

# Parques Special Activation Precinct Structure Plan

December 2019

Prepared for Department of Planning, Industry and Environment



(Post-exhibition addendum)

**JENSEN  
PLUS**

Planning  
Landscape Architecture  
Urban Design  
Social Planning





**“The ambition of the Parkes Special Activation Precinct is not only to become Australia’s largest inland freight and logistics hub, but to be a leader in sustainable regional enterprise areas.”**

## Acknowledgements

We acknowledge the following stakeholders and consultants whose inputs and participation informed the Parkes Special Activation Precinct Structure Plan.

- The traditional owners of the Parkes region, the Wiradjuri people
- Department of Planning, Industry and Environment
- Transport for NSW
- Roads and Maritime Services
- NSW Environmental Protection Authority
- Parkes Shire Council councillors and staff
- Dsquared Consulting
- Sue Weatherley
- WSP
- Aurecon
- Aerometrex
- SGS Economics and Planning
- landowners of the study area
- the wider community of Parkes.

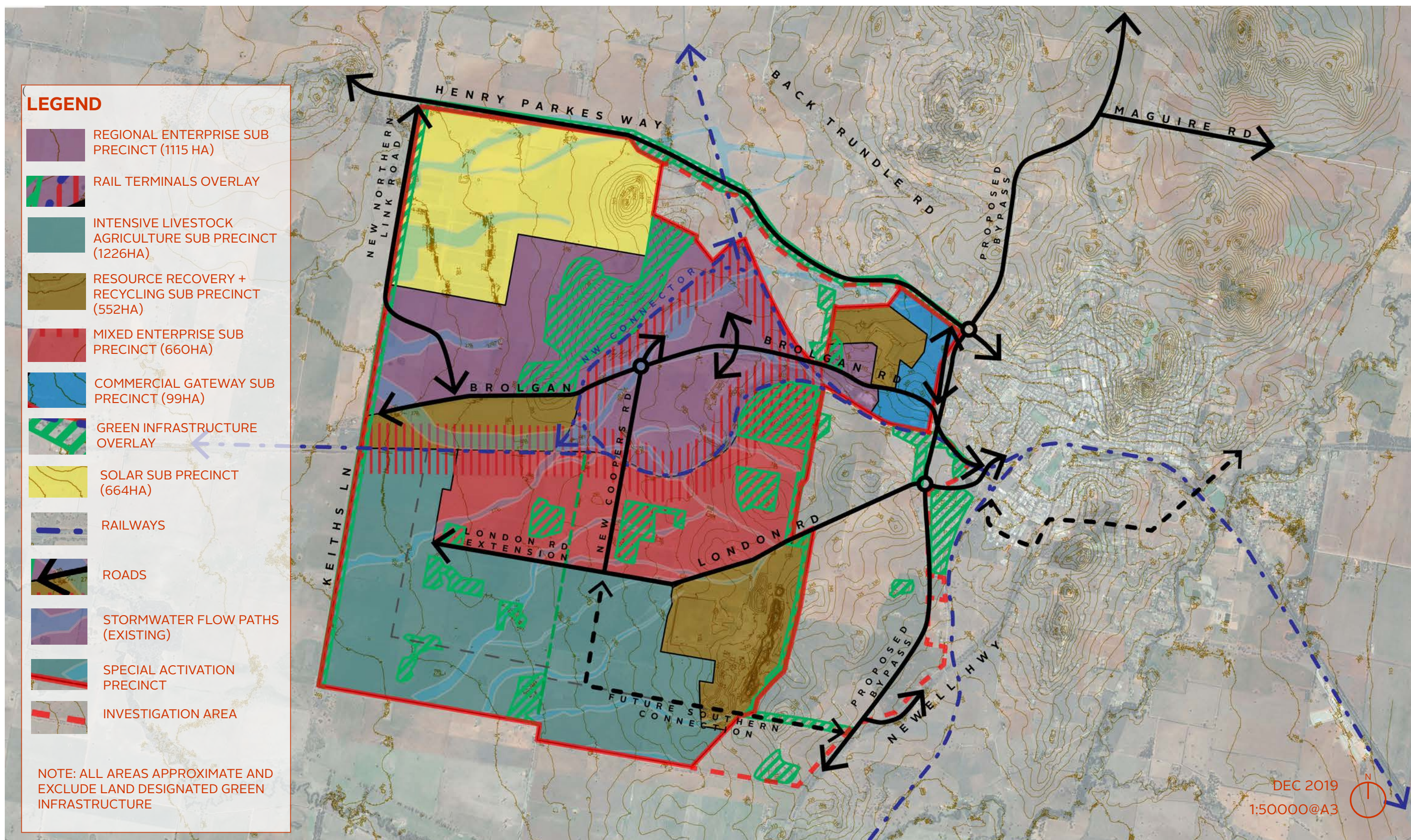
Revision number 3  
18th December 2019

---

Produced by Jensen PLUS  
Level 1, 21 Roper Street  
Adelaide 5000 South Australia  
08 8338 5511  
admin1@jensenplus.com.au  
[www.jensenplus.com.au](http://www.jensenplus.com.au)



