



# Parkes Western Entry Master Plan

Prepared for Parkes Shire Council



KING + CAMPBELL







## Parkes Western Entry Masterplan

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PREPARED FOR	Parkes Shire Council
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# 1. Introduction

“*To create an inviting, vibrant and memorable town entry from the proposed new Newell Highway Bypass, connecting the Parkes Special Activation Precinct and other major developments and centres further west of the Highway to the Parkes urban area in an enticing manner, that makes turning of the Highway worth it.*”

## 1.1 Background and Purpose of Master Plan

The Newell Highway runs through the town of Parkes via Bogan Street. The Newell Highway bypass, which is under construction, will relieve pressure on Parkes CBD, and, in combination with the Parkes Special Activation Precinct (SAP) and other attractions west of town, will also significantly alter the character and importance of the Western entry corridor into Parkes. The main roads that comprise this Western entry corridor are Condobolin Street, Bushman Street and Dalton Street.

The purpose of the Parkes Western Entry Master Plan will be to explore the merits of land-use changes along the road corridor as well as opportunities for improvements to the entry experience, including land use change, road, active transport and landscape improvements, wayfinding signage and tourism infrastructure and drainage improvements.

The Parkes Western Entry Issues Paper, 2021, was prepared as an important first step in the Master Planning process. The Master Plan will also need to respond to the vision identified in the Parkes Shire Community Strategic Plan:

## 1.2 Project Vision

The vision for Parkes identified in the Parkes Shire Community Strategic Plan is relevant to the Parkes Western Entry Master Plan:

*“A progressive and smart regional centre, embracing a national logistics hub, with vibrant communities, diverse opportunities, learning and healthy lifestyles.”*

The vision of the Parkes Western Entry Master Plan project as identified in the Parkes Western Entry Issues Paper is:

*“To create an inviting, vibrant and memorable town entry from the proposed new Newell Highway Bypass, connecting the Parkes Special Activation Precinct and other major developments and centres further west of the Highway to the Parkes urban area in an enticing manner, that makes turning of the Highway worth it.”*

## 1.3 Study Area

The Study area is illustrated on the adjoining exhibit. Specifically, it includes:

- Condobolin Road including adjoining urban and park lands.
- Bushman Street, including interface with Woodward Oval
- Dalton Street
- Bogan Street, including its key intersections with Bushman Street, Dalton Street and Church Street.
- Parkes CBD, particularly as it relates to key circulation and parking opportunities.



## 2. Analysis

### 2.1 Relevant Background Documentation

The following documents were reviewed at the outset of the Master Planning process:

- Parkes Western Entry Issues Paper, 2021
- Parkes Shire Housing Issues Paper, 2021
- Parkes Local Strategic Planning Statement, 2020
- Parkes Shire Land-use Strategy, 2011
- Parkes Local Environmental Plan 2012
- Parkes Shire Development Control Plan 2013
- Parkes CBD Vibrance Strategy 2016 (including preliminary Masterplan of Cooke Park)
- Pedestrian and Cycling Strategy 2016
- Parkes Brand Identity Guidelines
- Draft Parkes Heritage Study
- Draft Parkes Shire Development Control Plan
- Parkes Shire Housing Strategy 2021-2041

Key issues and opportunities identified in these documents, that informed the Master Plan are as follows:

#### Parkes Local Environmental Plan, 2012 (Parkes LEP)

The Parkes LEP makes local environmental planning provisions for land in Parkes.

Existing land zoning in the study area outside the CBD is predominately:

- Zone R1 General Residential
- Zone B4 Mixed Use
- Zone RE1 Public Recreation
- Zone RE2 Private Recreation
- Zone SP2 Road Infrastructure Facilities – This is related to rail and major roads

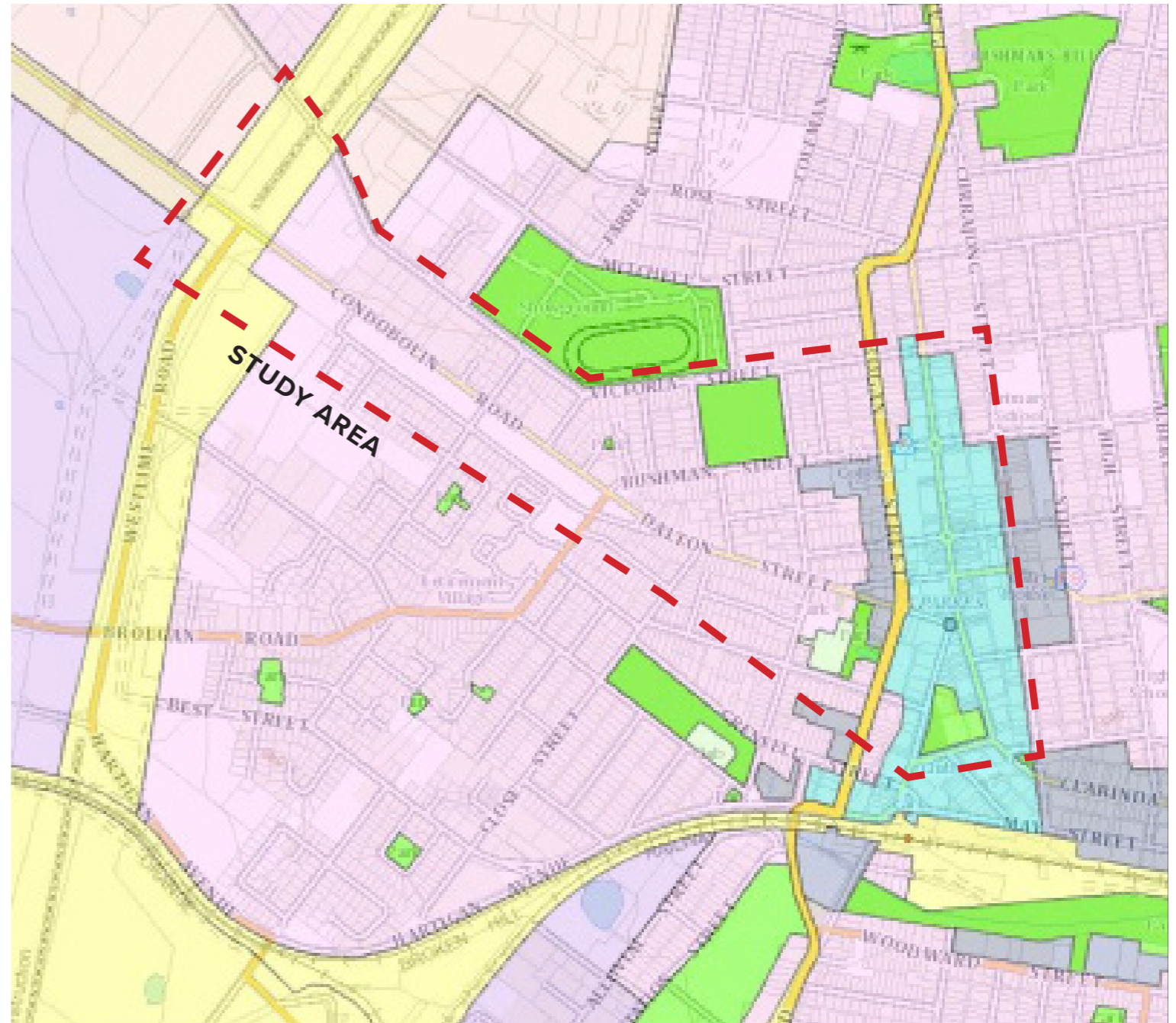


Figure 01: Existing Zoning of the Study Area and Parkes (Extract from: ePlanning Spatial Viewer – Parkes LEP 2012).

### Parkes Local Strategic Planning Statement, 2020 (PLSPS)

The PLSPS identifies a parcel of land in the study area adjacent the future Newell Highway Bypass and Condobolin Road as a potential future Enterprise Corridor.

The standard LEP template suggests that the Zone classification that best fits this land use is B6. This proposition has been reviewed as part of this Master Planning process, including a review of potential Zone classifications and the extent of the potential land use change refer to **Appendix B**.

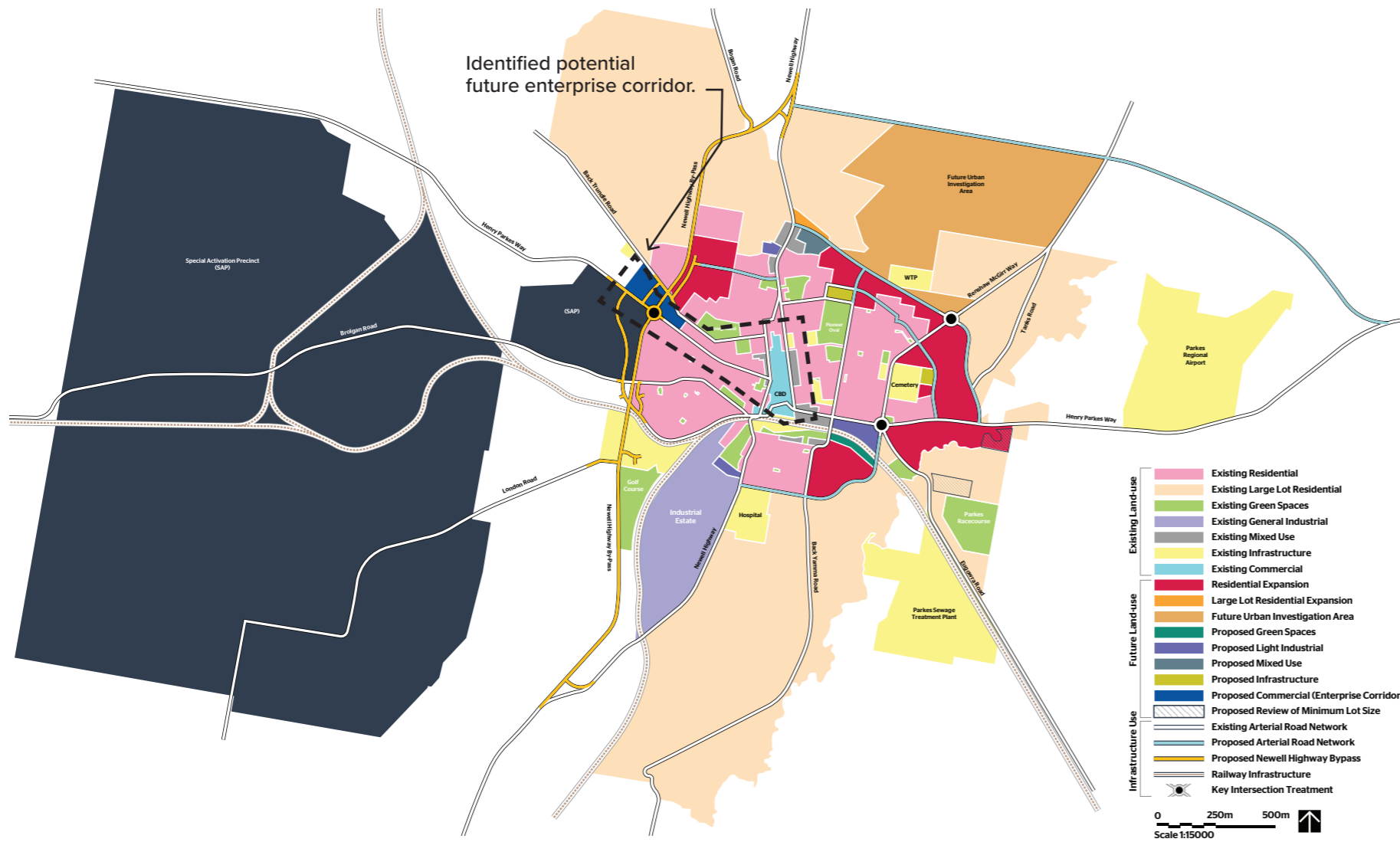


Figure 02: Existing and proposed zoning of Parkes (Extract from: Parkes Local Strategic Planning Statement, 2020).

### Parkes Western Entry Issues Paper, 2021 (PWEIP)

The PWEIP is the first step in the Parkes Western Entry Master Planning process and is, of itself, a key site analysis document. As such the PWEIP is included in this Master Plan in **Appendix C**.

The PWEIP sets the context for the Parkes Western Entry Master Plan, including commentary on issues relating to the Newell Highway bypass and associated highway service centre, the Parkes Special Activation Precinct (SAP) and key strategic planning documents covering the future development of the Parkes township.

The PWEIP identifies key opportunities to enhance the western approach to Parkes and instil a sense of arrival and place. The opportunities identified include:

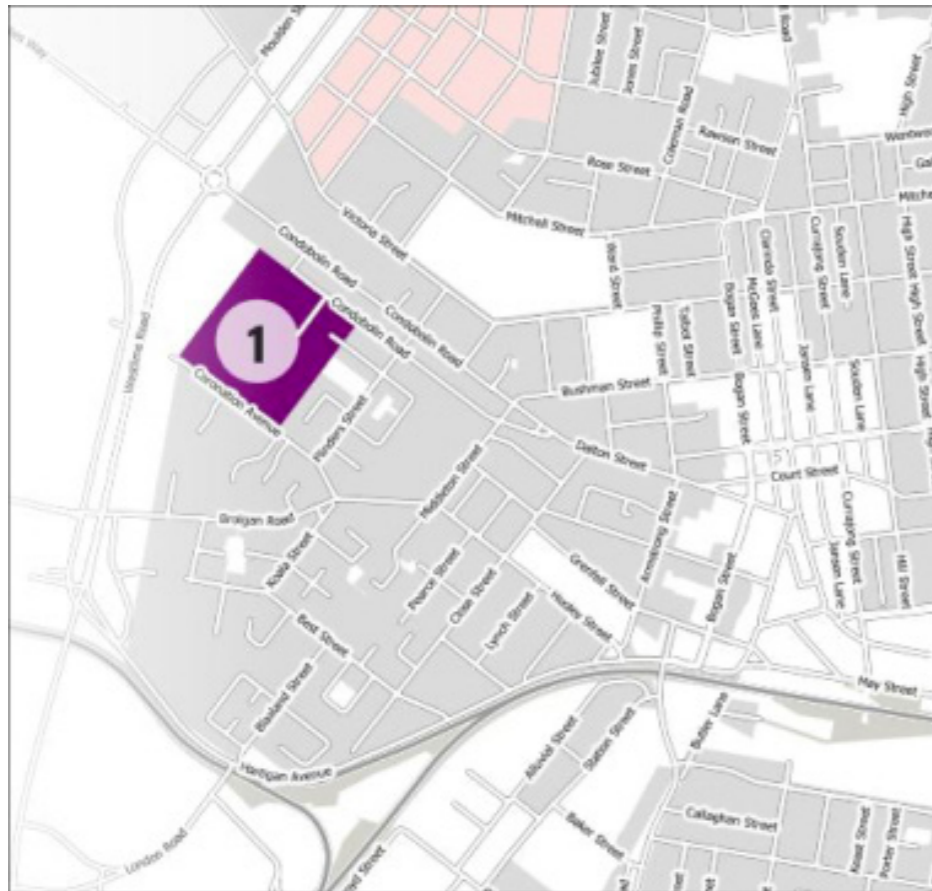
- Identifying and improving key transport routes, including the key corridors associated with Condobolin Road, Bushman Street and Dalton Street.
- Improvements to key intersections, road edges and drainage infrastructure.
- Making provision for visitors to the town, including wayfinding signage and long vehicle parking.
- Improvements to the existing active transport network, including new footpath and shareway connections.
- Supplementary street tree planting and park improvements.
- Street lighting and furniture.
- Reviewing land-uses along the key corridors.



**Parke Shire Housing Strategy 2021-2041 (PSHS)**

The PSHS sets a 20-year vision for housing in the Parke Shire. It responds to the evidence base and key trends shaping future housing demand and supply in Parke.

Of most relevance to the Parke Western Entry Master Plan, is the identification of the continued expansion of housing to the west of the town in an area bordered by Page Street and Coronation Avenue as a priority initiative. New residential land release in this area will need to be supported by appropriate active transport and open space infrastructure.



Extract from PSC Housing Strategy – Exhibit: Parke Urban Area Staging Framework

**Pedestrian and Cycling Strategy, 2016 (PCS)**

The PCS identifies key opportunities to improve the pedestrian and cycleway network in Parke.

Since 2016, some recommendations of the PCS have been implemented in the Study Area, most notably a share path connection between Middleton Street and Bushman Street.

The PCS also identifies that:

*The crossing of Bogan Street is difficult due to Newell Highway traffic. Improved active movement crossing points are required*

*at the intersection of Bogan and Dalton Streets and Bogan and Bushman Streets.*

It is noted that despite the anticipated reduction in (particularly) heavy vehicles on Bogan Street post-bypass, Bogan Street will remain a busy traffic street and, hence, improved active movement crossing points will still be required.

It is also noted that improvements to the significant park space running adjacent Condobolin Road may provide opportunities to provide improved active transport networks – which could also support key residential expansion areas running westward along Page Street.

**Parke CBD Vibrancy Strategy, 2016 (PVS)**

The PVS identified a number of discrete projects in the Parke CBD that are intended to revitalise the centre.

A number of these have been successfully completed, including:

- Public art and street furniture
- Outdoor dining platforms
- Clarinda Street upgrade
- Cooke Park Pavilion

A number of projects remain ongoing, including the Cooke Park Master Plan and the Dalton Street Civic Precinct.

**Dalton Street Civic Precinct**

Concept planning and design is currently underway for civic improvements to Dalton Street. This is a key consideration for the Parke Western Entry Master Plan project (PWEMP), particularly given that:

1. Dalton Street is one of the key entry corridors in the PWEMP,
2. Civic improvements to Dalton Street include preliminary consideration of a shared traffic/pedestrian precinct, with modified traffic circulation and parking patterns, and
3. That limited traffic access currently exists from Dalton Street across Bogan Street into the Town Centre. Providing direct traffic access across this intersection in the future needs to be carefully considered in terms of promoting the intended shared traffic/pedestrian precinct (in 2 above) and enhancing arrival experience and traffic circulation in the Town Centre generally.

*The recently completed Cooke Park Pavilion*



## Parkes Brand Identity Guidelines

In 2015, Parkes Council identified the need for a strong destination brand that positioned its region clearly and positively. 'Parkes. It all adds up.' Is a registered trademark, with a distinctive logo.

The Parkes brand mark and associated colour palette and graphics were developed as a fundamental element of its identity and are intended to be incorporated in future entry/wayfinding signage.

Primary Logo Colour



Extract from Parkes Brand Identity Guideline

## 2.2 Site Analysis

The Consultant Team visited the site in September 2020 to undertake a site survey and analysis and to meet with Council to discuss issues and opportunities.

Issues and opportunities identified through this site analysis and meeting with Council are illustrated on the attached **Appendix A Plans; First Impressions and Site Analysis.**

The Consultant Team observed a number of issues as part of their initial site investigation that provided the foundation for further interrogation and the identification of potential solutions. These issues and potential solutions include:

1. Existing Parkes entry signage is dated and not in keeping with the current Parkes Brand Identity Guidelines.
2. Other than the Parkes entry signage there is a paucity of wayfinding signage to assist visitors.
3. Condobolin Road has incomplete and/or poor existing road edge (kerb and gutter) and drainage infrastructure; there is no road edge infrastructure along the southern side of the road.
4. The open space corridor between Condobolin Road and Page Street:
  - Exhibits good semi-mature to mature endemic tree planting that contributes positively to the entry experience. This tree planting can provide a fundamental and valuable framework to open space improvements.
  - Other than the good tree planting the open space exhibits unregulated vehicle access, lack of recreation amenities, lack of pedestrian connectivity, poor stormwater infrastructure, lack of maintenance and – as a result – general poor visual amenity.

5. Bushman Street is wider than Dalton Street and, with intersection improvement works at Bogan Street, provides a better option for the primary western entry to Parkes CBD for visitors to the town. Additional reasons to consider Bushman Street as the primary western entry to Parkes CBD for visitors are:
  - The broad width of Bushman Street provides an opportunity to enhance the entry experience into Parkes by way of simple median treatment and associated tree planting and banners.
  - A good opportunity exists to provide visitor RV amenities and wayfinding signage at Woodward Oval. A new amenities block could replace an existing aged amenities block in the Woodward Oval building complex.
6. Existing limited traffic access currently exists from Dalton Street across Bogan Street into the Town Centre. Providing direct traffic access across this intersection in the future will enable direct vehicular access into the Town Centre at a key potential redevelopment precinct in the heart of the town. Providing improved pedestrian access across Bogan Street at the intersection will also be a key consideration.
7. The Consultant Team identified a potential RV circulation route around the CBD and identified a number of locations where RV parking could be provided within (then) easy walking access to the CBD.



### 3. Land-Use Options Review

A Preliminary Land-use Options Review (PLUOR) was undertaken as part of the Parkes Western Entry Master Plan. The PLUOR identified merits of land-use changes along the road corridor, specifically on the northern side of Condobolin Road from the bypass alignment to Leighton Street. The impetus for this PLUOR came from the Parkes Local Strategic Planning Statement, 2020, which identified a potential enterprise corridor in this location.

Following the Consultant team's review of these documents, on-ground site analysis and discussions with Council, it is recommended that the extent of the study area for the PLUOR be refined such that existing residential properties fronting Victoria Street not be included in the review.

Whilst the PLUOR has been undertaken in conjunction with other aspects of the Parkes Western Entry Master Plan, the process, and findings of the PLUOR are documented in a separate report, which is included in **Appendix B**.

## 4. Civil and Landscape Improvements

The site analysis identified a number of issues and opportunities for improvement along the western entry corridor to Parkes. This section of the report makes recommendations for civil and landscape improvements along the corridor, which should be read in conjunction with the concept plans in attached **Appendix A**.

### 4.1 Road and Intersection Improvements

In addition to the proposed new bypass highway interchange and the proposed roundabout at the intersection of Bushman Street and Dalton Street, the following road improvement works are proposed along Condobolin Road and Bushman Street:

#### CONDOBOLIN ROAD:

- Provide a continuous 3.8 metre wide sealed shoulder down the southern side of the road.
- Provide kerb and gutter and improved drainage (pit and pipe) infrastructure down the entire length of Condobolin Road.
- If formalising the edge of Condobolin Road via kerb and gutter is not considered enough to dissuade unregulated vehicle access into adjoining open space parcels, installed lines of simple timber vehicle bollards at 1.6m centres.
- Further investigate a potential extension of Prospector Avenue from Page Street to Condobolin Road to relieve projected increasing traffic pressures on the intersection of Condobolin Road and Flinders Street and increase traffic flexibility generally.

