

PARKES SHIRE

LOCAL STRATEGIC PLANNING STATEMENT

2020

PARKESTM
It all adds up.





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INTRODUCTION

MAYORAL WELCOME

EXECUTIVE SUMMARY

INTRODUCTION

Given the potential for changes in population, business opportunities and in the environment, we need to plan now for positive growth.



MAYORAL WELCOME

Parkes Shire is at a transformational point in its history. We have an opportunity to become a major centre for national transport logistics, including rail, road and airfreight, as well as a world leader in circular economy and sustainability-based industry. As this new economic activity begins to emerge, so too will Parkes develop its role as a regional centre, with all of the spin-off benefits and challenges for the rest of the Shire. Given the potential for changes in population, business opportunities and in the environment, we need to plan now for positive growth.

Parkes Shire Council welcomes the opportunities afforded under the Local Strategic Planning Statement process to prioritise the actions and initiatives that will drive economic development to generate jobs as well as lift standards of performance in the environment, water security, roads and transport, health, housing, education and social capital in our shire.

Where Council is identified as the responsible agency to deliver on land-use, transport and infrastructure initiatives, we will strive to achieve these goals within our Integrated Planning and Reporting Framework. Where other government authorities and interest groups are responsible, Council will advocate for the achievement of shared goals.

In presenting the Parkes Local Strategic Planning Statement to the wider community, Council acknowledges the Traditional Custodians of the land, the Wiradjuri People, on which we work and live, and recognise their continuing connection to land, water and community.



EXECUTIVE SUMMARY

Parkes Shire Council is preparing the Parkes Local Strategic Planning Statement to provide a high level land-use based strategic plan for the whole of the Parkes Shire.

The Parkes Local Strategic Planning Statement takes into consideration the other important land-use plans that apply to the Shire (the Central West and Orana Regional Plan 2036, the Future Transport 2056 plan, Parkes Local Environmental Plan 2012 and the Parkes Shire Development Control Plan 2013) as well as the findings of new studies and data relating to Parkes' growth and development. The Parkes Local Strategic Planning Statement prioritises the actions required to optimally position the Shire for the future.

Preliminary investigations suggest the following actions are a priority:

Continued achievement of the recommendations of the Central West and Orana Regional Plan, including improvements to transport, water security, power generation and other important infrastructure.

Preparation of a new Integrated Land Use, Transport and Infrastructure Strategy to guide new investments to achieve smart centres that offer diverse employment opportunities, housing choice, learning and healthy lifestyles for the community.

Preparation of a new Local Environmental Plan and Development Control Plan for the Parkes Shire; one that focuses on residential and employment lands as well as new opportunities for the smaller settlements in the Shire.



The key themes for the Parkes LSPS are:

Connecting the central west to the world.

Supporting our needs.

Preserving what's important.

Accommodating residential growth and development.

Growing the economy.

INTRODUCTION

All Council's in NSW are required to prepare a Local Strategic Planning Statement (LSPS) to provide a link between the priorities identified in their relevant Regional Plan, Community Strategic Plan, Local Environmental Plan and Development Control Plan. The Parkes LSPS is therefore required to translate the vision and priorities expressed in all these planning policies into specific land-use planning actions for the Shire.

Parkes Shire Council embraces the need for the Parkes LSPS, especially in light of recent important announcements on national-scale infrastructure and development projects in the Shire (e.g. \$9.4B Inland Rail Project, \$168M Newell Highway Upgrade and \$270M Northparkes Mines Expansion) that will all need to be carefully planned and managed to create a strong and healthy environment for wider business community and residents in the region. As identified in the Parkes Shire Community Strategic Plan, the vision for the Parkes Shire is that it will be:

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

Based on the regional priorities (see Central West and Orana Regional Plan) as well as the local planning context (see Parkes Local Environmental Plan 2012 and the Parkes Shire Development Control Plan 2013), the draft Parkes LSPS establishes a new 20 year vision (2041) for land-use planning in the Parkes Shire.

The Parkes LSPS generally aims to:

Create a 20 year land-use vision for the Parkes Shire.

Identify and give effect to the directions of the Central West and Orana Regional Plan.

Document the ways Parkes Shire is taking advantage of increasing levels of connectivity and access to global markets, new information technology, new business models and products, freight logistics, value add industries, entrepreneurship and self-employment.

Document the main land-use planning actions required to optimally position Parkes Shire for growth and lifestyle.

Identify and manage the important cultural, biodiversity and special character attributes of the Parkes Shire.

Implement the new Strategic Led Planning Framework being advocated by all tiers of government under a new Parkes Local Environmental Plan and associated Development Control Plan to guide future investment in the Parkes Shire.

Ensure all residents and visitors have access to the many services available in the Parkes Shire.

The Parkes LSPS outlines how growth and change will be managed into the future whilst maintaining and enhancing our strong and diverse economy, areas of environmental and heritage value and the country lifestyle and character that is Parkes Shire. It also identifies a number of important planning priorities to achieve the community's vision for the Shire, in response to three possible development / growth scenarios:

1. Low Development / Growth Scenario

2. Moderate Development / Growth Scenario

3. High Development / Growth Scenario

Planning for all likely scenarios will ensure the interests of all residents and businesses are considered in guiding the next phases of Parkes' development.

OUR POLICY CONTEXT

Regional Planning Context

The Central West and Orana Regional Plan (CWORP) sets out the strategic land-use planning direction for the region over the next 20 years. The plan estimates that by 2036, the region's population would increase to 308,950, which accounts for 23,450 additional persons living in the region. The following goals are set in the CWORP to achieve the vision for the region:

- 1. The most diverse regional economy in NSW.**
- 2. A stronger, healthier environment and diverse heritage.**
- 3. Quality freight, transport and infrastructure networks.**
- 4. Dynamic, vibrant and health communities.**

These goals are supported by 29 strategic directions in the CWORP, and Councils are being asked to undertake further investigations in their LSPS work on how each Local Government Area will achieve their regional priorities. The regional priorities for the Parkes Shire are:

Develop Parkes as a National Logistics Hub, with supporting infrastructure including roads, rail and air linking Parkes to capital cities and ports.

Develop Parkes Regional Airport as an air freight hub.

Work with the Australian Government and local councils as the Melbourne to Brisbane Inland Rail progresses.

Ensure adequate supply of residential, industrial and commercial land.

Diversify the local economy by supporting new industry development and opportunities in agriculture, value-added manufacturing and the mining and resources sector.

Improve telecommunications infrastructure, including high-speed internet connectivity.

Facilitate the growth of local communities through cultural and socially supportive infrastructure.

Develop and support the visitor economy and implement the objectives of the Destination Management Plan.

Local Planning Context

The Parkes LSPS has been prepared in accordance with Section 3.9 of the NSW Environmental Planning and Assessment Act 1979, which requires local strategic planning statements to include / identify the following:

The basis for strategic planning in the area, having regard to economic, social and environmental matters.

The planning priorities for the area, consistent with any strategic plan applying to the area and any applicable community strategic plan under Section 402 of the NSW Local Government Act 1993.

The actions required for achieving those planning priorities.

The basis on which Council is to monitor and report on the implementation of those actions.

The Parkes LSPS has regard to the Central West and Orana Regional Plan 2036, the Parkes Shire Community Strategic Plan 2030, the Parkes Local Environmental Plan 2012 and the Parkes Shire Development Control Plan 2013. The draft Parkes National Logistics Hub Special Activation Precinct Master Plan has also been taken into consideration in preparing the Parkes LSPS.



ABOUT US

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OUR CONVERSATIONS

The land-use planning priorities and actions in the Parkes LSPS support the vision identified in the Parkes Shire Community Strategic Plan 2030 and its eight key future directions, being:

- [1. Develop lifelong learning opportunities.](#)
- [2. Improve health and wellbeing.](#)
- [3. Promote, support and grow our communities.](#)
- [4. Grow and diversify the economic base.](#)
- [5. Develop Parkes as a National Logistics Hub.](#)
- [6. Enhance recreation and culture.](#)
- [7. Care for the environment in a changing climate.](#)
- [8. Maintain and improve the Shire assets and infrastructure.](#)

The Parkes LSPS adopts the following themes that are consistent with the delivery of these future directions:

[Connecting the central west to the world.](#)

[Supporting our needs.](#)

[Preserving what's important.](#)

[Accommodating residential growth and development.](#)

[Growing the economy.](#)

Further community consultation will be carried out in 2020, as a consequence of the review of Council's Integrated Planning and Reporting Framework and public exhibition of the Parkes LSPS. These engagement phases with the community will help to inform the finalisation of a new Community Strategic Plan and Local Strategic Planning Statement for the Parkes Shire.

OUR PLACE IN THE CENTRAL WEST

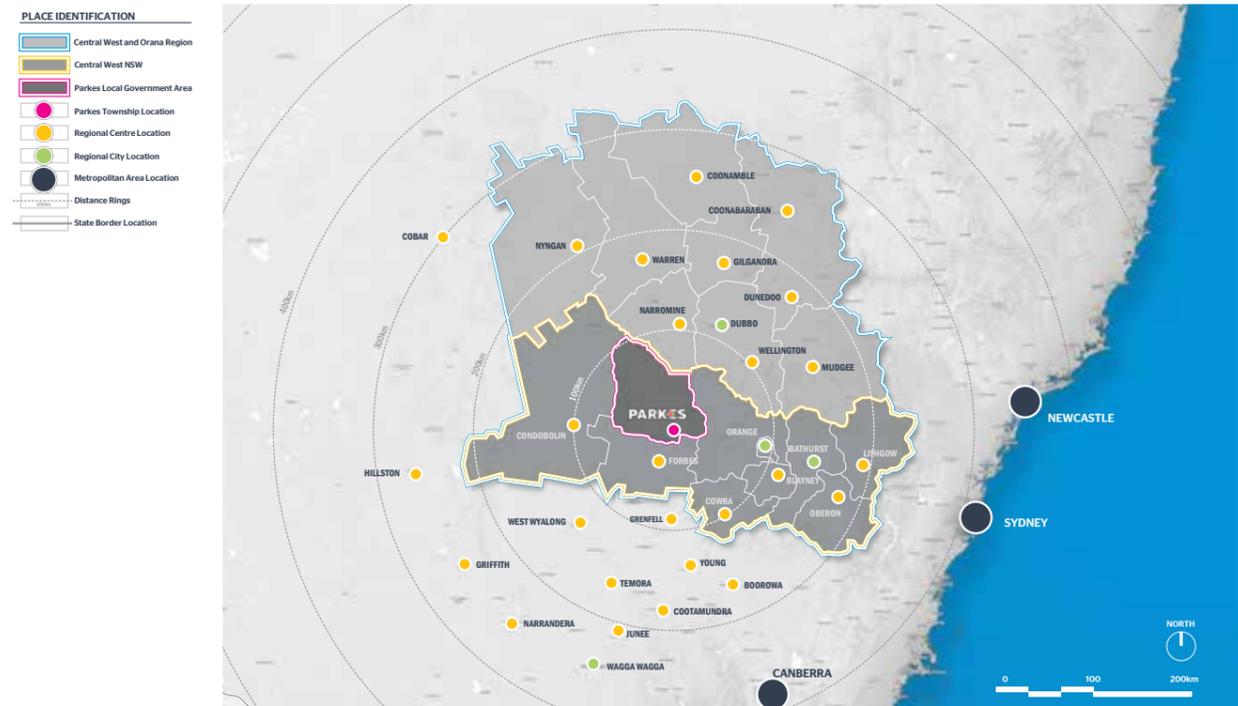
The Parkes Shire is a thriving region that is located in the Central West of NSW. The Shire covers an area of 5,958 square kilometres and neighbours the Cabonne, Forbes, Lachlan and Narromine Local Government Areas.

Parkes Shire continues to benefit from its connections to Sydney, Canberra and other regional centres such as Bathurst, Condobolin, Cowra, Dubbo, Forbes and Orange, in which people regularly travel to access medical services, shopping, education, sports and entertainment.

Parkes and Forbes are located less than 30 kilometres apart via the Newell Highway. Parkes and Forbes are identified as a twin centre in

the Central West and Orana Regional Plan as the towns provide a number of coordinated services and facilities in health care, emergency services and education. The Parkes Regional Airport provides daily passenger flights to Sydney and services the communities in Parkes, Forbes and Lachlan Shires.

The location of Parkes is unique in that it is at the cross roads of the national rail network, which links to all capital cities in Australia. Nowhere else in Australia do so many national railways converge and redistribute to the farthest reaches of our continent.



OUR COMMUNITY

In 2016, Parkes Shire had a population of 14,608 people, with over 9,964 people living in the town of Parkes. Within the Shire are the towns of Alectown, Bogan Gate, Cookamidgera, Parkes, Peak Hill, Trundle and Tullamore. Many people also live on agricultural properties of varying sizes.

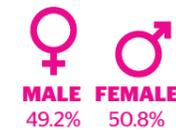
The Parkes Shire has a relatively stable population, with growth mainly occurring in the Parkes township. Other towns are experiencing static or declining populations, largely due to younger residents moving to larger centres for education, employment and lifestyle opportunities. An ageing population and external migration of younger people continues to pose challenges for the long-term sustainability of diversity in the Parkes Shire population.

Analysis of the five year age groups of Parkes Shire in 2016 compared to Regional NSW shows that there are a higher proportion of people in the younger age groups (under 15) and a lower proportion of people in the older age groups (65+).

The majority of people living in the Parkes Shire indicate that they have Australian or English ancestry, followed closely by Irish, Scottish and German and 88.5% of people being able to speak English only. When compared to the rest of NSW, the Parkes Shire has a higher percentage of the population with Aboriginal or Torres Strait Islander origins.

Almost a quarter of the population aged over 15 years hold a vocational qualification; however, only 9.4% hold a Bachelor or Higher Degree. The unemployment rate in the Parkes Shire is 5.94%, which is also higher than the NSW average of 4.5%. Parkes residents have a lower median weekly household income than the NSW average and less access to public transport, education and health care services than other areas of the State.

Parkes has a stable population with 76.2% of the population who completed the census in 2016 reported having the same address a year ago. Approximately 6,780 dwellings exist in the Parkes Shire, with an average of 2.4 people per household. Over half of all households are made up of people living alone or as a couple.



