



Parkes Shire Highway Service Centre Strategy 2023

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EXECUTIVE SUMMARY

The Parkes Shire is located in the Central West of NSW, approximately halfway between Melbourne and Brisbane via the Newell Highway. Other State roads and railways intersect at Parkes.

Both the Central West and Orana Regional Plan 2041 and the draft Central West and Orana Regional Transport Plan identify Parkes as one of the most important transport and logistics hubs in Regional NSW. The Parkes Special Activation Precinct (SAP) and the Parkes Newell Highway Bypass are significant State government investments that require special consideration of land-use, transport and infrastructure planning west of Parkes and along the Newell Highway.

Parkes Shire Council have prepared the Parkes Western Entry Issues Paper 2021 and Western Entry Masterplan 2023 as a means of identifying key issues and improvements required to achieve the correct balance between the Parkes SAP, the Parkes Urban Area and highway related activities.

This draft Parkes Highway Service Strategy has been prepared to identify the challenges and opportunities for highway service centre developments in the Parkes Shire.

Public exhibition of the draft Parkes Highway Service Strategy will allow stakeholders to comment on the recommendations in the strategy before it is considered further by Council.

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1 INTRODUCTION

Highway Service Centres provide fuel and refreshments for highway users in either urban or rural settings.

Parkes Shire Council has taken recent action to amend the Parkes Local Environmental Plan 2012 to prohibit highway services from land zoned RU1 - Primary Production. This action is in response to growing concerns raised by Council and other stakeholders that the primary production zone is too expansive and could lead to uncontrolled / inappropriate highway service development in rural and peri-urban locations.

The Parkes Highway Service Centre Strategy is being developed to analyse the appropriate location and design criteria to be applied to highway service centres in the Parkes Local Government Area (LGA), with particular focus on the Newell Highway corridor running through the Parkes Shire in a north-south direction.

The Parkes Highway Service Centre Strategy recommends a spatial land-use planning approach that targets key locations for highway service centres. With rapid technology advancements in motor vehicle transport, the strategy also recommends the consideration of highway service centres that cater to current and future demands, such as providing for larger capacity freight haulage, hydrogen and electric powered vehicles, vehicle servicing and freight logistics and memorable rest breaks for stronger visitor markets.

The Parkes Highway Service Centre Strategy will assist Council and other stakeholders to make informed decisions about new developments along the highway network in the Parkes LGA.

As a first step in the project, the draft Parkes Highway Service Centre Strategy has been prepared to share the findings of Council's investigations and recommended approach to land-use and transport planning and wider application of economic policy applying to highway service centres.

1.1. Objectives

The objectives of the Parkes Shire Highway Service Centre Strategy are to:

- Investigate key issues and initiatives that aim to make highway service centres (and highway travel more broadly) an efficient, safe and memorable experience for road users.
- Investigate criteria for the optimum location of highway service centres in regional settings, such as the Parkes LGA.
- Investigate appropriate locations for highway service centres in the Parkes LGA.
- Provide guidance on the appropriate design of highway service centres, including new and emerging industry trends.
- Ensure highway service centres do not adversely impact on the local economy of townships in the Parkes LGA.
- Consider the cumulative impacts of highway service centres along the Newell Highway in the central west region.

1.2. Approach and Structure

The draft Parkes Highway Service Centre Strategy has been prepared to guide land-use planning decisions on the appropriate location and design of highway services in the Parkes Shire.

The draft strategy considers the various types and scale of fuel service providers and the road hierarchy within the Parkes Shire. As the road with the highest usage, the Newell Highway is at the forefront of analysis and action planning.

To finalise the Parkes Highway Service Centre Strategy, it is Parkes Shire Council's intention to undertake the following:

- Public Exhibition of the draft Parkes Highway Service Centre Strategy – to seek government agency and community feedback on the draft strategy.
- Finalisation of the Parkes Highway Service Centre Strategy – with the final strategy to be reported to Council for adoption, along with a review of all submissions received from public exhibition.

The adopted Parkes Highway Service Centre Strategy will be used by Council to inform future decisions about improvements to the urban road network and changes to urban planning policy, such as the rezoning of land and / or the adoption of design standards for highway service centres.

A strategic approach will deliver greater certainty in relation to the location, design and operation of highway service centres in the Parkes Shire.

2 POLICY CONTEXT

Understanding the current trends, innovations and policy being developed for the automotive and transport industry sectors is critical in planning for the future needs of road users. This chapter documents the key issues and emerging trends that have been considered in the strategy.

2.1. NSW Future Transport 2056

In 2018, the NSW government released Future Transport 2056: a long-term plan for transport in NSW. Key goals include:

- Delivering safer speed settings and infrastructure safety treatments on regional roads.
- Improve efficiency through increases in the volume of freight carried per trip, per vehicle.
- Upgrading road infrastructure on key freight corridors.
- Improving the efficiency of road freight through road access prioritisation.

Road safety and efficiency of the road network is achieved in a variety of ways including:

- Limiting the number of accesses and intersections to the highway.
- Ensuring new accesses and intersections comply with road design guidelines.
- Ensuring highway service centres and rest areas are appropriately distanced to provide adequate areas for highway users to rest from fatigue.
- Limiting unnecessary changes in speed limits.
- Ensuring professional drivers work schedules are regulated to prevent fatigue.

