



Parkes Shire

# Housing Strategy 2021-2041

2025 Update

An initiative funded by the NSW Government  
through the Regional Strategic Planning Fund.

Funded by:

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# Executive Summary

Parkes Shire is a vibrant community of over 14,600 people spread across several towns and rural areas. The Parkes Shire economy is growing with major developments at Parkes in national transport, logistics and industrial developments at the Parkes Special Activation Precinct. As this new economic activity continues 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.

To support emerging growth opportunities, the Parkes Shire must have adequate supply and diversity of housing across the shire. This will not only drive economic growth, but also ensure our housing meets people's needs into the future.

The Parkes Shire Housing Strategy looks to address the issues of housing supply and demand, as well as the housing needs of residents into the future. Strategies are also required to safeguard against housing unaffordability, which is becoming a significant issue for regional centres that are subject to rapid migration of workers or permanent residents seeking a 'tree change'.

The Parkes Shire Housing Strategy provides a long-term approach to the design and delivery of quality housing in and around our town centres and neighbourhoods.

In 2025 the Parkes Shire Housing Strategy was updated to:

- remove flood affected areas that were previously identified suitable for urban expansion in Parkes;
- identify "Harrowvale", as a suitable area for urban expansion;
- provide an alternate development pathway for the west-Parkes urban area.





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# 01

## PARKES SHIRE HOUSING STRATEGY

# Introduction

The Parkes Shire Housing Strategy sets a 20 year vision for housing in the Parkes Shire, in line with the NSW Government's Local Housing Strategy Guideline and the Parkes Local Strategic Planning Statement (LSPS) 2041.

The strategy responds to the evidence base and key trends shaping future housing demand and supply in the Parkes Shire.

The Parkes Shire Housing Issues Paper and Housing Preference Surveys undertaken in March 2021 provide important insights into the local conditions in the Shire as well as the future challenges for housing into the future. A key finding of these preliminary investigations is that all settlements in the Parkes Shire have adequate land capacity to support additional freestanding housing in a low growth scenario, consistent with demand over the life of the Parkes LSPS 2041.

The key focus of the Parkes Shire Housing Strategy is on managing sustainable growth within the residential expansion areas identified in the Parkes LSPS 2041. New housing will be provided through existing undeveloped residential zoned land as well as the residential expansion areas identified in this strategy.

Also important are housing strategies that respond to changes in our communities, so the types of housing being built can better fit our household sizes and preferences. Local markets continue to roll-out standard dwellings and a small (limited) supply of medium density style housing models. What is missing are the low-rise compact homes, like courtyard houses, dual occupancies and multi-dwelling developments that are becoming more attractive to an aging demographic, smaller family households and people choosing to live alone.

The diversification of the types of housing available in the Parkes Shire is being advocated in this strategy, to give people more choice, provide an interesting and vibrant built environment, ensure housing supply caters for the needs of changing demographics into the future and ensure we have affordable housing solutions.

With rapid changes in communications and distributed energy technologies, we also need to think about how our houses can be used to improve performance in the environment, in our work, income generation, general health and wellbeing and leisure time.





# 02

## PARKES SHIRE HOUSING STRATEGY

# Vision

The vision mapped out in the Parkes Shire Community Strategic Plan remains relevant for the Parkes Shire Housing Strategy - 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 large and small communities of Parkes Shire mean we have a diverse range of settings for housing, including town centre, neighbourhood-style, rural and natural settings.

The Parkes Shire Housing Strategy aims to support the vision and values of the community, providing goals and actions for housing that will contribute to fulfilling these aspirations.

The vision for the Parkes Shire Housing Strategy is:

*“The Parkes Shire Housing Strategy supports a housing market that enables a sustainable supply of housing that meets the diverse and changing needs of the Parkes Shire community.”*



# 03

## PARKES SHIRE HOUSING STRATEGY

# Objectives

The Parkes Shire Housing Strategy aims to:

- cater for the increased housing needs of a growing and changing population.
- increase residential land supply at areas where residential growth is projected to occur.
- identify constraint free sites with attributes for strong urban form, improved liveability and easy access to the important attractors in our towns and smaller settlements.
- provide a greater mix of housing types, with particular emphasis on more compact homes with well-designed indoor and outdoor living spaces.
- encourage more sustainable housing that complements household incomes, health and wellbeing and environmental values.
- support other strategic directions such as our economic, infrastructure and transport strategies.

Together, these aims should assist in maintaining household affordability in the Parkes Shire.





# 04

PARKES SHIRE HOUSING STRATEGY

## Strategic Directions

The Parkes Shire Housing Strategy will be implemented through the following strategic directions to respond to the various housing needs of our communities and to guide future housing growth..

- Build sustainable and resilient communities that protect and celebrate our environment.
- Direct new housing growth to appropriate locations where demand is forecast.
- Package land for residential release in stages to ensure efficient augmentation of services and infrastructure and subsequent land development.
- Increase the attraction and connection of the smaller towns in the Parkes Shire, as a means of providing alternate housing and community opportunities in these centres.
- Plan for more housing choice to support a diversifying community, with particular emphasis on more compact housing and more affordable housing.
- Design housing to be more resilient to environmental change, more energy and water efficient, and more productive environments for work, income and lifestyle.
- Show leadership through the development of strategic development sites.



# 05

## PARKES SHIRE HOUSING STRATEGY

# Approach & Structure

The Parkes Shire Housing Issues Paper has already been prepared and publicly exhibited. The Parkes Shire Housing Issues Paper and Housing Strategy must be read together in order to understand the approach and rationale for housing in the Parkes Shire.

The Parkes Shire Housing Strategy involves several towns within the Parkes Shire, all of which require their own unique response to housing supply and demand, constraints and opportunities, infrastructure provision and housing preferences.

Each town will undergo its own investigations under the Parkes Shire Housing Strategy to arrive at a Strategic Housing Framework for its community.

As the settlement with the largest population and with the greatest potential for residential growth for the medium term, Parkes is at the forefront of housing analysis and action planning. A stronger Parkes will deliver housing options, services and other benefits for the wider community, especially if stronger connections can be achieved through improved transport and public transport initiatives, telecommunications, education, health and aged care.





# 06

PARKES SHIRE HOUSING STRATEGY

## Background Information

Understanding the communities that make up the Parkes Shire is critical in planning for our current and future housing needs. Settlement location, demographic trends (population, age profile, fertility rates, employment levels, migration patterns) all have influences on the housing needs and preferences into the future.

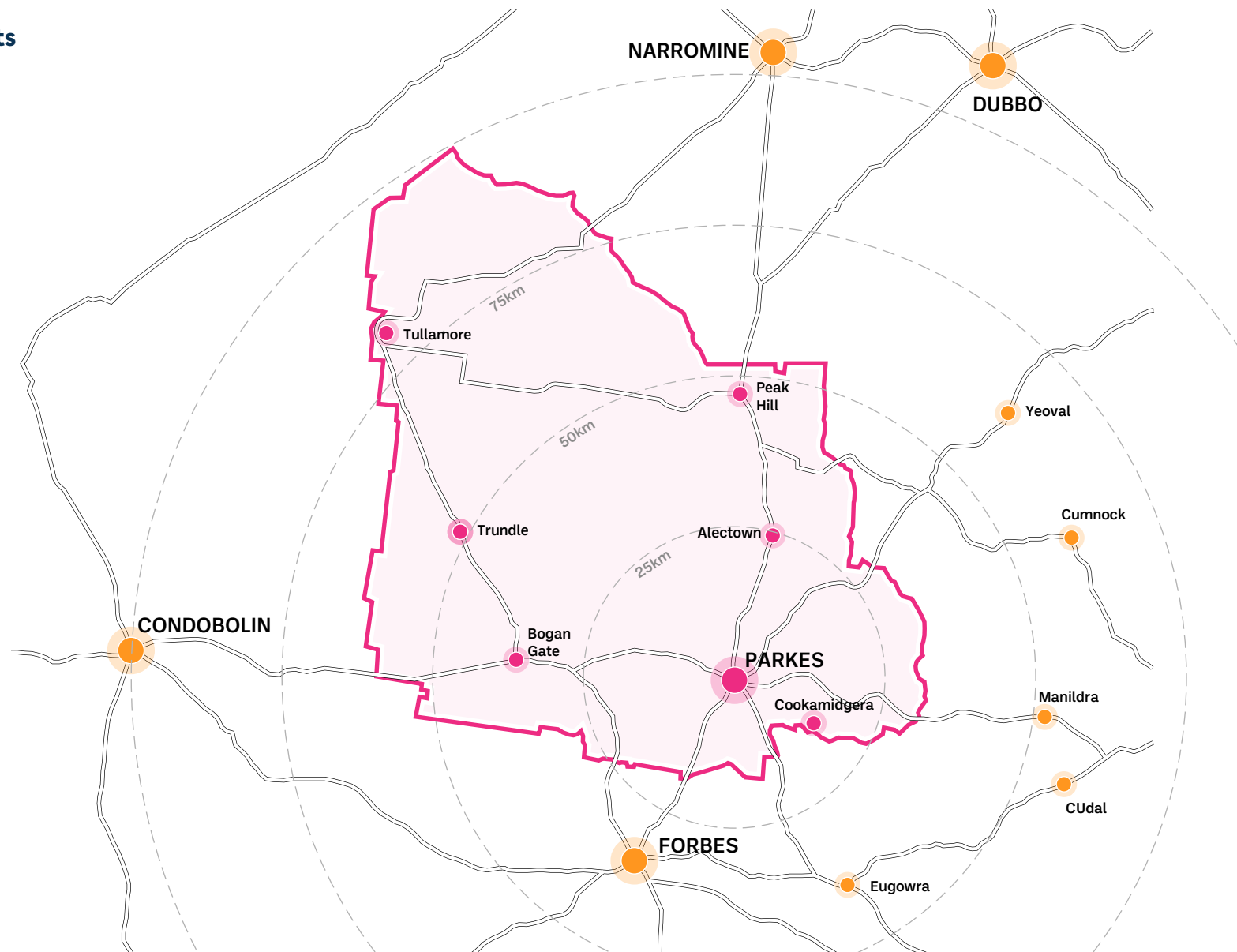
This chapter documents the main findings of investigations of the urban areas in the Parkes Shire and their existing demographic and housing supply profiles. It also shares the findings of preliminary community engagement, commenced with the public exhibition of the Parkes Shire Issues Paper and Housing Preference Surveys taken in March 2021.

In November 2022, significant flooding occurred in the Parkes Shire. The Goobang Creek, which is in close proximity to the Parkes township rose to levels not ever known to occur and inundated hundreds of homes in the east Parkes area.

While Parkes Shire Council continues to prepare a flood study which will set out flood planning measures and controls, the areas previously identified in the Parkes Housing Strategy 2021 for future urban expansion have been reviewed based on impacts of the flood event. Revised maps have been prepared to remove known flood affected areas from areas previously identified for urban expansion.

## 6.1 Parkes Shire Settlements

Within the Parkes Shire are the towns of Alectown, Bogan Gate, Cookamidgera, Parkes, Peak Hill, Trundle and Tullamore. Many people also live on rural properties of varying sizes. The Parkes Shire Settlements Map (right) shows the location of the main settlements in the Shire as well as nearby townships.



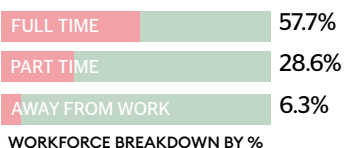
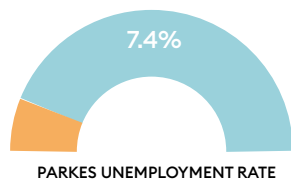
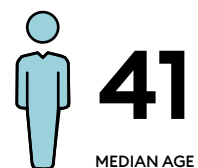
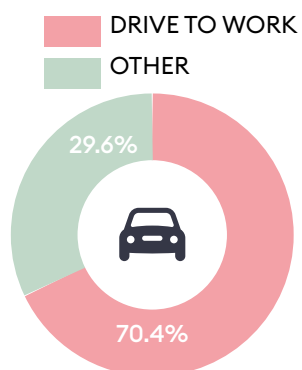
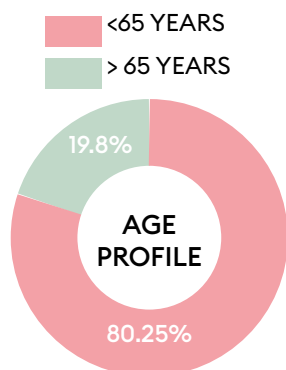
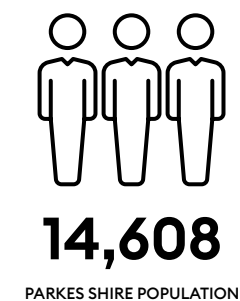
### Map Legend

- Parkes Shire settlements
- Nearby settlements
- Regional road network



## 6.2 Parkes Shire Community Profiles

The Parkes Shire Issues Paper provided a detailed breakdown of the demographic profile of the local community. A snapshot of the local demographic profile is captured in this section.



### 6.3 Parkes Shire Housing Profile

The current housing stock is substantial in Parkes Shire and will continue to provide the mainstay of housing for many years to come. Demand for new housing is available in all settlements in the Parkes Shire to certain extents, driven by a range of demographic trends such as decreasing household sizes and changing needs and preferences for different types of housing. A snapshot of the local housing profile and key housing market trends, based on 2016 ABS Census Data, is shown in the infographic to the right of page. Further information is presented in the Parkes Shire Housing Issues Paper.



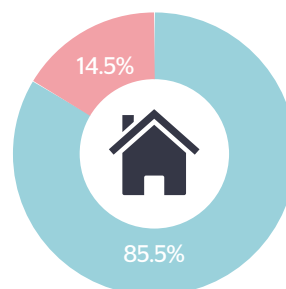
**6,740**

TOTAL DWELLING STOCK

**5,891**

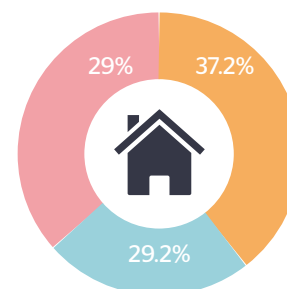
DETACHED DWELLINGS

VACANT  
OCCUPIED



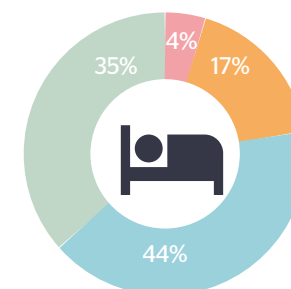
HOUSING OCCUPANCY

RENTED  
OWNED OUTRIGHT  
MORTGAGED

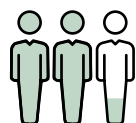


HOUSING OWNERSHIP

1 BEDROOM  
2 BEDROOM  
3 BEDROOM  
4 + BEDROOM

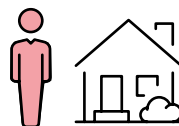


DWELLING STOCK BREAK-UP



**2.4**

AVERAGE HOUSEHOLD SIZE



**29%**

SINGLE PERSON HOUSEHOLDS



**\$320**

MEDIAN HOUSE RENT



**\$312K**

MEDIAN HOUSE PRICE



To understand the quality of the urban environment, an analysis of the existing urban form of the main townships in the Parkes Shire is undertaken in this chapter. The analysis includes observations regarding:

A number of urban form analysis maps have been prepared for the main townships in the Parkes Shire. These maps consider the zonings within urban areas (as per Parkes Local Environmental Plan 2012), however additional features have been shown including key land-use activities, infrastructure uses and other built form characteristics that generally define each settlement.

A photograph of a man and a young girl riding bicycles outdoors. The man, wearing a blue t-shirt, a grey helmet, and sunglasses, is riding a black mountain bike. The girl, wearing a pink shirt and a colorful helmet, is riding a smaller bicycle. They are both looking forward, and the background is a blurred green landscape with trees.

# 07

PARKES SHIRE HOUSING STRATEGY

## Existing Urban Form Analysis

## 7.1 Alectown

Alectown is located on the Newell Highway and has a population of 91 residents living in approximately 25 single storey dwellings within the urban area, zoned RU5 Village. Community facilities comprise a Rural Fire Service Brigade Station and the Soldiers Memorial Hall, and there are currently no commercial facilities in the township. The Burrandong Creek and historic alluvial gold mining remnants west of town and the Newell Highway are dominant features of the urban form and provide opportunities and constraints for further development of Alectown into the future. Being on the Newell Highway and roughly halfway between Parkes and Peak Hill, members of the local community are keen to explore new strategies to grow business and housing opportunities at Alectown.

### Map Legend

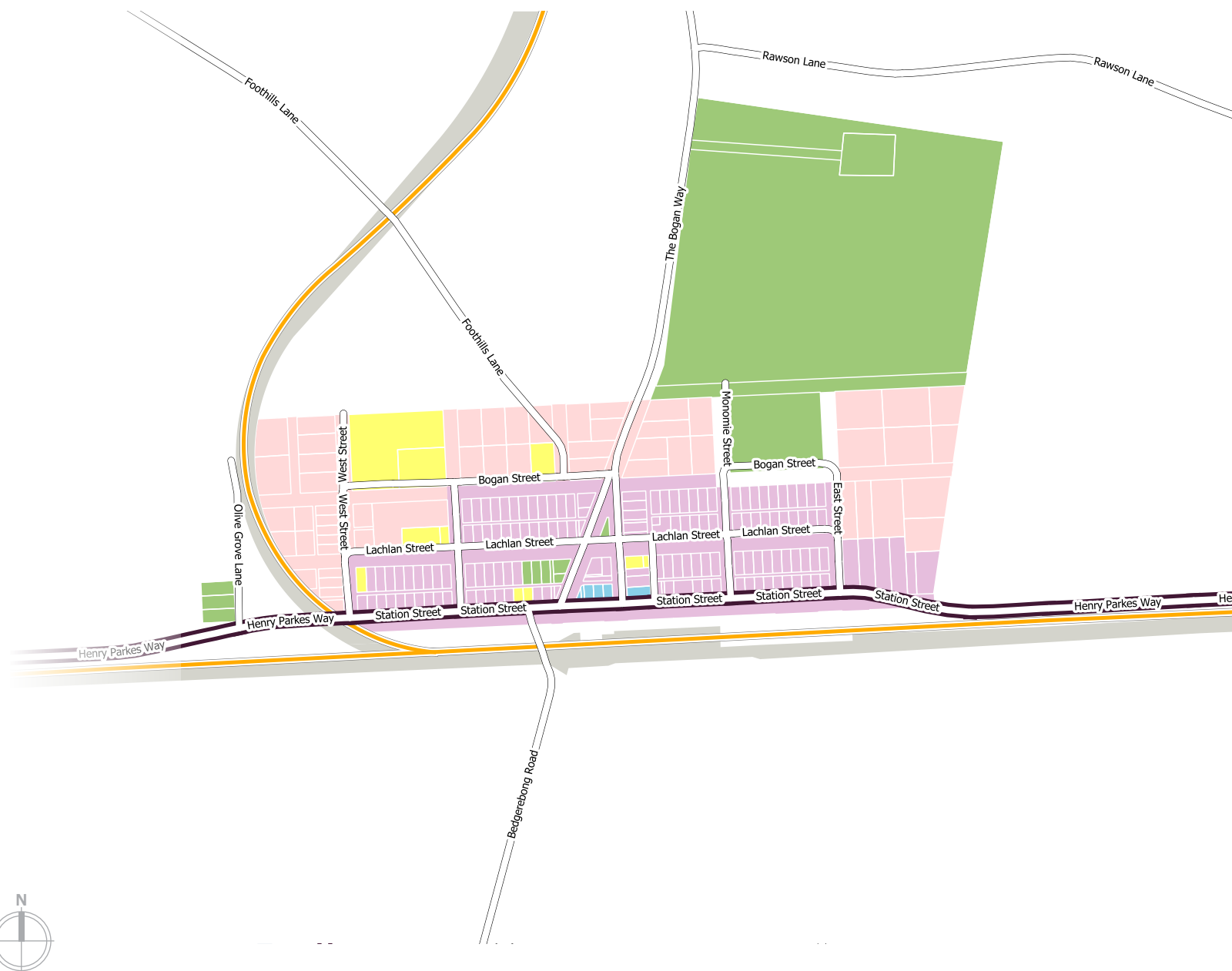
- Landfill site
- Community / infrastructure Use
- Recreation / Public Use
- Rural Residential Use
- Urban / Village Use
- Water course
- Railway network
- Main / regional road network
- Local road network





## 7.2 Bogan Gate

Bogan Gate is located on the Henry Parkes Way, 38 kilometres west of Parkes. The township is also bordered by the Sydney to Broken Hill Railway (running east-west along the southern outskirts of town) and the junction of the Bogan Gate to Tottenham Branch line running directly west of town. Bogan Gate has a resident population of 134 people, living in approximately 55 single storey dwellings that are located in the urban area. A small mix of commercial and community facilities are also available.



### Map Legend

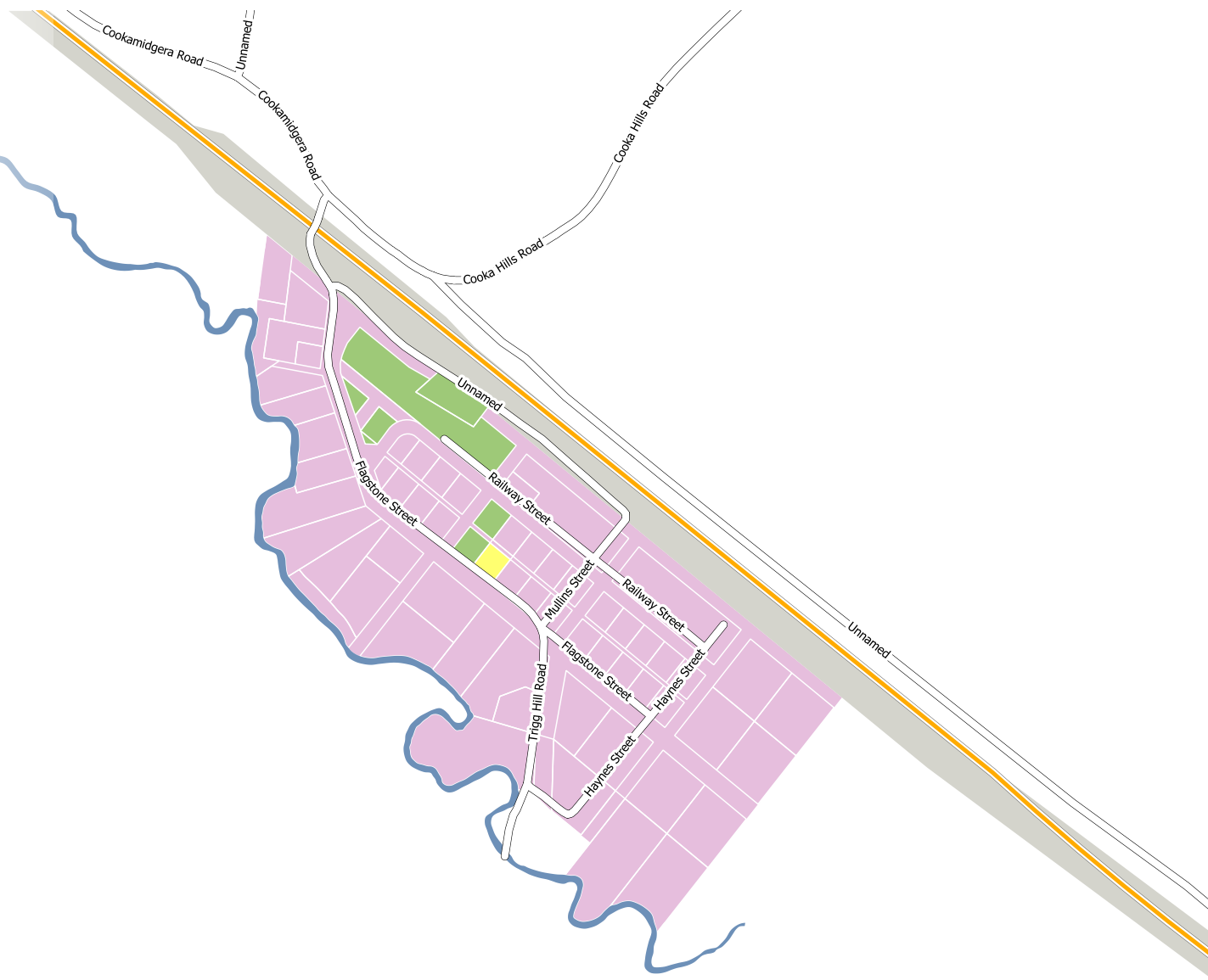
- Community / infrastructure Use
- Recreation / Public Use
- Rural Residential Use
- Urban / Village Use
- Commercial Use
- Railway network
- Main / regional road network
- Local road network

### 7.3 Cookamidgera

Cookamidgera functions as a satellite residential community for nearby Parkes and the surrounding farming area. The resident population is 70 persons living in approximately 25 single storey dwellings within the urban area, zoned RU5 Village. Community facilities comprise a hall and tennis courts, however there are no commercial facilities in the township. The Orange to Broken Hill Railway (running east – west) is a dominant features of the urban form. The resident population is projected to remain steady at Cookamidgera in the medium term.

#### Map Legend

- Community / infrastructure Use
- Recreation / Public Use
- Rural Residential Use
- Urban / Village Use
- Water course
- Railway network
- Main / regional road network
- Local road network





## 7.4 Parkes

The town of Parkes is the largest urban centre in the Parkes Shire. The layout of Parkes has historically been influenced by its network of main roads radiating from the central core and the railways that bisect the township north and south.

The Parkes CBD is the main shopping precinct for the Parkes Shire. The CBD supports a healthy mix of business activity, motor vehicles, pedestrians and parking areas. There are two other employment precincts within Parkes, which includes the Parkes Industrial Estate and the lower Clarinda Street business district. Outside these areas, employment is generated at isolated facilities such as the Parkes Hospital, TAFE, schools and aged care facilities.














