



PARKES

It all adds up.

Housekeeping Planning Proposal

Amendment to the Parkes Local Environmental Plan 2012

Version 2 November 2021

CONTENTS

CONTENTS..... 2

INTRODUCTION 3

PART 1: OBJECTIVES OR INTENDED OUTCOMES 4

PART 2: EXPLANATION OF PROVISION..... 4

PART 3: JUSTIFICATION FOR PROPOSED REZONING..... 7

 SECTION A - NEED FOR THE PLANNING PROPOSAL 7

 SECTION B - RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK 8

 SECTION C - ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT..... 10

 SECTION D - STATE AND COMMONWEALTH INTERESTS 11

PART 4: LOCALITY PLANS 12

PART 5: COMMUNITY CONSULTATION..... 15

PART 6: TIMEFRAMES 16



INTRODUCTION

This planning proposal has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979. It explains the intended effect of, and justification for, the proposed amendment to the Parkes Local Environmental Plan 2012 (PLEP2012) to rectify:

- minor zoning and mapping anomalies,
- inclusion of Obstacle Limitation Surface Map,
- Amend minimum lot size for community title subdivision,
- Prohibit service stations in R1 General Residential zone,
- Prohibit highway service centre in various zones, and
- Remove Parkes National Logistics Hub clause and buffer map.

The amendments included in this planning proposal have been identified through the identification of minor anomalies through the application of the PLEP2012, matters identified in the Parkes Local Strategic Planning Statement and review of classification of Council owned land.

PART 1: OBJECTIVES OR INTENDED OUTCOMES

The intended outcomes of this planning proposal are as follows:

1. Prohibit service stations from R1 General Residential zoned land,
2. Update land zoning map to rectify zone boundaries being located through single parcels of land,
3. Rezone land to reflect existing land use,
4. Include Obstacle Limitation Surface Map,
5. Amend minimum lot size for community title subdivision,
6. Prohibit highway service centre development in RU1 Primary Production and R5 Large Lot Residential land,
7. Remove Parkes National Logistics Hub Buffer map and Clause 6.9 from Parkes LEP2012.

PART 2: EXPLANATION OF PROVISION

The planning proposal seeks to amend the Parkes LEP 2012 to reflect the changes itemised below.

Item 1 Prohibit Service Stations in R1 General Residential zone

The rationale for service stations being prohibited in the R1 General Residential zone is:

- A service station is not a land use that would generally be permitted in the Standard Instrument R1 General Residential zone. There is no reason why a service station would be a permissible development type in the R1 General Residential zone.
- There are no existing service stations in the Parkes Shire that are located in the R1 General Residential zone.
- A contemporary service station is not an appropriate development in a residential setting.
- Environmental impacts (e.g. light, noise, odour and traffic impacts) not compatible with residential areas.
- Removal will cease speculation of this type of development along arterial transport routes within the Parkes urban area until a Commercial/Industrial Land Use Strategy is undertaken.

Item 1.1	
LEP Clause Amendment	Update R1 General Residential zone Land Use Table to add Service Station to Prohibited section

Item 2 Update land zoning map to rectify zone boundaries being located through single parcels of land

The subject lots are affected by two land use zones (R1 General Residential and R5 Large Lot Residential) and minimum lot sizes (600m² and 4ha) as boundary runs through the middle of the allotments. It is proposed to move the zone and minimum lot size boundary to the road reserve, which will allow the lots to be wholly located in R1 General Residential zone and have minimum lot size of 600m².

Item 2.1	
Location	Lot 676, 677, 678 DP750152 and Lot 12 DP1120928
LEP Map Amendments	LZN_005D LSZ_005D
Proposed changes	Relocate zone and lot size boundary north of the lots to the Rose Street road reserve

Item 3 Rezone land to reflect existing land use

The subject lots are located within the Parkes Industrial Estate with existing, approved industrial/commercial uses on each lot. It appears that the lots were zoned R1 General Residential in error.

Item 3.1	
Location	Lots 1, 2, 3, 4 & 5 DP258389
LEP Map Amendment	LZN005_E LSZ005_E
Proposed changes	Rezone land from R1 General Residential to IN1 General Industrial to reflect existing, approved uses on site and be consistent with surrounding development. Amend minimum lot size map from 600m ² to 1500m ² .

