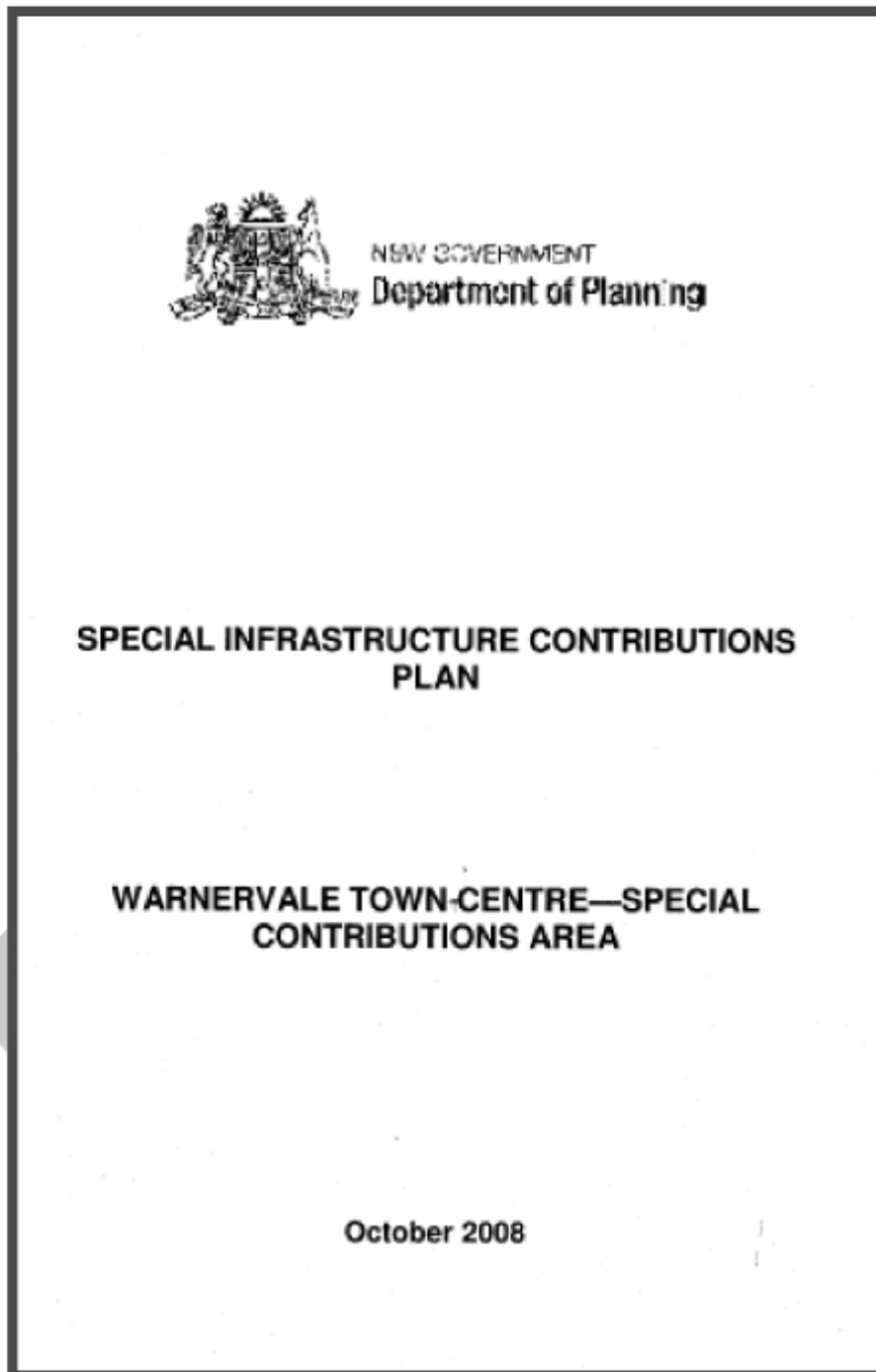


## Appendix C Special Contributions Area





## PART A - OVERVIEW

### 1. Purpose

- 1.1. The Plan outlines a proposal in relation the funding mechanism for the provision of sub-regional and regional infrastructure necessary for the release and development of the land within the Warnervale Town Centre (WTC) being certain sub-regional and regional roads, motorway connections, public transport upgrades and biodiversity offsets.
- 1.2. Part 5, Division 6, Subdivision 4 of the *Environmental Planning and Assessment Act 1979* (the Act) enables the collection of a special infrastructure contribution to support the provision and extension of transport and other infrastructure. The purpose of these provisions is to strengthen the Government's ability to deliver infrastructure, amenities and services in new land release areas and other areas where there will be co-ordinated growth and development.
- 1.3. A special contributions area is to be created for the WTC. The creation of a special contributions area will enable the Minister for Planning (the Minister) to determine the level and nature of development contributions to be imposed for the provision of infrastructure under section 94EE of the Act.
- 1.4. Once a determination is made the Minister will be able to impose a condition requiring the payment of a special infrastructure contribution (SIC) as a condition of project approval. The Minister will also be able to direct the Wyong Shire Council (Council) to impose a SIC as a condition of development consent.
- 1.5. Section 94EE(4) of the Act requires the Minister to publicly exhibit a proposal in relation to the level of development contributions and seek submissions within a reasonable time.
- 1.6. Any submission made during the public consultation period will be considered by the Minister. The Act requires that any determination by the Minister must contain reasons for the level and nature of the development contributions and be made publicly available.

### 2. Background

- 2.1. The New South Wales Government's *Central Coast Regional Strategy* identifies the WTC as a major new residential release area. The WTC site is 119 hectares in total, with approximately 46 hectares of Net Developable Area of residential land and approximately 7 hectares of Net Developable Area for a town centre. The town centre is envisaged to ultimately house an additional 6000 residents along with 25,000m<sup>2</sup> of retail space, community uses, as well as public open space and conservation areas.
- 2.2. The State Government recognises the State and regional significance of the WTC. In 2005 the State Government announced the WTC would be considered as a potential State significant site.
- 2.3. The town centre is located alongside a proposed new railway station on the main Northern railway line at North Warnervale. The station is identified in the *State Infrastructure Strategy* (2006).
- 2.4. It is anticipated that the development of the Site will create additional pressure on existing and proposed road network, public transport infrastructure and the natural environment. This Plan outlines the necessary upgrades to the sub-regional road

networks and biodiversity offsets that will allow development in the Warnervale Town Centre to proceed.

### 3. Application

- 3.1. This Plan should be read in conjunction with the *Metropolitan Strategy (2005)*, the *Draft Central Coast Regional Strategy*, the *draft State Environmental Planning Policy (Major Projects) 2005 (Amendment No 24)* and the draft section 94 contributions plan, which funds the provision of local infrastructure for the Warnervale Town Centre.
- 3.2. This Plan applies to the land within the local government area of Wyong shown edged heavy black on the map marked "Warnervale Town Centre—Special Contributions Area" at Attachment A.
- 3.3. The creation of a special contributions area by order published in the New South Wales Government Gazette will enable the Minister to determine the level and nature of development contributions to be imposed for the provision of infrastructure under section 94EE of the Act.
- 3.4. This Plan outlines the transport and other infrastructure that is necessary to facilitate the development of the Warnervale Town Centre that will be funded through the application of a special infrastructure contribution (SIC) levied on all development which require consent within the Warnervale Town Centre—Special Contributions Area. The principles relevant to the determination of the contribution are set out below.

### 4. Principles

- 4.1. A special infrastructure contribution can only be levied on development within a special contributions area.
- 4.2. Any contribution must only be for the provision of infrastructure, as defined in section 94ED of the Act. The funds generated by the SIC are to be used towards Sparks Road upgrade and connections to the Sydney-Newcastle Motorway (F3), bus fare subsidies and biodiversity offsets.
- 4.3. The requirement for the payment of the SIC will not apply to development consents granted before the date of commencement of this Plan but will apply to DAs lodged but not determined prior to the commencement of this Plan.

### Notes

- The Minister has, as far as is reasonably practicable, made the contribution reasonable having regard to the cost of the provision of infrastructure in relation to the development.
- Infrastructure may be regarded as being provided in relation to development whether or not the infrastructure is provided on land within a special contributions area.
- A condition imposed requiring a special contribution is one that may be imposed in addition to a condition imposed for local contributions under section 94 or 94A of the Act.
- The Council may, subject to the consent of the Minister, accept the provision of a material public benefit for the construction cost components of infrastructure, as outlined in this Plan as an alternative to the payment of a monetary contribution.
- The contribution will not be levied on exempt or complying development.

- The SCA can be repealed or changed by the Minister by way of an order published in the Gazette, provided the Minister consults with the peak industry organisations the Minister considers relevant.

**PART B SPECIAL INFRASTRUCTURE CONTRIBUTION****5. Introduction**

- 5.1. The development of the WTC will place pressure on existing regional infrastructure and natural habitats in the area. This will require the upgrading of a number of roads and freeway access ramps, additional bus services and funds for the conservation and enhancement of the natural environment through the purchasing and ongoing management of biodiversity offsets.
- 5.2. A special infrastructure contribution (SIC) has been prepared by the Department of Planning that requires developers to contribute towards the cost of State level infrastructure whose need is generated as a result of the development of the area.
- 5.3. The SIC is calculated as 75% of the cost of the infrastructure that arises as a result of the WTC in accordance with Planning Circular PS 07-018, Development Contributions, issued 6 November 2007.
- 5.4. The Department of Planning (the Department) has considered the impact of surrounding development when determining the rate of infrastructure apportionment to the WTC. This means that the 75% contribution is not calculated on the total infrastructure costs but only the proportion attributable to the WTC.
- 5.5. The contribution payable will be kept under review and may be amended in accordance with any determinations made by the Minister under section 94EE(1) of the Act.

**6. Justification for the Special Infrastructure Contribution**

- 6.1. The imposition of a special infrastructure contribution for the WTC is justified having regard to:
  - The need to provide infrastructure with development, and to reasonably fund its provision;
  - Land value increases, where land is being rezoned for residential uses, and the strategic land value given proximity to the Central Coast and Hunter Regions Wamervale Town Centre, Sparks Road and the Sydney-Newcastle Freeway (F3);
  - Contributions required for similar infrastructure requirements in other new release areas;
  - The cost of providing infrastructure, related to the development of the WTC; and,
  - The impact on development feasibility and affordability.

#### 7. The Infrastructure that the Contribution will Provide for

- 7.1. The SIC will contribute an indicative total of \$6.45 million towards an appropriate proportion of the cost of sub-regional roads necessary for the functioning, access and appropriate distribution of traffic passing through and connecting to the WTC, an appropriate proportion of the cost of connections to the adjoining motorways, additional bus services and biodiversity offsets.
- 7.2. The contribution towards the cost of these matters is outlined below.

Infrastructure Item	Contribution
Sparks Road upgrade between the F3 and Albert Warner Drive	\$400,000
Sparks Road upgrade between Albert Warner Drive and the Pacific Highway	\$640,000
F3 Interchange with Sparks Road	\$160,000
Bus public transport	\$1 million
Biodiversity offsets	\$4 million
Planning, delivery and implementation	\$250,000
<b>Total</b>	<b>\$6.45million</b>

#### 8. The Level and Nature of the Contribution

- 8.1. To fulfil this cost with a NDA of 46 hectares, the SIC contribution rate for the Warnervale Town Centre—Special Contributions Area will be \$140,000 per hectare of Net Developable Area for residential uses.
- 8.2. The Net Developable Area is:  
*"expressed in hectares and is the area of land zoned for residential excluding land for roads, public open space and trunk drainage".*
- 8.3. For the purpose of determining the Special Infrastructure Contribution, the following will be excluded from the calculation of Net Developable Area:
- Flood affected land, below the 1 in 100 year flood level;
  - Land zoned for environmental conservation and management;
  - Land that is subject to existing approval or lawful urban development (unless subject to new or intensified development or a change of land use zoning);
  - Land within a State heritage registered outillage;
  - Land zoned as public open space;
  - Land set aside for publicly owned community facilities community services provided under the provision of section 94 of the EP&A Act;
  - Land used for public schools and TAFE colleges and higher education facilities;
  - Land used for publicly owned health facilities;

- Land used for ambulance stations, fire stations and police stations;
- Bus depots, bus transfer stations; and
- Areas for facilities provided by Gosford Wyong Council's Water Supply Authority.

#### **9. Credits for Works-in-Kind**

- 9.1. The Council may, subject to the consent of the Minister, accept the provision of a material public benefit for the construction cost components of infrastructure, as outlined in this Plan as an alternative to the payment of a monetary contribution.
- 9.2. Such credits will only be given for the provision of infrastructure outlined identified in this Plan.
- 9.3. Where a previous development contribution has been made towards the infrastructure identified in the Plan, the contribution payable will be reduced accordingly (to avoid double dipping).
- 9.4. Any material public benefit can only be credited against items identified in this Plan provided that they are designed and constructed to the satisfaction of the Roads and Traffic Authority (RTA).
- 9.5. Any land dedication or other material public benefit provided must be in place or complete at the time that contributions would normally be required.
- 9.6. Where works involve connections to motorways or arterial roads, the RTA must endorse the scope and design and, where works-in-kind are proposed to be provided as a material public benefit, these must also be constructed to the satisfaction of the RTA.

#### **10. Timing of Payments and Material Public Benefit**

- 10.1. Payment of monetary contributions must be made:
  - where subdivision is involved; prior to the issue of a subdivision certificate
  - where development is to occur without subdivision; prior to the issue of a construction certificate;
  - in cases where a construction certificate may not be required; prior to the commencement of works or prior to occupation (whichever the case may be); and,
  - in cases where a title is created by Crown plan; prior to registration of title.
- 10.2.
  - (a) In the case of the provision of a material public benefit or the dedication of land and works must occur prior to or concurrent with the registration of title or where no subdivision occurs, prior to the issue of a construction certificate (unless otherwise agreed by the Department of Planning in writing).
  - (b) However, despite (a) above, works may occur after the said times if a bond or unconditional bank guarantee acceptable to the Department of Planning/RTA and equal to or greater than 150% of the estimate of the value of any outstanding works is lodged with the Department of Planning. The bond is to ensure that sufficient funds are available to allow relevant works to be completed on default by the developer. The bond will only be released on satisfactory completion of the works.



- 10.3. No contribution will be required for a subdivision involving the excision of an existing habitable dwelling or a residue lot with no development potential.
- 10.4. Approval to defer monetary contributions payable under this Plan will not be granted.

#### **11. Process for the Provision of and Credit for Works-in-Kind**

- 11.1. The applicant will approach the Department with an offer to construct works relevant to their precinct or development site (e.g. roads) included in this Plan as a material public benefit, as an alternative to the payment of a monetary contribution or the dedication of land.
- 11.2. If the Department agrees, the applicant is then to approach the public authority responsible for the provision of infrastructure (eg RTA) to determine the standards, supervision arrangements, timing and any other appropriate arrangements for the works. The applicant will then enter into a contract with the authority for the supply of the works and lodge an appropriate bond or guarantee.
- 11.3. Once the applicant has entered into contractual and bonding arrangements to the satisfaction of the infrastructure agency, that agency will advise the Department of Planning. The Department will then determine the reduction in the applicant's special infrastructure contribution (SIC) by deducting the value of the infrastructure provided in-kind from the SIC the applicant will pay.
- 11.4. On completion of the works the applicant will supply a letter of certification from the authority advising that the works have been satisfactorily completed and have been taken over by the authority. Alternatively, the applicant will supply a letter of certification from the authority advising that satisfactory arrangements have been entered into for the staged delivery of the works.

#### **12. Collection of the Contribution**

- 12.1. All contributions will be collected by the Council and will be paid into the Special Contributions Area Infrastructure Fund established under section 94EJ of the Act. The fund will be administered by the Director-General of the Department or other nominated government department.

#### **Note**

- The infrastructure costs are subject to indexation when necessary, this Plan will be reviewed by the Department of Planning to account for infrastructure indexation.

