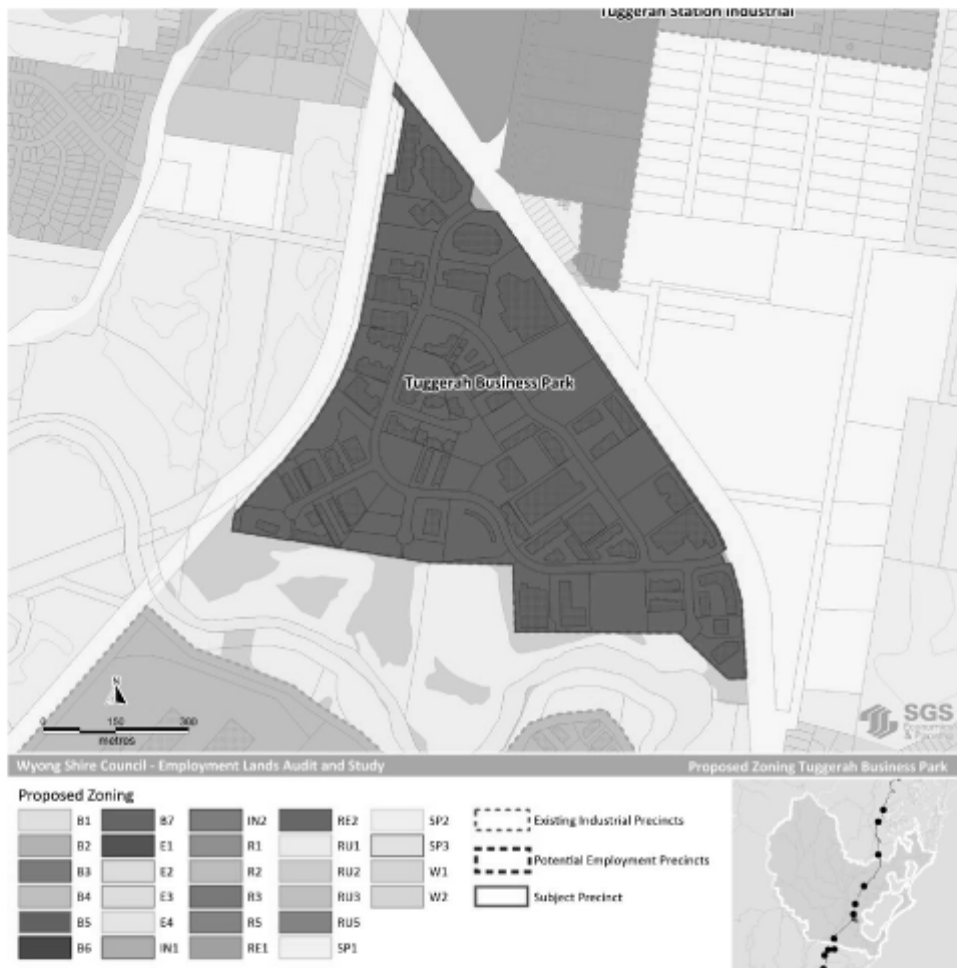


FIGURE 55. TUGGERAH BUSINESS PARK PROPOSED ZONING

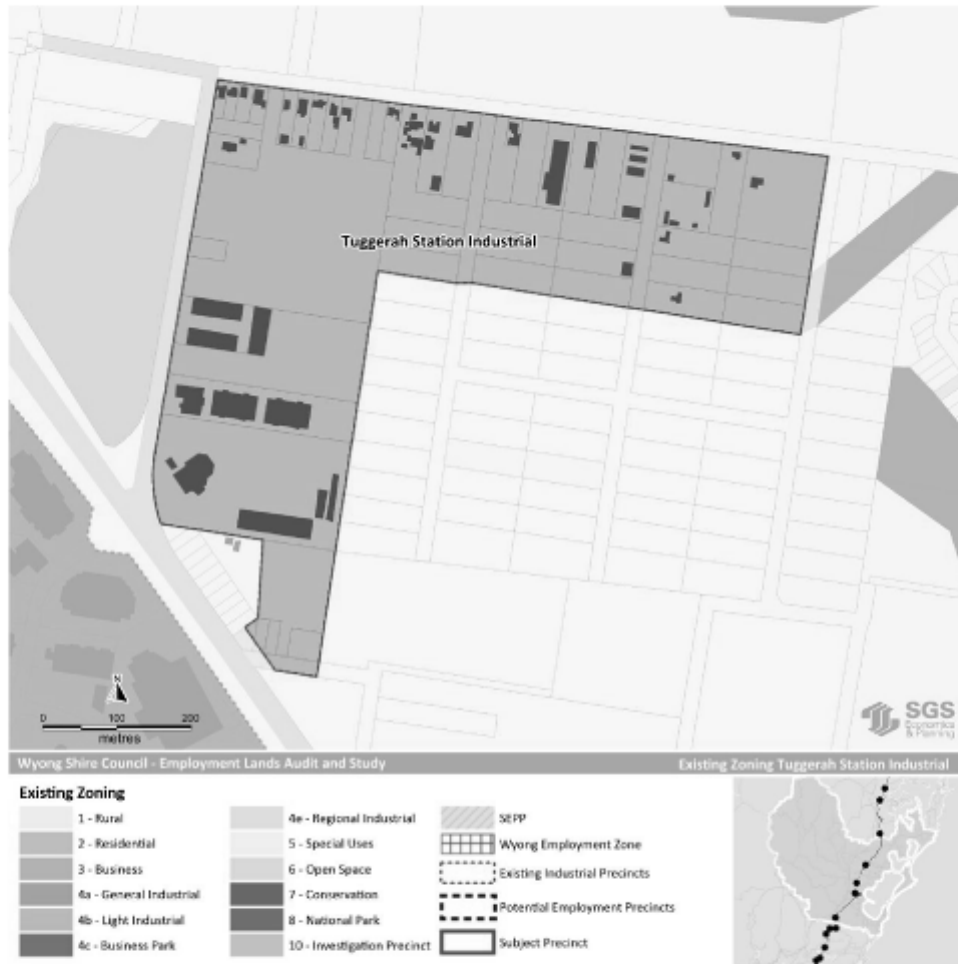


### Tuggerah Station Industrial

*Precinct character*

Tuggerah Station Industrial is zoned 4b Light Industrial under the Wyong Environmental Plan 1991 (Figure 56).

**FIGURE 56. TUGGERAH STATION ZONING MAP**



Source: SGS Economics and Planning, 2012

Tuggerah Station Industrial precinct occupies an urban fringe site near Tuggerah station and Wyong Road. The precinct accommodates light industrial in a site with flooding constraints. Tuggerah Station Industrial currently has 30,045 square metres of floorspace at an FSR of 0.2:1. Local Light industrial is the most dominant land use with 45 percent of total floorspace, followed by Bulky Goods Retail with 15 percent.