The subject lots are located within the Parkes Industrial Estate with an existing, approved industrial/commercial uses. A single dwelling house is located on Lot 577 DP750179. It appears that the lots were zoned R1 General Residential in error. It is proposed that the dwelling house will continue to be located on the land with existing use rights.

Item 3.2	
Location	Lot 1038 DP750152, Lots 1 and 2 DP588871, Lot 577 DP750179
LEP Map Amendment	LZN005_E LSZ005_E
Purpose	Rezone land from R1 General Residential to IN1 General Industrial to reflect existing, approved uses on site and be consistent with surrounding development. Amend minimum lot size map from 600m ² to 1500m ² .

Item 4 Include Obstacle Limitation Surface Map (OLS)

The Parkes LEP 2012 includes Clause 6.6 Airspace Operations which refers to the Obstacle Limitation Surface Map. It is proposed to include the Obstacle Limitation Surface map in the PLEP2012 to protect the operational environment of the Parkes Regional Airport. A copy of the map is located in Appendix A.

This action was identified in the Parkes Local Strategic Planning Statement.

Item 4.1	
LEP Map Inclusion	Inclusion of Obstacle Limitation Surface map in LEP
Purpose	To protect the operational environment of the Parkes Airport

Item 5 Amend minimum lot size for community title subdivision

Clause 4.1AA of the Parkes LEP 2012 states that a community title subdivision in R1 General Residential zone must have a minimum lot size as shown on the Lot Size Map. This restriction is not practical as community title subdivision is often applied to multi-dwelling development, where the lot sizes are much less than 450m² or 600m².

This action has been identified in the Parkes Local Strategic Planning Statement.

Item 5.1	
LEP Clause Amendment	4.1AA Minimum Lot Size for Community Title Subdivision

Proposed changes	Remove R1 General Residential zone from the listed land use zones in Clause 4.1AA(2) to enable community title subdivision of any lot size to be carried out on R1 General Residential zoned land.
------------------	--

Item 6 Prohibit Highway Service Centre in RU1 Primary Production zone and R5 Large Lot Residential zone

The rationale for highway service centres being prohibited in the RU1 Primary Production zone and R5 Large Lot Residential zone is:

- The location of a highway service centre needs to be carefully and strategically planned to enable gateway into Parkes for travelling public.
- Environmental impacts (e.g. light, noise, odour and traffic impacts) not compatible with residential areas.
- Removal will cease speculation of this type of development along arterial transport routes within the Parkes urban area until a Commercial/Industrial Land Use Strategy is undertaken.

Item 6.1	
LEP Clause Amendment	Update RU1 Primary Production zone Land Use Table and R5 Large Lot Residential Land Use Table to add Highway Service Centre to Prohibited section

Item 7 Remove Parkes National Logistics Hub Buffer map and Clause 6.9 from Parkes LEP

The Parkes Local Environmental Plan 2012 was adopted with a clause and associated map relating to the Parkes National Logistics Hub. The clause and associated buffer map is now irrelevant due to the development of the Parkes Special Activation Precinct which is supported by a State Environmental Planning Policy (Activation Precincts) 2020 and Regional Enterprise Land Use Zone, Master Plan and Delivery Plan.

This action has been identified in the Parkes Local Strategic Planning Statement.

Item 7.1	
LEP Clause Amendment	Remove Clause 6.9 Parkes National Logistics Hub
LEP Map Amendment	PTB_005A and PTB_005B Remove Parkes National Logistics Hub Buffer Area from map

PART 3: JUSTIFICATION FOR PROPOSED REZONING

In accordance with the Department of Planning's 'Guide to Preparing Planning Proposals', this section provides a response to the following issues:

- + Section A: Need for the planning proposal;
- + Section B: Relationship to strategic planning framework;
- + Section C: Environmental, social and economic impact;
- + Section D: State and Commonwealth interests.