Traffic along the Newell Highway presents a number of challenges for the Parkes community, particularly those wishing to cross Bogan Street in an east-west direction. The State government is set to build a Newell Highway bypass of

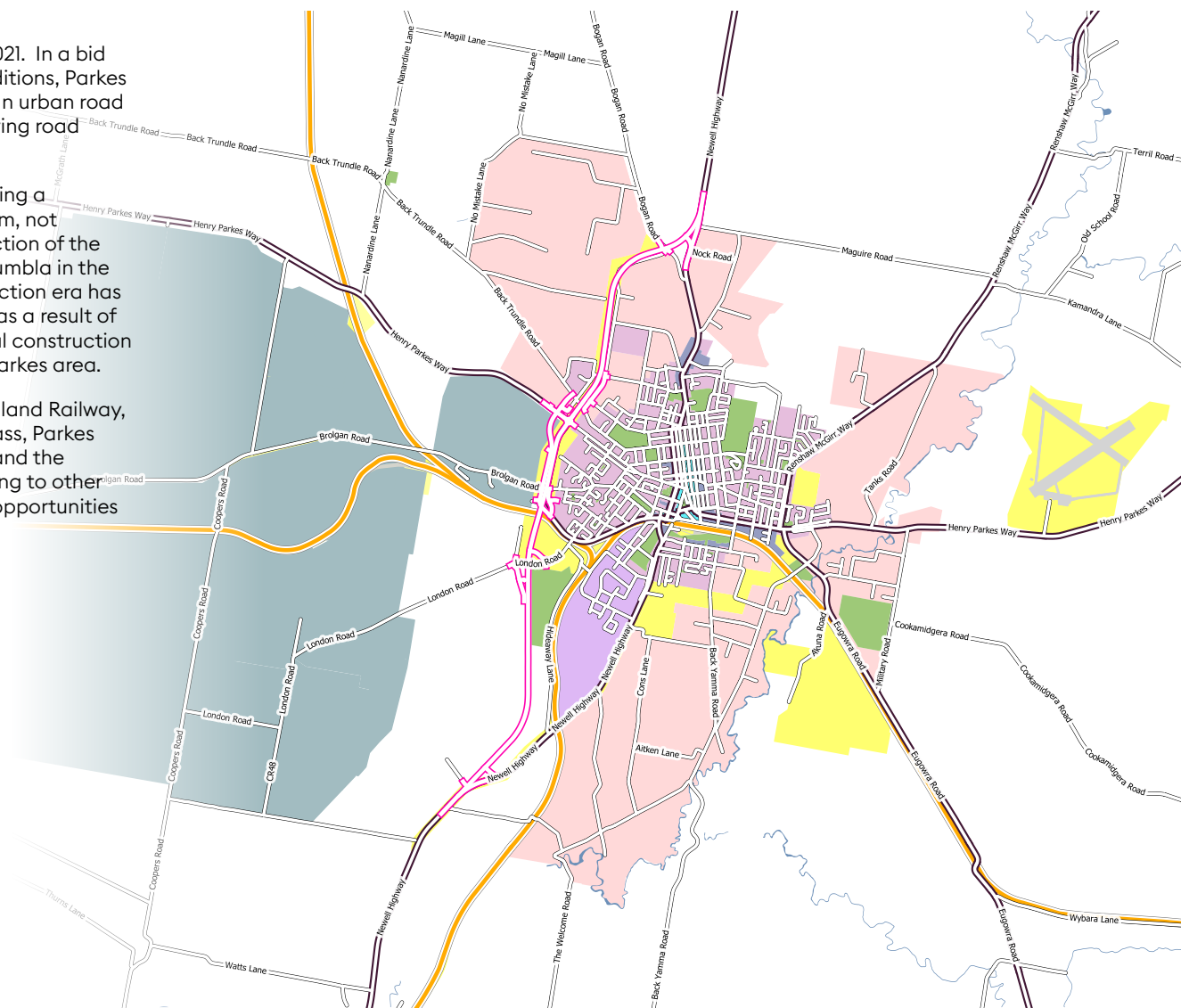
Parkes towards the end of 2021. In a bid to manage local traffic conditions, Parkes Shire Council is developing an urban road heirachy and heavy vehicle ring road system.

Parkes is currently experiencing a significant employment boom, not witnessed since the construction of the Northparkes Mines at Goonumbla in the early 1990s. This new construction era has largely been brought about as a result of road, rail, mining and general construction projects in and around the Parkes area.

Major projects such as the Inland Railway, Parkes Newell Highway Bypass, Parkes Special Activation Precinct and the Northparkes Mines are leading to other spin-off developments and opportunities and demand for housing.

### Map Legend

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



## 7.5 Peak Hill

Peak Hill is located near the northern boundary of the the Parkes Shire. The township is 49 kilometres north of Parkes and 71 kilometres south of Dubbo.

The town of Peak Hill was established following the discovery of gold in 1889. A gold rush brought some 9,000 people to the gold field. Around 300 shafts were dug in and around Peak Hill from the 1890s through to 1917 when commercial mining operations were closed. The township is characterised by a traditional grid pattern of roads, which is bisected by the Newell Highway.

Open cut gold mining operations were re-established to the east of Peak Hill township (1996-2005) by Alkane Resources. As part of

the closure of the Peak Hill Gold Mine in 2005, Alkane and others in the community created the Open Cut Experience (OCE). The Peak Hill OCE is a network of public walking trails and viewing platforms overlooking the mining workings on the eastern outskirts of town.

The existing resident population comprises 600 people living in approximately 265 freestanding dwellings.

Traffic along the Newell Highway presents a number of challenges for the Peak Hill community, particularly trucks and vehicle speed along the urban sections of the highway.

### Map Legend

- Community / infrastructure Use
- Recreation / Public Use
- Rural Residential Use
- Urban / Village Use
- Commercial Use
- Peak Hill Open Cut Gold Mine
- Railway network
- Main / regional road network
- Local road network





## 7.6 Trundle

Trundle is the 3rd largest urban centre in the Parkes Shire and located approximately 60 kilometres north-west of Parkes. Trundle is renowned for its wide Mainstreet, Forbes Street. The wide width of Forbes Street (87.6 metres) is both an attraction and a challenge for motorists and pedestrians wishing to negotiate the Mainstreet. The Trundle Hotel has one of the longest hotel balconies in NSW (86 metres). The Main-street is a hive of commercial and transport related activity - all day and into the early evenings.

Trundle is home to a pre-school, a Catholic primary school (Saint Patricks) and a K-12 public school. Health services are provided through the Trundle multi-purpose health centre (formerly the Trundle Hospital). The town also boasts a golf course with sand-oil greens, a 25-metre swimming pool, tennis courts, horse-racing facilities and a sporting oval named Berryman Park.









The Trundle Bush Tucker Day held in spring each year and the Trundle ABBA Festival in autumn are important social and tourist events for the town.

Community members are very proactive in Trundle, and continue to work together to enhance the appearance and functionality of the Main-street, the appeal of the town for tourists and visitors, and the overall reputation of the town as an interesting and historic 'country style' family destination.

The resident population is 370 persons within single storey houses, many of which were built in the interwar period. Residential neighbourhoods are characterised by a traditional grid pattern of tree-lined streets.

Planned development of the CleanTeq Mine at Fifield could lead to significant demand for new housing in Trundle.

### Map Legend

-  Community / infrastructure Use
-  Recreation / Public Use
-  Rural Residential Use
-  Urban / Village Use
-  Commercial Use
-  Railway network
-  Main / regional road network
-  Local road network



## 7.7 Tullamore

The town of Tullamore is located on the north-western edge of the Parkes Shire, next to Bullock Creek. The town is at the cross roads of a number of regional roads, including the Tullamore Narromine Road, Tullamore Nyngan Road, Condobolin Tullamore Road, Trundle Tullamore Road and the Peak Hill Road.

The population is approximately 234 people, living in approximately 106 dwellings. Residential neighbourhoods are characterised by a traditional grid pattern of widely spaced roads and single storey dwellings.

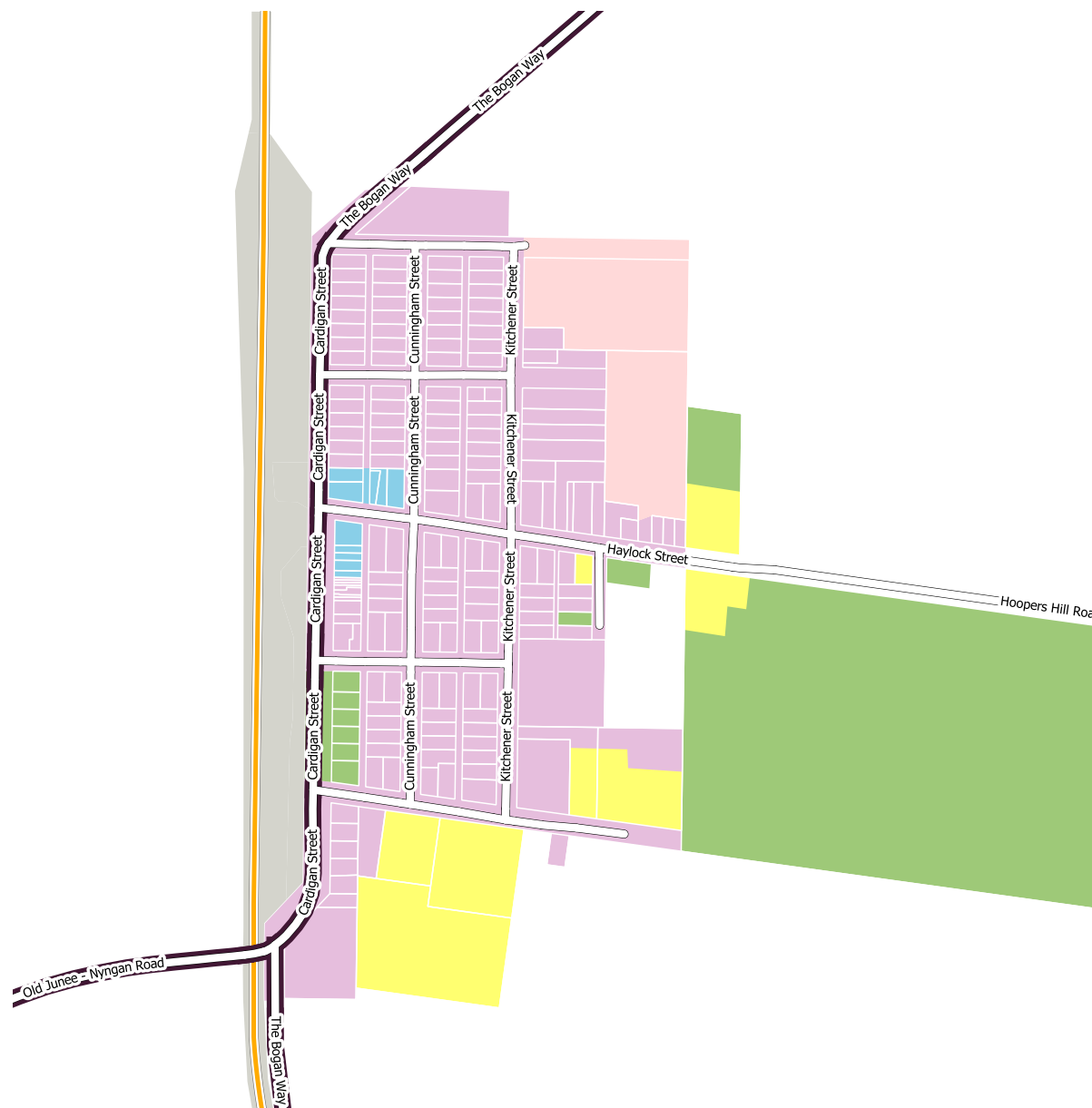
Tullamore retains some higher order commercial facilities, such as a bowling club, hotel, shops and a post office. The Memorial Park is a centre piece for the town and other attractions include the showground, town pool, skate park and playground facilities, public school, hospital and aged care facilities.

The region's economy is agriculture-based, with livestock grazing and crop production being the main agricultural pursuits.

The town is very busy in the summer harvest, with the Main-street a hive of car and truck activity - all day and into the early evenings.

### Map Legend

- Community / infrastructure Use
- Recreation / Public Use
- Rural Residential Use
- Urban / Village Use
- Commercial Use
- Water course
- Railway network
- Main / regional road network
- Local road network







# 08

## PARKES SHIRE HOUSING STRATEGY

# Housing Supply Analysis

There are currently 6,740 dwellings in Parkes Shire, comprising freestanding dwellings, units, caravan parks, manufactured home estates and self-contained housing in retirement villages.

Housing in Parkes Shire is predominantly located in the main towns and characterised by low density urban neighbourhoods and large lot residential dwellings. Further information is presented in the Parkes Shire Housing Issues Paper.

The main zones that accommodate residential development are as follows:

- R1 General Residential.
- RU5 Village.
- R5 Large Lot Residential.
- MU1 Mixed Development.






The following town maps describe the main features of residential development areas.

## 8.1 Alectown

Over 50% of established lots in the urban area of Alectown are vacant of dwellings. Under the RU5 Village Zone new dwellings are permitted on existing lots. Capacity for additional housing is available in Alectown within the existing urban area.

The housing preference surveys and further engagement with community stakeholders has indicated a preference for larger lot residential blocks further setback from Newell Highway Traffic. Investigation of suitable areas for R5 Large Lot Residential blocks has been earmarked in the future housing supply for Alectown.

### Map Legend

-  Existing Housing Supply Land
-  Occupied lots
-  Railway Network
-  Main Road Network
-  Local Road Network



## 8.2 Bogan Gate

Over 50% of established lots in the urban area of Bogan Gate are vacant of dwellings. Existing housing stock remains dominated by detached houses and owner occupancy continues to be the predominant form of housing tenure in Bogan Gate.

Under the RU5 Village Zone new dwellings are permitted on existing lots. There is some capacity for additional housing in Bogan Gate within existing urban area, subject to adequate land area being available for on-site waste disposal.

Based on the current dwelling stock, historic occupancy rate and rate of new housing approvals, there is adequate housing supply and urban zoned land available for the projected Bogan Gate population.










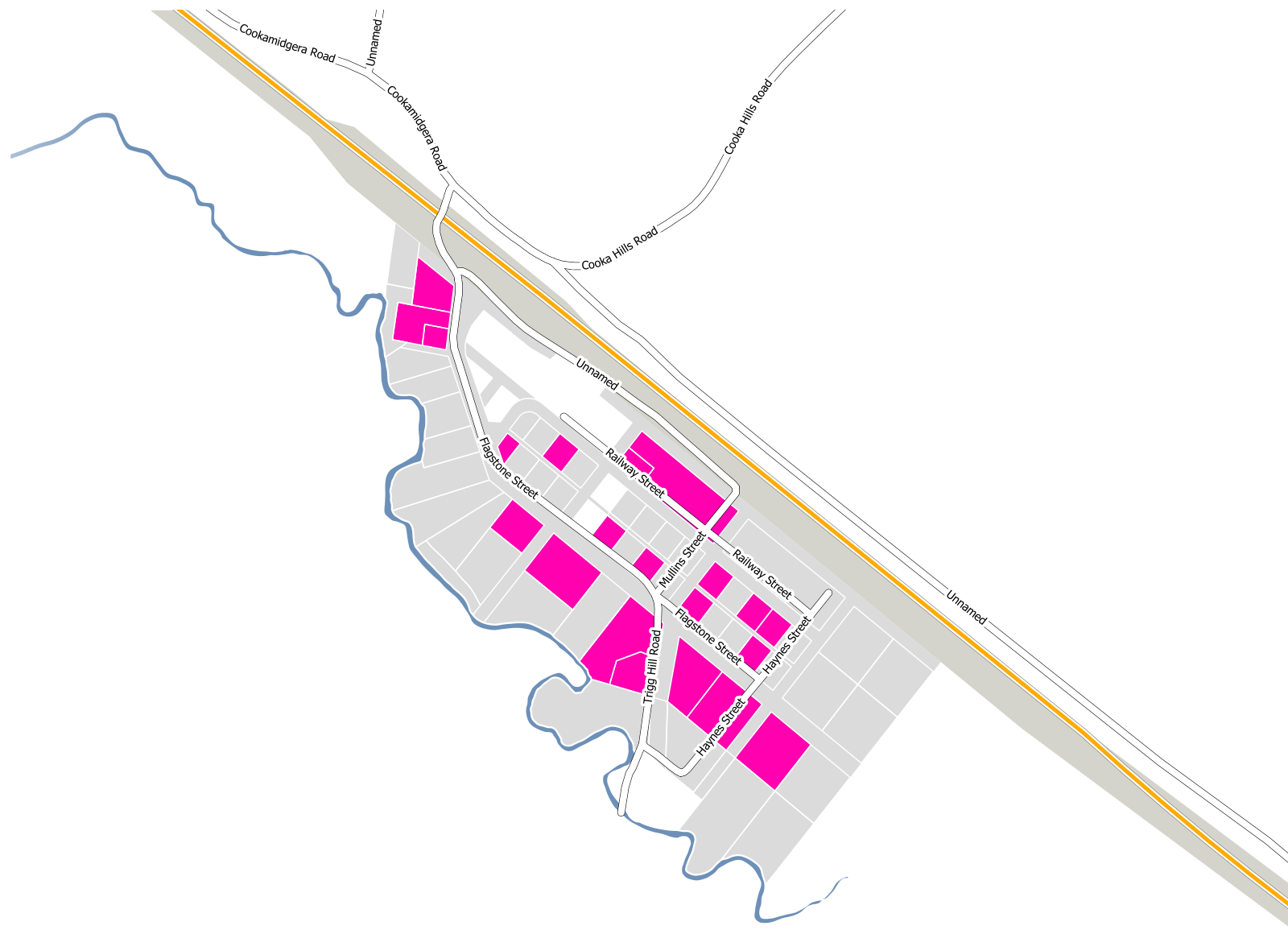
### 8.3 Cookamidgera

Over 50% of established lots in the urban area of Cookamidgera are vacant of dwellings. Under the RU5 Village Zone new dwellings are permitted on existing lots. There is some capacity for additional housing within existing urban area, subject to adequate land area being available for on-site waste disposal. Existing housing stock remains dominated by detached houses. Owner occupancy is the predominant form of housing tenure in Cookamidgera.

Based on the current dwelling stock, historic occupancy rate and rate of new housing approvals, there is adequate housing supply and urban zoned land available for the projected Cookamidgera population.

#### Map Legend

-  Existing Housing Supply Land
-  Occupied lots
-  Railway Network
-  Main Road Network
-  Local Road Network



## 8.4 Parkes Urban Area

Major projects such as the Inland Railway, Parkes Newell Highway Bypass, Parkes Special Activation Precinct and the Northparkes Mines are contributing to a significant employment boom in and around Parkes, which is leading to other spin-off developments and opportunities and demand for housing.

The main housing types are currently:

- Conventional single storey dwellings (typically 800m2 lots or greater).
- Medium density dwelling developments, typically multi-unit housing developments.
- Large Lot (low density) dwellings with rural aspect, typically 1 hectare lots or greater.

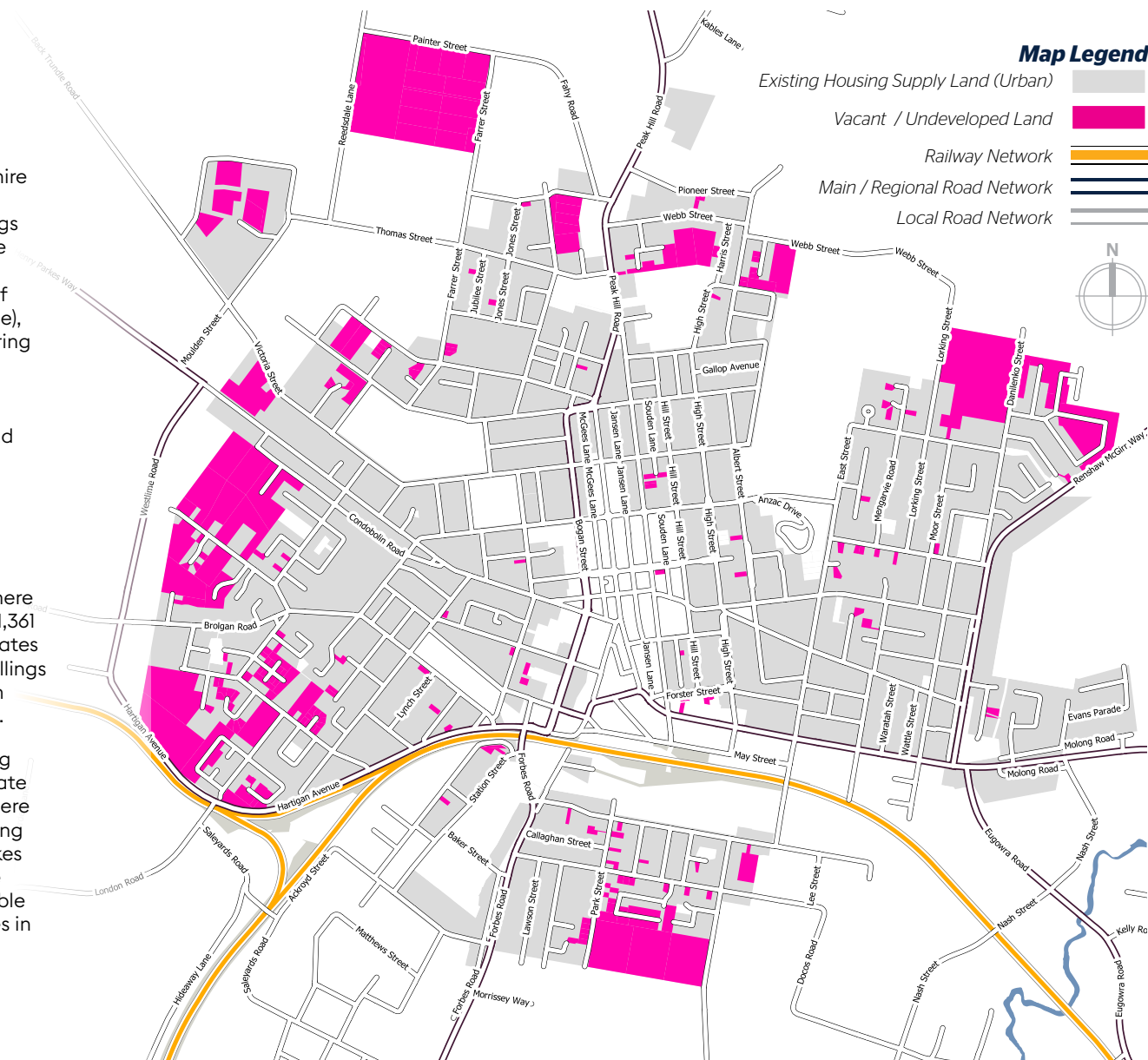
Medium-density housing, such as dual occupancies, townhouses and low-rise apartments are scattered throughout the urban area, and not necessarily concentrated around services and community facilities.

The average numbers of bedrooms in houses is increasing in new houses, typically 4 and 5 bedroom dwellings. Many people value rural living on large blocks. The average number of people living in houses is also declining in Parkes, with an average of 2 people per household.

The housing supply analysis documented in the Parkes Shire Housing Issues Paper shows very few unoccupied dwellings in Parkes. Housing assistance remains important for many residents who, for a variety of reasons (including low income), experience difficulty in securing or sustaining affordable and appropriate housing in the private market. The current rate of housing approvals and construction (approximately 30 new houses per year) is not keeping up with housing demands.

Based on future population growth projection of 17,764 there is demand for an additional 1,361 dwellings by 2041, which equates to a minimum of 68 new dwellings required each year to sustain estimated housing demands.

Based on the current dwelling stock, occupancy rate and rate of new housing approvals, there is a gross deficiency of housing supply for the projected Parkes population, which makes the local housing supply vulnerable to peaks and associated rises in rents and house values.



## 8.5 Parkes Urban Fringe Area

The urban fringe of Parkes is largely surrounded by land zoned R5 Large Lot Residential.

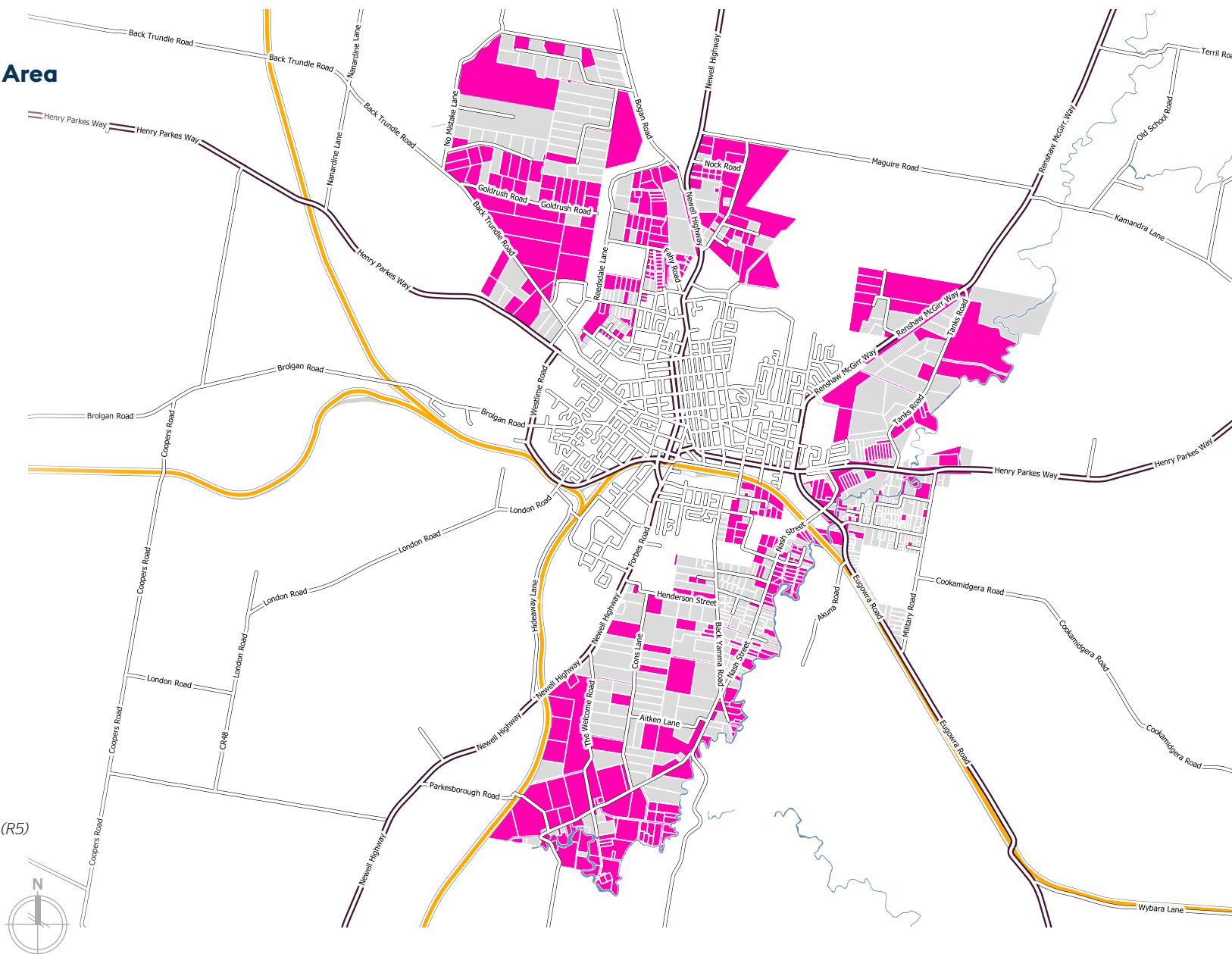
The lot layout over most of the urban fringe is long standing and is associated with early arrival gold mining and rural small holdings development from the 19th century onwards.

Access to urban services and management of riparian areas of the Goobang Creek (east and south of Parkes) continues to be key issues for development within these areas.

An analysis of the fringe areas shows there is a healthy supply of land still available for further development, however the augmentation of reticulated water and sewer is critical to enable this land to be further subdivided for large lot residential purposes.