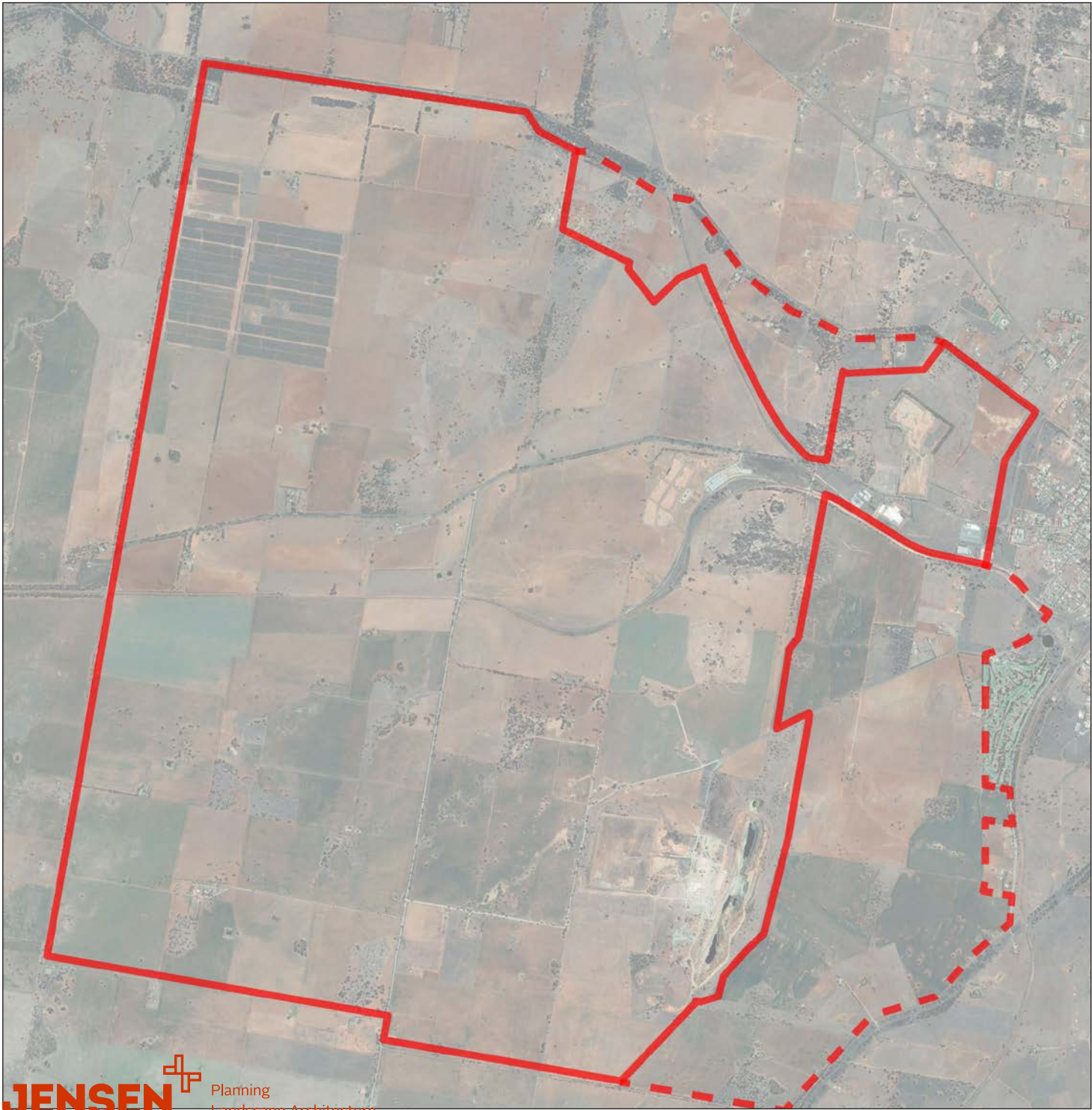
# Parkes Special Activation Precinct Structure Plan





Sustainable infrastructure

Precinct bounday (showing study area extents, dashed)



Green infrastructure network + strategic links (unchanged)







## 5.3 Sub Precinct refinements

### Solar Sub Precinct

- \_ The 664-hectare Solar Precinct recognises the significant investment already made in renewable energy generation.