SECTION A - NEED FOR THE PLANNING PROPOSAL

1. Is the planning proposal a result of any strategic study or report?

The matters included within this planning proposal are a result of:

- Items 2 & 3 - Mapping and zoning anomalies identified by Council's Planning staff during the application of the PLEP2012.
- Items 4, 5, & 7 - Actions identified in the Parkes Local Strategic Planning Statement.
- Items 1 & 6 - Remove permissibility of service stations and highway service centers in response to strategic planning work carried out in relation to the Parkes Bypass / Approach Routes planning.

Items 1 and 6 - Remove permissibility of service stations and highway service centres

A Western Ring Road (heavy vehicle bypass) servicing Parkes has been planned / zoned for over two decades, as part of the Parkes Ring Road System. The Newell Highway Upgrade proposes a town bypass for all traffic, which was never previously contemplated by Council in the development of the Parkes Ring Road System.

Furthermore, Council did not envisage the level of interest from land speculators / developers in securing land along the proposed highway route for future highway service opportunities. In February 2017, Council resolved to prohibit highway service centre development in the RU1 Primary Production zone, RU5 Village zone, R5 Large Lot Residential zone and SP2 - Road Infrastructure Facilities zone to allow Council to fully investigate a suitable location and Masterplan design for a large-scale Highway Service Centre at a strategic gateway location at Parkes. The facility would provide vital services to the travelling public and is justified on the grounds of driver safety and convenience, it could also help to consolidate Council's strategic objectives of enhancing gateway opportunities to the Parkes Urban Area.

The Parkes Western Entry Issue Paper 2021, which has been endorsed by Council and is currently on public exhibition, states that the NSW State Government is investigating the feasibility of a Highway Service Centre the intersection of Condobolin Road and the Newell Highway Bypass.

The Parkes Local Strategic Planning Statement includes an action to prepare an updated Parkes Land Use Strategy to ensure an appropriate strategic planning framework is in place to minimise any economic impacts due to the all-vehicle bypass, as well as review the suitable location for commercial and industrial land uses within the Parkes Urban Area. By temporarily removing the permissibility of a highway service centre from the Parkes Local Environmental Plan 2012 in the RU1 Primary Production zone and R5 Large Lot Residential zone, Council will eliminate the risk that a highway service centre could be developed in an inappropriate location and provide time for further investigations and consultation with stakeholders.

The removal of service stations as a permitted land use in the R1 General Residential zone will remove land speculation along the Parkes Bypass corridor and arterial road corridors that adjoin R1 General Residential zoned land. A service station is not a permitted land use in the R1 General Residential zone in the standard instrument and there is no

strategic purpose as to why this development type was permitted in the Parkes LEP 2012. Service stations in residential areas have the potential to generate significant land use conflict.

2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

There is no better or alternate way to make the proposed changes.

3. Is there a net community benefit?

No net community benefit test has been undertaken as part of this proposal. However, the planning proposal will ensure that the LEP is correct by rectifying anomalies and minor issues that will ensure that the PLEP2012 adequately supports development and land use in the Parkes Shire.

SECTION B - RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

4. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy?

The planning proposal is consistent with the aims and objectives of the *Central West and Orana Regional Plan* in that these amendments to the LEP support the ongoing economic growth and development in the Parkes Shire.

The Central West and Orana Regional Plan also highlights the importance of Council's considering the viability of local bypasses, and strategically plan for bypass corridors. Items 1 and 8 in relation to the permissibility of service stations and highway service centres supports this objective.

5. Is the planning proposal consistent with the local Council's Community Strategic Plan, or other local strategic plan?

The planning proposal is consistent with the aims and objectives of the Parkes Community Strategic Plan and the *Parkes Local Strategic Planning Statement*.

The Parkes Local Strategic Planning Statement includes a number of actions to update the PLEP 2012, which have also been included in this planning proposal.

- Action C6 - investigate relevancy of Parkes National Logistics Hub Buffer map (and removal of clause 6.9)
- Action A2 - Community title lots minimum subdivision lot size
- Action G6 - include OLS map, resolve boundaries between industrial and residential land

6. Is the planning proposal consistent with applicable state environmental planning policies?

The State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 is applicable given that the introduction of an OLS Map will impact on exempt and complying development in the affected area.