#### BUSHMAN STREET:

- Between the roundabout at its intersection with Dalton Street and Talbot Street – where the overall width is very generous (19.3 metres approximately) – install a 3 metre wide planted median down the centre of the road. This proposal will serve a number of positive functions, including:
  - Separating vehicle carriageways, and hence calming traffic speeds.
  - Provide an appropriate facility for meaningful/large tree planting – where opportunity for large tree planting in the street verges is limited by services, including, most significantly, overhead power lines.
  - Defining the later stages of the arrival experience.
  - Improving street amenity and the amenity of the arrival experience generally.

- Between Talbot Street and Bogan Street – where the overall road width is slightly narrower but still generous (15.5 metres approximately) and views into the CBD first become possible – install a 1.2 metre wide concrete median down Bushman Street. This proposal will serve a number of positive functions, including:
  - Separating vehicle carriageways, and hence calming traffic speeds.
  - Provide an opportunity for multi-pole banners and lights – similar to those recently installed in Clarinda Street in the CBD.
  - Further defining the later stages of the arrival experience.
  - Improving street amenity and enhancing the arrival experience generally.

Proposed intersection treatments, in addition to the new bypass highway interchange and the proposed roundabout at the intersection of Bushman Street and Dalton Street, include:



#### INTERSECTION OF BUSHMAN STREET AND BOGAN STREET:

To facilitate more efficient access into the Parkes CBD, including easier crossing of Bogan Street (which is particularly important from a western entry perspective), a roundabout is proposed at this intersection. Whilst this will provide particular advantages for vehicle access it will not necessarily facilitate easier pedestrian crossing of Bogan Street. In this regard roundabouts present challenges for pedestrian crossings, largely with respect to necessitating deviation from (shorter) pedestrian desire lines. This issue is particularly relevant for Bushman Street, as it provides an existing primary west-east active transport facility (pathway). Particular attention to providing safe and (acceptably) convenient pedestrian crossing facilities will need to be instigated as an important component of the detailed design and construction of this intersection.



**INTERSECTION OF DALTON STREET AND BOGAN STREET:**

It is proposed to facilitate more flexible traffic movements at this intersection by the construction of a roundabout. The form and configuration of the eastern leg of this roundabout will be informed by the level of traffic service required in the future Dalton Street Plaza. In association with this new roundabout the following additional facilities are proposed:

- Improved pedestrian crossing facilities, again carefully considered in terms of the inherent constraints of the traffic roundabout facilities.
- Wayfinding sign

**RV CIRCULATION AND PARKING**

Consideration has been given to the provision of efficient and logical circulation and parking for visitors, and particularly long RV vehicle parking.

In conjunction with the provision of effective wayfinding signage, a potential RV circulating route around the CBD has been identified by way of, principally, Bushman, Currajong, Short and Bogan Streets. The provision of dedicated long vehicle (RV) parking along this route is considered possible in a section of Currajong Street south of Browne Street, in a short section of Forster Street adjacent its intersection with Clarinda Street, and on the Short Street road shoulder adjacent Cooke Park.

Investigation into the potential of acquiring land in close proximity to the Town Centre on which dedicated long vehicle parking can be provided is also recommended.

**4.2 Wayfinding Signage and Visitor Facilities**

In many ways wayfinding signage and visitor facilities go hand in hand. If done well, they can facilitate increased visitor visitation, which is an important contributor to the vitality of country towns of the size and character of Parkes.

A wayfinding signage strategy, coupled with new visitor facilities, is proposed as part of the Parkes Western Entry Master Plan.

Options for wayfinding signage have been developed and are included on the concept plans on attached **Appendix A**. All concept options are consistent with the Parkes Brand Identity Guidelines.

Concept options developed include:

- A new Parkes entry sign.
- Wayfinding directional signage along Condobilin Road advising visitors to turn left into Bushman Street to access the Town Centre and RV parking.
- Wayfinding directional signage along Condobilin Road advising 150m to the RV stop and amenities at Woodward Park.
- Town centre directional signage advising turns to the Town Centre at key intersections including Bushman and Bogan Streets, Dalton and Bogan Streets and Bogan and Church Streets,

In addition to the above, the following visitor amenities are proposed at Woodward Park, adjacent and including Bushman Street:

- Designated long vehicle parking on the northern shoulder of Bushman Street across the frontage of Woodward Park, up to but not beyond the vehicle entry to the Park at its south-eastern corner.
- A new amenities block, as a replacement for the existing aged amenities block in the Woodward Park building complex, to be strategically located near the south-eastern corner of Woodward Park.
- In association with the new amenities block a wayfinding/ visitor information signage board, providing information, as a minimum, on:
  - The CBD RV circulation loop and parking, as discussed above.
  - RV stay options, including the nearby Parkes Showground.
  - Other accommodation options.
  - Events and things to do in Parkes and the region;





### 4.3 Stormwater Infrastructure Improvements

Landform along the Condobolin Road corridor falls approximately 11m in a broad south-south-east direction from the new Newell Highway Bypass (338m AHD) interchange to Middleton and Page Street intersection (327m AHD).

This section of the corridor receives stormwater flows from a broad catchment with the open space between Condobolin and Page Streets conveying water eastward via a series of open swales. In recent high rainfall events (October – November 2022) Council staff reported high stormwater overland flows, with resulting downstream flooding.

An opportunity exists to better accommodate these extreme events, and potentially mitigate downstream flooding by providing a more comprehensive stormwater management system – incorporating an integrated system of wider swales and deeper/high volume basins and associated slow release pipes – that could be designed to provide detention capability as well as contribute to the making of a usable and vibrant open space infrastructure – see also **Appendix A**.

A comprehensive stormwater management assessment is a next important step in ascertaining the potential of this concept.

### 4.4 Active Transport

The Master Plan proposals recommend the following extensions of the active transport network:

- Link the recently constructed shared paths in Bushman and Middleton Streets and the proposed Western Ring Road shared path with a continuous shared path aligned, in the main, along the northern side of Page Street. This link will effectively service new and expanding residential areas between Middleton Street and the Newell Highway bypass and will result in a continuous west to east connection to the Town Centre.
- A continuous footpath connection along the northern side of Condobolin Road. This footpath should be implemented in conjunction with the proposed roadwork improvements to Condobolin Road.
- Improved pedestrian crossing facilities at the upgraded intersections of Bogan and Bushman Streets and Bogan and Dalton Streets. These facilities footpath should be implemented in conjunction with the proposed roadwork improvements for the intersections.
- A footpath at the proposed new amenities and visitor facilities in Woodward Park, including a crossing (pedestrian refuge) linking this footpath to the existing shared path running along the southern side of Bushman Street.
- A footpath network through the open space corridor running along Condobolin Road. This footpath network is fundamental to facilitating controlled access to the improved park and the facilities it will provide – see also **Appendix A**.



*Existing Active Transport Infrastructure*



## 4.5 Streetscape and Open Space Improvements

Streetscape improvements for (principally) Condobolin Road, Bushman Street and Bogan Street are proposed as part of this Master Plan. These improvements are recommended to be implemented in conjunction with proposed roadwork upgrades for these streets, as described in Section 4 above. These improvements include:

- Supplementary street tree planting along all street verges, where services and sightlines permit. This supplementary planting should consider reinforcing existing street tree plantings – i.e. White Cedar (*Melia azedarach*) in Condobolin Road, Brush Box (*Lophostemon confertus*) in Bushman Street,
- Medium sized trees in the 3 metre wide proposed median in Bushman Street. Tree species that are considered suitable options for this application include Brush Box (*Lophostemon confertus*) Chanticleer Pear (*Pyrus calleryana* ‘Chanticleer’) and Golden Elm (*Ulmus galbra* ‘Lutescens’).
- Supplementary tree planting in Dalton Street where there are no overhead power lines (predominantly northern side of the street). Trees that are considered suitable for this application include Kurrajong (*Brachychiton populneus*) and White Cedar (*Melia azedarach*)
- Supplementary planting in extensions to the median in Bogan Street associated with intersection upgrades at Dalton and Bushman Street. This planting should match/ reinforce existing planting themes in these planting beds.

Planting in new roundabouts proposed at the intersections of Bogan and Bushman Streets and Bushman and Dalton Streets should incorporate a single mature feature tree with simple low mass ground plane planting (less than 80mm mature height). Tree species that could be considered in these roundabouts include:

Native options:

- Grey Ironbark (*Eucalyptus paniculata*)

Exotic Options:

- Chinese Elm (*Ulmus parvifolia*)
- Golden Elm (*Ulmus galbra* ‘Lutescens’).

It is noted that all tree options noted above are considered suitable for their respective applications and final tree selection will come down to community preference and availability (as advanced tree specimens.)

As identified in the site analysis for the project, there is significant potential to improve the open space corridor between Condobolin Road and Page Street, in conjunction with potential improvements to stormwater infrastructure – see also **Appendix A**. Recommendations in this regard include:

- Reviewing the existing tree planting in this open space – This would involve ascertaining the health of existing individual semi-mature and immature trees and identifying remedial actions, including, pruning, removal and new planting.
- A footpath network through this open space connecting to proposed shareway and footpath networks along Page Street and Condobolin Street.
- In conjunction with retained existing tree planting, create visual interest through the establishing ‘dynamic planting stripes’ - using concrete edging and bold, low level mass planting. It is important in this regard that all planting is as hardy and self-sustaining as possible so as to minimise ongoing maintenance requirements.
- Incorporate new interpretive signage at the head of the ‘dynamic planting stripes’, potentially identifying Wiradjuri land and culture.

- It is noted that all built works in this open space will need to be robust to enable it to withstand stormwater overland flows in extreme weather events. This will include ensuring that all pathways are of concrete construction and all foot bridges and recreational facilities are made structurally sound.

It is considered that if this open space is improved in the manner proposed in the Master Plan then it will provide significant community benefit, not only in terms of improving the western entry experience for motorists but in providing valuable open space opportunities for existing and future residents to the west of the Town.

Grey Ironbark (*Eucalyptus paniculata*)



## 5. Engagement Strategy

Stakeholder engagement has been an important component of this project. Stakeholders who have provided valuable input into the project include Council staff, Councillors, and residents within the study area.

The following stakeholder engagement initiatives have been completed:

- Workshop meeting with Council staff at the outset of the project 7 September 2022
- Workshop meeting with Council staff to discuss site analysis findings and preliminary concept proposals 22 November 2022
- Workshop meeting with Council stage to present and discuss draft concept proposals 21 February 2023
- Presentation to Councillor workshop to present and discuss draft concept proposals 21 February 2023

## 6. Summary of Recommendations

To meet the stated vision for the project, “...to create an inviting, vibrant and memorable town entry from the proposed new Newell Highway Bypass..” as well as providing improved traffic and active transport infrastructure and open space for residents, a number of urban design initiatives have been identified.

These are detailed in this report and are summarised as follows:

**Road Improvement Works** - refer to Section 4.5 of the report for detail.

- Improvements to Condobolin Road, including kerb and gutter and new drainage works, and a continuous sealed road shoulder down both sides of the road which will accommodate parking.
- Investigation into the potential to extend Prospector Avenue from Page Street to Condobolin Road to relieve projected increasing traffic pressures at the intersection of Linders Street and Condobolin Road.
- In addition to the planned new roundabout on the corner of Bushman and Dalton Street, new roundabouts on the corners of Bogan Street and Bushman Street, and Bogan Street and Dalton Street to facilitate ready access into the Parkes Town Centre.
- Centre median treatments in Bushman Street, with associated tree planting and banners, to signal and celebrate the approach to Parkes Town Centre and to reduce traffic speeds.

**Wayfinding Signage and Visitor Facilities** - refer to Section 4.2 of the report for detail.

- A new Parkes entry sign.
- Wayfinding and directional signage along Condobolin Road and Bushman Street.
- Town Centre directional signage at key roundabout intersections, including Bushman and Dalton Streets, Bogan Street and Bushman Street, and Bogan Street and Dalton Street.
- An RV stop on the Bushman Street road shoulder at Woodward Park with a new amenities block and wayfinding/visitor information signage.
- An RV circulating route around the CBD with dedicated long vehicle parking.

**Open Space and Active Transport Improvements** - refer to Sections 4.4 and 4.5 of the report for detail.

- Improvements to the open space corridor between Condobolin Road and Page Street, including vehicle exclusion, existing tree assessment and remediation, stormwater improvement works, the incorporation of “dynamic planting stripes” and associated interpretive signage and implementation of a comprehensive footpath and shareway network.
- Footpath and shareway connections and tree and groundcover planting in new roundabouts at Bushman and Dalton Street, Bogan Street and Bushman Street and Bogan Street and Dalton Street.
- Where services allow, supplementary tree planting in the verges of Condobolin Road, Bushman Street and Dalton Streets.
- Tree planting in the proposed median in Bushman Street.

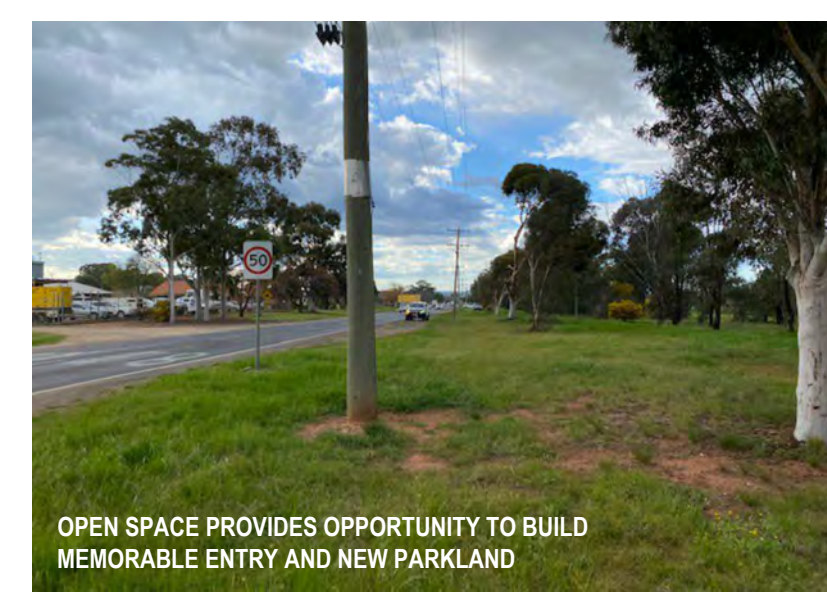
**Land Use Review** - refer to Appendix B of the report.

- The land use review undertaken as part of this Master Plan recommends consideration be given to rezoning an (approximately 11 hectare) parcel of (currently) R1 General Residential land on the northern side of Condobolin Road at the western end of the study area to E3 Productivity Support Zone (under the Standard Instrument LEP Amendment Order 2021) to enable a local employment zone that contributes to the western entry experience into Parkes.



# APPENDIX A – MASTER PLAN DRAWING SET





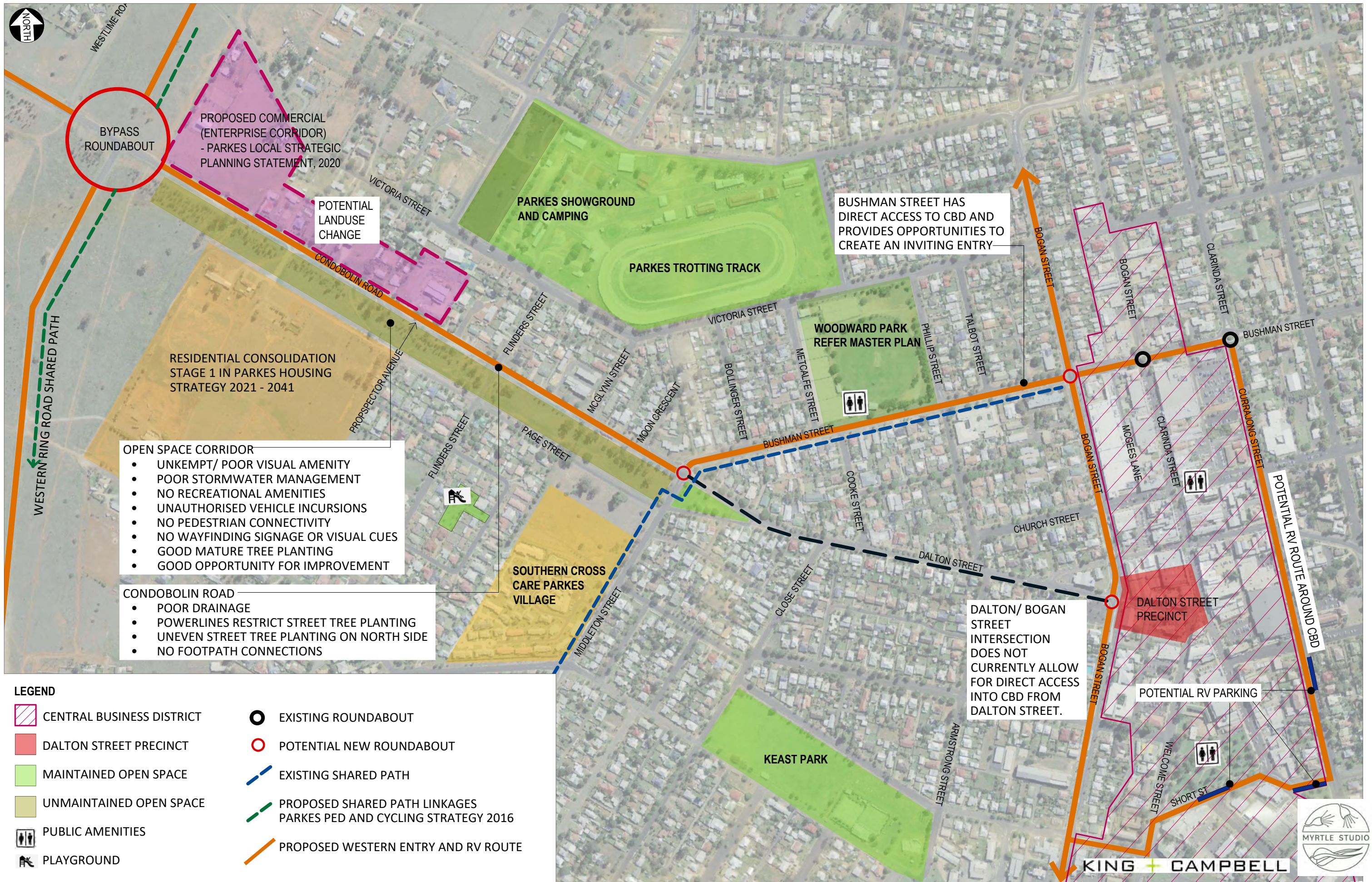
# FIRST IMPRESSIONS

## PARKES WESTERN ENTRY MASTERPLAN

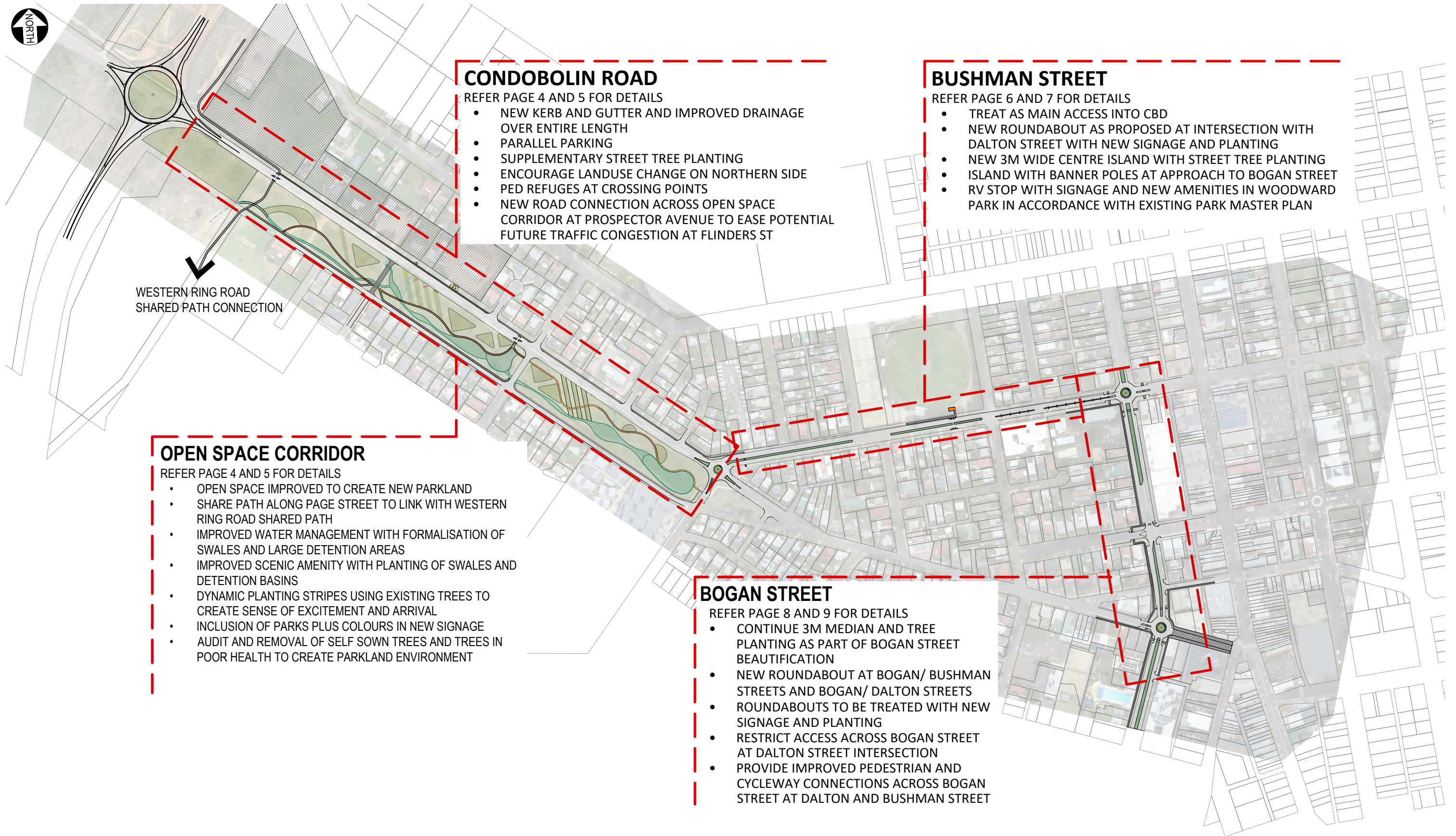
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### CONDOBOLIN ROAD