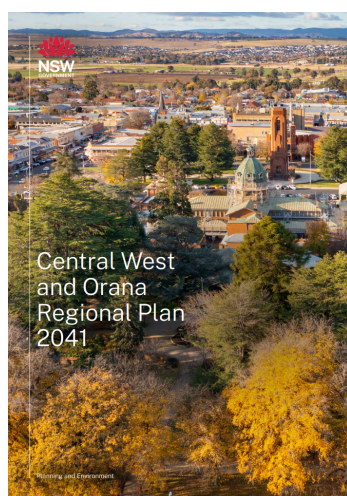


2.2. Central West and Orana Regional Plan 2041

The Central West and Orana Regional Plan 2041 describes key themes of importance for the Central West and Orana Region with supporting actions providing a framework of steps to be undertaken to create a more connected and prosperous region. Key goals / actions include:

- Collaboration between agencies and stakeholders to identify and strategically respond to potential housing and other land use planning opportunities and impacts from the Parkes SAP.
- Effective integration of land use and transport planning will ensure transport improvements contribute to making the region liveable, prosperous, and sustainable places and a functional and resilient region.
- Protect and improve existing and emerging freight transport networks to new infrastructure such as the Parkes SAP, the Central-West and Orana REZ, major freight facilities and connections to the Inland Rail.
- Enhance freight and logistics facilities by limiting the encroachment of incompatible and sensitive land uses.

The Parkes Shire features strongly in the Central West and Orana Regional Plan given the development of the Inland Railway, Newell Highway Bypass and the Parkes SAP west of the Parkes Urban Area.



2.3. Draft Central West and Orana Regional Transport Plan

The Draft Central West and Orana Regional Transport Plan provides a vision for the management of the transport network, infrastructure and services. Key priorities include:

- Reducing emissions from the freight and logistics sector through utilisation of electric and hydrogen fuel cell vehicles.
- Providing infrastructure to support vehicles of the future.
- Improving safety of key road corridors and implementation of new technologies to improve safety outcomes.
- Adapting to evolving freight trends and ensuring high levels of efficiency across the network.

Parkes is identified in the draft Plan as an important intermodal facility on the east-west rail line, which will be further strengthened by the Inland Rail and development of the Parkes SAP.



2.4. Parkes Shire Local Strategic Planning Statement

The Parkes Shire Local Strategic Planning Statement 2020 (LSPS) establishes a 20-year vision (2041) for land-use planning in the Parkes Shire.

A key theme of the Parkes LSPS is the management of traffic between regional centres and the Parkes SAP, including appropriate development along entrance corridors and the development of an integrated transport, infrastructure and land-use plan for Parkes.

2.5. Standard Instrument LEP Template

Highway service centre means a building or place used to provide refreshments and vehicle services to highway users. It may include any one or more of the following:

- a restaurant or cafe,
- take away food and drink premises,
- service stations and facilities for emergency vehicle towing and repairs,
- parking for vehicles,
- rest areas and public amenities.

Under the NSW Model LEP Instrument, highway service centres are generally permitted in both urban and rural zones to provide flexibility in the location of centres on main road corridors.

Limitations on the over-development of highway service centres has generally not been incorporated into the NSW Environmental Planning Framework, including State and regional plans and policies.

Planning administration of highway service centres appears to be based on LGAs and not from a regional basis or corridor perspective.



2.6. Parkes Local Environmental Plan 2012

The Parkes Shire Local Environmental Plan 2012 (LEP) is the principal planning instrument applying to the Parkes Shire Council.

The land use tables in the Parkes LEP 2012 list the developments that are permitted without consent, permitted with consent or prohibited in each respective zone.

The Parkes LEP 2012 was amended in October 2022 to prohibit highway service centres on land zoned RU1 Primary Production.

Highway Service Centres are currently prohibited in all land-use zones under the Parkes LEP 2012, except for land zoned RU5 Village and E4 General Industrial.

2.7. Parkes Shire Council Development Control Plan

The Parkes Shire Development Control Plan 2021 (DCP) came into operation on 1 November 2021 providing comprehensive development controls for the Parkes Shire.

The objectives of the Parkes Shire DCP 2021 are to promote growth and ensure development leads to positive planning outcomes that are maximised for the benefit of the broader community.

Part D of the Parkes Shire DCP 2021 details specific development controls for Highway Service Centres in the RU1 Primary Production zone. These controls will need to be amended to take into account Highway Service Centres are no longer permitted in the RU1 Primary Production zone.



2.8. Parkes Western Entry Issues Paper

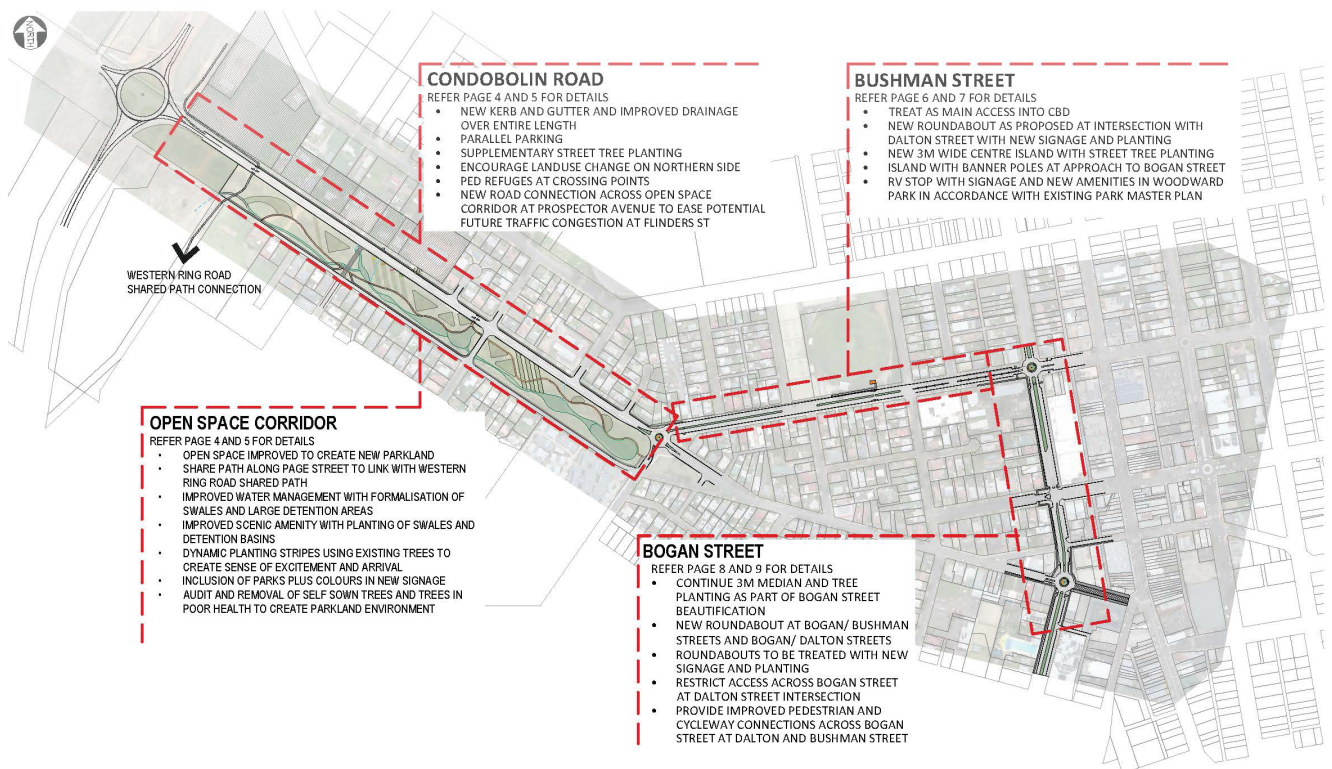
A Parkes Western Entry Issues Paper 2021 and Western Entry Masterplan 2023 has been prepared by Parkes Shire Council as a means of identifying keys issues and improvements required to the road network to achieve the correct balance between the Parkes SAP, the Parkes Urban Area and highway related activities.