### Map Legend

-  Existing Housing Supply Land (R5)
-  Vacant / Undeveloped Land
-  Railway Network
-  Main Road Network
-  Local Road Network





## 8.6 Peak Hill






The main housing types are conventional single storey dwellings, typically on lots 800m<sup>2</sup> or greater. Most residents in Peak Hill live in residential neighbourhoods with detached houses that comprise moderate indoor and outdoor living spaces, modest rear yards with privacy and a storage shed for additional storage and hobbies.

Housing assistance remains important for many residents who, for a variety of reasons (including low income), experience difficulty in securing or sustaining affordable and appropriate housing in the private market.

The housing supply analysis documented in the Parkes Shire Housing Issues Paper shows few unoccupied dwellings in Peak Hill.

Based on the current dwelling stock, occupancy rate and rate of new housing approvals, there is adequate housing supply and vacant residential zoned land available for the projected Peak Hill population.

### Map Legend

-  Existing Housing Supply Land
-  Occupied lots
-  Railway Network
-  Main Road Network
-  Local Road Network



## 8.7 Trundle

Trundle has potential to experience significant employment generation, should the CleanTeq Mine at Fifield proceed to construction and operation.






Existing housing stock remains dominated by detached houses and owner occupancy continues to be the predominant form of housing tenure.

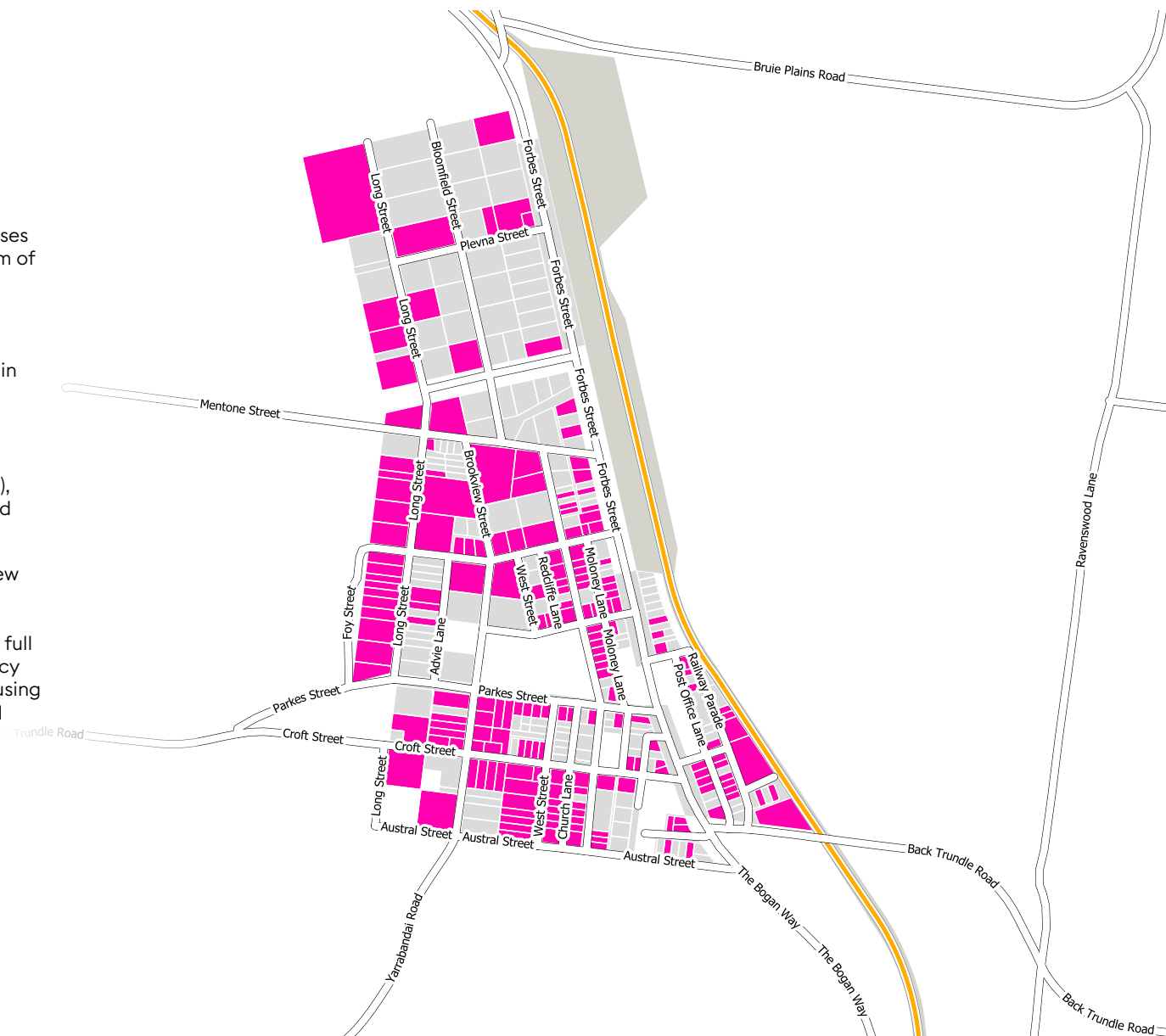
Under the R5 Large Lot Residential Zone and RU5 Village Zone new dwellings are permitted on existing lots. There is considerable capacity for additional housing in Trundle within existing urban area now that reticulated water supply and sewerage is available in the urban area. Owner occupancy continues to be the predominant form of housing tenure in Trundle. Housing assistance remains important for some residents who, for a variety of reasons (including low income), experience difficulty in securing or sustaining affordable and appropriate housing in the private market.

Based on the current dwelling stock, occupancy rate and new housing approvals data, there is adequate housing supply and vacant residential land zoned for the projected Trundle population. However, should the CleanTeq Mine proceed to full construction and operation, there would likely be a deficiency of housing supply in Trundle, which could make the local housing supply vulnerable to peaks and associated rises in rents and house values.

Investigation of new residential housing opportunities and rezoning of rural land for Large Lot Residential Lots in and around Trundle has been earmarked for Trundle.

### Map Legend

-  Existing Housing Supply Land
-  Occupied lots
-  Railway Network
-  Main Road Network
-  Local Road Network








## 8.8 Tullamore

Over 50% of established lots in the urban area of Tullamore are vacant of dwellings. Under the RU5 Village Zone new dwellings are permitted on existing lots. There is therefore capacity for additional housing within existing urban area, subject to adequate land area being available for on-site waste disposal. Existing housing stock remains dominated by detached houses.

Owner occupancy is the predominant form of housing tenure in Tullamore. Housing assistance remains important for some residents who, for a variety of reasons (including low income), experience difficulty in securing or sustaining affordable and appropriate housing in the private market.

Based on the current dwelling stock, historic occupancy rate and rate of new housing approvals, there is adequate housing supply and urban zoned land available for the projected Tullamore population.

### Map Legend

-  Existing Housing Supply Land
-  Occupied lots
-  Railway Network
-  Main Road Network
-  Local Road Network







# 09

## PARKES SHIRE HOUSING STRATEGY

# Transport & Infrastructure Analysis

An investigation has been undertaken to document the existing services and infrastructure within the main towns in the Parkes Shire to ascertain whether there are any limitations to future residential development, including identifying possible thresholds to infrastructure upgrades. The transport, services and infrastructure assessment includes investigations into:

- Roads.
- Active transport (walkways and bike paths).
- Reticulated water supply.
- Reticulated sewerage.
- Storm-water and drainage.
- Major infrastructure projects.

Further information is presented in the Parkes Shire Housing Issues Paper.

## 9.1 Alectown







Traffic along the Newell Highway presents the main challenges for the Alectown resident community, particularly trucks and vehicle speed along the urban sections of the highway.

The intersection of Goobang Street (Newell Highway) and Cross Street plays an important role in distributing local traffic to existing housing and potential new housing areas. It is important that adequate visual cues are established leading up to this intersection to ensure that regional traffic travelling along the Newell Highway are not exceeding the sign-posted speed limit.

In general, reticulated water supply, telecommunications and grid power is available for all new housing within the urban area, subject to the connection requirements of service authorities. Reticulated sewerage is not available in Alectown, which means that new housing must incorporate on-site waste management systems into their design and where it can be accommodated on suitably size land parcels.

Preliminary community engagement on housing preference suggests a need to setback housing from the Newell Highway traffic.

### Map Legend

-  Existing Housing Supply Land
-  Reticulated water
-  Key intersections and connections
-  Railway network
-  Main road network
-  Local road network



## 9.2 Bogan Gate







Traffic along Station Street (Henry Parkes Way) and Hutton Street (The Bogan Way) presents some challenges for the Bogan Gate resident community, particularly trucks and cars pulling caravans as well as vehicle speed along the urban sections of these arterial roads. The level crossing at the intersection of Henry Parkes Way and the Bogan Gate to Tottenham Railway is also a feature of the local traffic conditions and safety issue for motorists.

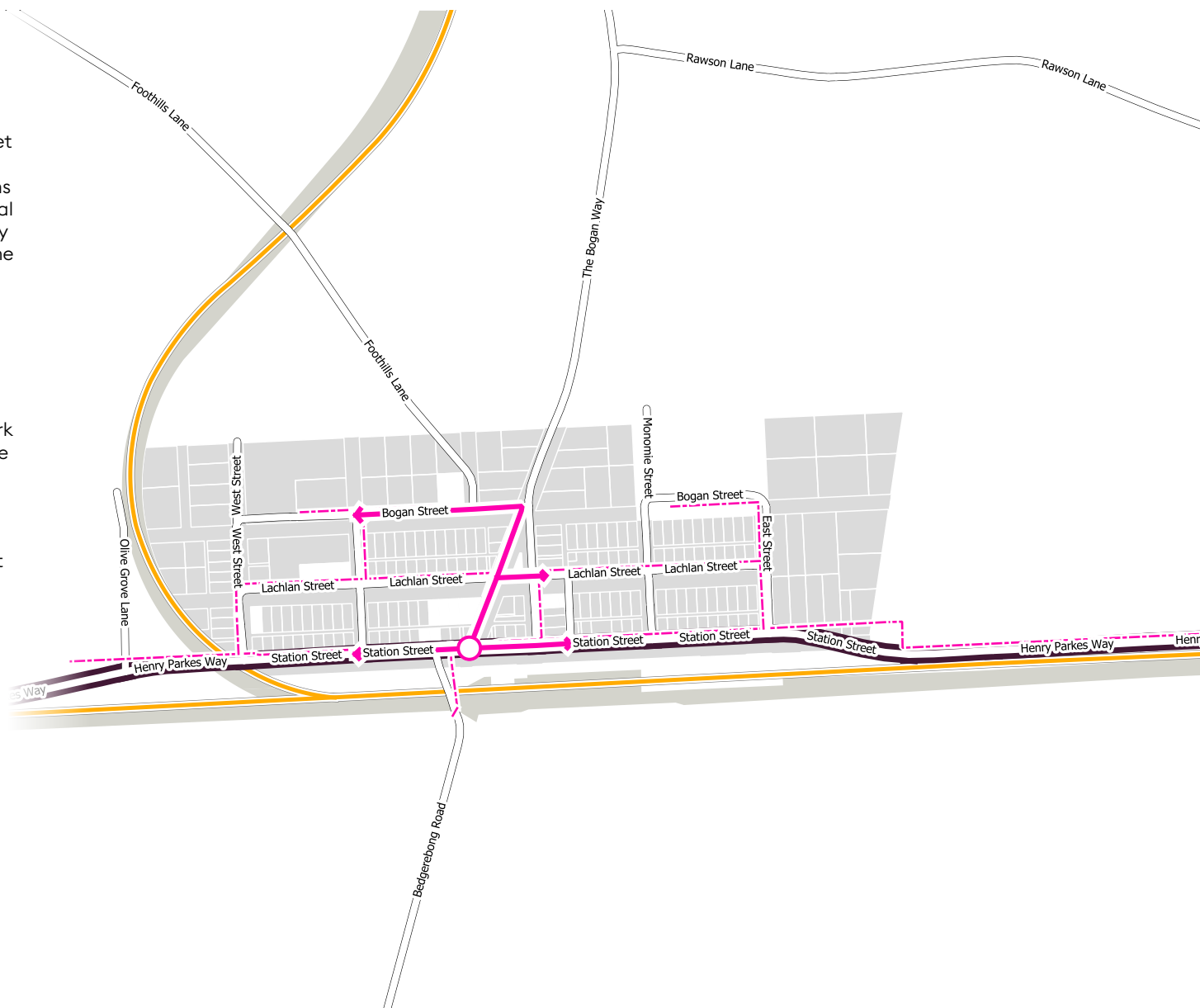
The intersection of Station Street and Hutton Street plays an important role in distributing local traffic to existing housing and potential new housing areas. It is important that the road geometry and wayfinding signage are adequate to ensure that regional traffic travelling along these roads are complying with the Australian Road Rules. Strengthening of the footpath network along Station Street has also been highlighted in the Parkes Shire Council Pedestrian and Cycling Strategy 2016.

The summer harvest generates higher levels of heavy vehicle traffic and train movements, particularly truck traffic accessing the grain receival facilities directly east of town and further west on the Henry Parkes Way.

In general, reticulated water supply, telecommunications and grid power is available for all new housing within the urban area. Upgrades to the B-Section Water Supply Pipeline from Forbes have been highlighted in recent Integrated Water Cycle Management Plan reporting in order to guarantee supply / potable water. Reticulated sewerage is not available in Bogan Gate, which means that new housing must incorporate on-site waste management systems into their design.

### Map Legend

-  Existing Housing Supply Land
-  Reticulated water
-  Key intersections and connections
-  Railway network
-  Main road network
-  Local road network





### 9.3 Cookamidgera







Traffic volumes throughout Cookamidgera are low and the road network is shared by motorists, pedestrians and bike riders.

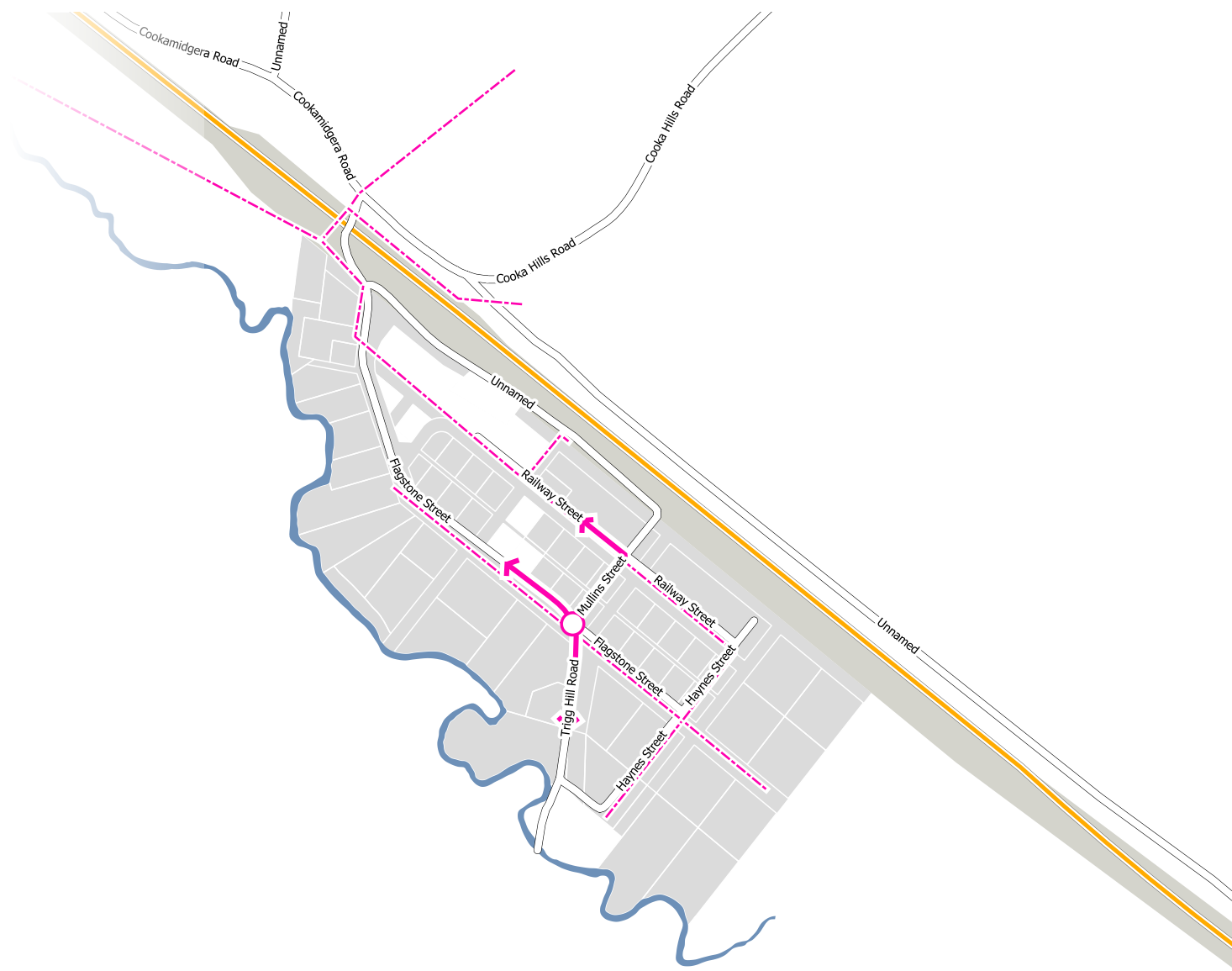
There are no prominent traffic issues at Cookamidgera, other than the level crossing at the intersection of Cooka Hills Road, Flagstone Street and the Orange to Broken Hill Railway. Flagstone Street plays an important role in distributing local traffic (motorists, pedestrians and cyclists) to existing housing areas.

In general, reticulated water supply, telecommunications and grid power is available for all new housing within the urban area. Reticulated sewerage is not available in Cookamidgera, which means that new housing must incorporate on-site waste management systems into their design.

Streetscape improvements (road drainage, street lighting, street trees, wayfinding and interpretive signage and paths) are considered important to link residents to the existing community facilities.

#### Map Legend

-  Existing Housing Supply Land
-  Reticulated water
-  Key intersections and connections
-  Railway network
-  Main road network
-  Local road network



## 9.4 Parkes

### 9.4.1. Transportation Network






Parkes comprises the most complex and challenging transport network in the Parkes Shire.

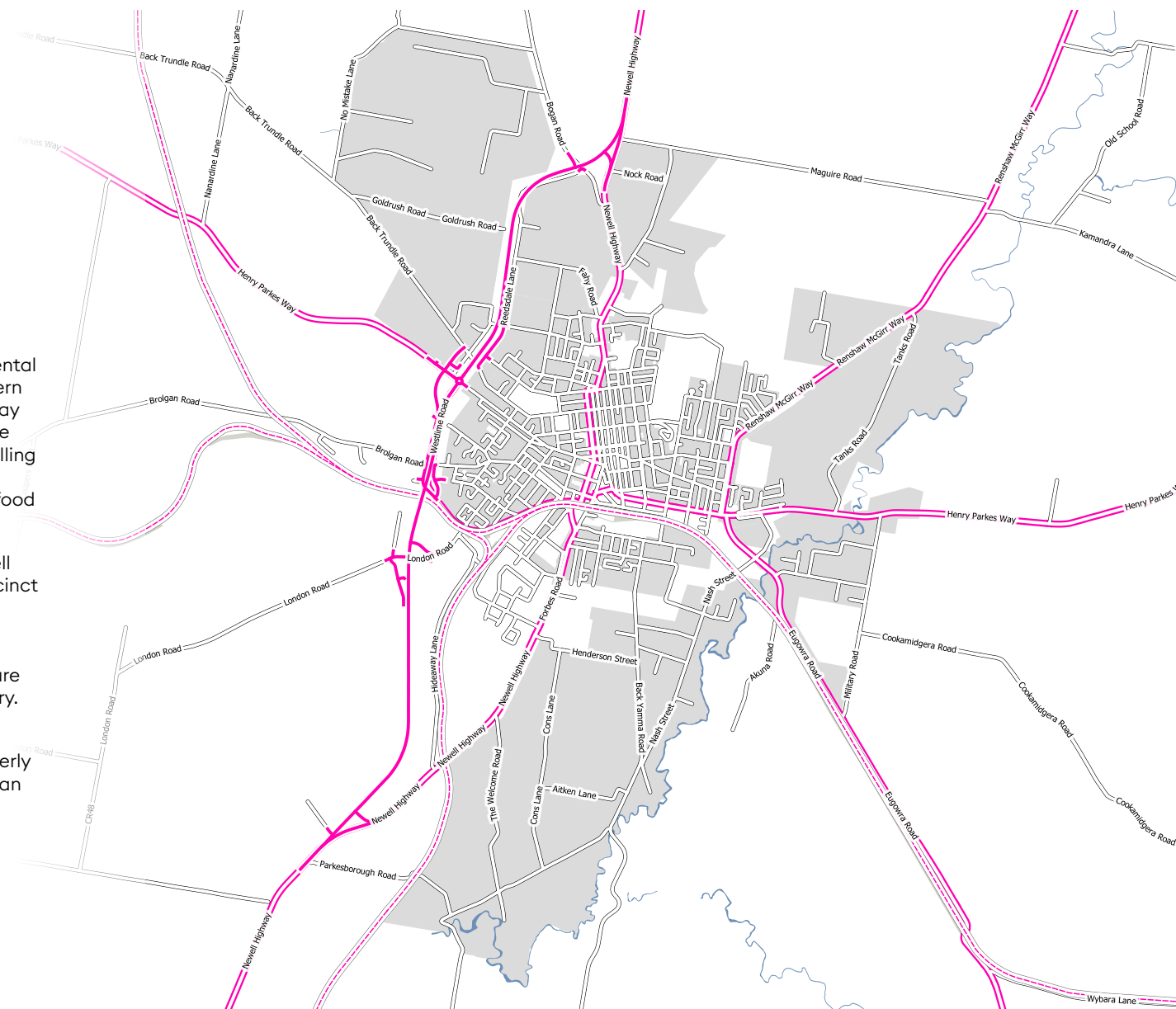
Parkes is strategically located to serve as an important destination and distribution centre for the wider region and nation. Parkes is located at the intersection of the Inland Railway that will provide a high speed rail link between Melbourne and Brisbane and the transcontinental railway that links Greater Sydney to southern and western Australian centres. Parkes is also located roughly halfway between Melbourne and Brisbane along the route of the Newell Highway, which presents opportunities for travelling motorists such as truck / rest stops, highway service centres, warehousing and freight logistics, motels and food services.

Major projects such as the Inland Railway, Parkes Newell Highway Bypass and the Parkes Special Activation Precinct will all influence the local road environment servicing Parkes residents. Such projects will result in significant changes in regional and local travel movements and require a robust integrated planning framework to ensure the traffic and land-use investments are complementary.

Parkes Shire Council has developed a ring road system, urban road hierarchy and active transport plan to properly manage urban growth and traffic-related issues under an integrated planning approach.

#### Map Legend

-  Existing housing supply land
-  Existing railway network
-  Newell Highway Bypass
-  Main road network
-  Local road network






### 9.4.2. Walking & Cycling Network

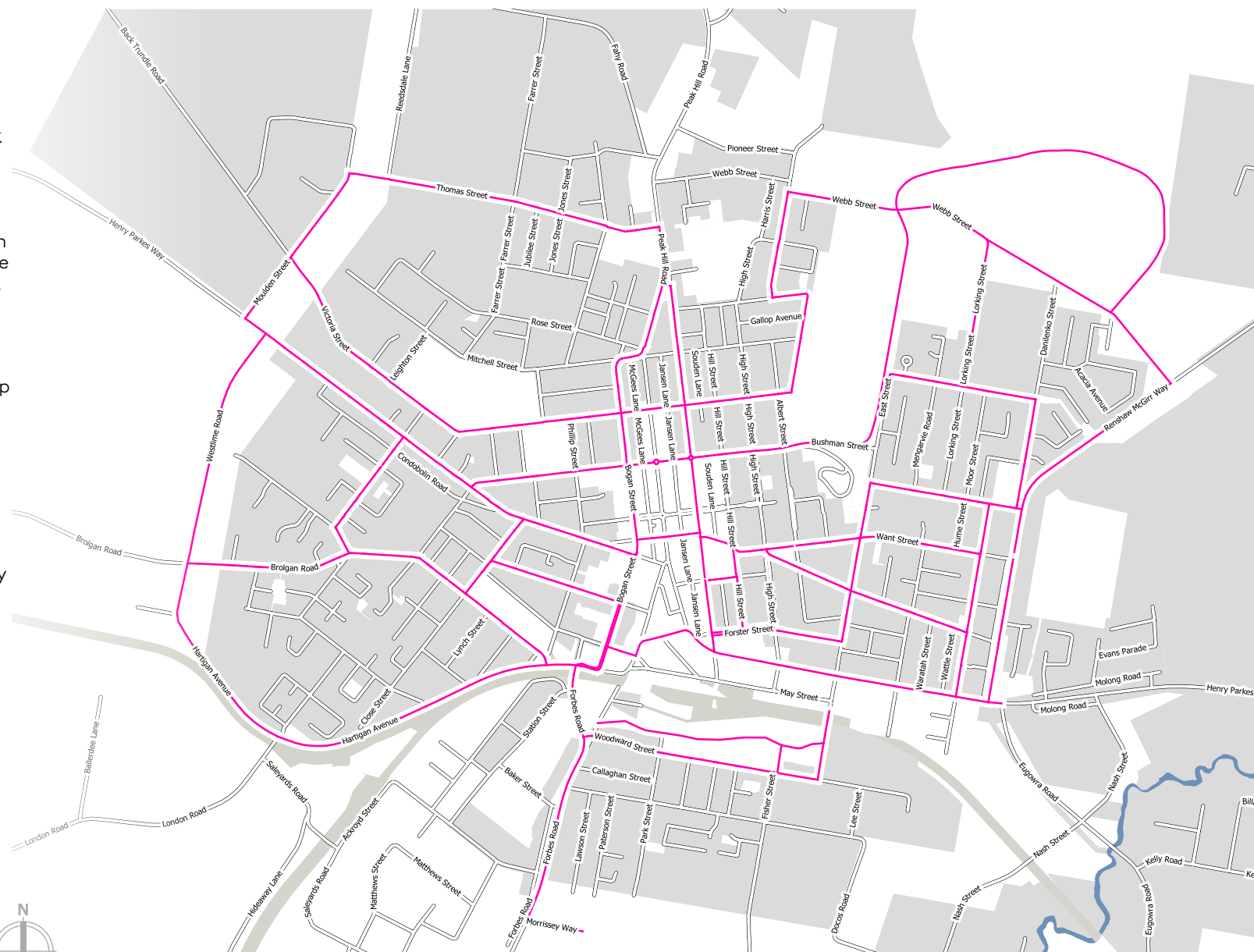
Parkes Township has a comprehensive network of pedestrian and cycling facilities. The main networks are shown in this map and generally align with the arterial and sub-arterial road network.

The existing network of pedestrian and cycling facilities connect most established residential precincts and neighbourhoods in the Parkes Township to key community facilities, shopping precincts and areas of significant public recreation.

As Parkes continues to grow, it will be necessary for Council to ensure existing walking and cycling links are strengthened and that new links are created between areas of high activity and new residential growth.