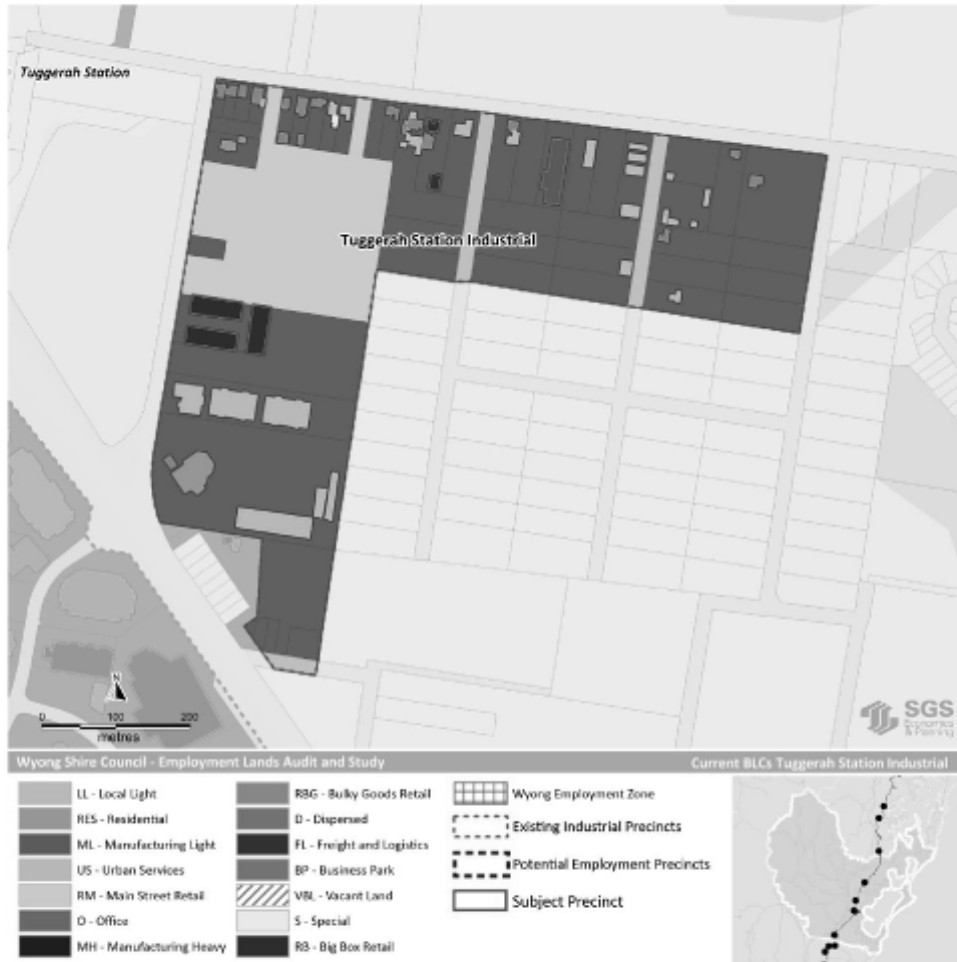
*Precinct audit*

Local Light industrial is the most dominant land use with 45 percent of total floorspace, followed by Bulky Goods Retail with 15 percent. There are 137 jobs in Tuggerah Station Industrial with Bulky Goods Retail being the largest employer (58 percent) followed by Mainstreet Retail (22 percent). At a one-digit ANZSIC level, the largest employer is Retail Trade (80 percent).

Tuggerah Station Industrial has 11.8 hectares of vacant land, which comprises 15 percent of total industrially zoned land area. There is 6,512 square metres of vacant floorspace which is around 7 percent. It has an average job density of 1 job per 219 square metres of floorspace or 13 jobs per hectare.

The precinct has a low overall FSR of 0.2:1.

