers; ▪ Improved greenhouse gas emissions, operating costs and road safety. Area 1 will remain predominantly vacant, not achieve the highest and best use and will be a loss to the local community of both social and economics benefits as identified.	✓

Section B – Relationship to strategic planning framework.

4. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

As identified in the *Sydney Metropolitan Strategy Map* the planning proposal is strategically located on;

1. The edge of the Orbital Motorway Network.
2. On the North West Transitway.
3. Adjacent the proposed North West rail link.

Appendix B provides details on how the planning proposal is consistent with the objectives and actions contained within both the *Sydney Metropolitan Strategy* and the *Draft North West Sub-region Strategy*.

5. Is the planning proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?

There is no relevant Community Strategic Plan or any other local strategic plan.

6. Is the planning proposal consistent with applicable state environmental planning policies?

The Planning Proposal is not inconsistent with any State Environmental Planning Policy (SEPP).

7. Is the planning proposal consistent with applicable Ministerial Directions (s. 117 directions)

Table 2 provides an assessment of the Planning Proposal against the applicable Ministerial Directions.

Table 2 – Assessment against Ministerial Directions

		✓/X
1. Employment and Resources 1.1 Business and Industrial Zones	The Planning Proposal complies with the primary objective of this direction by encouraging employment growth in a suitable location which, in relation to Site 1, is currently vacant and underutilised and is well located in relation to both road and public transport. The planning proposal is not inconsistent with other objectives of this direction.	✓
3. Housing, Infrastructure and Urban Development 3.4 Integrating Land Use and Transport	The planning proposal is consistent with the aims, objectives and principles of: (a) <i>Improving Transport Choice – Guidelines for planning and development</i> (DUAP 2001), and (b) <i>The Right Place for Business and Services – Planning Policy</i> (DUAP 2001). In particular, the planning proposal will: (a) improve access to jobs by public transport, and (b) have a choice of available transport and reduce dependence on cars, and (c) reduce travel demand including the number of trips generated by the development and the distances travelled, especially by car, and (d) support the efficient and viable operation of existing North-West T-Way.	✓
6. Local Plan Making 6.1 Approval and Referral Requirements	The planning proposal is substantially consistent with the terms of this direction because it; (a) does not require the concurrence, consultation or referral of development applications to a Minister or public authority, and (b) does not contain provisions requiring concurrence, consultation or referral of a Minister or public authority, and (c) does not identify development as designated development	✓

6.3 Site Specific Provisions	The objective of the planning proposal will amend Blacktown Local Environmental Plan in order to allow the particular development proposals to proceed in the existing zone without imposing any further development standards or requirements in addition to those already contained in the LEP.	✓
7. Metropolitan Planning 7.1 Implementation of the Metropolitan Strategy	The Planning Proposal is consistent with the vision, land use strategy, policies, outcomes and actions of the Metropolitan Strategy, particularly in relation to providing suitable commercial sites and employment lands in strategic areas. Refer Appendix A for more detail on the relationship between the planning proposal and the Metropolitan Strategy.	✓

Section C – Environmental, social and economic impact.

8. Is there a likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No.

9. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The Planning Proposal is considered minor in respect to environmental impact.

10. How has the planning proposal adequately addressed any social and economic effects?

It is considered that the planning proposal does not require further action to address any social and economic effects.

Section D – State and Commonwealth interests.

11. Is there adequate public infrastructure for the planning proposal?

The locality of the Planning Proposal is very well served by public transport and road infrastructure as described in previous sections of this proposal.

12. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

Consultation with other public authorities has not occurred at this stage of the gateway process. It is expected that any consultation will be identified following the gateway determination.

PART 3 - COMMUNITY CONSULTATION

The gateway determination will specify the community consultation that must be undertaken on the planning proposal. Generally the Department of Planning have set a 14 day public exhibition period for planning proposals that are considered to be of low impact and 28 days for all other planning proposals.

Appendix A
Review of Existing Parking Demands

Appendix B
Relationship to Strategic Planning Framework

Parklea Markets
601 Sunnyholt Road, Glenwood

REVIEW OF EXISTING PARKING DEMANDS

9 August 2010

Ref 10191

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants 

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1. INTRODUCTION

This report has been to review the parking demands generated by the Parklea Markets which is located on the eastern side of Sunnyholt Road at Number 601 Sunnyholt Road, Glenwood (Figures 1 and 2).

The Parklea Markets are located on the eastern side of Sunnyholt Road, approximately 500m to the south-west of Old Windsor Road, with vehicular access to the site provided via 2 traffic signal controlled intersection on Sunnyholt Road, and via a secondary access driveway off Almona Street.