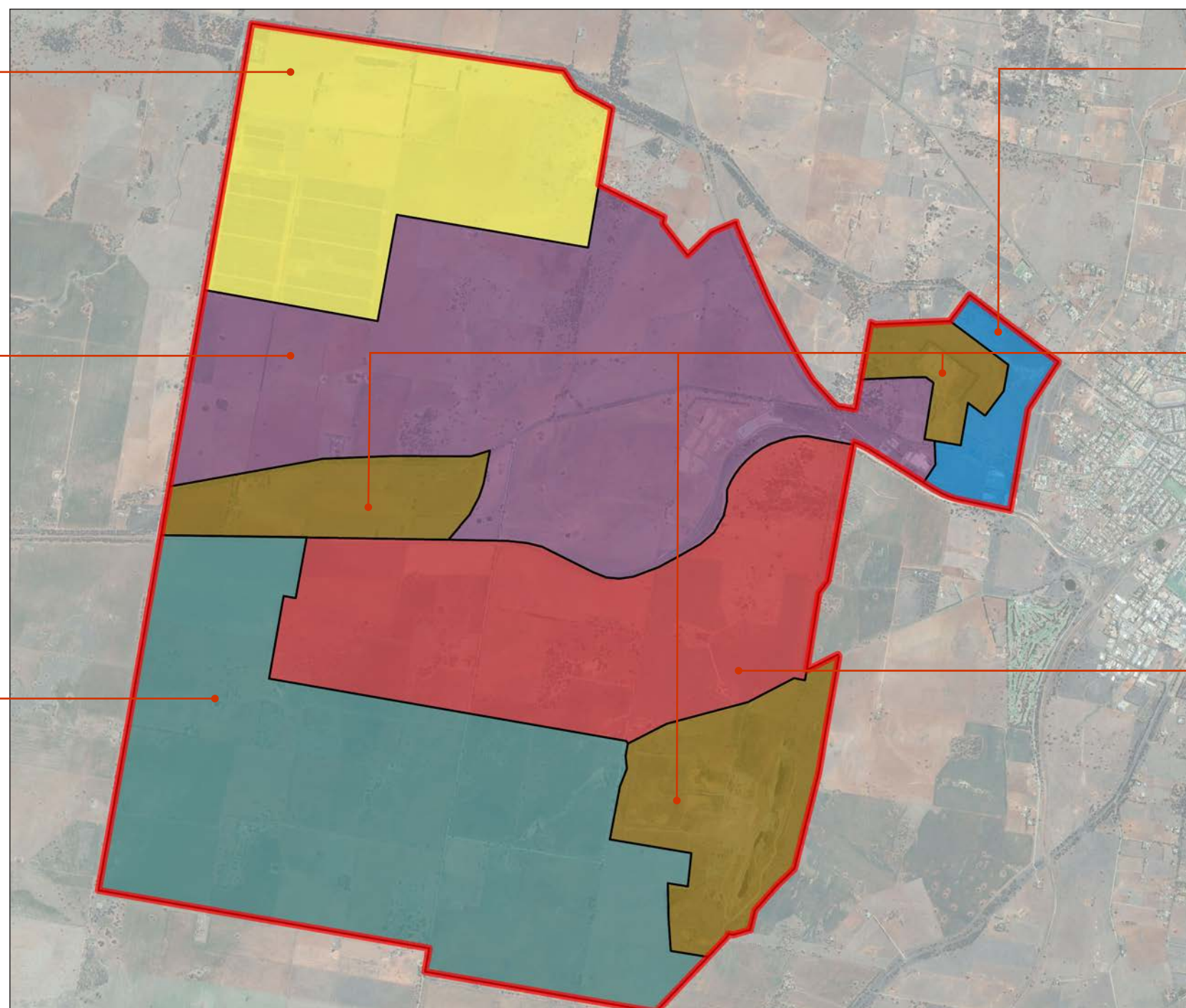
### Regional Enterprise Sub Precinct

- \_ The 1115-hectare Regional Enterprise Sub Precinct is the heart of Parkes Special Activation Precinct.
- \_ Land is provided for a diversity of business and industry needs.
- \_ The Sub Precinct is reduced in size (from draft Structure Plan) to accommodate a Resource Recovery + Recycling area north of the Sydney-Perth rail line, closer to short-term development and infrastructure investments along Brolgan Road.
- \_ Sub precinct boundary is extended east along Brolgan closer to the Precinct gateway.

### Intensive Livestock Agriculture Sub Precinct

- \_ The 1226-hectare Intensive Livestock Agriculture Sub Precinct is intended for a large abattoir and other livestock value-adding businesses.
- \_ The Sub Precinct is located in the south west of the Parkes SAP, 5-10km from the Parkes township, and away from Regional Enterprise employment areas north of the Sydney-Perth rail line.

NOTE: ALL AREAS APPROXIMATE AND EXCLUDE LAND DESIGNATED GREEN INFRASTRUCTURE



### Commercial Gateway Sub Precinct

- \_ The 99-hectare Commercial Gateway Sub Precinct provides a transition between the industry uses of the SAP proper, and the township of Parkes.

### Resource Recovery and Recycling Sub Precinct

- \_ A Resource Recovery + Recycling Sub-Precinct is relocated north of the Sydney-Perth rail line, along Brolgan Road (west) to capitalise on recent Brolgan level-crossing upgrades, and enable short-term investment without being dependent on the major infrastructure of New Coopers Road.
- \_ Co-located with the inter-modal transport network, this area is ideally placed to receive and re-process waste and resources as part of a new industry for Parkes, championing circular economy principles as part of an Australian-first 'Eco-Industrial Park'.

### Mixed Enterprise Sub-Precinct

- \_ The 660-hectare Mixed Enterprise Sub Precinct has been enlarged from the Draft Structure Plan.
- \_ This Sub Precinct mixes uses of other Sub Precincts, enabling flexibility for land uses such as manufacturing, resource recovery and recycling, and other permitted land uses.
- \_ While targeting businesses with needs for moderate site sizes and impacts (compared to the Regional Enterprise Sub Precinct), flexibility is retained to allow smaller lots or other land uses to be developed, to respond to market demand.
- \_ Located south of the Sydney-Perth rail line, the intent and infrastructure requirements for this Sub Precinct may be reviewed after initial years of development which are likely to be focussed in the north of the Precinct.