## Appendix D Housing & Population Statistics

### Summary of Occupancy Rates for Multi Dwellings within Wyong Shire Statistical Area

Dwelling Structure	No of Bedrooms	Dwellings	Population	Occupancy Rate
Total	One bedroom	962	1,126	1.17
	Two bedrooms	3,911	6,132	1.57
	Three bedrooms	2,822	6,162	2.18
	Four bedrooms	368	1,136	3.09
	Five bedrooms	35	153	4.37
	Six bedrooms or more	14	57	4.07
<b>TOTAL</b>		8,112	14,766	1.82

<sup>1</sup> 2011 Occupancy rates for all semi-detached, row or terrace houses, townhouses, flats, units, apartments etc in Wyong Shire

## 2011 Wyong Shire Statistical Area

Dwelling Structure	No of Bedrooms	Dwellings	Population	Occupancy rate
Separate house	None (includes bedsitters)	50	108	2.16
	One bedroom	746	1,090	1.46
	Two bedrooms	6,356	11,284	1.78
	Three bedrooms	21,075	51,431	2.44
	Four bedrooms	14,842	46,822	3.15
	Five bedrooms	2,450	9,643	3.94
	Six bedrooms or more	509	2,289	4.50
	Not stated	1,856	4,458	2.40
	Not applicable	5,295	0	0.00
Semi-detached, row or terrace house, townhouse etc with one storey	None (includes bedsitters)	6	5	0.83
	One bedroom	254	297	1.17
	Two bedrooms	1,439	2,208	1.53
	Three bedrooms	1,477	3,047	2.06
	Four bedrooms	185	613	3.31
	Five bedrooms	14	54	3.86
	Six bedrooms or more	4	21	5.25
	Not stated	200	321	1.61
	Not applicable	532	0	0.00
Semi-detached, row or terrace house, townhouse etc with two or more storeys	None (includes bedsitters)	5	3	0.60
	One bedroom	77	83	1.08
	Two bedrooms	504	847	1.68
	Three bedrooms	856	2,061	2.41
	Four bedrooms	142	409	2.88
	Five bedrooms	21	95	4.52
	Six bedrooms or more	7	25	3.57
	Not stated	98	195	1.99
	Not applicable	336	0	0.00
Flat, unit or apartment in a one or two storey block	None (includes bedsitters)	21	25	1.19
	One bedroom	499	573	1.15
	Two bedrooms	1,241	1,782	1.44
	Three bedrooms	321	665	2.07
	Four bedrooms	24	61	2.54
	Five bedrooms	0	4	n/a
	Six bedrooms or more	3	8	2.67
	Not stated	197	256	1.30
	Not applicable	577	0	0.00
Flat, unit or apartment in a three storey block	None (includes bedsitters)	3	8	2.67
	One bedroom	45	63	1.40
	Two bedrooms	291	517	1.78
	Three bedrooms	58	144	2.48
	Four bedrooms	4	19	4.75
	Five bedrooms	0	0	n/a
	Six bedrooms or more	0	0	n/a
	Not stated	76	123	1.62
	Not applicable	324	0	0.00

## Appendices

Flat, unit or apartment in a four or more storey block	None (includes bedsitters)	0	3	n/a
	One bedroom	58	70	1.21
	Two bedrooms	415	747	1.80
	Three bedrooms	90	200	2.22
	Four bedrooms	3	18	6.00
	Five bedrooms	0	0	n/a
	Six bedrooms or more	0	0	n/a
	Not stated	77	169	2.19
	Not applicable	576	0	0.00
Flat, unit or apartment attached to a house	None (includes bedsitters)	0	0	n/a
	One bedroom	29	40	1.38
	Two bedrooms	21	31	1.48
	Three bedrooms	20	45	2.25
	Four bedrooms	10	16	1.60
	Five bedrooms	0	0	n/a
	Six bedrooms or more	0	3	n/a
	Not stated	14	18	1.29
	Not applicable	30	0	0.00
Caravan, cabin, houseboat	None (includes bedsitters)	80	108	1.35
	One bedroom	306	410	1.34
	Two bedrooms	225	384	1.71
	Three bedrooms	27	65	2.41
	Four bedrooms	3	10	3.33
	Five bedrooms	3	4	1.33
	Six bedrooms or more	0	0	n/a
	Not stated	94	172	1.83
	Not applicable	21	0	0.00
Improvised home, tent, sleepers out	None (includes bedsitters)	0	3	n/a
	One bedroom	0	0	n/a
	Two bedrooms	3	3	1.00
	Three bedrooms	0	0	n/a
	Four bedrooms	0	6	n/a
	Five bedrooms	0	0	n/a
	Six bedrooms or more	0	0	n/a
	Not stated	71	68	0.96
	Not applicable	0	0	n/a
House or flat attached to a shop, office, etc.	None (includes bedsitters)	0	0	n/a
	One bedroom	14	17	1.21
	Two bedrooms	35	69	1.97
	Three bedrooms	36	98	2.72
	Four bedrooms	7	36	5.14
	Five bedrooms	0	3	n/a
	Six bedrooms or more	4	9	2.25
	Not stated	13	23	1.77
	Not applicable	15	0	0.00
Not stated	None (includes bedsitters)	0	0	n/a
	One bedroom	6	7	1.17
	Two bedrooms	5	19	3.80
	Three bedrooms	11	25	2.27
	Four bedrooms	5	10	2.00
	Five bedrooms	0	0	n/a
	Six bedrooms or more	0	0	n/a
	Not stated	0	3	n/a
	Not applicable	0	0	n/a
Not applicable	80	2,786	34.83	
<b>TOTAL</b>		65,427	147,355	

## Occupancy Rates for Multi Dwelling Developments for Wadalba-Warnervale Statistical Area

	No of Bedrooms	Dwellings	Population	Occupancy rate
Total	One bedroom	0	0	n/a
	Two bedrooms	43	56	1.30
	Three bedrooms	29	69	2.38
	Four bedrooms	3	10	3.33
	Five bedrooms	0	0	n/a
	Six bedrooms or more	0	3	n/a
<b>TOTAL</b>		75	138	

Data Source: 2011 Census of Population and Housing

## 2011 Warnervale-Wadalba Statistical Area

Dwelling Structure	No of Bedrooms	Dwelling	Pop	Occupancy Rate
Separate house	None (includes bedsitters)	0	5	n/a
	One bedroom	26	45	1.73
	Two bedrooms	105	180	1.71
	Three bedrooms	549	1,276	2.32
	Four bedrooms	2,629	8,411	3.20
	Five bedrooms	266	1,125	4.23
	Six bedrooms or more	30	157	5.23
	Not stated	157	512	
	Not applicable	193	0	
Semi-detached, row or terrace house, townhouse etc with one storey	None (includes bedsitters)	0	0	
	One bedroom	0	0	
	Two bedrooms	37	52	1.41
	Three bedrooms	7	10	1.43
	Four bedrooms	0	6	
	Five bedrooms	0	0	
	Six bedrooms or more	0	0	
	Not stated	0	0	
	Not applicable	0	0	
Semi-detached, row or terrace house, townhouse etc with two or more storeys	None (includes bedsitters)	0	0	
	One bedroom	0	0	
	Two bedrooms	6	3	
	Three bedrooms	18	55	3.06
	Four bedrooms	0	6	
Flat, unit or apartment in a one or two storey block	None (includes bedsitters)	0	0	
	One bedroom	0	0	
	Two bedrooms	0	4	
	Three bedrooms	4	4	
Flat, unit or apartment in a three storey block		0	0	
Flat, unit or apartment in a four or more storey block	Four bedrooms	3	0	
Flat, unit or apartment attached to a house	None (includes bedsitters)	0	0	
	Four bedrooms	0	4	
	Six bedrooms or more	0	3	
	Not stated	0	0	
	Not applicable	0	0	
Caravan, cabin, houseboat	None (includes bedsitters)	8	13	
	One bedroom	63	65	
	Two bedrooms	29	45	
	Three bedrooms	6	9	
	Four bedrooms	3	0	
	Not stated	4	4	
Improvised home, tent, sleepers out		0	0	
		0	0	
House or flat attached to a shop, office, etc.	None (includes bedsitters)	3	0	
	One bedroom	0	0	
	Two bedrooms	0	8	
Not applicable	Not applicable	12	546	
<b>Total</b>		4,161	12,548	

## Appendix E Occupancy Assumptions

### Assumed Occupancy Rate for Separate Houses in the Warnervale Town Centre

Private Dwellings by number of bedrooms	Assuming a 100 dwellings				
	Assumed % split <sup>1</sup>	no. of dwells	Occupancy rates <sup>2</sup>	total population	Overall Occupancy Rate
Three bedrooms	20%	20	2.32	46	
Four bedrooms	80%	80	3.20	256	
	100%	100		302	3.02

<sup>1</sup> Approximates split between 3 & 4 bedroom dwellings in Warnervale-Wadalba Statistical Area which had 17:83 ratio in 2011.

<sup>2</sup> 2011 Occupancy rate for separate dwellings in Warnervale-Wadalba Statistical Area

### Assumed Occupancy Rate for Town Houses in the Warnervale Town Centre

Private Dwellings by Number of Bedrooms	Assuming a 100 Dwellings				
	Assumed % split	no. of dwells	Occupancy rates	total population	Overall Occupancy Rate
Two bedrooms <sup>1</sup>	10%	10	1.70	17	
Three bedrooms <sup>2</sup>	90%	90	2.60	234	
	100%	100		251	2.51

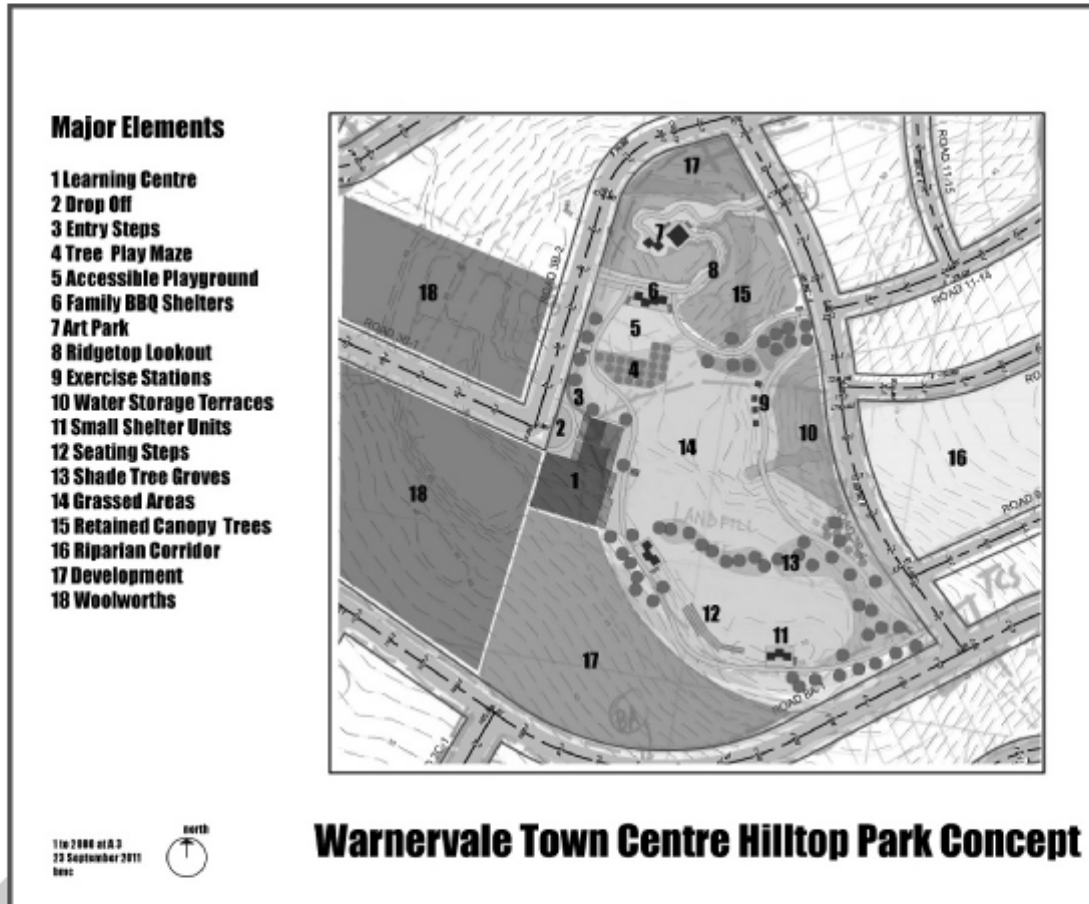
<sup>1</sup> Approximates split between 2 & 3 bedroom townhouses with two or more storeys in Wyong Shire, which had a ratio of 13:87 in 2011

### Assumed Occupancy Rate for Apartments in Warnervale Town Centre

Private Dwellings by Number of Bedrooms	Assuming a 100 Dwellings				
	Assumed % split	no of dwells	Occupancy rates <sup>1</sup>	total population	Overall Occupancy Rate
Two bedrooms	70%	70	1.70	119	
Three bedrooms	30%	30	2.60	78	
	100%	100		197	1.97

<sup>1</sup> Assumes that the 2011 ratio of 80:20 between 2 and 3 bedroom dwellings for all flat, unit & apartments in Wyong Shire will reduce with a change in living preferences.

# Appendix F Hill Top Park





### Cost Estimates for the Embellishment of Hill Top Park (September 2011)

Council Ref: 002915712

Items	Comments	Unit	Qty	Rate	Value
Walls	masonry off form, unknown height, entry steps, community building forecourt on park, south, east.	lm	360	\$500	\$180,000
Paving Areas	entry, community building, lookout	sq m	1015	\$150	\$152,250
Entry Steps	from cul de sac	lin m	150	\$300	\$45,000
Shared Paths	lin metre based on current min cost.	lm	1008	\$300	\$302,400
Seats	allowance item, install, slab	ea	5	\$2,500	\$12,500
Tables with bench seats	include item, install, slabs	ea	0	\$3,500	\$0
Shelters BBQ	include shelter, bbq, power, slabs	ea	4	\$15,500	\$62,000
Shelters Tables	include shelter, tables, install, slabs	ea	9	\$12,000	\$108,000
Look Out Shelter	includes lge shelter, slab and 4 tables	item	1	\$30,000	\$30,000
Bubblers	includes footing	ea	4	\$2,000	\$8,000
Bins	surround to plastic bin installed to slab footing	ea	12	\$1,000	\$12,000
Bike Parking	include item, slabs	ea	10	\$1,500	\$15,000
Play Structures	includes structures, public art, soft fall, fence, shade, seating and landscape - 60% more than saltwater creek	item	1	\$750,000	\$750,000
Seating Steps	curved steps to entry	lm	145	\$500	\$72,500
Synthetic Grass exercise area	3 by 50 sq m	sq m	150	\$100	\$15,000
Exercise Stations	10 by \$5000 includes equip, install, slab, soft fall, sign	ea	10	\$7,500	\$75,000
Solar Park Lights	to paths and activity areas	ea	25	\$3,000	\$75,000
AV opportunities	to paths and accommunity forecourt and play ground focus	item			\$40,000
Public Art	art paths, integrated works, structures, allowance 5%	item			\$170,000
Grassed Areas	topsoil over capping	sq m	32122	\$10	\$321,220
Tree Planting Beds	deeper topsoiling mounds 500 mm deep	sqm	6650	\$20	\$133,000
Small Trees	to tree maze, forecourts and edge of water capture	ea	50	\$400	\$20,000
Large Trees	shade trees throughout	ea	105	\$1,000	\$105,000
Existing tree areas	mulching weed control replanting tree surgery	sq m	6000	\$10	\$60,000
Water storage structures	set into excavated area to east and covered, includes sediment and gpt filter	item	1	\$200,000	\$200,000
Electrical	allowance only for bbq, lighting, av	item	1	\$50,000	\$50,000
drainage	wsud and sw structures to capture and direct sw to storage and riparian corridor	item	1	\$100,000	\$100,000
water reticulation	allowance to supply bubblers and tap points	item	1	\$100,000	\$100,000
half road construction	allowance based on road edges	lm	0	\$0	\$0
			<b>Area (m<sup>2</sup>)</b>	<b>Av Rate</b>	<b>Totals</b>
			<b>45,937</b>	<b>\$70</b>	<b>\$3,213,870</b>
					<b>\$642,774</b>
				<b>\$84</b>	<b>\$3,856,644</b>