An extract of the Western Entry Masterplan is provided below:

2.9. Other Supporting Policies

The following Council policies, strategic and operational plans also inform the development of the Parkes Highway Service Centre Strategy:

- Parkes Community Strategic Plan 2030.
- Parkes CBD Vibrancy Strategy 2016.
- Parkes Shire Pedestrian and Cycling Strategy 2016.
- Parkes Shire Council Parkes Shire Tourism Development and Marketing Action Plan 2006.
- Parkes Heritage Trail project.
- Parkes Street Tree Planting Guide.



CONCEPT REFERENCE PLAN

PARKES WESTERN ENTRY MASTERPLAN

KING + CAMPBELL



SCALE
1:1000 (A1)
1:5000 (A3)

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DRAFT
SHEET 3 OF 12



3 LOCAL CONTEXT

3.1. Parkes Special Activation Precinct

Special Activation Precincts (SAPs) are a NSW government initiative aimed at stimulating economic growth and prosperity in regional NSW. The precincts bring together industry, research institutions and government inputs to create world-class economic zones as guided by the SAP Masterplan, Delivery Plan and State Environmental Planning Policy (Activation Precincts) 2020.

The Parkes SAP covers an area of over 4,820 hectares and is located at the junction of two major railways (the Inland Rail and the Trans-Australian Railway) and the Newell highway. From the Parkes SAP, products can reach 80% of Australia's population overnight or start their journey to overseas markets via Sydney, Melbourne, Brisbane and Fremantle seaports and airports.

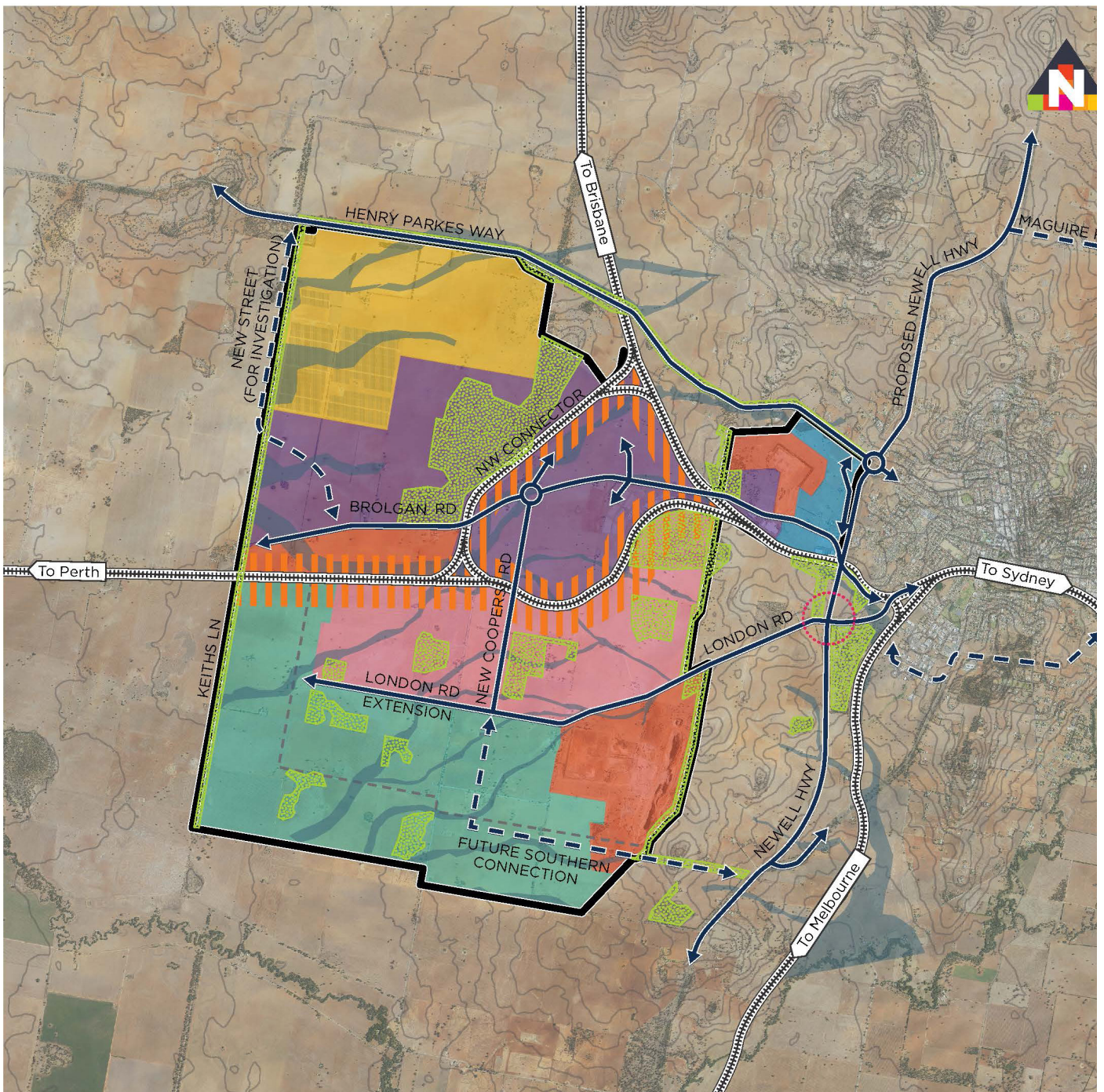
A commercial gateway sub-precinct has been created towards the eastern edge of the Parkes SAP and adjoining the Newell Highway Parkes Bypass. The intersection of the Newell Highway and Henry Parkes Way has been identified as a key intersection for development of a large-scale highway service centre.