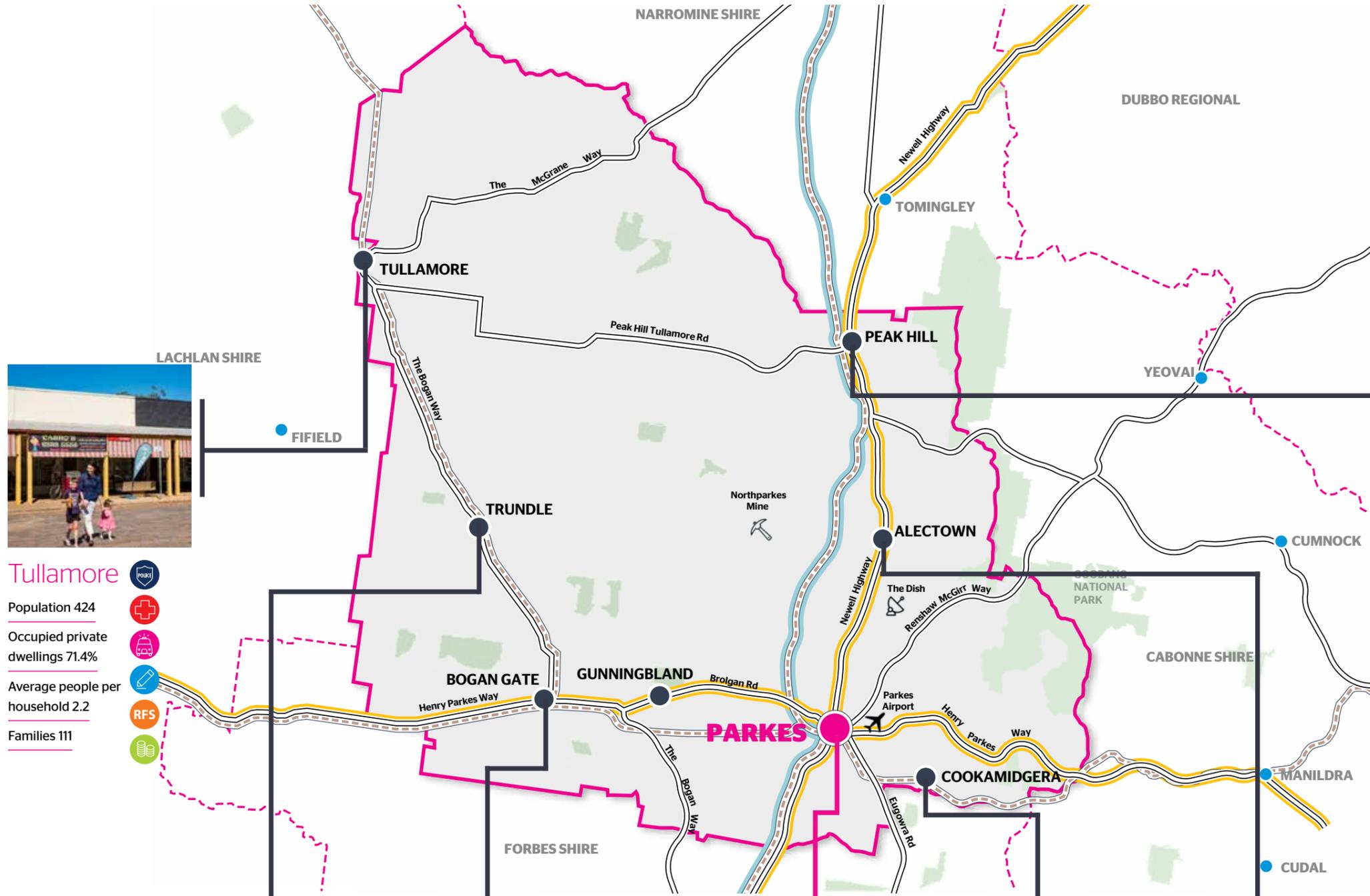
TRANSPORT

- NSW Main Road Network
Source nationalmap.gov.au
- NSW Main Rail Network
Source nationalmap.gov.au
- Key Rail Freight Route
Source nationalmap.gov.au
- Key Road Freight Route
Source nationalmap.gov.au

LAND-USE

- Parkes Local Government Area
- Parkes Township Location
- Parkes Village Location
- Neighbouring centre location
- National Park / Forests
- Northparkes Mine
- Parkes Regional Airport
- The Dish

- Police
- Medical services
- Ambulance
- Schools
- Rural Fire Service
- Fire Station
- Commercial Activity



Tullamore

- Population 424
- Occupied private dwellings 71.4%
- Average people per household 2.2
- Families 111

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Trundle

- Population 687
- Occupied private dwellings 75.9%
- Average people per household 2.2
- Families 173

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Bogan Gate

- Population 289
- Occupied private dwellings 79.8%
- Average people per household 2.5
- Families 66

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Parkes

- Population 11408
- Occupied private dwellings 87.9%
- Average people per household 2.5
- Families 2865

-
-
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-
-
-
-



Cookamidgera

- Population 164
- Occupied private dwellings 90.6%
- Average people per household 2.3
- Families 66



Alectown

- Population 168
- Occupied private dwellings 77.6%
- Average people per household 2.3
- Families 50

-



Peak Hill

- Population 1106
- Occupied private dwellings 81.7%
- Average people per household 2.1

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OUR ENVIRONMENT

The Parkes Shire was originally vegetated with a mix of box-gum woodlands and grassy woodlands that varied in response to topography, soil types, water availability and fire, as well as other natural and human interactions. Today, the Shire comprises a mix of rural enterprises, urban settlements, National Parks, State Forests and Crown Reserves.

A closer examination of key environmental issues is as follows:

Biodiversity

Extensive clearing for agriculture, settlements and infrastructure has occurred since European settlement, with around 95% of the Shire having been modified for these types of purposes. Now only 4.2% of the Shire contains significant areas of remnant vegetation, which provides habitat for a variety of insects, birds, reptiles and mammals. Unfortunately many flora and fauna species have been introduced to the area and successfully compete with native species as well as create other environmental problems. Most native species in Parkes Shire are vulnerable to endangerment, and a great deal of environmental planning and management work continues to be invested by government agencies and private landowners to minimise impacts on threatened or endangered species.

Despite all these challenges, Parkes Shire still has large pockets of native bushland that support reasonably healthy populations of native plants and animals. The Goobang National Park is located on the eastern border of the Shire and covers an area of 42,080 hectares, making it one of the largest areas of natural vegetation in Central Western NSW. There are 15 State Forests within the Shire and remnant vegetation exists within farms and along many road corridors and travelling stock reserves. All these areas of remnant vegetation provide important biodiversity and habitat for native species, including a wide variety of invertebrates, reptiles, amphibians, fish, birds and mammals.

Water

Undulating topography within the Parkes Shire separates the catchments of the Bogan River along the northern boundary of the Shire and Lachlan River to the south. Both river systems form major tributaries of the Murray-Darling river system. The Lachlan River is particularly important to the sustainable growth of Parkes Shire, providing the mainstay of water supply for mining, agriculture, industry and potable drinking water purposes. Lake Endeavour, Bumberry Dam and Beargamil Dam located east of Parkes are at the top reaches of the Lachlan River catchment and provide important permanent water environments for native flora and fauna as well as alternative water supply for the Parkes / Peak Hill Water Supply Scheme.

Natural Resources

Mining of natural resources continues to play a significant role in the economy, with the Northparkes Mines operating a large copper and gold mining operation in the rural area of Goonumbla, north-west of Parkes. There are still large sources of ore bearing precious metals (gold, copper, iron ore, nickel, cobalt and platinum) in the Shire, as well as industrial minerals such as limestone. The locations of mineral deposits of extractive potential are widespread and it remains essential that the balance of non-urban land in the Shire is protected from development that may pose a constraint to future exploration and mining.

Renewables

The push for renewables provides new opportunities in the Parkes Shire, largely due to ready access to solar power and connections into the National Electricity Grid and town supplies. Dispersed settlement patterns in some rural areas also provides potential for more intensive agriculture, value-add agriculture as well as circular economy / renewables based industries.



OUR ECONOMY

Parkes Shire today has a strong and diverse economy with a gross regional product of close to \$1B annually.

Agriculture is a vital industry for the Shire, providing significant value to the economy as well as being a major employer. In 2018 there were 560 total registered businesses in the Parkes Shire, with agriculture making up over 40% of the total businesses. Mining, manufacturing and transport also make strong contributions to the economy. Over 200 sporting and community events and celebrations (Parkes Elvis Festival, ABBA Festival, Astrofest and the Parkes Picnic Races) support a range of local businesses and develop social capital in the shire. All these sectors are supported by a vibrant commercial centre at Parkes and significant public sector presence.

The Melbourne to Brisbane Inland Railway project, Parkes Newell Highway Upgrade, expansion of the Parkes National Logistics Hub



Special Activation Precinct and proposed mining developments at Northparkes Mine and the Clean TeQ Sunrise mine are major projects that have potential to generate significant economic growth and employment population in the Parkes Shire and surrounding region.

The strategic importance of Parkes to national transport corridors will be magnified over the next decade as the new Inland Railway is developed between Melbourne and Brisbane, via Parkes. Once the Inland Railway is constructed, Parkes will become the major intersection of north-south and east-west freight train movements in Australia.

Due to continued strong demands for our agricultural, mining and manufactured products and connections to national road and rail corridors, there is great potential for Parkes to play a more important role in Australia's economic performance and growth over the next 20 years.

A closer examination of key future economic drivers is as follows:



Agriculture

Agriculture is a significant industry in the Parkes Shire, contributing over \$170M to the economy.

The majority of land in the Parkes Shire (89%) is zoned RU1 Primary Production and is used for a variety of agricultural, mining, forestry,

recreation and tourism pursuits. This primary production base is well preserved, with relatively few land-uses occurring in the RU1 Primary Production zone that do not support zone objectives as documented in the Parkes Local Environmental Plan 2012. A 400 hectare minimum lot size associated with dwelling occupation has been administered for many years, with the exception of dwellings on existing holdings (as determined by pre-1990 landownership) and limited concessional lot subdivisions. Farm occupancy is currently provided through the following housing options:

New dwellings on existing holdings or concessional lots.

Continued occupation of existing dwellings.

Replacement dwelling construction.

Rural workers housing, dual occupancies (attached) and secondary dwellings.

Farming in the Parkes Shire has largely remained unchanged since the 20th Century, with broad acre cropping and stock grazing dominant throughout the Shire. A lack of consistent water supply for more intensive agriculture has curbed the ability of local farmers to diversify into horticulture, viticulture and most value-add agricultural industries. Scientific and technical advances have helped place Parkes Shire farmers at the forefront of efficiency and productivity.

Solar farming is a growth industry in Parkes Shire.

Due to modern mining practices and commitments to environmental sustainability in mining such as displayed at the Northparkes Mines, the impacts on rural lands and agricultural land-uses have been minimal and largely beneficial in Parkes Shire.



Mining

Mining plays an important role in the rural areas of the Parkes Shire, with a large copper and gold mining operation in the rural area of Goonumbla, north-west of Parkes.

Northparkes Mines is a large copper and gold mining operation located

27 kilometres north-west of Parkes, which commenced operations in 1993. Northparkes is a joint venture between China Molybdenum Co Ltd (CMOC) (80%) and the Sumitomo Groups (20%). Northparkes mine has approved development consent until 2032, however the mining companies envision there may be a century of mining at Northparkes due to the extensive reserves of ore in the area.

In January 2019, CMOC and Sumitomo announced the final approval of a new block cave mine at Northparkes Mines called E26 Lift 1 North (E26L1N). The investment will be more than \$200M over a three and half year period, with construction already commenced and full production expected in mid-2022. This project will produce approximately 40Mt of ore over a 10 year period. In April 2019, CMOC and Sumitomo also announced the final approval of an Expansion Project at CMOC-Northparkes Mines. The investment will be \$72M spread over two years, which includes a range of upgrades to underground mining, ore processing and infrastructure facilities to enable an increase in throughput capacity from 6.4Mtpa to 7.6Mtpa. Engineering work has already commenced, with the main construction activities scheduled to commence in late 2019.

Clean TeQ Holdings Limited also has been granted consent from the NSW Department of Planning, Industry, and Environment (DPIE) to develop a world-class Nickel Cobalt Scandium Project near Fifield, west of Parkes Shire. The Syerston deposit is one of the largest and highest grade undeveloped nickel and cobalt resources outside Africa and contains the world's largest and highest grade scandium resource. The mine has the potential to generate significant economic growth and employment population in the Parkes Shire and surrounding region. The main project office for the mine has already located in Parkes.

All these new mining and expansion projects are expected to generate new employment opportunities and result in short to medium term growth prospects in Parkes, Peak Hill and Trundle.



Inland Rail

The Inland Railway is the largest freight rail infrastructure project in Australia. It is a once-in-a-generation project connecting regional Australia to domestic and international markets. It will complete the 'spine' of the national freight network between Melbourne and Brisbane via regional Victoria,

NSW and Queensland. Works have commenced at Parkes, and the project is expected to be operational in 2024-2025.

Parkes sits at the centre of the Perth-to-Sydney and planned Melbourne-to-Brisbane lines. This intersection of transcontinental railways provides new opportunities for the freight industry sector as well as other businesses that benefit from being close to road and rail infrastructure.

The NSW Government is using some of the funds from the sale of its share of the Snowy Hydro Scheme to develop the Parkes National Logistics Hub Special Activation Precinct, which will rely heavily on the Inland Rail. This investment will encourage a wide range of businesses to locate at the Hub, including freight logistics, warehousing, manufacturing and value-add agriculture processing as well as renewables and circular economy based industries.

Inland Rail is the catalyst, and will transform freight movement in Australia and create investment opportunities in Parkes and the surrounding region.



Parkes Bypass

The Newell Highway running through Parkes and Peak Hill is the longest national highway in NSW that provides vital linkages between Victoria, NSW and Queensland.

Parkes is the second largest population centre on the Newell Highway, with Dubbo being the largest settlement. The Newell Highway through Parkes currently runs along Bogan Street and causes considerable disruption for local and highway traffic needing to travel through and across town. The railway level crossing at Parkes also causes delays for Newell Highway Traffic when trains travel through town.

In 2019 the NSW Roads and Maritime Services released the proposed concept design and Review of Environmental Factors for 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.

The Parkes Bypass will generate significant short term employment opportunities at construction stage. Longer term business / employment opportunities could be derived from the planning and location of new highway services and land-uses that benefit from locating close to highway traffic. Determining the appropriate location(s) for highway related land-uses are key issues for future Transport and Land-use Strategies.



Parkes National Logistics Hub

In July 2018, the NSW Government announced Parkes as the first investigation area for the establishment of a Special Activation Precinct (SAP). The idea of the SAP is to improve government coordination of land-use planning,

infrastructure planning and investment and, if necessary, land acquisition to activate economic development and jobs creation at a State significant level.

With support from the State government's SAP investment, the Parkes National Logistics Hub (SAP) is being designed to attract new private sector businesses and investment to the Shire. Key elements include:

Investment in infrastructure.

Faster and easier planning processes.

Government-led development in some locations.

Coordinated land-use and infrastructure planning.

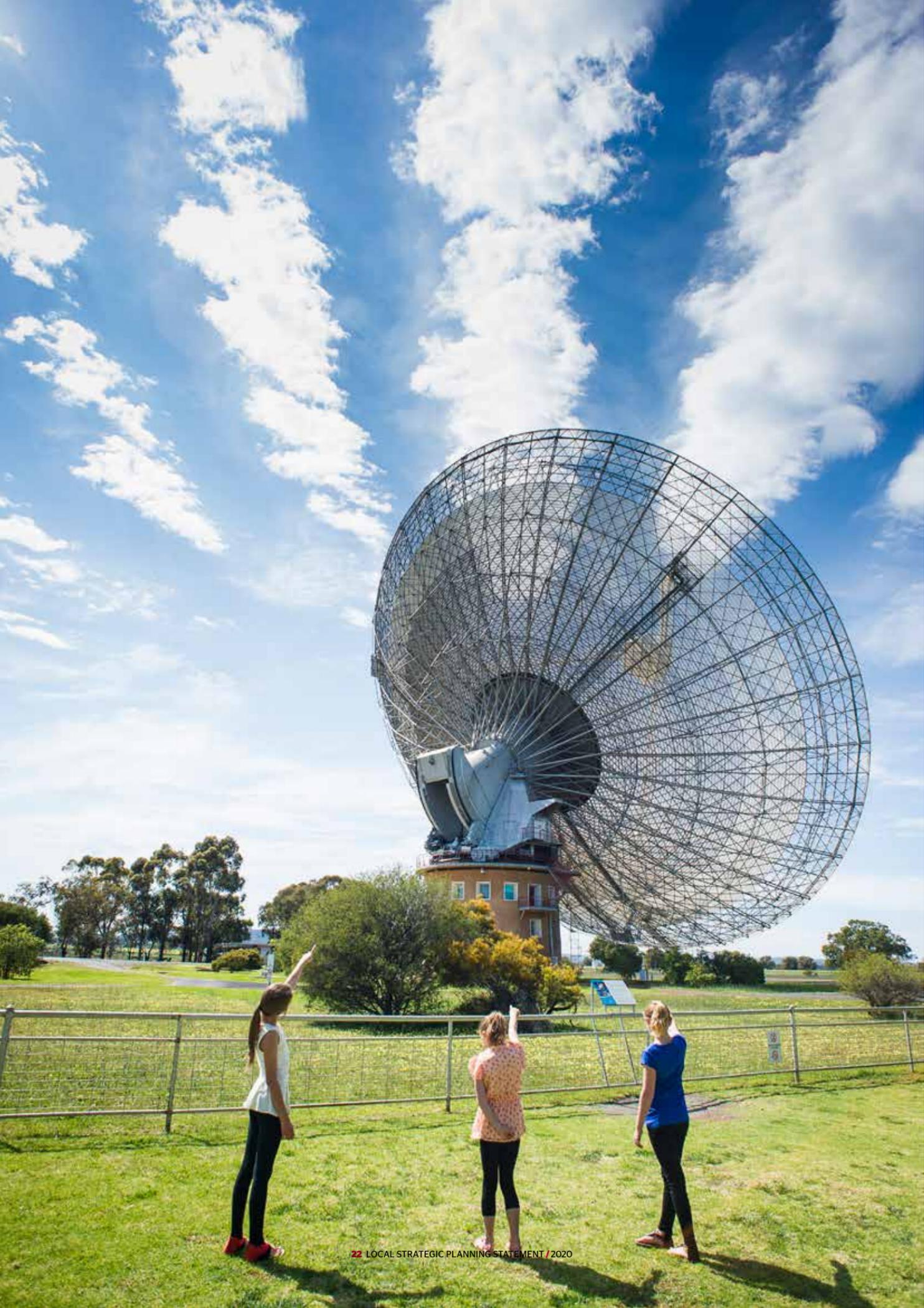
Business concierge services to help businesses start up at the Parkes National Logistics Hub, including grants and interest-free loans for eligible businesses under a Regional Investment Attraction Package.