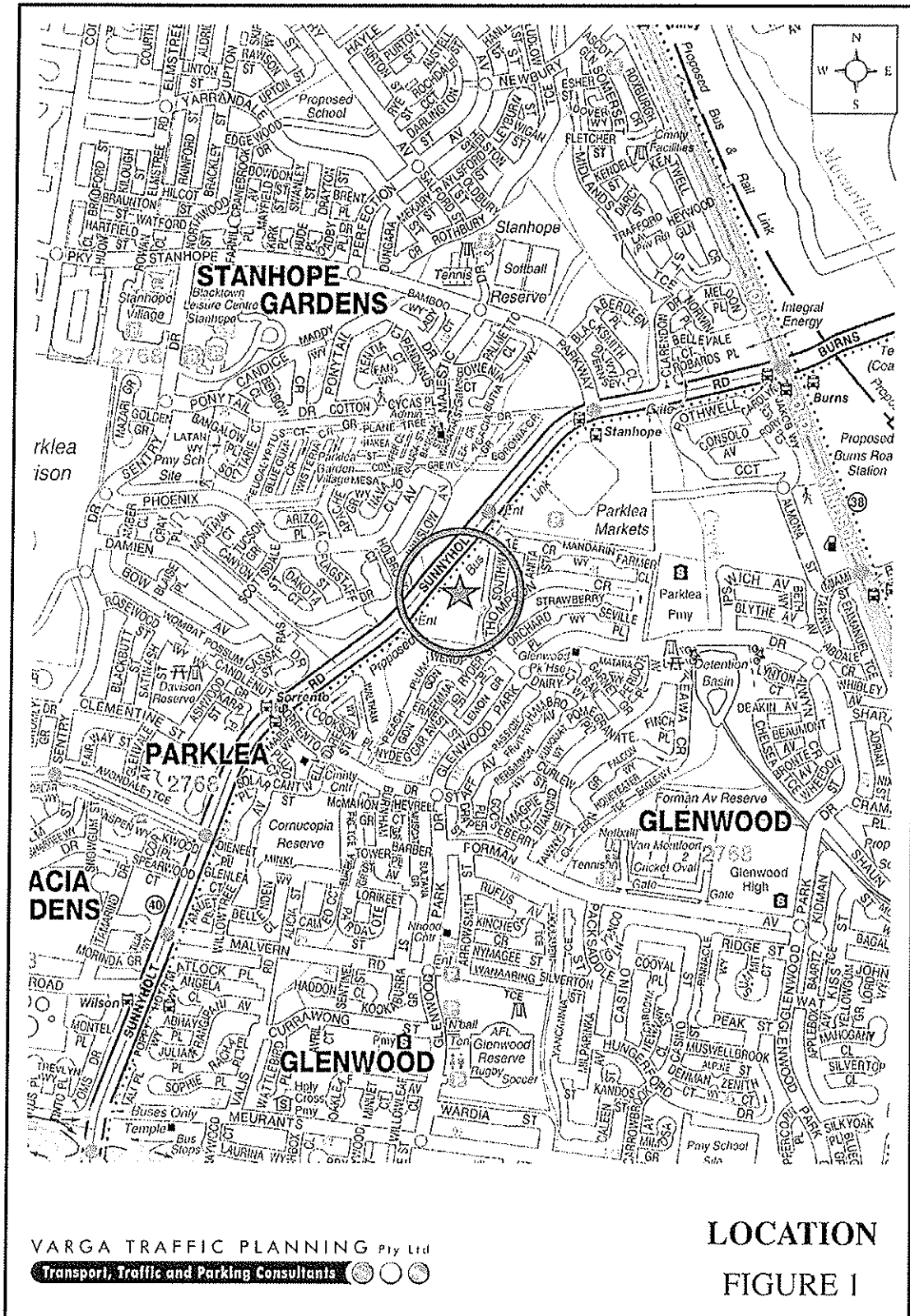
The markets comprise approximately 800 stalls, although most stall holders rent multiple stalls.

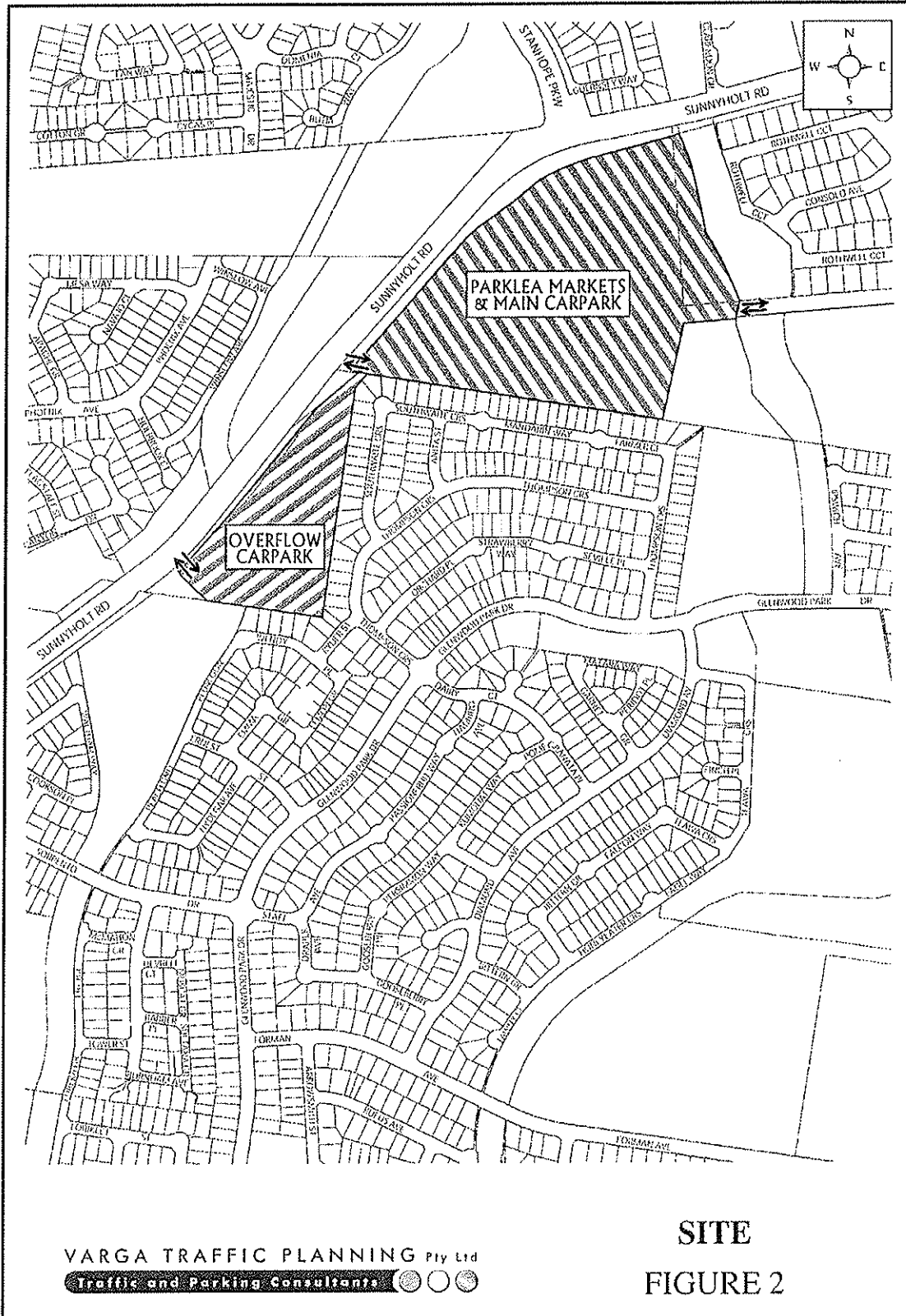
Carparking is provided on the site for a total of 2600 cars comprising the following:

Existing Parking Facilities	
Main carparking area:	2000 parking spaces
Stall holders carparking area:	300 parking spaces
Overflow carparking area:	300 parking spaces
TOTAL PARKING CAPACITY:	2600 parking spaces

The purpose of this report is to establish the current parking needs of the Parklea Markets. To that end this report:

- describes the site and provides details of the existing parking arrangements
- reviews the current “parking code” requirements applicable to the site, and
- reviews the results of *parking accumulation surveys* undertaken on the site throughout the course of a typical Saturday.





2. REVIEW OF EXISTING PARKING DEMANDS

Site

The Parklea Markets is located on the eastern side of Sunnyholt Road, approximately 500m to the south-west of its intersection with Old Windsor Road. In essence, the markets comprise two adjoining sites as follows:

- the *main site* which is occupied by the markets building, the main customer carparking area and
- a stall holders carparking area, and an *overflow carpark site* which is located further to the south along Sunnyholt Road.

The 2 adjoining sites have a combined street frontage to Sunnyholt Road approximately 890m in length, and occupy an area of approximately 21 hectares.

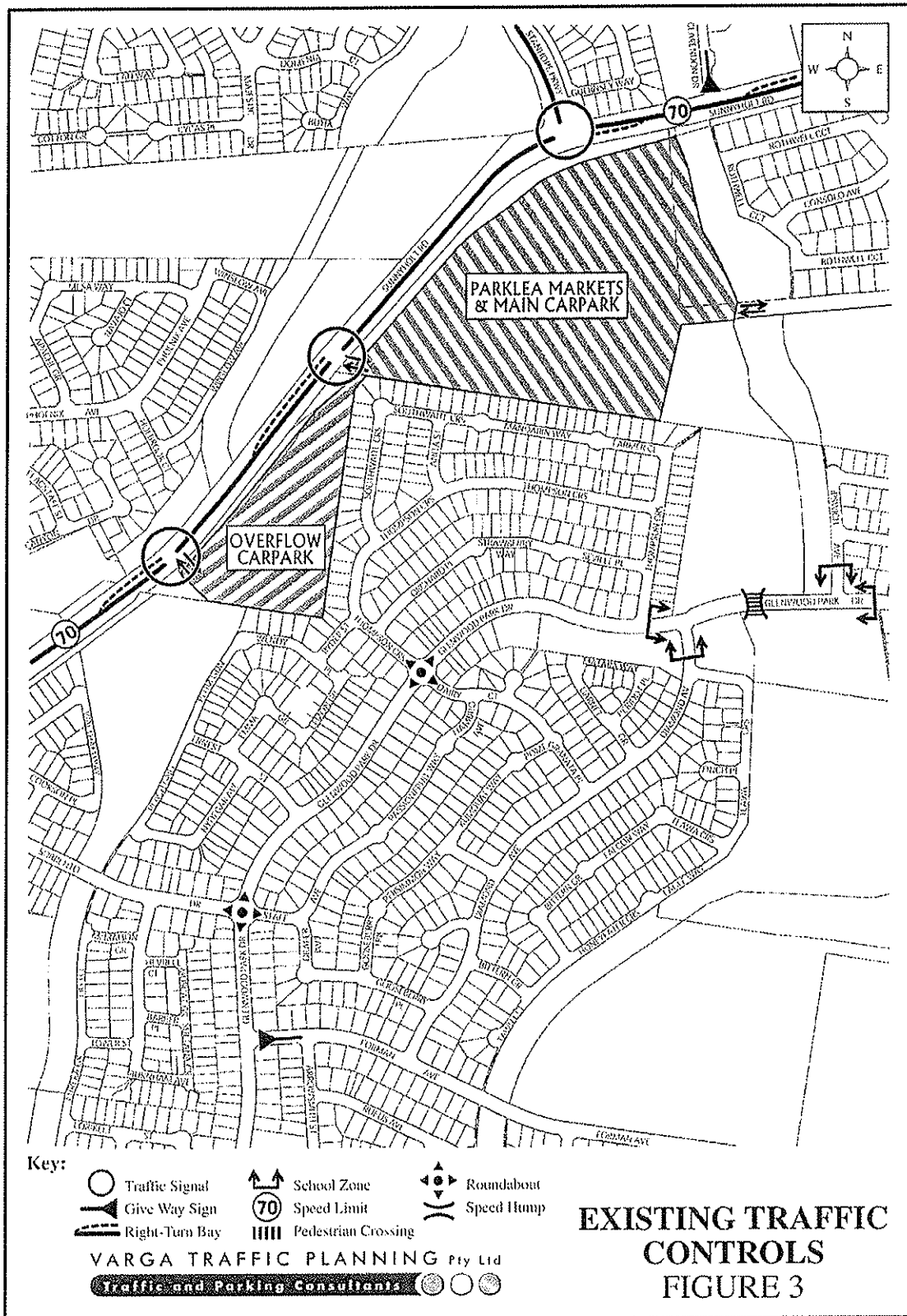
Parklea Markets accommodates approximately 800 stalls, although most stall holders rent multiple stalls. The stalls are involved in the sale of a large range of products, including food, clothing, footwear, light fittings, garden products, manchester and the like.