The State government has awarded a contract to the Stevens Group to construct a highway service centre at the Parkes SAP Commercial Gateway. The net community benefit assessed under the NSW government publication 'The Right Place for Business and Services' shows the following benefits:

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

Stage 1 of the highway service centre is programmed to be completed around the same time as the opening of the Newell Highway Bypass at Parkes.

3.1.1 Parkes Special Activation Precinct Masterplan



3.2. Newell Highway Upgrades

The Newell Highway running through Parkes is the longest national highway in NSW spanning 1,058km. The highway provides vital travel and transport linkages between Victoria, NSW and Queensland. Parkes is often used as a stopping point for travellers between Melbourne and Brisbane. Highway users vary between interstate travellers, inter-regional users and local traffic.

Parkes is the second largest population centre on the Newell Highway, with Dubbo being the largest settlement, approximately 120 km north of Parkes. At Parkes, the Newell Highway accommodates around 4,000 vehicles per day, with 30% trucks.

In 2016, TfNSW commenced planning of a Newell Highway Bypass at Parkes. TfNSW estimate the bypass will reduce travel time through Parkes by up to 10 minutes and remove up to 1,200 trucks and large volumes of light vehicle commuter trips a day from the Parkes Urban area.

Parkes Shire Council's submissions to TfNSW in the preliminary planning stages of the highway design raised the issue of potential economic impacts of a total bypass of the Parkes Urban Area. Unlike the towns of Yass and Goulbourn that have been subject to highway bypass, Parkes is considered to be more isolated from nearby cities and is more vulnerable to economic impacts. Council was therefore a strong advocator for the highway infrastructure and land-uses to create gateway opportunities into the Parkes Urban Area, aimed at encouraging highway traffic to stop at Parkes as part of their journey.

An urban designed treatment at the intersection of the Newell Highway Bypass and Henry Parkes Way as well as the development of a large-scale highway service centre was incorporated into the final Masterplan for the Parkes Newell Highway Bypass.

Construction of the Newell Highway Bypass is currently underway and set to be completed in late 2024.



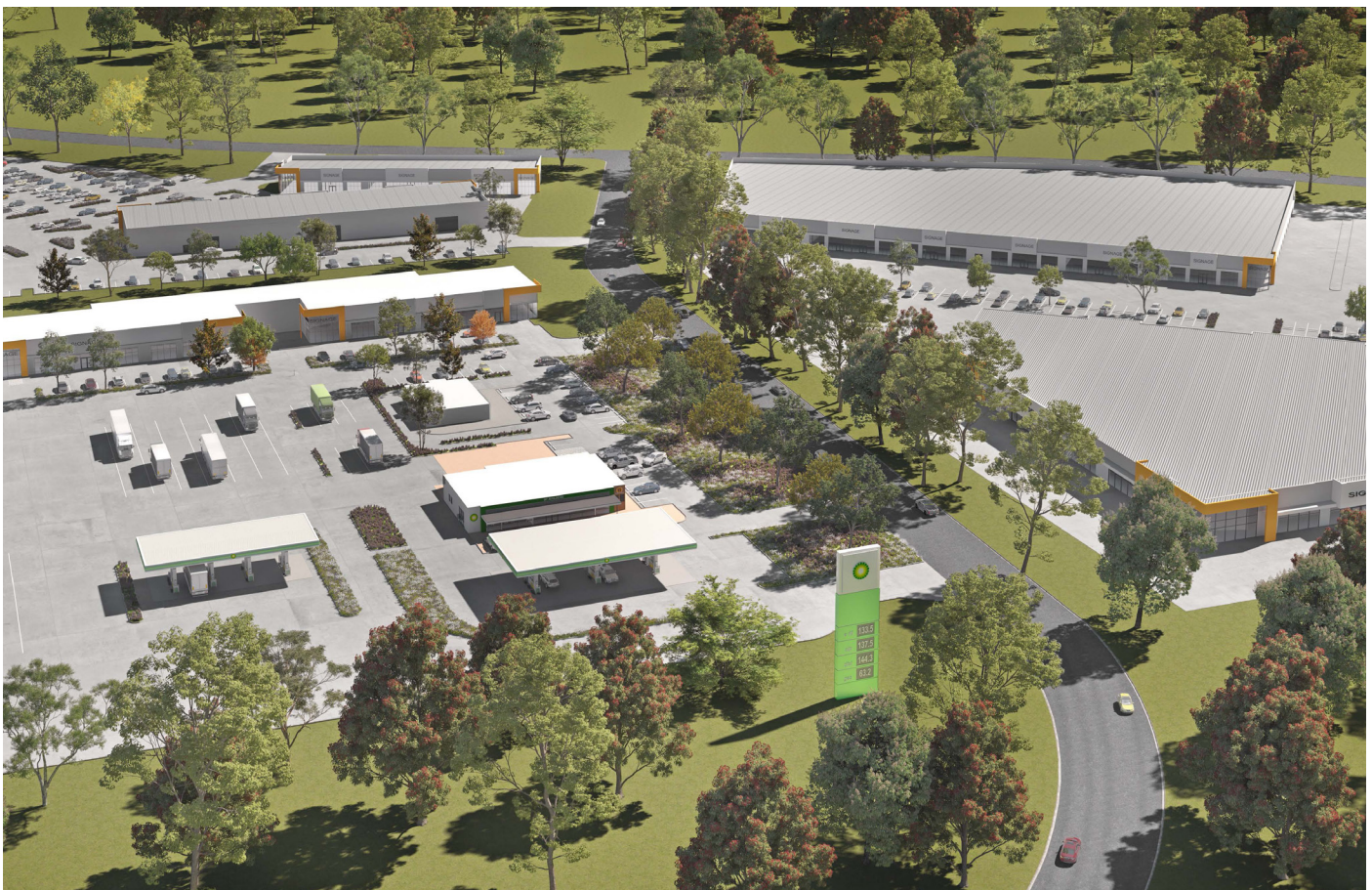
3.3. Parkes Gateway Highway Service Centre