The local produce of Central West NSW is clean, green and safe - however, it could be delivered around Australia and the world more efficiently. The Parkes National Logistics Hub provides an opportunity for producers to access new markets, enterprises and connections with efficient transport networks at a national and international level.

The Parkes National Logistics Hub has potential to accommodate new industries that value-add agricultural products, derived from the region's strong primary production base. This could include value-adding of protein, grain, rice, fruit, vegetables and oil based products into packaged / canned goods. It could also evolve into mining ore processing and refining, recycling facilities and other manufacturing industries. All these activities could be undertaken more efficiently at Parkes due to the ease that will be derived from improved transport logistics to national and international markets.

The development of the Parkes National Logistics Hub also has the potential to foster new industries that recycle, reprocess, remanufacture and reuse materials back into the economy. The new and exciting business concepts relating to a 'circular economy' are being planned for the Parkes National Logistics Hub.

It is these higher order processing and manufacturing industries that could drive significant population growth at Parkes, as well as support moderate growth in Forbes and other outlying centres.



Visitor Economy

The Parkes Shire has a strong and diverse visitor economy which is currently underpinned by the following:

Newell Highway travellers.

Attractions - the Parkes CSIRO Radio Telescope "the Dish",

Peak Hill Open Cut Experience, Goobang National Park.

Festivals - the Parkes Elvis Festival, Trundle Abba Festival.

Events - the Parkes Picnic Races, Tundle Bush Tucker Day, local markets, sports tourism.

While there is strong demand for hotel accommodation in Parkes and Peak Hill, a high quality tourism accommodation market does not exist in the Shire. With the development of the Parkes National Logistics Hub, mining projects and transport improvements in the region, the demand for a wider mix of accommodation services, including 4 Star Motels, serviced apartments and bed and breakfast style accommodation will grow. Farmers investigating ways to diversify their income streams from farm stays may also provide accommodation services in the Shire.

The towns of Trundle and Tullamore are starting to benefit from 'driving tourism'. It is important that facilities for the travelling public, whether it be short term accommodation, long vehicle parking, RV dump points and fuel and food supplies are available to encourage these types of visitors.



Parkes Regional Airport

The Parkes Regional Airport is located five kilometres east of Parkes off the Henry Parkes Way. The airport is serviced by Regional Express (REX) which provides daily passenger services between Parkes and Sydney. The airport supports

Parkes, Forbes and Lachlan Shires as the main passenger terminal in the region. A new terminal at Parkes Regional Airport was built in 2016 and provides comfortable facilities and improved baggage handling for REX's 35,000 passengers annually.

Council has developed the Parkes Regional Airport Masterplan to facilitate investment at a new business park adjoining the airport. Over the past four years, Council has undertaken a \$10M redevelopment of the Parkes Regional Airport precinct which has included:

Installation of new runway lighting including Precision Approach Path Indicator and Runway Threshold Lighting.

Upgraded terminal facilities, including security readiness and NBN broadband installation.

Augmentation of potable water supplies.

Additional car parking.

Upgrades to the Parkes Aero Club.

New entry treatment and widening of entry road.

Subdivision (stage 1).

Upgrade taxiway.

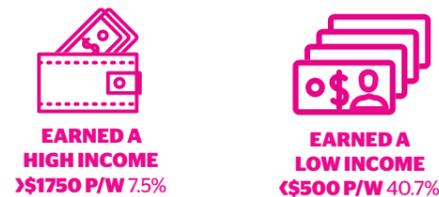
OUR WORK PROSPECTS

There are significant skills gaps in the local workforce, including a lack of higher-order skilled industries in the professional, administrative and technical based industries. Training, education and skill building is limited due to the general absence of tertiary and trade training institutions in the Shire. Lack of public transport options and high quality urban services and spaces to attract skilled professionals are also issues for this growing regional centre.

IN 2016 % OF POPULATION WERE EMPLOYED IN THE FOLLOWING INDUSTRY:



IN 2016 % OF POPULATION HAD FOLLOWING OCCUPATION:



OUR MOVEMENT OPTIONS

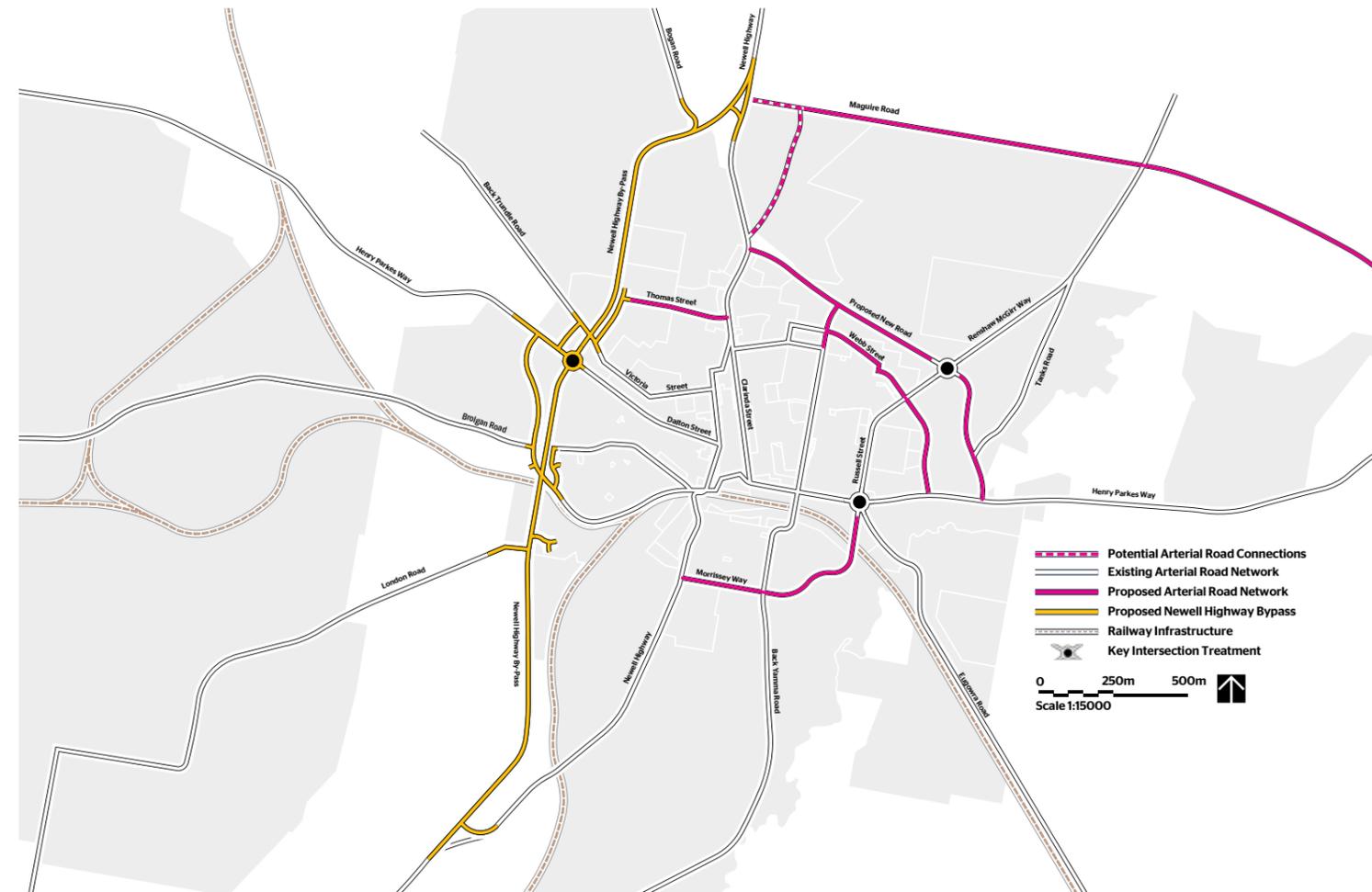
Roads continue to be a primary focus of Parkes Shire Council. The Shire has approximately 2,000 kilometres of roads that have a replacement value of over \$412M. Council continues to be challenged by the limited funding available from Federal, State and local sources to properly maintain the road network. Funding is also crucial to implementing key actions of the TfNSW Future Transport 2056 and NSW Freight and Ports Plan 2018-2023. Strategies to maintain / upgrade roads linking townships are continually being refined by the State Government and Council as a means of driving greater efficiencies in the movement of freight, as well as to achieve local road safety, social equity and amenity improvements.

Establishing the right environment to support the Parkes National Logistics Hub is a key objective for both State Government and Parkes Shire Council. The Newell Highway Upgrade at Parkes and the Inland Railway linking Brisbane and Melbourne are national-scale

infrastructure projects that will provide significant stimulus to the transport and freight logistics sectors.

Lack of public transport options in the Parkes Shire continues to impact the community. There are very limited cheap public transport options for residents in the smaller outlying towns to access Parkes and other larger centres for shopping, medical services and employment. Parkes residents also suffer from limited public transport options around town as well as to larger regional cities for medical or other reasons.

Active transport (walking and cycling) is a new transport planning focus, which also helps improve health and wellbeing, social capital and economic development through tourism and events for visitors seeking active holidays.



OUR SUPPORT NETWORKS

Parkes Shire Council is the water supply authority in the Parkes Shire. Council owns and operates two separate water supply schemes - the Parkes / Peak Hill Water Supply Scheme and the Forbes to Tottenham Water Supply Scheme (B-Section Pipeline). Council also manages separate reticulated sewerage systems and treatment plants at Parkes, Peak Hill, Trundle and Tullamore.

Major upgrades to the Parkes / Peak Hill Water Supply Scheme have recently been completed by Council to supply filtered water to consumers which meets Australian Drinking Water Guidelines on a continuous basis. These works included upgrading of the following:

- [Lake Endeavour Dam Upgrade \(2016\).](#)
- [Parkes Sewage Treatment Plant \(2017\).](#)
- [Parkes Water Treatment Plant \(2018\).](#)
- [Recycled Water Ring Main \(2019\).](#)

Parkes now has capacity to accommodate an additional 3,000 people without requiring significant upgrades to the Parkes Water Treatment Plant and Sewerage Treatment Plant.

The Forbes to Tottenham Water Supply Scheme remains a challenge for Forbes, Lachlan and Parkes Shire Council's. Problems with water main breaks and limited water reservoir capacity at towns along the B-Section Pipeline, continues to pose short term water security issues at Bogan Gate, Trundle, Tullamore and Tottenham. The long distances between the water treatment system at Forbes and the consumer towns means that water quality can also be an issue.

Parkes Shire Council is undertaking a new Integrated Water Cycle Management Plan (IWCMP) to increase drought resilience in the region. Possible new projects include Centroc Water Grid (linking Forbes / Parkes (Lachlan River) water supplies to Gooloogong (Belubula River) water supply system. Increasing the capacity of the bulk supply pipelines servicing the Parkes / Peak Hill Water Supply System is also being investigated.

Council also provides waste collection and management services throughout the Shire as well as maintains parklands and sporting grounds.

Infrastructure such as electricity, gas and telecommunications services are provided by other service providers.

OUR GROWING POPULATION

Parkes Shire is at a transformational point in its development.

The Inland Railway, Parkes Bypass and announcements of new mining and industry developments in the Shire have potential to generate considerable economic activity and jobs in the region.

Until projects become even more certain, particularly the private sector's response to government investment in the Parkes National Logistics Hub Special Activation Precinct, it is difficult to accurately predict future population growth in the Parkes Shire.

Population growth projections are important in making sure urban land is released and infrastructure and services are provided in a timely manner. Failure to deliver on these fundamental planning objectives can lead to land availability / affordability issues and the lag of essential services and their associated impacts on residents and businesses.

The Astrolabe Group has been engaged by Council to identify key population factors in Parkes Shire that need to be considered for

strategic land use planning. To plan for future growth in the current Parkes context, three possible development / growth scenarios are being considered, as follows:

1. Low Development / Growth Scenario.

2. Moderate Development / Growth Scenario.

3. High Development / Growth Scenario.

These scenarios are the usually resident population, and exclude those people who may be fly-in / fly-out workers or short-term contractors. There is much more limited data about temporary workers so other measures are used to look at this workforce. These scenarios are based on different levels of internal migration for Parkes.

These projections are used to identify any additional land-uses / infrastructure that need to be provided by 2041. They allow us to track actual population growth against each scenario, allowing an appropriate housing response in light of this growth. A closer examination of these development / growth scenarios is provided on the following pages.



Low Development / Growth Scenario

In 2016 the DPIE produced population projections for the Parkes Shire to 2036. The projections predicted a small population increase of 0.5% over the period 2016-2036. This projection represents a growth scenario based on no change to the population drivers of births, deaths and migration.

Astrolabe has refined the low development / growth scenario, based on little change to overall migration levels but a lower propensity for out-migration assuming development will attract some people to stay. This would see Parkes retain a stable population to 2041. Decline in populations would continue within the smaller settlements in the Shire. There would be little change projected in the working age populations under, but there would be a decline in the size of the labour force because of population ageing. There would be some changes to the age profile, with fewer young people and more older people.

The table below summarises the low development / growth scenario for Parkes Shire:

LOW DEVELOPMENT / GROWTH SCENARIO - POPULATION PROJECTION			
Current Population	Growth Rate 2020-41	Project Population 2041	Population Change (actual numbers)
14,894	0.25%	14,961	67 additional residents

The table below shows residential land zoning requirements for Parkes Shire:

LOW DEVELOPMENT / GROWTH SCENARIO - REQUIRED RESIDENTIAL LAND (HA)	
New Households	306
Based on household 10 lots per Ha	30 Ha
10% Rolling Reserve	0.30 Ha
Total Residential Zoned Land Required	30.30Ha
Undeveloped Land Already Zoned Residential	55 Ha
Required Zone (Total)	0

Based on the low development / growth scenario there is no requirement for additional zoned urban land-uses, or major upgrades to key infrastructure and services. The projections take into account changing age structure and the smaller household size at older ages. Parkes is likely to see large numbers of temporary workers, which will place a different level of demand on housing, including rental stock and tourist accommodation in Parkes and nearby townships.



Moderate Development / Growth Scenario

A moderate development / growth scenario has been developed that takes into consideration the employment generating effects on population from major construction projects, such as the Inland Rail Project, Newell Highway upgrade at Parkes, Northparkes Mines expansion and their associated spin-off effects on other new employment generating businesses.