7. Is the planning proposal consistent with applicable Ministerial Directions for Local Plan Making?

s117 DIRECTIONS

CONSISTENCY AND IMPLICATIONS

1. EMPLOYMENT AND RESOURCES

1.1 Business and Industrial zones	Consistent - this planning proposal seeks to address the IN1 General Industrial zone boundary. It will not reduce the potential floor space area for industrial uses.
Objectives:	
a) encourage employment growth in suitable locations	
b) protect employment land in business and industrial zones	
c) support the viability of identified centres	
1.2 Rural Zones	Not Applicable
1.3 Mining, Petroleum Production and Extractive Industries	Not Applicable
1.4 Oyster Aquaculture	Not Applicable
1.5 Rural Lands	Not Applicable
2. ENVIRONMENT AND HERITAGE	
2.1 Environment Protection Zones	Not Applicable
2.2 Coastal Protection	Not Applicable
2.3 Heritage Conservation	Not Applicable
2.4 Recreation Vehicle Areas	Not Applicable
3. HOUSING, INFRASTRUCTURE AND URBAN DEVELOPMENT	
3.1 Residential Zones	Consistent - this planning proposal is considered to be of minor significance in terms of its impact on residential land.
Objectives:	
a) encourage a variety and choice of housing types to provide for existing and future housing needs.	
b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and	
c) to minimise the impact of residential development on the environment and resource lands.	
3.2 Caravan Parks & Manufactured Home Estates	Not Applicable
3.3 Home Occupations	Not Applicable
3.4 Integrating Land Use and Transport	Consistent - this planning proposal is considered to be of minor significance in terms of its impact.
3.5 Development Near Regulated Airports and Defence Airfields	Consistent -The addition of the Parkes OLS Map to protect the operational environment of the Parkes Regional Airport, which is a positive improvement.
3.6 Shooting ranges	Not Applicable
4. HAZARD and RISK	

4.1 Acid Sulfate Soils	Not Applicable
4.2 Mine Subsidence and Unstable Land	Not Applicable
4.3 Flood Prone Land	Not Applicable
4.4 Planning for Bushfire Protection	Not Applicable
5. REGIONAL PLANNING	
5.2 Sydney Drinking Water Catchment	Not Applicable
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not Applicable
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not Applicable
5.9 North West Rail Link Corridor Strategy	Not Applicable
5.10 Implementation of Regional Plans	Consistent - The planning proposal is consistent with the Central West and Orana Regional Plan.
5.11 Development of Aboriginal Land Council Land	Not Applicable
6. LOCAL PLAN MAKING	
6.1 Approval and Referral	
6.2 Reserving Land for Public Purposes	Not Applicable
6.3 Site Specific Provisions	Not Applicable
7. METROPOLITAN PLANNING	
7.1 Implementation of the Metropolitan Plan for Sydney 2036	Not Applicable

SECTION C - ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The proposed amendments will not impact on critical habitat, threatened species, populations or ecological communities.

9. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

The planning proposal is considered to be minor amendments to the Parkes Local Environmental Plan 2012 and will not result in any adverse environmental effects.

10. How has the planning proposal adequately addressed any social and economic effects?

The planning proposal is considered to be minor amendments to the Parkes Local Environmental Plan 2012 and will not result in any adverse social and economic effects.

In relation to Item 1.2 regarding highway service centres, unlike the bypasses that have occurred at Yass and Goulburn, Parkes is smaller in size and more isolated from metropolitan areas. As a result Parkes is considered to be more vulnerable to economic impacts that may result from a town bypass.

The intended outcome of this planning proposal aims to have a positive social and economic impact on Parkes as it will provide Council to undertake necessary strategic planning work to determine suitable locations for such development.

An appropriate location for such development will have a positive social and economic impact for Parkes as it will provide enhanced gateway opportunities to the Parkes Urban Area and encourage travellers along the Newell Highway to visit Parkes for a break, food or an overnight stay.

SECTION D - STATE AND COMMONWEALTH INTERESTS

11. Is there adequate public infrastructure for the planning proposal?

The proposed amendments will not create any significant additional demand on public infrastructure.