Off-street carparking is provided on the site in 3 separate carparking areas for a total of approximately 2600 cars, as follows:

Existing Parking Facilities	
Main carparking area:	2000 parking spaces
Stall holders carparking area:	300 parking spaces
Overflow carparking area:	300 parking spaces
TOTAL PARKING CAPACITY:	2600 parking spaces

Vehicular access to the site is provided via 3 separate access driveways as shown on Figure 3, as follows:

- traffic signals in Sunnyholt Road at the main site access driveway



- traffic signals in Sunnyholt Road (further to the south) serving the overflow carparking area, and
- two-way access road off Almona Street.

Off-Street Parking Requirements

The off-street parking requirements applicable to most types of developments undertaken in the Blacktown Council area are specified in *Part A* of the *Blacktown Development Control Plan 2006*. However, whilst nominating off-street parking rates for a broad range of developments, the DCP does not nominate a parking rate which is applicable to markets stalls.

Reference is therefore made to the Roads and Traffic Authority's publication *Guide to Traffic Generating Developments, Section 5 - Parking Requirements for Specific Landuses (October 2002)* which nominates the following parking rates for markets:

Markets

- minimum provision 2 spaces per stall,
- desirable provision 2.5 spaces per stall.

These figures are based on unrestrained demand for parking and do not include stall holders vehicles. Separate provision should be made for these vehicles.

Application of the above parking rates to the 800 stalls (noting that most stall holders rent multiple stalls) yields the following parking requirements:

- minimum parking provision of 1600 parking spaces,
- desirable parking provision of 2000 parking spaces.

The above parking requirements are satisfied by the provision of 2000 carparking spaces in the main carparking area. In addition, a further 300 carparking spaces are provided in a separate carparking area which is reserved for the use of stall holders. Most stall holders rent multiple stalls, but require only 1 parking space to accommodate their vehicle.

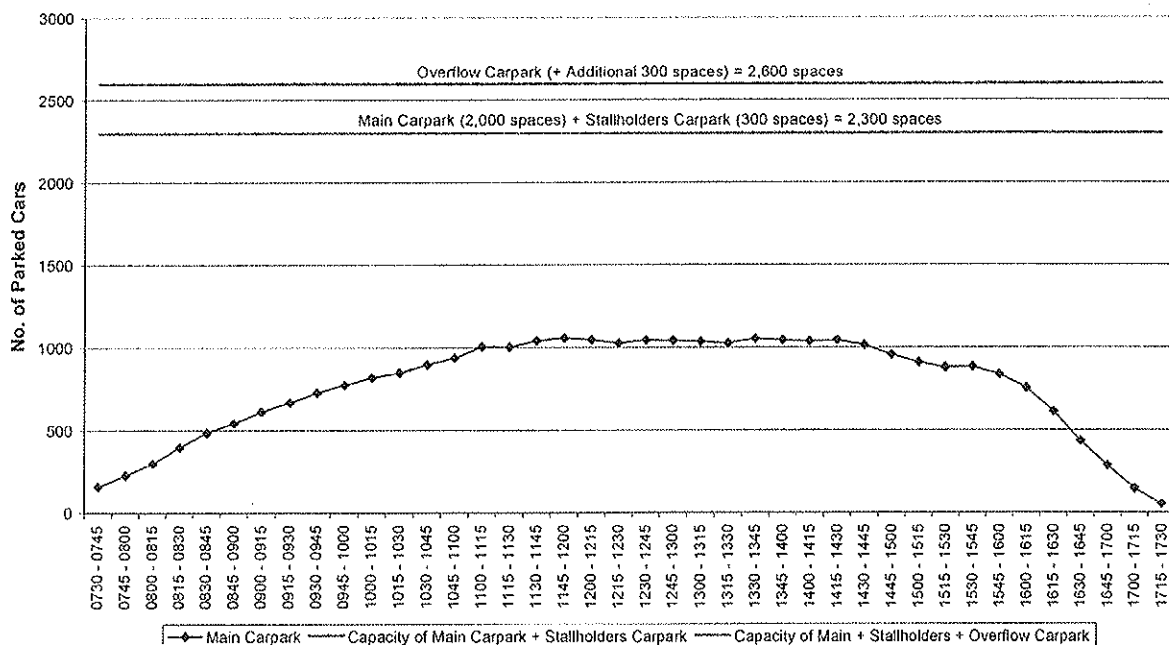
In summary, the provision of 2000 carparking spaces in the main carparking area, plus the provision of a further 300 parking spaces in a separate stall holders carparking area (yielding a total of 2300 parking spaces) satisfy the above requirements.

Parking Accumulation Survey Results

In order to gain an accurate appreciation of the *actual* parking requirements of the Parklea Markets, a survey of carparking accumulations was conducted on the site on a typical Saturday. The parking accumulation surveys were conducted between 7.30am-5.30pm and identified the number of vehicles on the site throughout the course of the day.