# Appendix G Porters Creek Stormwater Harvesting Scheme

	WTC (NDA = 50.35 ha)		WEZ (NDA = 229 ha)		Pre. 7a & Ed Pre (NDA = 172 ha)		Warrnervale/Woongarah (NDA = 490 ha)		Total Scheme	
	60.35		229		172		490		941.35	
	5.3%		24.3%		18.3%		52.1%		100.0%	
	50.35		229		172				451.35	
	11.2%		50.7%		39.1%				100.0%	
Project Element	Construct.	Land / Easement	Construct.	Land / Easement	Construct.	Land / Easement	Construct.	Land / Easement	Construct.	Land / Easement
<b>Pipelines</b>										
<b>Internal Stormwater Management</b>										
WTC SE2 to SW1	\$164,035	\$166,160							\$164,035	\$166,160
WTC N18&N1A to N2A	\$129,567	\$77,619							\$129,567	\$77,619
WTC N2A to 25	\$48,267	\$41,877							\$48,267	\$41,877
WTC N28 to 25	\$38,078	\$45,633							\$38,078	\$45,633
WTC 25 to SW1	\$95,469	\$74,154							\$95,469	\$74,154
WTC SW1 to 24	\$64,142	\$0							\$64,142	\$0
<b>Sub total</b>	<b>\$529,558</b>	<b>\$405,442</b>							<b>\$529,558</b>	<b>\$405,442</b>
<b>Diversion Pipeline</b>										
F 7A W21 to 24					\$9,555	\$10,852			\$9,555	\$10,852
F 7A 24 to 22	\$18,223	\$0			\$42,816	\$0			\$61,039	\$0
F 7A Add 2 to W20					\$18,223	\$22,677			\$18,223	\$22,677
F 7A W20 to 23					\$25,075	\$30,061			\$25,075	\$30,061
F 7A 23 to 22	\$24,899	\$0			\$58,502	\$0			\$83,402	\$0
F 7A W19 to 21					\$28,674	\$13,091			\$28,674	\$13,091
F 7A 22 to 21	\$12,322	\$0			\$28,690	\$0			\$41,272	\$0
F 7A W18 to 23					\$28,674	\$23,727			\$28,674	\$23,727
F 7A 21 to 19	\$22,719	\$0			\$194,352	\$0			\$217,071	\$0
F 7A 19 to 18	\$98,927	\$34,931			\$103,357	\$62,073			\$206,753	\$117,024
F 7A Central to 18	\$10,151	\$791			\$23,890	\$1,859			\$34,022	\$2,650
F 7A 18 to W33	\$448,752	\$54,496			\$1,054,367	\$128,028			\$1,953,119	\$182,519
F 7A W33 to 15	\$23,619	\$0			\$55,493	\$0			\$79,112	\$0
E P W39 to 17									\$544,024	\$0
E P W29 to W39			\$330,513	\$0	\$77,505	\$0			\$408,018	\$0
E P W30 to 17					\$34,827	\$0			\$34,827	\$0
E P 17 to 16			\$413,142	\$0	\$96,881	\$0			\$510,023	\$0
E P W32 to W31					\$38,890	\$0			\$38,890	\$0
E P W31 to 16					\$20,316	\$0			\$20,316	\$0
E P 16 to 15			\$523,313	\$0	\$129,716	\$0			\$646,029	\$0
E P 15 to W34			\$247,360	\$0	\$58,005	\$0			\$305,366	\$0
W34 to W35	\$77,055	\$0	\$350,459	\$0	\$263,227	\$0			\$690,741	\$0
W35 to W36	\$33,470	\$0	\$152,226	\$0	\$114,339	\$0			\$300,032	\$0
W36 to W37	\$43,139	\$0	\$196,203	\$0	\$147,366	\$0			\$386,708	\$0
W37 to 1	\$250,172	\$0	\$1,183,305	\$0	\$888,771	\$0			\$2,332,248	\$0
WEZ F to 14			\$163,081	\$141,490					\$163,081	\$141,490
WEZ G to 14			\$95,892	\$57,445					\$95,892	\$57,445
WEZ 14 to 13			\$43,296	\$37,564					\$43,296	\$37,564
WEZ ExtA to I			\$0	\$0					\$0	\$0
WEZ I to 13			\$38,293	\$10,494					\$38,293	\$10,494
WEZ 13 to H			\$89,897	\$45,325					\$89,897	\$45,325
WEZ H to 10			\$128,268	\$19,663					\$128,268	\$19,663
WEZ J2 to 12			\$17,646	\$21,147					\$17,646	\$21,147
WEZ N to 12			\$14,827	\$17,530					\$14,827	\$17,530
WEZ 12 to 11			\$20,316	\$24,347					\$20,316	\$24,347
WEZ J1 to 11			\$15,440	\$7,049					\$15,440	\$7,049
WEZ 11 to 10			\$21,244	\$9,699					\$21,244	\$9,699
WEZ 10 to W29			\$311,162	\$23,850					\$311,162	\$23,850
WEZ WM1 to W29			\$311,162	\$28,620					\$311,162	\$28,620
WEZ 8 to 9(M)			\$107,869	\$0					\$107,869	\$0
WEZ K to L			\$21,709	\$0					\$21,709	\$0
WEZ L to 8			\$19,039	\$0					\$19,039	\$0
WEZ 7 to 8			\$184,277	\$0					\$184,277	\$0
WEZ Q to 7			\$14,592	\$12,692					\$14,592	\$12,692
WEZ 7 to 7			\$25,498	\$0					\$25,498	\$0
WEZ A to 6			\$96,006	\$115,095					\$96,006	\$115,095
WEZ B to 6			\$14,111	\$4,664					\$14,111	\$4,664
WEZ 6 to 5			\$58,124	\$48,694					\$58,124	\$48,694
WEZ C1 to C2			\$25,856	\$11,713					\$25,856	\$11,713
WEZ C2 to 5			\$10,964	\$4,823					\$10,964	\$4,823
WEZ 5 to 4			\$540,509	\$30,747					\$540,509	\$30,747
WEZ E to 4			\$68,287	\$75,443					\$68,287	\$75,443
WEZ 4 to 3			\$521,829	\$16,417					\$521,829	\$16,417
WEZ D to 3			\$80,450	\$96,414					\$80,450	\$96,414
WEZ 3 to 2			\$194,115	\$0					\$194,115	\$0
1 to Discharge	\$158,126	\$26,310	\$719,184	\$119,664	\$540,173	\$89,879			\$1,417,484	\$235,853
<b>Subtotal</b>	<b>\$1,279,453</b>	<b>\$116,523</b>							<b>\$13,991,443</b>	<b>\$1,903,305</b>
<b>Subtotal - Diversion Trunk Main (Works &amp; Land)</b>		<b>\$1,395,978</b>								<b>\$15,094,749</b>
<b>Total Pipelines (Internal &amp; Diversion)</b>	<b>\$1,008,010</b>	<b>\$521,955</b>	<b>\$7,992,266</b>	<b>\$904,545</b>	<b>\$4,179,701</b>	<b>\$402,237</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,121,091</b>	<b>\$1,900,747</b>

Appendices

<b>Pumping Stations</b>									
WTC SE2	\$82,154	\$8,720						\$82,154	\$8,720
WTC N1&N1A	\$101,546	\$2,180					\$101,546	\$2,180	
WTC N2A	\$78,276	\$8,720					\$78,276	\$8,720	
WTC N2B	\$70,519	\$8,720					\$70,519	\$8,720	
WTC SW1	\$128,694	\$8,720					\$128,694	\$8,720	
P 7A W21				\$78,276	\$8,720		\$78,276	\$8,720	
P 7A Add 2							\$82,154	\$8,720	
P 7A W20				\$70,519	\$8,720		\$70,519	\$8,720	
P 7A W19				\$82,154	\$872		\$82,154	\$872	
P 7A W18				\$78,276	\$2,180		\$78,276	\$2,180	
P 7A Central				\$2,498,825	\$2,180		\$2,498,825	\$2,180	
P 7A W33				\$70,519	\$0		\$70,519	\$0	
E P W39				\$82,154	\$0		\$82,154	\$0	
E P W29				\$0	\$0		\$0	\$0	
E P W30				\$78,276	\$0		\$78,276	\$0	
E P W32				\$70,519	\$0		\$70,519	\$0	
E P W31				\$70,519	\$0		\$70,519	\$0	
WEZ F			\$93,789	\$0			\$93,789	\$0	
WEZ G			\$93,789	\$0			\$93,789	\$0	
WEZ ExtA			\$0	\$0			\$0	\$0	
WEZ I			\$175,103	\$0			\$175,103	\$0	
WEZ H			\$78,276	\$0			\$78,276	\$0	
WEZ J2			\$86,032	\$0			\$86,032	\$0	
WEZ N			\$70,519	\$0			\$70,519	\$0	
WEZ J1			\$70,519	\$0			\$70,519	\$0	
WEZ B			\$87,667	\$0			\$87,667	\$0	
WEZ K			\$74,397	\$0			\$74,397	\$0	
WEZ L			\$78,276	\$0			\$78,276	\$0	
WEZ Q			\$109,302	\$0			\$109,302	\$0	
WEZ A			\$82,154	\$0			\$82,154	\$0	
WEZ B			\$124,816	\$0			\$124,816	\$0	
WEZ C1			\$74,397	\$0			\$74,397	\$0	
WEZ C2			\$78,276	\$0			\$78,276	\$0	
WEZ E			\$74,397	\$0			\$74,397	\$0	
WEZ D			\$78,276	\$0			\$78,276	\$0	
<b>Subtotal Pumping Stations</b>	<b>\$461,188</b>	<b>\$37,660</b>	<b>\$1,539,984</b>	<b>\$0</b>	<b>\$3,180,035</b>	<b>\$22,672</b>	<b>\$0</b>	<b>\$5,263,361</b>	<b>\$68,452</b>
		\$408,248							
<b>Storages</b>									
WTC SE2	\$405,855	\$241,163						\$405,855	\$241,163
WTC N1A	\$565,943	\$40,875						\$565,943	\$40,875
WTC N1B	\$277,327	\$53,955						\$277,327	\$53,955
WTC N2A	\$269,438	\$322,913						\$269,438	\$322,913
WTC N2B	\$199,768	\$241,163						\$199,768	\$241,163
WTC SW1	\$1,643,556	\$294,300						\$1,643,556	\$294,300
P 7A W21				\$803,403	\$0			\$803,403	\$0
P 7A Add 2				\$483,556	\$0			\$483,556	\$0
P 7A W20				\$129,491	\$0			\$129,491	\$0
P 7A W19				\$456,154	\$0			\$456,154	\$0
P 7A W18				\$307,464	\$0			\$307,464	\$0
P 7A Central Wetland Storage				\$673,856	\$0	\$5,247,625		\$5,921,491	\$0
E P W39				\$259,077	\$0			\$259,077	\$0
E P W29				\$0	\$0			\$0	\$0
E P W30				\$259,704	\$0			\$259,704	\$0
E P W31				\$147,034	\$0			\$147,034	\$0
E P W32				\$288,717	\$0			\$288,717	\$0
WEZ I			\$778,596	\$0				\$778,596	\$0
WEZ F			\$263,642	\$0				\$263,642	\$0
WEZ G			\$306,228	\$0				\$306,228	\$0
WEZ J1			\$181,632	\$0				\$181,632	\$0
WEZ J2			\$857,805	\$0				\$857,805	\$0
WEZ N			\$225,256	\$0				\$225,256	\$0
WEZ M			\$1,563,846	\$0				\$1,563,846	\$0
WEZ L			\$606,747	\$0				\$606,747	\$0
WEZ K			\$410,401	\$0				\$410,401	\$0
WEZ Q			\$0	\$0				\$0	\$0
WEZ A			\$202,679	\$0				\$202,679	\$0
WEZ B			\$505,414	\$0				\$505,414	\$0
WEZ C1			\$126,896	\$0				\$126,896	\$0
WEZ C2			\$181,319	\$0				\$181,319	\$0
WEZ D			\$200,510	\$0				\$200,510	\$0
WEZ E			\$245,487	\$0				\$245,487	\$0
WEZ H			\$0	\$0				\$0	\$0
<b>Subtotal Storages</b>	<b>\$3,361,887</b>	<b>\$1,194,368</b>	<b>\$6,656,659</b>	<b>\$0</b>	<b>\$3,809,466</b>	<b>\$0</b>	<b>\$5,247,625</b>	<b>\$19,075,638</b>	<b>\$1,194,368</b>
<b>TOTAL (Pipelines, Pumping Station &amp; Storages)</b>	<b>\$5,632,085</b>	<b>\$1,753,393</b>	<b>\$15,788,909</b>	<b>\$984,545</b>	<b>\$11,165,202</b>	<b>\$424,909</b>	<b>\$5,247,625</b>	<b>\$0</b>	<b>\$38,460,000</b>
<b>TOTAL</b>	<b>\$7,385,477</b>		<b>\$16,773,454</b>		<b>\$11,590,111</b>		<b>\$5,247,625</b>		<b>\$41,631,586</b>

## EVALUATION OF SUBMISSIONS TO THE EXHIBITION OF THE DRAFT WARNERVALE TOWN CENTRE CONTRIBUTIONS PLAN 2011.

Prepared by David Kitson, Senior Contributions Officer, Wyong Shire Council  
27-November-2012