Astrolabe forecast a moderate population increase of 8%, based on all of the above variables and small changes to overall migration levels or birth and death rates, which would see population growth in the order of 16,141 by 2041. Astrolabe advise there are two aspects of migration that influence population change over time; the volume of people moving in and out of an area and the age that people are likely to make that move. The population projections presented in this report, include assumptions about both volume and the age people are likely to move.

Under the moderate development / growth scenario there would be an increase in the size of the labour force because of in-migration of workers. There would be some changes to the age profile, with slightly more young people staying in the area and more working aged adults (some with families) residing in the area (both temporarily and permanently). A high proportion of older permanent residents would still exist in the Shire.

The table below summarises the moderation development / growth scenario:

MODERATE DEVELOPMENT / GROWTH SCENARIO - POPULATION PROJECTION			
Current Population	Growth Rate 2020-41	Project Population 2041	Population Change (actual numbers)
14,894	8%	16,141	1,247 additional residents

The table below shows residential land zoning requirements for Parkes Shire:

MODERATE DEVELOPMENT / GROWTH SCENARIO - REQUIRED RESIDENTIAL LAND (HA)	
New Households	757
Based on household 10 lots per Ha	76 Ha
10% Rolling Reserve	7.6 Ha
Total Residential Zoned Land Required	83.6 Ha
Undeveloped Land Already Zoned Residential	55 Ha
Required Zone (Total)	28.6 Ha

Based on the moderate development / growth scenario there is a need to rezone some additional residential land at Parkes and surrounding settlements in the Shire. There are no requirements for any other land-use zone changes, given robust supplies of employment lands and open space.

No major upgrades to water and sewerage infrastructure (Parkes-Peak Hill Water Supply System or the Forbes to Tottenham Water Supply System) are required to meet population growth and associated demands. Existing water and sewerage infrastructure capacity may need to be upgraded where identified / funded by new industry demands. Minor upgrades may also be necessary to ensure compliance with Australian Drinking Water Guidelines.

No new sites for new education, health or community facilities are needed under the moderate development / growth scenario. Existing education and medical services may need to be upgraded (where necessary) to provide optimum services and / or comply with best practice guidelines.

This scenario is likely to see continued use of temporary or contract workers during the construction phase and place demand on local accommodation.



High Development / Growth Scenario

A high development / growth scenario has been developed that takes into consideration the employment generating effects on population from the construction and operation of the Inland Railway, Newell Highway Bypass at Parkes, Northparkes mine expansion, Clean TeQ Sunrise Project, several major employment generating industries at the Parkes National Logistics Hub Special Activation Precinct and the associated effects on further business development in the Shire as well as migration levels.

Astrolabe forecast a population increase of 19%, based on all of the above variables and significant changes to overall migration levels, which would see Parkes Shire grow in population to 17,426 by 2041. Under this scenario there would be fewer younger people leaving the area due to improved work, education and lifestyle opportunities. More families would migrate to the area to fill permanent employment positions required by new mines and industries, which would place greater demands on housing, household services, education, health and commercial sectors and all the associated employment benefits for long term growth and development.

The table below summarises the high development / growth scenario:

HIGH DEVELOPMENT / GROWTH SCENARIO - POPULATION PROJECTION			
Current Population	Growth Rate 2020-41	Project Population 2041	Population Change (actual numbers)
14,894	19%	17,764	2,870 additional residents

The table below shows the residential land zoning requirements for Parkes Shire:

HIGH DEVELOPMENT / GROWTH SCENARIO - REQUIRED RESIDENTIAL LAND (HA)	
New Households	1,361
Based on household 10 lots per Ha	136 Ha
10% Rolling Reserve	13.6 Ha
Total Residential Zoned Land Required	149.6 Ha
Undeveloped Land Already Zoned Residential	55 Ha
Required Zone (Total)	94.6

Based on the high development / growth scenario there is a need to rezone additional residential land at Parkes and surrounding settlements in the Shire. No requirements for additional industrial or commercial zoned land is required in Parkes, given robust supplies of employment lands. Industrial rezoning of Village areas may be appropriate in Trundle and Peak Hill. Additional land for open space and recreational facilities may be required, depending on the locations for additional residential zoned land.

Some upgrades to water and sewerage infrastructure would be required to meet industry demands and population growth, including augmentation of reticulated water supply and sewerage to urban zone land and more investigations on water re-use and recycling.

Major augmentation of the water treatment and supply system along the Forbes to Tottenham Water Supply System (B-Section Pipeline) is required, possibly starting with a robust new treatment facility at Forbes capable of consistently supplying potable water to Forbes to Tottenham consumers. Possible connection to the Parkes-Peak Hill Water Supply System and B-Section Pipeline, via the Parkes National Logistics Hub, may be warranted to provide a more robust water supply for urban communities, value-add industries and other manufacturing industries requiring reticulated water supplies.

New education and medical services would also need to be provided, particularly in Parkes.

Even with this projected growth to 2041, there may still be some demand for outside workers during construction because of the nature of population growth is cumulative rather than all at once.



OUR VISION

CONNECTING THE CENTRAL WEST TO THE WORLD

SUPPORTING OUR NEEDS

PRESERVING WHAT'S IMPORTANT

ACCOMMODATING RESIDENTIAL GROWTH AND DEVELOPMENT

GROWING THE ECONOMY

OUR VISION

Australia's prosperity is more connected than ever to developments in the global economy. According to the Australian Trade and Investment Commission, our trade with the world is equivalent to 42% of national GDP. To sustain this performance over such a vast continent requires excellent products and strong international engagement as well as innovation and investment in transport infrastructure.

The freight logistic advantages of Parkes have been widely recognised by all tiers of government as well as private industry stakeholders. The timing is right for Parkes to assume a greater role in the freight logistics sector, as well as explore new opportunities for the agricultural sector to value add their products at the Parkes National Logistics Hub. It should also be feasible to locate other products and industries at the Parkes Hub, especially businesses requiring close networks to national transport corridors, such as centralised freight storages, fertiliser facilities, chemicals and fuel storage, recycling facilities and the like.

The Parkes National Logistics Hub is being developed to enable businesses in the Central West of NSW greater access to National and International Markets for their products. Provided improvements in water security can be achieved, there are a number of industry sectors that should respond positively to these reforms and invest more in expanding domestic and international markets for clean and green products grown in the Central West of NSW.

The vision mapped out in the Parkes Shire Community Strategic Plan remains relevant for the challenges predicted in the draft Parkes LSPS - that 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 following themes will guide the implementation of the Parkes LSPS by identifying land-use, transport and infrastructure planning priorities and actions:

Connecting the Central West to the World.

Supporting Our Needs.

Preserving What's Important.

Accommodating Residential Growth and Development.

Growing the Economy

A closer examination of each theme is provided in subsequent sections of the LSPS.

CONNECTING THE CENTRAL WEST TO THE WORLD

The Central West Region is a major producer and exporter of beef, lamb, grain, dairy, cotton, raw minerals and metals, manufactured foods, beverages and other value-add produce. These products rely on efficient freight and transport networks to move products between producers, markets and ports.

Parke is ideally located to become an Inland (Dry) Port for NSW, providing efficient services for storage and consolidation of goods, maintenance for road or rail cargo carriers and customs clearance services as well as a range of value-adding industries.

Parke has been identified by the NSW State Government as the first official Special Activation Precinct (SAP). The SAP will facilitate the establishment of businesses in Parke that will benefit from being at the centre of a national freight network.

By 2041, the Parkes National Logistics Hub will be a strategic freight and logistics centre which will play an important role in regions' economic performance and growth. The Parkes National Logistics Hub will allow Central West producers to access new markets, enterprises and connections to efficient transport networks, at a national and international level.

Economic growth will be promoted and facilitated by Parkes Shire Council, including continuing investigations and encouragement to connect businesses (large and small) to new market opportunities facilitated through the Parkes National Logistics Hub. Council will continue to work with all tiers of Government, including nearby local government areas, to develop the Parkes National Logistics Hub with all necessary infrastructure and services, with direct links via road, rail and air to all major sea ports.

The following table lists the planning priorities and land use actions that can be achieved to achieve a highly connected region in Central NSW:

Alignment with the Central West and Orana Regional Plan

Direction 18: Improve freight connections to markets and global gateways

Direction 19: Enhance road and rail freight links

Alignment with Parkes Community Strategic Plan

Future Direction 5: Develop Parkes as a national logistics hub

Planning Priorities

Planning Priority 1: Promote and support connectivity between major centres in the Central West and other regional centres and ports in NSW and further afield

Planning Priority 2: Promote and support connectivity to and throughout the Parkes National Logistics Hub Special Activation Precinct

Planning Priority 3: Provide connectivity to towns, primary production lands and other employment generating developments in the Parkes Shire

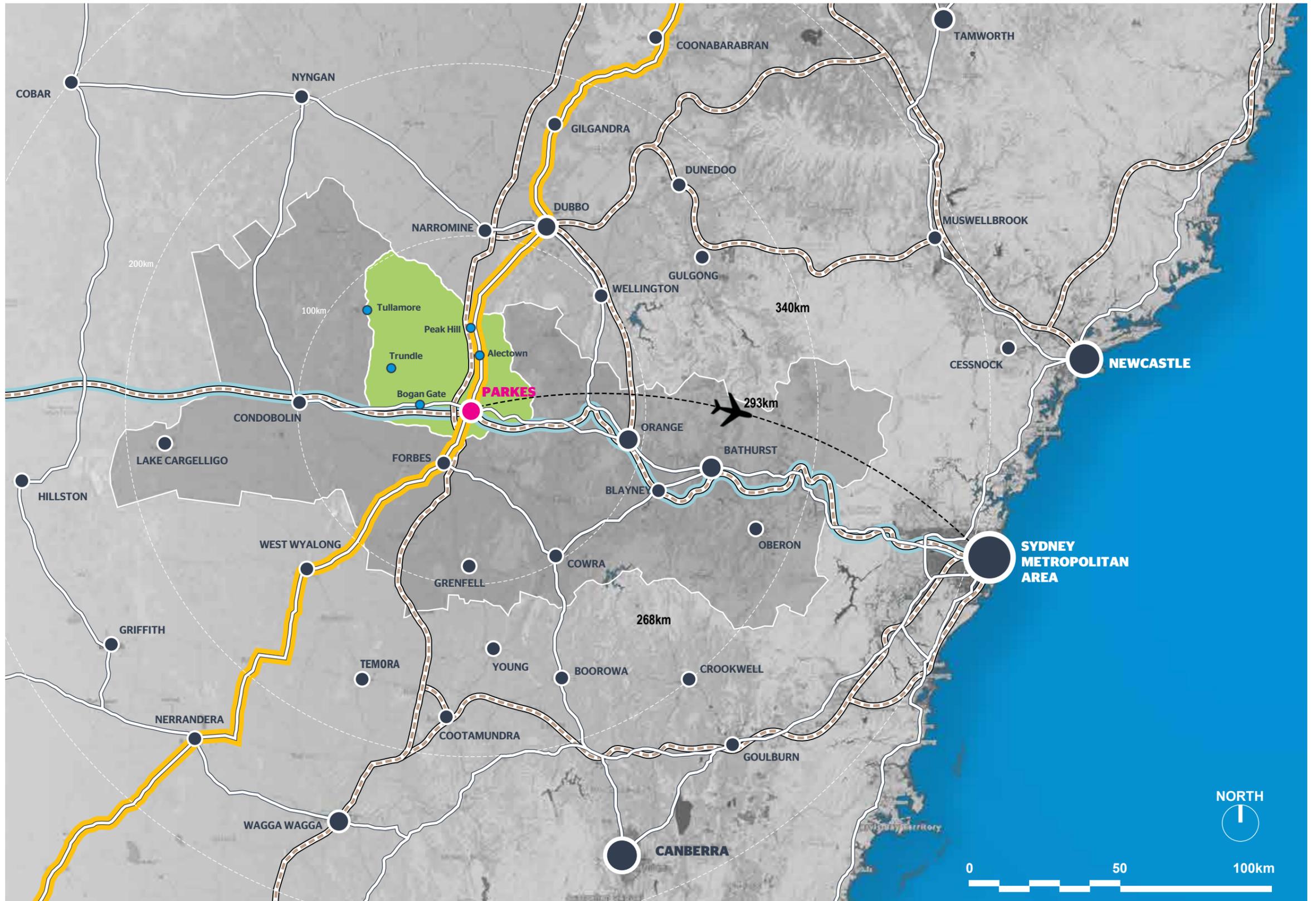
Connect the Central West to the World		TIMEFRAME
Planning Priority 1: Promote and support connectivity between major centres in the Central West and other regional centres and ports in NSW and further afield		
C1	Investigate the optimal location for an air freight facility at Parkes, in order to respond to private sector interests or government authority enquires on such matters.	Medium Term
Planning Priority 2: Promote and support connectivity to and throughout the Parkes National Logistics Hub Special Activation Precinct		
C2	Investigate key freight / transport routes servicing the Parkes National Logistics Hub Special Activation Precinct and other important freight generating developments in the Central West of NSW to ensure a robust classified road network in the area.	Ongoing
C3	Investigate new markets, marketing and communications platforms, business models and other innovations to connect businesses in the Central West of NSW to the Parkes National Logistics Hub Special Activation Precinct and other important value adding industries in the area.	Ongoing
Planning Priority 3: Provide connectivity to towns, primary production lands and other employment generating developments in the Parkes Shire		
C4	Undertake a Traffic and Transport Study to properly inform the Integrated Land Use, Transport and Infrastructure Strategy about the key road infrastructure investments required to provide safe and efficient roads and facilities, with particular focus on the following: <ul style="list-style-type: none"> • Providing key freight transit corridors. • Formalising a Parkes urban area road hierarchy. • Providing road and intersection treatments to ensure safe and efficient movement of trucks, cars, bikes and pedestrians. • Investigating the need for any land-use planning controls to minimise conflict between road operations and sensitive land-uses. 	Medium Term
C5	Review and update the Parkes Local Environmental Plan 2012 to minimise the encroachment of incompatible land-uses along major road and rail corridors.	Short Term
C6	Investigate the relevancy of the existing Parkes National Logistics Hub Buffer (mapped in the Parkes Local Environmental Plan 2012) and update where required to respond to the Parkes National Logistics Hub State Environmental Planning Policy.	Short Term
C7	Investigate gateway / approach routes opportunities to the Parkes Urban Area and Parkes National Logistics Hub Special Activation Precinct from the Newell Highway and other important main roads.	Medium Term
C8	Develop a Future Fleet Strategy for Parkes Shire to guide Council on how best to approach a future fleet that will comprise electric and hydrogen-powered vehicles, as well as connected and autonomous vehicles.	Medium Term
C9	Investigate more flexible and on-demand transport options as part of the Traffic and Transport Study.	Medium Term

TRANSPORT

-  NSW Main Road Network
Source nationalmap.gov.au
-  NSW Main Rail Network
Source nationalmap.gov.au
-  Passenger Rail Service
-  Newell Highway
-  Regional Passenger Flight Connection

LAND-USE

-  Central West New South Wales
-  Parkes Local Government Area
-  Parkes Township Location
-  Parkes Village Location
-  Centre
-  City
-  Metropolitan



SUPPORTING OUR NEEDS

The Parkes Shire community enjoys a country lifestyle that is supported by a robust network of community services and infrastructure. In recent years there has been significant government-led investment in services in the Shire, including a new and improved health services at Parkes Peak Hill and Trundle, a police station at Parkes, major augmentation works to the Parkes Peak Hill Water Supply System, as well as multiple road and rail improvement projects throughout the Shire. In Parkes, the State Government has recently commenced the development of a new fire station and committed to upgrading of the Newell Highway.

To support existing communities and cater for future growth, continued investment in maintaining existing services and infrastructure is required as well as continued planning for new and improved facilities. Funding for new projects continues to be limited, so targeted planning is critical to ensure that new investments provide maximum benefits.