REFER PAGE 4 AND 5 FOR DETAILS

- NEW KERB AND GUTTER AND IMPROVED DRAINAGE OVER ENTIRE LENGTH
- PARALLEL PARKING
- SUPPLEMENTARY STREET TREE PLANTING
- ENCOURAGE LANDUSE CHANGE ON NORTHERN SIDE
- PED REFUGES AT CROSSING POINTS
- NEW ROAD CONNECTION ACROSS OPEN SPACE CORRIDOR AT PROSPECTOR AVENUE TO EASE POTENTIAL FUTURE TRAFFIC CONGESTION AT FLINDERS ST

### BUSHMAN STREET

REFER PAGE 6 AND 7 FOR DETAILS

- TREAT AS MAIN ACCESS INTO CBD
- NEW ROUNDABOUT AS PROPOSED AT INTERSECTION WITH DALTON STREET WITH NEW SIGNAGE AND PLANTING
- NEW 3M WIDE CENTRE ISLAND WITH STREET TREE PLANTING
- ISLAND WITH BANNER POLES AT APPROACH TO BOGAN STREET
- RV STOP WITH SIGNAGE AND NEW AMENITIES IN WOODWARD PARK IN ACCORDANCE WITH EXISTING PARK MASTER PLAN

### OPEN SPACE CORRIDOR

REFER PAGE 4 AND 5 FOR DETAILS

- OPEN SPACE IMPROVED TO CREATE NEW PARKLAND
- SHARE PATH ALONG PAGE STREET TO LINK WITH WESTERN RING ROAD SHARED PATH
- IMPROVED WATER MANAGEMENT WITH FORMALISATION OF SWALES AND LARGE DETENTION AREAS
- IMPROVED SCENIC AMENITY WITH PLANTING OF SWALES AND DETENTION BASINS
- DYNAMIC PLANTING STRIPES USING EXISTING TREES TO CREATE SENSE OF EXCITEMENT AND ARRIVAL
- INCLUSION OF PARKS PLUS COLOURS IN NEW SIGNAGE
- AUDIT AND REMOVAL OF SELF SOWN TREES AND TREES IN POOR HEALTH TO CREATE PARKLAND ENVIRONMENT

### BOGAN STREET

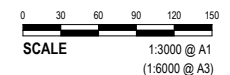
REFER PAGE 8 AND 9 FOR DETAILS

- CONTINUE 3M MEDIAN AND TREE PLANTING AS PART OF BOGAN STREET BEAUTIFICATION
- NEW ROUNDABOUT AT BOGAN/ BUSHMAN STREETS AND BOGAN/ DALTON STREETS
- ROUNDABOUTS TO BE TREATED WITH NEW SIGNAGE AND PLANTING
- RESTRICT ACCESS ACROSS BOGAN STREET AT DALTON STREET INTERSECTION
- PROVIDE IMPROVED PEDESTRIAN AND CYCLEWAY CONNECTIONS ACROSS BOGAN STREET AT DALTON AND BUSHMAN STREET

# CONCEPT REFERENCE PLAN

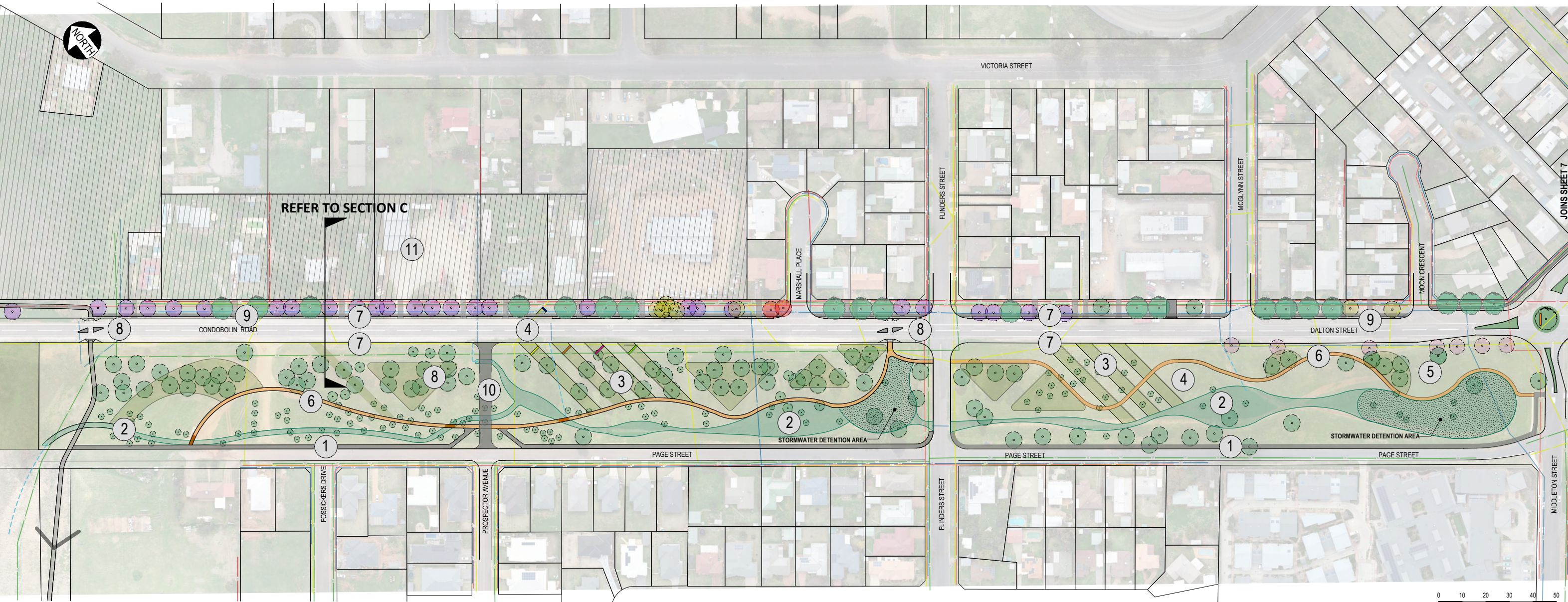
## PARKES WESTERN ENTRY MASTERPLAN

KING + CAMPBELL



10/03/2023  
DRAFT  
SHEET 3 OF 12





- ① 2.5m WIDE SHARED PATH ON PAGE STREET LINKING TO WESTERN RING RD SHARED PATH
- ② IMPROVED WATER MANAGEMENT AND SCENIC AMENITY WITH PLANTED SWALES AND DETENTION BASINS
- ③ DYNAMIC STRIPES CREATED USING CONCRETE EDGING, EXISTING TREES AND BOLD MASS PLANTING
- ④ NEW SIGNAGE USING PARKES PLUS BRANDING
- ⑤ AUDIT AND REMOVAL OF TREES THAT ARE SELF SOWN AND IN POOR HEALTH TO CREATE PARKLAND SETTING
- ⑥ 2m WIDE PARKLAND RECREATIONAL PATH
- ⑦ NEW KERB AND GUTTER BOTH SIDES FOR ENTIRE LENGTH
- ⑧ PEDESTRIAN REFUGE
- ⑨ 1.5m WIDE FOOTPATH ON NORTHERN SIDE OF CONDOBOLIN
- ⑩ POTENTIAL EXTENSION OF PROSPECTOR AVE CREATES NEW CONNECTION
- ⑪ LANDUSE CHANGE

- EXISTING WHITE CEDAR AVENUE PLANTING
- PROPOSED ADDITIONAL WHITE CEDAR AVENUE PLANTING
- EXISTING KURRAJONG AVENUE PLANTING
- EXISTING OPEN SPACE TREE PLANTING TO BE AUDITED

**EXISTING SERVICES**

- LOT BOUNDARIES (NSW DCDB)
- S SEWER MAINS (PSC GIS)
- W WATER MAINS (PSC GIS)
- SW STORMWATER PIPE / CULVERT (PSC GIS)
- SC STORMWATER CHANNEL (PSC GIS)
- G GAS (BYDA)
- T TELECOMMUNICATIONS (BYDA)
- E ELECTRICITY ABOVE-GROUND (BYDA)
- UE ELECTRICITY BELOW-GROUND (BYDA)
- CONTOUR (1m INTERVALS)

# CONDOBOLIN ROAD CONCEPT

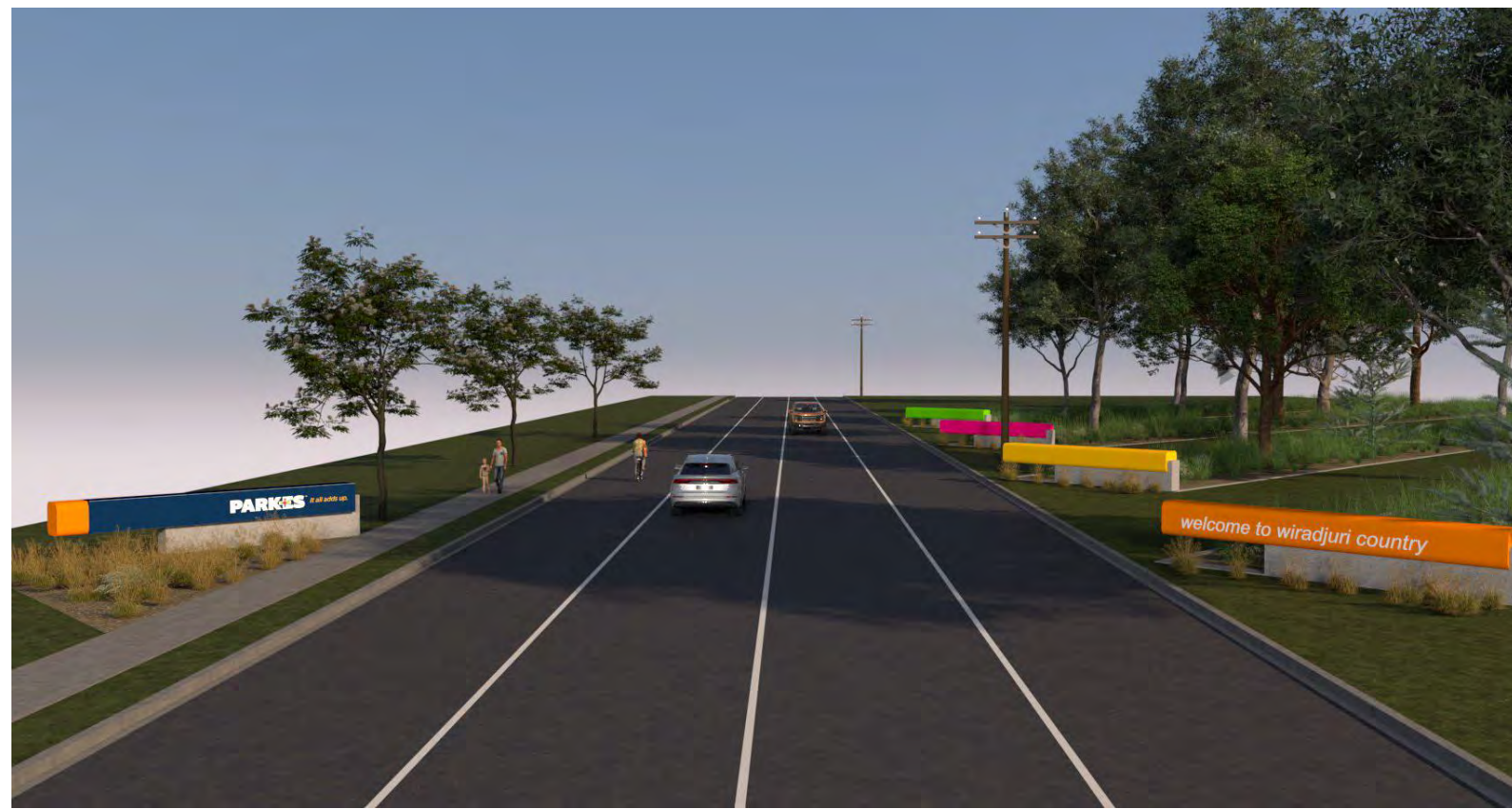
PARKES WESTERN ENTRY MASTERPLAN







CONDOBOLIN ROAD SIGNAGE OPTION 1



CONDOBOLIN ROAD SIGNAGE OPTION 2



CONDOBOLIN ROAD SIGNAGE OPTION 3

# CONDOBOLIN ROAD SIGNAGE OPTIONS

PARKES WESTERN ENTRY MASTERPLAN

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SHEET 5 OF 12





INTERSECTION SIGNAGE OPTIONS (BUSHMAN ST AND DALTON ST INTERSECTION)

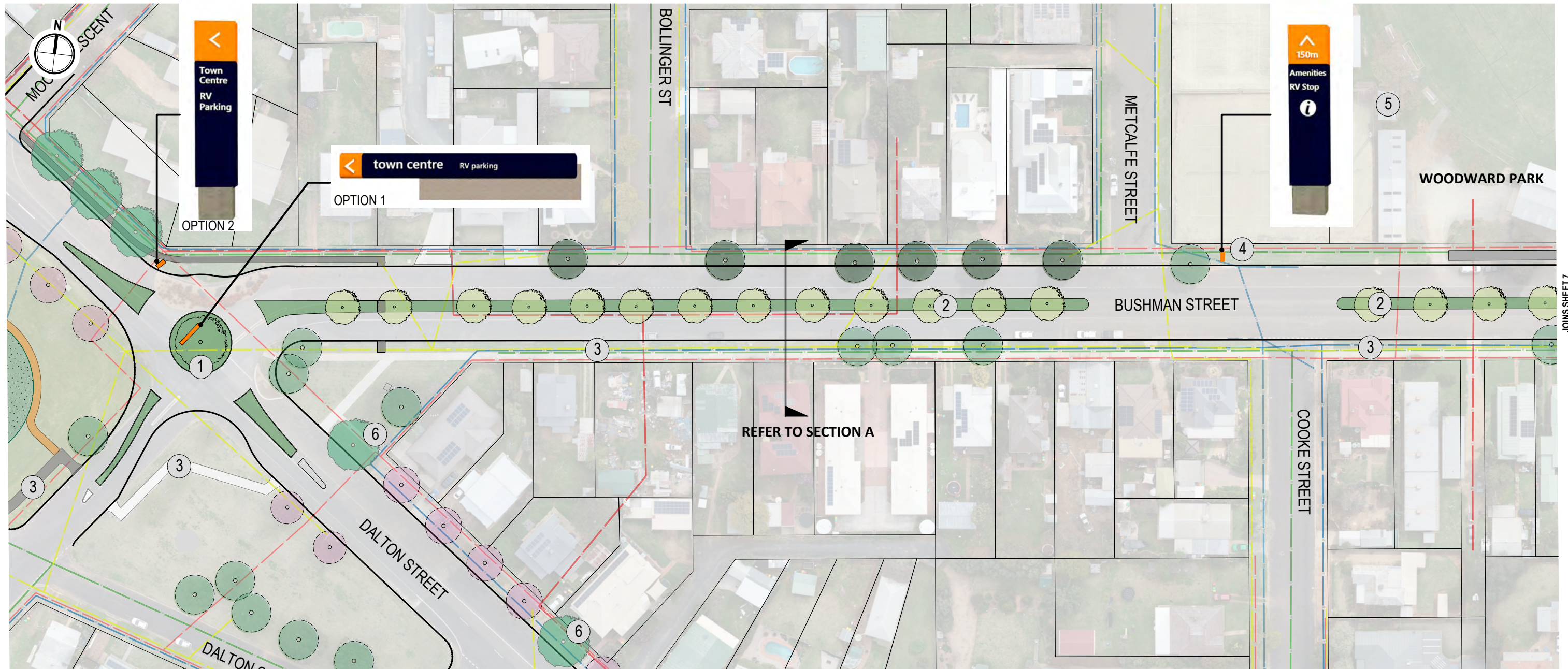


OPTION 2 PILLAR SIGNAGE

# INTERSECTION SIGNAGE OPTIONS

## PARKES WESTERN ENTRY MASTERPLAN

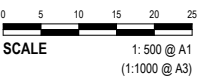




- ① NEW ROUNDABOUT AS PROPOSED AT INTERSECTION WITH CONDOBOLIN ROAD TO INCLUDE SIGNAGE AND PLANTING
- ② 3m WIDE CENTRE ISLAND WITH STREET TREE PLANTING
- ③ EXISTING SHARED PATH
- ④ NEW PARK SIGNAGE : AMENITIES/ RV STOP
- ⑤ EXISTING AMENITIES TO BE DEMOLISHED
- ⑥ SUPPLEMENTARY AVENUE PLANTING ON NORTHERN SIDE OF DALTON STREET  
SUITABLE SPECIES TO INCLUDE KURRAJONG (*Brachychiton populneus*) AND WHITE CEDAR (*Melia azederach*)

- EXISTING BRUSH BOX AVENUE
- PROPOSED ISLAND AVENUE TREE (BUSHMAN)
- EXISTING KURRAJONG AVENUE PLANTING
- PROPOSED ADDITIONAL AVENUE TREE (DALTON)

- EXISTING SERVICES**
- LOT BOUNDARIES (NSW DCDB)
  - S SEWER MAINS (PSC GIS)
  - W WATER MAINS (PSC GIS)
  - SW STORMWATER PIPE / CULVERT (PSC GIS)
  - - - STORMWATER CHANNEL (PSC GIS)
  - G GAS (BYDA)
  - T TELECOMMUNICATIONS (BYDA)
  - E ELECTRICITY ABOVE-GROUND (BYDA)
  - UE ELECTRICITY BELOW-GROUND (BYDA)
  - CONTOUR (1m INTERVALS)



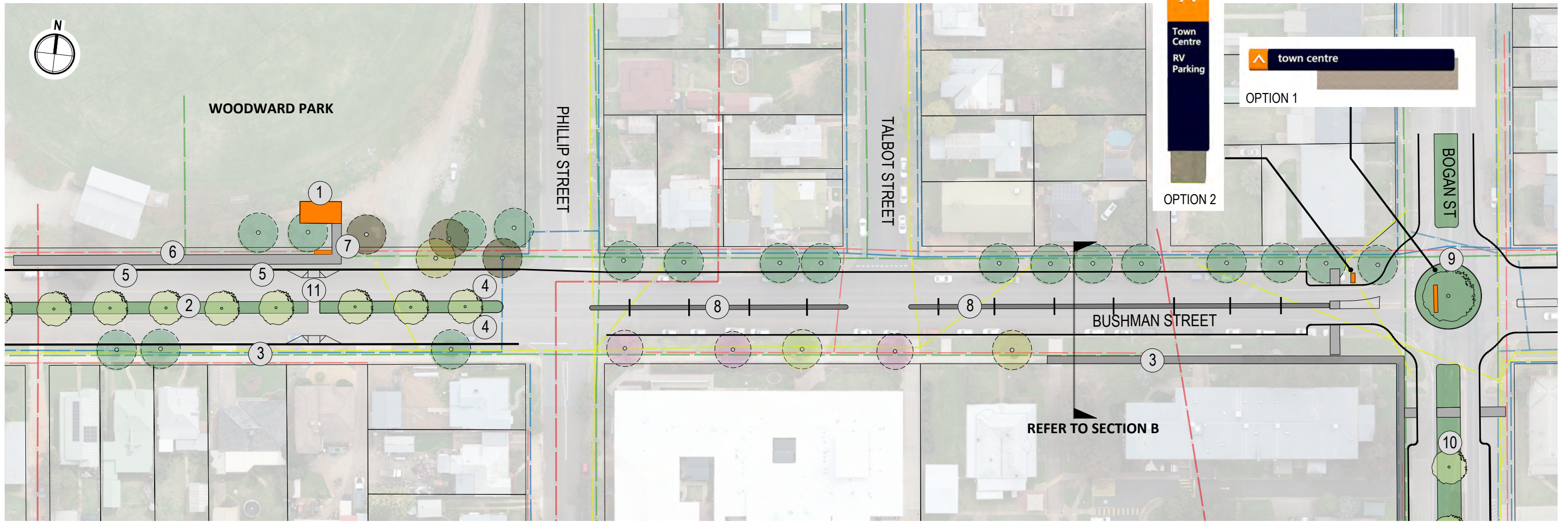
# BUSHMAN STREET CONCEPT 1/2

PARKES WESTERN ENTRY MASTERPLAN

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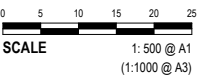
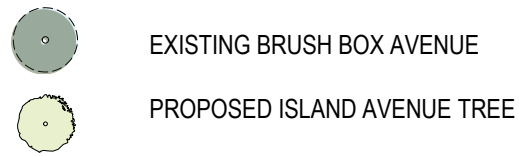




JOINS SHEET 6

JOINS SHEET 8

- ① NEW AMENITIES (ADJACENT NEW CAR PARK PER WOODWARD PARK MASTER PLAN)
- ② 3m WIDE CENTRE ISLAND WITH STREET TREE PLANTING
- ③ EXISTING SHARED PATH
- ④ 3.5m WIDE TRAVEL LANES
- ⑤ RV PULLOVER ZONE
- ⑥ 2.5m WIDE PATH CONNECTION TO AMENITIES
- ⑦ INFORMATION AND WAYFINDING SIGNAGE
- ⑧ 1.2m WIDE MEDIAN WITH BANNER POLES
- ⑨ NEW ROUNDABOUT WITH PLANTING AND SIGNAGE AT BUSHMAN AND BOGAN TO PROMOTE EASE OF ACCESS INTO TOWN CENTRE
- ⑩ CONTINUOUS 3m WIDE MEDIAN AND TREE PLANTING AS PART OF BOGAN STREET BEAUTIFICATION
- ⑪ PEDESTRIAN REFUGE



- EXISTING SERVICES**
- LOT BOUNDARIES (NSW DCDB)
  - S SEWER MAINS (PSC GIS)
  - W WATER MAINS (PSC GIS)
  - SW STORMWATER PIPE / CULVERT (PSC GIS)
  - - - - STORMWATER CHANNEL (PSC GIS)
  - G GAS (BYDA)
  - T TELECOMMUNICATIONS (BYDA)
  - E ELECTRICITY ABOVE-GROUND (BYDA)
  - UE ELECTRICITY BELOW-GROUND (BYDA)
  - CONTOUR (1m INTERVALS)