#### Map Legend

-  Existing housing supply land
-  Key walking and cycling routes
-  Road Network








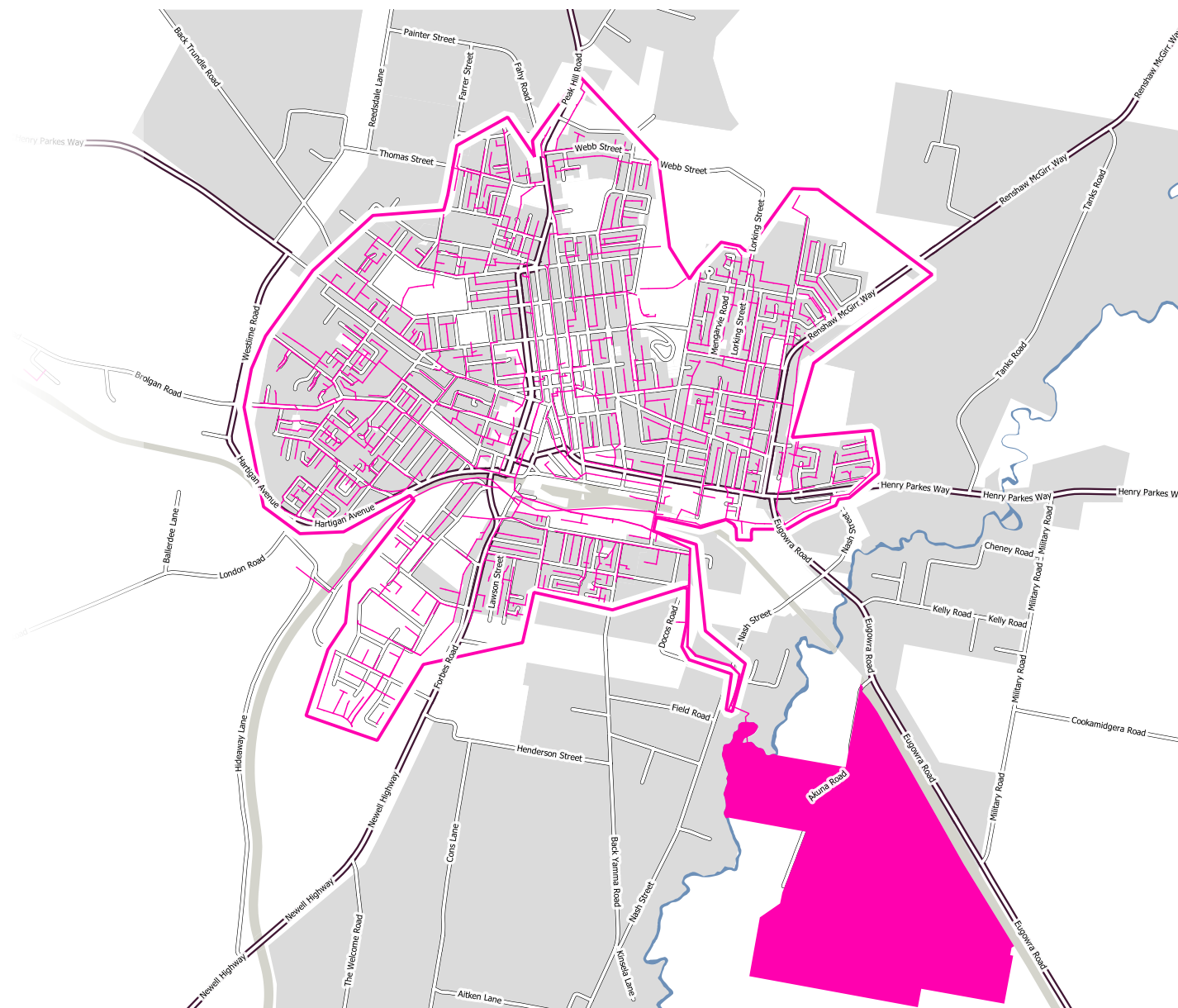


### 9.4.3. Reticulated Sewer Network

Parkes Shire Council has undertaken major augmentation of the Parkes reticulated sewerage system, including completion of a new Parkes Sewerage Treatment Plant on Akuna Road in 2018 to 15,000 Equivalent Persons (EP), which can be upgraded to 20,000 EP. There is adequate capacity in the sewerage system at Parkes to meet the projected housing needs.

#### Map Legend





-  Existing housing supply land
-  Parkes Sewage Treatment Plant
-  Reticulated sewer supply catchment
-  Reticulated sewer main locations
-  Road Network

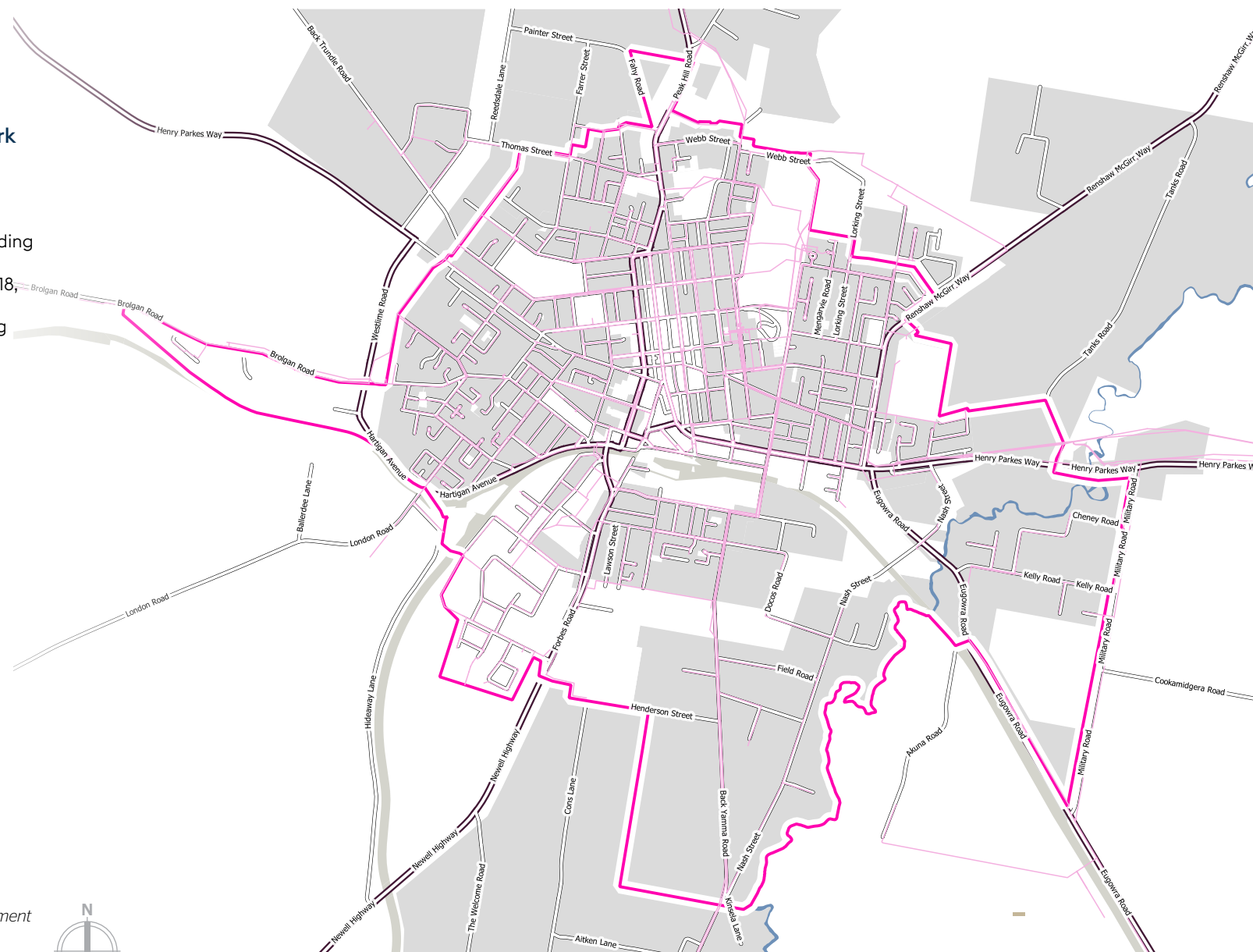


#### 9.4.4. Reticulated Water Network

Parkes Shire Council has undertaken major augmentation of the Parkes reticulated water supply system, including completion of a new Parkes Water Treatment Plant off Webb Street in 2018, which is capable of treating up to 16 Megalitres of water each day, ensuring the supply of quality water during peak seasons, and allowing Parkes to accommodate projected growth.

#### Map Legend





-  Existing housing supply land
-  Reticulated water supply catchment
-  Reticulated water main locations
-  Road Network

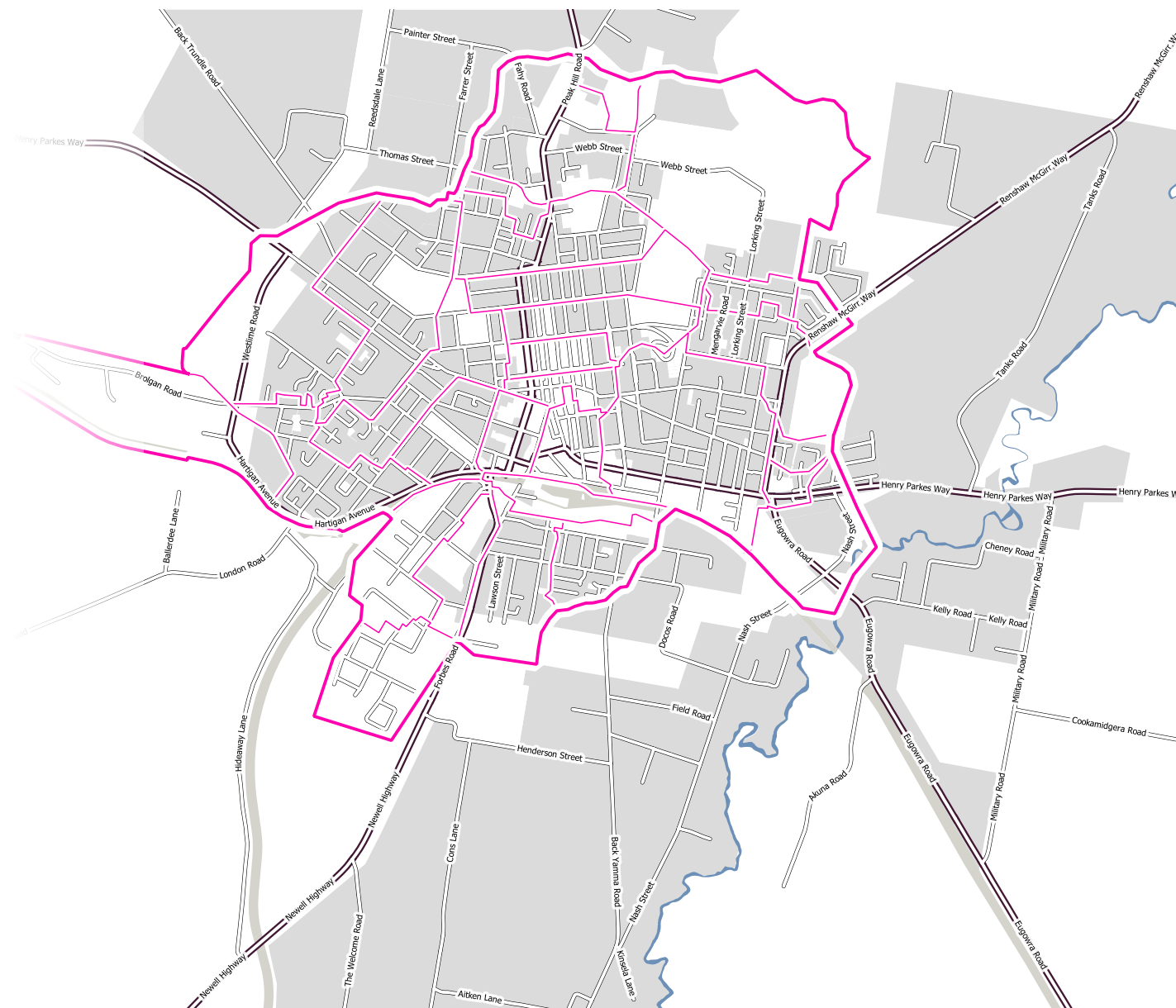


### 9.4.5. Urban Stormwater Network

Some urban areas of Parkes have been subjected to stormwater problems as a result of severe storm events. Parkes Shire Council is developing an Urban Stormwater Management Plan and Stormwater Drainage Design Guidelines that aims to identify issues and develop adequate / appropriate storm water drainage infrastructure that manages flooding and water quality issues as well as protects natural features and ecological processes within urban waterways. Stormwater management will be key features in new housing estates.

#### Map Legend

-  Existing housing supply land
-  Urban stormwater catchment
-  Urban stormwater sub-catchments
-  Road Network





## 9.5 Peak Hill









Traffic along the Newell Highway (Caswell Street) presents the main challenges for the Peak Hill community, particularly trucks, vehicle speed and linkages across the highway.

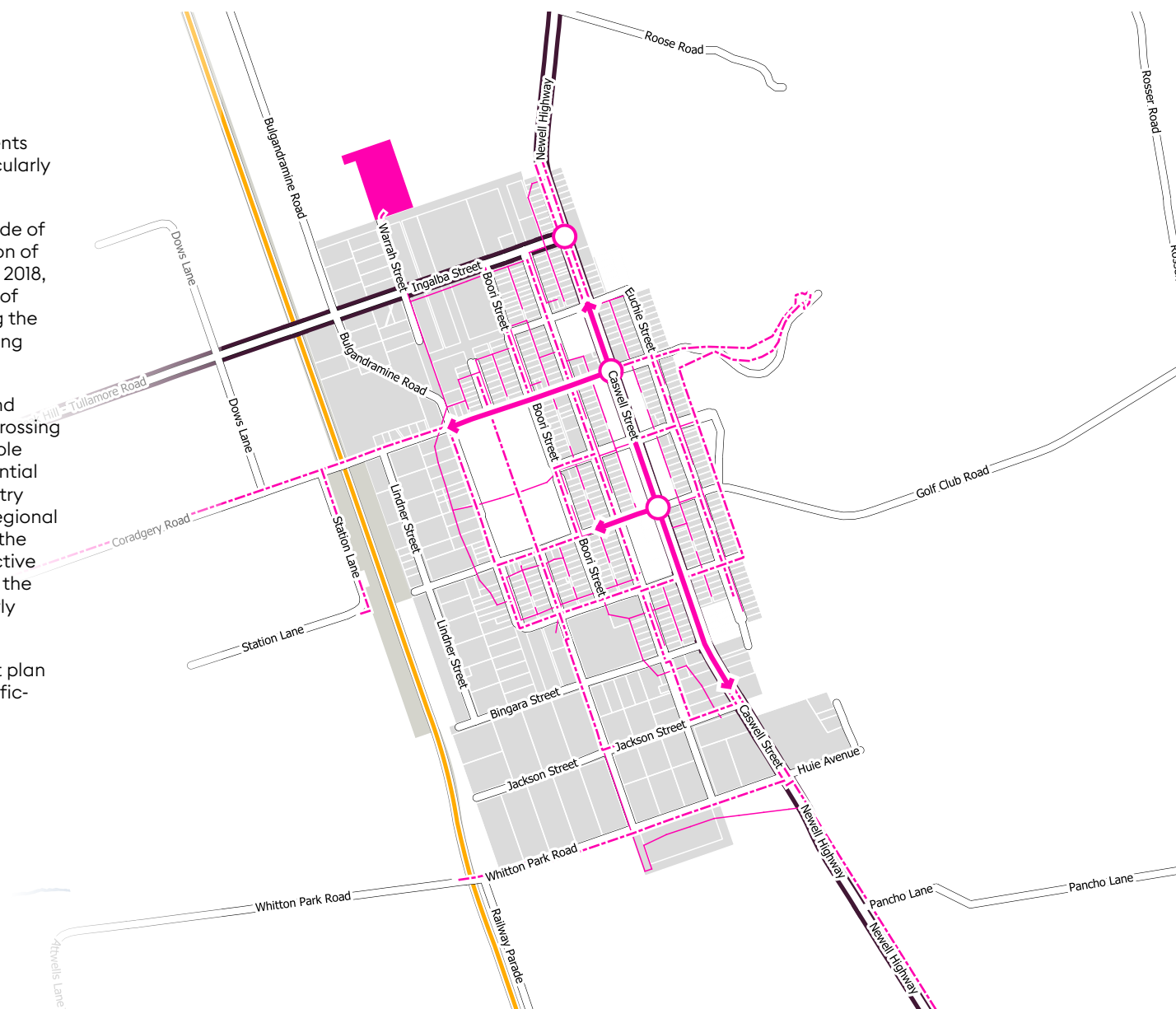
Parkes Shire Council has also completed a major upgrade of its reticulated water supply system, including completion of a new Parkes Water Treatment Plant off Webb Street in 2018, which extends to Peak Hil. This water supply is capable of treating up to 16 Megalitres of water each day, ensuring the supply of quality water during peak seasons, and allowing Peak Hill to accommodate any projected growth.

The intersections of Caswell Street (Newell Highway) and Tullamore Road, Mingelo Street and Bogan Street are crossing points of the Newell Highway, and play an important role in distributing local traffic to existing housing and potential new housing areas. It is important that the road geometry and wayfinding signage are adequate to ensure that regional traffic travelling along these roads are complying with the Australian Road Rules. The development of stronger active transport paths that properly negotiate the crossing of the Newell Highway and connect to attractors is particularly important to local community stakeholders.

Parkes Shire Council has developed an active transport plan for Peak Hill to properly manage urban growth and traffic-related issues.

### Map Legend

-  Existing Housing Supply Land
-  Peak Hill Sewage Treatment Plant
-  Reticulated sewerage
-  Reticulated water
-  Key intersections and connections
-  Railway network
-  Main road network
-  Local road network



## 9.6 Trundle

Traffic along Forbes Street (The Bogan Way) presents some challenges for the Trundle resident community, particularly pedestrian crossing of this wide roadway as well as trucks, cars pulling caravans and vehicle speed along the urban section of this arterial road.

The summer harvest generates higher levels of heavy vehicle traffic and train movements, particularly truck traffic accessing the grain receival facilities directly east of town. Planned development of the Clean TeQ Mine at Fifield will also lead to significant increases in traffic and potential demand for new housing in Trundle.









The intersection of Forbes Street and Parkes Street plays an important role in distributing local traffic to existing housing, potential new housing areas and to the CleanTeq Mine site. CleanTeq has undertaken a Traffic Impact Assessment of the

proposed transport route through Trundle, which includes proposed improvements at the intersection of Forbes Street and Parkes Street. Parkes Shire Council has also developed the Trundle Mainstreet Plan that provides an urban design plan for Forbes Street as well as other key sites that underpin Mainstreet objectives.

In general, reticulated water supply, telecommunications and grid power is available for all new housing within the urban area. Upgrades to the B-Section Water Supply Pipeline from Forbes have been highlighted in recent Integrated Water Cycle Management Plan reporting in order to guarantee supply / potable water.

Strengthening of the footpath network along in Trundle has also been highlighted in the Parkes Shire Council Pedestrian and Cycling Strategy 2016.

### Map Legend

-  Existing Housing Supply Land
-  Trundle Sewage Treatment Plant
-  Reticulated sewerage
-  Reticulated water
-  Key intersections and connections
-  Railway network
-  Main road network
-  Local road network



## 9.7 Tullamore







The summer harvest generates higher levels of heavy vehicle traffic and train movements in and around Tullamore each year.

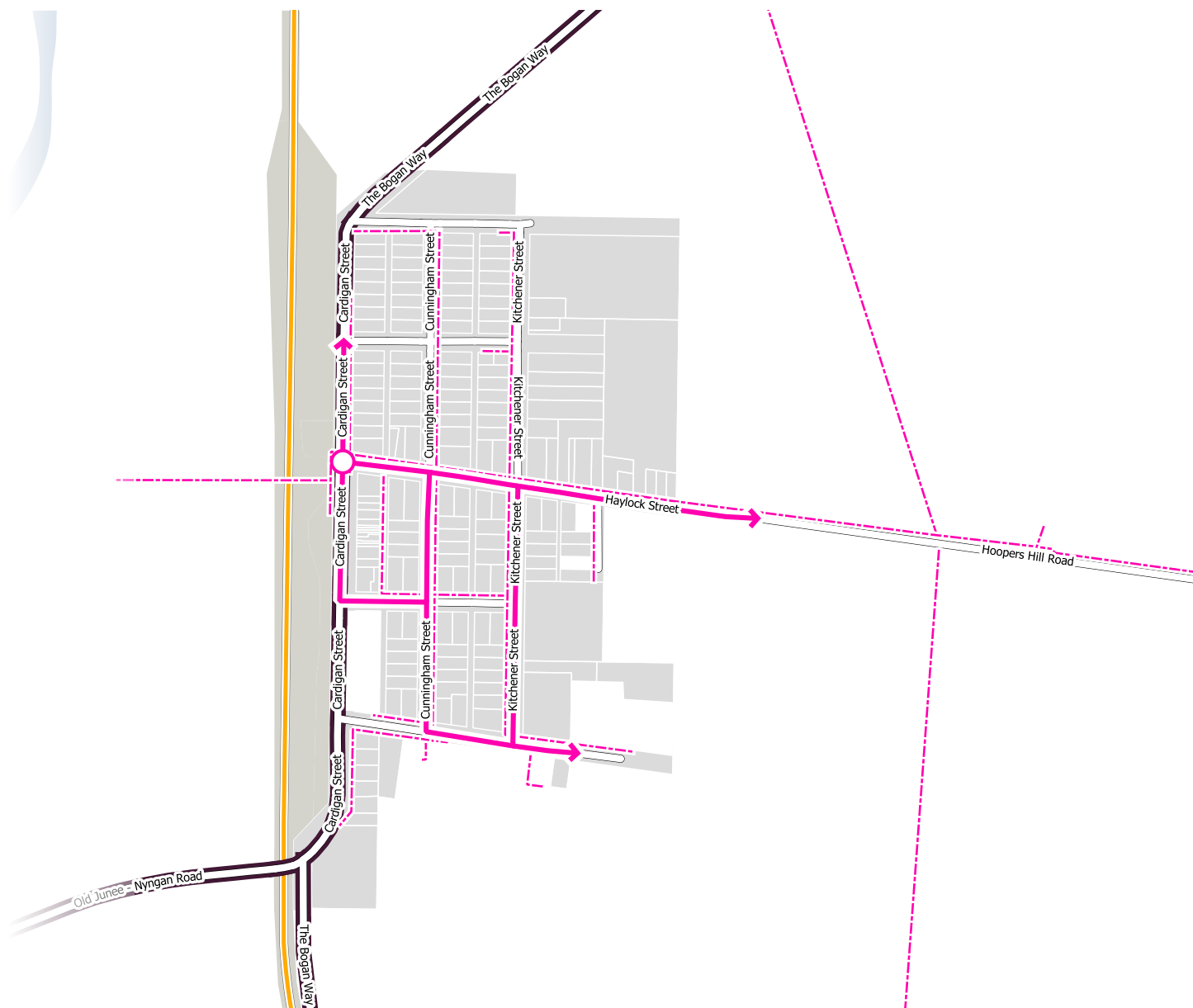
The Bogan Way travels along the western edge of Tullamore via Cardigan Street, which is also the central commercial core of town. The Bogan Gate to Tottenham Railway is located on the western side of Cardigan Street.

The intersection of Cardigan and Street and Haylock Street plays an important role in distributing local traffic to existing housing and potential new housing areas. Parkes Shire Council has also developed an Active Transport Plan for Tullamore that provides for walkable connections to town attractors.

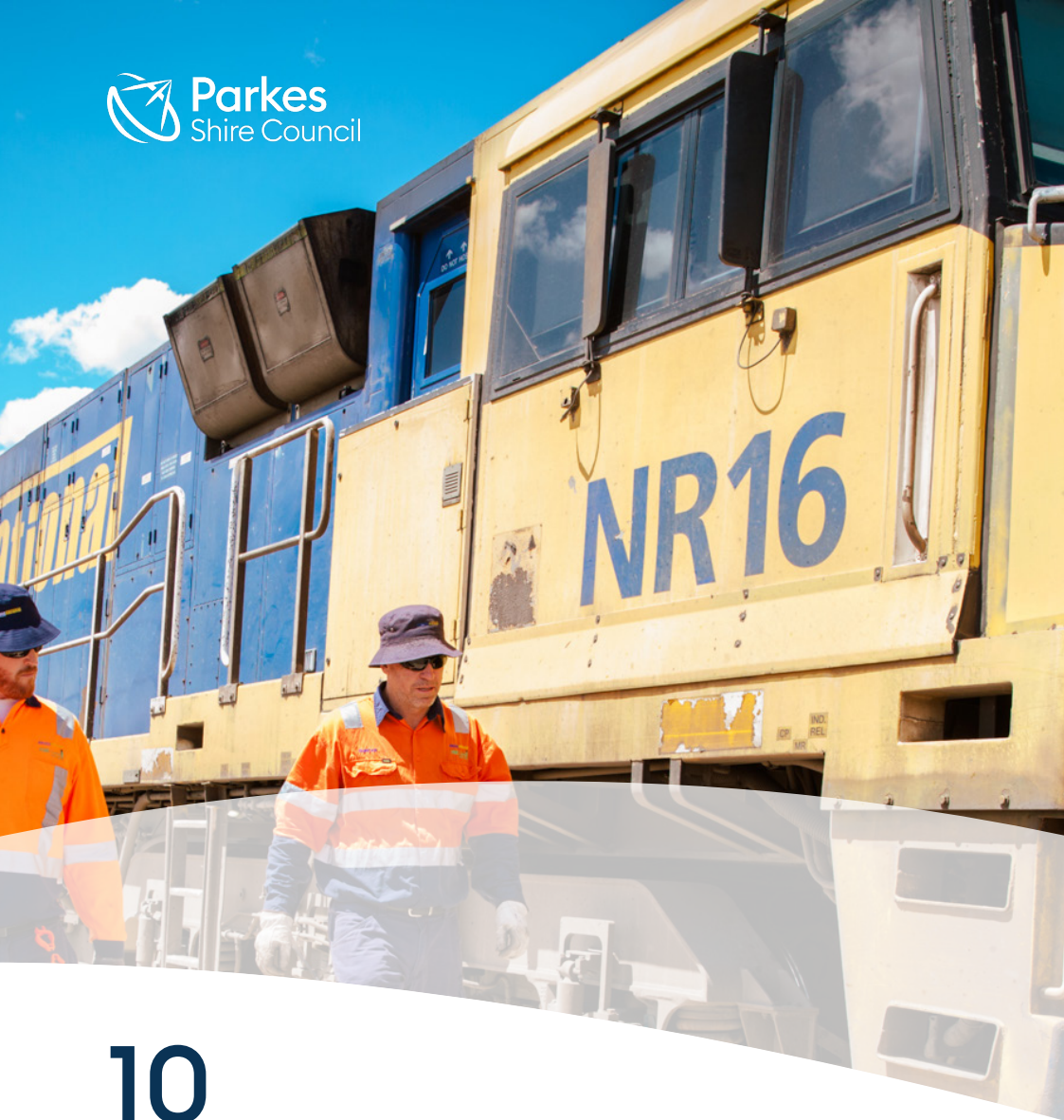
In general, reticulated water supply, telecommunications and grid power is available for all new housing within the urban area. Upgrades to the B-Section Water Supply Pipeline from Forbes have been highlighted in recent Integrated Water Cycle Management Plan reporting in order to guarantee supply / potable water.