Changes to vehicle movements in and around Parkes are anticipated with the development of the Parkes Bypass to the west of Parkes, the Parkes National Logistics Hub SAP and areas of urban expansion. It is important that east-west connections between the SAP and Parkes are optimised and that new growth areas have logical, well planned connections within a defined urban road hierarchy. Future urban expansion areas will be masterplanned to ensure that connectivity to the existing road network does not create any unnecessary road congestion or adverse traffic impacts. Council will continue to work with Transport NSW to ensure that approach routes to Parkes have appropriate wayfinding and connectivity and that Newell Highway motorists are encouraged to stop in Parkes.

The residents of Parkes Shire are often required to rely on larger regional centres and cities to access essential services such as

specialist medical services. It is important that Council continue to advocate for road upgrades to main roads linking to regional cities to improve safety, comfort levels and trip times. Improvements to public transport facilities that link Parkes Shire residents to the wider region are also very important.

Ensuring future growth is provided with appropriate infrastructure will be a collaborative effort with all levels of government. A coordinated sub-regional infrastructure strategy between Forbes and Parkes Councils, in collaboration with the State and Federal Governments will assist in service delivery.

Various government agencies may need to monitor growth and development in the Parkes Shire to ensure that infrastructure is provided in a timely manner. The Astrolobe Group has developed a model for Council to monitor population growth so that critical infrastructure and services can be delivered when and where they are needed. Council will play a role in facilitating infrastructure by identifying suitable locations for support facilities and minimising encroachment of incompatible land-uses.

Council will support the health and wellbeing of the community by ensuring passive and active recreation are supported through well maintained facilities, including open space areas and bike paths which have a suitable natural and artificial shade. Council will also investigate the opportunity for a designated health precinct to provide ancillary services to support the new Parkes Hospital.

Council will continue to advocate for regional water security reform and collaborate with the NSW Government, Cowra, Forbes and Lachlan Shire Councils and industry stakeholders to plan for upgrades

to the Forbes to Tottenham Reticulated Water Supply Scheme and the Parkes Peak Hill Water Supply System. Council is in the process of updating its Integrated Water Cycle Management Strategy (IWCMS), which will identify necessary capital works projects to accommodate future growth and continue to provide cost-effective urban water services that meet community needs and protects public health and the environment.

Council will advocate for telecommunication services that allow businesses to connect to the world. Improvements in services will help local businesses to compete with regional, national and international markets.

Lifelong learning opportunities will be further enhanced through the development of the Country Universities Centre (CUC) in the newly developed and expanded Parkes Library. The CUC will provide students with a strong tutorial and support network with access to mentors and localised high-speed technology and campus-like facilities. Council will also work with NSW Department of Education to determine the future requirements for education facilities in the Shire, considering each growth scenario and ensure suitable land requirements are identified in land use strategies.

A key opportunity is supporting greater labour force participation among the Parkes population as new employment opportunities arise. There are opportunities to introduce programs to attract workers to the region, as well as improved childcare and holiday programs to support working parents. This could include holiday programs for children, older person day care programs, long-stay child care, family day care, or initiatives supported by technology.

The following table lists the land-use actions required to provide appropriate infrastructure and services to support development and growth in the region and Parkes Shire.

Alignment with the Central West and Orana Regional Plan

Direction 21: Coordinate utility infrastructure investment

Direction 22: Manage growth and change in regional cities and strategic and local centres

Alignment with Parkes Community Strategic Plan

Future Direction 1: Develop education and lifelong learning opportunities

Future Direction 3: Promote, support and grow our communities

Planning Priorities

Planning Priority 4: Provide adequate infrastructure in the Central West

Planning Priority 5: Provide adequate infrastructure to service the Parkes National Logistics Hub Special Activation Precinct

Planning Priority 6: Provide adequate infrastructure to service urban settlements and other parts of the Parkes Shire



Supporting our needs		TIMEFRAME
Planning Priority 4: Provide adequate infrastructure in the Central West		
S1	Establish a Growth and Population Monitor as recommended in the Astrolabe Demographic Analysis dated February 2020 and provide data to State government service authorities (e.g. Department of Education, Department of Communities and Justice, NSW Health and NSW Police) and other interested agencies.	Ongoing
S2	Advocate for the timely completion of Wyangala Dam Upgrades and a review of water distribution / allocation in the region (other than for environmental flows).	Ongoing
Planning Priority 5: Provide adequate infrastructure to service the Parkes National Logistics Hub Special Activation Precinct		
S3	Advocate for the development of a water delivery model to provide secure water supply to the Parkes National Logistics Hub Special Activation Precinct	Ongoing
S4	Advocate for the supply of adequate power, including centralised and distributed energy, natural gas and telecommunications to service developments Parkes National Logistics Hub Special Activation Precinct.	Ongoing
S5	Advocate for the delivery of training and skill development to support the needs Parkes National Logistics Hub Special Activation Precinct	Ongoing
S6	Advocate for the development of a Parkes Shire Local Community Facilities Contributions Framework, through the implementation of Section 7.11 Contributions or Voluntary Planning Agreements.	Ongoing
Planning Priority 6: Provide adequate infrastructure to service urban settlements and other parts of the Parkes Shire		
S7	Undertake a review of the Parkes Shire Integrated Water Cycle Management Strategy to properly inform the Integrated Land Use, Transport and Infrastructure Strategy about the key infrastructure investments required to provide safe and secure potable water supplies and waste water management services and facilities for consumers within the sub-region, with particular focus on the following: <ul style="list-style-type: none"> • Providing suitable water supply to the Parkes National Logistics Hub Special Activation Precinct. • Upgrading the Forbes to Tottenham Reticulated Water Supply Scheme (B Section Pipeline) to meet current and future demands and comply with the Australian Drinking Water Guidelines. • Augmenting reticulated water supply and sewerage to un-serviced urban land and future urban expansion areas. • Recycling urban wastewater and stormwater at Parkes for reuse. 	Medium Term
S8	Undertake a review of the Parkes Shire Section 94 and 94A Contributions Plans 2016 (now referred to as Section 7.11 and 7.12 Contributions Plans) and the Parkes Shire Council Voluntary Planning Agreement Policy 2016 to determine the program of community infrastructure required to service Shire communities and their associated project costs.	Medium Term
S9	Undertake a review of the Parkes Shire Development Control Plan 2013 to provide appropriate guidance on the requirements of utility service providers for new development proposals.	Medium Term
S10	Review available data, including data from Council's own growth and population monitoring, as part of Council's Integrated Planning and Reporting Framework to ensure adequate water supplies, sewerage, community services and facilities are delivered in a timely manner.	Medium Term
S11	Undertake an Open Space and Recreation Study to properly inform the Integrated Land Use, Transport and Infrastructure Strategy on future passive and structured recreation needs, community land requirements and any opportunities to convert unnecessary community land to alternative operational land purposes.	Medium Term
S12	Undertake a Cemetery Study to properly inform the Integrated Land Use, Transport and Infrastructure Strategy to service Shire communities, with particular focus on the future development / expansion of the Parkes Cemetery, including land for potential new burial sites, crematorium, chapel, car parking and landscaping.	Medium Term

PRESERVING WHAT'S IMPORTANT

When planning for our future, it is important that we protect areas that have high environmental value or heritage significance. It is also important that Parkes Shire Council plans for greater resilience to a changing climate.

Parkes Shire has a rich Aboriginal cultural history and Council will support local heritage studies in consultation with the local Aboriginal community and adopt appropriate measures in local plans to protect cultural heritage sites.

Primary production land makes up the majority of the land within the Shire and provides significant economic benefits and employment opportunities. Parkes Shire Council will encourage agribusiness diversification and value adding opportunities by encouraging investment, marketing and capacity building and continuing to protect agricultural land from fragmentation and inappropriate land uses which cause land use conflict.

It is important that future growth avoids highly productive agricultural land, where possible. DPIE are currently undertaking an Agricultural Land Productivity Study to classify agricultural land within the Shire into productivity categories. Council intends to prepare a rural dwelling opportunity map to identify concessional allotments and existing holdings, where a dwelling may be permissible in the rural area. This will assist in determining appropriate locations for intensive agriculture and rural industries that have minimum potential for land-use conflict on nearby residences.

Projects that provide greater water security, such as the proposed upgrades to the Wyangala Dam, Upgrading of the Forbes Water Treatment Plant and an Advanced Water Recycling Facility at Parkes are strongly supported by Council. Council wishes to become even more involved with management issues along the Lachlan River catchment to encourage the wise management of scarce

water resources, including investment in water storages, delivery and treatment infrastructure as well as having a stronger voice on environmental projects and initiatives that provide the highest returns from water usage. Drinking water catchments around Bumberry Dam, Lake Endeavour and Lake Metcalfe will also be protected through buffer zones in the Parkes Local Environmental Plan to restrict any development that has the potential to contaminate drinking water.

In addition to advocating for water security initiatives, Council will investigate the need for flood studies, hydro-geological studies and planning controls in the affected towns and villages. Council will also endeavour to guide urban development initiatives to create cooler and greener microclimates and encourage ecologically sustainable development.

Future growth and development needs to be carefully planned so it does not inhibit agricultural production and known mineral resources. Council will identify areas of high environmental value / significance through updated terrestrial biodiversity mapping in the Parkes Local Environmental Plan. More investigative work is proposed to ensure future growth and development at Parkes is compatible with groundwater systems. There may also be opportunities to harness rising groundwater around the Brick Pit, Keast Park and Pac Park at Parkes for re-use through the Advanced Water Recycling Facility at Parkes.

A Parkes Shire Heritage Study is being developed to identify additional government and privately owned properties within the Shire that have heritage significance. Following community consultation on the draft Heritage Inventory, Council intends to update its list of heritage items under the Parkes Local Environmental Plan 2012 to ensure the ongoing protection and management of these places

Alignment with the Central West and Orana Regional Plan:

Direction 1: Protect the region's diverse and productive agricultural

Direction 13: Protect and manage environmental assets

Direction 14: Manage and conserve water resources for the environment

Direction 15: Increase resilience to natural hazards and climate change

Direction 16: Respect and protect Aboriginal heritage assets

Direction 17: Conserve and adaptively re-use heritage assets

Alignment with Parkes Community Strategic Plan

Future Direction 7: Care for the natural and built environment in a changing climate

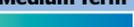
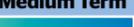
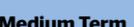
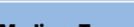
Planning Priorities

Planning Priority 7: Increase resilience to natural and technological hazards and climate change in Parkes Shire

Planning Priority 8: Protect items and places with heritage significance and areas of high environmental value in Parkes Shire

Planning Priority 9: Protect Productive Agricultural and land with known high mineral deposits in Parkes Shire



Preserving What's Important		TIMEFRAME
Planning Priority 7: Increase resilience to natural and technological hazards and climate change in Parkes Shire		
P1	Undertake an amendment to the Parkes Local Environmental Plan 2012 to include a Lake Endeavour / Metcalfe Drinking Water Catchment Buffer Map and associated special provisions to guide new development proposed to be located within the drinking water catchment.	Short Term 
P2	Undertake a review of completed flood studies undertaken in the Parkes Shire and include in the Parkes Local Environmental Plan 2012 mapping, where applicable.	Short Term 
P3	Undertake a Contaminated Land Policy, consistent State Environmental Planning Policy 55 Remediation of Land, Managing Land Contamination Planning Guideline and other applicable policies.	Short term 
P4	Undertake a review of the Parkes Shire Bushfire Prone Land Map NSW Rural Fire Service.	Short term 
P5	Undertake a review of the Parkes Shire Development Control Plan 2013 to establish adequate controls for the management of stormwater from new developments proposed to be located within urban areas.	Short term 
P6	Undertake a Local Adaptation Plan.	Medium Term 
P7	Investigate development controls to encourage adaptable and resilient buildings in the Parkes Shire.	Medium Term 
P8	Adopt an integrated approach to water cycle management across the region that considers climate change, water security, sustainable demand and growth, and the natural environment.	Medium Term 
Planning Priority 8: Protect items and places with heritage significance and areas of high environmental value in Parkes Shire		
P9	Undertake a review of the Parkes Local Environmental Plan 2012 to update the RU3 Forestry Zone, E1 National Parks and Nature Reserves Zones, RE1 Public recreation Zone and RE2 Private Recreation Zone to ensure protection and appropriate management of areas of high environmental value.	Short term 
P10	Undertake an amendment to Schedule 5 Heritage Items of the Parkes Local Environmental Plan 2012 to include updated non-Aboriginal Heritage Items.	Short term 
P11	Undertake an Aboriginal Heritage Study of the Parkes Shire in consultation with relevant stakeholders to amend Schedule 5 Heritage Items of the Parkes Local Environmental Plan 2012 to include Aboriginal Heritage Items.	Long term 
P12	Develop high value fish habitats mapping	Medium Term 
P13	Identify suitable locations and facilitate small-scale renewable energy projects using bioenergy, solar, wind, small-scale hydro, geothermal or other innovative storage technologies through local environment plans.	Medium Term 
Planning Priority 9: Protect Productive Agricultural and land with known high mineral deposits in Parkes Shire		
P14	Prepare a dwelling opportunity map to determine where dwellings are permissible on concessional lots and existing holdings within the Parkes Shire.	Short term 
P15	Undertake a review of the Parkes Shire Development Control Plan 2013 to establish adequate setback controls between new housing developments and operating mines, extractive industries, rural industries, intensive agriculture and other primary production activities.	Short term 
P16	Maintain a suitable minimum lot size applying to new dwellings and related subdivisions in the primary production zone that meets the needs of genuine farming interest and removes the potential for speculative adhoc housing demand in the rural zone.	Ongoing 
P17	Build the resilience of towns and villages, to build drought resilience in rural communities supporting primary producers and communities to improve preparedness and decision-making	Medium Term 

ACCOMMODATING RESIDENTIAL GROWTH AND DEVELOPMENT

Parkes has experienced steady growth in housing development in the past 10 years, particularly in new subdivisions such as Hydrangea Avenue, Prospector Avenue and Warragrah Place. There is currently approximately 55 hectares of R1 General Residential zoned land that has potential for development (estimated 559 dwellings). This supply is inadequate to support the high growth scenario, and provides no alternate areas of housing choice and no rolling reserve of residential land.

While Council will continue to focus on facilitating dwelling completions in areas already zoned for residential growth, it is important to investigate additional areas for new residential housing in and around Parkes.

Preliminary investigations by Council Planning and Engineering staff have focused on the north-western, northern and eastern fringes of Parkes for future residential expansion. These areas are relatively free of industrial land-uses and major transport corridors and can be connected to reticulated water supply and sewerage.

An integrated Land Use, Transport and Infrastructure Strategy is intended to be prepared to show the Future Urban Release Areas in and around Parkes township. These areas will be prioritised for subsequent residential zoning when required. Council will monitor population as part of its Four Year Delivery Planning to ensure adequate reserves of residential zoned land are available to meet demand.

Currently in Parkes existing home styles are typically detached single level homes. This is anticipated to change, with the proportion of lone person and couples without dependent households increasing. This will create demand for a variety of housing types and a need for housing design to better respond to those wanting to age in place i.e. opportunities for medium density development and aged / retirement living options.

Parkes is influenced by seasonal housing demands associated with tourism, seasonal trades and construction projects. There is also a strong demand for build-to-rent and social housing opportunities, with waiting times in Parkes currently between two and five years. Council will encourage the delivery of affordable housing by including flexible subdivision and multi-unit development controls in planning instruments which promote diversity in the housing market.

Housing investigations will also be extended to other settlements such as Trundle that could also be subject to population growth as a result of new mining projects.

The opportunity for rural living is also expected to continue to be an attractive choice for families given its relative affordability when relocating from larger centres or capital cities. There is currently adequate availability of R5 Large Lot Residential zoned land around townships, provided reticulated water, sewerage and other services can be extended into some of these areas and minimum lot sizes are reviewed.

Council will accommodate residential growth by:

Minimise urban growth in proximity to the operational environment of the Parkes National Logistics Hub.

Residential growth is supported by appropriate infrastructure.

Support flexible controls for housing in local development controls.