The Parkes SAP Commercial Gateway Precinct has been developed at the intersection of the Parkes Bypass and Henry Parkes Way to provide support services to the SAP and the Parkes urban area.

Stage 1 of the Commercial Gateway Precinct is to comprise a large scale highway service centre designed with a unique, inviting and innovative concept and operated by BP Australia. The Highway Service Centre will provide facilities for the growing number of cars and heavy vehicles travelling along the Newell Highway.

Stages 2 and 3 of the Parkes SAP Commercial Gateway are to include light industrial, retail, specialised retail and lease for development opportunities.

Construction of the BP Highway Service Centre will coincide with the completed construction of the Parkes Bypass anticipated in 2024.



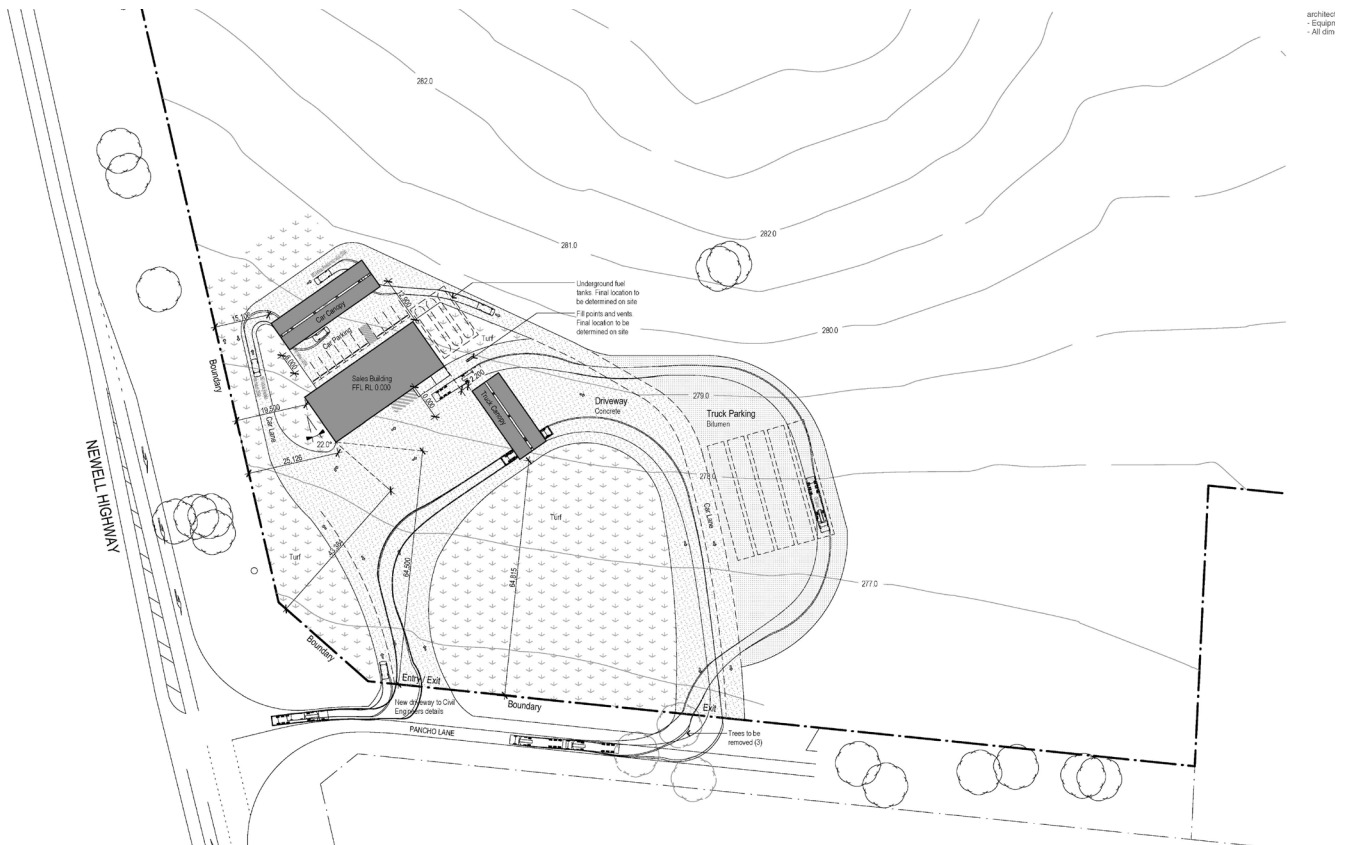
3.4. Peak Hill Highway Service Centre

In 2019 Parkes Shire Council granted Development Consent No. DA2019/0114 for the construction of a highway service centre at Pancho Lane, 1.5 kilometres south of the Peak Hill Urban Area.