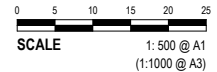
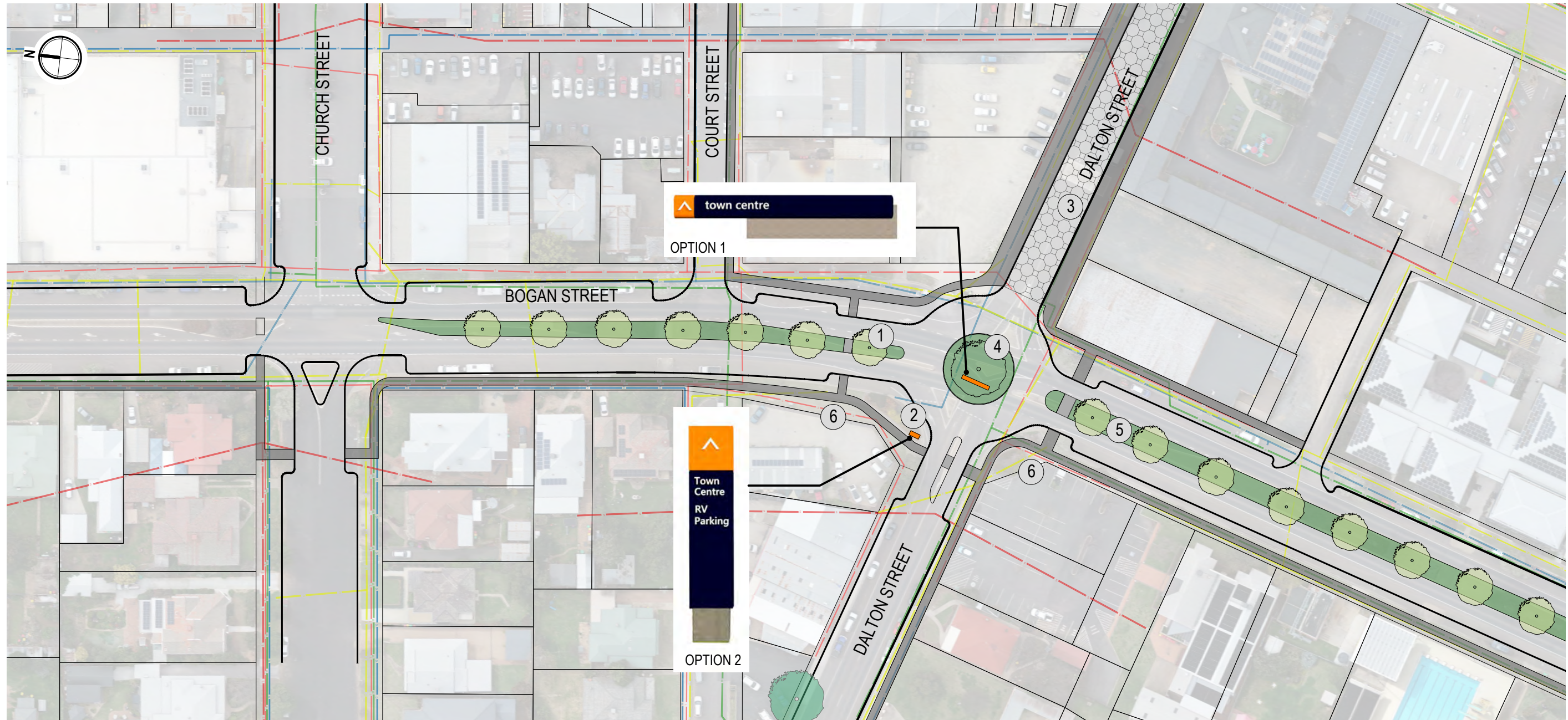
# BUSHMAN STREET CONCEPT 2/2

## PARKES WESTERN ENTRY MASTERPLAN

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- ① POTENTIAL TO REMOVE RIGHT HAND TURN INTO DALTON STREET AND EXTEND PLANTED MEDIAN
- ② SIGNAGE
- ③ DALTON STREET PLAZA
- ④ POTENTIAL ROUNDABOUT TO PROMOTE TRAFFIC CALMING AND IMPROVED AMENITY
- ⑤ EXTEND 3m MEDIAN
- ⑥ PEDESTRIAN CONNECTIONS ACROSS BOGAN STREET TO BE IMPROVED



PROPOSED MEDIAN TREE PLANTING  
 SUPPLEMENTARY STREET TREE PLANTING TO CONTINUE ON NORTHERN SIDE OF DALTON STREET

EXISTING SERVICES

- LOT BOUNDARIES (NSW DCDB)
- S SEWER MAINS (PSC GIS)
- W WATER MAINS (PSC GIS)
- SW STORMWATER PIPE / CULVERT (PSC GIS)
- - - STORMWATER CHANNEL (PSC GIS)
- G GAS (BYDA)
- T TELECOMMUNICATIONS (BYDA)
- E ELECTRICITY ABOVE-GROUND (BYDA)
- UE ELECTRICITY BELOW-GROUND (BYDA)
- CONTOUR (1m INTERVALS)

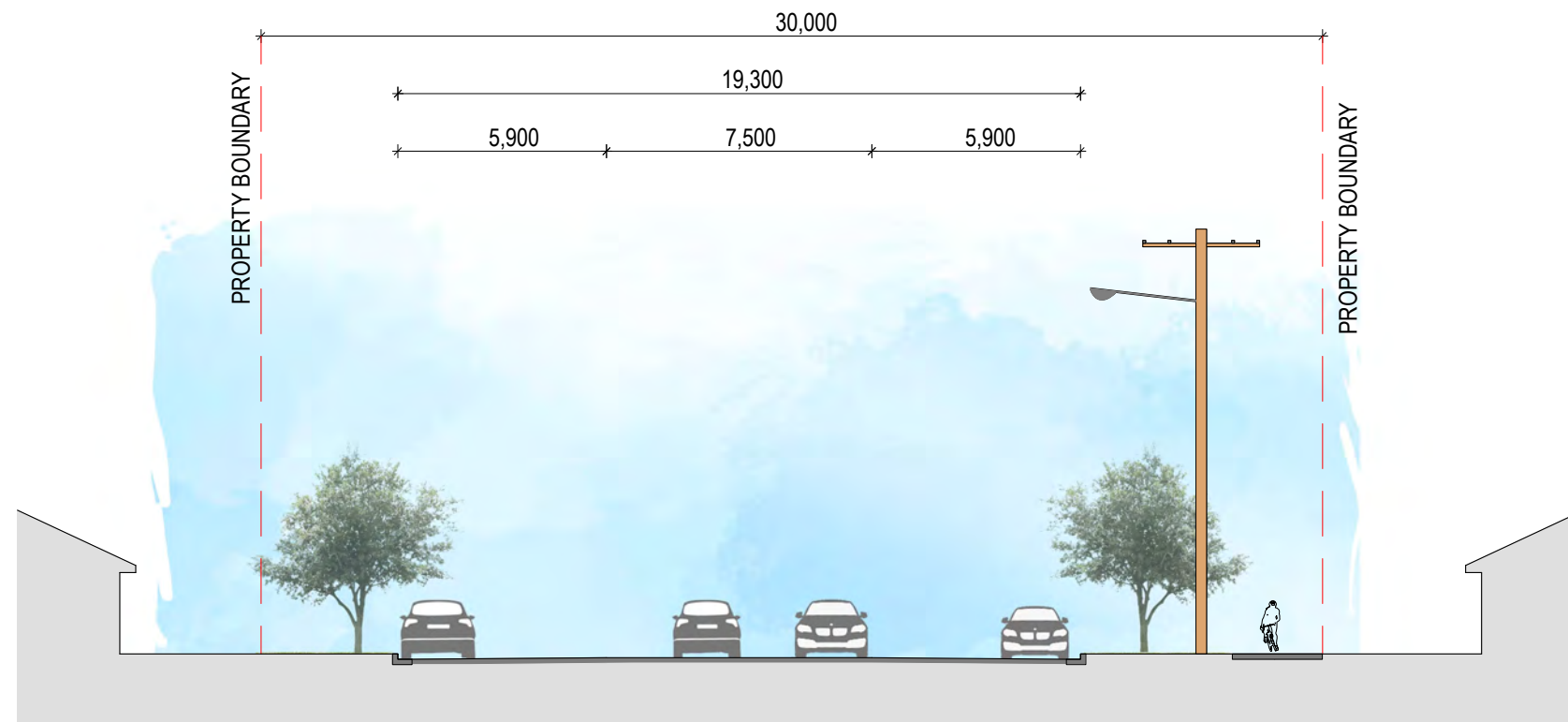
# BOGAN STREET CONCEPT

## PARKES WESTERN ENTRY MASTERPLAN

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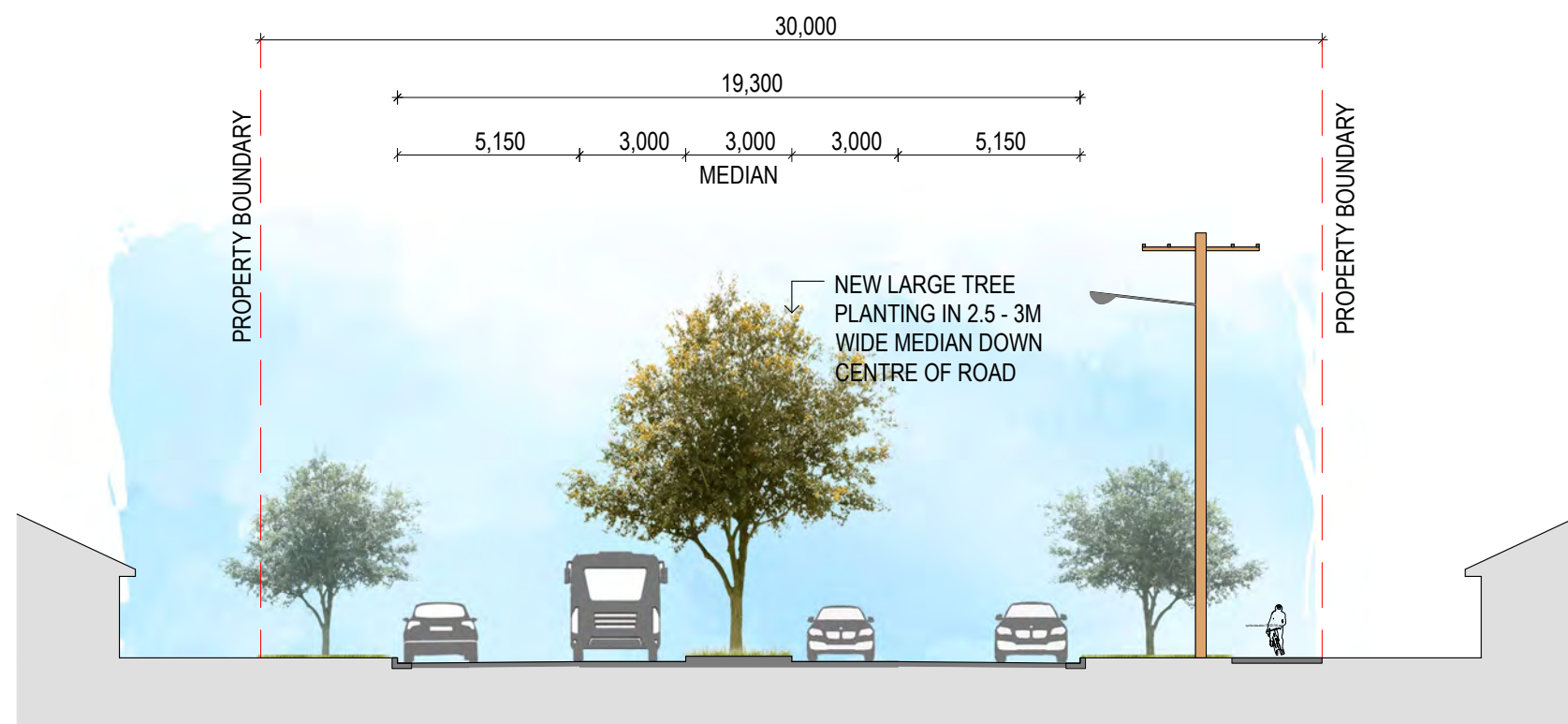






BUSHMAN STREET  
EXISTING TYPICAL SECTION A

1:100@A1

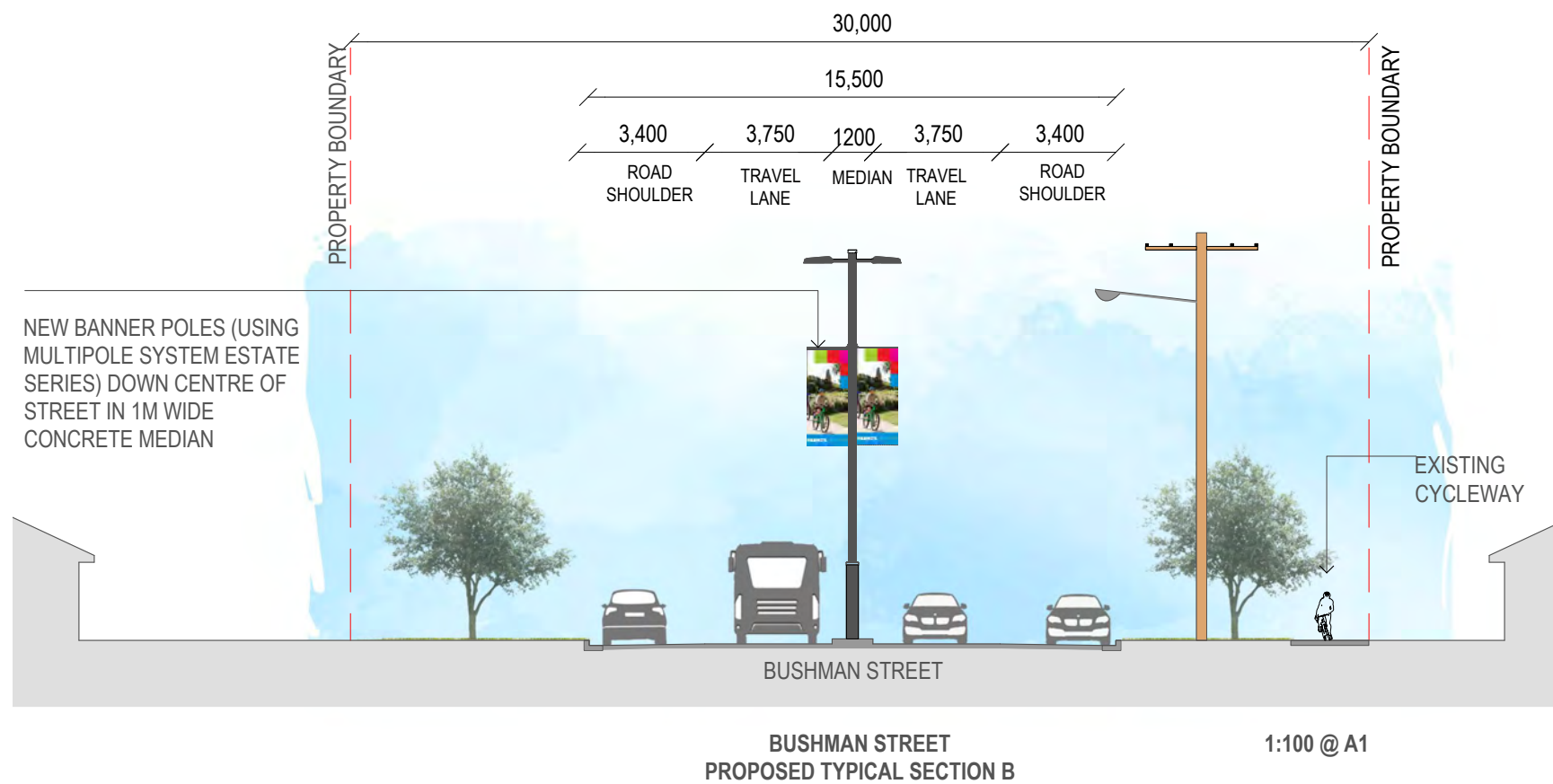
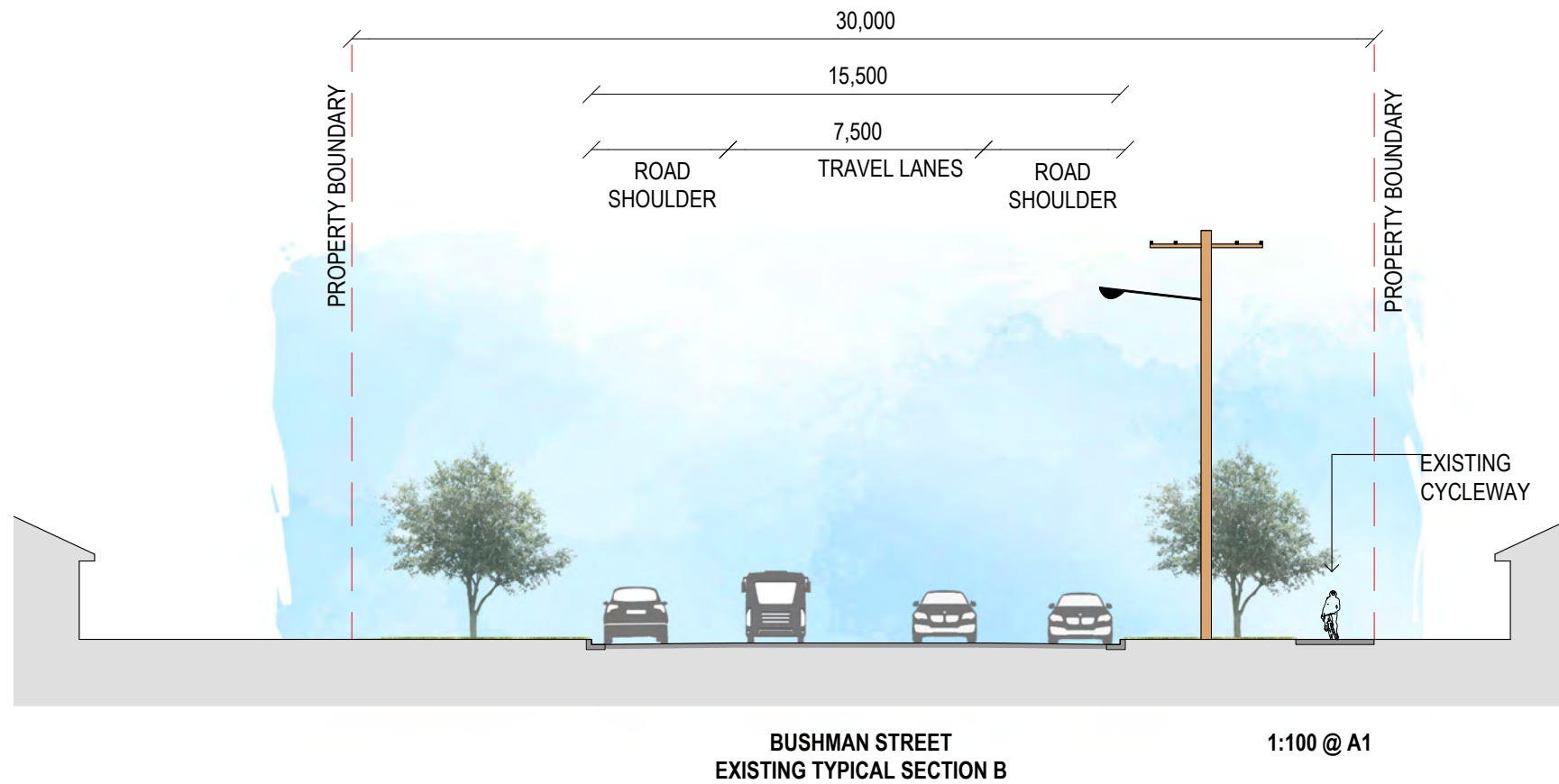


BUSHMAN STREET  
PROPOSED TYPICAL SECTION A

1:100@A1

# SECTIONS 1/3





MULTIPOLE BANNER POLE: ESTATE  
CATEGORY: MULTIFUNCTION SOLAR, BANNER,  
CCTV/SECURITY + DECORATIVE STREET LIGHTING POLES  
168MM MAST , 229MM BASE  
AVAILABLE HEIGHTS UP TO 8M  
ANODISED OR POWDER COATED