Urban growth areas are released in response to population growth and are supported by masterplans.

It is proposed to undertake a Local Housing Study (with reference to the Growth and Population Monitor as per the Astrolabe Demographic Analysis) to properly inform the Integrated Land Use, Transport and Infrastructure Strategy on new residential release areas identified in the LSPS to ensure these areas respond to land / servicing constraints and opportunities.

Alignment with the Central West and Orana Regional Plan

Direction 25: Increase housing diversity and choice

Direction 26: Increase housing choice for seniors

Direction 28: Manage rural residential development

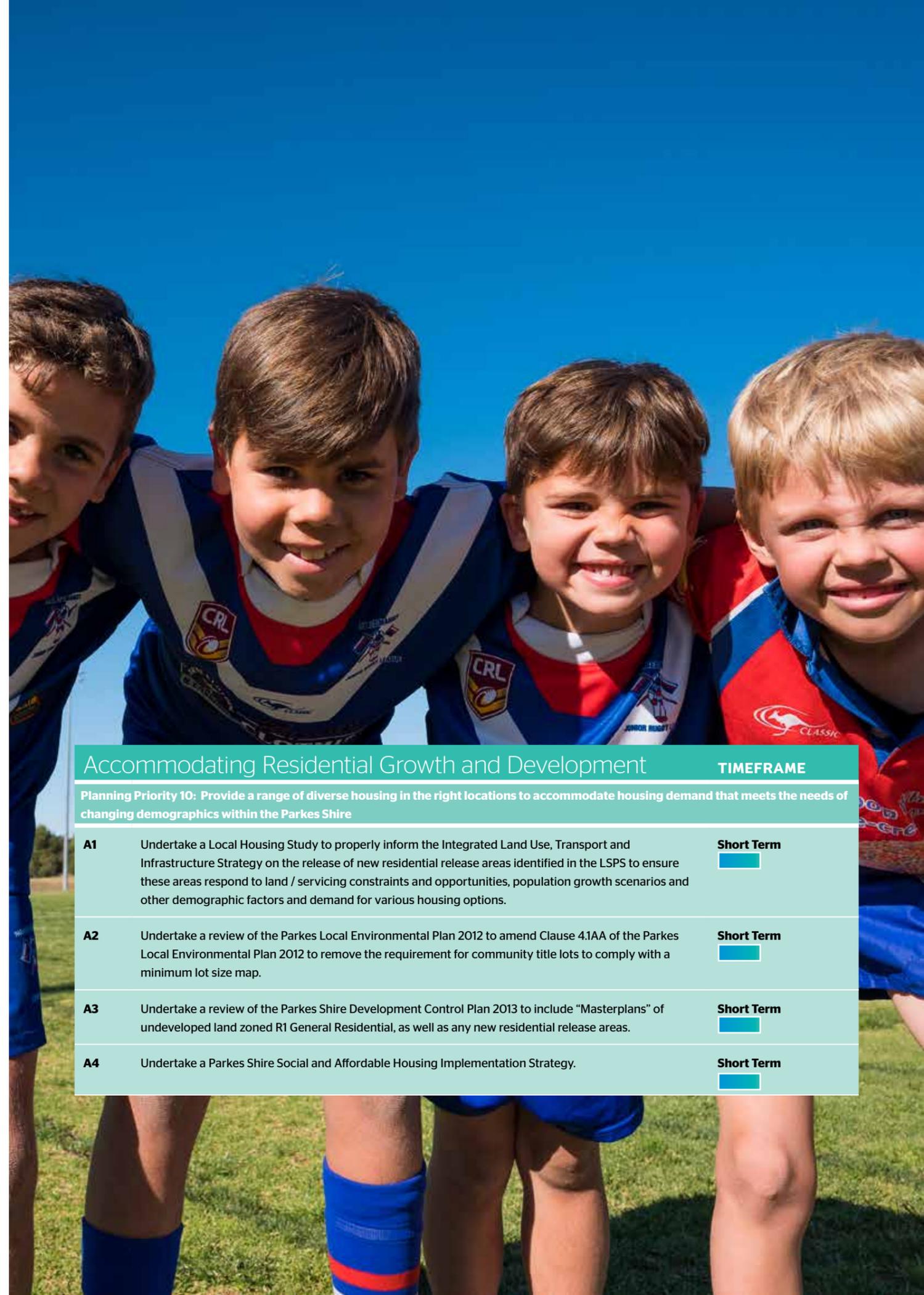
Direction 29: Deliver healthy built environments and better urban designs

Alignment with Parkes Community Strategic Plan

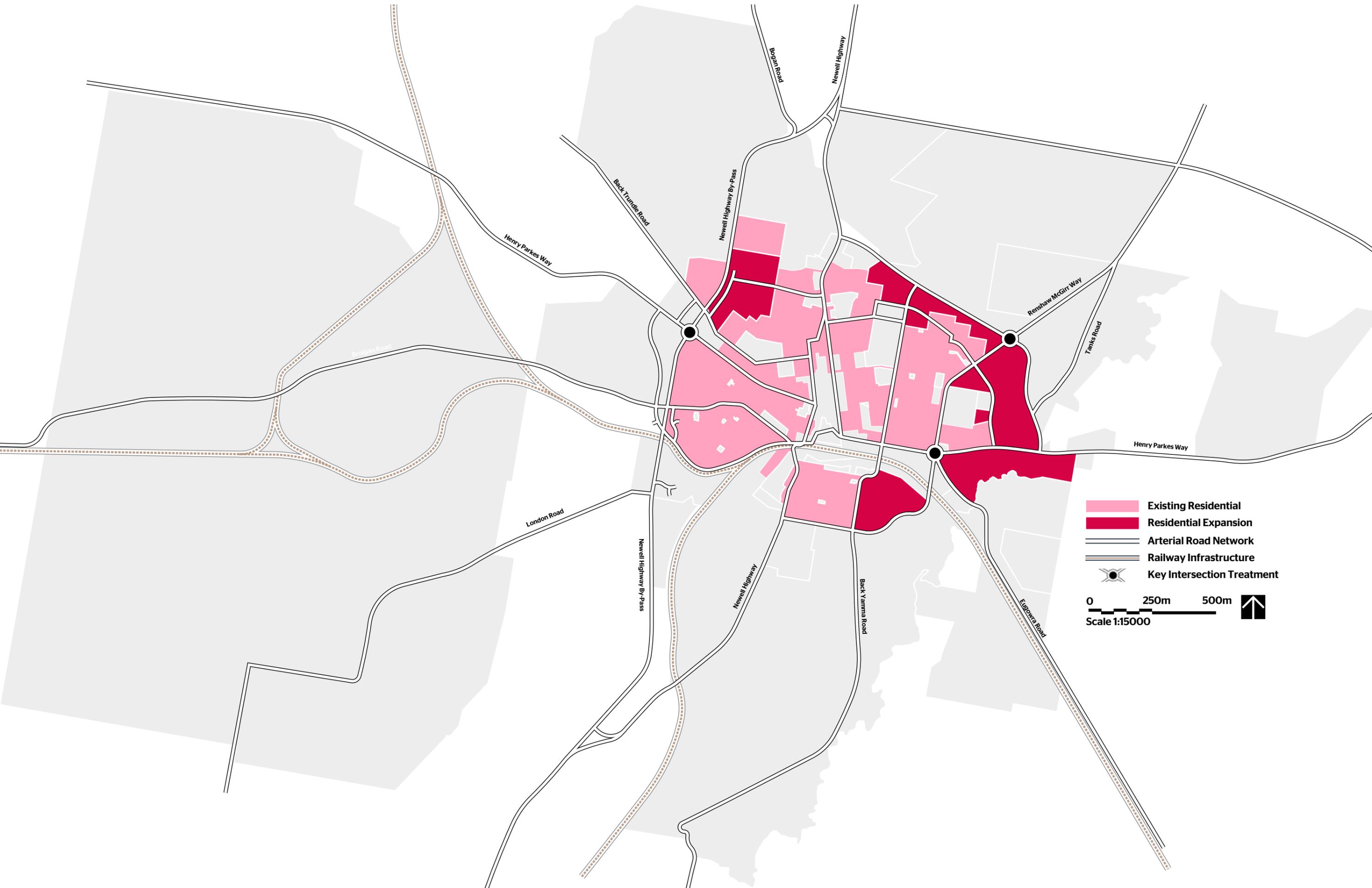
Future Direction 3: Promote, Support and grow our communities

Planning Priorities

Planning Priority 10: Provide a range of diverse housing in the right locations to accommodate housing demand that meets the needs of changing demographics within the Parkes Shire



Accommodating Residential Growth and Development		TIMEFRAME
Planning Priority 10: Provide a range of diverse housing in the right locations to accommodate housing demand that meets the needs of changing demographics within the Parkes Shire		
A1	Undertake a Local Housing Study to properly inform the Integrated Land Use, Transport and Infrastructure Strategy on the release of new residential release areas identified in the LSPS to ensure these areas respond to land / servicing constraints and opportunities, population growth scenarios and other demographic factors and demand for various housing options.	Short Term
A2	Undertake a review of the Parkes Local Environmental Plan 2012 to amend Clause 4.1AA of the Parkes Local Environmental Plan 2012 to remove the requirement for community title lots to comply with a minimum lot size map.	Short Term
A3	Undertake a review of the Parkes Shire Development Control Plan 2013 to include "Masterplans" of undeveloped land zoned R1 General Residential, as well as any new residential release areas.	Short Term
A4	Undertake a Parkes Shire Social and Affordable Housing Implementation Strategy.	Short Term



Peak Hill

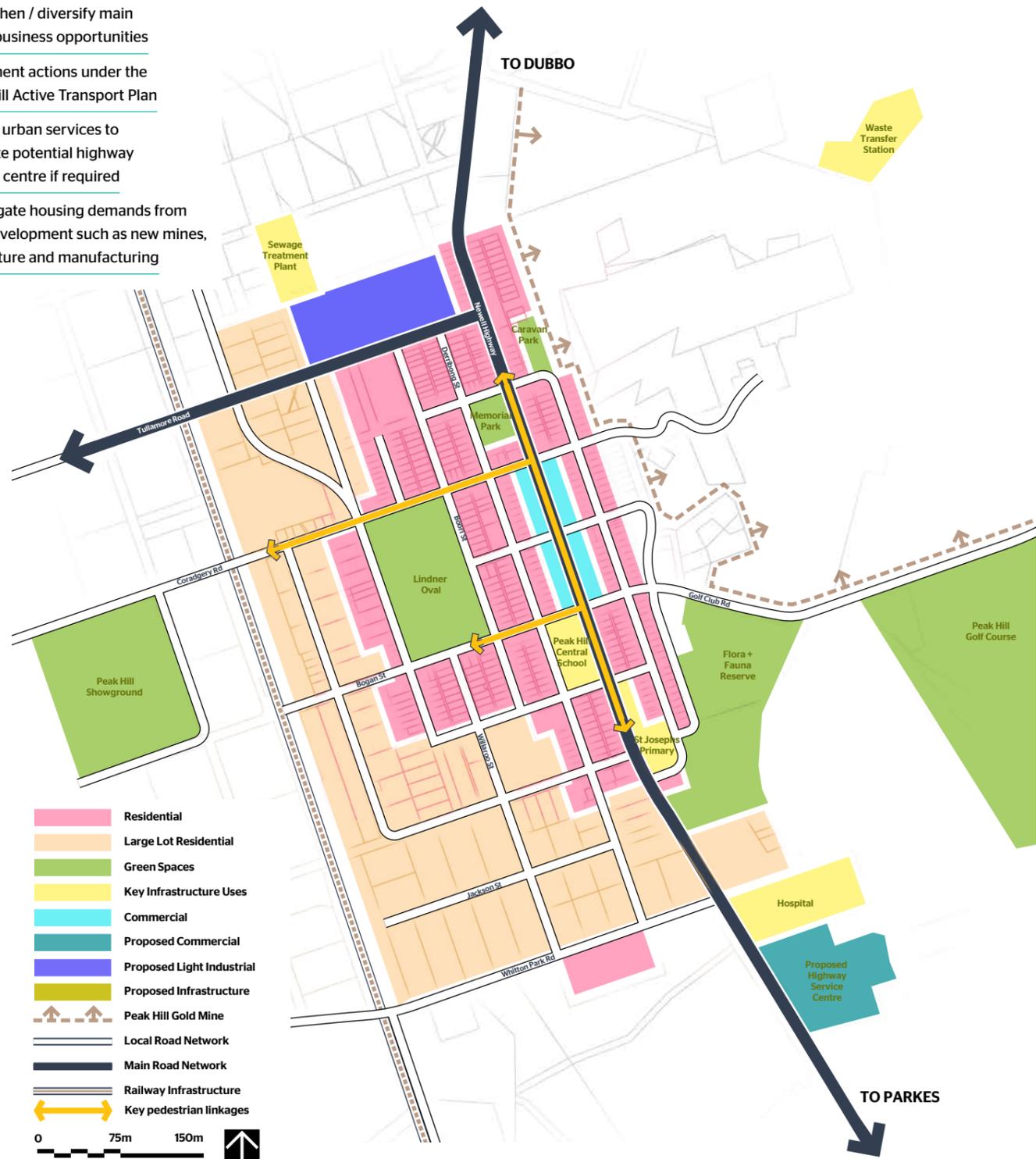
Investigate heritage issues / sites under a Local Heritage Study

Investigate options to strengthen / diversify main street business opportunities

Implement actions under the Peak Hill Active Transport Plan

Extend urban services to facilitate potential highway service centre if required

Investigate housing demands from new development such as new mines, agriculture and manufacturing



Trundle

Investigate heritage issues / sites under a Local Heritage Study

Undertake Inquiry-by-Design Investigation of Trundle Main Street and prepare Trundle Main Street Plan

Investigate options to strengthen / diversify main street business opportunities

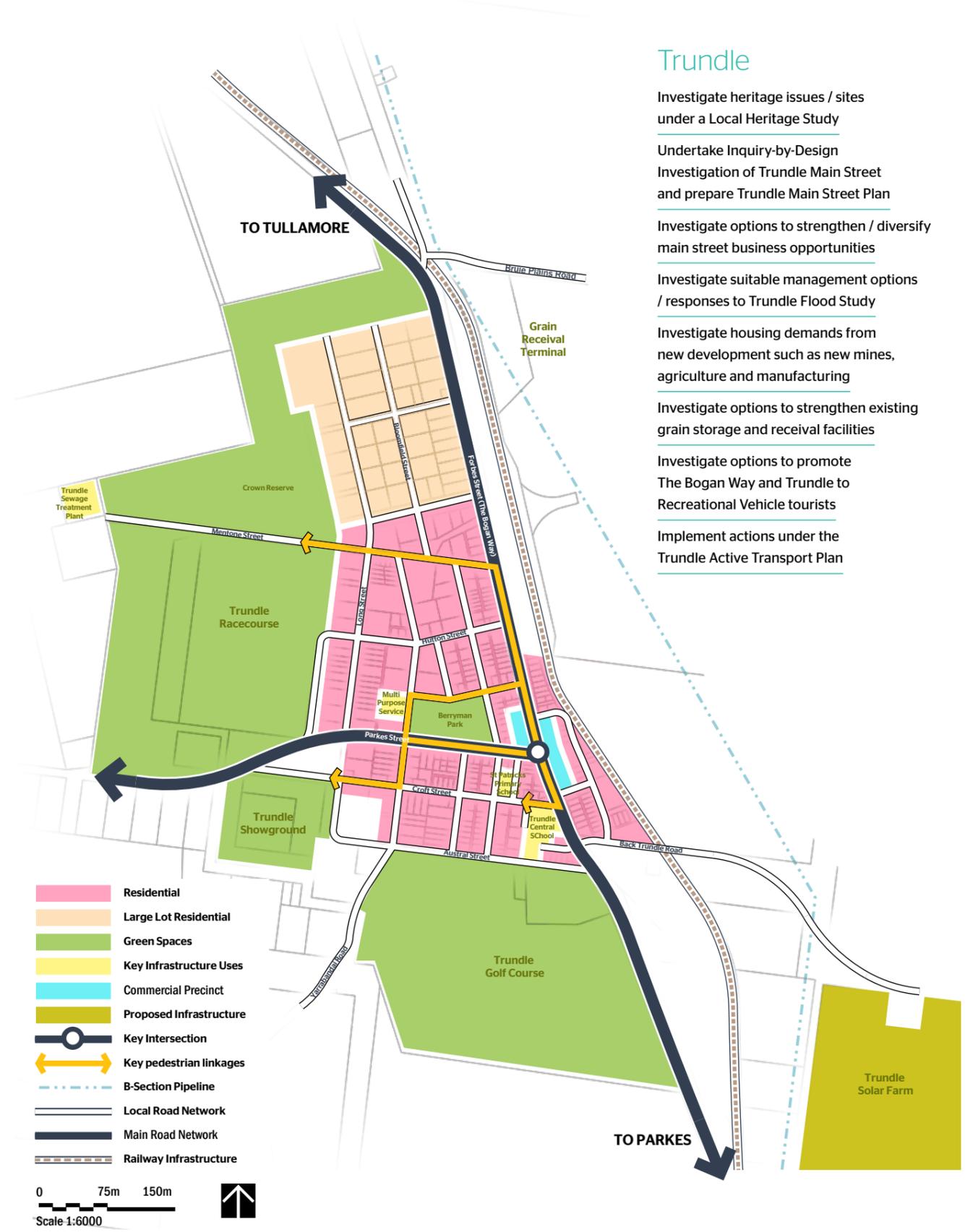
Investigate suitable management options / responses to Trundle Flood Study