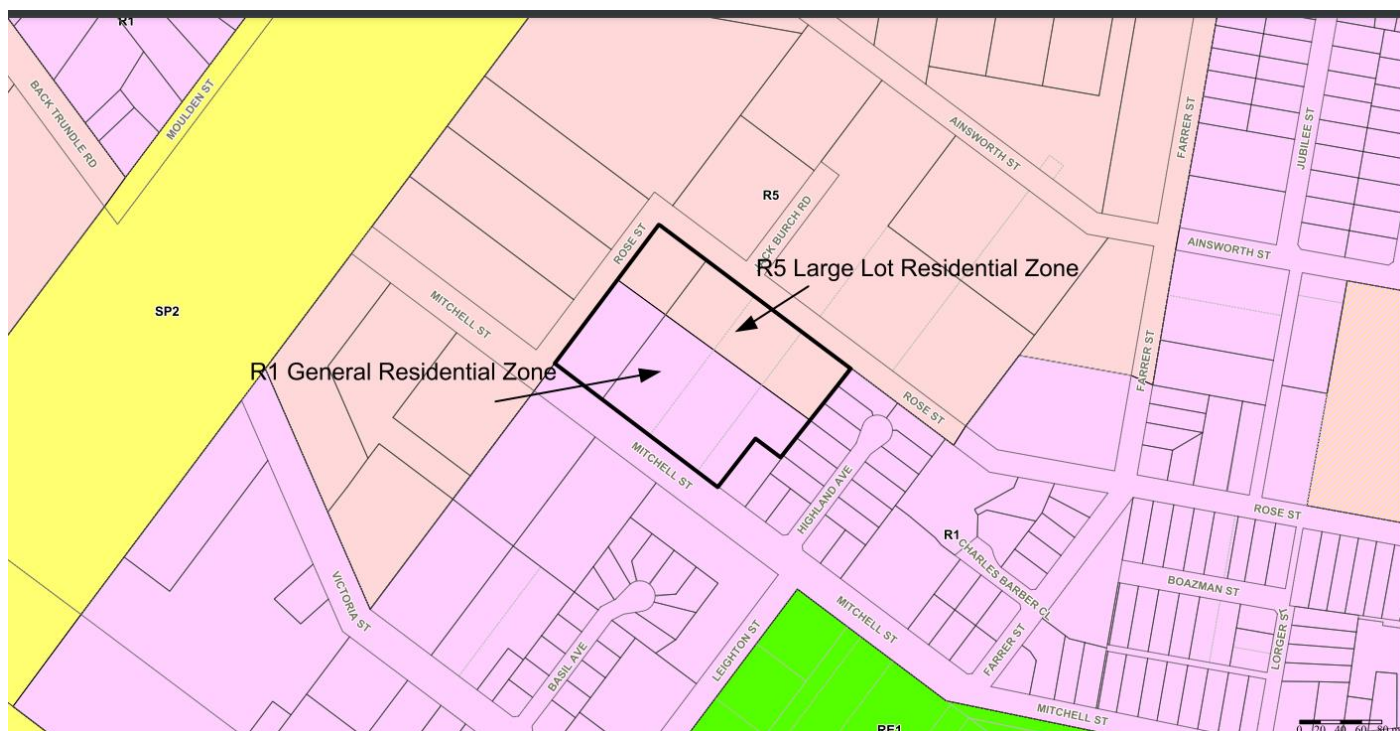
12. What are the views of the State and Commonwealth public authorities consulted in accordance with the Gateway Determination?

The views of State and Commonwealth Departments will be determined during consultation, post Gateway Determination.