# Transport Network Summary

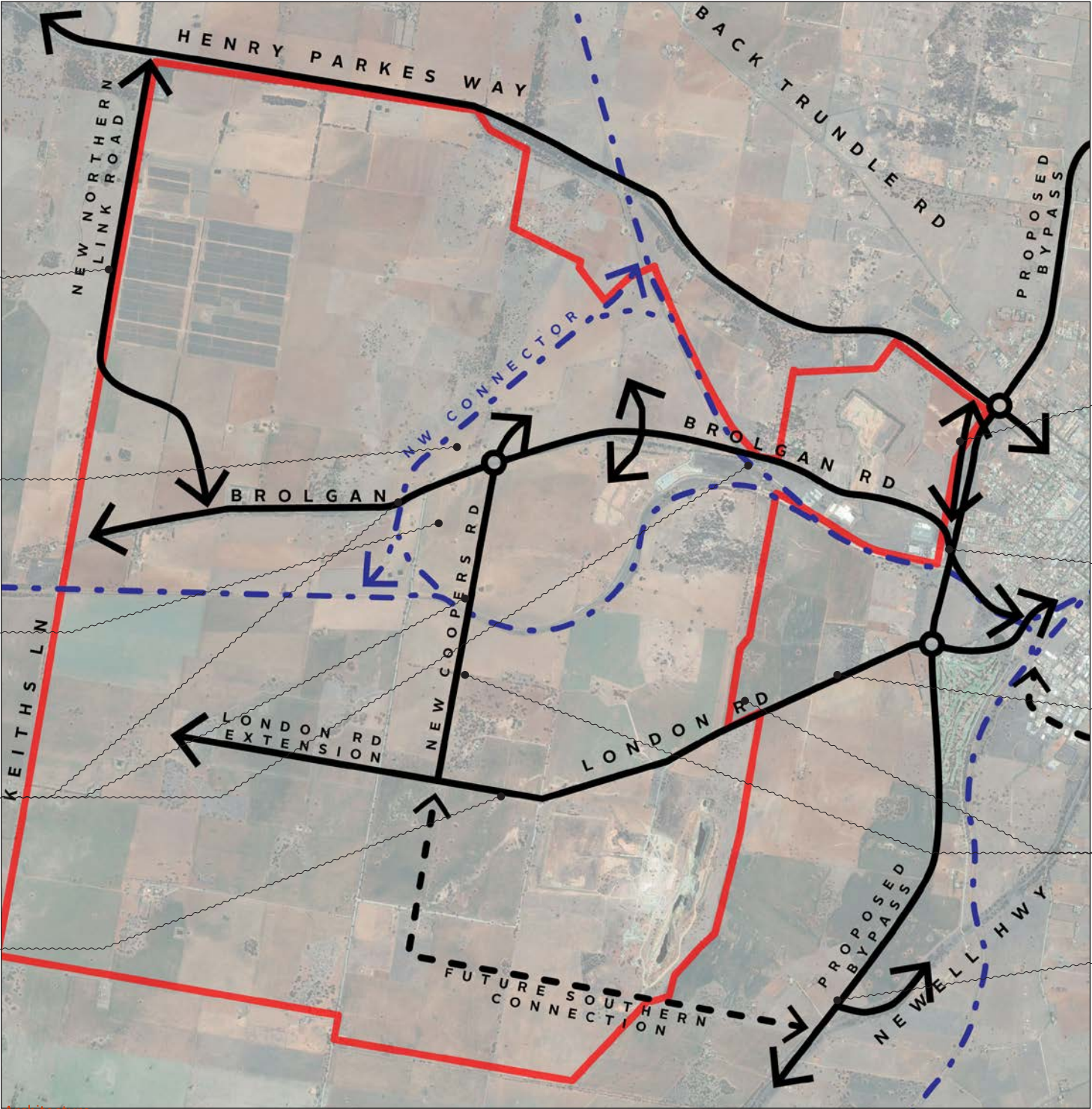
A new northern connecting road from Brolgan Road to Henry Parkes Way, along an existing road reserve on the western Precinct boundary, provides additional accessibility to the precinct

As the precinct develops key intersections will require improvements maintain safe + easy access for workers + freight

Coopers Road will be relocated to a new alignment ~550M east to avoid the new junction with inland rail

Three road-rail crossing are included within the precinct. Ultimately grade separation is assumed. Localised road realignment may be required to achieve optimum bridge designs.