Investigate housing demands from new development such as new mines, agriculture and manufacturing

Investigate options to strengthen existing grain storage and receive facilities

Investigate options to promote The Bogan Way and Trundle to Recreational Vehicle tourists

Implement actions under the Trundle Active Transport Plan



Tullamore

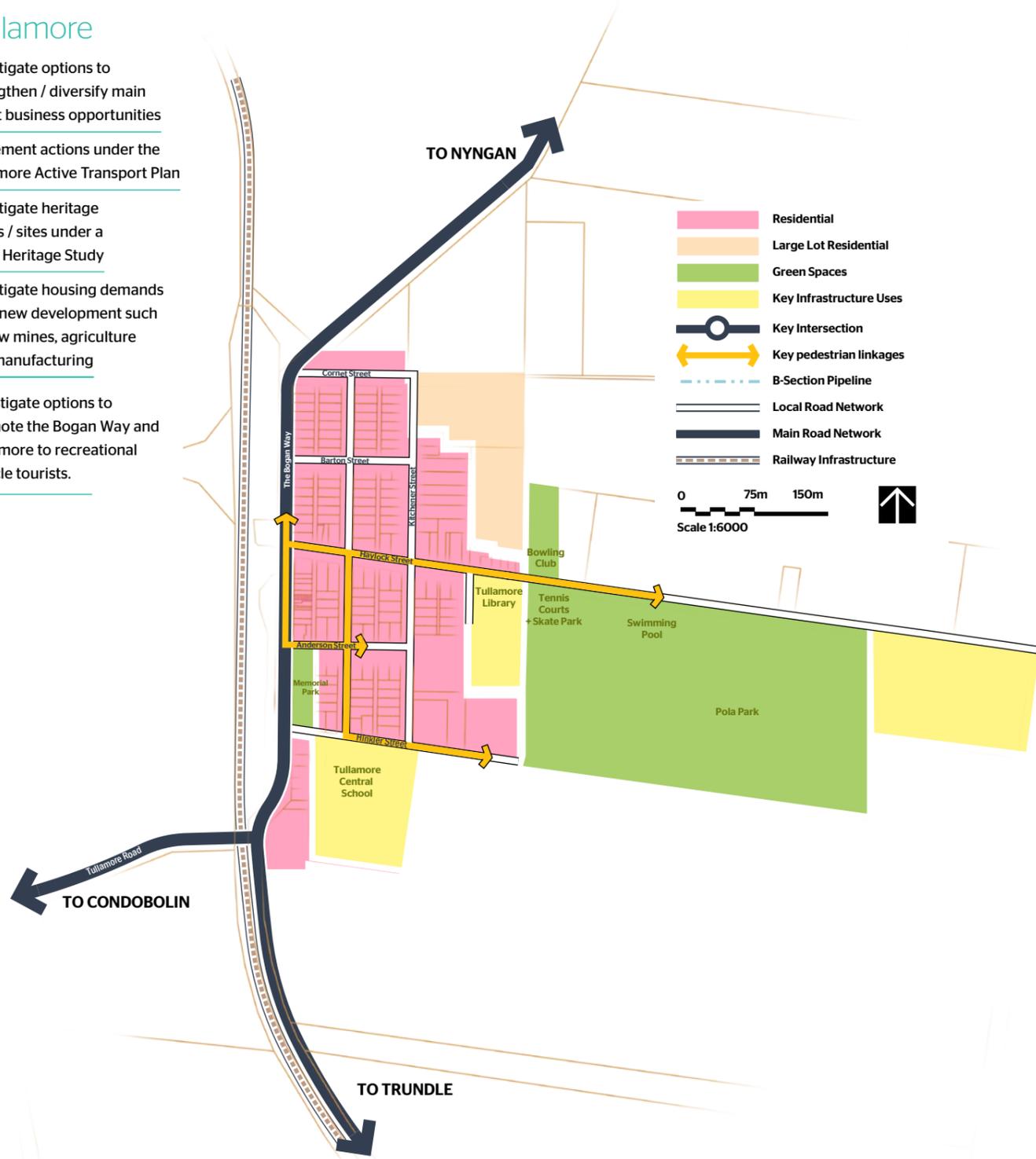
Investigate options to strengthen / diversify main street business opportunities

Implement actions under the Tullamore Active Transport Plan

Investigate heritage issues / sites under a Local Heritage Study

Investigate housing demands from new development such as new mines, agriculture and manufacturing

Investigate options to promote the Bogan Way and Tullamore to recreational vehicle tourists.



Alectown

Investigate heritage issues / sites under a Local Heritage Study

Investigate options to service the transport needs of the Newell Highway

Investigate housing demands from new development such as new mines, agriculture and manufacturing



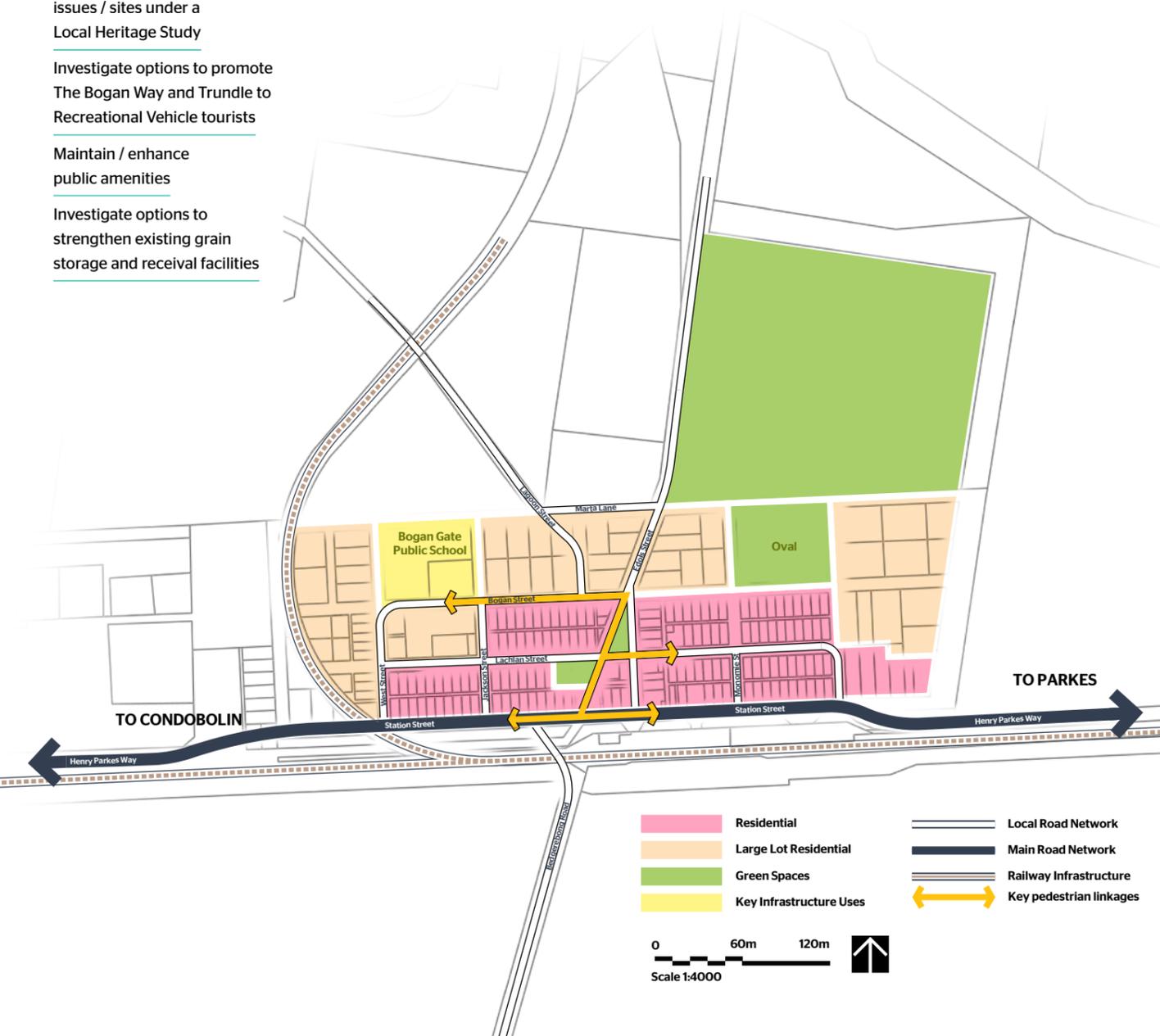
Bogan Gate

Investigate heritage issues / sites under a Local Heritage Study

Investigate options to promote The Bogan Way and Trundle to Recreational Vehicle tourists

Maintain / enhance public amenities

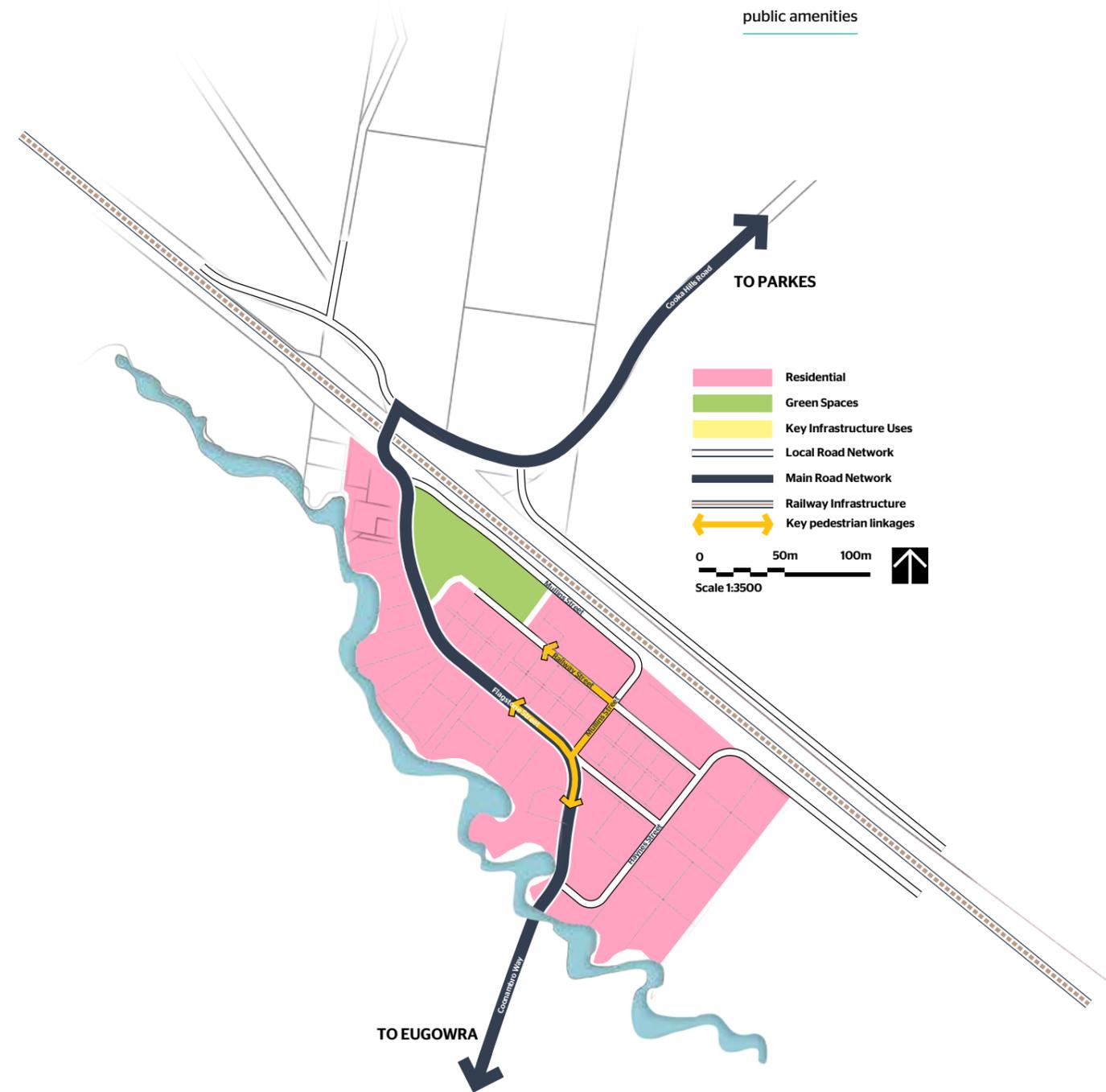
Investigate options to strengthen existing grain storage and receival facilities



Cookamidgera

Investigate heritage issues / sites under a Local Heritage Study

Maintain / enhance public amenities





Parkes Hospital

Local Health Service

GROWING THE ECONOMY

The Parkes Shire has a strong and diverse economy which is underpinned by agriculture, mining, transport and logistics, public sector services, manufacturing, renewable energy and tourism.

Parkes is an attractive location for investment due to its location on the Newell Highway, the North South East West rail lines and the Parkes Regional Airport. The Parkes Regional Airport Business Park, Parkes Industrial Estate and the Parkes National Logistics Hub all provide unique opportunities and economic advantages for development.

Parkes Central Business District (CBD) is an energetic and enterprising business centre that serves a large regional catchment. Implementation of the Parkes CBD Main Street Vibrancy Strategy 2016 is helping to make the centre more attractive to a range of customers. Council needs to monitor the changing retail sector, particularly with the growth of online shopping and service economy and implement strategies to ensure the ongoing importance / primacy of this commercial area.

The Parkes CBD is supported by the B4 Mixed Use Zone which comprises a range commercial land-uses such as tourist and visitor accommodation, bulky goods premises, depots, service stations, vehicles sales as well as a mix of housing. Further analysis and investigation is required to determine whether the B4 Mixed Use zone is the most appropriate zone for the range of uses within the area.

With the development of the Parkes National Logistics Hub, it is anticipated that there will be demand for industrial land for businesses that support larger industrial and advanced manufacturing development in the Parkes National Logistics Hub. The Parkes Industrial Estate has recently been expanded, with the approval of 49 new lots. Council will continue to monitor development in the industrial estate to ensure that there is an adequate supply of land available. Council will also develop a Masterplan for future growth, south of the current developed area and determine suitable, additional access points off the Newell Highway.