The highway service centre will be located on the eastern side of the Newell Highway, with upgrades to the road network to allow north and south bound traffic the opportunity to access the facility.

The highway service centre comprises fuelling facilities for light and heavy vehicles, a convenience store with food offerings and a heavy vehicle rest area.

Construction of the highway service centre is expected to commence in late 2023.



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4 CHALLENGES + OPPORTUNITIES

4.1. Recent Changes

Since the Local Government Elections in December 2021, there have been significant changes that affect the Parkes LGA, including:

- Floods, bushfires and drought have demonstrated the need to build resilient communities and transport infrastructure.
- The COVID-19 pandemic has shown how quickly we can adapt and adopt new habits such as remote working and learning, different transport choices beyond motor vehicles and a rethink of housing supply and demand.
- There is more urgency around reducing greenhouse gas emissions from industry and transport, with the NSW government making a commitment to deliver a 70% cut in emissions by 2035. Electric and hydrogen powered vehicles are anticipated to lead the emissions reductions.
- The Movement and Place framework introduced in 2018 is now fully embedded in NSW policy.
- E-transport is also growing strongly, requiring consideration of these transport modes in the urban environment.
- Connecting with Country now informs the planning, design, and delivery of built environment projects in NSW.
- The 6 Cities Region of the Greater Sydney has replaced the Metropolis of Three Cities, and there is renewed emphasis on regional planning and development.
- The Parkes SAP is being developed with enabling infrastructure. New industrial and commercial developments are being planned at the SAP which will require supporting industries, including fuel providers.
- The Parkes Bypass is under construction, with the new highway project to be completed in 2024.

4.2. Future Changes

It is important that the Parkes Shire Highway Service Centre Strategy is reviewed in light of the future changes expected to be experienced in the Shire, as well as best practice guidelines and strategies being developed by TfNSW and other leading government authorities.

Some of the challenges for the new Strategy will be to:

- Determine the optimum distances between highway service centres to ensure efficiency of the road network and safety of road users.
- Design and implementation of projects that respond to more extreme weather events, with particular focus on stormwater management, weeds control, shade and water points in their designs.
- Design and implementation of projects that take advantage of existing urban infrastructure, services and employment, with preference for the location of highway service centres in close proximity to urban areas.

5 PLANNING FOR HIGHWAY SERVICE CENTRES

Parkes Shire Council has commenced a process to limit highway service centres in the Parkes Shire, with recent amendments to the Parkes LEP 2012 prohibiting highway service centres in the RU1 Primary Production zone.

Parkes Shire Council has prepared the draft Parkes Highway Service Strategy to identify the need for highway service centres in alternate land-use zones or at strategic locations in the Parkes Shire.

5.1. Needs Analysis

5.1.1 Land Use Planning

Depending on the volume of highway traffic and the proximity of urban settlement, a highway service centre may occur at various scales. It may only offer fuels during daytime, or alternatively a large-scale highway service centre may include 24 x 7 restaurants and amenities, truck parking and break-down areas, vehicle repairs, accommodation, rest areas and parklands.

Highway service centres can therefore operate as 'mini settlements' with potential to create traffic, noise, light glare, drainage and land-use conflicts if not appropriately located and designed. Highway service centres also have the potential to add to the demand on infrastructure and services such as roads and intersection upgrades, electricity supply, reticulated water supply and sewerage.

The Parkes LEP 2012 was amended in October 2022 to prohibit highway service centres on land zoned RU1 Primary Production to ensure there is appropriate spatial separation of highway service centres along the Newell Highway in order to achieve the right balance between land-use, transport and economic policy in relation to this development type.

Highway Service Centres are currently prohibited in all land-use zones under the Parkes LEP 2012, except for land zoned RU5 Village and E4 General Industrial.

Parkes Shire Council has prepared the draft Parkes Highway Service Centre Strategy to determine whether there is a need to consider highway service centres in alternate land-use zones in the Parkes LGA.

5.1.2 Parkes LEP Permissibility

The Parkes Local Environmental Plan 2012 permits highway service centres with consent in the following zones:

Zone	Permitted
RU1 Primary Production	x
RU3 Forestry	x
RU5 Village	✓
R1 General Residential	x
R5 Large Lot Residential	x
E1 Local Centre	x
E4 General Industrial	✓
MU1 Mixed Use	x
SP1 Special Activities	x
SP2 Infrastructure	x
RE1 Public Recreation	x
RE2 Private Recreation	x
CI National Parks and Nature Reserves	x

5.1.3 Main Road Network Planning

The development of the Parkes Shire Highway Service Centre Strategy has been discussed with TfNSW and RGDC.

TfNSW advise they are considering the development of a Newell Highway Corridor Strategy to provide a regional approach to managing traffic related issues along the Newell Highway corridor located in NSW.

TfNSW raise no objections with Parkes Shire Council preparing a Highway Service Centre Strategy to apply to the Parkes LGA.