ISSUE		Submitter Code	DETAILS	COMMENT	ACTION / RECOMMENDATION
		ref	LC - Landcom, WW - Woolworths, SS - Stannic Securities, RMSL: Roads & Maritime Service, DPI: Dept of Planning & Infrastructure	DK: David Kitson, BB: Bob Burch, BMC: Boyd McMillan, BM: Belinda McRobie, BF: Ben Fullagar, AM: Adam Malarczyk, AD: Adam Dean	
Dwelling Densities / Population Projections	1	WW, LC, SS	The population projections in the Draft DCP are higher than those in the Draft Plan i.e. 5,000 pop v 4,000 pop(approx), 1,825 dwellings v 1,540 dwellings	DK: The areas used to calculate the net developable areas with the WTC are based on detail mapping including the adopted road network that has not previously been available. The dwelling densities are based on standard assumptions that apply to each zone. The subsequently adopted DCP has down graded its population estimates to 4,200.	
	2			FURTHER NOTE: DK: The exhibited Draft Plan estimated a population of 3,960 and 1,540 dwellings after quarantining the 2.4ha Woolworths site from residential use to accommodate 33,000m <sup>2</sup> of GFA. Having regard to the projected 59,000m <sup>2</sup> of non-commercial GFA, it is considered that a further 2.3 ha needs to be quarantined from residential use. This plus other minor adjustment to Net Developable Area (NDA) results in amended projections for the WTC of 3,600 people and 1,400 dwellings.	Endorse revised population & dwelling estimates
	3	LC	There is now an average of 400m <sup>2</sup> whereas it was 500-550m <sup>2</sup> in the previous draft plan	DK: This 400m <sup>2</sup> figure assumes that there will be no townhouse development within the residential zoned precincts. The Draft Plan assumes 70% single dwellings (554 m <sup>2</sup> ) & 30% town house development (240m <sup>2</sup> per dwelling). This is a reasonable approach that reflects current development yields from greenfield areas and an appropriate housing targets.	No Action
	4	SS	There is no justification for increasing the average dwelling density for Precinct 1 from 20 dwellings per ha to 25 dwellings per ha.	DK: This criticism is made in respect to the Stannic development proposal for 124 lots on a landholding with a net developable area of 5.236 ha. The Draft Plan assumes for the residential zoned area (Precincts 1,2,3,4 & 7b) that 70% of the land will be developed for single dwellings at 18 dwellings per ha and 30% for townhouses at 40 dwellings per ha. The average density is 25 dwellings per ha. It is noteworthy that the Stannic proposal is entirely consistent with this dwelling density, in that its proposal will result in 23.3 dwellings per ha. Given that there is likely to be some dual occupancy development it is highly probable that the assumed dwelling target will be met.	No Action
	5	LC, SS	Inconsistent occupancy rates	DK: The occupancy rate used in the definition of DU is 2.92 persons per dwelling, where as an occupancy rate of 3 persons per dwelling has been used for single dwellings for the purpose of calculating future population. A review of the occupancy rates has been undertaken having regard to the 2011 Census data to address this issue. A rationale is provided in the revised draft plan for the occupancy rates, which have been applied to generate the revised population projection for the WTC.	Endorse new occupancy rates
	6	WW, SS	There is no supporting documentation that describes the likely demands on Open Space workers within the Retail Development.	DK: A strategic decisions was taken to apportion 20% of the Open Space and Community Facilities cost to non-residential developmen in the exhibited draft plan. It is considered that 10% is a more appropriate level of apportionment.	Endorse 10% apportionment.
	7	LC	Net developable Area (NDA) does not exclude 10m noise buffer along Sparks Road on Landcom's landholding.	AD: Clause 5.1 in conjunction with Figure 5.1 requires a 10 metre setback from Sparks Road and Hakone Road, and for this area to be provided as a landscaped buffer. It is the view of Development Services that these area should be dedicated as open space with the installation of sound mounding. This will result in approximately 0.7 ha of area that will not be capbale of development. Deleting this area will reduce the dwelling projection by 17 dwellings and projected population by approximately 50 people.	Endorse the exclude the 10 buffer from the NDA calculation.
	8	DPI	There is a need to align the revised dwelling capacity targets for Warnervale with the revised Development Control Plan.	DK: It is considered that the DCP targets are overly optimistic and should not be used for the purpose of the contributions plan. If Council adopts the DCP targets and they are not met, then there will be a funding shortfall. There is a absolute need to be conservative in framing the contribution plan.	No Action
Apportionment	9	WW, DPI	The DCP states that the WTC will service a broader catchment of approximately 40,000 people and thus the cost of facilities in the WTC should be apportioned over a wider area.	DK: This 40,000 population figure refers more to the retail catchment rather than population thresholds for the provision of facilities. This view also does not take into account the existing and plan facilities that have been, or will be, provided within the other release areas in the Greater Warnervale Area, which will be used by the future residents of the WTC. For example, Council has expended considerable funds in providing playing fields that will be used by the residents of the WTC.	This issue is dealt with for individual items below.
	10	DPI	The plan should take into account the proposed future residential areas to the immediate NW, North & NE of the WTC site.	DK: It is essential from a financial planning perspectives that contribution works can be funded by development that is reasonably anticipated and where it has been demonstrated as being suitable via the necessary studies and rezonings.	No Action
COMMERCIAL USE	11	WW	The DCP does not allow for sufficient GFA for commercial/retail/bulky goods to accommodate for the 40,000 residents in the broader Warnervale region.	DK: This is no longer an issue as the adopted DCP has removed the limits on GFA for commercial/retail/bulky goods.	No Action
Valuations	12	WW, DPI	Why are the valuations for Hill Top Park higher than other open space areas when the land is an ex land fill site of which parts are contaminated?	DK: A review of the valuation for Hill Top Park has seen the valuation revised down from \$3.1 M to \$1.7 M. The new valuation discounts the 2.6ha of the 4.53 ha Park that was previously used for land fill.	Incorporate new valuation into plan
	13	LC, DPI	Inconsistent valuation between SW1 (\$25/m <sup>2</sup> ) & Hill Top Park (\$75/m <sup>2</sup> ), which has contamination issues.	DK: A review of land values for the SW1 proposed drainage reserve by a Valuer has indicated that this land has a higher value i.e. Average of \$37 per m <sup>2</sup> .	Incorporate new valuation into plan
	14		\$275/m <sup>2</sup> for community facility land vs \$75/m <sup>2</sup> for balance of Hill Top Park	DK: The original valuation has been confirmed in a valuation review. The valuation takes into account that the community facility land is within precinct 6 adjoining land for which multi unit housing over commercial development is permissible and is also within the 21 metre maximum height limit.	Review of Valuations be undertaken.
Community Centre	15		Construction rate for Learning Centre higher than industry standards	DK: There has been an incorrect assumption made that the Learning Centre is a single storey facility located on a 2,400 m <sup>2</sup> site. The Centre is in fact proposed to be double storey with a GFA of 4,500m <sup>2</sup> . BM: Advice and research into the costs of such a facility indicate that \$4,500 per m <sup>2</sup> is a fair costing to provide a facility of a reasonable standard (Grahame Brideson April 2011).	No change
	16		The \$441,000 apportioned value of Knowledge Centre land is incorrect.	DK: Agree - incorrect spreadsheet formula - The correct figure should be \$134,084.	Correct formula in Spreadsheet.
	17		30% of community facilities attributable to WTC without explanation. The cost of this facility should be apportioned over a larger catchment.	DK: It is agreed that this apportionment of the Learning Centre is too high. It is considered that apportionment should be 19.3%.	Reduce the apportionment to WTC
	18	DPI	The Knowledge centre should be review to take into account the potential for the facility to generate income (i.e. as a government transaction centre)	DK: It is unlikely that any future income from the facility will pay for more that maintenance. It is the experience of most Councils that community facilities are run at a financial loss for the benefit of the community.	No Action
OPEN SPACE	19	WW, LC, SS	The open space provision is based on a higher population and should be reduced.	DK: A comprehensive review of the open space apportionment has been undertaken. The apportionment of costs based on population attributable to the WTC is as follows: Hill Top Park - 47.4%, Recoupment for existing playing fields - 15.3%, District Playing fields - 15.3%, remaining open space - 100%.	Endorse new apportionments
	20	WW, LC, SS	Between 6.9 ha or 7.36 ha per 1,000 persons of Open Space is being provided, which is significantly higher that accepted standards and/or existing provision.	DK: This figure includes detention and conservation land which need to be excluded for the purpose of assessing active open space land. The rate under the Draft Plan for recognised categories of active open space is 3.31 ha per 1000 person. This is only marginally above Council's adopted standard of 3 ha per 1000 people, mainly due to the inclusion of areas that are difficult to develop.	No Action
	21		The community service site has not been discounted from the Hill Top Park.	DK: This claim is confirmed and needs to be addressed.	Discount the area of Hill Top Park by the 2,400m <sup>2</sup> , which is being purchases for commuity facilities.
	22	LC	Location of the District Playing Fields has not been shown.	The location of the District Playing was original proposed south of the WTC on the corner of Sparks Road & Virginia Road within the 7A Precint for which there is a rezoning proposal. It is likely that the facility will now have to be provided to the east of the WTC. Investigations into the optimum site will need to be undertaken.	Insert this commentary into Plan.
	23	LC	Cycleways are regional facilities and should be funded by the wider area.	DK: The proposed cycleway network within the WTC is proposed to be funded under the Draft Plan. Cycleways have been provided in other adjoining release areas. It is reasonable that development with the WTC should contribute to the regional network by funding the construction of cycleways within this area.	No Action
	24	LC	\$75/m <sup>2</sup> for embellishment of District Sports Field is too low if it includes club rooms/amenities building. Should be \$100/m <sup>2</sup> .	BMC: The costs used are reasonable in the circumstances.	No Action

## EVALUATION OF SUBMISSIONS TO THE EXHIBITION OF THE DRAFT WARNERVALE TOWN CENTRE CONTRIBUTIONS PLAN 2011.

Prepared by David Kitson, Senior Contributions Officer, Wyong Shire Council  
27-November-2012

ISSUE	Submitter Code	DETAILS	COMMENT	ACTION / RECOMMENDATION	
	25	LC	Skate park is not mentioned in community facilities section	BM: No skate park proposed or specifically budgeted for, however skating needs can be addressed in some form or another when detailed designs are being drafted within the current projected embellishment estimates.	No Action
	26	WW	The Civic Square is included in the Woolworths Major Project and is proposed to be funded and retained by Woolworths, so it shouldn't be in the Plan.	DK: There are sound reasons for requiring the civic square to be 2,700m2 in size and retained in public ownership, rather than being undersized and in the control of a single commercial entity. This issue is dealt with in the body of the Council report in more detail.	Discussed in detail in report.
	27	SS	The 2.425 ha Woolworths site should not be excluded from the 20% apportionment of open space/community facilities on non-residential development.	This assertion is incorrect. The Woolworths site has been excluded for the residential density projections on the basis that there is little likelihood of it being developed for residential use. The projected non-residential development will pay for 10% of the total open space and community facilities costs (reduced from 20%)	No Action
	28		Inadequate information on how the embellishment costs for Hill Top Park has been calculated	DK: No detail costing information was provided in the exhibited draft plan. It is considered that the embellishment costs for Hill Top Park should be inserted as an appendix.	Provide the costings as an appendix
TRAFFIC	29	LC	Traffic impacts for commercial uses are assessed on vehicle generation rates per m <sup>2</sup> . But levied according to the nature of the type of commercial use.	DK: This is not strictly correct, as the total non-residential trips generated with the WTC were made using trip rates for broad categories of non-residential use. The use of Traffic Authority guidelines for determining the traffic generation characteristic of individual developments at the time of assessment is a reasonable approach. It is unclear what alternative approach the submitter would suggest.	No Action
	30	LC	Bus Shelters and the pedestrian overbridge associated with the proposed railway and interchange are to be funded exclusively from the WTC.	DK: The WTC will not be funding major bus shelters associated with the future railway station/ interchange. The bus shelters to be funded under the Draft Plan are to be provided throughout the WTC, as has been the practice in other release areas.	No Action
	31	WW, LC	The amount for roads is total unjustifiable and that there is no nexus between the demand created by the WTC development.	BB: It is considered that all the works identified in the plan are required to provide adequate and safe access to service the proposed developments in the Greater Warnervale area. The total cost of the works has been apportioned on a cost per trip, based on development identified in the DCP, to determine the appropriate s.94 contributions required from each development	No Action
	32	LC	The 1st, 2nd & 3rd tier roads are not funded under the Plan but require an increase standard to service the wider development, which must be paid for by the existing land owner.	As above	
	33	WW	R19 (TC2) - This road is included in the Access Road; agreed to be jointly funded by Woolworths, Landcom, Council and State Government Grants. Why is the cost of this road included in the draft S. 94 Plan?	BB: R19 (TC2) - Half road construction width has been included in the plan. The section in the plan is adjacent to the Railway Line. If it is jointly funded by others, it could be deleted from the plan	No Action
	34	WW	R19(TC2) & R20 (TC3) Land - Why is Council seeking contributions for the acquisition of land, when these roads are positioned on an existing Council Road corridor (Nikko Road)?	BB: R19 (TC2 & R20 (TC3) Land - The land costs, included in the Plan is for the additional land required over and above the existing road reserve width.	Provide clarification in plan that acquisition relates to road widening
	35	WW	R20(TC3), R29(TC9) & R41(TC23) - Why are these Tier 2 roads included in the draft S94 plan while other Tier 1 & Tier 2 are excluded?	BB: R20 (TC3), R29 (TC9) & R41 (TC23):	
	36			a. R20 (TC3) - again, half cost of this road, is included in the Plan as it is adjacent to the railway line. If the eastern side adjoining owner pays for the full width road, it could be deleted from the s.94 Plan.	Retain in plan unless Council receives an offer from an adjoining owner to pay for it.
	37			b. R29 (TC9) - only the cost of the road, where there is adjacent open space on both sides, is included in the Plan.	No Change
	38			c. R41 (TC23) - again this road has adjacent open space land on both sides.	No Change
	39	WW	I11 - There is a discrepancy between the description of this intersection between table 28 and Figure 6.	BB: I11 - The description of I11 in Table 28 is incorrect. It is the intersection of the Entry Road and Main Street as identified on Figure 6. I6 is the intersection of Pacific Highway/Chelmsford Rd.	Correct name of works
	40	WW	I21 (Link Road/Railway Station Signals) - The DCP details this intersection to be a roundabout, why has the draft s. 94 Plan provided for traffic signals at a cost of \$2.4m.	BB: I21 - This is identified as either a roundabout or signals	Clarify that intersection treatment may be either a roundabout or signals.
	41	WW	I31/I21 - the intersection layout depicted on Figure 7 doesn't align with the detail provided in Figure 6.	BB: I31/I21 - The more detailed Plan, Figure 6 shows the correct locations. This is confirmed by the description of the intersections in Table 28.	Amend Figure 7 to show correct location.
	42	WW	Cycleway (Table 28) - Where is the proposed 3.09 km cycleway and bus stop to be located?	BB: Cycleway (Table 28) - the 3.09km is the length of off-road cycleways identified in the Draft DCP. Bus Stops - a plan can be prepared to identify the anticipated bus stops locations.	No action at this stage
	43	WW	I49.2 - Sparks Road/ Minnesota Road. I understand this intersection is already completed. Why does the Section 94 plan seek \$4.5 M ( \$1.9M WTC) in funding for infrastructure that has already been completed.	DK: It is accepted practice that Council should recoup monies spent on infrastructure put in place in advance of development.	No Action
	44			BB: I49.2 - Sparks Road/Minnesota Road.	
	45			a. The cost includes monies that are owing to the adjoining developer who bankrolled the works completed to date and additional works that are still required at the intersection.	
	46			b. The intersection does service Mary Mackillop College, but it also services other developments within the Warnervale Town Centre precinct.	
	47			c. Trustees of the Roman Catholic Church constructed this intersection as part of the development of the on behalf of Mary Mackillop College and retains a credit of \$1.48 M that is to be repaid from future development within the WTC.	
	48			d. The intersection has always been identified in the S94 Plan as District works, as it does service other developments within the Warnervale Town Centre area. To date the works have been funded/bankrolled by the Catholic Church/College.	
	49	WW	I49.7 This intersection is not identified in the TC TIA 2007. What is the rationale for this intersection?	BB: Intersection I 49 7 is within the Greater Warnervale District for which a proportion of the demand can be attributable to the WTC. The location has been inadvertently left of the Map.	Include I 49 7 on map in Plan
	50	LC	The Studies indicates 100% of the \$28,285 roads study is to be paid for by the WTC but there is no mention of which study this is?	BB: This relates to the preparation of the WTC Traffic Impact Assessment Report - Jan 2007.	No Action
	51	SS	Some of the road works and apportionments appear to be questionable i.e. the Chelmsford Road/ Arizona Road Roundabout apportion to 55.1% to WTC	BB: The impacts of additional traffic have been assessed on a network wide basis.	No Action
	52	RMS	Requests that Council to insert into the contribution plan a pedestrian over bridge across Sparks Rd between the Main Northern Railway Line and the proposed WTC Development.	BB: Council has requested that RMS provide more justification for the pedestrian overbridge, particularly given the estimated cost of \$5 million and that signals will be available for pedestrians to cross Sparks Road. The proposed signals will be adequate for the general development of the area. If the Department of Training and Education proceeds with construction of a school near the proposed Sparks Road/Entry road (to the Warnervale Town Centre) intersection then there may be a need for a grade separated pedestrian facility of Sparks Road in this location. The need for a grade separated pedestrian facility is directly related to a possible future school. A grade separated pedestrian facility should not be included in the s94 Contribution Plan for the Warnervale Town Centre, but should be included in any conditions of consent for any school, in this vicinity, in the future.	No Action
	53	DPI	Requests that the extent and rates of contributions apportioned to non-residential components be reviewed.	DK: The road contributions is based on traffic modelling for the greater Warnervale Area and apportioned on the basis of traffic generation.	No Action

## EVALUATION OF SUBMISSIONS TO THE EXHIBITION OF THE DRAFT WARNERVALE TOWN CENTRE CONTRIBUTIONS PLAN 2011.

Prepared by David Kitson, Senior Contributions Officer, Wyong Shire Council  
27-November-2012