London Road will be partially relocated to directly connect with the new Coopers Road, forming (with Brolgan Road) a precinct ring road



New Service Road Connecting Henry Parkes Way (+ Bypass) to Brolgan Road (for SAP) + Hartigan Ave (for Parkes + Sydney)

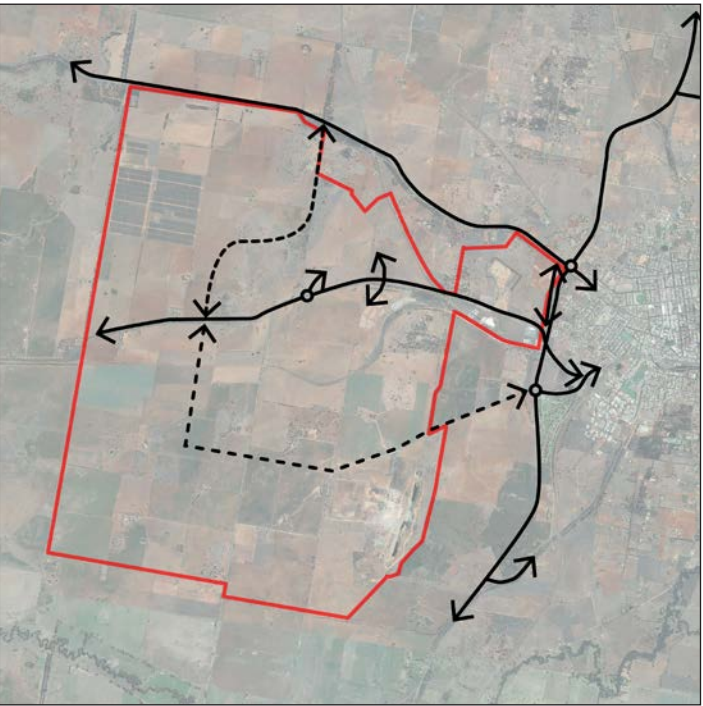
Newell Highway bridge over Brolgan Road + rail near main entry into Parkes SAP

London Road access will be direct to the Newell Highway Bypass. A roundabout may provide additional benefits.

Precinct Ring Road via Brolgan, New Coopers, London + Bypass/Service Roads

Southern access to Parkes from proposed Bypass

## Alternative north-south link

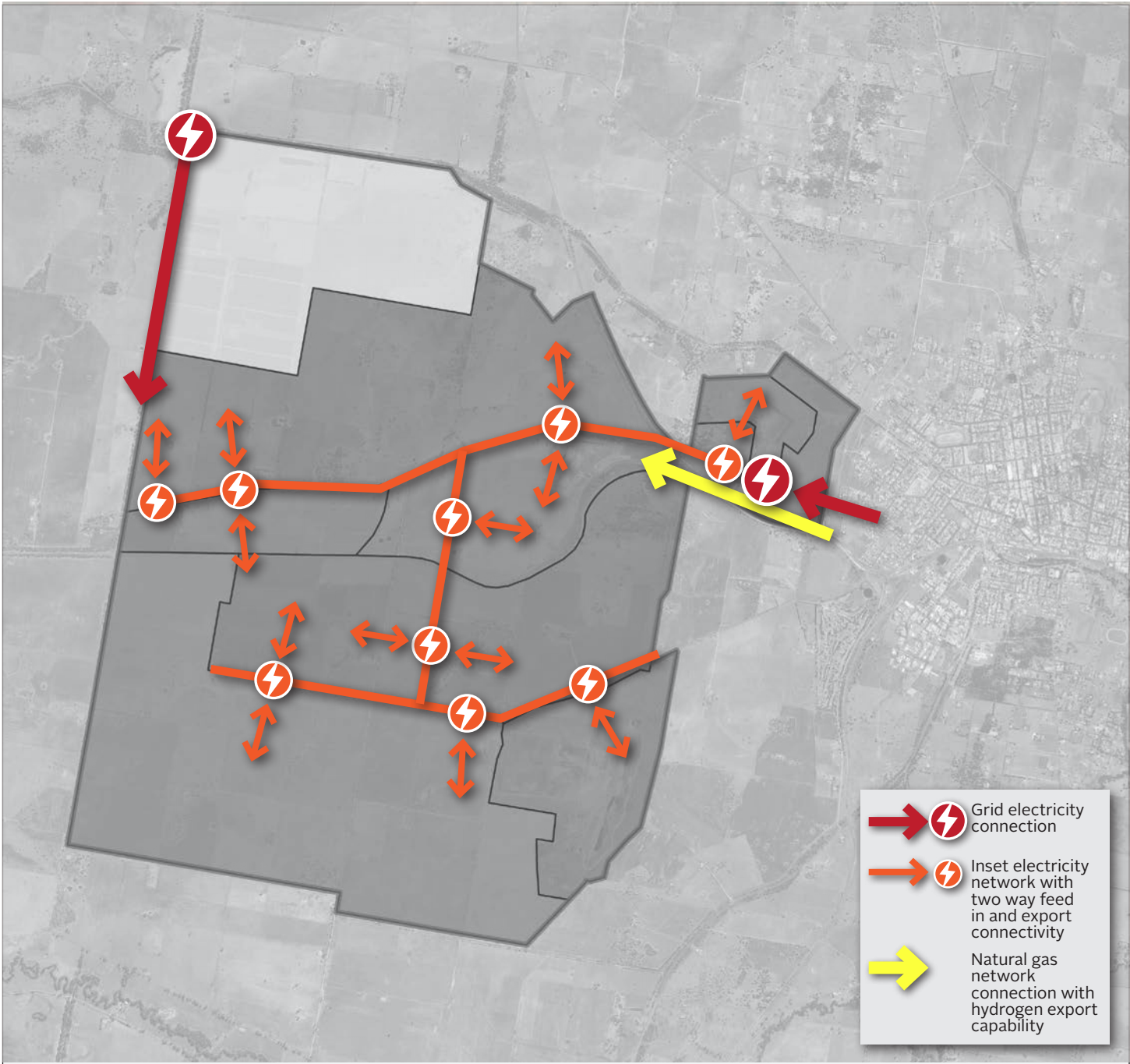


\_ Final alignment of new road between Brolgan Road and Henry Parkes Way should be informed by engineering investigations, to include assessment of site constraints such as stormwater flow paths, intersection location and design, and impacts on nearby residents, and costs.