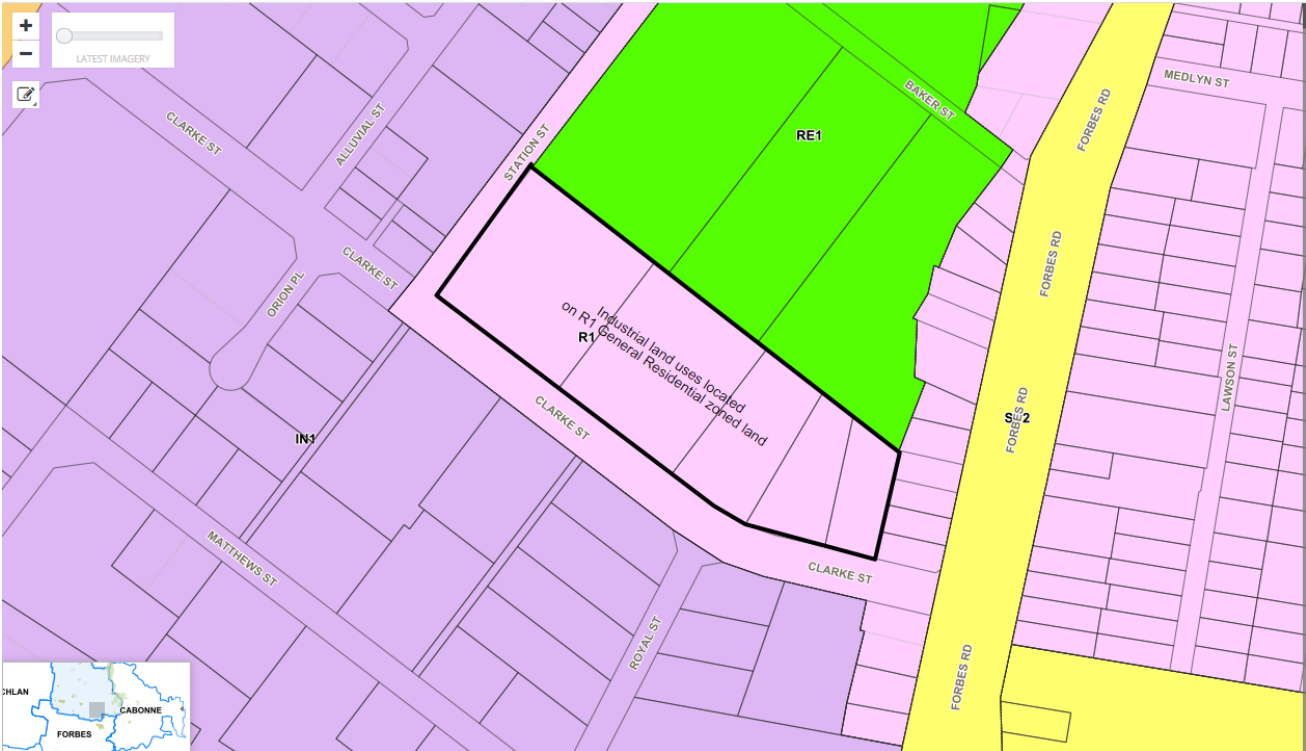
PART 4: LOCALITY PLANS

The following maps are for information purposes, to provide context to the locality and changes proposed. Draft LEP maps will be prepared prior to finalizing the plan and consistent with the technical guidelines.

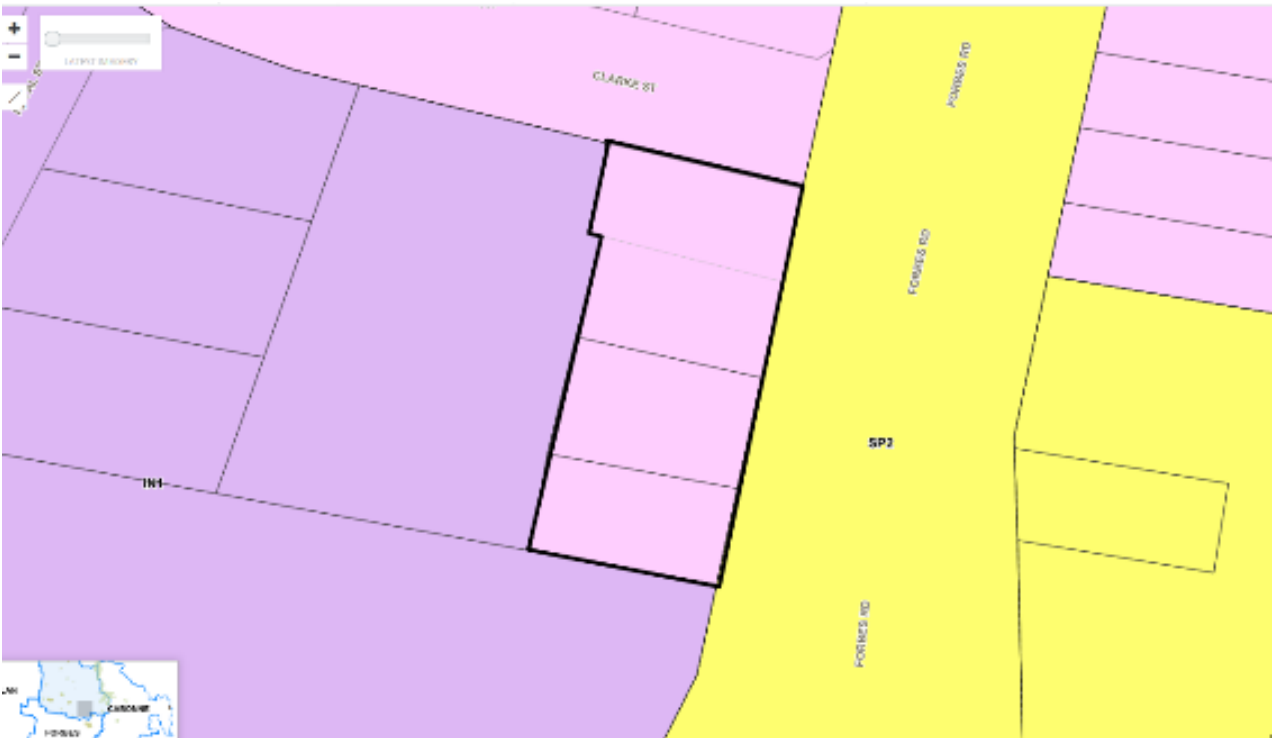
Item 2.1 Update land zoning map to rectify zone boundaries being located through single parcels of land