The results of the parking accumulation surveys are reproduced in full in Appendix A, and area summarised in the graph below.

Parklea Markets - Parking Accumulation Survey Results



The results of the parking accumulation surveys reveal that:

- when the surveys commenced at 7.30am there were 143 vehicles parked on the site

- peak parking demand occurred around 12noon, with 1157 vehicles parked on the site
- between 11am-3pm the parking demands remained relatively constant, in the order of 1100 to 1150 vehicles
- when the surveys concluded at 5.30pm, there were 66 vehicles parked on the site.

In summary, the parking accumulation surveys have found that the peak parking demands generated by the Parklea Markets is in the order of 1100 to 1150 vehicles on a typical Saturday, substantially *less than* the 2300 spaces available on the main site, indicating that the 300 spaces located on the *overflow parking* site are *not* required.

3. CONCLUSION

The foregoing assessment has found that:

- there are a total of 2300 parking spaces on the *main* site, plus a further 300 parking spaces on the *overflow parking* site
- peak parking demands on a typical Saturday are in the order of 1100 too 1150 vehicles between 11am-3pm.

Accordingly, the *overflow parking* site with a capacity of 300 spaces is *not* required to accommodate the parking demands generated by the markets, and could be closed.

APPENDIX A

PARKING SURVEY DATA

**R.O.A.R. DATA***Reliable, Original & Authentic Results*

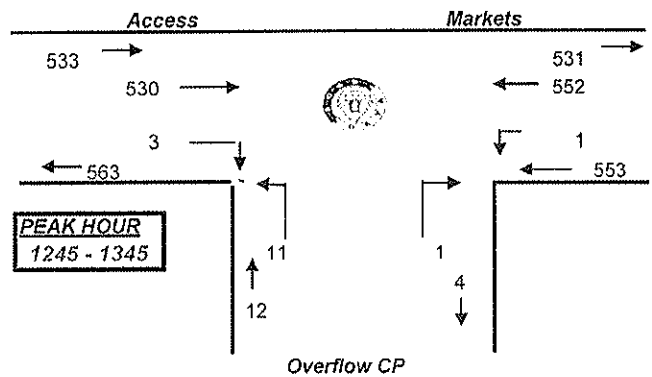
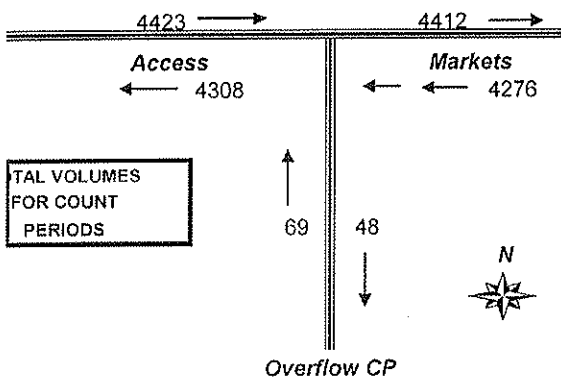
Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Varga Traffic Planning
 Job No/Name : 3220 PARKLEA Markets Accesses
 Day/Date : Saturday 7th August 2010

All Vehicles	WEST		SOUTH		EAST		TOT
	Access		Overflow CP		Markets		
Time Per	I	R	L	R	L	I	
0730 - 0745	36	0	0	0	0	27	63
0745 - 0800	93	0	0	0	0	32	125
0800 - 0815	69	0	0	0	0	25	94
0815 - 0830	104	0	0	0	0	32	136
0830 - 0845	105	1	1	1	0	45	153
0845 - 0900	105	0	0	0	0	71	176
0900 - 0915	117	0	0	0	0	70	187
0915 - 0930	112	0	0	0	0	76	188
0930 - 0945	119	0	0	1	0	68	188
0945 - 1000	132	0	0	0	1	79	212
1000 - 1015	126	1	1	0	1	87	216
1015 - 1030	123	0	1	2	0	102	228
1030 - 1045	141	0	1	0	0	105	247
1045 - 1100	139	1	0	1	1	98	240
1100 - 1115	156	0	1	0	0	100	257
1115 - 1130	149	7	3	0	1	108	268
1130 - 1145	147	0	0	0	2	117	266
1145 - 1200	145	1	4	0	3	122	275
1200 - 1215	123	1	4	1	1	125	255
1215 - 1230	137	3	3	1	1	141	286
1230 - 1245	145	0	5	0	0	115	265
1245 - 1300	126	0	6	1	1	137	271
1300 - 1315	127	2	2	0	0	143	274
1315 - 1330	126	0	2	0	0	144	272
1330 - 1345	151	1	1	0	0	128	281
1345 - 1400	115	1	0	0	1	130	247
1400 - 1415	136	1	0	1	1	137	276
1415 - 1430	150	1	1	1	0	131	284
1430 - 1445	120	0	4	0	2	130	256
1445 - 1500	124	1	1	1	1	148	276
1500 - 1515	110	1	1	0	0	132	244
1515 - 1530	116	1	2	0	0	133	252
1530 - 1545	117	0	3	0	1	120	241
1545 - 1600	86	0	2	0	0	117	205
1600 - 1615	81	0	2	0	0	127	210
1615 - 1630	65	0	2	0	3	154	224
1630 - 1645	46	0	2	0	2	158	208
1645 - 1700	35	0	0	2	0	130	167
1700 - 1715	35	0	0	0	1	127	163
1715 - 1730	10	0	1	0	0	81	92
Period End	4399	24	56	13	24	4252	8768