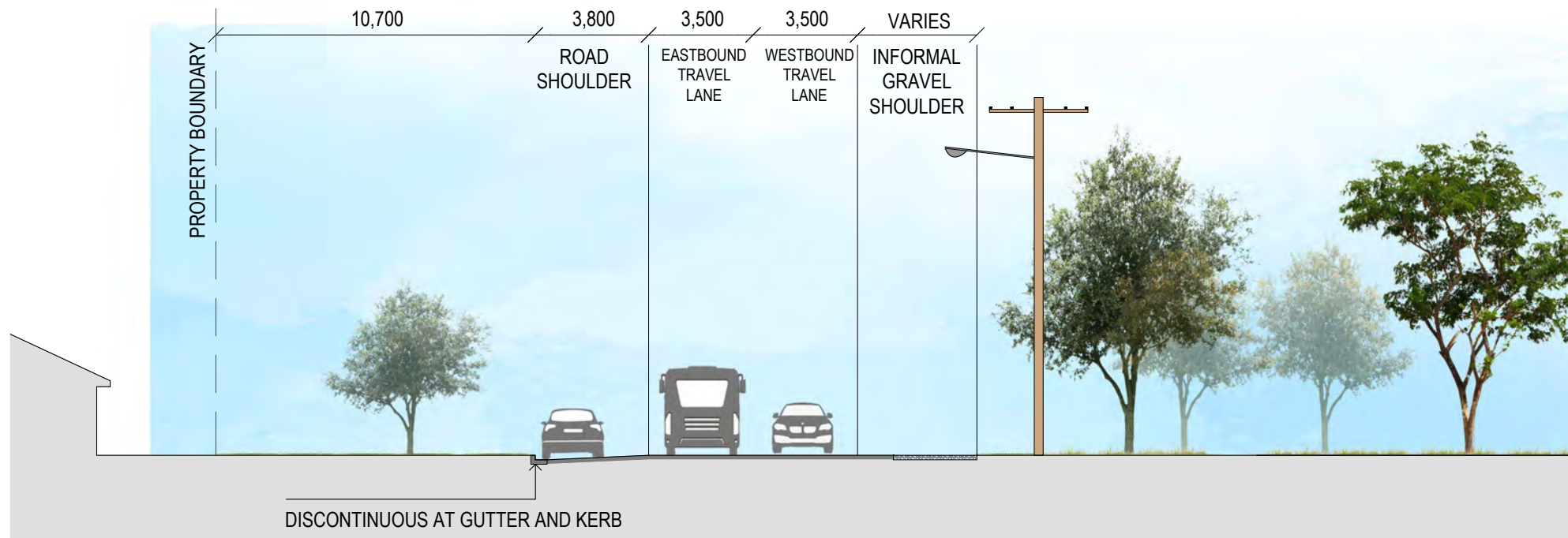
# SECTIONS 2/3

## PARKES WESTERN ENTRY MASTERPLAN

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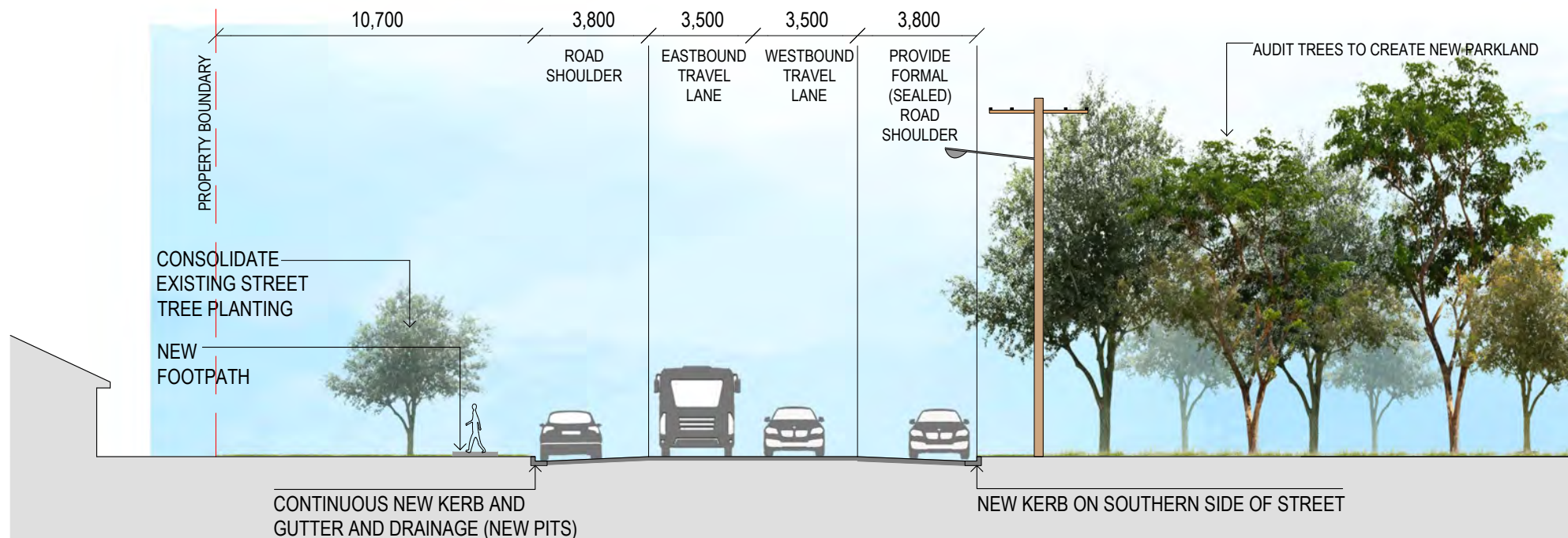






CONDOBOLIN ROAD  
EXISTING TYPICAL SECTION C

1:100 @ A1



CONDOBOLIN ROAD  
PROPOSED TYPICAL SECTION  
SEALED SHOULDER WITH NEW KERB AND GUTTER

1:100 @ A1

SECTIONS 3/3

PARKES WESTERN ENTRY MASTERPLAN

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# APPENDIX B – PRELIMINARY LAND-USE OPTIONS REVIEW

## Introduction

### Land-Use Review Context

This preliminary land-use options review forms part of the Parkes Western Entry Master Plan. The project brief required the investigation of the merits of land-use changes along the western entry road corridor.

The project brief identified land adjoining the western entry corridor, on the northern side of Condobolin Road, as an investigation area (approximately 11.7ha in size) for a potential change in land-use planning provisions. This objective aligns with Planning Priority 13 of the Parkes Local Strategic Planning Statement 2020 (PLSPS), which states the following need:

*“...to further consider and determine the most appropriate land-use adjoining Condobolin Road and the Newell Highway Upgrade corridor” (pg. 58).*

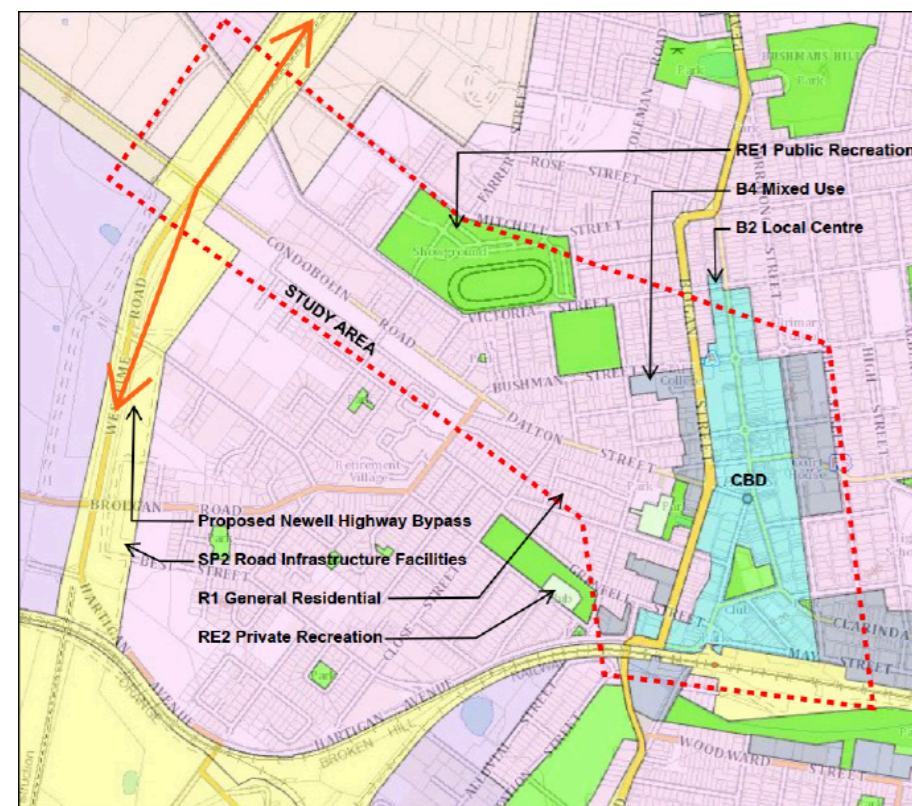


Figure 1: Excerpt of project brief study area and surrounds (ePlanning Spatial Viewer, date accessed 17 November 2022 – Parkes LEP 2012).

### Background

The Parkes Special Activation Precinct (the SAP) has been identified within Schedule 1 of the State Environmental Planning Policy (Precincts – Regional) 2021 as a new precinct, specialising in business development opportunities and employment growth offered by the east-west rail line and the Inland Rail Project. The Parkes SAP Master Plan came into effect on 12 June 2020, with an updated plan including a boundary adjustment coming into effect on 1 March 2022. This plan maps the SAP as a new Regional Enterprise Zone, with six (6) sub-precincts.

The realisation of the Newell Highway bypass will alter the movement of vehicles around Parkes, which currently traverse the Town Centre via Bogan Street. Combined with the SAP and other attractions located to the west of the town, the bypass will significantly increase the presence and importance of Condobolin Road / Dalton Street as the primary western entry corridor into Parkes.

### Broad Approach

The following broad process was undertaken for this land-use analysis:

- Step 1 – This review was initiated with a preliminary assessment of the SAP, the PLSPS, the Parkes Western Entry Issues Paper 2021, and the Parkes Western Entry Master Plan project brief.
- Step 2 – The extent of the area for the land-use investigation was refined from that identified in the PLSPS. In this regard, established residential properties along Victoria Street were excluded from the investigation area.
- Step 3 – A number of urban design objectives were then developed for the desired future use of the investigation area.
- Step 4 – In determining an appropriate land-use for this investigation area, an assessment of the current R1 General Residential zoning, its incompatibility with the existing mixed uses and the desirable future character of the land was undertaken.

- Step 5 – A total of seven (7) land-use zones were identified as potentially suitable for the investigation area, two (2) of which are in the current PLEP and five (5) were identified within the Standard Instrument LEP’s. These zones were assessed based on their alignment with the developed urban design objectives as well as the desired future character of the area.
- Step 6 – A preferred option for the investigation area was developed following the land-use discussion and evaluation. Additional recommendations regarding height, floor space ratio and adoption of the urban design objectives have been included for the consideration of Parkes Shire Council.

### Document Review

A review of a number of documents was completed as a part of this land-use options review, and included the following:

- *State Environmental Planning Policy (Precincts – Regional) 2021*
  - Schedule 1 of this Policy identifies the Parkes Activation Precinct, and land-use tables for the two (2) zones within the Precinct, being the Regional Enterprise Zone (REZ) and the SP2 Infrastructure Zone.
- *Parkes Local Environmental Plan 2012 (PLEP)*
  - The current Local Environmental Plan for Parkes that imposes development controls and zoning to shape development within the Shire.
  - Current zones within this instrument that may be applicable to this review include:
    - B2 Local Centre
    - B4 Mixed Use
  - There are currently no floor space ratio or height provisions in the PLEP
- *Standard Instrument – Principal Local Environmental Plan (2006 EPI 155a) (Standard Instrument LEP)*



- The Standard Instrument was utilised to identify the zone objectives of zone options not adopted by the current Parkes Local Environmental Plan 2012.
- Land-use zones within this Standard Instrument LEP that may apply to this review include:
  - o R3 Medium Density Residential
  - o B5 Business Development
  - o B6 Enterprise Corridor
  - o B7 Business Park
  - o IN2 Light Industrial
  - o SP3 Tourist
- Department of Planning’s *Employment Zones Reform*
  - This web page and associated documents provide information relating to the reform of the employment zones, including the land use matrix and the explanations of intended effects.
- Department of Planning’s *Frequently asked questions: Implementing employment zones*
  - This document addresses the FAQ regarding the commencement of the employment zone reform.
- Department of Planning’s *Preparing LEPs using the Standard Instrument: standard zones (PN 11-002)*
  - This document provides commentary on the standard zones within the Standard Instrument for Council’s to use when preparing local environmental plans.
- Department of Planning’s *Preparing LEPs using the Standard Instrument: definitions (PN 11-003)*
  - This document provides a general overview of the definitions used in the Standard Instrument.
- Department of Planning’s *Local environmental plan zone objectives (PN 22-002)*
  - This document provides guidance to Councils when drafting or reviewing non-mandatory additional local zone objectives in local environmental plans under the Standard Instrument.
- *Parkes Special Activation Precinct Master Plan*
  - This Plan outlines the opportunities, vision, and

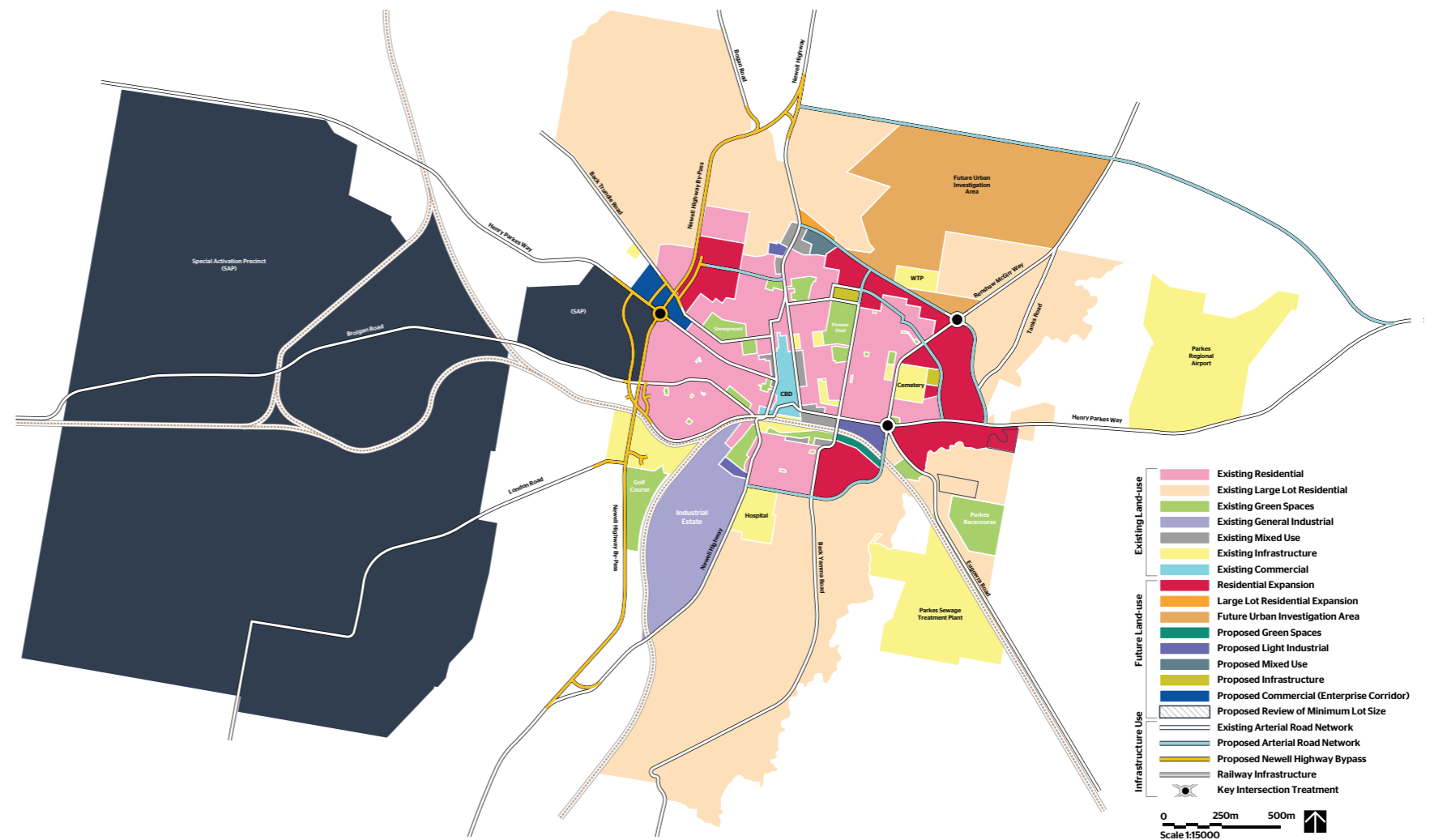
performance measures for the Parkes Special Activation Precinct, and details the sub-precincts.

- *Parkes Local Strategic Planning Statement 2020 (PLSPS)*
  - This document identifies the Parkes Shire Council’s 20-year vision for land-use planning in the Parkes Shire, and sets out the vision, key themes and planning priorities to achieve the vision.
  - Specifically, the PLSPS identified a potential Enterprise Corridor along Condobolin Road, in the study area (refer Figure 2).
- *Parkes Western Entry Issues Paper 2021 (PWEIP)*
  - This paper identified preliminary considerations for

the preparation of a Master Plan for the western entry into Parkes, including the importance of the Newell Highway Bypass and the SAP, and the need to improve the western entry corridor generally for visitors and residents alike.

- The land to the north of Condobolin Road, which comprises mixed use developments, was identified as a potential investment area for urban renewal and development.
- Tourism was noted as a growing market for Parkes.

Figure 2: Existing and proposed zoning of Parkes, with the study area dashed red (Excerpt from: Parkes Local Strategic Planning Statement, 2020).





## Discussion and Evaluation

### Land-Use Investigation Extent

Identification of the extent of the land-use investigation was introduced in the PLSPS and the PWEIP. The PLSPS identified a potential Commercial (Enterprise Corridor), subject to further investigation. The PWEIP noted the location of the land-use investigation area – to the north of Condobolin Road – as a potential investment area for urban renewal and development. This land-use investigation area is located between Condobolin Road and Victoria Street and extends from an unformed dirt accessway in the west to align approximately with Leighton Street. This area is dashed red in **Figure 3**.

In Council’s review of this land-use investigation extent they have sought to exclude a number of established residential properties on Victoria Street.



Figure 3: Revised area of land identified for potential Enterprise Corridor (dashed red) and the proposed extended investigation area (outlined blue) (Excerpt from: Nearmap, date showing 14 September 2022, accessed 17 November 2022).

### Urban Design Objectives and Observations

Urban design objectives have been developed for the investigation area based on the project brief, reviewed documents, and consideration of desired future character. The urban design objectives aim to incentivise the development of land that achieves the following:

- A local employment precinct with a strong sense of place that contributes to the western entry experience into Parkes.
- Provides for accommodation and facilities for visitors to Parkes at the Western Entry to Town.
- Promotes the consolidation of lots to enable more opportunity for larger footprint employment uses and reduced driveway accesses onto Condobolin Road.
- Encourages primary building frontage to Condobolin Road and hence activation to improve the area aesthetically, including the western entry experience into Parkes.
- Encourages land-uses that do not compromise the intended land-uses and operations of the Special Activation Precinct.
- Does not encourage higher density residential development, which would counter the greater objective to provide more living opportunities in immediate proximity to, or within, the Parkes Town Centre.
- Minimises impacts on the adjoining and nearby residential areas.

### Current Zoning and Land-Use of Investigation Area

The current zoning of the subject site in the PLEP is R1 General Residential, which is characterised by low-density housing and compatible non-residential uses such as community and recreation facilities, and child care centres. Prohibited uses include agricultural, industrial, and commercial land-uses, with the exception of neighbourhood shops, kiosks and food and drink premises, as listed in the PLEP land-use table for the R1 zone.

Current land-uses within the investigation area include:

- Residential (dwelling houses) – permitted in the R1 zone with consent.
- Child care centre – permitted in the R1 zone with consent.
- Hydraulic repair service (vehicle repair station) – this would be prohibited in the current R1 zone.
- Mapperson Mechanical (vehicle repair station) – this would be prohibited in the current R1 zone.
- “Grain & Gravel Co” (unsure – storage premises consisting

of demountable, and small and large shed structures) – this would likely be prohibited in the current R1 zone.

- Property with dwelling and potentially two (2) farm buildings – the farm buildings would be prohibited in the current R1 zone.

This suggests that the existing R1 General Residential zone is not suitable for the subject land. Hence, the change in nature of the western entry into Parkes via the bypass presents an opportunity for a land-use change to the subject land. An assessment of potential zone options is therefore considered necessary to determine a land-use that is more closely aligned with the PLSPS, and the developed urban design objectives.

### Rezoning Options

#### Overview

Land-uses deemed appropriate and desirable for the investigation area, include, but are not necessarily limited to:

- Mechanics
- Caravan Parks and tourist facilities – amenities, visitor accommodation
- Hardware and building supplies (i.e., a Mitre 10 or a Bunnings), specialised retail premises
- Garden centres and nurseries
- Business premises with a variety of offices, including some small light industries
- Hotel or motel accommodation
- Function Centres
- Neighbourhood Shops
- Recreation Facilities
- Community Facilities

These uses, which commonly require larger allotments – to make development feasible – are considered to align with the developed urban design objectives through the promotion of lot consolidation, low to modest impacts on residential properties, and an increased activation of Condobolin Road. Additionally, these land-uses are not considered to detract from the existing businesses located within the B2 Local Centre and B4 Mixed Use zones of the Parkes Town Centre.

Initially, when this land use options review was commenced, it



was undertaken considering the Standard Template LEP zones available at the time. This review considered those zones within the *Parkes Local Environmental Plan 2012* (PLEP) including the B2 Local Centre and B4 Mixed Use, as well as those not included within the PLEP, including:

- B5 Business Development,
- B6 Enterprise Corridor,
- B7 Business Park,
- IN2 Light Industrial,
- R3 Medium Density, and
- SP3 Tourist.

The review also considered the above zones against the objectives and provisions of the nearby Regional Enterprise Zone and the current R1 General Residential zoning provisions.

The initial review determined that the B5 Business Development and B6 Enterprise Corridor zones were the most appropriate for the study area due to the permissible business and warehouse uses and the common inclusion of hotel and motel accommodation. The B6 zone was considered the most appropriate with the B5 identified as an appropriate alternative. The primary justification for this recommendation related to the encouragement of urban consolidation, the range of permitted land uses and the alignment with the desired future character of the investigation area.

During the preparation of the land use options review the Department of Planning advertised the *Employment Zones Reform*. This reform will ultimately replace the existing Business and Industrial zones with five employment zones and three supporting zones. These include; E1 Local Centre, E2 Commercial Centre, E3 Productivity Support, E4 General Industrial, E5 Heavy Industrial, MU1 Mixed Use, SP4 Enterprise and W4 Working Waterfront.

According to the advertised amending orders associated with this reform, the employment zones will come into force on 26 April 2023. Consideration of these zones therefore needs to be undertaken to inform the potential rezoning of the study area.

The Department of Planning have identified that the current PLEP zones will be converted to those shown in the table below.

Current Business and Industrial Zones	Employment Zones
B2 Local Centre	E1 Local Centre
B4 Mixed Use	MU1 Mixed Use
IN1 General Industrial	E4 General Industrial

Figure: Excerpt of the Department of Planning's Equivalent Zones table showing the current and proposed zones upon implementation of the Employment Zones Reform.

Due to the urban design objectives listed within, the E4 General Industrial and E5 Heavy Industrial zones were not considered appropriate given that the objectives of these zones are to provide for industrial land uses which would conflict with the Special Activation Precinct and would likely contribute to detrimental impacts to the nearby residential areas.

The W4 Working Waterfront zone was not considered because of the absence of waterfront land within the study area. The SP4 Enterprise zone was also not considered compatible with the desired future character as this zones primary purpose is to provide for development and land uses that support enterprise and productivity. This was considered to be in conflict with the nearby Regional Enterprise Zone.

**Zone Assessment Method**

An initial examination of these zones was completed via an Excel spreadsheet, the developed format of which is consistent with the Department of Planning's standard land-use matrix for draft LEPs – which was distributed to NSW Council's during 2022. Refer Attachment 1 for the Excel spreadsheet.

To establish an appropriate zoning for the investigation area, a review of the selected zones has been undertaken, as described below.

**Zones within the Parkes Local Environmental Plan 2012**

**B2 Local Centre**

*Uses*

The B2 Local Centre zone is intended to provide a range of commercial, civic, cultural, and residential uses that typically service a wider catchment than a neighbourhood centre. Permissible residential uses include shop top housing, group homes, hostels, multi dwellings and residential flat buildings. The zone also provides for other uses such as commercial premises, educational establishments, entertainment facilities, function centres, information and education facilities, and tourist and visitor accommodation.