### Map Legend

-  Existing Housing Supply Land
-  Reticulated water
-  Key intersections and connections
-  Railway network
-  Main road network
-  Local road network







Analysis of known land constraints and hazard areas is documented in the constraints mapping - water resources, natural features, areas of native vegetation, heritage sites the productive capacity of soils. This section provides an indication of the physical capability of the land to accommodate future residential growth.

# 10

PARKES SHIRE HOUSING STRATEGY

## Housing Constraints Analysis

## 10.8 Alectown










Being on the Newell Highway and roughly halfway between Parkes and Peak Hill, opportunities for new housing opportunities at Alectown are being explored.

The Burrandong Creek and historic alluvial gold mines west of town present as constraints to new housing development within this riparian area. The Alectown Waste Landfill and several Crown land parcels located directly east of town also require separation from new housing. The Newell Highway (Goobang Street) may also not be the preferred location for new housing due to traffic, access and noise issues.

Land to the north-east (Kadina Street) is suitable for new housing opportunities, so too land west of the Highway in Coradgery Street. Ensuring adequate land area is available for household on-site waste management will be a requirement for new dwelling approvals.

Parkes Shire Council is developing a heritage study that will likely increase the number of heritage items in the shire. In general, future housing areas in Alectown are relatively free of known heritage sites.

### Map Legend

-  Existing Housing Supply Land
-  Fish habitat
-  RFS mapped bushfire prone land
-  Terrestrial Biodiversity
-  Landfill site
-  Historic mine activity area
-  Railway network
-  Main road network
-  Local road network



## 10.9 Bogan Gate




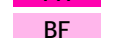
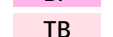





The Henry Parkes Way and Orange to Broken Hill Railway are constraints to housing development to the south. The Gunningbland Creek and riparian area also constrain development to the north.

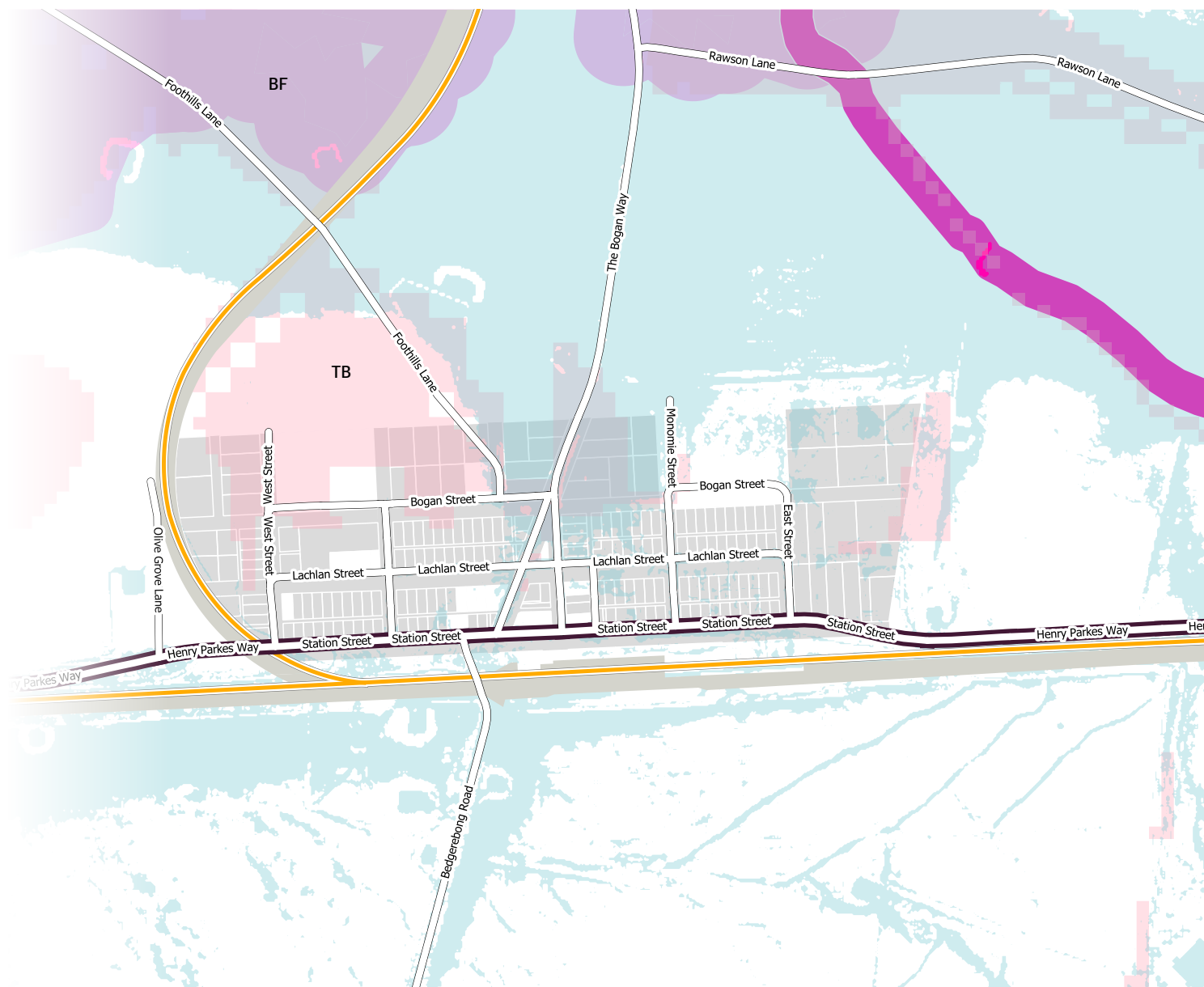
The existing Village and Large Lot Residential zoning provides adequate opportunities for projected housing growth. Ensuring adequate land area is available for household on-site waste management will be a requirement for new dwelling approvals.

Parkes Shire Council is developing a heritage study that will likely increase the number of heritage items in the shire. In general, future housing areas in Bogan Gate are relatively free of known heritage sites.

Areas of Bogan Gate are affected by flooding; however this does not impact on the feasibility of new housing within the village.

### Map Legend

-  Existing Housing Supply Land
-  1% Flood Planning Level
-  **FH** Fish habitat
-  **BF** RFS mapped bushfire prone land
-  **TB** Terrestrial Biodiversity
-  **LF** Landfill site
-  Historic mine activity area
-  Railway network
-  Main road network
-  Local road network



## 10.10 Cookamidgera

The Orange to Broken Hill Railway and Bartleys Creek are constraints to housing development at Cookamidgera.











New housing opportunities are available within the Village and Large Lot Residential zoning.

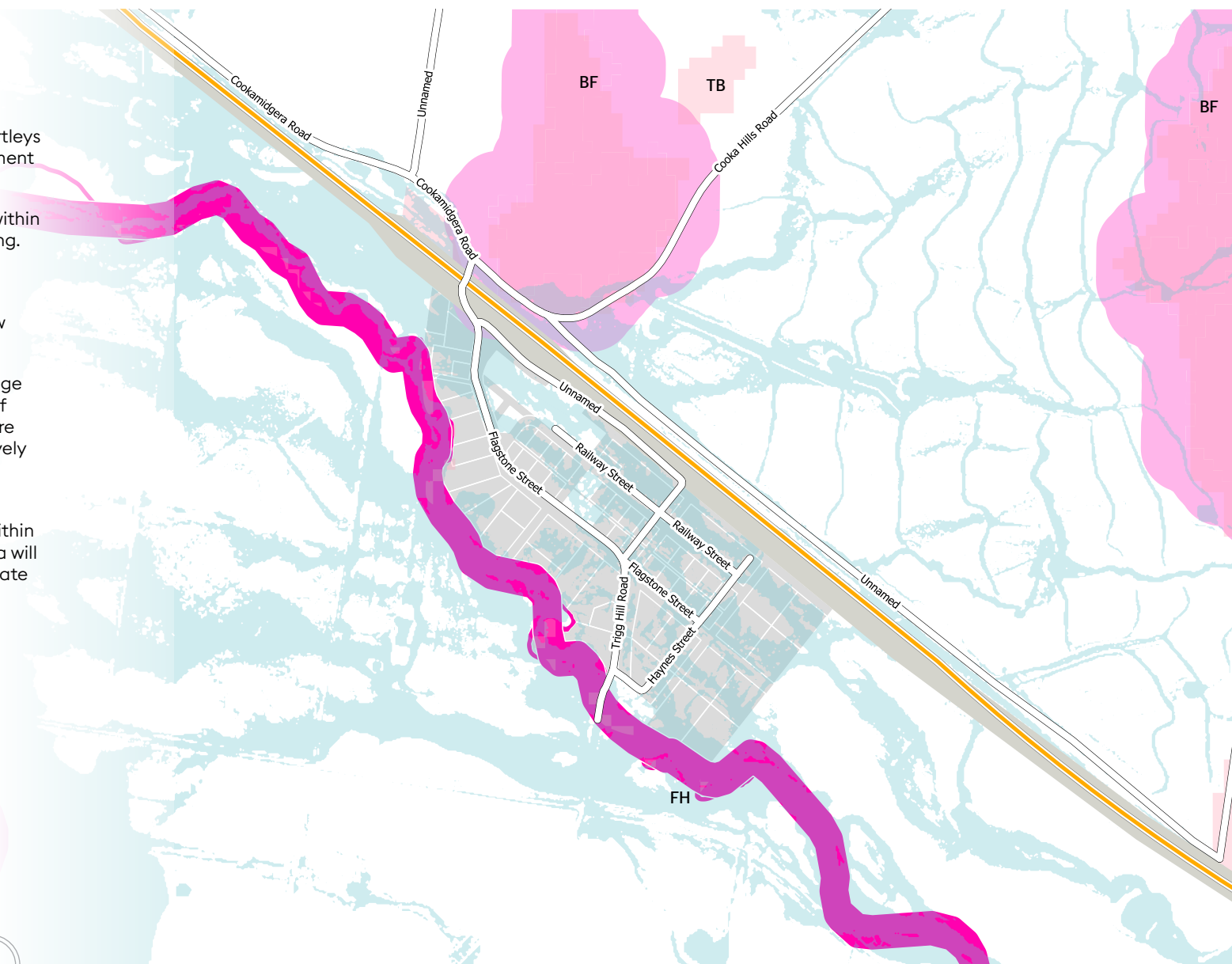
Ensuring adequate land area and buffers are available for household on-site waste management will be a requirement for new dwelling approvals.

Parkes Shire Council is developing a heritage study that will likely increase the number of heritage items in the shire. In general, future housing areas in Cookamidgera are relatively free of known heritage sites.

In a 1%AEP flood, Cookamidgera will be affected by flooding on most of the lots within the village zone. Future housing in this area will be subject to measures to ensure appropriate controls to minimise risk.

### Map Legend

-  Existing Housing Supply Land
-  1% Flood Planning Level
-  Fish habitat
-  RFS mapped bushfire prone land
-  Terrestrial Biodiversity
-  Landfill site
-  Historic mine activity area
-  Railway network
-  Main road network
-  Local road network





## 10.11 Parkes

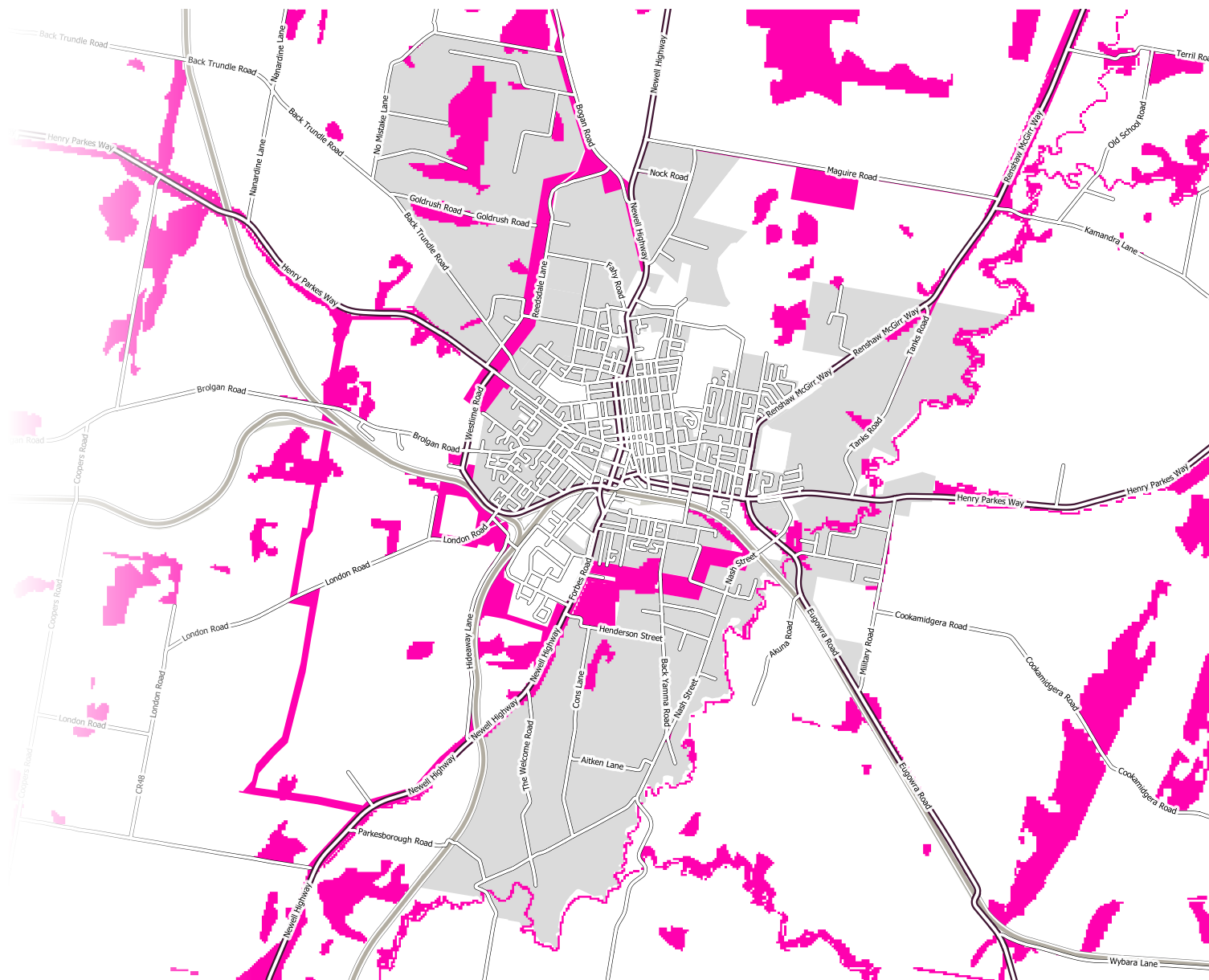
### 10.11.1. Biodiversity and Native Vegetation

Extensive planning of major infrastructure and developments has resulted in a relatively comprehensive understanding of constraints and opportunities in and around Parkes. Buffers have been in-built into the Parkes Special Activation Precinct as well as the Newell Highway Bypass and ring road system.

High value native vegetation and biodiversity in and around Parkes is largely concentrated along the Goobang Creek and ridgelines. There are opportunities to enhance open space areas to increase biodiversity and urban amenity in these areas.

#### Map Legend

-  Existing housing supply land
-  Terrestrial Biodiversity
-  Railway network
-  Main road network
-  Local road network

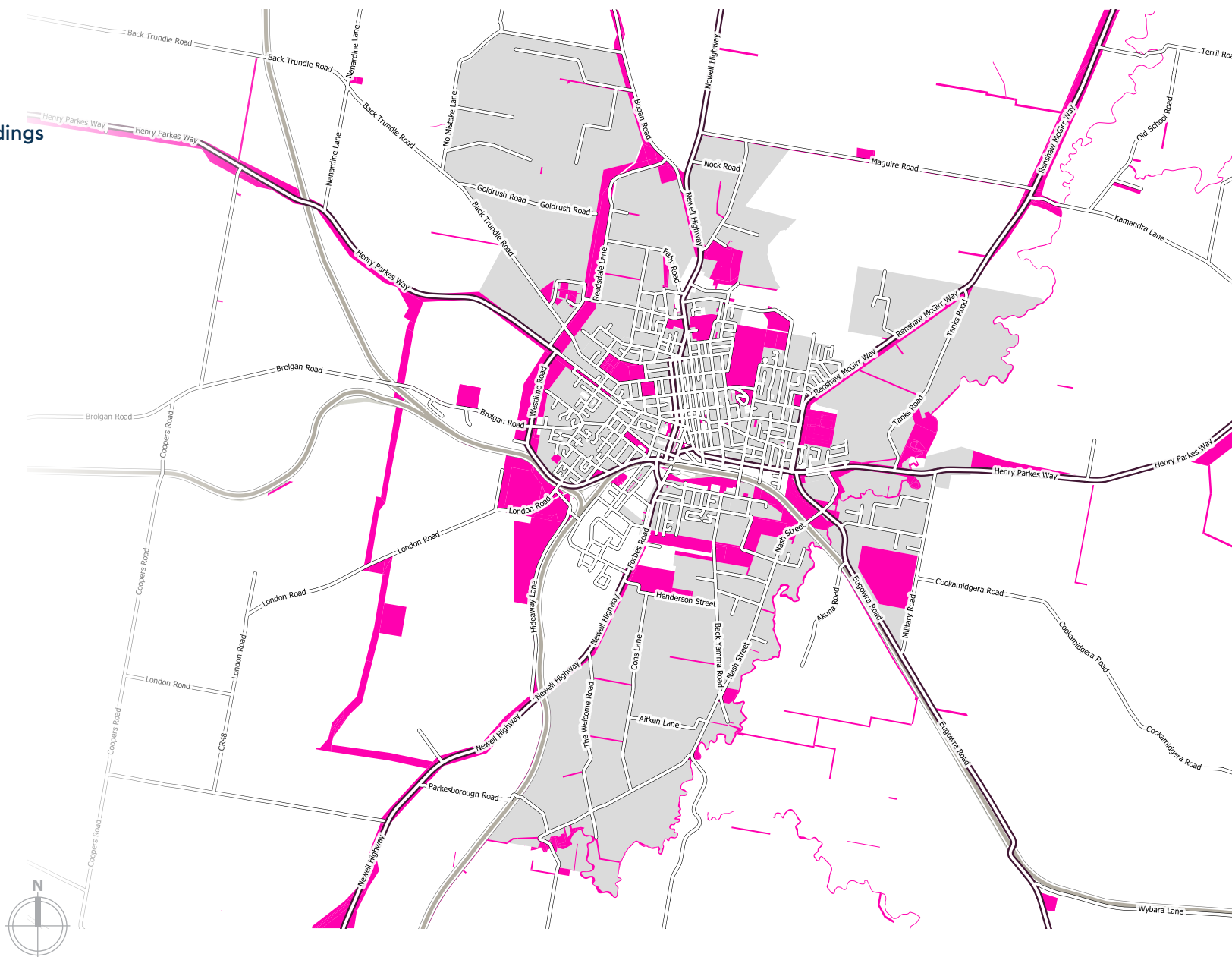


### 10.11.2. NSW Crown Land Holdings

The Crown Land in and around Parkes is majorly under the care and control of Parkes Shire Council. Council is developing a comprehensive management plan framework for all Crown land under its control, which will deliver a number of community benefits relating to housing, such as open space and community facilities.

#### Map Legend

-  Existing housing supply land
-  Crown Land Holdings
-  Railway network
-  Main road network
-  Local road network









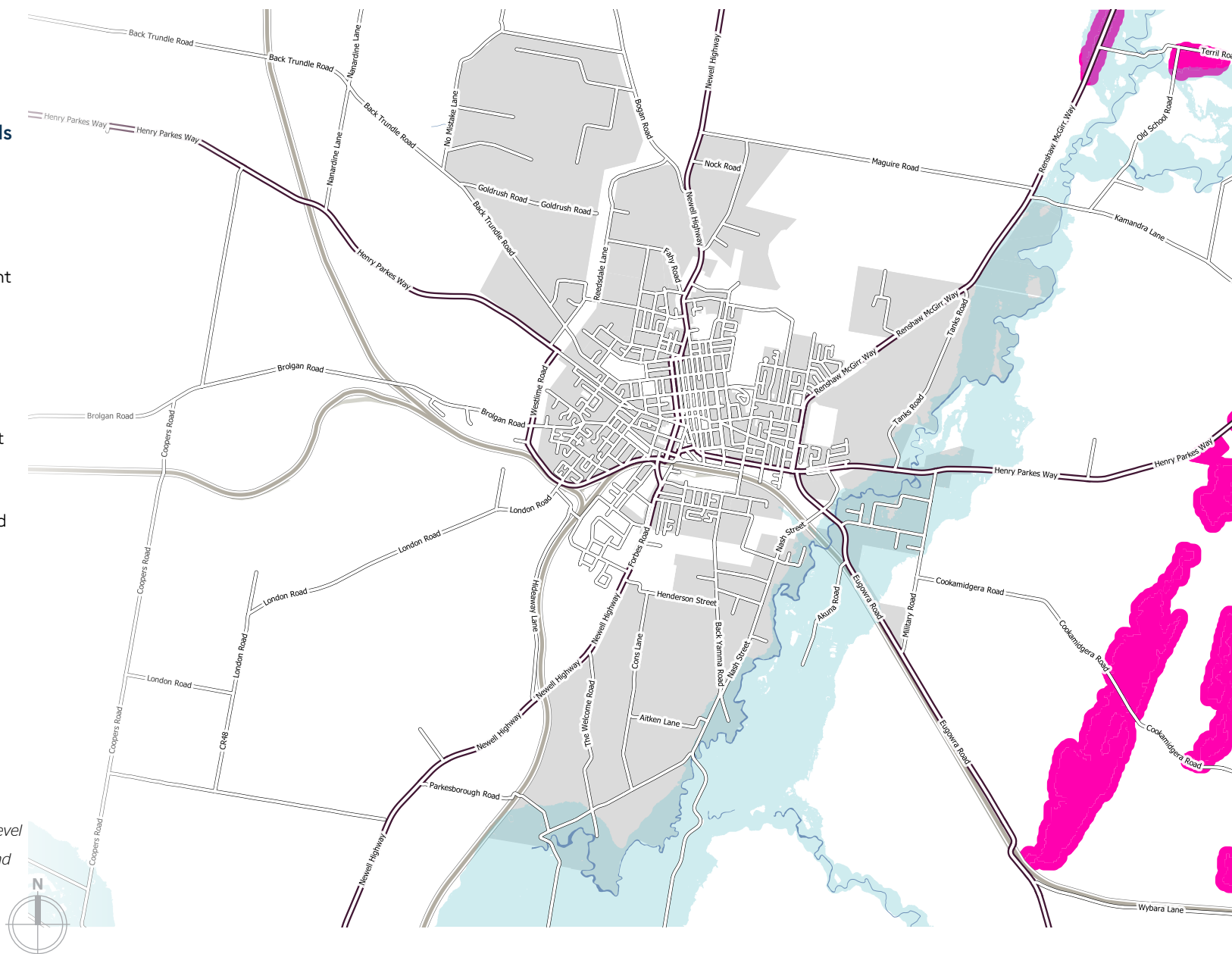
### 10.11.3. Environmental Hazards

Bushfire Hazard mapping prepared by NSW Rural Fire Service shows the closest hazard areas east of Parkes. The potential for bushfire attack is low and is not a significant constraint to housing development.

The 2022 floods impacted some land on the eastern edge of the Parkes Township which is impacted by flooding from the Goobang Creek. A strategic objective of the Housing Strategy should be to direct urban expansion away from these floodprone locations. Furtherwork is being completed by Parkes Shire Council to map the flood extend and implement suitable development controls.

#### Map Legend







-  Existing housing supply land
-  Approximate Flood Planning Level
-  RFS certified bushfire prone land
-  Railway network
-  Main road network
-  Local road network

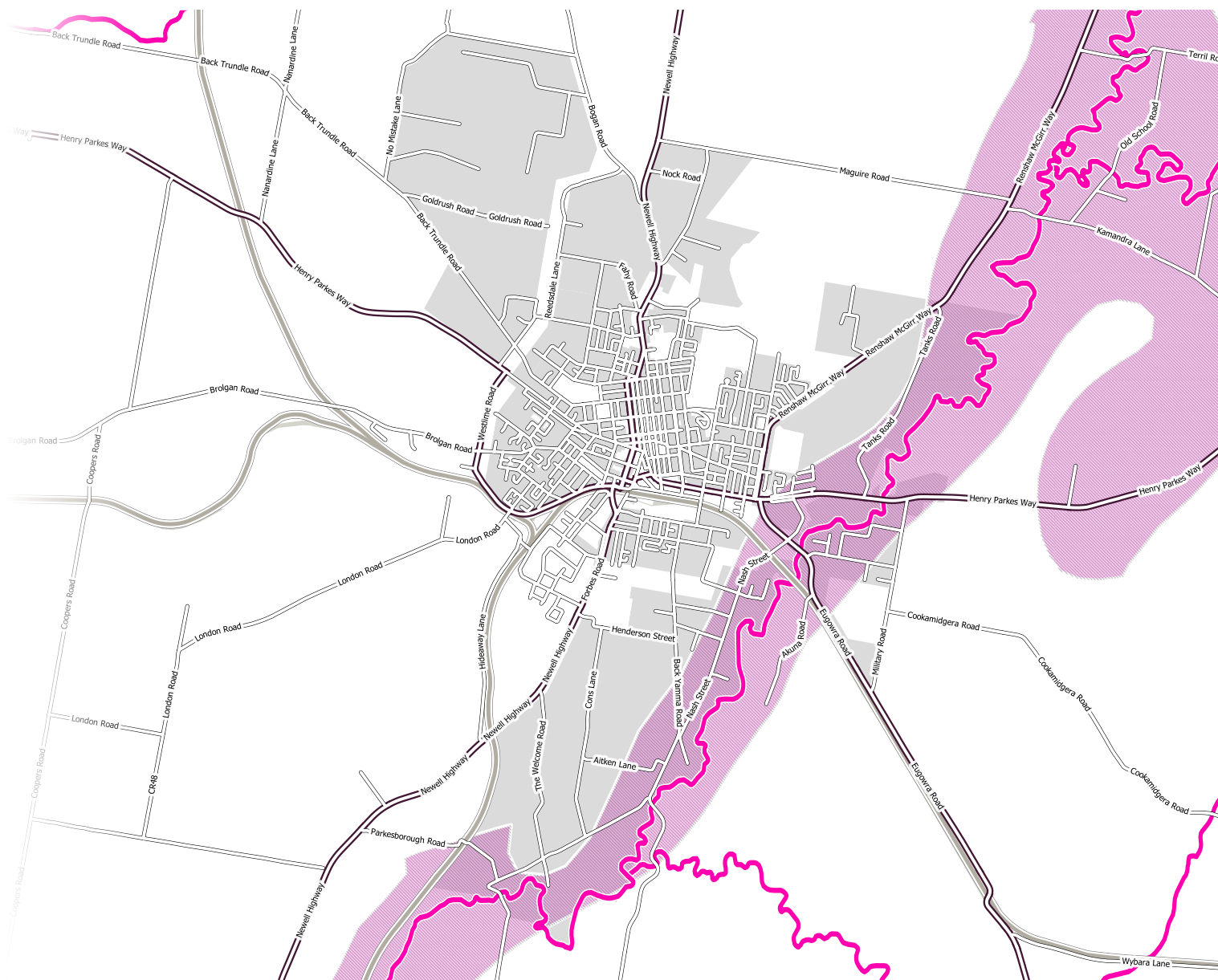


#### 10.11.4. Water Resources

The Goobang Creek and the underlying groundwater aquifer is a constraint to housing development to the east of Parkes. Any housing development in close proximity to Goobang Creek must be supported by water and sewerage infrastructure and buffers to minimise impacts on water resources and riparian areas. Opportunities also exist to plan for public use of riparian areas, such as pedestrian and cycling paths and parks.