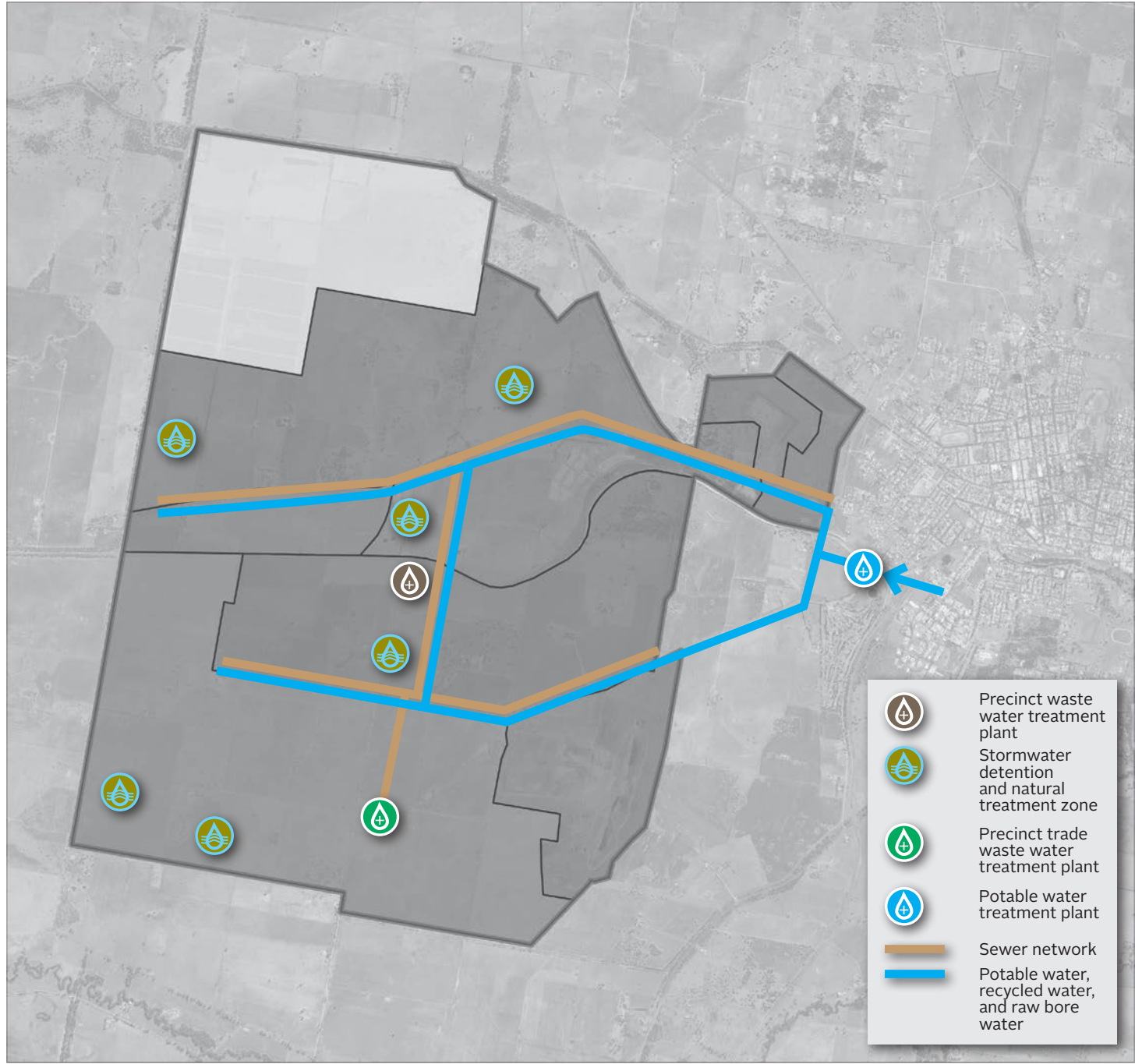
Sustainable infrastructure

Energy



Concept of inset energy network for the precinct

Water



Concept of water supply network including ring mains following the ring road

## Indicative sequencing of development

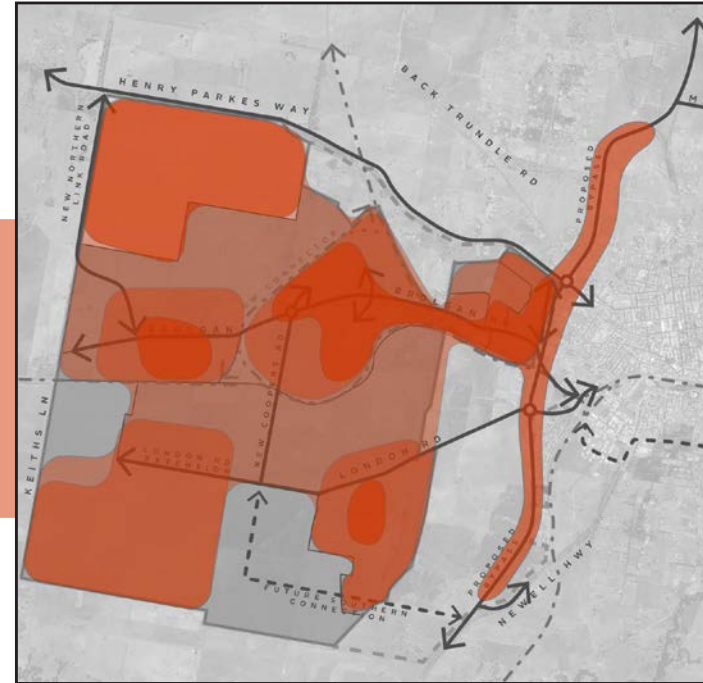
### Phase 1



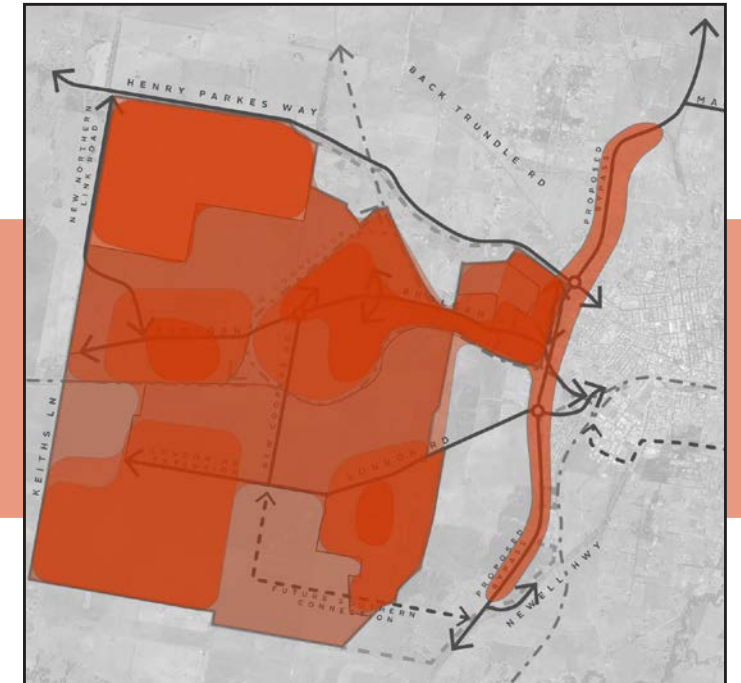
### 2



### 3



### 4



- \_ Phase 1 sees multiple nodes of development occurring, stimulated by existing land uses and committed projects, as well as new land release opportunities.
- \_ Includes Parkes Bypass construction.
- \_ Goonumbla Solar Farm implemented, alongside existing Parkes Solar Farm in north west of Precinct.
- \_ Rail intermodal terminal development at SCT and Pacific National south and north of Broogan Road, with adjoining industry land.
- \_ Gateway commercial development adjoining Parkes Bypass, and along Broogan Road into the Precinct.
- \_ Opportunity for waste and resources-focussed rail terminal on the Sydney-Perth railway (west of Coopers Road), integrated with Energy from Waste opportunity, subject to market demand and commercial viability.
- \_ Continuing development of Westlime site including for resource recovery and recycling activities.

- \_ Phase 2 sees development growth and intensification outwards from all development nodes.
- \_ Full development of SCT and Pacific National land, north and south of Broogan Road, and 'gateway' land closest to Parkes Bypass.
- \_ Increased infrastructure investment south of railway corridor in Phase 2, with full implementation of New Coopers Road and London Road upgrades subject to market demand and commercial viability.

- \_ Phase 3 sees increased consolidation and linkages between all Sub Precincts, including integration of land north and south of the east-west rail corridor.

- \_ Phase 4 represents the final growth phase, when perimeter land is developed.
- \_ By this point substantial renewal of businesses and properties all across the Precinct is also taking place.



Level 1, 21 Roper Street  
Adelaide 5000 South Australia  
08 8338 5511  
admin1@jensenplus.com.au  
**www.jensenplus.com.au**