The development of the Newell Highway Upgrade, west of Parkes will change the way vehicles enter, exit and move around Parkes. A large roundabout at the intersection of Condobolin Road will become the western gateway into Parkes, with Dalton Street / Condobolin Road becoming a more important artery connecting Parkes to the highway and Parkes National Logistics Hub. There is a need to further consider and determine the most appropriate land-use adjoining Condobolin Road and the Newell Highway Upgrade corridor.

All of the smaller towns in the Parkes Shire are zoned RU5 Village, which facilitates a wide range of permissible land uses including residential, commercial and light industrial development. It is important that existing commercial premises / areas within the towns are protected and enhanced to promote ongoing commercial uses. The Peak Hill Community Consultative Committee has identified the desire for a designated industrial estate in Peak Hill, which needs to be further explored to determine whether land-uses can be accommodated within the existing RU5 zoned area, or if rezoning needs to take place.

Tourism provides a huge economic boost to the Shire. Events such as the Parkes Elvis Festival and the Trundle Abba Festival are important to the economy. Tourist attractions such as the Parkes CSIRO Radio Telescope “the Dish”, Peak Hill Open Cut Experience, Goobang National Park, farm stays / tours and local markets also provide important revenue into the local economy. There is strong demand for hotels in Parkes and there is a 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.

Parkes, Peak Hill, Trundle and Tullamore greatly benefit from travelling markets, including 'driving tourism'. It is important that facilities for the travelling public, whether it be short term accommodation (parking), petrol, and food supplies / coffee are available to travelling markets.

The Parkes Regional Airport Business Park comprises a commercial hangar precinct with a new airside apron. Planning controls are required to encourage airport related businesses at the Parkes Regional Airport in accordance with the Airport Masterplan and restrict any incompatible development within the surrounding area, including the obstacle limitation surface (OLS).

To support a growing economy in the Parkes Shire, the following Planning Priorities have been identified:

Alignment with the Central West and Orana Regional Plan:

Direction 2: Grow the agribusiness sector and supply chains

Direction 3: Develop advanced manufacturing and food processing sectors

Direction 10: Promote business and industrial activities in employment lands

Alignment with Parkes Community Strategic Plan

Future Direction 4: Grow and diversify the economic base

Planning Priorities

Planning Priority 11: Promote the development of the Central West

Planning Priority 12: Promote the development of the Parkes National Logistics Hub Special Activation Precinct

Planning Priority 13: Promote the development of the Parkes Shire



Growing the Economy

TIMEFRAME

Planning Priority 11: Promote the development of the Central West

G1 Advocate for research and development of new and emerging business enterprises and models, including alternative energy, freight logistics, value-add manufacturing, circular economy and sustainability based industries in the Region. **Ongoing**

G2 Advocate for the timely completion of Wyangala Dam Upgrades and a review of water distribution / allocation (other than for environmental purposes) to drive economic performance in the region. **Ongoing**

G3 Advocate for the development of alternative energy, freight logistics, value-add manufacturing, circular economy and sustainability based industries at the Parkes National Logistics Hub Special Activation Precinct in accordance with Masterplan and State Environmental Planning Policy provisions. **Ongoing**

Planning Priority 12: Promote the development of the Parkes National Logistics Hub Special Activation Precinct

G4 Support the objectives of the Regional Growth NSW Development Corporation (RGDC) Parkes National Logistics Hub Special Activation Precinct. **Ongoing**

Planning Priority 13: Promote the development of the Parkes Shire

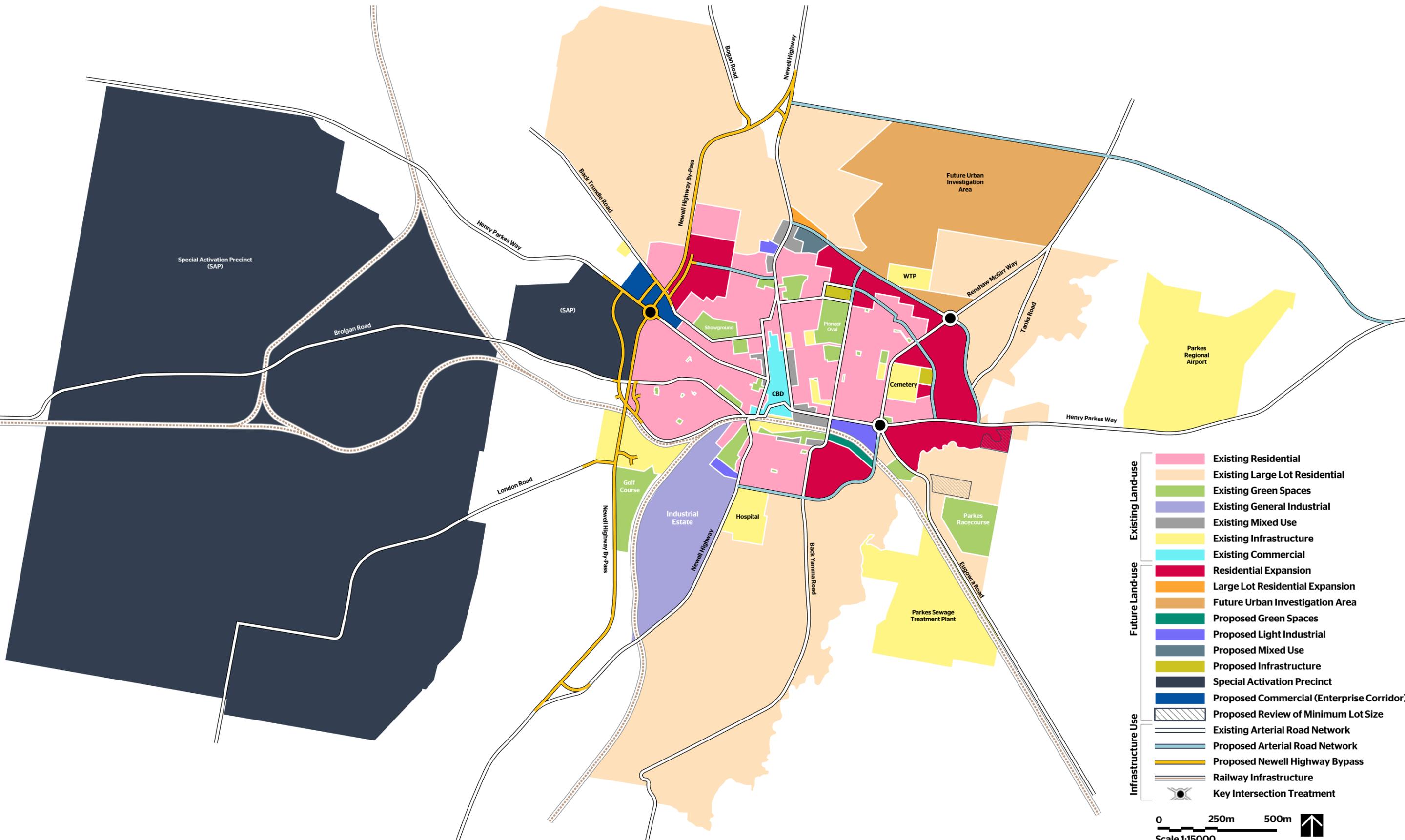
G5 Undertake an Integrated Land Use, Transport and Infrastructure Strategy to determine the future needs for industrial and commercial land in urban centres in the Shire, with particular focus on: **Short term**

- The need to maintain the primacy of the Parkes Central Business District, by limiting the scale of proposed new retail and office premises on land not zoned B2 Local Centre.
- The need to review the existing B4 Mixed Use Zone at Parkes to reflect long term residential and light industrial land-use.
- The need to determine future land-use and appropriate zoning along the Newell Highway Bypass Corridor, Condobolin Road (between Newell Highway Upgrade and Clarinda Street) existing B4 Mixed Business zoned areas adjoining Clarinda Street and Woodward Street and the urban area adjoining Forbes Road (south of the railway corridor).
- The need to determine future land use and appropriate zoning in the Parkes Industrial Estate, including appropriate scaled commercial and light industrial developments.
- The need to explore the merits of formalising industrial zoning / precincts in Peak Hill and Trundle.
- Tourist and visitor accommodation, conference venues and the like in appropriate locations.

G6 Undertake a review and update of the Parkes Local Environmental Plan 2012 to: **Medium Term**

- Include additional permitted uses without consent on certain parcels of land that frequently support appropriate temporary community uses.
- Permit specific land uses with consent in the SP2 Infrastructure “Airport” Zone, which support the development of the Parkes Regional Airport Business Park.
- Include the Obstacle Limitation Surface Map and relevant special provisions.
- Resolve zones boundaries between existing residential and industrial areas.

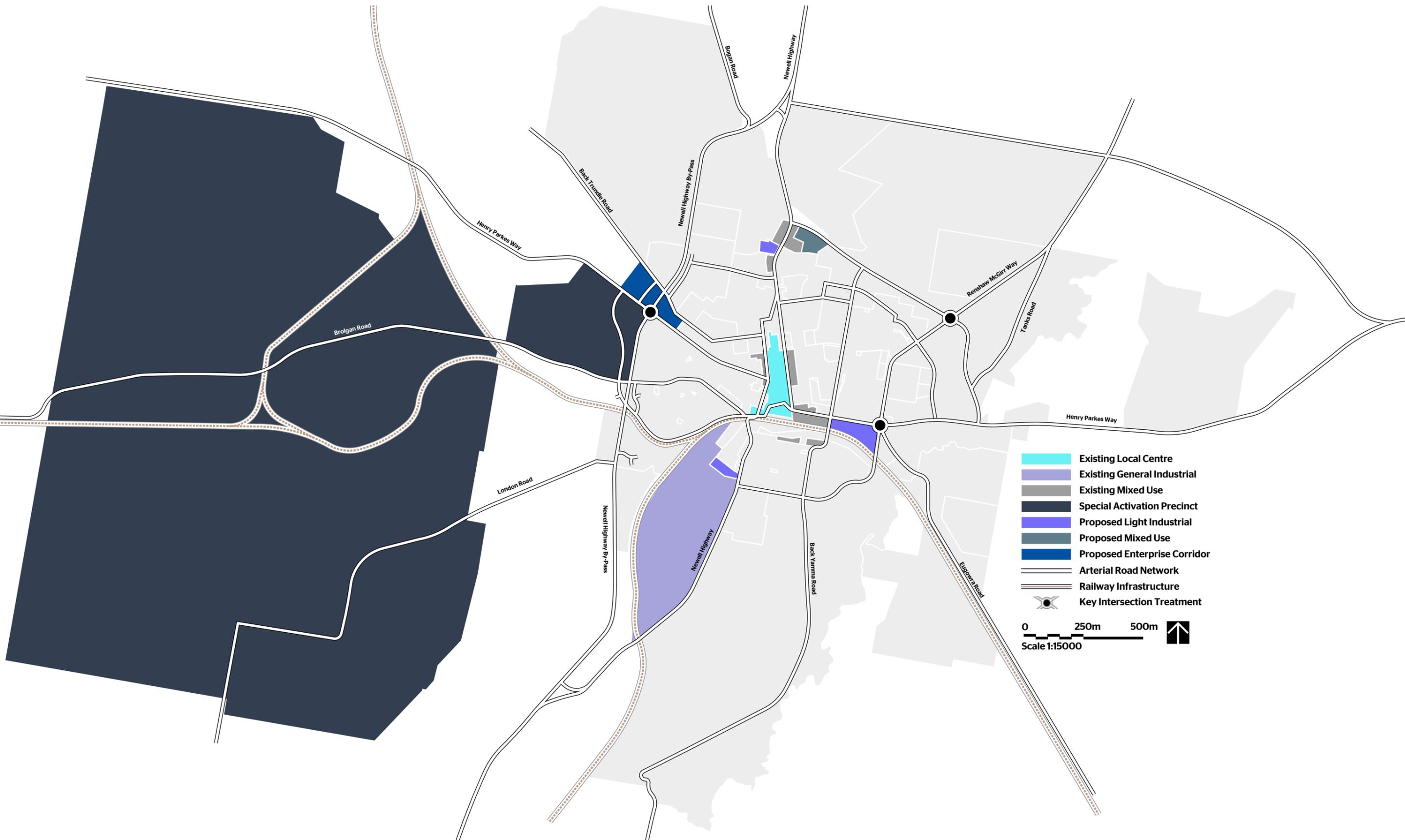
G7 Undertake a review of the Parkes Shire Development Control Plan 2013 to include “Masterplans” of undeveloped industrial land zoned IN1 General Industrial, as well as any new light or general industrial release areas. **Short term**



Existing Land-use		Existing Residential
		Existing Large Lot Residential
		Existing Green Spaces
		Existing General Industrial
		Existing Mixed Use
		Existing Infrastructure
Future Land-use		Existing Commercial
		Residential Expansion
		Large Lot Residential Expansion
		Future Urban Investigation Area
		Proposed Green Spaces
		Proposed Light Industrial
		Proposed Mixed Use
		Proposed Infrastructure
		Special Activation Precinct
		Proposed Commercial (Enterprise Corridor)
Infrastructure Use		Proposed Review of Minimum Lot Size
		Existing Arterial Road Network
		Proposed Arterial Road Network
		Proposed Newell Highway Bypass
		Railway Infrastructure
		Key Intersection Treatment

0 250m 500m

Scale 1:15000



- Existing Local Centre
- Existing General Industrial
- Existing Mixed Use
- Special Activation Precinct
- Proposed Light Industrial
- Proposed Mixed Use
- Proposed Enterprise Corridor
- Arterial Road Network
- Railway Infrastructure
- Key Intersection Treatment

0 250m 500m
 Scale 1:15000



OUR PROGRESS

MONITORING AND REPORTING

FUNDING AND INVESTMENT

GOVERNANCE AND PARTNERSHIPS



MONITORING OUR PROGRESS

Implementing the priorities of the Parkes LSPS will require on-going review of progress and regular feedback to key stakeholders and the wider community. Council will monitor, review and report on its Local Strategic Planning Statement to ensure that its planning priorities are being achieved. The following provides the framework for monitoring of our progress against planning priorities:

Monitoring and Reporting

A key action of the Parkes LSPS is for Council to adopt a system to properly monitor population growth and employment generating developments and determine the appropriate release of urban land-uses and associated services. In this regard it is proposed to create a land-use monitor to feed directly into local environmental planning instruments to deliver appropriate urban land-use release areas in Parkes Township as well as other centres.

Council will use the existing Integrated Planning and Reporting (4-Year Delivery Program) Framework under the Local Government Act 1993 for the purpose of reporting on its monitoring of developments, population growth as well as progress on implementation key infrastructure and services. Council will commence its first full review of LSPS Priorities 2023 and every four years thereafter, to align the review period with Council's overarching community strategic planning under the IP&R Framework.

Regular reviews will ensure that the Parkes LSPS reflects the vision the community has for future of Parkes and is aligned to the latest trends and information available about the environment and the community's social and economic needs.

Funding and Investment

The Parkes LSPS will play an important role in Council's resourcing strategy, with preparation of strategies and studies required by this Plan, considered and agreed upon for implementation under Council's 4-Year Delivery Program and Annual Operational Plans.

Governance and Partnerships

The need to work effectively with other councils in the region recognises the wider role that Council's strategic planning and decision-making plays in achieving the objectives of the Central West and Orana Regional Plan 2036. It also recognises the potential impact that strategically important decisions taken by Council regarding critical infrastructure, environmental issues, housing, investment and a range of other topics covered in the LSPS may have on the plans of neighbouring councils.

Existing governance arrangements, such as reporting to the Centroc Joint Regional Organisation of Councils, will be utilised to support effective approaches to cross boundary issues.

These valued cross boundary partnerships will also support Council to realise its vision by driving efficiencies in accessing government funding, attracting inward investment and accessing a wider field of expertise.

The Parkes LSPS also provides a framework for the coordinated action of many other partners in delivery. Council will continue to work hard to establish effective partnerships with State government agencies and other organisations to support the realisation of the plan.



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



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