	WEST		SOUTH		EAST		
	Access		Overflow	CP	Markets		
Peak Per	I	R	L	R	L	I	TOT
0730 - 0830	302	0	0	0	0	116	418
0745 - 0845	371	1	1	1	0	134	508
0800 - 0900	383	1	1	1	0	173	559
0815 - 0915	431	1	1	1	0	218	652
0830 - 0930	439	1	1	1	0	262	704
0845 - 0945	453	0	0	1	0	285	739
0900 - 1000	480	0	0	1	1	293	776
0915 - 1015	489	1	1	1	2	310	804
0930 - 1030	500	1	2	3	2	336	844
0945 - 1045	522	1	3	2	2	373	903
1000 - 1100	529	2	3	3	2	392	931
1015 - 1115	559	1	3	3	1	405	972
1030 - 1130	585	8	5	1	2	411	1012
1045 - 1145	591	8	4	1	4	423	1031
1100 - 1200	597	8	8	0	6	447	1066
1115 - 1215	564	9	11	1	7	472	1064
1130 - 1230	552	5	11	2	7	505	1082
1145 - 1245	550	5	16	2	5	503	1081
1200 - 1300	531	4	18	3	3	518	1077
1215 - 1315	535	5	16	2	2	536	1096
1230 - 1330	524	2	15	1	1	539	1082
1245 - 1345	530	3	11	1	1	552	1098
1300 - 1400	519	4	5	0	1	545	1074
1315 - 1415	528	3	3	1	2	539	1076
1330 - 1430	552	4	2	2	2	526	1088
1345 - 1445	521	3	5	2	4	528	1063
1400 - 1500	530	3	6	3	4	546	1092
1415 - 1515	504	3	7	2	3	541	1060
1430 - 1530	470	3	8	1	3	543	1028
1445 - 1545	467	3	7	1	2	533	1013
1500 - 1600	429	2	8	0	1	502	942
1515 - 1615	400	1	9	0	1	497	908
1530 - 1630	349	0	9	0	4	518	880
1545 - 1645	278	0	8	0	5	556	847
1600 - 1700	227	0	6	2	5	569	809
1615 - 1715	181	0	4	2	6	569	762
1630 - 1730	126	0	3	2	3	496	630

PEAK HR	530	3	11	1	1	552	1098
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**R.O.A.R. DATA***Reliable, Original & Authentic Results*

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 3220 PARKLEA Markets Accesses

Day/Date : Saturday 7th August 2010

EAST From Old Windsor Rd			
Time Per	IN	OUT	TOTAL
0730 - 0745	17	10	27
0745 - 0800	26	16	42
0800 - 0815	35	11	46
0815 - 0830	54	27	81
0830 - 0845	56	29	85
0845 - 0900	53	28	81
0900 - 0915	60	39	99
0915 - 0930	51	30	81
0930 - 0945	51	44	95
0945 - 1000	40	45	85
1000 - 1015	51	44	95
1015 - 1030	52	46	98
1030 - 1045	60	49	109
1045 - 1100	62	62	124
1100 - 1115	63	51	114
1115 - 1130	44	85	129
1130 - 1145	70	60	130
1145 - 1200	49	64	113
1200 - 1215	47	65	112
1215 - 1230	41	58	99
1230 - 1245	45	55	100
1245 - 1300	63	55	118
1300 - 1315	65	56	121
1315 - 1330	60	52	112
1330 - 1345	62	57	119
1345 - 1400	58	51	109
1400 - 1415	48	53	101
1415 - 1430	51	66	117
1430 - 1445	40	56	96
1445 - 1500	39	76	115
1500 - 1515	39	62	101
1515 - 1530	50	65	115
1530 - 1545	55	45	100
1545 - 1600	39	54	93
1600 - 1615	29	66	95
1615 - 1630	23	73	96
1630 - 1645	13	80	93
1645 - 1700	10	65	75
1700 - 1715	5	51	56
1715 - 1730	8	31	39
Period End	1784	2032	3816

EAST From Old Windsor Rd			
Peak Per	IN	OUT	TOTAL
0730 - 0830	132	64	196
0745 - 0845	171	83	254
0800 - 0900	198	95	293
0815 - 0915	223	123	346
0830 - 0930	220	126	346
0845 - 0945	215	141	356
0900 - 1000	202	158	360
0915 - 1015	193	163	356
0930 - 1030	194	179	373
0945 - 1045	203	184	387
1000 - 1100	225	201	426
1015 - 1115	237	208	445
1030 - 1130	229	247	476
1045 - 1145	239	258	497
1100 - 1200	226	260	486
1115 - 1215	210	274	484
1130 - 1230	207	247	454
1145 - 1245	182	242	424
1200 - 1300	196	233	429
1215 - 1315	214	224	438
1230 - 1330	233	218	451
1245 - 1345	250	220	470
1300 - 1400	245	216	461
1315 - 1415	228	213	441
1330 - 1430	219	227	446
1345 - 1445	197	226	423
1400 - 1500	178	251	429
1415 - 1515	169	260	429
1430 - 1530	168	259	427
1445 - 1545	183	248	431
1500 - 1600	183	226	409
1515 - 1615	173	230	403
1530 - 1630	146	238	384
1545 - 1645	104	273	377
1600 - 1700	75	284	359
1615 - 1715	51	269	320
1630 - 1730	36	227	263

PEAK HR	250	220	470
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TOTAL VOLUMES
FOR PERIODS
COUNTED