ISSUE		Submitter Code	DETAILS	COMMENT	ACTION / RECOMMENDATION
Drainage	54	LC	The plan does not provide a breakdown for the apportioning costs for water quality basin.	BF: Water Quality works will be provided by individual developments.	No Action
	55	LC	The plan does not provide a breakdown Stormwater Storage sites SW1, SW2 & SE1.	DK: The approach that has been taken in the Draft Plan is that all drainage works will be apportioned over the WTC irrespective of the catchment. This approach was taken in order to ensure that the total cost in the northern catchment remained under the \$30,000 cap. It is considered that this is a reasonable approach that is consistent with the acceptable practice. Where overall costs are reduced as a result of the other recommendations, this approach could be revisited.	No Action
	56	LC	No explanation for how 11% of the Diversion Pipeline cost are attributable to WTC, but 43% of the Diversion Pipeline cost are attributable to the WTC.	The investigation costs are apportioned on the basis of the catchment area, whereas the apportionment of the diversion pipeline is based on the hydraulic load attributable to the WTC for each section of the piping. These are reasonable approaches to these different costs.	Insert schedule of cost and apportionments into the document.
	57	WW	There is no differentiation between IWCM works and local works.	BF: All internal subdivision drainage and water quality works will need to be provided as part of the development.	Further explanation be provided.
	58	WW	How does the Council propose to proceed with the IWCM plan with the RMS objections to stormwater basin SW1.	AM: The RMS objection is based on incorrect analysis and it is now accepting of the location of this Stormwater Basin.	No Action
	59		The broader benefits of the regional stormwater harvesting scheme for Porters Creek Wetland, including the benefits to the town water supply for the Central Coast be identified.	DK: This comment appears to be suggesting that part of the scheme should be paid for through other sources, such as the water supply authority. It is difficult to address such an option in the light of the continuing negotiations surrounding the joint water authority. The total drainage/water quality works will be approximately \$6,000 per dwelling. Only about \$1,000 of this is to be expended on external works i.e. Trunk Main, with the balance to be spent on drainage/ water quality works within the WTC.	No Action
OTHERS	60	LC, SS	Relationship between State Infrastructure Contributions (SIC) and S94 has not been clearly described.	DK: this is clearly something beyond Council's control. The Special Infrastructure Contribution (SIC) has been imposed by the Minister for Planning.	Advise submitter to take this matter up with the Minister.
OTHERS	61			DK: The Minister announced a halving all SICs in July 2012, but this policy has not been applied to the WTC SIC to date.	Request Minister to reduce SIC as per Govt Policy.
	62	LC	No account has been taken of special grants or other financial income.	DK: No special grants or other financial income has been confirmed.	No Action
	63	LC	No information on impact of draft Voluntary Planning Agreement with Woolworths	DK: The amended Woolworths Project application indicates that no VPA is proposed.	No Action
	64	LC	Is not know whether the superclinic has been included	DK: Super clinic is included as part of the WTC, except in respect of the payment of road contribution, where it is in a separate roads catchment.	Provide further clarification in Plan
	65	LC	The inclusion of the 0.4% administration charge for road tips has been duplicated.	DK: The summary sheet could be interpreted this way. It is agreed that the administration charge should be removed from the Trip Cost.	Remove administration charge from Trip Cost and deal with administration charge on the total costs.
	66	LC	There is a discrepancy between the \$264,863 estimated administration cost and the \$300,594 raised from a 0.4% administration levy.	DK: The estimated administration costs were used as the general basis for deriving a reasonable administration levy. The \$300,594 administration cost derived by using the 0.4% levy is not an unreasonable contribution towards the administration of \$67M worth of works over a 20-30 year life. If it is paramount that the figures match Council could reduce the levy to 0.35% of costs.	No Action
	67	DPI	The Draft Plan includes rates greater than \$30,000 upper limit on residential development and will need to be referred to IPART	DK: The revision of the plan reduces the contribution below \$30,000.	No Action

# Wyong employment lands study and industrial land audit

## Draft report

Wyong Shire Council  
November 2012



Independent insight.



This report has been prepared on behalf of Wyong Shire Council. SGS Economics and Planning and its associated consultants are not liable to any person or entity for any damage or loss that has occurred, or may occur, in relation to that person or entity taking or not taking action in respect of any representation, statement, opinion or advice referred to herein.

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# EXECUTIVE SUMMARY

## Study objectives

The Wyong Shire Employment Lands study and Industrial Land Audit brief contained the following broad scope.

*To complete an Industrial Land Audit and Employment Land Study (with a focus on industrial land) to promote economic activity and employment growth in Wyong Shire. This will involve:*

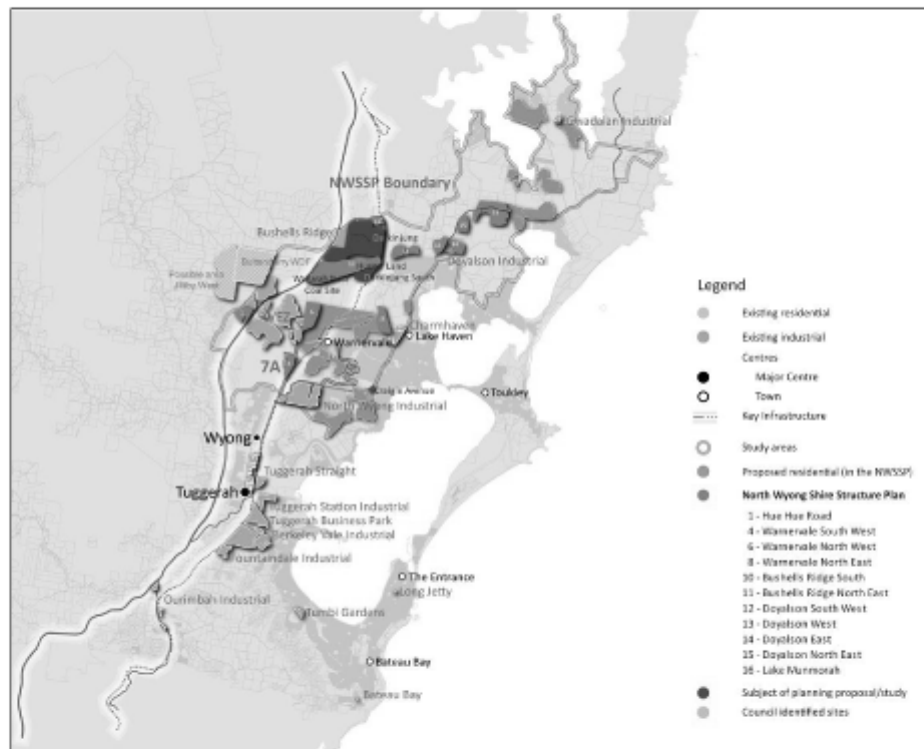
- *complete an audit of existing industrial land supply (amount, type, location, opportunities and constraints to development) for incorporation into the Employment Lands Study.*
- *identifying trends in industrial and employment land, including likely local and regional demand.*
- *Investigate and respond to opportunities for the reuse and possible intensification of underutilised industrial sites (where appropriate).*
- *Outline and provide details on the types of strategies, policies and programs that will guide the future of Wyong Shire's industrial precincts.*
- *Making recommendations on land use zonings, development controls and/or permissibility of uses within industrial zones to develop a contemporary zoning regime to facilitate economic development and employment generation to inform the Settlement Strategy and Comprehensive LEP 2012.*

SGS Economics and Planning has prepared this draft report in response to these objectives.

## Employment Lands in Context

The population of the Wyong Shire is currently distributed across a number of settlements, with patterns of settlement generally concentrated east of the F3 Transit Corridor, with regional emerging centres being located at Tuggerah, and in future, Warnervale. The figure below provides an overview of locational characteristics for the Wyong Shire area, including the location of existing and planned employment land precincts.

## LOCATIONAL SETTING FOR EXISTING AND PROPOSED EMPLOYMENT LANDS IN WYONG SHIRE



Source: SGS Economics and Planning, 2012

**Precincts already zoned for industrial (all with at least some existing development except where indicated) are:**

- Bateau Bay Industrial Area (no existing development)
- Berkeley Vale Industrial Area
- Bushells Ridge including the precincts of:
  - Wallarah No. 2 colliery proposal (no existing development),
  - Hunter Land (no existing development),
  - Bushells Ridge North East (no existing development),
  - Darkinjung (no existing development) and
- Bushells Ridge remainder.
- Charmhaven Industrial Area
- Doyalson Industrial Area
- Fountaindale Industrial Area
- Gwandalan Industrial Area
- Long Jetty Industrial Area
- North Wyong Industrial Area
- Ourimbah Industrial Area
- Tuggerah Business Park
- Tuggerah Station Industrial
- Tuggerah Straight
- Tumbi Gardens Industrial
- Wyong Employment Zone including the precincts of:
  - Sparks Road North,
  - Warnervale Business Park,
  - NW WEZ (no existing development) and
  - the Airport lands (no existing development).

**The proposed areas are:**

- Craige Avenue site
- South Darkinjung
- Land identified in the NWSSP (but not including land in Bushells Ridge which is included above):
  - Hue Hue Road
  - Warnervale South West (Council owned land)
  - Warnervale North West
  - Warnervale North East
  - Doyalson South West
  - Doyalson West
  - Doyalson East
  - Doyalson North East
- Buttonderry Waste Disposal Facility
- Possible Area Jilliby West

These areas were all considered in the study.

## Population

The LGA has recently experienced a decline in levels of population growth mirrored by a decline in the number of residential subdivision approvals. Significant growth is still anticipated, particularly for the planned Greenfield residential release areas in Warnervale, and the Central Coast Regional Strategy identifies the need for 17,500 dwellings to accommodate projected population growth to 2031 (an average of more than 700 dwellings per year).

Relevant demographic characteristics include higher than the NSW average of residents over 60 years (reflecting an influx of retirees), a lower than average proportion of residents aged 20 to 34 (with people leaving for education and work opportunities), a relatively higher proportion of young residents aged 0 to 14 years (reflecting the pull of the region for young families).

## Employment

Wyong LGA has a higher rate of unemployment than the regional average. In 2006, compared to the NSW average, the LGA had a lower share of employment of professionals and technicians, but there had been relatively strong growth in some higher value service industries such as finance and insurance (off a small base), government administration and defence, and health and community service sectors. There had also been strong growth in property and business services (off a small base), retail trade and transport storage.

An analysis of relative specialisation shows that compared to the Sydney region, the Wyong LGA has particular employment strengths in Retailing (reflecting strong domestic consumption), Accommodation, Cafes and Restaurants (tourism and recreation), Construction (builders and tradesworkers), Community Services (aged persons and other services) and some Manufacturing.

## Employment Lands Market Context

The Central Coast Regional Strategy (CCRS) indicates that there is expected to be an additional 5,000 jobs in existing employment lands and 10,500 additional jobs in the North Wyong Shire Structure Plan Area<sup>1</sup>. The Wyong Employment Zone (WEZ) is itself expected to generate 6,000 jobs. A key issue, identified by the CCRS, over the next 25 years is to increase the current level of employment self-containment to ensure more local jobs for the local population. A specific self-containment target was not provided in the CCRS.

Consultation with a range of government and industry stakeholders highlighted the following issues:

- The industrial market is experiencing slow demand (related to a more general post GFC 'hangover')
- The most appropriately targeted industries for future expansion in the Wyong Shire include freight and logistics, hi-tech and value add manufacturing and development that leverages the National Broadband Network.
- Affordable and serviced land was cited as a pre-condition for the attraction and retention of industry (with some suggesting that other regions such as the Lower Hunter were more competitive than Wyong Shire in this regard).

Between 2001 and 2006, the number of jobs in Wyong's employment lands increased by 1,800, in linear terms by 360 jobs per year or 21% of all direct jobs in Wyong over this period. The short term drivers of industry opportunities for employment lands will continue under almost scenarios, notwithstanding market cycles (including the current apparent 'dip'). Key drivers will be:

- **Local population growth** resulting in continuous spinoffs to light industrial activities
- Attaining an increasing critical mass in terms of growing networks of firms and increasing integration into the Greater metropolitan region, linking Sydney with the high growth Lower Hunter, via improvements in infrastructure over the next 20 years, particularly continuous upgrading of the F3 Sydney to Newcastle Freeway and increased rail freight capacity on the Sydney-Newcastle rail line.
- **New waves of infrastructure investment** such as the roll-out of the National Broadband Network (NBN).

<sup>1</sup> NSW DoP & I (2008), Central Coast Regional Strategy, p. 11.

- Government policy and increasingly market forces, including congestion and climate change policies and upward pressure on energy prices, is prompting a **greater modal shift in focus from road to rail freight which** may present an increase in opportunities for well-located Wyong employment lands, particularly with growing potential for container terminals in Newcastle to take pressure off Port Botany.

Threats to future economic development in Wyong Shire come from external forces such as a continuing high Australian dollar, a lack of coordinated planning and infrastructure cost provision pressures.

## Overview of the demand and supply analysis

A specific industrial land audit was undertaken for this study. This involved recording the floor space and use of every building in all the existing industrial precincts in the Shire. In addition, the precincts were analysed from a constraints perspective (to identify which lots or areas were actually available for development) and from an infrastructure provision perspective (to 'rate' precincts on their relative viability to accommodate future demand).

The industrial land audit data and broad constraints analysis on the supply side, and the state government's employment projections (adjusted upward to account for the CCRS employment targets) and a variety of assumptions on the demand side, were used for the detailed demand and supply analysis. The analysis identified the following key findings.

- Of the total 520 hectares of vacant land in current precincts, 75 percent or about 391 hectares was environmentally unconstrained and available for development. Of the total 1392 hectares of potential industrial land (vacant), 74 percent or 1032 hectares was unconstrained. In summary, there is a total of 1,912 hectares of vacant land and 1,423 hectares of unconstrained vacant land in the LGA.
- Using the CCRS employment targets (converted to an annual figure) the Wyong Shire is expected to accommodate 27,000 new jobs between 2011 and 2036. Around 58 percent is expected to be in the employment lands considered in this study.
- Across the LGA, it is projected that there will be demand for approximately 700,000 square metres of additional employment floorspace by 2036. Since there is currently approximately 1.12 million square metres of additional floorspace supply available in existing precincts (on vacant unconstrained lots), there is sufficient current supply across the LGA (nominally about 32 years of supply in total).
- However, the analysis shows that some precincts will 'fill' in the 2036 year period, meaning others will accommodate 'overflow'. Some of the overflow will be accommodated by existing precincts but because they will not all be suited to the overflow demand (not within the local area or not having the physical characteristics) new and more suitable precincts will need to be 'turned on' in about 10 years or so (subject to review). The modelling suggests that in the order of 130,000 square metres of floorspace will need to be accommodated in 'new' precincts in due course.
- 'Sensitivity' testing of the results by increasing demand in three key industry sectors (freight and logistics, business park activities, and light manufacturing land uses) to increase the demand side, suggests that some new precincts will have to be 'turned on' sooner, with the existing capacity in the LGA exhausted by 2036.
- The base case demand trends (193 hectares of demand) equates to approximately 7.7 Ha of industrial land take-up per annum
- Overall though, based on the base case demand trends (193 hectares of demand) modelled in this report (and conservative supply assumptions) there is in the order of 159 years supply of land (1229 hectares) remaining in both existing and future precincts by 2036.

In general there is no early need to rezone additional land for employment uses. Existing precincts have capacity and new areas are not required until around 2025 (subject to review). However, the issues evident in existing precincts (such as desirable development staging, internal structure, desirable lot sizes and mix and infrastructure provision) need to be addressed through more detailed planning and analysis.

## Wyong's employment lands future

Five strategic themes have been identified to address the needs identified in the study brief. Proposals to address the themes and needs are included under each strategic theme.

A sixth overarching strategic theme is related to implementation and is about delivering each of the proposals via specific actions in existing and proposed development areas.

### **Strategic theme 1: Protecting the employment role of centres while also encouraging employment growth in the Shire by allowing new employment land activities**

The proposals are:

- Wyong-Tuggerah should be developed as a single centre with a complex of increasingly high value economic spaces
- Business park zones should be 'urban' in character with some restrictions on office development, a high quality pedestrian and 'ground level' environment and close to centres, with a range of transport options (including public transport and active modes such as walking and cycling)
- Bulky goods and other retail activities should be resisted in industrial areas to ensure that legitimate industrial uses are not 'squeezed out' by increasing land values or reduced availability of sites, and to preserve a critical mass of retail which underpins public investment in infrastructure and services in existing retail centres and areas
- Warnervale Town Centre should be the higher order services and retail hub in the North Wyong area

### **Strategic theme 2: Deciding on the best location for competing candidates for new enterprise corridor and business park zonings**

The proposals are:

- Enterprise corridors should restrict allowable retail including bulky goods to preserve a critical mass of retail which underpins public investment in infrastructure and services in existing retail centres and areas, but are appropriate for the Craigie Avenue and north Wyong (Pacific Highway frontage) areas
- The Warnervale South West site could support some business park activities

### **Strategic theme 3: Creating incentives and ensuring Wyong is cost competitive to attract jobs to employment land areas and achieve job targets in the CCRS**

The proposals are:

- A Council 'task force' should identify and offer appropriate incentives and assistance to industry as well as 'oversee' a more detailed structure planning and infrastructure coordination exercise for the WEZ and Bushells Ridge strategic industrial areas
- Target relevant sectors highlighted in the Regional Economic Development and Employment Strategy

### **Strategic theme 4: Considering the future for some 'marginal' industrial areas (e.g. WEZ, Bushells Ridge, Tuggerah station industrial)**

The proposals are:

- Protect Bushells Ridge and parts of WEZ as a future freight and logistics hub
- Investigate infrastructure financing and funding alternatives particularly to address the 'up-front' financing hurdle to development
- Transform Tuggerah Station Industrial into an enterprise and business development area in the medium term

### **Strategic theme 5: Directions for innovation to allow for 'non-conventional' economic and employment activities including home based work**

- Allow some home trade and businesses in selected large lot residential areas
- Encourage and facilitate office and home business in Wyong Town Centre
- Explore opportunities for industry synergies and the application of an industrial ecology model

### Implementation: meeting short, medium and long term demands in existing and proposed development areas, including a process for new release employment land areas

To address each of the strategic themes and proposals the employment land areas are allocated to five categories as described in the table below.