#### Map Legend

-  Existing Housing Supply Land
-  Fish Habitat / Riparian Corridor
-  Vulnerable Groundwater System
-  Railway Network
-  Main Road Network
-  Local Road Network













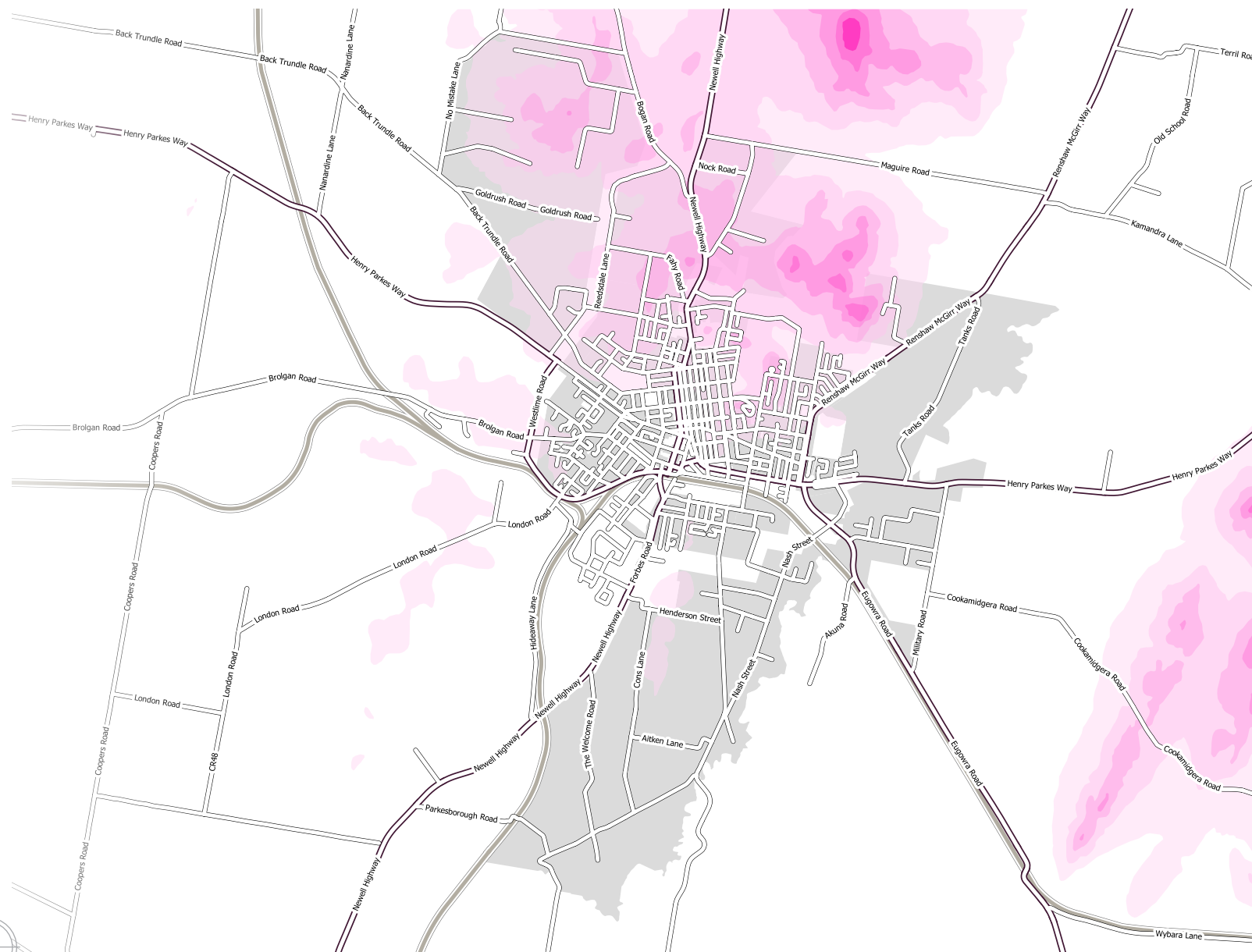


### 10.11.5. Topography

The general topography in Parkes is undulating towards the north east of town, with flatter land towards the east, south and west. In general, the topography of future housing areas, as shown in the Parkes LSPS 2041 poses low constraints to development.

#### Map Legend






-  440m Contour
-  420m Contour
-  400m Contour
-  380m Contour
-  360m Contour
-  340m Contour
-  Existing housing supply land
-  Railway network
-  Main road network
-  Local road network

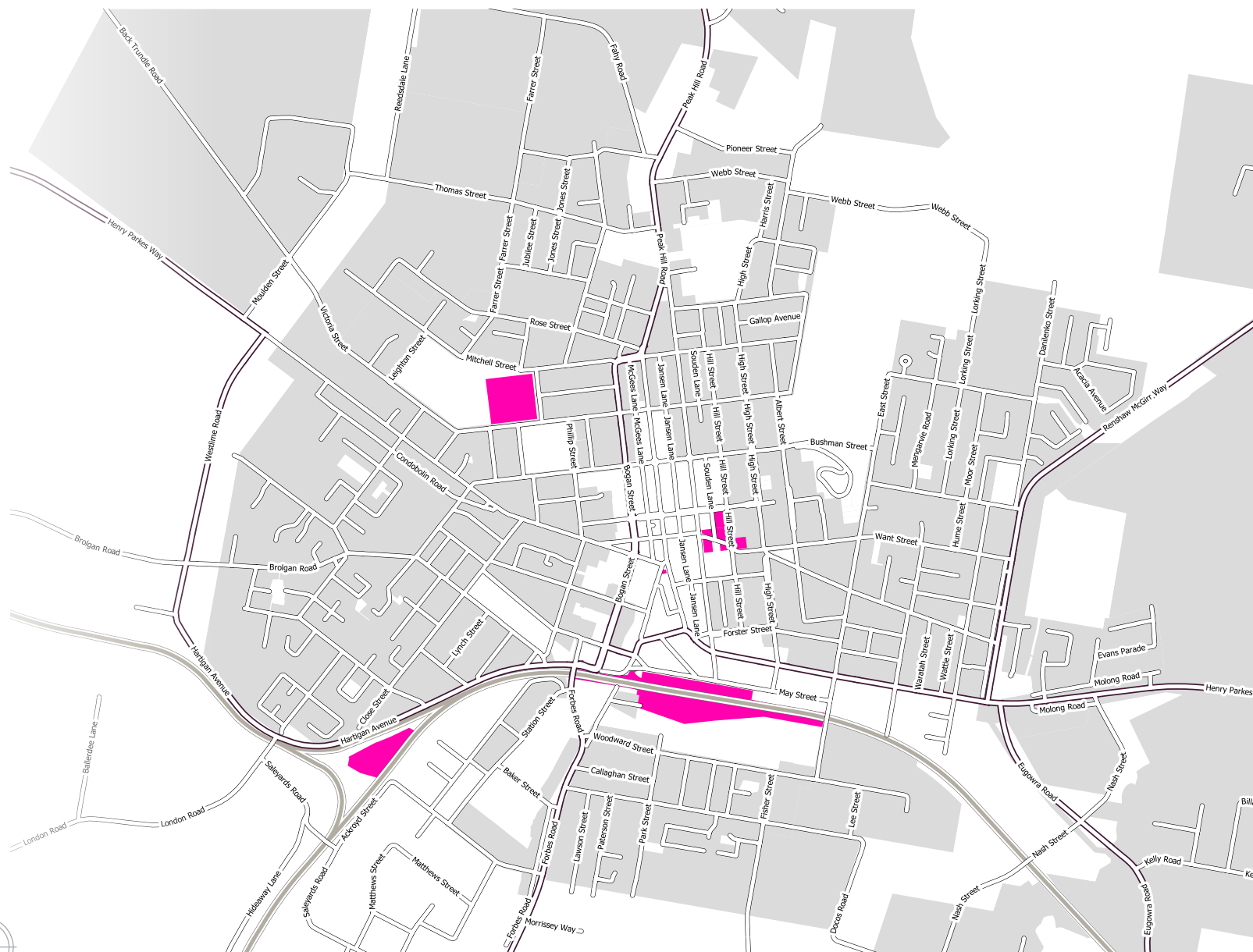


### 10.11.6. Built Heritage

There are relatively few heritage sites listed under the Parkes Local Environmental Plan 2012, with most sites in the urban centre and along railways. Parkes Shire Council is developing a heritage study that will likely increase the number of heritage items in the shire. In general, future housing areas, as shown in the Parkes LSPS 2041 are relatively free of known heritage sites.

#### Map Legend

-  Existing housing supply land
-  Parkes LEP Heritage Item
-  Railway network
-  Main road network
-  Local road network



### 10.11.7. Infrastructure and Enterprise Land

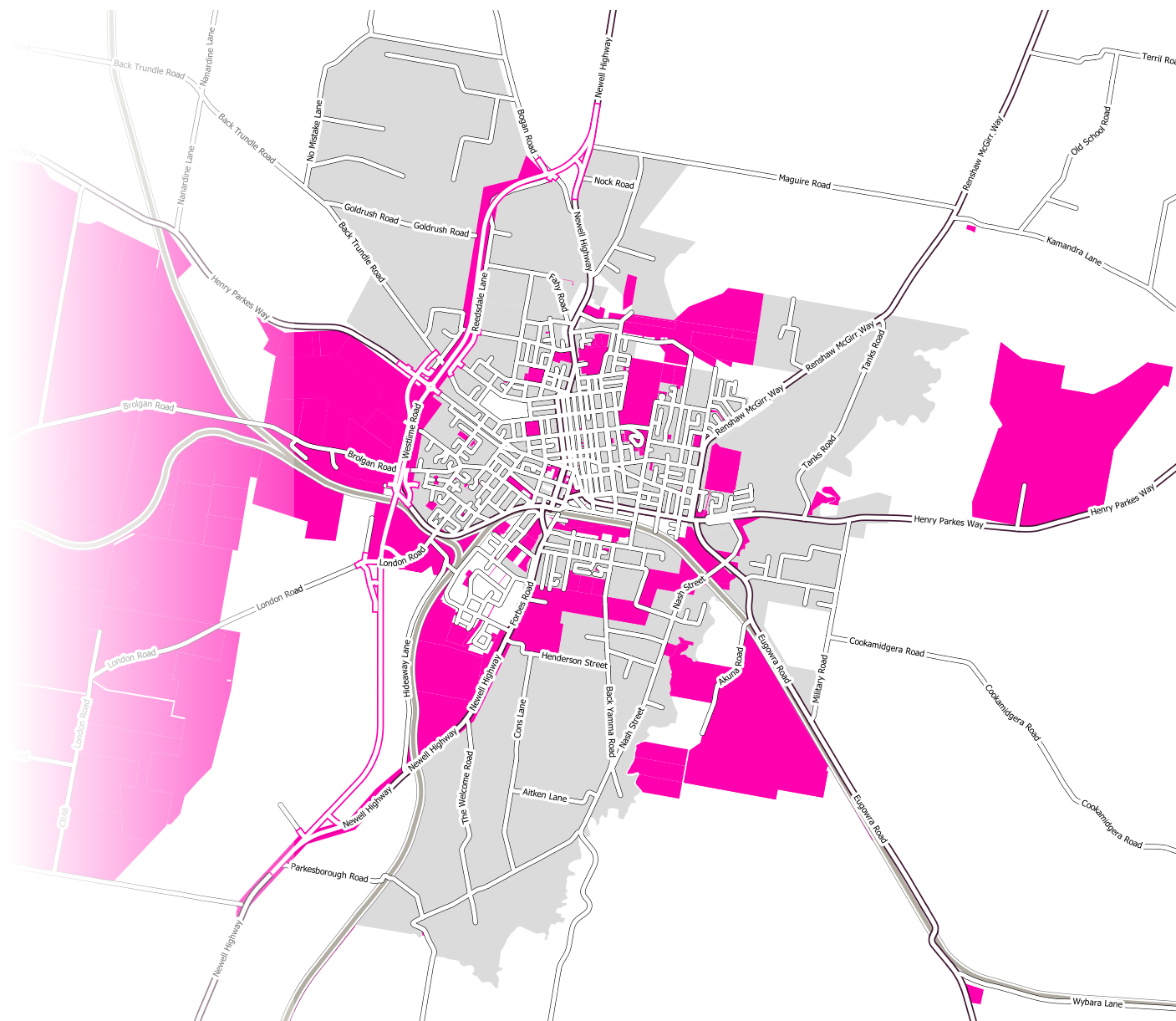
The Parkes National Logistics Hub, Parkes Industrial Estate, Parkes Regional Airport, Newell Highway Bypass, railways, sewerage treatment plant and water treatment plant are the main land-uses that require separation from housing.

Extensive planning of major infrastructure and developments has resulted in a relatively comprehensive understanding of constraints and opportunities in and around Parkes. Buffers have been in-built into the Parkes National Logistics Hub as well as the Newell Highway Bypass and ring road system.

The Parkes Local Environmental Plan 2012 also has a buffer for the Radio Telescope, which requires review in consultation with the Australian Telescope National Facility.

#### Map Legend

-  Existing Housing Supply Land
-  Infrastructure / Enterprise Uses
-  Newell Highway Bypass
-  Railway network
-  Main road network
-  Local road network













## 10.12 Peak Hill

The Newell Highway, Open Cut Experience and Parkes to Narramine Railway are constraints to housing development. The existing residential and large lot residential zoning provides adequate opportunities for projected housing growth.

Parkes Shire Council is developing a heritage study that will likely increase the number of heritage items in the shire. In general, future housing areas in Peak Hill are relatively free of known heritage sites.

### Map Legend

-  Existing Housing Supply Land
-  Peak Hill gold mining area
-  Fish habitat
-  RFS mapped bushfire prone land
-  Terrestrial Biodiversity
-  Landfill site
-  Historic mine activity area
-  Railway network
-  Main road network
-  Local road network





## 10.13 Trundle

Bushfire hazard along the western fringe of Trundle is a constraint to new housing development. Flooding of parts of the urban area of Trundle from the Yarrabandai Creek also presents a potential constraint to new housing development. The Bogan Gate to Tottenham Railway is a constraint to housing development to the east.

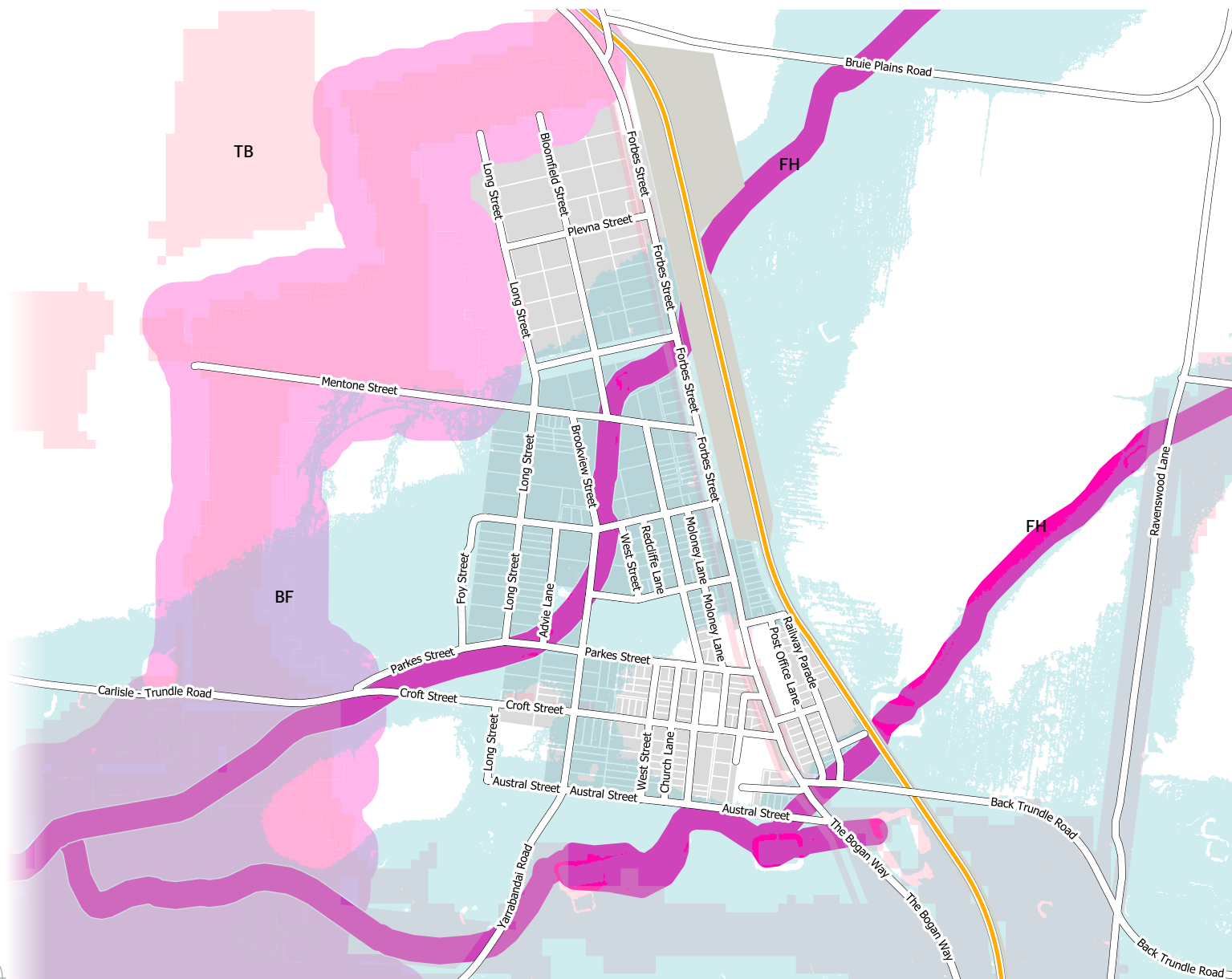
The existing Residential and Large Lot Residential zoning provides adequate opportunities for projected housing growth.

Parkes Shire Council is developing a heritage study that will likely increase the number of heritage items in the shire. In general, future housing areas in Trundle are relatively free of known heritage sites.

Housing development in Trundle is constrained by flooding; however, land identified for urban expansion is available outside flood affected areas.

### Map Legend






-  Existing Housing Supply Land
-  FH Fish habitat / Water courses
-  BF RFS mapped bushfire prone land
-  TB Terrestrial Biodiversity
-  LF Landfill site
-  Approximate Flood Planning Level
-  Historic mine activity area
-  Railway network
-  Main road network
-  Local road network



## 10.14 Tullamore

Tullamore is relatively free of major constraints. New housing opportunities are available within the Village and Large Lot Residential zoning. Parkes Shire Council is developing a heritage study that will likely increase the number of heritage items in the shire. In general, future housing areas in Tullamore are relatively free of known heritage sites.

### Map Legend

-  Existing Housing Supply Land
-  FH Fish habitat
-  BF RFS mapped bushfire prone land
-  TB Terrestrial Biodiversity
-  LF Landfill site
-  Historic mine activity area
-  Railway network
-  Main road network
-  Local road network





# 11

## PARKES SHIRE HOUSING STRATEGY

# Housing Needs Analysis

Housing needs are determined by projected population growth, analysis of likely trends in demographics, including household types, household size, age cohorts and an understanding of housing preferences.

The NSW Housing Guideline suggests changes are occurring in household structure, which is leading to increased demand for smaller dwellings, including medium and high density housing options in the future. The feedback from the exhibition of the Parkes Shire Housing Issues Paper, Housing Preference Surveys and conversations with local professionals involved in the housing supply sector suggests that many people in the shire have a desire for large lot residential blocks. Clearly, there is more work required to arrive at the correct balance between housing demands and housing preferences.

The section of the Housing Strategy aims to strike the right balance between various housing types and options, based on demographic trends, housing needs and preferences, successful housing projects and projected population scenarios.

## 11.1 Response to Engagement Findings

Preliminary community engagement was undertaken by Council during March 2021 in the form of the public exhibition of the Parkes Shire Housing Issues Paper and the running of a Community Survey on housing issues and perceptions. Council received 80 responses to the survey and 4 guest book responses. The main findings of preliminary engagement are summarised in this section:

- 97.5% of submissions were received from residents currently living in the Parkes Shire.
- The majority of respondents (63.7%) were female.
- The majority of respondents (72.5%) were aged 54 years or less.
- Most respondents (85%) own their home.
- Almost half of respondents (48.7%) indicated they would consider moving housing in the next five years.
- Housing preference was for larger houses in a rural-residential style neighbourhood. Key services were sealed roads, mobile phone and internet coverage, electricity supply, reticulated water supply and sewerage.
- The main reason for moving to Parkes was lifestyle.
- Many respondents (57.5%) were concerned that house rents / prices may become unaffordable in the Parkes Shire.

## 11.2 Response to Demographic Trends

Parkes has had relatively stable population since 2001, with a difference of only 480 people between the smallest population in recent years (14,600 in 2006) and the largest (15,080 in 2011).

Since the peak in 2011, there have been small declines year on year in terms of population size. These changes have been influenced by Parkes' ageing population. Over time there has been a decline at all younger ages, except for those people in their early 20s, and among all people over the age of 50. Since the beginning of the 2000s there has been a notable hollowing out of the working age population.

Recent announcements for new infrastructure and development projects at Parkes have the potential to drive population change, particularly in and around the Parkes Township.

Updated NSW population projections were released by the NSW Government on 14 December 2019. These forecast a stable population into the future, changing from 14,900 in 2016 to 14,550 by 2041.

Unfortunately, the modelling undertaken the NSW Department of Planning and Environment does not take into account recent employment data (post 2016 Census) as well as the potential employment generation from the Parkes Special Activation Precinct and other initiatives currently underway.

Parkes is particularly vulnerable to rapid population growth, which in turn could drive demand for housing from labour force participation and migration into the Parkes Shire.

The Astrolabe Group have developed 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, CleanTeq Project, several major employment generating industries at the Parkes Special Activation Precinct and the associated effects on further business development in the Shire as well as migration levels.

The Astrolabe Group 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.



## 11.3 Managing Population Growth

The Astrolabe Group has been engaged by Parkes Shire 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:

- Low Development / Growth Scenario
- Moderate Development / Growth Scenario
- High Development / Growth Scenario

The infographic to the right of page summarises the three different growth scenarios. Further information is presented in the Parkes Shire Housing Issues Paper.

Parkes Shire Council is using the high growth scenario to inform the development of housing supply and demand analysis.

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 shows the residential land zoning requirements for Parkes Shire:

High Growth Scenario - Required Residential Land (ha)	
New Housholds	1,361
Based on 10 lots per hectare	136 ha
10% Rolling Reserve	13.6 ha
Total residential zoned land required	149.6 ha
Undeveloped land already zoned residential	55 ha
<b>Land required to be rezoned (total)</b>	<b>94.6 ha</b>

Based on the high development / growth scenario there is a need to rezone additional residential land. The majority of additional residential land will be required in and around Parkes. Additional land for open space and recreational facilities may also be required, depending on the locations for additional residential zoned land.









# 12

PARKES SHIRE HOUSING STRATEGY

## Strategic Housing Framework

As the centre with the highest concentration of existing housing and the highest potential for future residential expansion, a Strategic Housing Framework Plan has been developed for the main urban settlement areas, and comprises the following key components:

- Alectown Framework.
- Bogan Gate Framework.
- Cookamidgera Framework.
- Parkes Road Transport Framework.
- Parkes Urban Services Framework.
- Parkes Urban Area Land-use Framework.
- Parkes Urban Fringe Land-use Framework.
- Parkes Urban Area Staging Framework.
- Peak Hill Framework.
- Trundle Framework.
- Tullamore Framework.

## 12.1 Alectown









Located on the Newell Highway, and approximately halfway between Parkes and Peak Hill, Alectown has potential for more housing in and around the village zoned area.

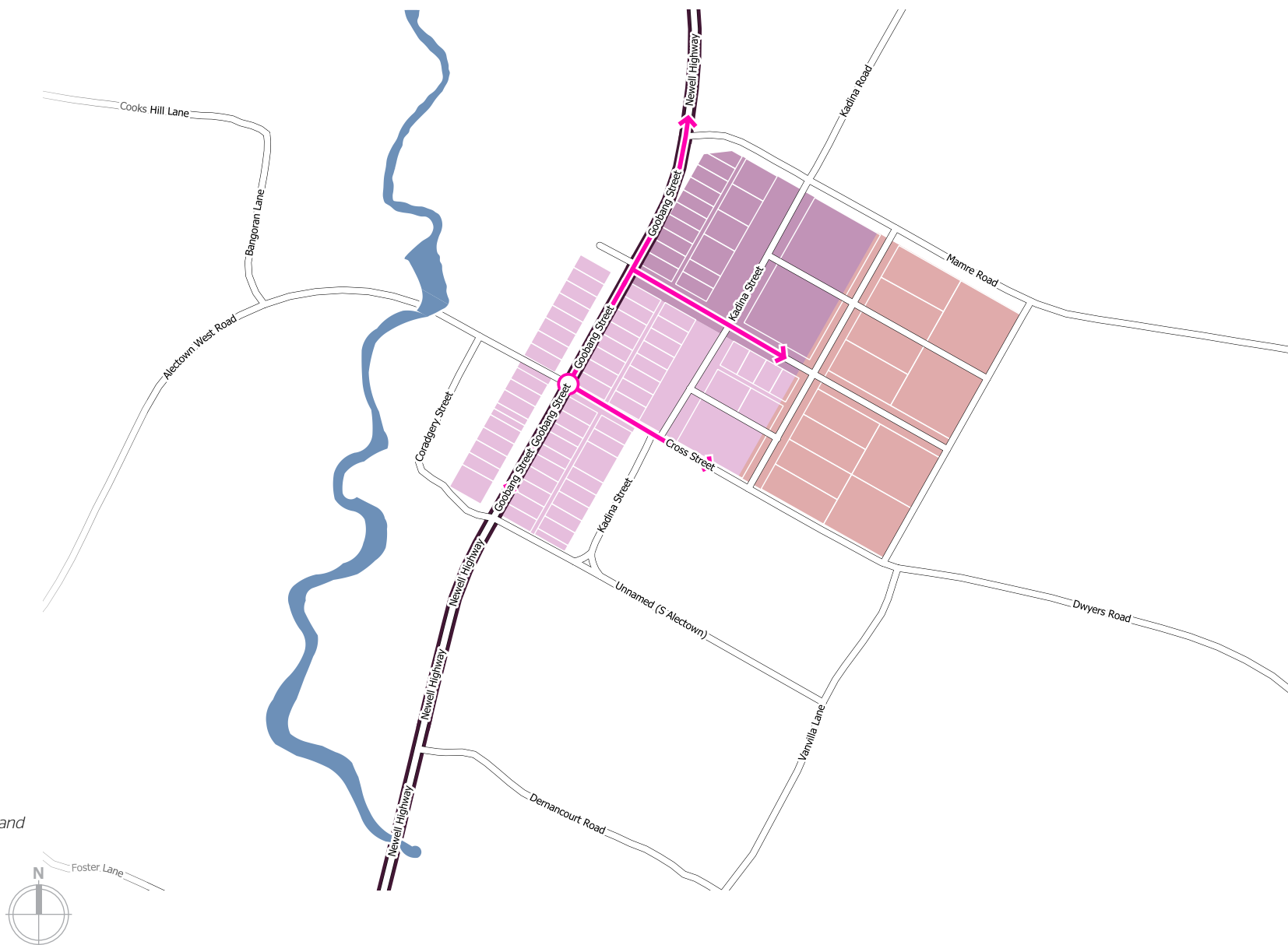
The provision of services is a constraint to housing development and will influence the minimum lot size for subdivision and / or dwellings.