TfNSW advise the following matters are of importance when considering the appropriate location for future highway service centres:

- The safety and efficiency of highway users is paramount. Access locations to highway services are to be designed to comply with Austroads and TfNSW Road Design Guidelines.
- Changes to logistics fleets and ensuring infrastructure is available to support new vehicle types such as those that are hydrogen or electricity powered.
- Increased uptake of larger sized vehicles reducing the total quantity of trucks will also require larger rest areas and suitably designed access intersections to rest areas to ensure safety.
- Highway users require access to high quality amenities and services including food vendors which provide fresh, tasty and healthy options, clean showers and change room facilities.

5.1.4 Road Safety and Destination Management Planning

Parkes Shire Council has maintained that the Newell Highway Bypass needs to be carefully designed to minimise impacts on Parkes.

Unlike the bypass projects at Yass and Goulburn, Parkes is more isolated from metropolitan areas and is more vulnerable to potential economic impacts.

To encourage continued visitations to Parkes, a new BP Highway Service Centre is to be located at the intersection of the Newell Highway Bypass and the Henry Parkes Way.

The intersection and Parkes SAP Commercial Gateway Precinct has been designed to enable highway users to easily access the Parkes Urban via Henry Parkes Way.

A Western Entry Masterplan 2023 has been prepared to facilitate traffic movement between the Parkes Urban Area and the Parkes SAP and along the Newell Highway.

5.1.5 Freight and Logistics Planning

A number of local truck transport and freight logistics companies have been consulted and have confirmed the importance of appropriately located highway service centres to their operational requirements. Key takeaways include:

- Highway service centres are to be easily accessible and must be readily identifiable to ensure safe departure from the road travel lanes to the highway service centre.
- Highway service centres are to be appropriately proportioned along the highway corridor to provide opportunities to refuel vehicles and enable drivers access to safe places to rest and recuperate.
- Based in Parkes we would value large format highway service centres for refuelling and truck washing for drivers commencing or return from their journeys.
- Existing highway service centres along the Newell Highway do not have enough dedicated facilities for large vehicles such as truck parking and easily accessible fuel areas.

5.2. Spatial Analysis

5.2.1 Highway Service Centre - Regional Analysis

There are a number of highway service centres and service stations located along the Newell Highway in the central western region.

The main highway service centres with 150km of Parkes Shire have been shown on Figure 1.

The key findings of the regional analysis are as follows:

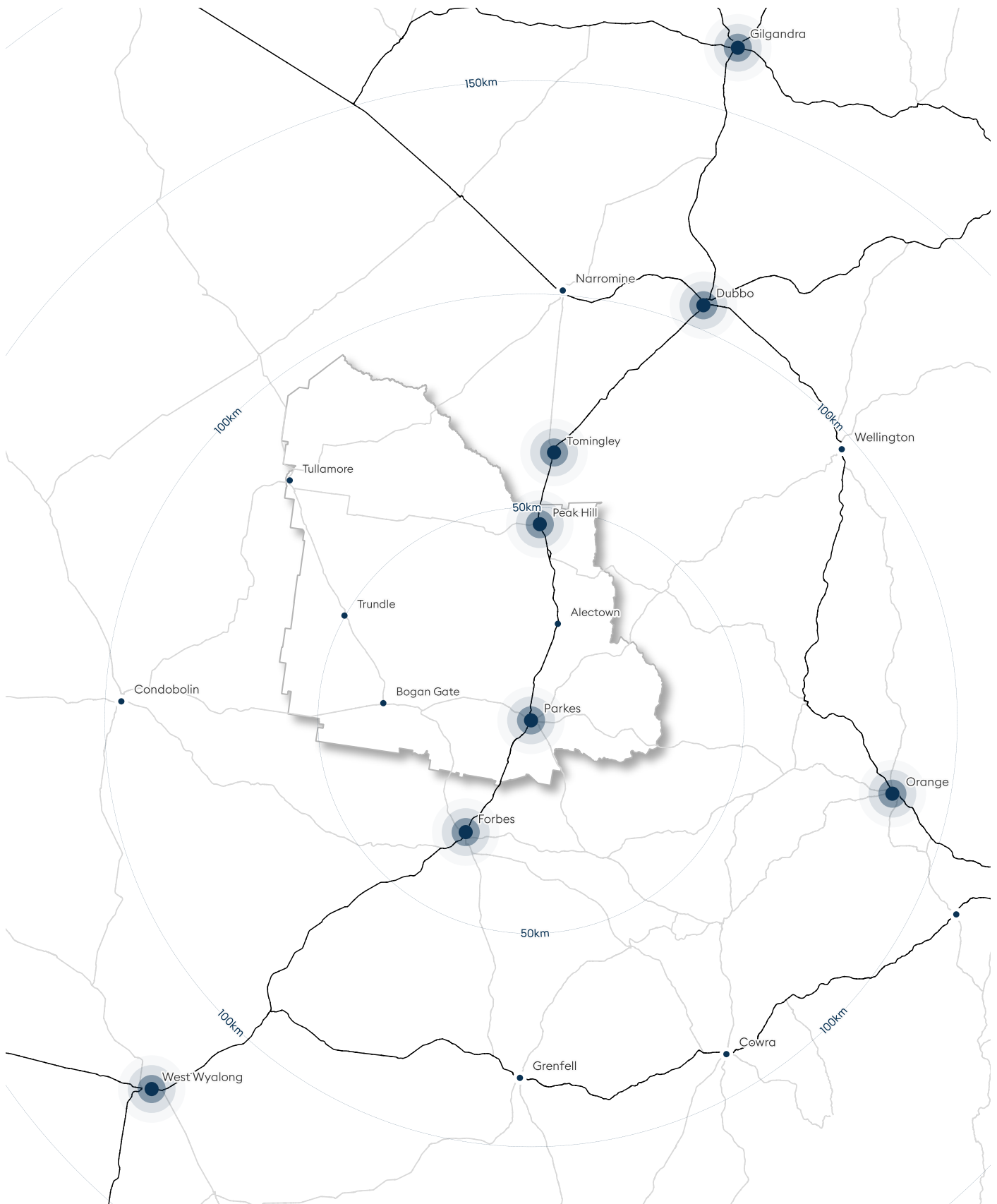
- There are fourteen (14) highway service centres and service stations located along the Newell Highway corridor within 150km (2hr drive) of Parkes Shire.
- Two highway service centres with the capability to service light and heavy vehicles are currently under construction at Tomingley.
- One (1) highway service centre with the capability to service light and heavy vehicles is located at Forbes.