Item 3.1 Rezone land to reflect intended land use



Item 3.2 Rezone land to reflect intended land use



PART 5: COMMUNITY CONSULTATION

In accordance with Section 57(2) of the Environmental Planning and Assessment Act 1979, community consultation must be undertaken by the local authority prior to the approval of the planning proposal.

In accordance with Council's Community Engagement Strategy consultation on the planning proposal will be exhibited for a period of 28 days, or as specified by the Gateway Determination.

It is also proposed to write directly to the owners of lots that are directly affected by the proposed amendments.

At the close of the consultation process, Council will consider all submissions received and present a report to Council for their endorsement of the planning proposal before proceeding to finalisation of the amendment.

The consultation process, as outlined above, does not present any additional consultation measures that may be determined appropriate as part of the Gateway Determination process.

PART 6: TIMEFRAMES

Project Timeline	Date
Anticipated commencement date (Gateway determination)	October 2021
Anticipated timeframe for completion of required studies	N/A
Timeframe for Government Agency consultation	November 2021
Commencement and completion dates for public exhibition period	November 2021
Dates for public hearing	N/A
Timeframe for consideration of submissions	January 2022
Timeframe for consideration of proposal post exhibition	January 2022
Anticipated date RPA will forward the plan to the department to be made, if not delegated	February 2022
Anticipated date RPA will make the plan	n/a
Anticipated date RPA will forward to the department for notification (if delegated	n/a

This is a detailed topographic map of the Cambridge area, showing the River Cam, surrounding roads, and various landmarks. The map includes contour lines, a grid system, and labels for locations like Cambridge, Ely, and Peterborough. It also features a scale bar and a north arrow.

The map shows the River Cam flowing through the center, with several bridges crossing it. To the north, the city of Cambridge is visible, with its characteristic spires and buildings. To the south, the area around Ely and Peterborough is shown, with the River Great Ouse flowing through it. The map includes a grid system with letters and numbers, and a scale bar indicating distances in miles and kilometers. A north arrow is located in the top right corner.

Key features on the map include:

- Cambridge:** The city center, including the River Cam, the city walls, and the spires of the city.
- Ely:** The city of Ely, located to the south of Cambridge, with its famous Ely Cathedral.
- Peterborough:** The city of Peterborough, located to the south of Ely, with its Peterborough Cathedral.
- Great Ouse:** The River Great Ouse, flowing through the area around Ely and Peterborough.
- Cam:** The River Cam, flowing through the center of the map.
- Grid System:** A grid system with letters and numbers, used for location finding.
- Scale Bar:** A scale bar indicating distances in miles and kilometers.
- North Arrow:** A north arrow located in the top right corner.