*Zone Objectives*

The zone provides for a mix of uses to serve people who live in, work in and visit the local area, suitable for local and town centres. This is reflected in the LEP's zone objectives, which aim to support the consolidation of commercial and retail development in the town centre of Parkes and preserve the dominance of the town centre of Parkes as the key subregional retail and commercial centre in Parkes.

*Compatibility with Desired Future Character*

As the objectives and permissible uses for the B2 Local Centre zone are closely associated with the existing uses located within the Parkes Town Centre, it is considered that this zone is not suitable for the subject land. Rezoning of the investigation area to the B2 zone is likely to detract from the commercial hub of Parkes and is therefore inconsistent with the urban design objectives.

The B2 zone is proposed to be converted to the E1 Local Centre zone as a part of the Departments Employment zone reform. Refer to the E1 assessment below.

**B4 Mixed Use**

*Uses*

The B4 Mixed Use zone is commonly used where a wide range of land-uses are to be encouraged, including commercial, residential, tourist and visitor, and community uses. The residential development component of this zone can form an important



element in revitalising and sustaining the area and increasing housing diversity close to commercial cores and major transport routes.

The B4 zone includes a broader range of residential uses compared to the B2 zone, including secondary and attached dwellings, dual occupancies, and seniors housing. The zone also includes similar non-residential uses to the B2 zone, with the inclusion of industrial retail outlets and wholesale supplies.

#### *Zone Objectives*

This broad range of uses allows for the integration of suitable and compatible business, office, residential, retail, and other forms of development, preferably in an accessible location close to the town centre. The zone objectives aim to minimise conflict between land uses within the zone, as well as land uses within the adjoining zones.

Another key objective of the B4 Mixed Use zone is to compliment the primary office and retail functions of the local centre zone, which is synonymous with the urban design objectives.

#### *Compatibility with Desired Future Character*

Despite the complimentary zone objectives of the B4 zone, the location of the investigation area, which is more than 1 kilometre from the CBD, is considered inappropriate for the B4 Mixed Use zoning. Ideally, it is considered that land zoned B4 should be located closer to the B2 Local Centre zoning, so as to compliment the Town Centre.

The B4 zone is proposed to be converted to the MU1 Mixed Use zone as a part of the Departments Employment zone reform. Refer to the MU1 assessment below.

In accordance with the Department of Planning's Employment zone reforms the following zones will replace the existing B2 and B4 zones within the PLEP:

#### **E1 Local Centre**

##### *Uses*

The new and impending 'E1 Local Centre' zone appears to generally fulfil the purpose of the standard template LEP's 'B1

Neighbourhood Centre' and 'B2 Local Centre' zones.

The mandated provisions of the various State Environmental Planning Policies (SEPP's) allows for a wide range of commercial land uses supported by a select range of residential accommodation including shop top housing, seniors housing and hotel or motel accommodation. However, these residential land uses could be added to by Council in order to encourage a more diverse range of facilities to visitors (i.e., bed and breakfast accommodation, caravan parks and serviced apartments).

#### *Zone Objectives*

This zone allows for a range of retail, business and community uses that serve the needs of people who live, work or visit the area and aims to encourage investment and growth in commercial development and employment generating land uses whilst enabling residential development to create activity and vibrancy.

The 'E1 Local Centre' zone does include a zone objective that specifically states that the zone is to encourage business, retail, community and other non-residential land uses on the ground floor of buildings. This is a material change to the existing B1 and B2 zones (some of which, including the PLEP, currently permit higher density residential such as residential flat buildings, with a residential ground floor).

A number of land uses are mandated under the various SEPP's as permitted with consent in the zone which are not typically considered conducive or attractive for a gateway entrance. These include landscape material supplies and timber yards.

#### *Compatibility with Desired Future Character*

The existing emphasis in the zone objectives of the 'B1 Neighbourhood Centre' on small-scale retail is not carried forward to the E1 zone. Further, as the objectives for the E1 Local Centre zone are closely associated with the existing uses located within the Parkes Town Centre, it is considered that this zone is not suitable for the subject land. Rezoning of the investigation area to the E1 zone is considered likely to detract from the Parkes CBD and is therefore considered inconsistent with the urban design objectives.

#### **MU1 Mixed Use**

##### *Uses*

The new and impending 'MU1 Mixed Use' zone generally replaces the existing B4 Mixed Use zone. However, unlike the existing mixed-use provisions, the objectives of the new MU1 zone do not assume that the zone will only be used in 'accessible' locations.

Permissible land uses range from business, retail and light industrial and allow for various residential land uses to be included to provide, at Council's discretion, accommodation for visitors which would compliment the surrounding residential areas.

#### *Zone Objectives*

This zone encourages business, retail, community and other non-residential land uses on the ground floor of buildings to ensure that the zone serve the needs of people who live, work or visit the area. The zone aims to provide diverse and active street frontages to attract traffic whilst minimising conflict between land uses within the zone.

Similar to the E1 and E2 zones a number of land uses are mandated permissible with consent under the various SEPP's. Some of these land uses are not typically considered conducive or attractive for a gateway entrance, or the surrounding residential areas. These include landscape material supplies and timber yards.

#### *Compatibility with Desired Future Character*

The zone encourages land use diversity, with active and attractive streetscapes to attract (pedestrian) traffic and vibrant, diverse and functional streets. Despite the complimentary zone objectives of the MU1 zone, the location of the investigation area, which is more than 1 kilometre from the Parkes CBD, is considered inappropriate for the MU1 Mixed Use zoning. Ideally, it is considered that land zoned MU1 should be located closer to the E1 Local Centre zoning to compliment the Town Centre.

#### **R3 Medium Density Residential**

##### *Uses*

The R3 Medium Density Residential zone has been considered as an option for the investigation area as it allows for a variety of medium density accommodation and other higher or lower density uses to encourage housing choice and diversity. It generally



includes non-residential uses similar to R1 General Residential such as neighbourhood shops, places of public worship and community facilities. Industries and commercial premises, including business and retail premises, are largely prohibited.

*Zone Objectives*

The Standard Instrument LEP includes objectives for this zone and specifies a need to provide a variety of housing types within a medium density residential environment. The investigation area is not considered a suitable environment for medium density residential development due to its location outside of the Town Centre.

*Compatibility with Desired Future Character*

This zone is not considered appropriate for the subject land due to the specific focus on residential uses and medium density development, which is preferably within walking distance of services and facilities desirable to the population such as shops and uses associated with the B2 and B4 zones. Further, a broader selection of land-uses is sought for the investigation area, such as compatible business and commercial uses, which does not align with the objectives of the R3 zone.

**E2 Commercial Centre**

*Uses*

The new and impending ‘E2 Commercial Centre’ zone appears to generally fulfil the purpose of the existing ‘B3 Commercial Core’ zone and in reviewing the land use table (Attachment A), is similar to the E1 Local Centre zone in that it promotes a wide range of commercial land uses with a selection of residential accommodation options to support the activation of the zone. The primary purpose of this zone is to support and strengthen the role of the commercial centre, typically land zoned E1.

Similar to the E1 zone all ‘commercial premises’ land uses are mandated as permitted with consent within the zone with the addition of other supporting uses such as registered clubs and restricted premises.

*Zone Objectives*

The zone aims to provide for a mix of commercial uses to ‘strengthen’ the role of the commercial centre and encourage

commercial development which generates employment and economic growth.

A number of land uses are mandated under the various SEPP’s as permitted with consent in the zone which are not typically considered conducive or attractive for a gateway entrance. These include landscape material supplies, timber yards and funeral homes.

*Compatibility with Desired Future Character*

This zone is intended to strengthen the E1 Local Centre zone. The location of the investigation area, which is more than 1 kilometre from the CBD, is considered inappropriate for the E2 Commercial Centre zoning. Ideally, it is considered that land zoned E2 should be located closer to the E1 Local Centre zoning to compliment and strengthen the Town Centre.

**E3 Productivity Support**

*Uses*

The new and impending ‘E3 Productivity Support’ zone appears to generally fulfil the purpose of:

- some existing ‘B5 Business Development’ zones;
- some ‘B6 Enterprise Corridor’ zones; and
- the ‘IN2 Light Industrial’ zone.

The zone is therefore considered most suitable for land where urban consolidation and commercial or industrial development is to be encouraged along main roads, such as those identified in metropolitan, regional or sub-regional strategies. The zone permits uses such as business and office premises, hardware or building supplies, hotel or motel accommodation, light industries, industrial retail outlets and specialised retail premises.

Retail premises are more limited than the E1 and E2 zones to ensure that the productivity support corridors do not detract from the desired activity centre hierarchy of the CBD. Some residential accommodation uses may be included in this zone if they form part of a mixed-use development.

*Zone Objectives*

The zone aims to provide opportunities for new and emerging light

industries and provide for land uses that are not typically suited to locations in other employment zones.

Another key objective of the E3 zone is to promote land uses that are compatible with, but do not compete with land uses in surrounding local and commercial centres.

*Compatibility with Desired Future Character*

This zone is considered the most appropriate zoning option for the investigation area. It is consistent with a portion of land mapped ‘Proposed Commercial (Enterprise Corridor)’ within the PLSPS (refer Figure 2 above). The PLSPS also identifies the need for greater investigation of:

*“...all temporary accommodation options to meet increasing demands, including a review of caravan parks, overnight RV parking, serviced apartments, hotels, motels and conference facilities”* (pg. 58).

This demand for appropriate tourist and visitor accommodation land is expressed in Planning Priority 13 of the PLSPS. An extension of the mapped ‘Proposed Commercial (Enterprise Corridor)’ over the whole of the investigation area, could address this demand, while aligning with the PLSPS’ desired use of the site.

Similarly, the PWEIP notes that there is a “strong demand for hotel accommodation in Parkes” (pg. 14) and the E3 Productivity Support zone is considered to allow for a high-quality tourism accommodation market to be developed within Parkes. The PWEIP also noted the following with respect to the investigation area:

*“The mixed-use precinct directly north of Condobolin Road provides opportunity for redevelopment of a commercial precinct at this location. Potential land-uses may be accommodation services and offices providing services to the Parkes SAP. Provision of retail shops along this corridor should be avoided, so as not to withdraw from the Parkes CBD.”* (pg. 21).

The permissible uses of the E3 zone are considered consistent with the land-uses described above and the existing uses prohibited in the current R1 zone. These permissible uses are considered to reflect the desirable future character of the investigation area as outlined in Section 3.4.1.



The Commercial Gateway, a sub-precinct of the SAP, is located to the south-west of the investigation area, and seeks to provide a transition between the heavier industrial areas of the SAP and the Parkes Town Centre. The Commercial Gateway is proposed to include land-uses such as industrial retail outlets, storage establishments, warehouses, kiosks, service centres, and light industry.

Despite the permissibility of light industry within the E3 zone, this is not considered to detract from the nearby SAP, due to the general inclusion of various other permissible uses such as kiosks, garden centres, hardware and building supplies, and tourist and visitor accommodation. Additionally, the emergence of competitive uses is not considered feasible given the current (generally small) lot character of the area, and that – even with consolidation – large footprint industry uses are considered unlikely to emerge as a result of this potential rezoning.



## Summary of Considered Land-Use Zones

We make the following comments regarding the suitability of specific land-use zones for the investigation area:

- The E1 Local Centre and E2 Commercial Centre zones are considered inappropriate, in that re-zoning of the investigation area to E1 or E2 would be likely to detract from existing business and retail uses within the Parkes CBD.
- A residential zone, such as the R3 Medium Density Residential, was determined to be unsuitable for the site due to the preference for residential uses and common prohibition of business premises and ‘light’ industrial land-uses, which are considered desirable for the subject land.
- The MU1 Mixed Use zone provides for a wide variety of land uses which are consistent with the desired future character, particularly activation. However, given the separation of the study area from the Parkes CBD and the surrounding residential areas, it is considered that this zone is more suitable for areas closer to the E1 or E2 Town Centre.
- The E3 Productivity Support zone is considered the most appropriate zone for the study area based on its compatibility with the desired future character, and for the reasons listed below.

## Preferred Land-Use Option

The E3 Productivity Support zone enables a mix of employment uses desirable for the investigation area which are not considered to detract from the SAP, nor the Parkes CBD. Further, the broad range of uses commonly permitted are considered to provide for local-based employment that supports Parkes. This is reflected in the E3 zone objectives identified within the *Standard Instrument (Local Environmental Plans) Amendment (Land Use Zones) Order 2021*:

- *To provide a range of facilities and services, light industries, warehouses and offices.*
- *To provide for land uses that are compatible with, but do not compete with, land uses in surrounding local and commercial centres.*
- *To maintain the economic viability of local and commercial centres by limiting certain retail and commercial activity.*

- *To provide for land uses that meet the needs of the community, businesses and industries but that are not suited to locations in other employment zones.*
- *To provide opportunities for new and emerging light industries.*
- *To enable other land uses that provide facilities and services to meet the day to day needs of workers, to sell goods of a large size, weight or quantity or to sell goods manufactured on-site.*

On the basis of the above zone objectives and the analysis carried out within, the preferred land-use option for the investigation area is the E3 Productivity Support zone. The following reasons are provided in support:

- It is noted that a large portion of the investigation area is mapped as ‘Proposed Commercial (Enterprise Corridor)’ within the Parkes Local Strategic Planning Statement 2020, which is considered to best align with the former B6 Enterprise Corridor zoning.
- Similar to the former B6 zone, the E3 Productivity Support Zone encourages urban consolidation along main roads. Common permissible uses, such as warehouses, garden centres, and hardware and building supplies promote the consolidation of lots, due to the common requirement for larger floor areas, as compared to a residential property. This will likely result in a reduced number of driveways along Condobolin Road.
- Common permissible uses include business premises, hotel or motel accommodation, caravan parks, light industries, hardware and building supplies, and warehouse distribution centres. These uses are often located outside of the CBD, and hence, the E3 zone is not considered to detract from the Parkes CBD.
- The E3 zone restricts retail activity to reduce the pressure on the commercial centres and is therefore considered to align with the urban design objective to not detract from the Parkes CBD.
- The E3 zone supports tourism; hotel and motel accommodation is permitted with consent and could be provided to support the growing demand in a convenient

location which aligns with Priority 13 of the PLSPS.

- The permissible uses are considered to align with the desirable future character of the investigation area.
- The permissible uses promote the consolidation of existing (smaller) residential lots, which also aligns with the urban design objective to reduce driveways fronting Condobolin Road.

## Height and Floor Space Ratio

It is noted that under the current PLEP, Clauses 4.3 Height of Buildings and 4.4 Floor Space Ratio have not been adopted. No change is recommended to these provisions, as Clauses 4.3 and 4.4 are considered to unnecessarily constrain opportunities to develop the investigation area.

## Adoption of Urban Design Objectives

It is also recommended that the following urban design objectives be considered for adoption in the PLEP as local objectives to supplement the core objectives of the B6 Enterprise Corridor zone:

- A local employment precinct with a strong sense of place that contributes to the western entry experience into Parkes.
- Provides for accommodation and facilities for visitors to Parkes at the Western Entry to Town.
- Promotes the consolidation of lots to enable more opportunity for larger footprint employment uses and reduced driveway accesses onto Condobolin Road.
- Encourages primary building frontage to Condobolin Road and hence activation to improve the area aesthetically, including the western entry experience into Parkes.
- Encourages land-uses that do not compromise the intended land-uses and operations of the Special Activation Precinct.
- Does not encourage higher density residential development, which would counter the greater objective to provide more living opportunities in immediate proximity to, or within, the Parkes Town Centre.
- Minimises impacts on the adjoining and nearby residential areas.

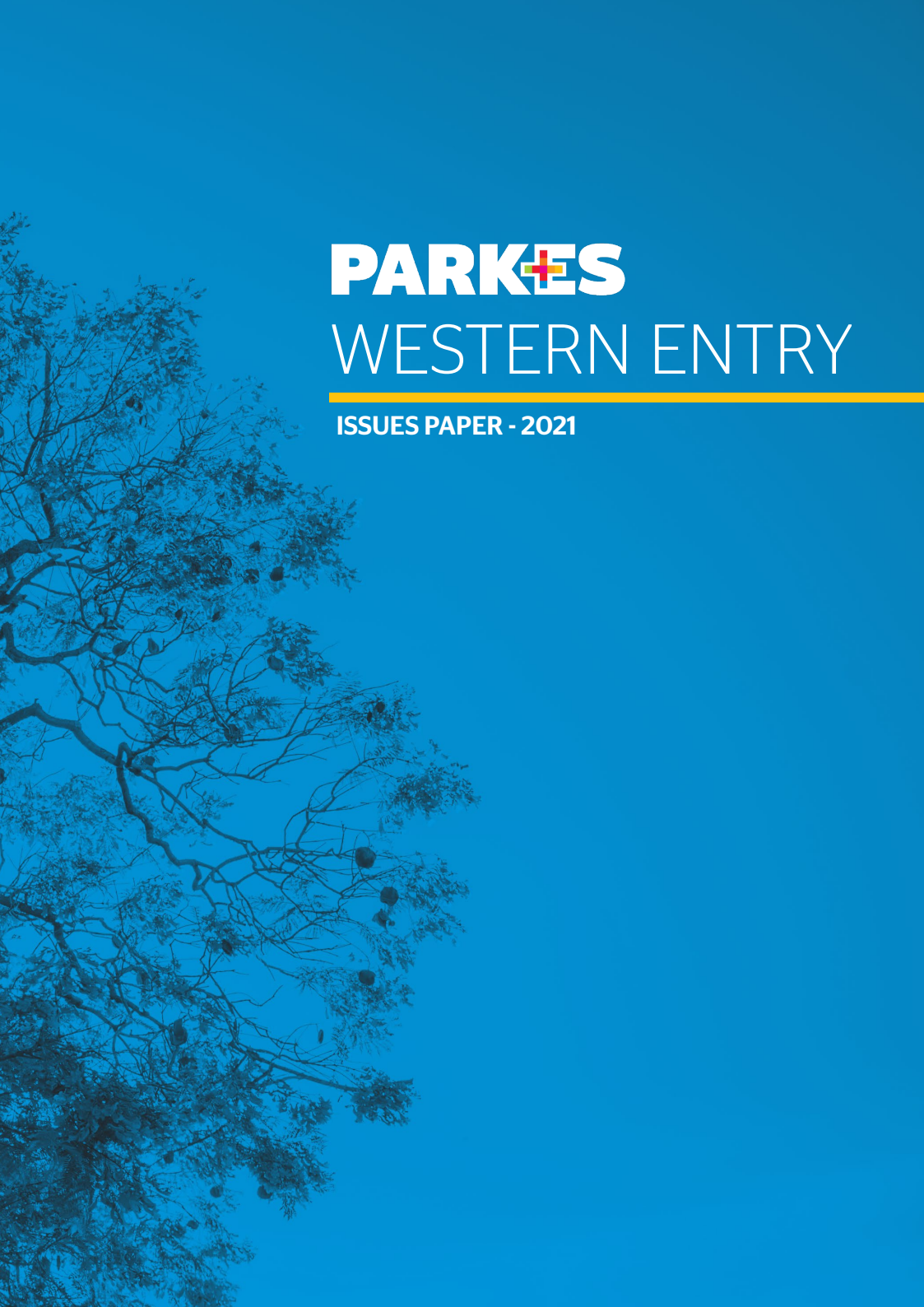






# **ATTACHMENT C** – PARKES WESTERN ENTRY ISSUES PAPER, 2021 (PWEIP)





**PARKES**

WESTERN ENTRY

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ISSUES PAPER - 2021







ACKNOWLEDGEMENTS: Photos courtesy of: Parkes Shire Council, Denise Yates (Five Hours West), Les Finn, Andrew Barnes (Geagle Productions).



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# 01

## PARKES WESTERN ENTRY ISSUES PAPER

# INTRODUCTION

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Parkes Shire Council is preparing an approach routes plan for the western entry to Parkes. The study area is from the intersection of the soon to be built Newell Highway Bypass and Condobolin Road to the Parkes Central Business District (CBD) via Dalton and Bushman Streets.

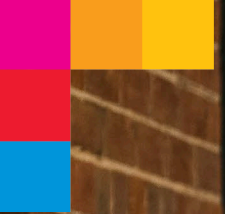
The Parkes Approach Routes Plan - Western Entry aims to create a welcoming environment for travellers into the Parkes Urban Area and to cater to the immediate needs of visitors potentially not familiar with the attractions and facilities at Parkes.

The approach routes plan will assist Parkes Shire Council to make informed decisions about improvements to the urban road network and any changes required to urban policy, such as design standards for new development or the rezoning of land abutting the western entry road corridor. The plan should also assist a range of stakeholders interested in this western entry precinct, such as landholders, developers, businesses, real estate agents and road safety advocates.

As a first step in the approach routes planning project, the Parkes Western Entry Issues Paper has been prepared to share the findings of Council's preliminary investigations and foster further discussion and inputs from the wider community. The Issues Paper investigates several issues and opportunities, including the Parkes Newell Highway Bypass, the Parkes National Logistics Hub Special Activation Precinct (Parkes SAP) and preliminary concepts for a Highway Service Centre at the intersection of the Newell Highway Bypass and Condobolin Road.

Public exhibition of the Parkes Western Entry Issues Paper and consideration of community feedback will be directly followed by the preparation of the draft Parkes Approach Routes Plan - Western Entry.





# 02

PARKES WESTERN ENTRY ISSUES PAPER

# COMMUNITY ENGAGEMENT

To address the challenges of providing appropriate linkages between the Parkes Township and the Newell Highway Bypass, Parkes Shire Council is gathering feedback from the community to assist in the preparation of the Parkes Approach Routes Plan - Western Entry.

Parkes Shire Council is preparing the Parkes Approach Routes Plan - Western Entry following the finalisation of plans for the Parkes Newell Highway Bypass, Parkes National Logistics Hub Special Activation Precinct, and the Inland Railway. By exploring the implications of these new initiatives on the nearby town of Parkes, Council is seeking to engage with other government departments, service authorities and private stakeholders interested in improving the connection of these major investments to the Parkes urban area.

Public exhibition of the Parkes Western Entry Issues Paper is the first community engagement step in the approach routes planning process.

Interested members of the community are invited to read the Parkes Western Entry Issues Paper and provide written submissions to Council on what should be included in the preparation of the Parkes Approach Routes Plan - Western Entry.