#### FUTURE ROLE CATEGORIES FOR INDUSTRIAL AREAS

Future role categories	Rationale for application given Shire 'structure'	Implementation
Consolidate current role ('business as usual')	Typically likely to apply to those areas where new demands and needs are modest and the precinct is functioning well given its context; most likely those precincts with a service industry focus servicing established residential settlements.	Translate current zoning into new standard template zones.
Transition, with intensification as appropriate	Appropriate for existing employment areas and centres in the 'heart' of the Shire in the Tuggerah and Wyong area with a strong relationship to residential areas nearby, where building a 'critical mass' from an existing base is possible and good transport (including public transport) connections exist.	Tailored 'upzoning' of either use or allowable development intensity. May need complementary infrastructure or economic development initiatives.
Protect and maintain for longer term industry prospects	Appropriate for underdeveloped areas with attributes (that is, which offer a comparative advantage) aligning with longer term industry trends and strategic futures for the Shire; the F3 is a key attribute in this regard.	Translate current zoning into new standard template zones potentially with adjustment to subdivision or density controls to protect for longer term.
Selective new release to accompany residential and labour force growth in short to medium term	As the population grows and new settlements develop there will be a need for service industry development, as well as higher order employment nodes to provide future employment opportunities.	Re-zone in line with future demand and accompanying wider precinct planning and rezoning; prepare servicing and infrastructure plans as appropriate.
Reconsider in medium to long term	Not currently zoned for industrial or employment uses. No pressing need or justification for rezoning given observed supply-demand patterns.	No short term action necessary; review in due course.

Each of the existing and potential precincts is allocated according to this categorisation in the tables below. For each precinct the proposed zoning, estimated timeframe for development and estimated future floorspace and jobs is also identified.

- For existing zoned and serviced precincts the timing is a guide to when the precincts might reach capacity.
- For existing zoned but unserviced precincts, the timing is a guide to servicing in the absence of a developer's preparedness to pay the full cost and bring forward a particular precinct. If however a developer is prepared to pay the full servicing cost for a precinct cited as longer term, then that will reduce demand elsewhere and slow the filling up of another precinct (unless the new development is in a category which represents 'new' demand or a new industry – such as a large intermodal terminal for example).
- For the areas which are not currently zoned the timing is a guide to future rezoning and servicing. However, these areas may be brought forward by a developer prepared to incur the servicing costs and again this may reduce demand elsewhere.

Council should commit to tracking supply / demand more effectively to provide the basis for regular reviews of industrial lands, and the timing of 'new release' and servicing proposed here. This may include systematically monitoring Development Approvals, Construction Certificates, water connections or updating the audit undertaken for this study.



TABLE 1. FUTURE ROLE FOR EXISTING ZONED INDUSTRIAL AREAS

Consolidate current role	Proposed zone	Timing of development	Floorspace		Jobs				
			Current	2036 (remaining capacity)	Current	2036 (implied remaining capacity)			
Berkeley Vale Industrial	Additional opportunities for manufacturing and strategic industry growth	IN1 with a small amount of IN2 south of Enterprise Drive	254,299	371,315	0	6,790	10,856	0	
Charlhaven Industrial	Local service role for established residential communities to continue	IN2	119,174	157,176	0	1,781	2,271	0	
Dayalson Industrial	Regional and local service role to continue	IN1	9,403	11,989	0	1,072	1,506	0	
Foundersdale Industrial	Regional and local service role to continue	IN1	66,896	78,118	0	712	875	0	
Long Jetty Industrial Area	Local service role for established residential communities to continue	IN2	4,459	5,940	0	335	425	0	
Turnbly Gardens Industrial	Local service role for established residential communities to continue	IN2	32,058	44,714	0	1,450	2,020	0	
Transition with intensification as appropriate									
Tuggerah Business Park	Facilitate to evolve as part of a commercial and industry complex in Wyong, Tuggerah Major Centre, well connected to Sydney and nearby residential adjacent to the major arterial	B7	179,412	258,340	0	1,488	2,188	0	
Tuggerah Straight	Facilitate to evolve as part of a commercial and industry complex in Wyong, Tuggerah Major Centre well connected to Sydney and nearby residential adjacent to the major arterial	B5 along Pacific Highway; IN2 remainder; IN1 on east of Pacific Hwy	142,624	208,906	0	2,533	3,671	0	
Tuggerah Station Industrial	The western precinct can evolve with intensification as part of a commercial and industry complex in Wyong, Tuggerah Major Centre. Lake Road area should continue to provide a service industry role, with review appropriate in medium to longer term.	B5 on west; IN2 along Lake Road	23,130	36,051	0	1,488	2,188	0	
Durrinhah Industrial	Currently contains a mix of business employment. Specific role to be clarified in relation to university, Durrinhah Town Centre and other employment activities subject to the Durrinhah Master Plan process.	IN2	Capacity beyond 2036	3,319	4,841	4,624	1,234	1,838	1,756

Transition with intensification as appropriate	Proposed zone	Timing of development	Floorspace		Jobs				
			Current	2036	Current	2036			
North Wyong Industrial	B6 along Pacific Highway frontage; IN1 for remainder	Capacity to 2036	258,602	366,471	0	1,332	1,969	0	
Bateau Bay Industrial	IN2	Capacity to 2036	0	887	0	0	11	0	
WEZ Warriernale Business Park	B7	Capacity to 2025	166,535	426,578	0	1,726	4,143	0	
Gwardahlan Industrial	B3 in the north and IN2 in the south	Capacity to 2025	4,756	6,678	0	85	119	0	
<b>Protect and maintain for longer term industry prospects</b>									
Darlington	IN1	Very long – required by 2050+	0	0	746,856	0	0	9,714	
WEZ Sparks Road North*	IN1	Medium term – required by 2025+	26,961	150,829	150,616	493	2,367	2,383	
WEZ Airport Lands*	IN1	Medium term – required by 2025+	0	86,239	21,618	0	862	216	
WEZ North West*	IN1	Long term – required by 2036+	0	0	213,791	0	0	2,781	



Hunter Land	Vacant but already subdivided, longer term service and freight and logistics precinct. Should be part of a more detailed structure planning exercise to ensure strategic opportunities are protected	INI	Long term – required by 2036+	0	0	18,571	0	0	242
Wollarah No.2 Coal Site	Stated for colliery, not likely to develop in short to medium term but opportunity should be preserved. Suitable for interim uses that do not preclude a future industrial use. Should be part of a more detailed structure planning exercise to ensure strategic opportunities are protected	INI	Very long – required by 2050+	0	0	531,276	0	0	6,910
Bushells Ridge - Remainder	Larger lots and proximity to major arterial road make it ideal to accommodate future growth in freight and logistics. Should be part of a more detailed structure planning exercise to ensure strategic opportunities are protected	INI	Long term – required by 2036+	44,217	226,737	11,042	411	2,175	106
<b>TOTAL</b>				<b>1,308,846</b>	<b>2,239,257</b>	<b>1,312,370</b>	<b>22,487</b>	<b>36,868</b>	<b>18,728</b>

**TABLE 2. FUTURE ROLE FOR POTENTIAL INDUSTRIAL AREAS (NOT YET ZONED)**  
 Selective new release in short to medium term

	Proposed zone	Timing	Floorspace		Jobs			
			Current	2036	2036+ (remaining capacity)	Current	2036	2036+ (implied remaining capacity)
Craigie Avenue	86	Medium term (2025+) - P Location opposite hospital makes it a candidate to support a medical users cluster; needs to offer ancillary retail and services. No retail to be greater than 1000sqm.	0	11,301	0	0	141	0
NWSSP Warnervale South West	87	Medium term – required by 2025+ Appropriate for modern industry and some business park uses. Should be 'master planned' and remain in council ownership to ensure high quality development, and to ensure it complements Warnervale Town Centre. Restriction of pure office to 30% appropriate.	0	22,329	66,891	0	422	1,264
NWSSP Warnervale North East	IN2	Medium term – required by 2025+ The Warnervale and Precinct 7A release will need a service industry area. Of the potential industrial areas identified in the NWSSP this is likely to be the earliest to develop though alternative sites on the edge of the Town Centre or near the Warnervale South West area (on sites not yet identified) are also possible candidates. Will serve as an expansion area for Charmhaven.	0	9,497	117,741	0	211	2,616
NWSSP Bushfields Ridge North East	IN2	Medium term - required by 2025+ Part of NWSSP area, with a future service industry role. Adjacent to Wyee residential and not far from rail station. Could be a more intense employment area.	0	37,402	0	0	623	0

Reconsider in medium to long term	Proposed zone	Timing	Floorspace			Jobs		
			Current	2036	2036+ (remaining capacity)	Current	2036	2036+ (implied remaining capacity)
Darlington South	Current investigation area	Long term - required by 2036+	0	0	22,710	0	0	295
NWSSP Hue Hue Road	Land required after 2036 subject to review.	Very long - required by 2050+	0	0	95,391	0	0	1,241
NWSSP Warnemole North West	Land required after 2036 subject to review.	Very long - required by 2050+	0	0	197,824	0	0	2,573
NWSSP Doyabon South West	Land required after 2025 subject to review.	Long term - required by 2036+	0	46,226	45,078	0	573	559
NWSSP Doyabon West	Land required after 2036 subject to review.	Very long - required by 2050+	0	0	81,611	0	0	1,061
NWSSP Doyabon East	Land required after 2036 subject to review.	Very long - required by 2050+	0	0	76,598	0	0	996
NWSSP Doyabon North East	Land required after 2025 subject to review.	Medium term - required by 2025+	0	20,360	0	0	255	0
NWSSP Lake Munmorah	Land required after 2036 subject to review.	Long term - required by 2036+	0	0	251,611	0	0	3,273
Bulanderry WDP	Land required after 2036 subject to review.	Very long - required by 2050+	0	0	207,677	0	0	2,701
Possible Area Jilliby West	Land required after 2036 subject to review.	Very long - required by 2050+	0	0	446,256	0	0	5,804
<b>TOTAL</b>			<b>26,861</b>	<b>335,480</b>	<b>1,995,414</b>	<b>493</b>	<b>4,690</b>	<b>27,744</b>

Notes: \* If Biodiversity Certification is not achieved, vegetated portions of the WEZ which contain threatened species habitat may not be cleared. This may affect development yields.



# 1 INTRODUCTION

## 1.1 Study background

The Wyong Shire Employment Lands study has been developed having regard to aims from the Central Coast Regional Strategy (CCRS) and the Central Coast Regional Economic Development and Employment Strategy (REDES). These documents identify targets of 45,000 new jobs on the Central Coast over the next 25 years, including 27,000 new jobs in Wyong Shire. Wyong Shire Council intends to provide sufficient land to meet these targets, and Council's development of a comprehensive Local Environment Plan (LEP) will be important to ensure that employment lands are effectively accounted for in future land use planning, and in ways that effectively meet the requirements of industry.

The scope of the study is to promote economic activity and employment growth in Wyong Shire through an analysis of existing zoned industrial land and future employment lands, and to account for further opportunities relating to employment growth.

The terms of reference for the Employment Land Study and Industrial Land Audit include:

- Auditing of existing industrial land supply (amount, type, location, opportunities and constraints to development).
- Identification of trends in industrial and employment land, including local and regional demand.
- Investigation of opportunities for the reuse and possible intensification of underutilised industrial sites.
- Analysis of the strategies, policies and programs that guide future planning for Wyong's industrial precincts.
- Recommendations on land use, development control and permissibility of use within industrial zones to develop a zoning regime that facilitates economic development and employment generation.
- Providing the knowledge base to inform future planning of employment lands in Council's Comprehensive LEP 2012.

The Wyong Shire Employment Land Study and Industrial Land Audit (the study) is partly funded through the NSW Planning Reform Fund.

## 1.2 Key study issues and strategy responses

The brief for the study issued by Council contained a list of 10 'needs' for consideration. These have been further refined to be covered by five strategic themes and a sixth overarching implementation theme. The six strategic themes and how these address the 'needs' from the brief, are identified in Table 3.

**TABLE 3. STRATEGY AREAS AND RELATIONSHIP TO 'NEEDS' IDENTIFIED IN THE BRIEF**

Strategy area	'Needs' to be addressed from brief
1. Protecting the employment role of centres while also encouraging employment growth in the Shire by allowing new employment land activities	<p>Review permissible uses and the relationship (including both spatial and economic) between lands zoned for business/commercial purposes and industrially zoned land.</p> <p>Review potential impact of encroachment of non-industrial uses in industrial zones e.g. bulky goods style retail developments, churches, car yards, recreational uses etc.</p> <p>In planning for future industrial areas the economic viability of development in existing centres must be considered. For example many office based businesses have relocated from Wyong Township to the Tuggerah Business Park over the past 10 years. Particular issues of concern include encroachment of bulky goods retailing into industrial areas and business parks and establishment of office only activities in business parks. Proposals have also been put forward to Council to convert existing industrial land into business development zones and enterprise corridors to permit bulky goods retailing and office only uses in out of centre locations.</p> <p>Examine the existing and future role of business parks and potential to establish enterprise corridors in Wyong Shire acknowledging the overlap between technology and knowledge-based business, business parks, bulky goods retail and offices. Develop strategies to identify and foster an appropriate balance between industrial and office activities within business parks and ensure that bulky goods retailing is only conducted in appropriate locations.</p>
2. Deciding on the best location for competing candidates for new enterprise corridor and business park zonings	Identification of locations and recommend appropriate planning controls where business parks, enterprise corridors and specialised employment lands should be created in Wyong Shire.
3. Creating incentives and ensuring Wyong is cost competitive to attract jobs to employment land areas and achieve job targets in the CCRS	Identify incentives to make Wyong Shire more attractive as a destination for business (including any niche opportunities) which are available.
4. Considering the future for some 'marginal' industrial areas (e.g. WEZ, Bushells Ridge, Tuggerah station)	Identify suitable responses for dealing with zoned industrial land that may be unsuitable for industrial development e.g. environmentally and flood constrained land.
5. Considering innovative controls to allow for 'non-conventional' and emerging economic and employment activities	Outline strategies, policies and programs to guide development in future industrial precincts. Identify opportunities for new and emerging types of employment to inform Council's Settlement Strategy and Comprehensive LEP and DCP process.
<b>Implementation:</b> Meeting short, medium and long term demands in existing and proposed development areas, including a process for new release employment land areas	<p>Consider the amount of industrial land that may be required (e.g. general lot sizes, type, location, industrial zones etc.).</p> <p>Identify opportunities and constraints for expansion of existing industrial land, considering new and emerging industries, 'drivers of change' and comparative advantages by location and the distribution of current/future population. Given previous work the modelling component is not expected to be a major component of the project. Underdeveloped industrial land should be considered as an opportunity and strata title ownership as a constraint in any analysis.</p> <p>Consider the local drivers of demand for industrial space (i.e. land availability and affordability, infrastructure provision, population growth, clusters and industry specialism) and what are likely to be key forms of industrial development. Consider using the timeframes which align with the NSW Metropolitan Strategy i.e. 5, 10 and 25 years.</p> <p>Review competitive advantages/disadvantages of various industrial areas. This may also identify opportunities for development of new employment clusters.</p>

Council's brief also required SGS to ensure that any recommendation made to rezone existing industrial land would be considered in the context of the "Summary of the Strategic Assessment Checklist", as provided in Action E3.2 of the Metropolitan Plan.