5.2.2 Parkes LGA Analysis

A hierarchy of highway service centres, service stations and rest stops along the Newell Highway and main road network in the Parkes Shire and Parkes Urban Area is shown on Figure 1 and Figure 2.

The key findings of the Parkes Shire analysis are as follows:

- There is one (1) highway service centre located on the Newell Highway in Parkes that can service light and heavy vehicles.
- There is one (1) highway service centre located on the Newell Highway in Parkes that can only service light vehicles.
- There is one (1) highway service centre located on the Newell Highway in Peak Hill that can service light and heavy vehicles.
- There is one (1) highway service centre located on the Newell Highway in Peak Hill that can service light vehicles.
- A new highway service centre with capability to service light and heavy vehicles will be located on the corner of the Parkes Bypass and Henry Parkes Way.
- Development consent has been granted for the construction of a highway service centre with the capability to service light and heavy vehicles south of Peak Hill.
- An Activation Precinct Certificate has been issued by RGDC for the construction of a highway service centre with the capability to service light and heavy vehicles west of Parkes in the Parkes SAP.



5.2.3 Figure 1: Regional Fuel Service Map





5.2.4 Figure 2: Parkes Fuel Services Map

5.3. Opportunity

The proposed BP Highway Service Centre at the intersection of the Newell Highway Upgrade and Henry Parkes Way is part of an urban designed gateway. There is potential to build other facilities and services at this location, including commercial premises, short-term accommodation, truck wash and service repairs.

New road and active transport connections are proposed from the Parkes Bypass and on Henry Parkes Way to provide motorists the opportunity to access the highway service centre facility and retail opportunities that will be located at the gateway precinct.

The Western Entry Masterplan advocates:

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

With the developments at Parkes and transport improvements in the region, there will be more demand for accommodation services, food businesses and the like.

5.4. Risk Management

The development of additional highway service centres in the Parkes Shire may adversely impact on the local economy.

An excessive amount of highway service centres may economically impact on existing service stations, cafes and local hospitality venues.

The potential relocation of existing fuel providers from the Parkes and Peak Hill urban areas will lead to the vacancy of key sites within the respective commercial precincts that will present challenges, such as likely contamination, that will impact on potential redevelopment.



6 SITE SUITABILITY CRITERIA

The following recommendations are made as a result of the spatial analysis:

- Limit the accumulation of highway service centres to one on the northbound lane at Parkes and one on the southbound lane at Peak Hill.
- The land use tables in the Parkes Local Environmental Plan 2012 to prohibit highway service centres on land zoned RU5 Village, E4 General Industrial, SP1 Special Activities and SP2 Infrastructure zones.
- The Parkes Shire Development Control Plan 2021 to be amended to removed standards for highway services centres on land zoned RU1 Primary Production and to include updated development controls that require highway service centres to be designed in accordance with the criteria listed in Section 7.
- Parkes Shire Council to advocate for TfNSW to prepare a Newell Highway Corridor Strategy which includes consideration of the appropriate location for highway service centres in the region.
- Parkes Shire Council road design guidelines to be updated with appropriate standards for accessing highway service centres of different scales.

7 DESIGN CRITERIA

The following recommendations are made as a result of the design analysis :

- **Vehicular Access** – the siting and design of highway service centres is to take into account vehicle access and manoeuvring through the site. Upgrades to the road network are to be provided to accommodate the largest vehicle which may utilise the site. Where possible access and egress locations should be obtained from local roads rather than highways.
- **Parking** – highway service centres should be provided in accessible locations. Highway service centres with heavy vehicle (semi-trailers or larger) rest areas are to be appropriately separated from any sensitive receptors.
- **Landscaping** – landscaping is to be complimentary to the development and maintain the aesthetic of the locality. Landscaping is to be implemented to mitigate any potential impacts from the highway service centre, such as light glare and visual impacts on adjoining land uses.
- **Highway Signage** – advertising signage is to be consistent with the built form of the highway service centre. Signage is not to impact on views or vistas and should not impact on the safety or efficiency of the adjoining road network.
- **Lighting** – appropriate lighting is important to ensure road safety without creating and land-use conflicts with nearby sensitive receivers. Ensuring that advertising signage appropriately located and is not excessively illuminated, potentially creating distractions for highway users is to be considered.
- **Drainage Infrastructure** – highway service centres requiring large impervious must be designed to minimise impacts on natural watercourses and drainage channels.
- **Built Form** – buildings and fuel service canopies are to be designed to be consistent with the locality in which they are situated. Buildings are to be constructed using new materials and should include softening landscaping.

8 CONCLUSION

The Parkes Highway Service Centre Strategy has been prepared in the context of State, regional and local planning frameworks, including the Future Transport Strategy, Central West and Orana Regional Plan, Parkes Special Activation Precinct Masterplan, Parkes Local Strategic Planning Statement, Parkes Destination Management Plan and Parkes Western Entry Masterplan.

Best practice land-use and transport planning principals have been documented in the strategy, along with key challenges and opportunities relevant to the development of highway service centres in the Parkes Shire.

The evidence base and analysis of existing highway service centres located in the Parkes Shire forms the basis of the recommended highway service centre location criteria and highway service centre design criteria.

It is the findings of the study that highway service centres are already well catered for in the Parkes Shire and action needs to be taken to limit further development of this type of development for the short to medium term.





For more information
about this plan, please contact

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