# 03

## PARKES WESTERN ENTRY ISSUES PAPER

# APPROACH ROUTES PLANNING PROCESS

The preparation of the Parkes Western Entry Issues Paper is the first step in preparing a draft Parkes Approach Routes Plan – Western Entry.

The next steps include:

### 1. Public Exhibition of the Parkes Western Entry Issues Paper

Council is seeking community feedback on the Issues Paper, to inform future stages of the Parkes Approach Routes Plan – Western Entry.

### 2. Completion of Detail Design Information

At the same time as the exhibition of the Issues Paper, Council intends to engage a team of urban design consultants to provide more detailed information to assist with the development of the Parkes Approach Routes Plan – Western Entry. Key inputs that will be required from the urban design include a survey of the road corridors that comprise the approach route precinct, road improvement options review, land-use options review, traffic assessment and a preliminary stormwater analysis. This preliminary analysis work will then be used to prepare a draft Parkes Approach Routes Plan for the western entry to Parkes.

### 3. Public exhibition of the draft Parkes Approach Routes Plan - Western Entry

Once completed, the draft Parkes Approach Routes Plan – Western Entry will be placed on public exhibition, inviting further comments from relevant government agencies, landholders, community groups and individuals.

### 4. Finalisation of the Parkes Approach Routes Plan - Western Entry

The finalised Parkes Approach Routes Plan – Western Entry will be reported to Council for adoption, along with a review of all submissions received on the draft plan.

The finished Parkes Approach Routes Plan – Western Entry will be used to inform future decisions about improvements to the urban road network and any changes to urban policy, such as the rezoning of land abutting the western entry road corridor and the adoption of design standards for inclusion in a new development control plan.

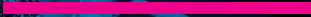




# 04

PARKES WESTERN ENTRY ISSUES PAPER

## APPROACH ROUTES PLANNING



### National Strategic Policy and Planning Context

The concept of approach routes planning is ingrained in town planning philosophy. The creation of wide boulevards with axial vistas leading to central attractions (railways, monuments, civic buildings, parklands and the like) have been dominant themes in many city plans. The planning of our nation's capital Canberra is deeply embedded with approach routes planning. The use of road corridors, axial vistas providing panoramic views to important civic attractions as well as the application of standards influencing building designs and signage are evidenced within the main road approaches to the National Capital.



## STATE AND REGIONAL POLICY AND PLANNING CONTEXT

Planning of the Newell Highway Bypass at Parkes has taken into consideration the need for approach routes planning.

Parkes Shire Council's submissions to Transport for NSW (TfNSW) in the preliminary planning stages of the highway design raised the issue of potential economic impacts of a total bypass of the Parkes Urban Area. Unlike the towns of Yass and Goulburn that have been subject to highway bypass, Parkes is considered to be more isolated from nearby cities and is more vulnerable to economic impacts.

As a means of minimising economic and social impacts on the Parkes township, the NSW State Government and Council have identified and implemented a number of strategies aimed at encouraging highway traffic to stop at Parkes as part of their journey. The strategies incorporate the options to stop at either the planned Highway Service Centre at the intersection of the Newell Highway Bypass and Henry Parkes Way, or within the urban area of Parkes.

## LOCAL POLICY AND PLANNING CONTEXT

The urban form of Parkes is strongly influenced by a system of main roads that radiate out from the centre of town. Over time these main road approaches have been subject to urban beautification and change. The bypass of the Newell Highway west of Parkes will, to some extent, change the historic form and function of the regional road network in and around the urban area.

The Parkes Local Strategic Planning Statement 2020 highlights the need to take into consideration the Newell Highway Bypass. Parkes Shire Council is interested to establish an urban road hierarchy to minimise the impacts of heavy vehicles on residential neighbourhoods, schools and other sensitive land-uses.

The Parkes Approach Routes Plan - Western Entry provides an opportunity to examine road corridor improvements as a consequence of the development of the Inland Railway, Newell Highway Bypass and Parkes SAP. This road corridor is expected to experience the greatest level of change over the next four years.

## OTHER SUPPORTING POLICIES

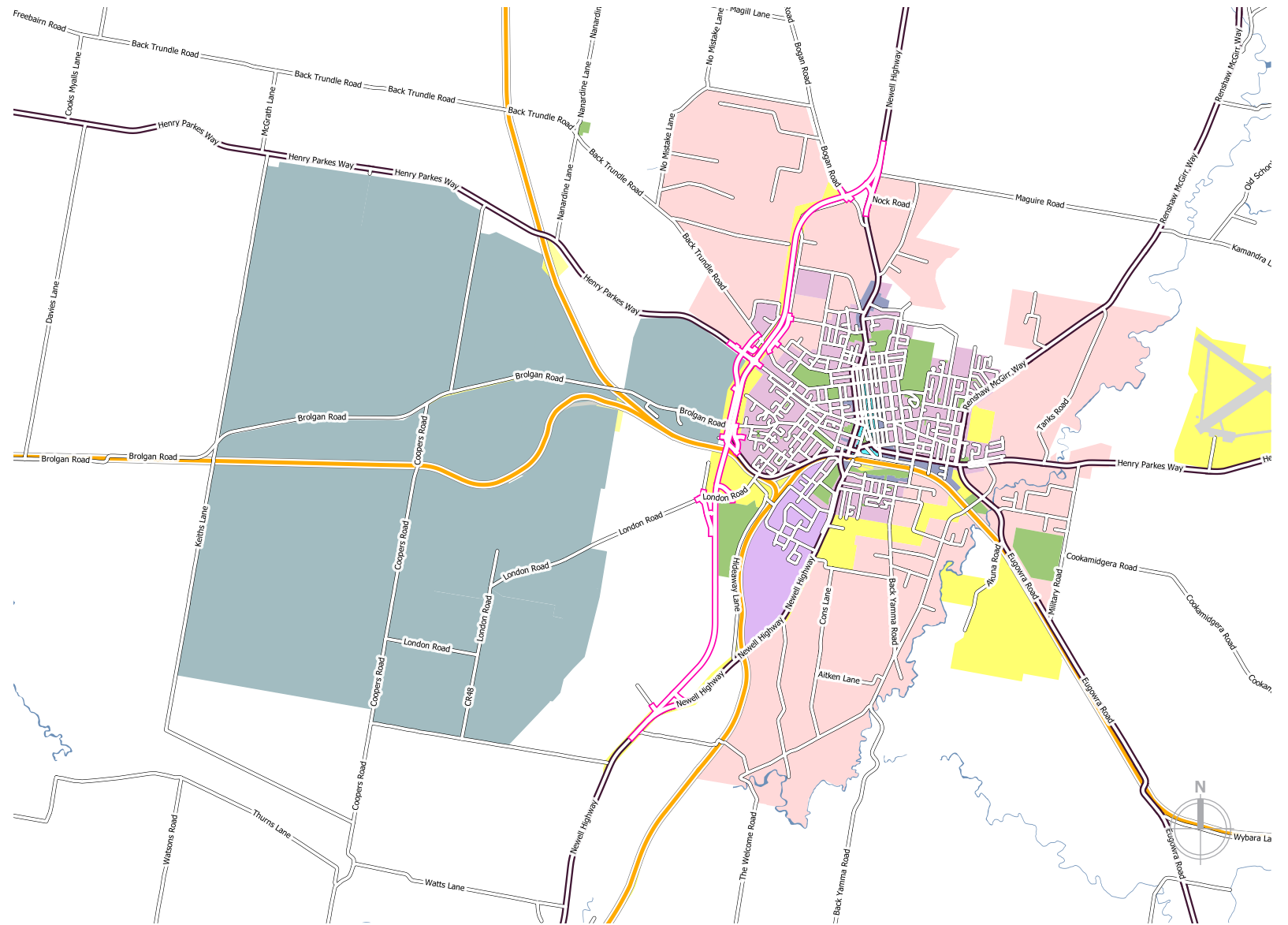
The following Council policies, strategic and operational plans will inform the development of the Parkes Approach Routes Plan - Western Entry:

- Parkes Community Strategic Plan 2030
- Parkes Local Strategic Planning Statement 2020
- Parkes CBD Vibrancy Strategy 2016
- Parkes Shire Pedestrian and Cycling Strategy 2016
- Parkes Shire Destination Management Plan 2016
- Parkes Shire Land-use Strategy, 2011
- Parkes Heritage Trail project
- Parkes Brand Identity Guidelines.
- Parkes Street Tree Replacement Strategy.
- Community Engagement Strategy (Community Engagement Continuum)
- Transport for NSW Parkes Bypass Urban Design Guide.



## Map Legend

- Recreation / Public Use
- Rural Residential Use
- Residential Use
- Industrial Use
- Mixed Use
- Commercial Use
- Parkes Special Activation Precinct
- Railway network
- Main road network
- Local road network
- Newell Highway Bypass







# 05

## PARKES WESTERN ENTRY ISSUES PAPER

# ANALYSIS OF KEY DRIVERS

## PARKES TOWNSHIP

The town of Parkes is the largest urban centre in the Parkes Shire, with a population of approximately 10,500. There are three main employment precincts within Parkes, which includes the Parkes Central Business District (CBD), the lower Clarinda Street business district and the Parkes Industrial Estate. Two of these precincts, the CBD and lower Clarinda Street business district, form the Parkes CBD and are frequented by locals and visitors alike. The CBD also boasts an array of public art, plenty of parking and open green spaces, culminating at Cooke Park and the new Pavilion which is the perfect place to stretch a traveller's weary legs, let the kids burn off some steam, and use the amenities within the Park.

Parkes has a Regional Catchment Area (RCA) which extends past Condobolin, Canowindra, Forbes and Peak Hill. The Parkes CBD is the main shopping precinct for the Parkes Shire and the community's most important meeting place. The CBD supports a healthy mix of business activity, motor vehicles, pedestrians and parking areas.

Tourism is a growing market for Parkes, with visitors attracted to town events, The Dish, recreational activities (mainly structured sports) and to catch up with friends and family. Parkes is currently not highly renowned for its higher order tourism appeal, such as quality food and wine, urban attractions and places, theatre and music performances.

At present, the Newell Highway is located on the western edge of the Parkes CBD in Bogan Street, which presents a number of challenges for the Parkes community, particularly those wishing to cross Bogan Street in an east-west direction. The relocation of the Newell Highway will remove interstate trucks from the Parkes urban area, but also some of the existing customer base for businesses in the town.

Approach routes planning provides an opportunity to showcase the many facilities and services available at Parkes to motorists travelling along main roads, including the Newell Highway.







## NEWELL HIGHWAY BYPASS

The Newell Highway running through Parkes, is the longest national highway in NSW spanning 1,058 kilometres. It provides vital travel and transport linkages between Victoria, NSW and Queensland. Parkes is a halfway point for travellers between Melbourne and Brisbane.

Parkes is the second largest population centre on the Newell Highway, with Dubbo being the largest settlement, a mere 120 kilometres or 80 minutes drive north of Parkes being the largest settlement. At Parkes, the Newell Highway accommodates around 4,000 vehicles per day, with 30% being trucks. The proposed Newell Highway Bypass at Parkes will remove B-double trucks, livestock vehicles, vehicle carriers, oversize vehicles, agricultural vehicles, special purpose vehicles and interstate trucks from the Parkes urban area.

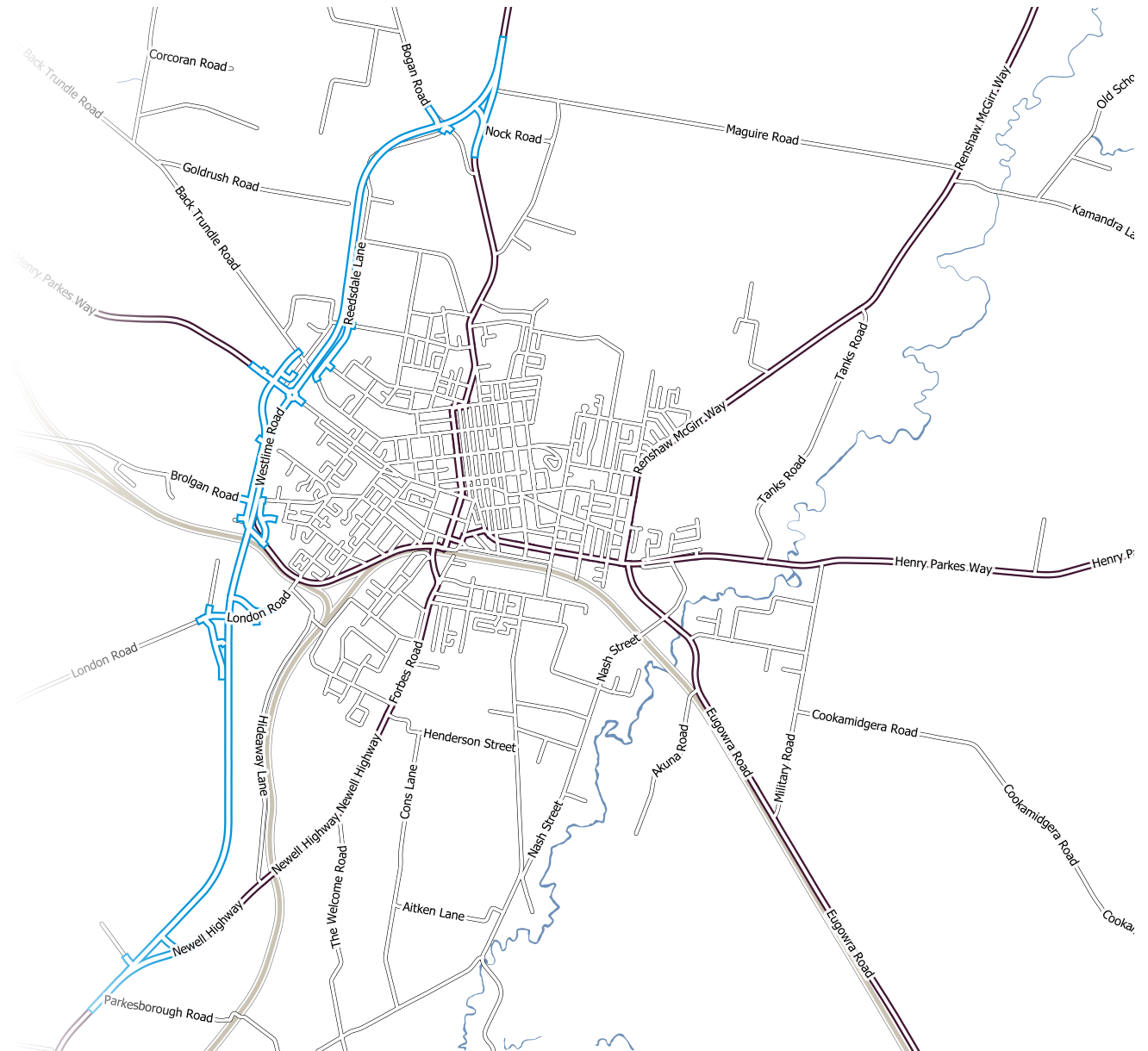
The State Government is soon to commence the construction of a new 10.5 kilometre section of highway to the west of Parkes which bypasses the town centre. The development will provide more efficient movement of regional freight in and around the Parkes Township and the Parkes National Logistics Hub. It will also significantly improve amenity and pedestrian access in Parkes by reducing the number of heavy vehicles through the town centre.

The Newell Highway Upgrade at Parkes will generate significant short term employment opportunities at construction stage. Longer term business and employment opportunities could be derived from new highway services and land-uses that benefit from close proximity to highway traffic and the highway itself.

Determining the appropriate location(s) for highway related land-uses are key issues for future Transport and Land-use Strategies. The preparation of an Approach Routes Plan - Western Entry for Parkes is being progressed to explore any new opportunities for land-use changes within this precinct.

### Map Legend

-  Railway network
-  Main road network
-  Local road network
-  Newell Highway Bypass





## PARKES SPECIAL ACTIVATION PRECINCT





The NSW Government is committed to the development of the Parkes National Logistics Hub Special Activation Precinct (Parkes SAP) as part of its 20 Year Economic Vision for Regional NSW.

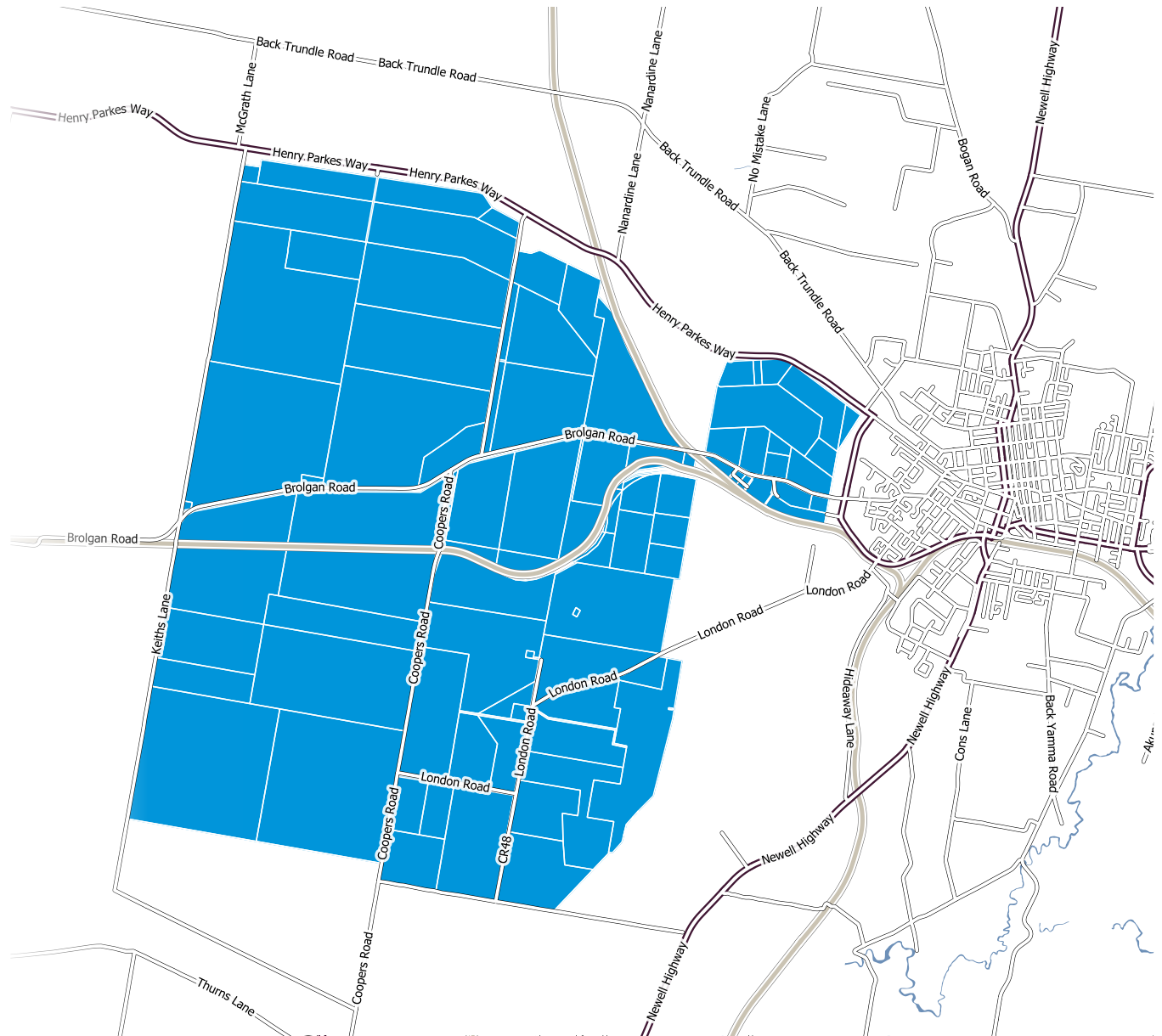
The Parkes SAP is being designed to attract new private sector businesses and investment to the Parkes Shire. Key elements include:

- Investment in infrastructure.
- Faster and easier planning processes.
- Government-led development in some locations.
- Coordinated land-use and infrastructure planning.
- Business concierge services to help businesses start up at the Parkes SAP.

The development of the Parkes SAP also has the potential to foster new industries at Parkes, which will generate significant local employee activity between the SAP and Parkes township, via the western entry.

### Map Legend

-  Railway network
-  Existing main road network
-  Local road network
-  Parkes SAP boundary





## HIGHWAY SERVICE CENTRE

Parkes is located approximately halfway between Melbourne and Brisbane, which makes it an ideal location for a break in travel, whether overnight accommodation, refuelling, food or as a rest-stop.

The State Government is currently investigating the feasibility of establishing a Highway Service Centre (HSC) at the intersection of Condobolin Road and the Newell Highway Bypass. The proposed HSC would provide an appropriate 'gateway' to Parkes, providing passing traffic with opportunity and convenience to stop over in Parkes for fuel, food, accommodation, or shopping purposes. The Net Community Benefit Criteria of the Parkes HSC have been identified from the criteria contained in the NSW Government's publication 'The Right Place for Business and Services'. The Parkes HSC would have the following benefits:

- Regional traffic safety benefits, where motorists can stop, revive, survive at the Parkes HSC.
- Key tourist attraction, centrally located at Parkes.
- Local job creation, particularly at construction stage and through on-going maintenance of operations.
- Caters specifically to trucks and motor vehicles towing caravans, which are not presently well catered for in Parkes and wider afield.
- Captures income that currently travels through the Parkes Shire, potentially without stopping.

## PARKES SHIRE VISITOR ECONOMY

The Parkes Shire has a strong and diverse visitor economy valued at more than \$58 million which is currently underpinned by the following:

- Intra-regional travellers.
- Newell Highway travellers.
- Attractions - the Parkes CSIRO Radio Telescope "the Dish" and Goobang National Park.
- Festivals and events - the Parkes Elvis Festival, Parkes Picnic Races, and sports tourism.

While there is strong demand for hotel accommodation in Parkes, a high-quality tourism accommodation market does not exist in the Shire. With the developments at Parkes and transport improvements in the region, there will be more demand for accommodation services, food businesses and the like.



## PARKES SHIRE RESIDENTS

The Parkes region is a great place to live and raise a family with affordable housing and lifestyle properties, diverse employment opportunities, modern health services, quality educational facilities, a strong sporting culture and first class community facilities. One local school is located on the western edge of the Newell Highway Bypass. Parents, families, students, teachers, staff, school buses and suppliers will utilise the new road infrastructure to connect them with home, the school and extracurricular activities. The Parkes SAP will also see an increase in residents and contractors travelling from the Parkes area to the SAP.