### 1.3 Contents

The study is structured as follows:

- **Section 2** provides an overview of local context within Wyong Shire, including an account of existing employment lands, demographic trends (at headline level), and labour market/economic baseline profiling. A summary of existing and emerging local economic trends is also provided, to introduce the context for employment planning in the Shire.
- **Section 3** provides an overview of the strategic context for development within Wyong Shire, with specific reference to industry and employment land trends affecting the sub-region. The wider competitor offer and emerging issues in the area of industrial land provision are also discussed.
- **Section 4** includes the demand and supply analysis. It utilises the audit information and a constrained and unconstrained land analysis for the supply data and references the Bureau of Transport Statistics for the demand side figures, though adjusts these upwards to ensure the government's Regional Strategy target is used as the planning basis. The precincts are rated for their suitability for different broad land uses. Demand (converted to floorspace in broad land use categories from employment by industry figures) is allocated to precincts until they 'fill up'. The residual potential is then re-allocated to precincts with capacity, based on the precinct's suitability to host any particular broad land use and the 'match' with the overflow demand being allocated.
- **Section 5** outlines Wyong's employment lands future, covered by six strategic themes. In the implementation section the future of each precinct is identified, including the proposed zoning, possible timing for development, current and future area and associated potential jobs. The analysis includes opportunities to meet both short and long term demand.

Appendix 1 contains the industrial audit information. It includes an overview of the findings from a total LGA perspective as well as precinct by precinct analysis of issues and the proposed zoning.



## 2 THE LOCAL CONTEXT

### 2.1 Introduction

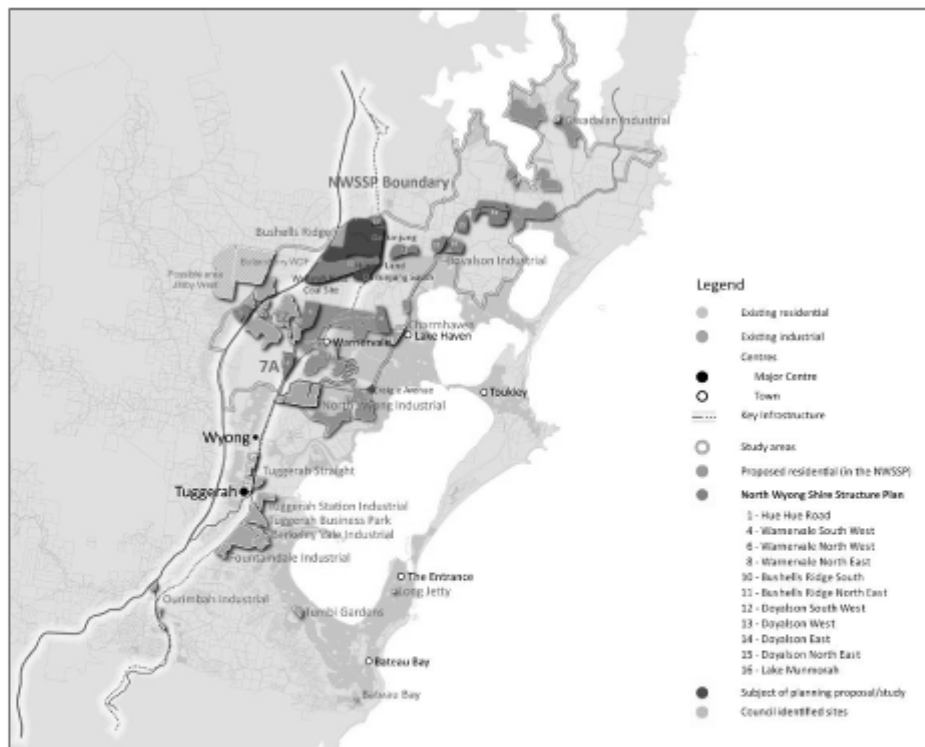
This section explores the local context for this study. The location of Wyong Local Government Area (LGA) and its geographical context are described. A labour force and industry profile are provided and highlight changes in employment growth, unemployment, occupational structure, size of industries and how they have changed.

### 2.2 Location

Wyong Shire Council administers planning and development matters pertaining to the social, economic, biophysical and built environments over approximately 830 square kilometres, 90 kilometres north of Sydney and 75 kilometres south of Newcastle. The population of the Shire is currently distributed across a number of settlements, with Wyong (suburb) being the largest population hub. Patterns of settlement tend to be concentrated east of the F3 Transit Corridor, with regional emerging centres being located at Tuggerah, and in future, Warnervale.

Figure 1 provides an overview of locational characteristics for the Wyong Shire area, including the location of existing and proposed employment land precincts.

**FIGURE 1. LOCATIONAL SETTING FOR EXISTING AND PROPOSED EMPLOYMENT LANDS IN WYONG SHIRE**



Source: SGS Economics and Planning, 2012

**Precincts already zoned for industrial (all with at least some existing development except where indicated) are:**

- Bateau Bay Industrial Area (no existing development)
- Berkeley Vale Industrial Area
- Bushells Ridge including the precincts of:
  - Wallarah No. 2 colliery proposal (no existing development),
  - Hunter Land (no existing development),
  - Bushells Ridge North East (no existing development),
  - Darkinjung (no existing development) and
- Bushells Ridge remainder.
- Charmhaven Industrial Area
- Doyalson Industrial Area
- Fountaindale Industrial Area
- Gwandalan Industrial Area
- Long Jetty Industrial Area
- North Wyong Industrial Area
- Ourimbah Industrial Area
- Tuggerah Business Park
- Tuggerah Station Industrial
- Tuggerah Straight
- Tumbl Gardens Industrial
- Wyong Employment Zone including the precincts of:
  - Sparks Road North (no existing development),
  - Warnervale Business Park (no existing development),
  - NW WEZ and
  - the Airport lands

**The proposed areas are:**

- Craigie Avenue site
- South Darkinjung
- Land identified in the NWSSP (but not including land in Bushells Ridge which is included above):
  - Hue Hue Road
  - Warnervale South West (Council owned land)
  - Warnervale North West
  - Warnervale North East
  - Doyalson South West
  - Doyalson West
  - Doyalson East
  - Doyalson North East
  - Buttonderry Waste Disposal Facility
  - Possible Area Jilliby West

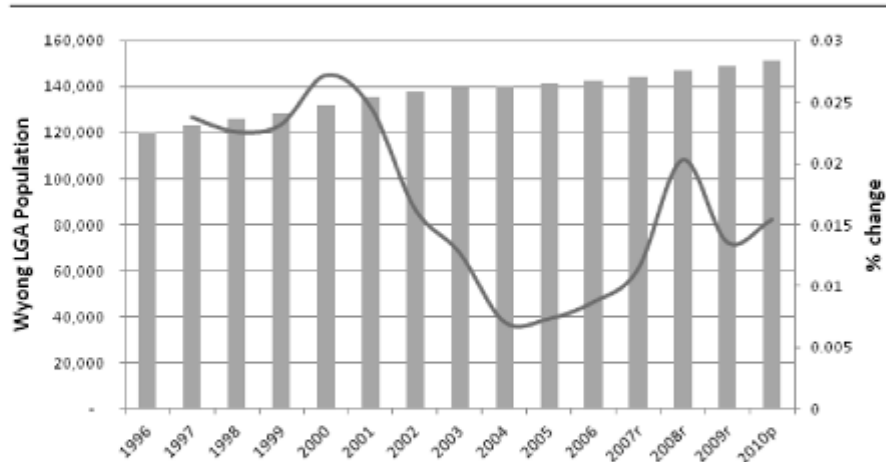
These areas were all considered in the study.

## 2.3 Population

The Wyong LGA has an estimated resident population (ERP) of 151,527<sup>2</sup>. The population growth rate in Wyong fell from a high of 2.7 percent per year in 2000 to around 0.7 percent per year in 2004 (Figure 2). The rate of growth increased to be around 2.0 percent per year by 2008, but has again fallen to around 1.5 percent per year. The recent trend is toward lower rates of population growth.

<sup>2</sup> ABS (2010), 3218.0 – Regional Population Growth.

FIGURE 2. WYONG ESTIMATED RESIDENT POPULATION, 1996-2010



Source: ABS, 2010; SGS Economics and Planning, 2012

The recent decline in levels of population growth is mirrored by a decline in the number of residential subdivision approvals, and also feeds the lower than expected future growth projections for the Shire<sup>3</sup> (Informed Decisions 2011). While significant growth is still anticipated, particularly the planned Greenfield residential release areas in Warnervale, a number of additional demographic factors need to be considered when accounting for future population including:

- A high proportion of residents aged 60 years and over compared to the NSW average. Population ageing in the LGA is among the highest in NSW, when considered with relation to the percent of residents in older age cohorts relative to the rest of the population.
- A lower than average proportion of residents aged 20 to 34 years compared to the NSW average. While this reflects the structural nature of existing population age cohorts, it is also likely to be influenced by local factors relating to the availability of employment and tertiary education opportunities when compared to Greater Sydney and Newcastle.
- A relatively higher proportion of young residents aged 0 to 14 years (14.8%) compared to Gosford (13.7%) and the NSW average (13.4%).

A number of local demographic factors are consistent with broad regional themes identified in the 2008 Central Coast Regional Strategy, which highlighted the following influences to population profiles:

- Young families moving to the region, contributing to high birth rates, and by extension an increase in the number of residents aged 0-14 years, and
- An influx of retirees who have increasing life expectancy, leading to an increased number of single person households in traditional retirement areas.

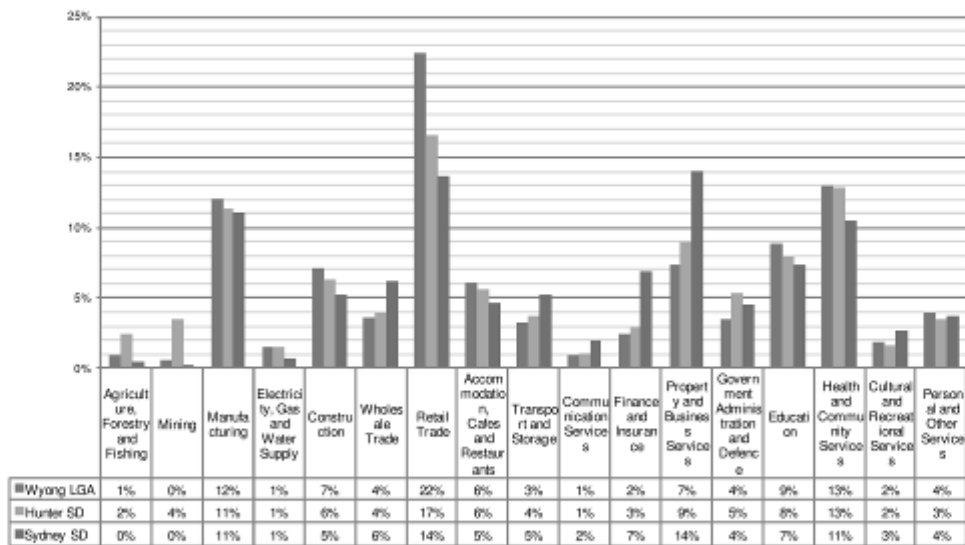
The Central Coast Regional Strategy identifies the need for 17,500 dwellings to accommodate projected population growth to 2031. This equates to an average of more than 700 dwellings per year over this period. Future housing development is expected across the Shire, with a major centre at Tuggerah-Wyong, focused on business activity, housing and employment generation, and town centres at Bateau Bay and Warnervale.

## 2.4 Employment and economic baseline

Figure 3 shows the share of employment by industry in Wyong LGA, Hunter Statistical District (SD) and Sydney SD in 2006. For instance, the figure below shows that in 2006, 22 percent of 36,351 jobs in the LGA were in retail trade while the same industry accounted for 14 percent of 1.7 million jobs in Sydney SD and 17 percent of 219,788 jobs in Hunter SD.

<sup>3</sup> Informed Decisions (2011).

FIGURE 3. EMPLOYMENT BY INDUSTRY IN 2006: WYONG LGS, SYDNEY SD AND HUNTER SD



Source: ABS Census (2006), SGS calculations. Note: One digit, ANZSIC 1993 classification.

This analysis shows that in terms of employment in Wyong LGA, the largest industries in 2006 were retail trade (22 percent), health and community services (13 percent) and manufacturing (12 percent). The Hunter SD had a similar industry structure (in terms of employment) with retail trade (17 percent), health and community services (13 percent) and manufacturing (11 percent) comprising the majority of employment in the SD. In contrast, the majority of employment in Sydney SD is in property and business services. This is likely to be driven by businesses choosing city locations to derive agglomeration benefits.

Table 4 shows the percentage change in employment by industry, between 2001 and 2006 for Wyong LGA against changes in the Hunter SD and Sydney SD. Total employment in Wyong LGA employment grew by 17 percent between 2001 and 2006, while it grew by 10 percent in Hunter SD and 4 percent in Sydney SD. Growth in the Wyong LGA was offset only by a decline in employment within the mining industry. This strong employment growth in Wyong reflects strong population growth in this period (as new retailing, health and education activities 'follow' residential development), but also a modest maturing of the local economy.

**TABLE 4. PERCENTAGE CHANGE IN EMPLOYMENT BETWEEN 2001 AND 2006**

Industry	Wyong LGA	Hunter SD	Sydney SD
Accommodation, Cafes and Restaurants	2%	5%	-1%
Agriculture, Forestry and Fishing	1%	-15%	-20%
Communication Services	13%	-6%	-17%
Construction	19%	20%	9%
Cultural and Recreational Services	3%	3%	-3%
Education	19%	13%	14%
Electricity, Gas and Water Supply	9%	17%	7%
Finance and Insurance	42%	22%	9%
Government Administration and Defence	44%	26%	28%
Health and Community Services	43%	20%	17%
Manufacturing	12%	5%	-9%
Mining	-62%	26%	34%
Personal and Other Services	14%	9%	4%
Property and Business Services	6%	14%	-2%
Retail Trade	21%	5%	2%
Transport and Storage	33%	9%	8%
Wholesale Trade	0%	-8%	0%
Total	17%	10%	4%

Source: ABS (2001) and (2006), SGS calculations.

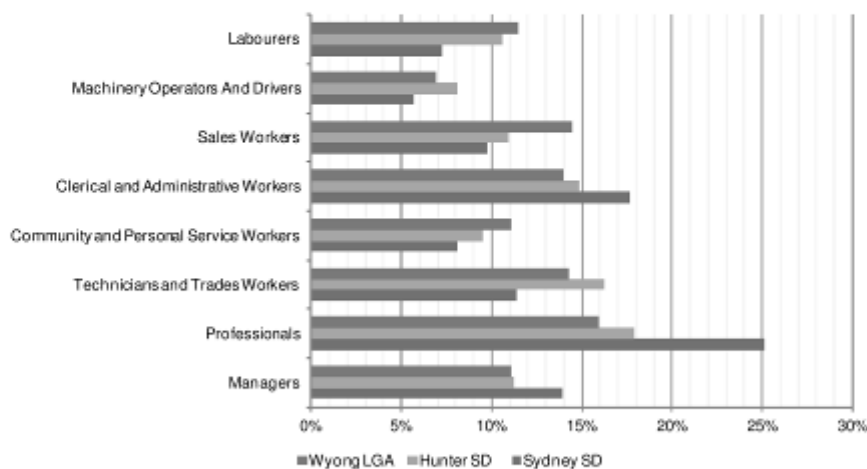
In Wyong Shire, finance and insurance, government administration and defence, and health and community services all expanded at rates above 40 percent between 2001 and 2006. It should be noted that in 2001, of these three industries only health and community services made up over 10 percent of total employment.

In contrast, mining declined by 62 percent from 2001 to 178 jobs in 2006. This suggests that mining is gradually moving away from Wyong. All other industries in Wyong have experienced stable job growth.

In comparison, the Hunter SD and Sydney SD have experienced strong growth in mining. Similar to Wyong LGA, the Hunter experienced considerable growth in finance and insurance, government administration and defence, and health and community services.

Interestingly, Wyong has experienced higher growth in communication services, manufacturing, personal and other services, retail trade, transport storage and wholesale trade than Hunter SD or Sydney SD.

Figure 4 shows the share of employment by occupation in Wyong LGA, Hunter SD and Sydney SD in 2006. In 2006, 16 percent of 36,351 jobs in the LGA were in professional jobs while the same occupation accounts for 25 percent of jobs in the Sydney SD and 18 percent of jobs in the Hunter SD.

**FIGURE 4. EMPLOYMENT BY OCCUPATION IN 2006: WYONG LGA, HUNTER SD AND SYDNEY SD**

Source: ABS Census (2006), SGS calculations (2012).