N

Parklea
Markets

2032

← 1784

From Old Windsor Rd

Parklea
Markets

220

← 250

From Old Windsor Rd

PEAK HOUR
1245 - 1345

**R.O.A.R. DATA***Reliable, Original & Authentic Results*

Ph.88196847, Fax 88196849, Mob.0418-239019

Client : Varga Traffic Planning

Job No/Name : 3220 PARKLEA Markets Accesses

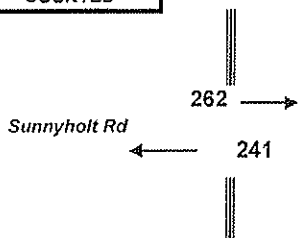
Day/Date : Saturday 7th August 2010

WEST Sunnyholt Rd			
Time Per	IN	OUT	TOTAL
0730 - 0745	0	0	0
0745 - 0800	0	0	0
0800 - 0815	0	0	0
0815 - 0830	1	0	1
0830 - 0845	2	0	2
0845 - 0900	1	1	2
0900 - 0915	1	0	1
0915 - 0930	4	0	4
0930 - 0945	12	0	12
0945 - 1000	5	2	7
1000 - 1015	8	2	10
1015 - 1030	12	4	16
1030 - 1045	10	3	13
1045 - 1100	12	5	17
1100 - 1115	10	5	15
1115 - 1130	14	4	18
1130 - 1145	13	4	17
1145 - 1200	25	7	32
1200 - 1215	13	9	22
1215 - 1230	15	18	33
1230 - 1245	10	9	19
1245 - 1300	11	13	24
1300 - 1315	8	16	24
1315 - 1330	9	11	20
1330 - 1345	14	9	23
1345 - 1400	6	9	15
1400 - 1415	12	10	22
1415 - 1430	6	14	20
1430 - 1445	4	11	15
1445 - 1500	5	13	18
1500 - 1515	6	12	18
1515 - 1530	7	8	15
1530 - 1545	2	10	12
1545 - 1600	0	6	6
1600 - 1615	0	7	7
1615 - 1630	0	5	5
1630 - 1645	0	6	6
1645 - 1700	2	1	3
1700 - 1715	2	5	7
1715 - 1730	0	2	2
Period End	262	241	503

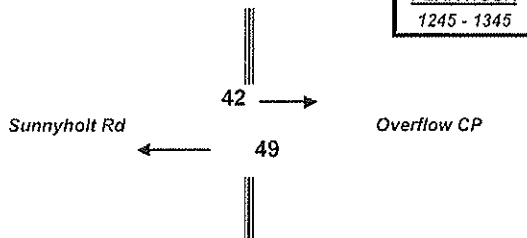
Overflow Car Park

WEST Sunnyholt Rd			
Peak Per	IN	OUT	TOTAL
0730 - 0830	1	0	1
0745 - 0845	3	0	3
0800 - 0900	4	1	5
0815 - 0915	5	1	6
0830 - 0930	8	1	9
0845 - 0945	18	1	19
0900 - 1000	22	2	24
0915 - 1015	29	4	33
0930 - 1030	37	8	45
0945 - 1045	35	11	46
1000 - 1100	42	14	56
1015 - 1115	44	17	61
1030 - 1130	46	17	63
1045 - 1145	49	18	67
1100 - 1200	62	20	82
1115 - 1215	65	24	89
1130 - 1230	66	38	104
1145 - 1245	63	43	106
1200 - 1300	49	49	98
1215 - 1315	44	56	100
1230 - 1330	38	49	87
1245 - 1345	42	49	91
1300 - 1400	37	45	82
1315 - 1415	41	39	80
1330 - 1430	38	42	80
1345 - 1445	28	44	72
1400 - 1500	27	48	75
1415 - 1515	21	50	71
1430 - 1530	22	44	66
1445 - 1545	20	43	63
1500 - 1600	15	36	51
1515 - 1615	9	31	40
1530 - 1630	2	28	30
1545 - 1645	0	24	24
1600 - 1700	2	19	21
1615 - 1715	4	17	21
1630 - 1730	4	14	18

PEAK HR	42	49	91
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TOTAL VOLUMES
FOR PERIODS
COUNTED

Overflow CP



Overflow CP

PEAK HOUR
1245 - 1345



R.O.A.R. DATA

Reliable, Original & Authentic Results

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Client : Varga Traffic Planning

Job No/Name : 3220 PARKLEA Markets Accesses

Day/Date : Saturday 7th August 2010

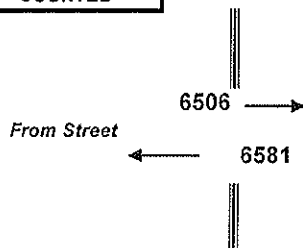
Combined All Accesses

COMBINED All Accesses			
Time Per	IN	OUT	TOTAL
0730 - 0745	53	37	90
0745 - 0800	119	48	167
0800 - 0815	104	36	140
0815 - 0830	159	59	218
0830 - 0845	165	75	240
0845 - 0900	159	100	259
0900 - 0915	178	109	287
0915 - 0930	167	106	273
0930 - 0945	183	112	295
0945 - 1000	178	126	304
1000 - 1015	187	134	321
1015 - 1030	189	153	342
1030 - 1045	211	158	369
1045 - 1100	216	165	381
1100 - 1115	229	157	386
1115 - 1130	215	200	415
1130 - 1145	232	181	413
1145 - 1200	223	197	420
1200 - 1215	186	203	389
1215 - 1230	198	220	418
1230 - 1245	200	184	384
1245 - 1300	202	211	413
1300 - 1315	202	217	419
1315 - 1330	195	209	404
1330 - 1345	228	195	423
1345 - 1400	181	190	371
1400 - 1415	199	200	399
1415 - 1430	209	212	421
1430 - 1445	166	201	367
1445 - 1500	171	238	409
1500 - 1515	166	207	363
1515 - 1530	174	208	382
1530 - 1545	175	178	353
1545 - 1600	125	179	304
1600 - 1615	110	202	312
1615 - 1630	91	234	325
1630 - 1645	61	246	307
1645 - 1700	49	196	245
1700 - 1715	43	183	226
1715 - 1730	18	115	133
Period End	6506	6581	13087