Land directly north of the village area has potential to be connected to reticulated water supply and is generally considered suitable for on-site sewage management systems. This land is also free from constraints (e.g. Burrandong Creek, historic alluvial gold mining remnants and Alectown Waste Landfill).

The framework plan is to be referenced in the review of zoning and development controls, transport and active transport initiatives.

### Map Legend

-  Existing village zoned land
-  Existing rural residential zoned land
-  Future expansion - village zoned land
-  Future expansion - rural residential zoned land
-  Key intersections and connections
-  Railway network
-  Main road network
-  Local road network - as proposed



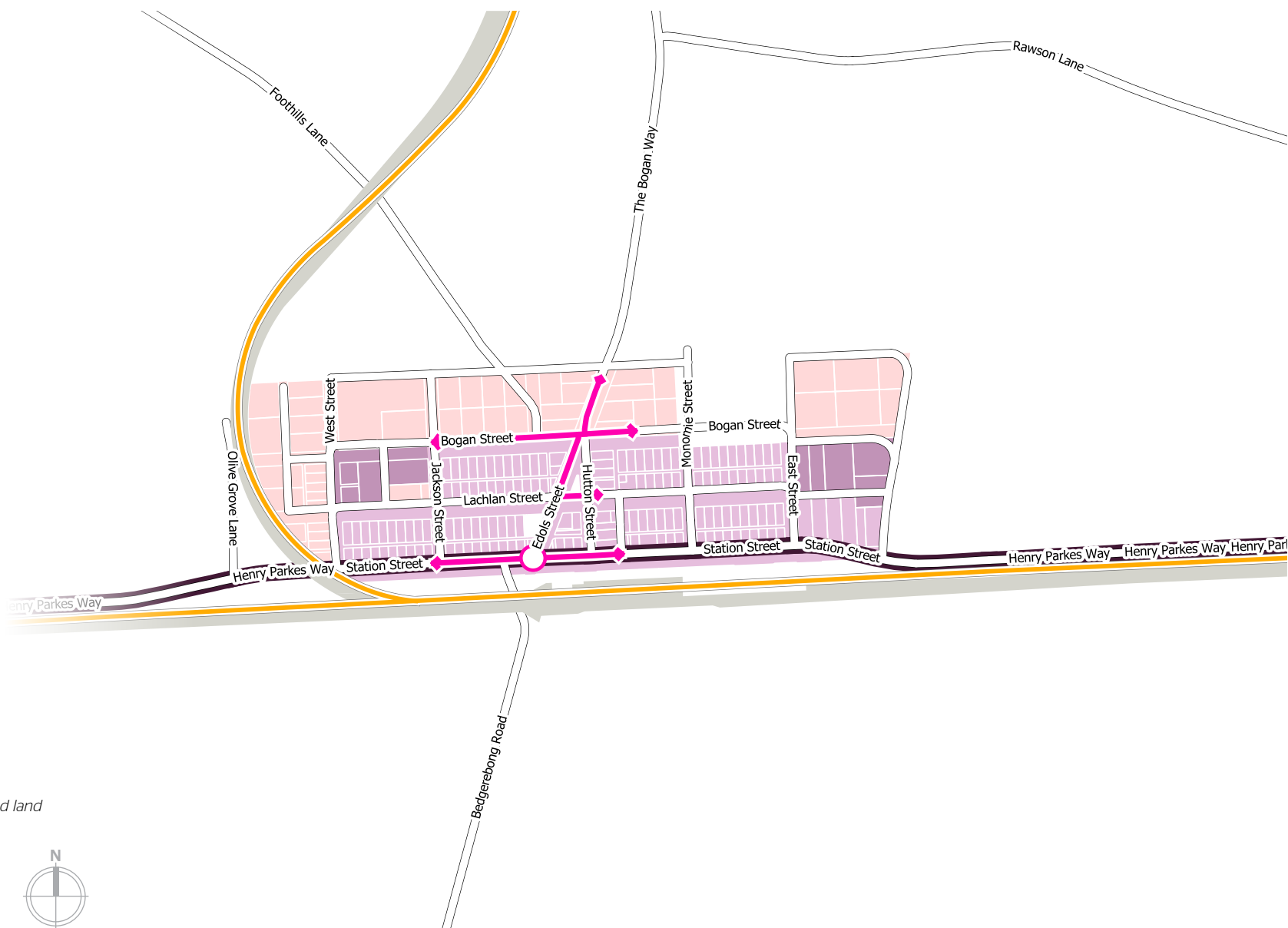


## 12.2 Bogan Gate

Bogan Gate is framed within existing main road and railway corridors, and has adequate supply of vacant lots within the village zone to supply for the housing needs of the community up until 2041.

There is no requirement to expand the village beyond the existing zoning framework. However there is an opportunity to further develop the local road network and create new village zonings from within existing rural residential zoned areas, should there be a demand in the future.

The framework plan is to be referenced in the review of zoning and development controls, transport and active transport initiatives.



### Map Legend

- Existing village zoned land
- Existing rural residential zoned land
- Future expansion - village zoned land
- Future expansion - rural residential zoned land
- Key intersections and connections
- Railway network
- Main road network
- Local road network - as proposed

### 12.3 Cookamidgera


The resident population of Cookamidgera is not forecasted to grow significantly over the next 20 years.

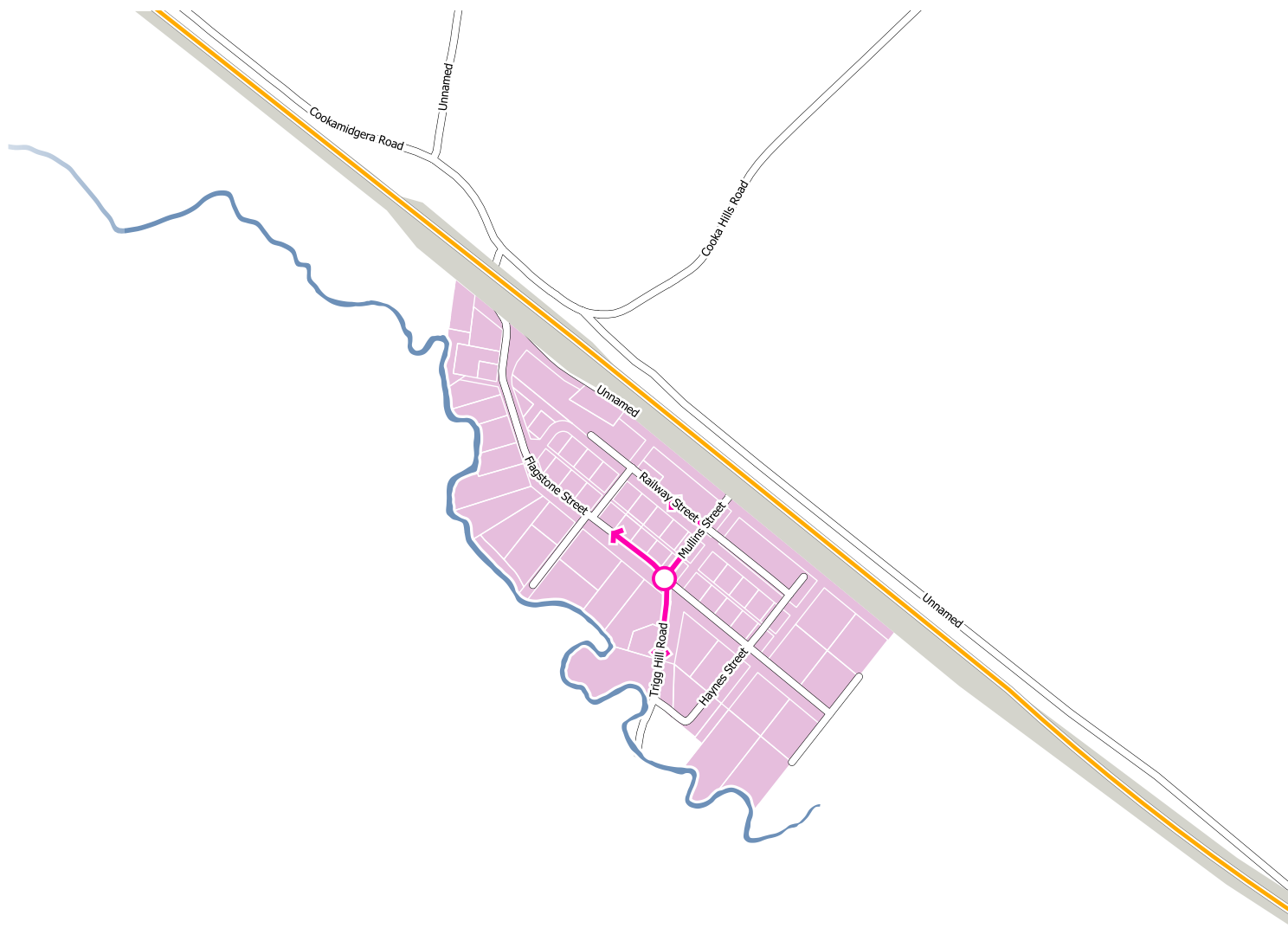
The village area is framed by the Orange to Broken Hill Railway (running east – west) and Bartleys Creek (south-west of town).

The village area has adequate supply of vacant lots for the housing needs of the community up until 2041. No extensions of the current village zoning are required for new housing.

The framework plan is to be referenced in the review of development controls, transport and active transport initiatives.

#### Map Legend

-  Existing village zoned land
-  Existing rural residential zoned land
-  Future expansion - village zoned land
-  Future expansion - rural residential zoned land
-  Key intersections and connections
-  Railway network
-  Main road network
-  Local road network - as proposed







#### 12.4.1. Parkes Road Transport Framework

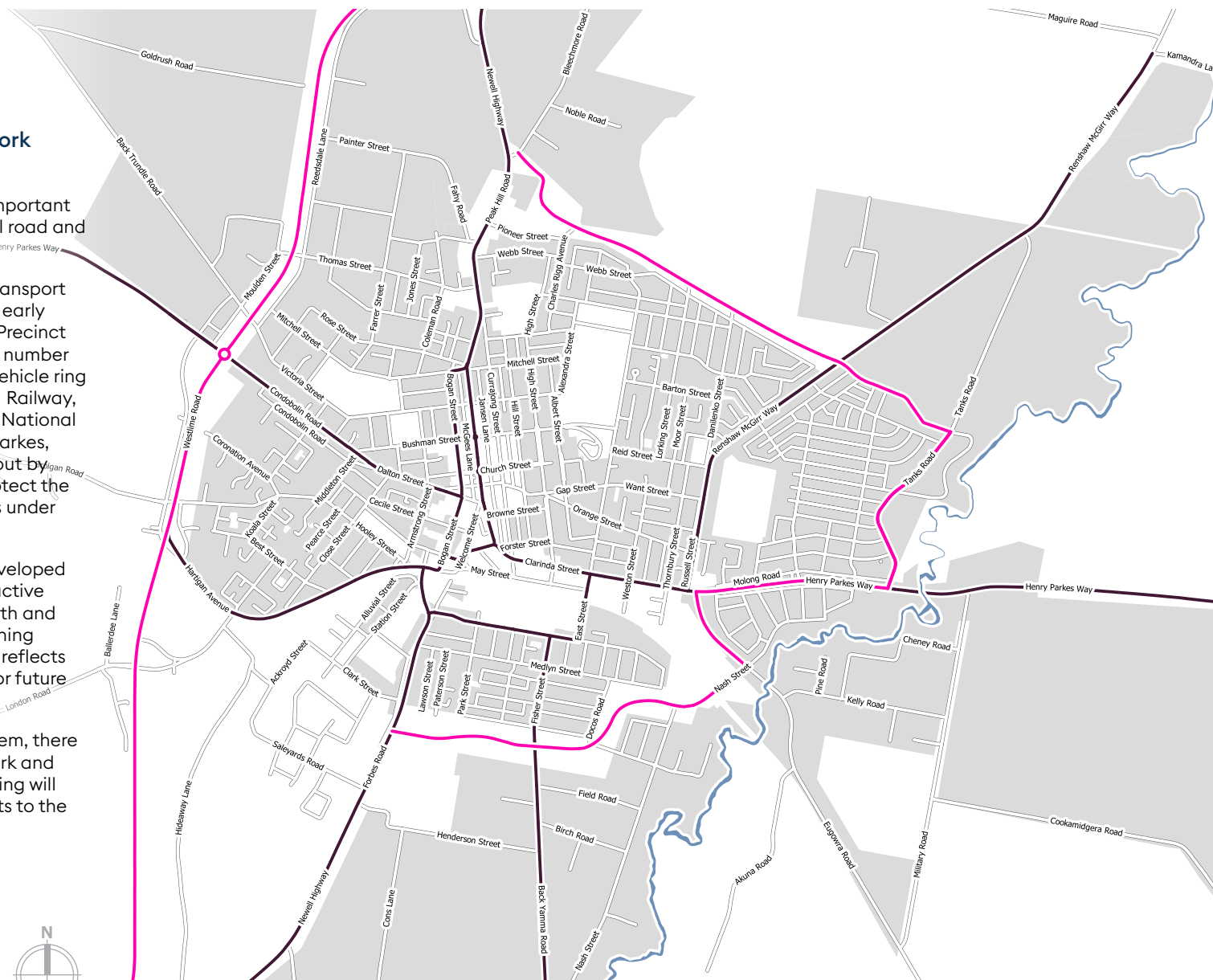
Parkes Shire Council established a long-term transport plan in the late 1990's as a consequence of the early development of the Parkes Special Activation Precinct and improvements of the Parkes Mainstreet. A number of road corridors were reserved for the heavy vehicle ring road system. Major projects, such as the Inland Railway, Parkes Newell Highway Bypass and the Parkes National Logistics Hub have all been able to locate at Parkes, largely due to the early planning work carried out by Council and other government agencies to protect the potential development opportunities at Parkes under zoning and buffers from sensitive land-uses.

Parkes Shire Council continues to guide the developed a ring road system, urban road hierarchy and active transport plan to properly manage urban growth and traffic-related issues under an integrated planning approach. The road transport framework plan reflects the future road corridors that are earmarked for future development and use, when retaired.

In regards to Council's plan for a ring road system, there is limited funding to expand the existing network and Council and additional State and Federal funding will likely be required to make capital improvements to the extension of the road network.

### Map Legend

-  Housing supply lands - as proposed  
 Local road network - as proposed  
 Main road / collector roads - as existing  
 Main road / collector roads - as proposed



## 12.4.2. Parkes Urban Services Framework

Parkes Shire Council has undertaken major augmentation of the Parkes reticulated sewerage system, including completion of a new Parkes Sewerage Treatment Plant on Akuna Road in 2018 to 15,000 EP, which can be upgraded to 20,000 EP. There is adequate capacity in the sewerage system at Parkes to meet the projected housing needs.

Parkes Shire Council has also completed a major upgrade of its reticulated water supply system, including completion of a new Parkes Water Treatment Plant off Webb Street in 2018, which is capable of treating up to 16 Megalitres of water each day, ensuring the supply of quality water during peak seasons, and allowing Parkes to accommodate projected growth.

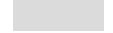



Some urban areas of Parkes require stormwater improvements and upgrades and an urban stormwater management plan is being prepared to guide progressive improvements into the future. Stormwater management will be key features in new housing estates, and new housing areas will need to be include adequate / appropriate storm water drainage infrastructure that

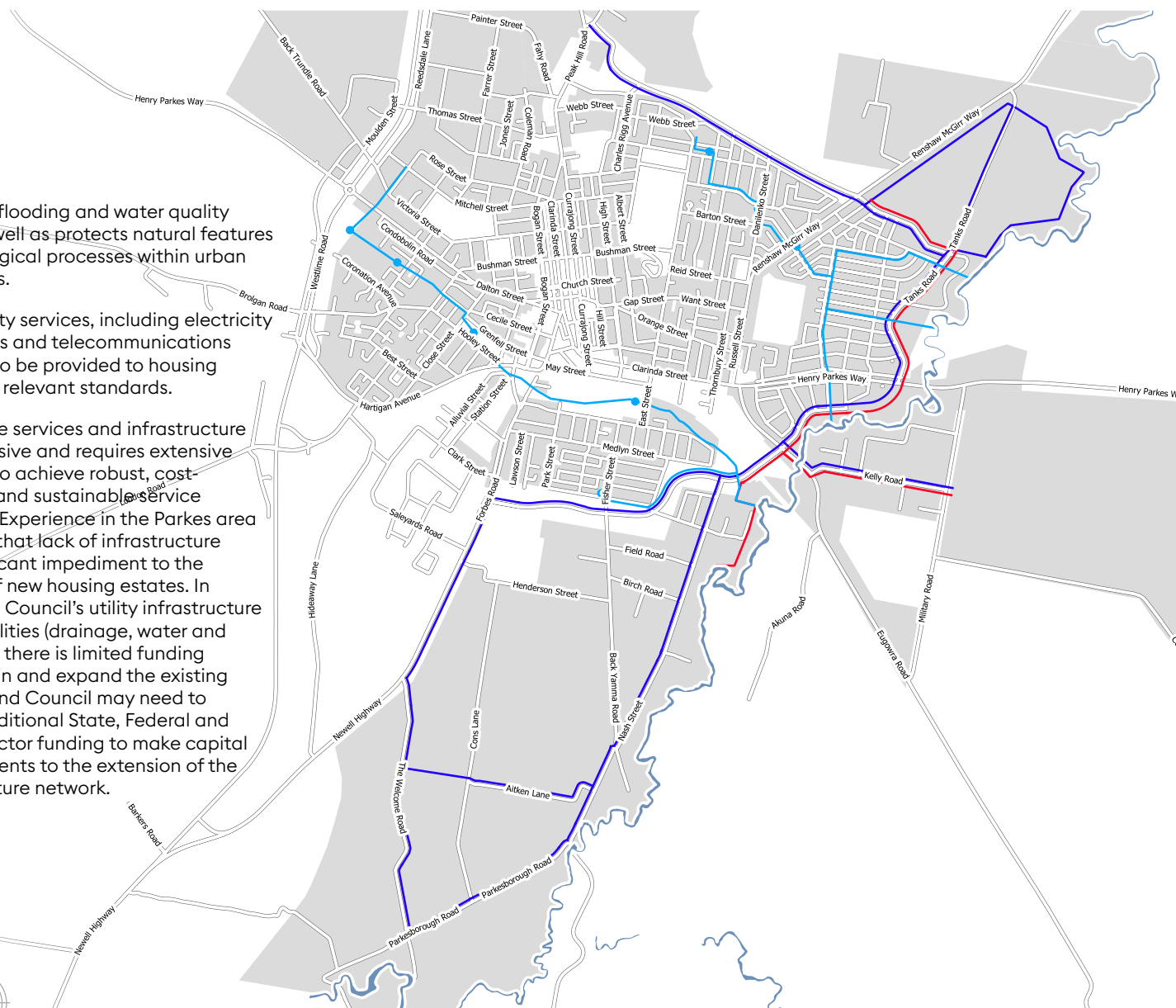
manages flooding and water quality issues as well as protects natural features and ecological processes within urban waterways.

Other utility services, including electricity supply, gas and telecommunications continue to be provided to housing estates to relevant standards.

All of these services and infrastructure are expensive and requires extensive planning to achieve robust, cost-effective and sustainable service provision. Experience in the Parkes area indicates that lack of infrastructure is a significant impediment to the delivery of new housing estates. In regards to Council's utility infrastructure responsibilities (drainage, water and sewerage) there is limited funding to maintain and expand the existing network and Council may need to rely on additional State, Federal and private sector funding to make capital improvements to the extension of the infrastructure network.

### Map Legend

-  Housing supply lands - as proposed
-  Trunk Stormwater infrastructure
-  Trunk Sewer infrastructure extensions
-  Trunk water infrastructure extensions





### 12.4.3. Parkes Urban Area Land-use Framework

Extensive planning of major infrastructure and developments has resulted in a relatively comprehensive understanding of constraints and opportunities for new development in and around Parkes. Buffers have been in-built into the Parkes Special Activation Precinct as well as the Newell Highway Bypass and ring road system, sewerage treatment plant and other critical infrastructure.

Existing R5 Large Lot Residential land that was not impacted by the 2022 flood can be considered for a reduction in minimum lot size where services can be provided.

Parkes Shire Council is currently developing a comprehensive management plan framework for all Crown land under its control, which will deliver a number of community benefits relating to housing, such as open space and community facilities.

The Goobang Creek and its underlying groundwater aquifer and flood plain is a constraint to housing development to the east of Parkes. Further, the 2022 Flood event saw significant flooding of the Goobang Creek system which led to many properties being inundated. Further analysis is currently being undertaken in various flood studies across the shire to enable appropriate land use controls to ensure flood risks are mitigated for future development. Areas suitable for urban expansion have been reviewed and updated within the Parkes Housing Strategy to ensure future development is located in areas that are not impacted by flooding.

The Astrolabe Group 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. The Parkes Urban Land-use Framework provides for the future population base at Parkes.

It also plans for further expansion of housing areas in stages if required.

Augmentation of a new reticulated sewerage system east of Parkes, draining to the new sewerage treatment plant south-east of Parkes will allow for the mainstay of residential expansion. A reticulated water supply system, stormwater management plan and road layout plan have been developed as under a Preliminary Masterplan.

Urban expansion in the western urban area of Parkes is currently constrained due to the limitations of the reticulated sewerage system. Without significant investment in trunk reticulated sewerage infrastructure, development in the Thomas and Farrer Street area (as identified on the map) cannot progress. An alternative option for this area is to reduce the minimum lot size to 6000m<sup>2</sup>, which is adequate to support a on-site sewerage management system (OSMS) and have a connection to reticulated water service.

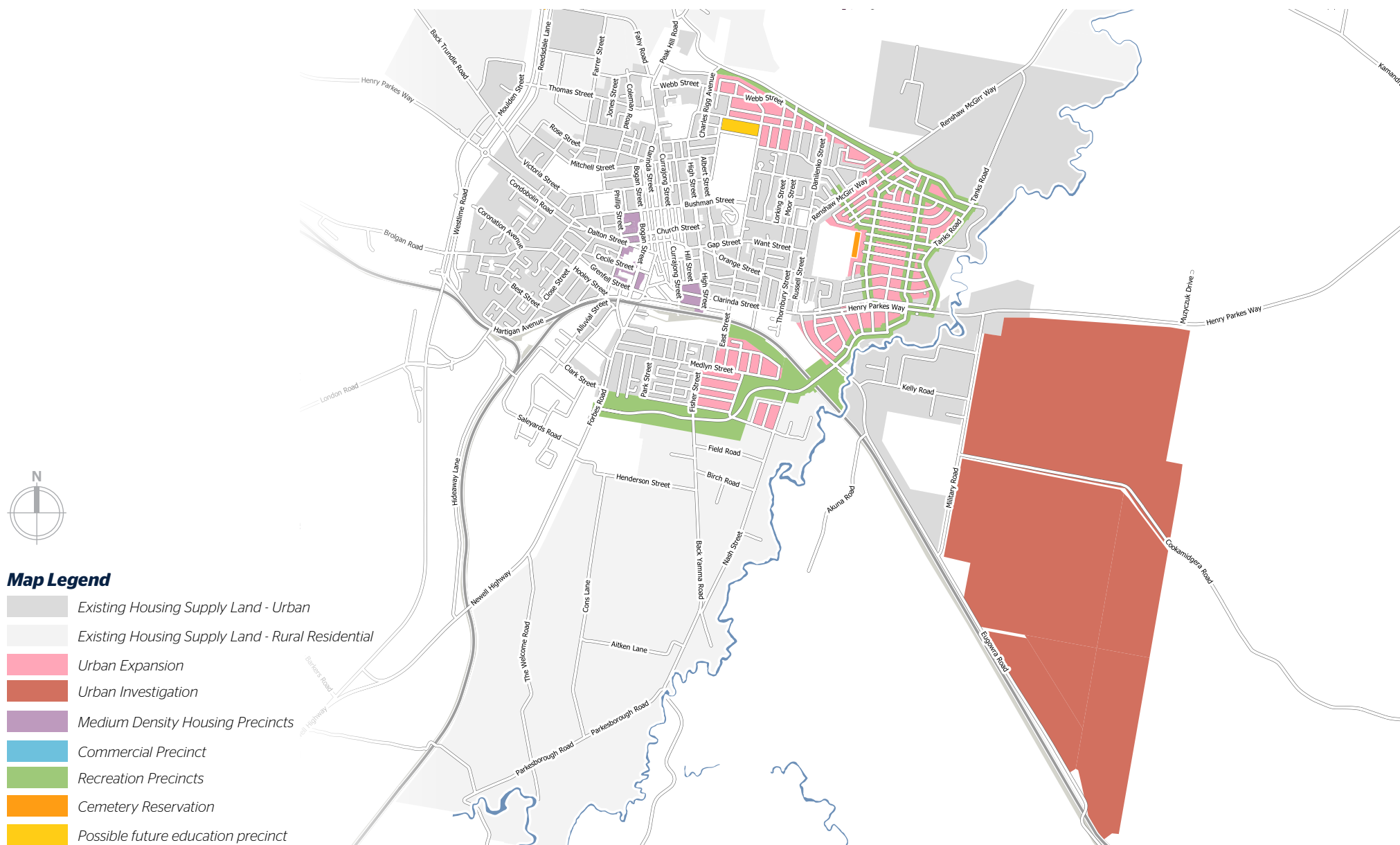
Urban expansion in Parkes is constrained by the Parkes Special Activation Precinct (SAP), Parkes Regional Airport, the operational buffer of the CSIRO Radio Telescope and the Goobang Creek. These constraints limit opportunities for residential growth on the northern, western and southern edges of Parkes Township. Analysis shows that land to the east of Parkes Township, and south of Henry Parkes Way, is less constrained and would provide opportunities for urban expansion.