Planning  
Landscape Architecture  
Urban Design  
Social Planning



Parkes SAP \_ Consultation responses to DPIE, and refinements to Structure Plan

19<sup>th</sup> December 2019

No.	Consultation responses to DPIE (summarised)	Structure Plan recommendation	Notes
1.	North-south link road impact on approved Goonumbla Solar Farm	<b>Realign Brolgan-Henry Parkes Way link road to road reserve at west of Precinct.</b>	<ul style="list-style-type: none"><li>Confirm alignment after design testing of this and alternative option east of solar farm.</li></ul>
2.	Compact staging of capital infrastructure (e.g. roads and bridges) with initial phasing of infrastructure north of Sydney-Perth rail line, to capitalise on Inland Rail and private sector investments.	<ul style="list-style-type: none"><li><b>a. Include a Resource Recovery + Recycling area north of rail (west of Coopers Road), to maintain a short-term opportunity for these land uses.</b></li><li><b>b. Delivery Plan to indicate preferred locations for industries with air emissions. (2km from western boundary suggested.)</b></li><li><b>c. Delivery Plan to indicate separation of odour-causing industries from western boundary (1km suggested) and other noise/odour/air quality mitigation measures to nearby dwellings.</b></li><li><b>d. Expand Mixed Enterprise Sub Precinct, south of rail line. Flexibility to allow smaller lots or other land uses.</b></li><li><b>e. Refinement to Commercial Gateway Sub Precinct along Parkes Bypass interface, also enabling some Regional Enterprise Sub Precinct land along Brolgan Road.</b></li><li><b>f. Delivery Plan to address transition provisions for this Commercial Gateway Sub Precinct and other land near Precinct boundaries to manage amenity impacts to neighbouring land outside Precinct, and to encourage industries to locate appropriately. Specifically, some noise limitations (such as db or time of day) may be needed along Brolgan Road. Quantifiable noise mapping (such as sound power contours) may be desirable.</b></li><li><b>g. No expansion of solar precinct, but acknowledge (as per land use tables in Draft Structure Plan) that renewable energy projects including additional solar is also envisaged in other Sub Precincts, although likely to be a smaller scale than the Parkes and Goonumbla Solar Farms.</b></li></ul>	<ul style="list-style-type: none"><li>Mixed Enterprise Sub Precinct mixes uses of other Sub Precincts, enabling flexibility for land uses such as manufacturing, resource recovery and recycling, and other permitted land uses.</li><li>While targeting businesses with needs for moderate site sizes and impacts (compared to the Regional Enterprise Sub Precinct), flexibility is retained to allow smaller lots or other land uses to be developed, to respond to market demand.</li><li>Located south of the Sydney-Perth rail line, the intent and infrastructure requirements for the Mixed Enterprise Sub Precinct may be reviewed after initial years of development which are likely to be focussed in the north of the Precinct.</li><li>Industries (with support of Development Corporation) to be encouraged to locate appropriately within Precincts and Sub Precincts to minimise external impacts. Note the principle that Special Activation Precinct was strategically designed to locate lower amenity industries south west (away from Parkes) graduating to higher amenity industries in the north west, which acknowledging that multiple factors affect location selection and some flexibility is required.</li></ul>
3.	Include land along Henry Parkes Way in Special Activation Precinct.	<ul style="list-style-type: none"><li><b>a. No change to Precinct boundary.</b></li><li><b>b. Consider zoning of land within study area but outside the final Precinct boundary to maintain existing uses but</b></li></ul>	<ul style="list-style-type: none"><li>No requirement for additional development land in Special Activation Precinct. This area is also separated from the core Brolgan and London Road clusters, and would require new infrastructure networks, adding</li></ul>





		<b>restrict intensification of sensitive (i.e. residential) land uses in these locations.</b>	capital costs. Close to rail/road intersection potentially requiring another level crossing.
4.	Brolgan Road upgrades including grade separations, and New Coopers Road	<b>a. Acknowledge need to undertake detailed design investigations for future road upgrades with landowner and stakeholder input, to inform site master plans (e.g. SCT land) for benefit of overall Precinct and individual developments.</b> <b>b. Opportunity for Delivery Plans (for smaller stages of Precinct development) to provide additional detail and reflect site master plans where available.</b>	<ul style="list-style-type: none"><li>– ‘Illustrative master plans’ as included in Draft Structure Plans are concept illustrations only, to highlight one way in which land can be developed, based on knowledge of similar projects and industries.</li><li>– Site master planning is now required to inform local road and intersection locations, subdivision patterns and land uses, and test development concepts against other design criteria (e.g. rail design parameters, ESD vision).</li></ul>
5.	Error in mapping of Parkes Shire Council landfill site	<b>Corrected boundary of Resource Recovery + Recycling Sub Precinct to reflect land ownership.</b>	n/a
6.	Stormwater basin locations and design	<b>No change.</b>	<ul style="list-style-type: none"><li>– Flooding and stormwater investigations at master plan stage were ‘proof of concept’ investigations to examine overall viability of Precinct, establish high level stormwater management principles, and demonstrate <u>one way</u> of achieve desired stormwater management outcomes. Other stormwater basin locations and designs may also be pursued at development and/or sub-catchment scale.</li></ul>
7.	Flexibility to respond to market demand and economic opportunities	<b>Indicative staging diagrams refined to acknowledge that multiple development nodes are possible or desirable at all phases of development (e.g. Westlime site).</b>	<ul style="list-style-type: none"><li>– While logical sequencing of infrastructure provision should be pursued to achieve value for money and Precinct viability, some ‘out of sequence’ development can also be expected.</li></ul>
8.	Transitional uses in Precinct	<b>No change to Structure Plan</b>	<ul style="list-style-type: none"><li>– While not a Structure Plan outcome, SEPP / statutory framework, and Development Corporation ongoing management/governance, to address transitional uses and landowners within Precinct as a priority.</li></ul>