COMBINED All Accesses			
Peak Per	IN	OUT	TOTAL
0730 - 0830	435	180	615
0745 - 0845	547	218	765
0800 - 0900	587	270	857
0815 - 0915	661	343	1004
0830 - 0930	669	390	1059
0845 - 0945	687	427	1114
0900 - 1000	706	453	1159
0915 - 1015	715	478	1193
0930 - 1030	737	525	1262
0945 - 1045	765	571	1336
1000 - 1100	803	610	1413
1015 - 1115	845	633	1478
1030 - 1130	871	680	1551
1045 - 1145	892	703	1595
1100 - 1200	899	735	1634
1115 - 1215	856	781	1637
1130 - 1230	839	801	1640
1145 - 1245	807	804	1611
1200 - 1300	786	818	1604
1215 - 1315	802	832	1634
1230 - 1330	799	821	1620
1245 - 1345	827	832	1659
1300 - 1400	806	811	1617
1315 - 1415	803	794	1597
1330 - 1430	817	797	1614
1345 - 1445	755	803	1558
1400 - 1500	745	851	1596
1415 - 1515	702	858	1560
1430 - 1530	667	854	1521
1445 - 1545	676	831	1507
1500 - 1600	630	772	1402
1515 - 1615	584	767	1351
1530 - 1630	501	793	1294
1545 - 1645	387	861	1248
1600 - 1700	311	878	1189
1615 - 1715	244	859	1103
1630 - 1730	171	740	911

PEAK HR	827	832	1659
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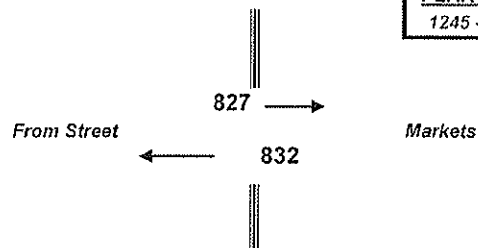
TOTAL VOLUMES
FOR PERIODS
COUNTED



N



PEAK HOUR
1245 - 1345



**R.O.A.R. DATA***Reliable, Original & Authentic Results*

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Client : Varga Traffic Planning

Job No/Name : 3220 PARKLEA Markets Accesses

Day/Date : Saturday 7th August 2010

Combined Car Parks Accumulation

At Start		143
		CAR
		PARK
Time Per	Main	
0730 - 0745	159	
0745 - 0800	230	
0800 - 0815	298	
0815 - 0830	398	
0830 - 0845	488	
0845 - 0900	547	
0900 - 0915	616	
0915 - 0930	677	
0930 - 0945	748	
0945 - 1000	800	
1000 - 1015	853	
1015 - 1030	889	
1030 - 1045	942	
1045 - 1100	993	
1100 - 1115	1065	
1115 - 1130	1080	
1130 - 1145	1131	
1145 - 1200	1167	
1200 - 1215	1140	
1215 - 1230	1118	
1230 - 1245	1134	
1245 - 1300	1125	
1300 - 1315	1110	
1315 - 1330	1096	
1330 - 1345	1129	
1345 - 1400	1120	
1400 - 1415	1119	
1415 - 1430	1116	
1430 - 1445	1081	
1445 - 1500	1014	
1500 - 1515	963	
1515 - 1530	929	
1530 - 1545	926	
1545 - 1600	872	
1600 - 1615	780	
1615 - 1630	637	
1630 - 1645	452	
1645 - 1700	305	
1700 - 1715	165	
1715 - 1730	68	

At End **66**

STRATEGY	KEY OBJECTIVES	COMMENTS	✓/X
ECONOMY & EMPLOYMENT	A1 Provide suitable commercial sites and employment lands in strategic areas.	Area 1 and Area 2 are strategically located in relation to existing and proposed public transport and the road network including Sunnyholt and Old Windsor Road which provide direct and convenient access to the M2 and M7 motorways. This proposal will enhance existing employment lands along the Sunnyholt Road and Old Windsor Road economic corridor with additional jobs. The Planning Proposal will also integrate intensification of employment and economic activity 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 planning proposal will provide for a significant number of part-time and full-time jobs and will further enhance the role of Sunnyholt Road and Old Windsor Road as locations 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 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 along Sunnyholt Road and Old Windsor Road and adjacent the Parklea Markets which will assist in strengthening the economic role of the orbital network.	✓
	B6 Focus development in renewal corridors to maximise infrastructure.	The Planning Proposal is located in the potential renewal corridor identified in the Metro Strategy along the North West T-Way.	✓
		The Planning Proposal will provide additional employment and economic activity which will assist in developing the potential renewal corridor.	✓

STRATEGY	OBJECTIVE	COMMENTS	✓/X
ECONOMY & EMPLOYMENT	A1 Provide suitable commercial sites and employment lands in strategic areas	The planning proposal will provide additional employment generating sites in strategic locations along Sunnyholt Road and Old Windsor Road. The provision of 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 Parklea Markets site does 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 Planning Proposal is located within 100m of a Transitway stop/interchange and within 600-800 metres 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 the M7 Motorway corridor and within the North West Transitway renewal corridor as identified in the Metro Strategy. The planning proposal will protect and strengthen the economic role of this 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.	✓