The majority of workers in Wyong LGA are employed as professionals (16 percent in 2006). Clerical and administrative staff, sales workers and technicians and trades workers each make up 14 percent of employment in the LGA.

Compared to Sydney SD, professionals in Wyong LGA make up a smaller share of the workforce while sales workers, labourers, and community and personal service workers make up a greater share of the workforce. Broadly speaking this suggests that employment in Wyong LGA is low to semi-skilled.

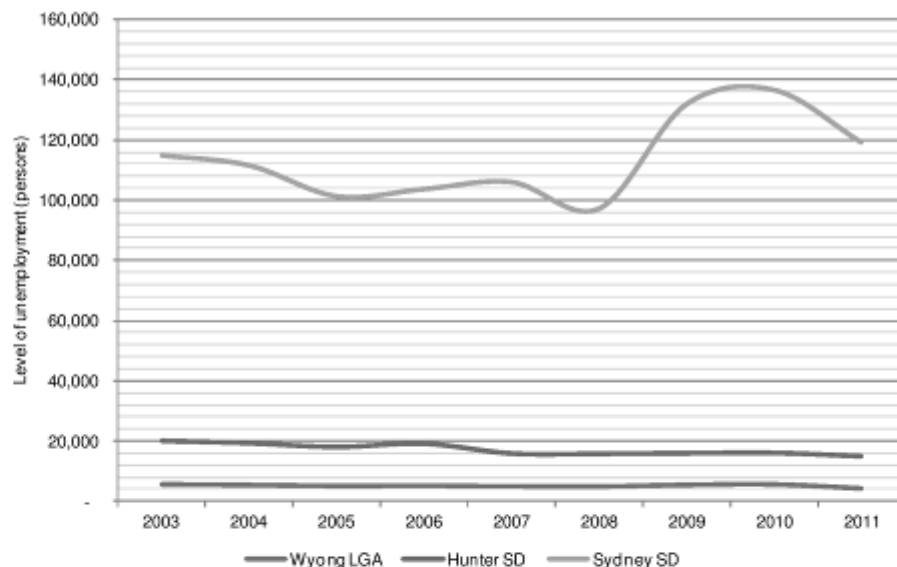
Barring sales workers, the occupational structure of the Wyong LGA was broadly similar to Hunter SD in 2006. More specifically, Hunter SD had a slightly higher share of professionals, technicians and trades workers, community and personal service workers; while the Wyong LGA had a greater share of sales workers.

### Labour force profile

In addition to understanding the employment profile of a location, it is also useful to analyse its available labour force. This is because (as a regional economy) a significant proportion of jobs in the Wyong LGA are taken up by the local labour force.

Figure 5 shows the number of unemployed persons in Wyong LGA, Hunter SD and Sydney SD from 2003 to 2011. Due to the differences in size of each area's labour force (and population), Sydney SD and Hunter SD have much higher levels of unemployment than Wyong LGA as measured by volume. Notwithstanding, the Wyong LGA has a much higher rate of unemployment as measured by percentage. More importantly, it is evident that compared to Sydney SD or Hunter SD, Wyong LGA has experienced more stable levels of unemployment over the last eight years. On average, unemployment in Wyong has been steady at approximately 5000 per year while it has been more volatile for both the Sydney and Hunter regions. This could be due to marginal job growth and younger workers moving out of the LGA.

**FIGURE 5. LEVEL OF UNEMPLOYMENT: WYONG LGA, HUNTER SD AND SYDNEY SD**



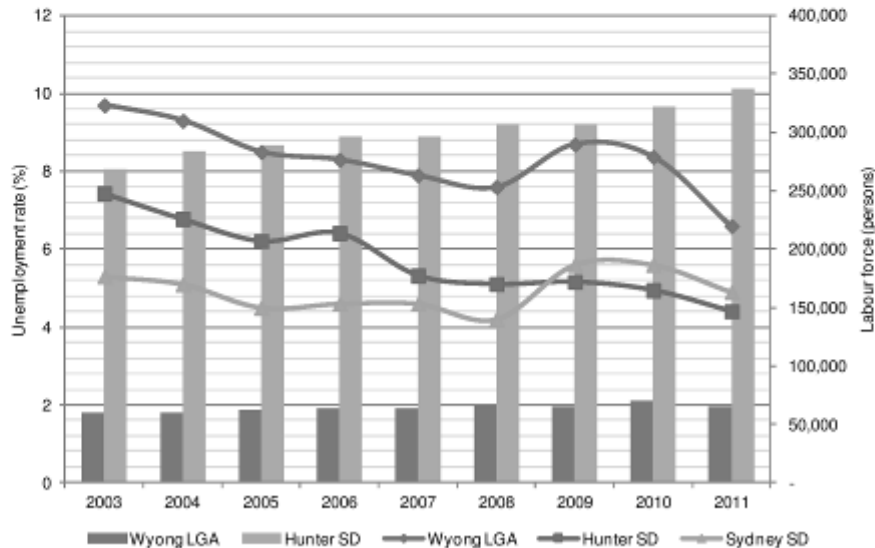
Source: DEEWR, Small Area Labour Market data, 2003-2011<sup>4</sup>.

Figure 6 shows the unemployment rate for Wyong LGA, Hunter SD and Sydney SD and number of persons in the labour force (for Wyong LGA and Hunter SD) from 2003 to 2011. The number of persons in the labour force is given by the bars (the vertical axis on the right) while the unemployment rate is shown by the lines (the vertical axis on the left). This indicates that while Wyong's labour force has been growing gradually, its unemployment rate has been declining at a faster rate. Overall, employment has increased at a greater rate than the labour force. A similar pattern is apparent for Hunter SD.

<sup>4</sup> Note that all data is smoothed and for the year ending June

This indicates that employment growth would need to increase at a greater rate to reduce the unemployment rate (and level) further. It is important to note that the unemployment rate has reduced considerably, from 9.7 percent in 2003 to 6.6 percent in 2011.

**FIGURE 6. LABOUR FORCE LEVEL AND UNEMPLOYMENT RATE: WYONG LGA, HUNTER SD AND SYDNEY SD**



Source: DEEWIR, Small Area Labour Market data, (2003) to (2011).<sup>5</sup>

### Location quotient analysis

A Location Quotient (LQ) is calculated by dividing the proportion of local jobs within a particular industry in Wyong LGA by the proportion of jobs within that industry in a benchmark area such as Sydney SD. If the proportion of jobs in a local industry is higher than that of the benchmark area, the industry will show a location quotient of greater than 1. This may indicate that the local industry is relatively strong with a local specialisation, and suggests that the industry is 'export focused', possibly serving markets outside just the local area.

Table 5 shows the 2006 Location Quotients for two digit ANZSIC Industries in Wyong which constitute at least 1 percent of total employment in the LGA. Other industries with relatively high LQ are also reported.

**TABLE 5. LOCATION QUOTIENT BY TWO DIGIT ANZSIC INDUSTRY, 2006**

Industry	LQ relative to Sydney SD	LQ relative to Gosford-Wyong SSD	Share of total employment in LGA
<b>Industries with shares greater than 1%</b>			
Food Retailing	2.02	1.18	10%
Personal and Household Goods Retailing	1.50	1.04	10%
Education	1.19	1.10	9%
Health Services	1.09	0.76	8%
Accommodation, Cafes and Restaurants	1.30	1.04	6%
Business Services	0.45	0.85	5%
Community Services	1.60	0.96	4%
Construction Trade Services	1.48	1.10	4%
Government Administration	0.92	0.78	4%
Food, Beverage and Tobacco Manufacturing	1.88	1.16	3%
General Construction	1.15	1.04	3%
Motor Vehicle Retailing and Services	1.30	0.90	2%

<sup>5</sup> Note that all data is smoothed and for the year ending June. Labour force levels for Sydney SD are not reported as they are much higher than Wyong LGA or Hunter SD and would result in an unclear comparison of the data.

Road Transport	1.23	1.37	2%
Machinery and Equipment Manufacturing	1.04	1.10	2%
Personal Services	1.29	0.95	2%
Property Services	1.04	0.97	2%
Other Services	0.91	1.06	2%
Metal Product Manufacturing	1.49	1.29	2%
Finance	0.47	1.08	2%
Sport and Recreation	1.23	1.05	1%
Personal and Household Good Wholesaling	0.49	0.80	1%
Wood and Paper Product Manufacturing	2.04	1.43	1%
Electricity and Gas Supply	2.84	1.67	1%
Machinery and Motor Vehicle Wholesaling	0.54	1.09	1%
Manufacturing, undefined	1.23	1.21	1%
Other industries with high LQ (relative to Sydney SD)			
Commercial Fishing	6.11	1.01	0.1%
Mining, undefined	3.86	1.27	0.1%
Coal Mining	3.57	2.39	0.3%
Agriculture	2.06	0.90	0.8%
Agriculture, Forestry and Fishing, undefined	1.91	1.18	0.0%
Non-Metallic Mineral Product Manufacturing	1.54	1.23	0.7%

Source: SGS calculations, based on ABS (2001) and (2006) Census. 6

The LQ analysis shows that compared to Sydney SD (and Gosford-Wyong SSD), the Wyong LGA has particular strengths in Food Retailing and Personal and Household Good Retailing. Both industries have high LQs as well as industry shares. Accommodation, Cafes and Restaurants, Construction Trade Services, Community Services and Food, Beverage and Tobacco Manufacturing all have relatively high specialisation with some concentration of employment.

Electricity and Gas supply and Wood and Paper Product Manufacturing are smaller in size compared retail in Wyong. However, these industries have a high LQ (over 2) indicating high specialisation compared to Sydney SD and Wyong-Gosford SSD.

Coal Mining and Commercial Fishing – both very small in size, have a very high LQ (6.11 and 3.86 respectively) compared to Sydney SD. This suggests high specialisation with some opportunity for potential employment growth.

The location quotient analysis conducted above serves to identify industries of comparative strength for additional consideration and analysis. Successful regional development strategies are focused on building and nurturing local businesses with the capacity to generate 'export income' for the local region. In broad terms, the above analysis reveals that Wyong LGA is specialised in retailing, some manufacturing and to a lesser extent some services.

### Growth share analysis

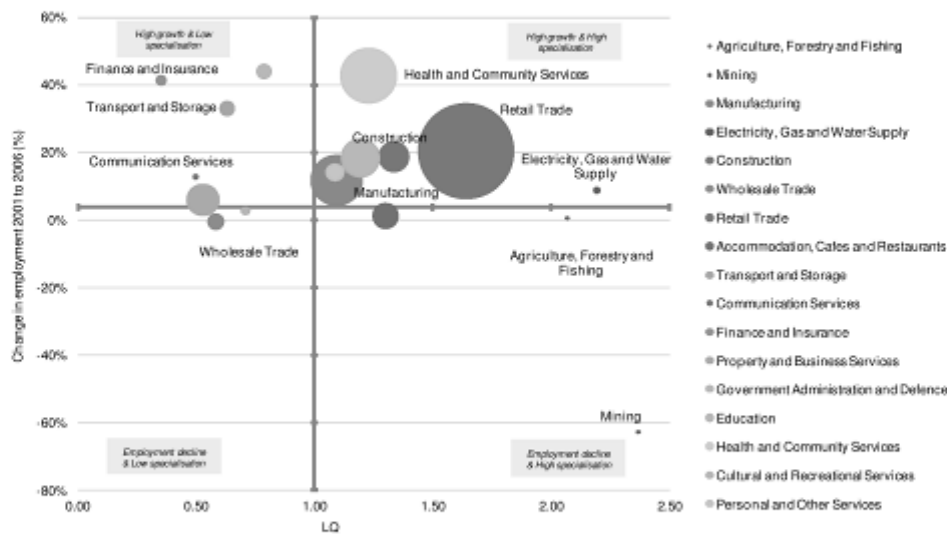
Using information from the 2001 and 2006 Censuses, an analysis of the change in industries has been undertaken through growth-share analysis. This involved an assessment of the relative size and specialisation of key industries (or industry clusters) and their recent change (relative to the benchmark total growth in employment). By assessing the recent relative growth against the benchmark a number of things can be ascertained: specialisation and size of key industries or groups of industries; an indication of whether those industries are in a 'seed' stage of development; are in a phase of transformation (and potential decline); are emerging industries; or if they are established and expanding industries. Analysing industries or clusters in this way assists in the understanding of appropriate policies to guide their further growth and development, or to prioritise actions for economic development facilitation across various industry sectors.

Figure 7 shows the growth share analysis diagram for Wyong LGA compared to Sydney SD. The LQ is on the horizontal axis while the change in employment is on the vertical axis. The horizontal axis crosses the vertical axis at 3.8 percent as it is the growth rate of employment in Sydney SD between 2001 and 2006. This implies that any industry above this line is growing faster than the benchmark average. The size of the marker represents the relative size of the industry within the LGA. The north-eastern quadrant shows specialised industries experiencing growth in employment, while the north-western quadrant shows employment growth and low specialisation. The bottom half of the diagram shows industries experiencing a decline in employment with the south-eastern quadrant indicating high specialisation and the south-western quadrant indicating low specialisation. Only some industries in the diagram have been labelled.

<sup>6</sup> 2003 ANZSIC two digit industry classification.



FIGURE 7. GROWTH SHARE ANALYSIS FOR WYONG LGA COMPARED TO SYDNEY SD



Source: SGS, 2011 based on ABS 2001 and 2006 Census data. Note: ANZSIC 1993 industry classification has been used to note change over time.

This analysis reveals that only mining has experienced a decline in employment. Given that the size of the mining industry in Wyong LGA (178 jobs in 2006) is relatively small, the closure of a single mine could have effected this change. All other industries have experienced positive growth in employment.

However, compared to average growth in employment of 3.8 percent in Sydney SD, Agriculture, Forestry and Fishing, Mining, Wholesale Trade, Accommodation, Cafes and Restaurants and Cultural and Recreational Services in the LGA have experienced much lower growth in employment.

Nearly half of the 19 ANZSIC industries in the LGA reveal some level of specialisation. Even though it is relatively small, electricity, gas and water has the highest specialisation. Much larger industries such as retail trade and health, and community service have experienced high growth and are considerably specialised. Retail trade – the largest industry in the LGA, has experienced a 21 percent increase in employment and is highly specialised with an LQ of 1.64. Manufacturing and construction are two other industries that have experienced considerable growth and are highly specialised. Given that these industries have experienced strong historical growth and are specialised, there is potential for further expansion and capacity utilisation.

Service industries such as Finance and Insurance, Transport and Storage, Property and Business services and Communication services have experienced positive employment growth (mostly above the Sydney SD average). However, in relative terms, these industries are not specialised to the LGA. Given the current (2006) size of these industries and recent growth it conceivable that there is room for further growth (and improved specialisation) in these industries.

## 2.5 Emerging issues

Wyong LGA has a much higher rate of unemployment than the regional average, implying that future employment growth needs to increase at a greater rate to reduce the unemployment rate (and level) further. Compared to the Sydney or Hunter regional averages, the Wyong LGA has also experienced more stable levels of unemployment over the last eight years, with marginal job growth.

In broad terms, the occupational structure of the Wyong LGA is similar to that of the Hunter region, with a slightly lower share of employment of professionals, technicians and trades workers, community and personal service workers. However, the level of similarity between the Wyong and Hunter regions tends to be low beyond labour force similarities. Comparatively, Wyong LGA displayed:

- Pronounced employment growth in the finance and insurance, government administration and defence, and health and community service sectors, which have grown at roughly double the rate reported in the Hunter region and up to triple the rate for the Sydney region. However, of these three industries, only health and community services comprised more than 10 percent of total employment in 2001.

- High levels of industry specialisation and growth in health and community services and retail trade sectors. Factors relating to retirement-led migration and ageing of the existing population are likely to have exerted an influence on the growth and specialisation of these sectors.
- High levels of employment growth (as measured by percentage of residents employed) in communication services, manufacturing, personal and other services, property and business services, and transport storage than either the Hunter or Sydney regions.
- Lower than average levels of growth in employment in agriculture, forestry and fishing, accommodation, cafes and restaurants, and culture and recreation services.

Appropriate policy settings could potentially increase specialisation in the context of continual employment growth in the high performing sectors outlined above. The wider economic trends and local market issues that affect the employment patterns in the Wyong LGA are explored in Section 3.