## PARKES BRAND

When you put all of the personality elements of Parkes together, it all adds up. The Parkes Brand was born from a positive collection of sentiments, with one common factor - friendly, professional, lifestyle, opportunity, progressive, safe, fun, Elvis, ABBA, The Dish, Henry Parkes, logistics Hub, central location - it was all positive.

The Parkes+ Brand platform has been embraced across many facets of the community, including the look and feel of public art, wayfinding and signage.

The "Parkes + it all adds up" should be considered as part of the design process.

Approach routes planning provides an opportunity to consider how improvements in road infrastructure, signage and urban beautification works can be designed to complement the Parkes brand.

**PARKES**  
*It all adds up.*







# 06

PARKES WESTERN ENTRY ISSUES PAPER

## URBAN FORM ANALYSIS

### SCOPE OF STUDY - APPROACH ROUTE ROADS

The main roads that comprise the western approach to the Parkes Urban Area are:

- Condobolin Road.
- Bushman Street.
- Dalton Street.

These roads have developed over time in response to different issues, which has resulted in a mix of road carriageway widths and street assets. The complement of urban road asset infrastructure also tends to diminish further west of the Parkes CBD. For example, there is no concrete kerb and gutter, street lighting, sign-posted parking, bus stops, active transport pathways or formal street tree plantings along Condobolin Road to the western outskirts of Parkes. Throughout the western approach, signage is not designed to facilitate wayfinding to the main attractions of town, services or facilities.

### KEY INTERSECTIONS

The intersection of Condobolin Road and the Newell Highway Bypass is the main 'gateway' intersection distributing traffic from the Parkes SAP; Newell Highway and Condobolin Road connecting the Parkes urban area.

The intersection of Dalton Street and Bogan Street also plays an important role in distributing traffic to the Parkes urban area.

The proposed round-a-bout at Dalton Street, Bushman Street and Middleton Street will streamline the flow of traffic, lowering travel speed and ultimately improving safety.







The Bogan/ Dalton Street intersection currently features a seagull traffic treatment, forcing traffic left (north) or south (right), and preventing entry straight across Dalton Street and in to the CBD. Consideration should be given to what priority is best for the traffic at this intersection in the new environment, including consideration of caravans and recreational vehicles.

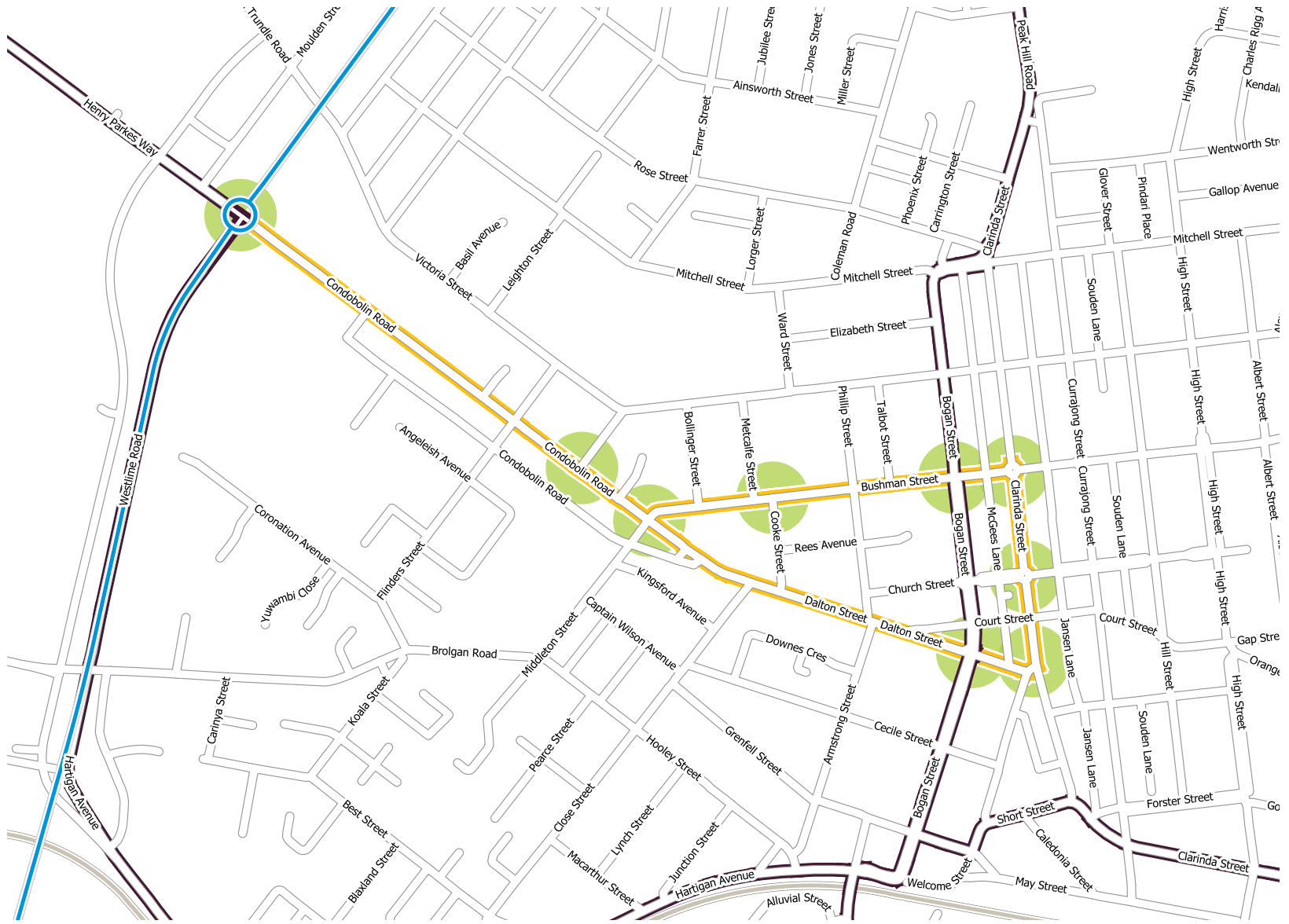
### PREPAREDNESS FOR PARKING

Consideration should also be given to how vehicles of different configurations (eg those towing caravans) enter the CBD and what traffic movement and parking options are available to them upon arrival



### Map Legend

-  Key intersections
-  Western Approach Routes
-  Railway network
-  Existing main road network
-  Local road network
-  Newell Highway Bypass





## HIGHWAY SIGNAGE AND LANDSCAPE FEATURES

The TfNSW design of the Parkes Newell Highway Bypass makes provision for wayfinding signage that provides advice to motorists about opportunities to access services and facilities at the Parkes SAP, Highway Service Centre, the Parkes urban area and CBD as the destination.



## DRAINAGE INFRASTRUCTURE

The north-western catchment of the Parkes urban area drains across Condobolin Road. In significant storms, there are stormwater infrastructure capacity issues in the lower catchment towards the centre of Parkes that are currently caused by upslope drainage. Stormwater management solutions are currently being investigated by Council. At this stage, the stormwater management system along the Henry Parkes Way is earmarked for drainage improvements.

## STREET TREES

Parkes is well endowed with street trees. Beautiful street trees complement the urban grid pattern and circulatory streets of Currajong and Bogan Streets, which provide access to and through the Parkes CBD. The Jacaranda lined streets along some neighbourhoods are particularly beautiful in late spring.

The planting of street trees within the western approach precinct is not consistent or characterised by any particular tree species. There are several established Cedar Trees along the northern side of the intersection of Condobolin Road and Westlime Road, which make a positive contribution to the streetscape. However, the positive impact of these trees is somewhat obscured by the general lack of street trees and other vegetation along the western approach to Parkes Township.

The selection of street trees and greenery must consider aesthetic across seasons with fluctuating climatic conditions and availability of irrigation.



## STREET LIGHTING

Public lighting in the Parkes urban area has been provided largely to satisfy Australian Standards for motor vehicle traffic, with little consideration to the needs of pedestrians or visual impact. The very minimal high Gant Lights installed along Condobolin Road, Dalton Street and Bushman Street are designed for the motor vehicle driver rather than for pedestrians. These highway lights are quite tall, their application is patchy, they are powered by electricity (not solar) and the style of lighting is dated in appearance. There has been no consideration of the transition of day to night in the lighting, nor the impact of the stunning yet fierce setting sun seen to the west. The Destination Network Country and Outback Destination Management Plan 2018-2020 presents unlimited horizons as an opportunity for the region. Parkes does have dark skies and beautiful vistas of sunset, especially on this approach route.





## FOOTPATH CONNECTIVITY

The existing footpath network across Parkes is random and does not connect. Consideration of the existing footpath network, walking trails and new shared path could provide synergies and connection. The current footpath at all intersections of Dalton Street, Bushman Street, Condobolin Road and Hooley Street do not provide safe connections for the multitude of users including gophers, prams, mobility scooters, bikes and pedestrians. These paths also provide a sense of independence for residents of two of our retirement villages and nursing homes.



## PARKES CBD

For approach routes planning purposes, the Parkes CBD is the destination of the western approach to Parkes. Clarinda Street spans one kilometre from north to south, featuring major retail anchors Woolworths, Coles, Big W and Aldi and is interspersed with specialty stores, cafes and services. Retail, accommodation and service providers are located in the adjacent and parallel streets. Lower Clarinda Street has recently undergone a vibrancy strategy culminating with the imminent opening of the Pavilion in Cooke Park.

The Parkes CBD also acts as an outdoor gallery with a collection of curated public art. Henry Parkes statue, Elvis statue, Jaffa the orange astronaut and Emu mural pepper the precinct, with a smattering of large scale colourful and iconic public art by local artists.

## WAYFINDING SIGNAGE

The existing gateway and wayfinding signage along the Condobolin Road, Dalton Street and Bushman Street is patchy and does little to help motorists navigate to the main attractions and services within town. This is particularly important towards the approaches to the intersection of Dalton and Bushman Streets, where advance warnings, directions and information would be beneficial in encouraging travelling motorists to use the Parkes CBD as a place to rest, eat, shop, play and stay overnight.

## CHARACTER AREAS

A unique aspect of Parkes is our vast amount of space. Space to play, space to be, and the grand space of the sky.

The wide expanse of public open space on the southern side of Condobolin Road is an appealing feature and practical buffer of the western entry to the Parkes township. The intersection of Dalton Street and Bogan Street has potential to develop into a significant approach routes destination, based around the Civic Precinct of the Parkes Library, Country Universities Centre (CUC), The Little Theatre, the Parkes Aquatic Centre and nearby public parking areas, including an NRMA electric vehicle fast charger.

Green open spaces greet motorists on the western entry. An entire block of green space on the north side of Bushman Street, provides an attractive feature of this streetscape. The outdoors provides play equipment, cricket nets, off street tree lined parking, grass oval and synthetic tennis court complex.

## STREET FURNITURE

A range of styles and forms of seats, bus stops, litter bins, flagpoles, bollards, and signs are found along Condobolin Road, Dalton Street and Bushman Street. There is no consistency of appearance in street furniture and the style of most furniture is dated in appearance.

## PARKING

Ample free parking can be found across the Parkes CBD, including an NRMA electric vehicle fast charger at the carpark at the Dalton and Bogan Street intersection. However, long vehicle or RV parking is not strongly accounted for in the CBD precinct. Bushman Street, near Woodward Oval possesses some potential with parallel parking and an additional dump point to cater for RV parking. A wide footpath connects this area to the CBD.

## BUILT FORM

The land-uses either side of the Condobolin Road, Dalton Street and Bushman Street comprises a mix of uses, including housing, open space and recreation facilities and some commercial developments. There are no listed heritage items located within the western approach routes precinct. Single storey residential housing is the dominant land-use, with lot sizes averaging around 800 square metres. On average there is one vehicular access to the road network per block. Larger scale commercial stores are located on the edge of the Parkes CBD.

## REAR VISION MEMORY

Visitors to Parkes will depart the area, choosing one of the radiating roads, potentially linking them back to the Newell Highway. What memories will they conjure as they leave Parkes? How does their stay in Parkes remain top of mind for next time they travel the area or the next time they chat with friends and family.





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# CONSTRAINTS AND OPPORTUNITIES ANALYSIS

## ROAD GEOMETRY IMPROVEMENTS

The Condobolin Road, Dalton Street and Bushman Street should be planned to complement their function as the main arterial and collector roads linking the Parkes urban area to the Newell Highway Bypass, Parkes SAP and other urban centres and employment generating developments further west of Parkes. Road improvements, such as intersection upgrades, concrete kerb and gutter, street lighting, street trees and active transport pathways can all be designed to add to the sense of arrival to an urban destination. The enhancement of the road asset base will also provide relevant visual cues to motorists of the potential to encounter more vulnerable road users and that lower speed limits apply.

## STREET TREE INSTALLATIONS

Street trees are the most cost-effective improvement that can be introduced along approach routes. An advanced tree can be purchased for reasonable cost and with the right preparation and care it can grow into a magnificent feature that can transform a sense of place, making it immensely valuable and attractive.

New and replacement tree planting is intended along Condobolin Road creating a welcoming road approach and sense of arrival to the Parkes township, that is connected to the Parkes SAP, also providing a shaded streetscape environment. Additional street tree plantings will also be carried out within Dalton and Bushman Streets to improve the appearance and amenity of the approaches to the Parkes CBD.

Essentially the avenue of street trees provides a visual red carpet arrival or 'Hall of Fame' entrance. The challenge will be to use new street tree plantings to provide a connecting link between the Parkes National Logistics Hub and the Parkes Township with low maintenance and consideration of season and climate.

Parkes Shire Council has developed a Street Tree Replacement Guide. A landscape plan has also been prepared for road approaches to the Parkes SAP and within the corridor of the Newell Highway Bypass.



## STREET LIGHTING

The new Multipole lighting system used in the Parkes CBD could be rolled out along the Condobolin Road, Bushman Street and Dalton Street to connect to the town centre. The Multipole system allows for other equipment such as signs, flags / banners and traffic lights to be attached to poles.



## WAYFINDING SIGNAGE

The existing town entry signage along the northern side of Condobolin Road should be reviewed to complement Newell Highway signage and the Parkes + brand. New wayfinding signage should also be installed along the western approach routes to ensure that visitors to Parkes have an understanding of how to navigate to the main attractions within the township. This is particularly important towards the approaches to the proposed round-a-bout of Dalton and Bushman Streets where advance warnings, directions and information on how to access the township which would be beneficial in encouraging travelling motorists to use the centre as a place to rest, eat and stay overnight. Signage and / or markings should include both directional and informative advice and be designed to be easily identifiable and consistent across both on-road and off-road networks. Wayfinding and signage should complement and be reflective of existing Brand Guide and the look and feel of assets. Infrastructure materials need to consider the impact of the sun and an attempt to avoid materials that fade.

## STORMWATER

Construction of concrete kerb and gutter along Condobolin Road from its intersection with the Newell Highway Bypass to its intersection with Dalton and Bushman Streets is proposed to improve the western precinct.

## RESIDENTIAL LAND-USE

Residential land-use is particularly sensitive to high volume roads and heavy vehicle routes. The existing road environment along Condobolin Road and Dalton Street forms the main road system west of the Parkes CBD. Land-uses along these corridors already experience higher volumes of traffic and noise than urban streets comprising the local road network. Careful management of future residential growth along Condobolin Road, Dalton Street and Bushman Street is required to both protect amenity, character areas and liveability.

## COMMERCIAL LAND-USE

The mixed-use precinct directly north of Condobolin Road provides opportunity for redevelopment of a commercial precinct at this location. Potential land-uses may be accommodation services and offices providing services to the Parkes SAP. Provision of retail shops along this corridor should be avoided, so as not to withdraw from the Parkes CBD.



## VIEWS AND VISTAS

There are a number of views travelling along the western entry, including rural paddocks and wide open spaces and views to the Memorial Hill. Views at strategic points should be enhanced to form vistas.





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# VISION FOR THE WESTERN ENTRY PRECINCT

The Parkes Approach Routes Plan - Western Entry aims to support the vision and values of the community, providing goals and actions for connections to the wider Parkes Shire.

The vision identified in the Parkes Shire Community Strategic Plan remains relevant for the Parkes Approach Routes Plan. The Parkes Shire will be:

***“A progressive and smart regional centre, embracing a national logistics hub, with vibrant communities, diverse opportunities, learning and healthy lifestyles.”***

The vision of the Parkes Approach Routes Plan - Western Entry is

***“To create an inviting, vibrant and memorable town entry from the proposed Newell Highway Bypass, connecting the Parkes SAP and other major developments and centres further west of the Highway to the Parkes urban area in an enticing manner, that makes turning off the highway worth it.”***









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# GUIDING PRINCIPLES

## INSTILLING A SENSE OF ARRIVAL AND PLACE

The notion that the design of a road can influence a motorist's sense of arrival and connection to a place provides a useful basis for discussion of the general principles of approach routes planning. It follows that this connection to place should encourage some motorists with discretionary time available to make an unscheduled stop for fuel, food, rest break, shopping or overnight stay. This in turn brings revenue into the town, which is good for local businesses catering to visitor markets. Development of quality approach routes may also lead to new uses and activity either side of the road corridor, complementary to the product offer and experience already established in Parkes.

Site analysis reveals a number of opportunity areas that should be investigated to reinforce the sense of arrival, emphasise the sense of place and streamline the decision-making process from the western approach to Parkes. These areas could also support new opportunities for urban renewal and development. Potential investment areas include:

- The road reserves either side of Condobolin Road.
- The open space corridor adjoining southern side of Condobolin Road.
- The privately owned land north of Condobolin Road, which currently comprises mixed use developments.
- The three-way intersection of Condobolin Road, Dalton Street and Bushman Street.
- The intersection of Dalton Street and Bogan Street.
- The intersection of Bushman Street and Bogan Street.

Improvements to street lighting, connectivity, traffic movements, flow and hierarchy, kerb and gutter, active transport paths, street tree avenues and open space areas should all be considered in the context of creating an inviting sense of place and arrival to town. The land-uses adjoining these spaces may also warrant consideration.



## DESIGN FOR CO-LOCATION OF FACILITIES

The civic precinct towards the intersection of Dalton Street and Bogan Street provides an ideal destination point for the western entry approach to Parkes. These civic facilities are closely located and connected to allow a one-stop shop experience for the user. They are also closely located to adjacent retail and town centre functions.

## DESIGN FOR CONTEXT

Each destination must be designed to directly address its surrounding context. The western entry approach routes plan should aim to reveal opportunities for linkage and connection to the Parkes CBD, Cooke Park and Civic Precinct.

## DESIGN FOR CHANGING TRENDS AND TECHNOLOGY

The use of public buildings is changing due to technology, with the wider access of Council services and information. Destination management and approach routes planning should cater to existing online services that are regularly used to access information about Parkes.

## CREATE A 'SAFER BY DESIGN' ROAD NETWORK

The public road network must be safe for motorists, pedestrians and cyclists. This is particularly relevant for commercial and residential developments where there is a requirement for mixed pedestrian and vehicle access to premises and transport networks.

There are particular safety challenges posed by concentrating vehicle movement between the Bypass Newell Highway and the Parkes Township. Provision should be made for active transport pathways and road crossing points along the road corridors of Condobolin Road, Dalton Street and Bushman Street, reflective of Council's priorities to improve health and wellbeing and enhance recreation and culture.

## CREATE A BEAUTIFUL AND INTERESTING DESTINATION

Like many towns in regional NSW, Parkes has developed largely out of a pragmatic need with little focus on the importance of high-quality urban environments and public realm. The built form along Dalton and Bushman Streets comprises mainly single storey buildings. Road corridor improvements, especially enhancement of street tree avenues, should provide a more attractive destination experience for traffic entering Parkes from the west.

## CATER TO HIGHWAY TRAVELLERS AND VISITOR MARKETS

Parkes is situated midway along the Newell Highway route linking Melbourne to Brisbane. The new Newell Highway will be aligned along the western edge of Parkes, which provides opportunities for expansion into the tourist traveller market. Parkes Shire Council has been active in developing a destination brand for the Parkes Shire. The new brand 'Parkes + it all adds up', suggests Parkes and other towns in the shire all add up to provide a unique ultimately positive experience.

It is important that the Parkes CBD forms a dominant theme for the western entry approach. The tourism and visitor markets are potentially the greatest sources of increasing the customer base for the Parkes CBD. Tourists, travelling motorists and visitors to events and celebrations provide a healthy market base for the Parkes CBD to tap into.

## ADOPT SIMPLE APPROACH ROUTES URBAN DESIGN STANDARDS

Attractive urban design should not be something reserved for major cities. There are urban design principles that are equally relevant in the Parkes context. Guiding principles that may provide focus on new urban design initiatives along approach routes are suggested below:

- Focus urban renewal around the main activity generators and links between.
- Design the western entry approach to be clean, green and inviting to motorists travelling along the Newell Highway and further west of Parkes.
- Design the western entry approach to include a central spine of active transport infrastructure.
- Extend the urban road environment further west along Condobolin Road through the extension of kerb and gutter and upgrades to street lighting, street trees and signage.
- Create a sense of arrival and place with high quality and engaging design of streetscape infrastructure and potential new developments.
- Create new building line and height controls for new commercial developments.
- Focus on open space (private and public spaces) to further consolidate the above.

## COMMUNITY ENGAGEMENT AND CONSULTATION

Direct engagement of the community through a process of community consultation is important to ensure that the community feels that their views are being considered and that there is an understanding of Council's objectives.





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## THE NEXT STEPS

### REVIEW OF SUBMISSIONS

Following the Parkes Western Entry Issues Paper, it is intended to review all submissions to inform subsequent stages of approach routes planning.

### DETAILED DESIGN

A number of design inputs will be coordinated as part of the preparation of the draft Parkes Approach Routes Plan - Western Entry to ensure that any improvements proposed, consider the full range of requirements for detailed design and implementation. It is intended the approach routes plan will be supported by a detail survey of the road environment, preliminary stormwater management analysis, traffic impact assessment and a review of land-uses adjoining road approach corridors.

### PREPARATION OF PLAN

The approach routes plan will include details of all proposed improvements, including road upgrades, landscaping and street tree improvements, active transport pathways, wayfinding signage and the like.

### PUBLIC EXHIBITION

Once completed, the draft Parkes Approach Routes Plan - Western Entry will be placed on public exhibition, inviting further comments from relevant government agencies, landowners, community groups, businesses, schools, residents, visitors and individuals.

### FINALISATION OF PLAN

The finalised Parkes Approach Routes Plan - Western Entry will be reported to Council for adoption, along with a review of all submissions received on the draft strategy.