The Parkes Urban Area Framework Map identifies a large area of land on the eastern edge of Parkes Township as an Urban Investigation Area. The total area of this investigation area is approximately 836 hectares, and includes the following land:

- The property “Harrowvale”, which was purchased by Parkes Shire Council in 2023 and comprises approximately 330 hectares of land.
- The property “Braemar”, which is a private land holding of approximately 506 hectares that adjoins the southern boundary “Harrowvale”.

Based on the supply and demand forecasts of the Parkes Housing Strategy, it is unlikely that all of the land in the Urban Investigation Area will be required to secure the housing supply requirements for Parkes Township in the short to medium term. However, the likelihood that new employment generating developments will be delivered at the Parkes SAP warrants the identification of additional long term housing supply options for Parkes Township. The land in the Urban Investigation Area would provide options for greenfield subdivision and dwelling construction at scale.

Further investigations will be required by Parkes Shire Council and other key stakeholders to ascertain how much of this land is required for urban expansion, and to further understand the infrastructure and servicing requirements for the Urban Investigation Area. Prior to new residential developments occurring in an Urban Investigation Area, a Planning Proposal would be required, supported by a masterplan, infrastructure servicing strategy and specialist environmental studies (as necessary).












### 12.4.4. Parkes Urban Fringe Land-use Framework

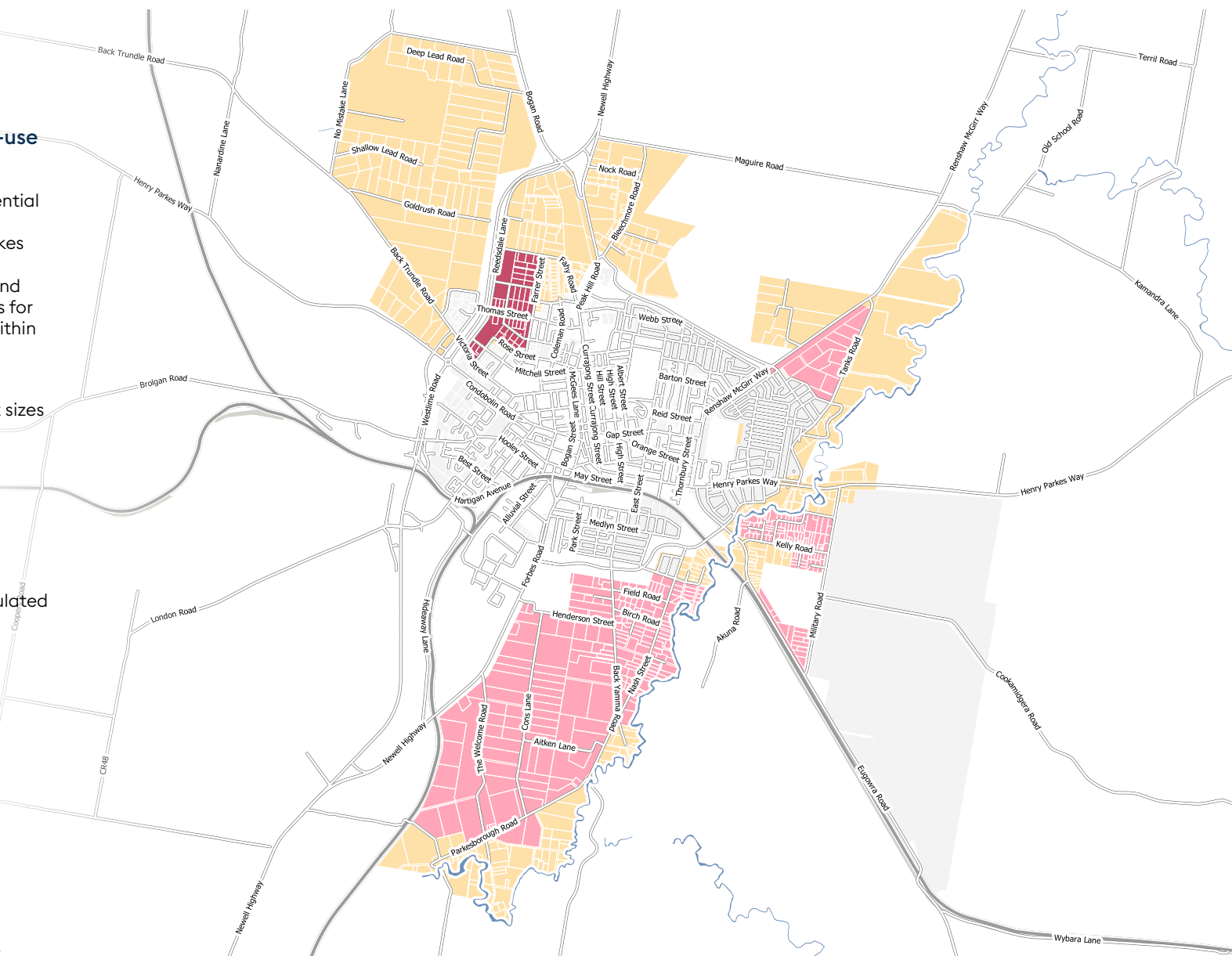
The existing areas of R5 Large Lot Residential zoned land that surrounds the Parkes Urban Area has been included in the Parkes Urban Land-use Framework. Proposed augmentation of reticulated sewerage and water supply mains provide opportunities for a review of minimum lot size standards within some large lot housing areas.

In general, where R5 Lots have access to urban services the following minimum lot sizes have merit for investigation:

- 6,000 m2 for blocks with access to reticulated water only. Sewage management occurs on-site.
- 1 hectare for blocks with access to reticulated water only.
- 4 hectares for blocks where no reticulated water or sewer is proposed.

#### Map Legend

-  Rural Residential Use  
4ha Lot Size Area
-  Rural Residential Use  
1 ha Lot Size Area
-  Rural Residential Use  
6000sqm Lot Size Area





### 12.4.5. Parkes Urban Area Staging Framework

A staging framework has been developed to help guide the release of land that has been identified in the Land-use Framework Map as being required for future housing growth in the Parkes urban area.

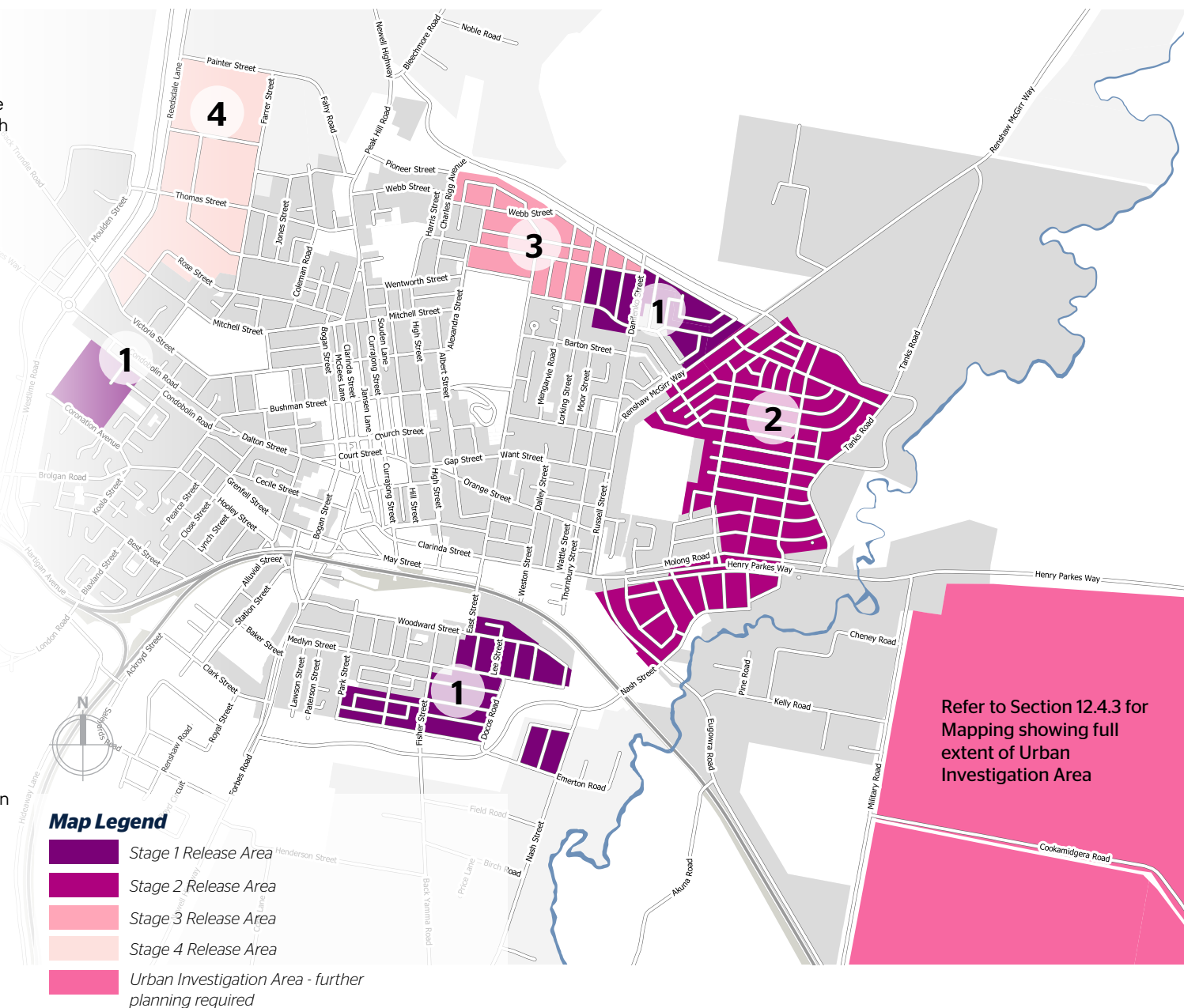
The staging framework (updated in 2025), gives priority to areas that are closest to the existing urban fringe, outside environmentally sensitive areas or in areas which would allow for the practical, efficient and cost effective augmentation of infrastructure, services and utilities necessary to service those areas.

Approximately 75ha of land that was previously identified for future urban expansion in Nash Street, Tanks Road and south of Henry Parkes Way was heavily impacted by the flooding of the Goobang Creek in 2022.

The inclusion of an Urban Investigation Area provides additional long term housing supply options for Parkes Township. Further investigations will be required by Parkes Shire Council and other key stakeholders to ascertain how much of this land is required for urban expansion, and to further understand the infrastructure and servicing requirements for the Urban Investigation Area.

Urban expansion in the western urban area of Parkes is currently constrained due to the limitations of the reticulated sewerage system and therefore alternate options have been included within this strategy to enable landowners with an alternate option to develop their land to a minimum lot size of 6000m<sup>2</sup>, with an onsite sewerage management system instead of economic constraints of providing trunk main infrastructure. Subdivision into smaller lots may only be contemplated subject to further investigations which demonstrate reticulated sewerage can be provided.

The staging framework has been reviewed and updated, but continues to be provided as a guide only. The release of new land may occur in a different manner provided adequate arrangements can be made to service the land.



## 12.5 Peak Hill

Located on the northern border of the Parkes Shire, Peak Hill is the second largest urban area in the shire.

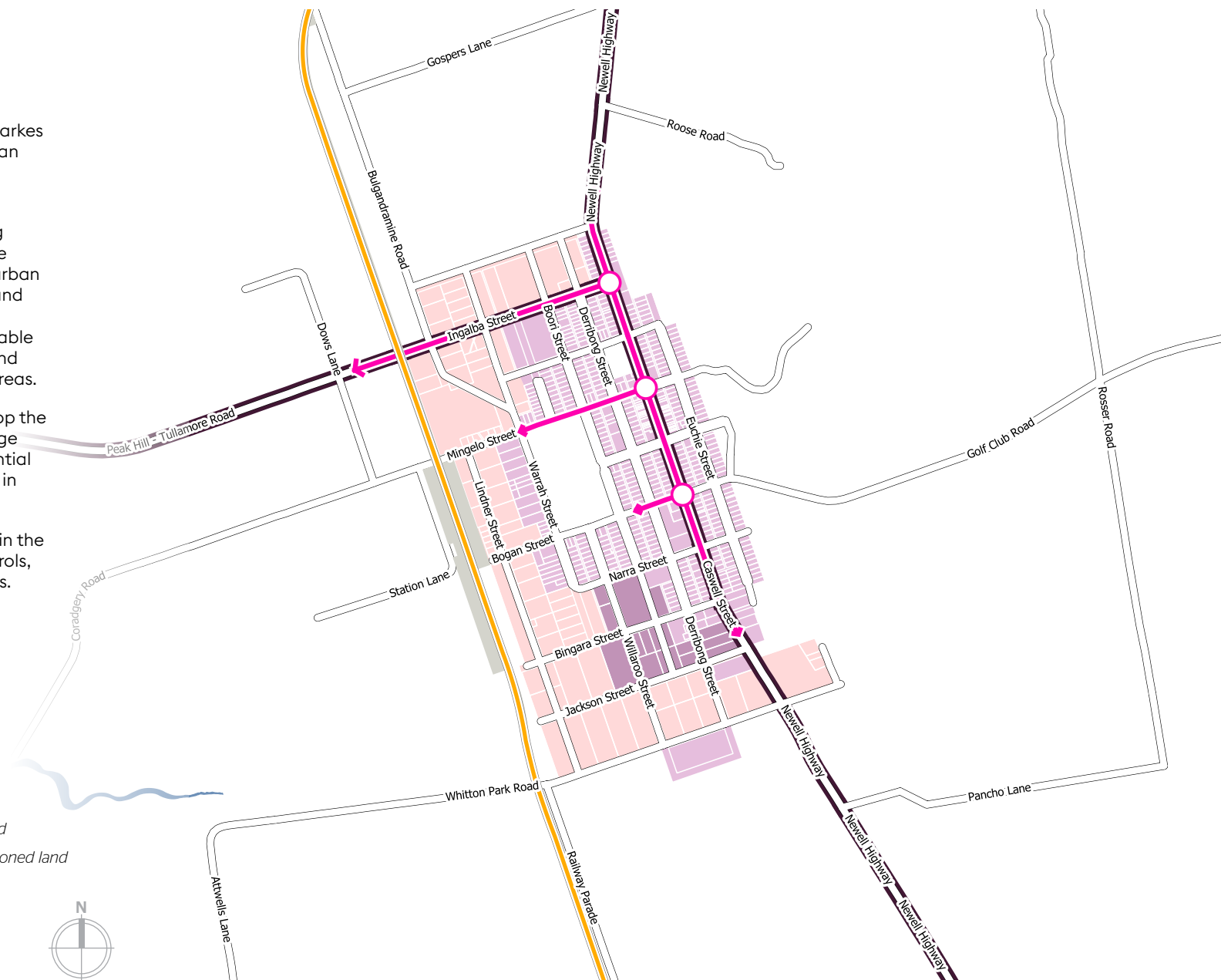
Peak Hill has potential for moderate housing growth, largely due to changing demographics and housing choices. The existing village zone is substantial and urban land is available for new housing. The land in the north and western sections of the village is largely undeveloped and available for housing. Reticulated water supply and sewerage is available to service these areas.

There is an opportunity to further develop the local road network and create new village zonings from within existing rural residential zoned areas, should there be a demand in the future.

The framework plan is to be referenced in the review of zoning and development controls, transport and active transport initiatives.

### Map Legend

- Existing village zoned land
- Existing rural residential zoned land
- Future expansion - village zoned land
- Future expansion - rural residential zoned land
- Key intersections and connections
- Railway network
- Main road network
- Local road network - as proposed



## 12.6 Trundle

Trundle is the 3rd largest urban centre in the Parkes Shire and located approximately 60 kilometres north-west of Parkes.

Trundle has potential for moderate housing growth, largely due to changing demographics and housing choices. The potential for significant mining developments west of Trundle may provide further opportunity for housing development into the future.

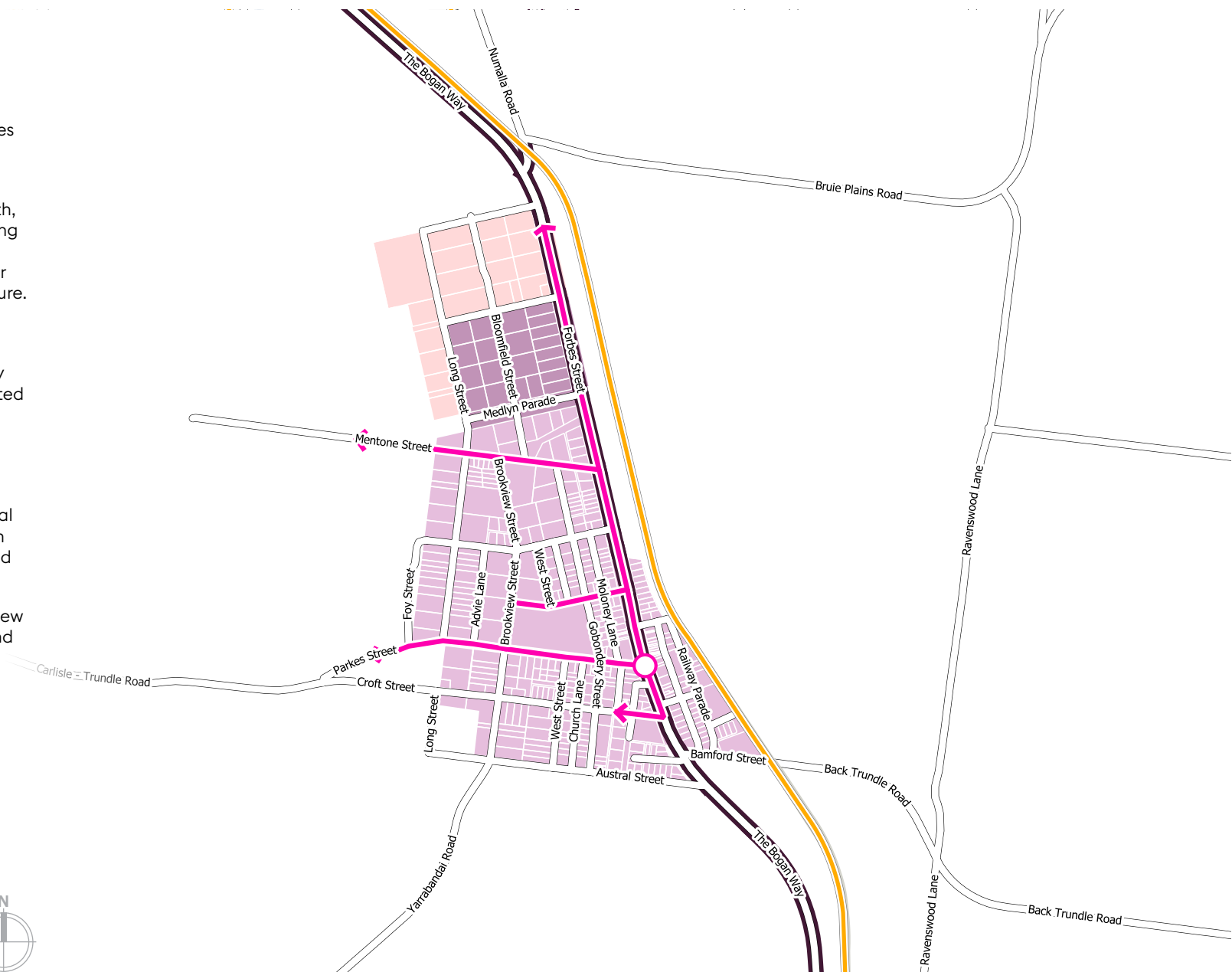
The existing village zone is substantial and urban land is available for new housing. The land in the north and western sections of the village is largely undeveloped and available for housing. Reticulated water supply and sewerage is available to service these areas. Management of flooding from urban stormwater is a critical issue in the planning and development of new housing.

There is an opportunity to further develop the local road network and create new village zonings from within existing rural residential zoned areas, should there be a demand in the future.

The framework plan is to be referenced in the review of zoning and development controls, transport and active transport initiatives.

### Map Legend

- Existing village zoned land
- Existing rural residential zoned land
- Future expansion - village zoned land
- Future expansion - rural residential zoned land
- Key intersections and connections
- Railway network
- Main road network
- Local road network - as proposed



## 12.7 Tullamore

Located on the north-western edge of the Parkes Shire,

Tullamore has adequate reserves of vacant lots within the village zone to supply for the housing needs of the community up until 2041.

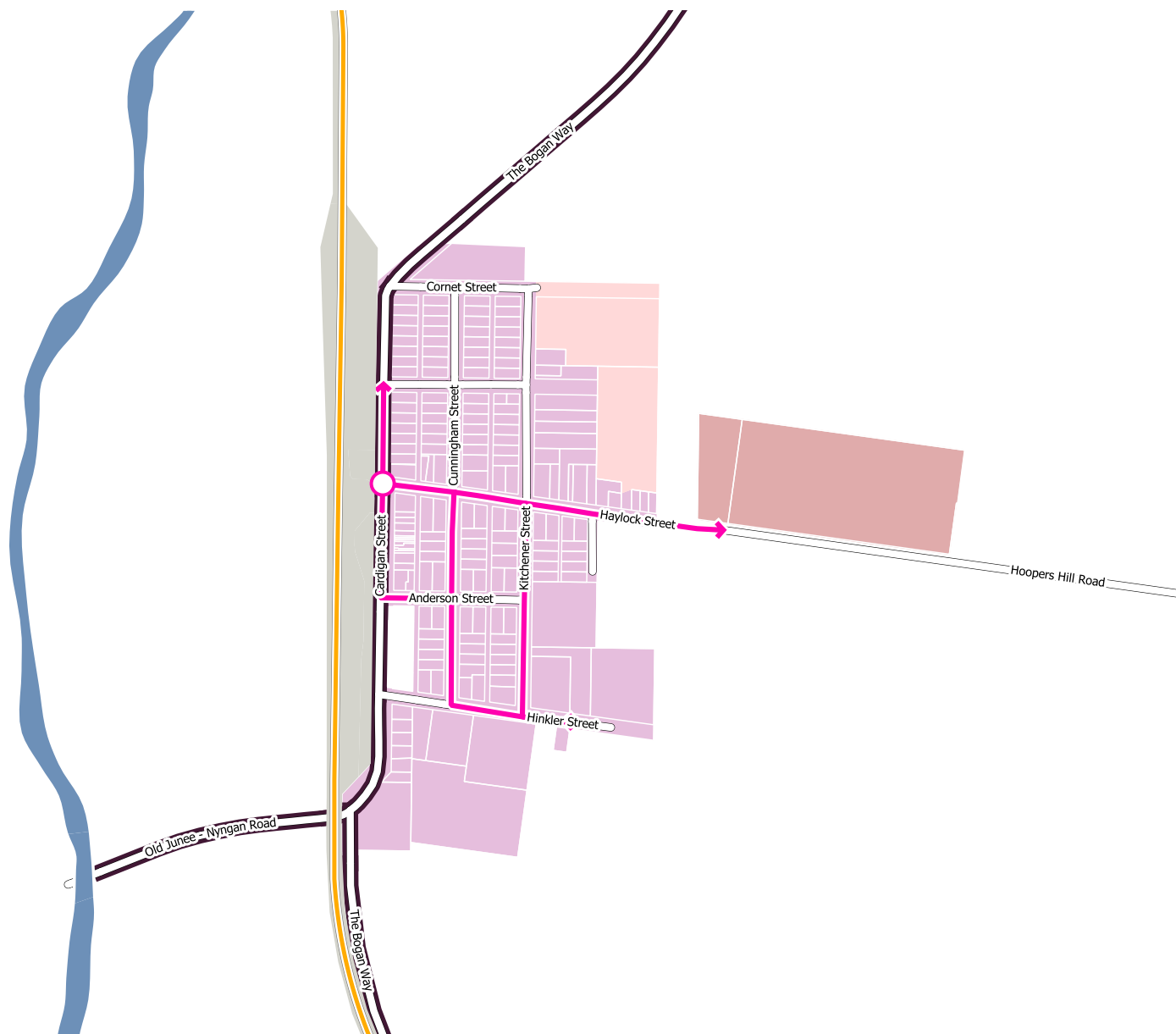
The village area is framed by the Tullamore Narromine Road, Tullamore Nyngan Road, Condobolin Tullamore Road, Trundle Tullamore Road and the Peak Hill Road.

No extensions of the current village zoning are required for new housing, however an area has been identified for future rural residential use should there be a demand.

The framework plan is to be referenced in the review of zoning, development controls, transport and active transport initiatives.

### Map Legend

- Existing village zoned land
- Existing rural residential zoned land
- Future expansion - village zoned land
- Future expansion - rural residential zoned land
- Key intersections and connections
- Railway network
- Main road network
- Local road network - as proposed





# 13

## PARKES SHIRE HOUSING STRATEGY

# Monitoring of Housing Performance + Progress

Implementing the Directions of the Parkes Shire Housing Strategy will require on-going review of progress and regular feedback to key stakeholders and the wider community. Council will monitor, review and report on the housing strategy to ensure that its planning priorities are being achieved. The following provides the framework for monitoring of our progress against planning priorities:

### 13.1 Monitoring and Reporting

A key action of the Parkes LSPS 2041 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 the shire. The land-use monitor will new lots in residential estates as well as infill residential development.

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 the housing directions outlined in the Parkes Shire Housing Strategy in 2022 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 strategy reflects the vision the community has for future of the shire and is aligned to the latest trends and information available about the community's housing needs.

*"The Parkes Shire Housing Strategy will be supported by a monitoring and report process that aligns with Council's 4-Year Delivery Program to ensure a sustainable supply of housing that meets the diverse and changing needs of the Parkes Shire community."*

## 13.2 Funding and Investment

The Parkes Shire Housing Strategy 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.

## 13.3 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. Both Parkes and Forbes Shire Councils will continue to work together to share knowledge and give feedback on the progression of their respective housing strategies.

The Parkes Shire Housing Strategy also provides a framework for the coordinated action of many other partners in delivery of housing in the shire. Council will continue to work hard to establish effective partnerships with State government agencies and other organisations to support the realisation of the vision created by the Strategy.

In particular, the strategy identifies a number of strategic development sites that may provide opportunity for government agency support or direct action from Community Housing Providers to assist with the delivery of social and community housing projects.







# 14

## PARKES SHIRE HOUSING STRATEGY

# Conclusion

### 14.1 Strategy Conclusion

The Parkes Shire Housing Strategy has been prepared with regard to the DPIE Housing Guidelines, other community housing strategies prepared throughout Australia, and the Parkes Housing Preference and Perceptions Surveys and other local data.

The community and housing characteristics of the Parkes Shire have been documented in the housing strategy, along with the key issues relevant to the development of new housing within the main towns of Parkes Shire into the future. This evidence base forms the foundations for the preparation of the housing needs analysis and opportunities for new housing estates and developments in the shire, with the mainstay of new residential development occurring in Parkes.