FIGURE 57. TUGGERAH STATION AUDIT FINDINGS

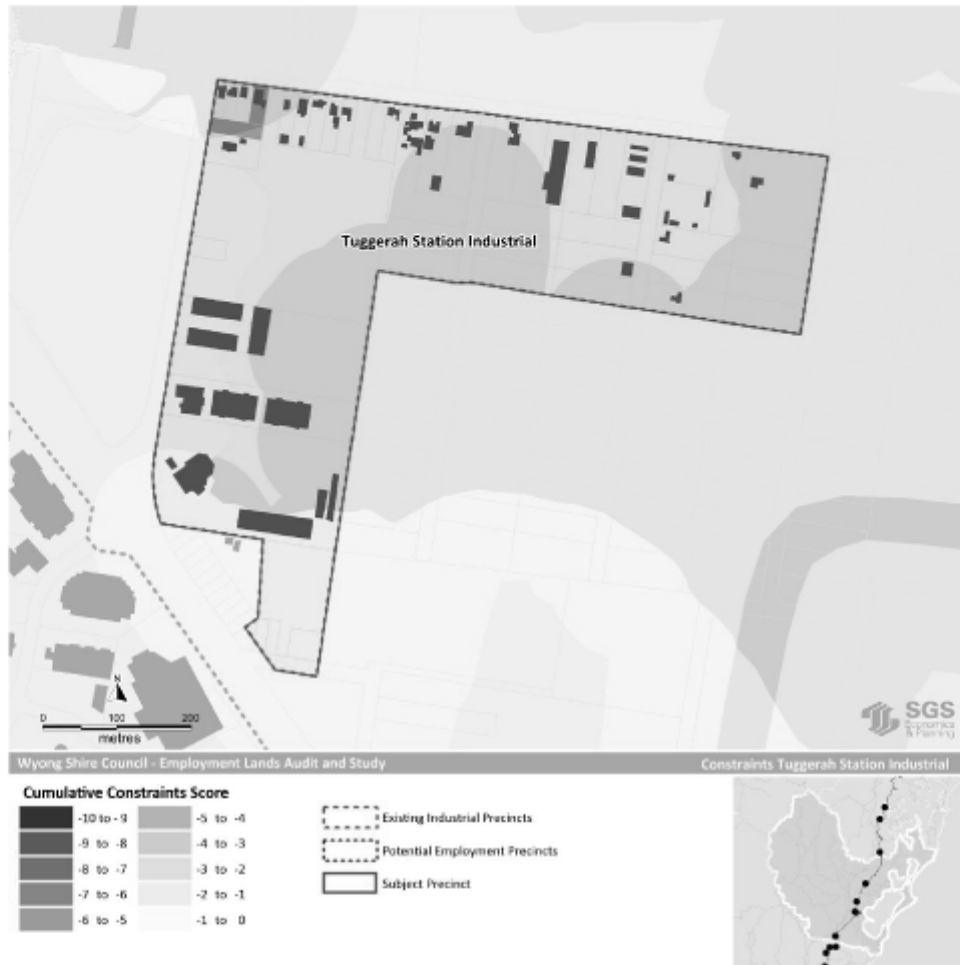


Source: SGS Economics and Planning, 2012

**Opportunities and constraints**

Based on our opportunities analysis Tuggerah Station Industrial is ranked 15<sup>th</sup> out of 34 existing and potential employment precincts with a constraint score of -7.3. Flooding is the biggest constraint to the site (Figure 58). Based on our locational based BLC criteria, Local Light industrial and Light Manufacturing are the most suitable industries for Tuggerah Station Industrial.

FIGURE 58. TUGGERAH STATION CONSTRAINTS



Source: SGS Economics and Planning, 2012

#### Key assets and issues

- A weak industrial profile.
- Not pedestrian friendly (lack of footpaths).
- Several properties fronting Lake Road are in disrepair.
- Parts of the site are subject to flooding. To enable development it may be necessary to fill low lying areas to enable development.

#### Future role

Transform Tuggerah Station Industrial into an enterprise and business development area in the medium to long term.

To do this, two options are worth exploring (with the second favoured).

- The first would be to introduce a maximum FSR of say 0.2:1 and a maximum impervious surface, to maximise overland flow and absorption. Council engineers (or perhaps independent consulting engineers) would be asked to assess whether this could moderate the need for such an elaborate engineering solution and therefore the development costs. This approach would make the area a low cost, low intensity economic area

- The second is to allow a much greater range of uses and development activities and more intense development, to generate the value to 'pay' for the increased engineering costs. A business development zone would be introduced to facilitate the change.

Propose zoning the precinct as a combination of B5 and IN2 zones with the western end forming part of the enterprise area around Tuggerah station, and the eastern half remaining a light industrial area, until such time as the above alternatives are considered.

FIGURE 59. TUGGERAH STATION INDUSTRIAL PROPOSED ZONING



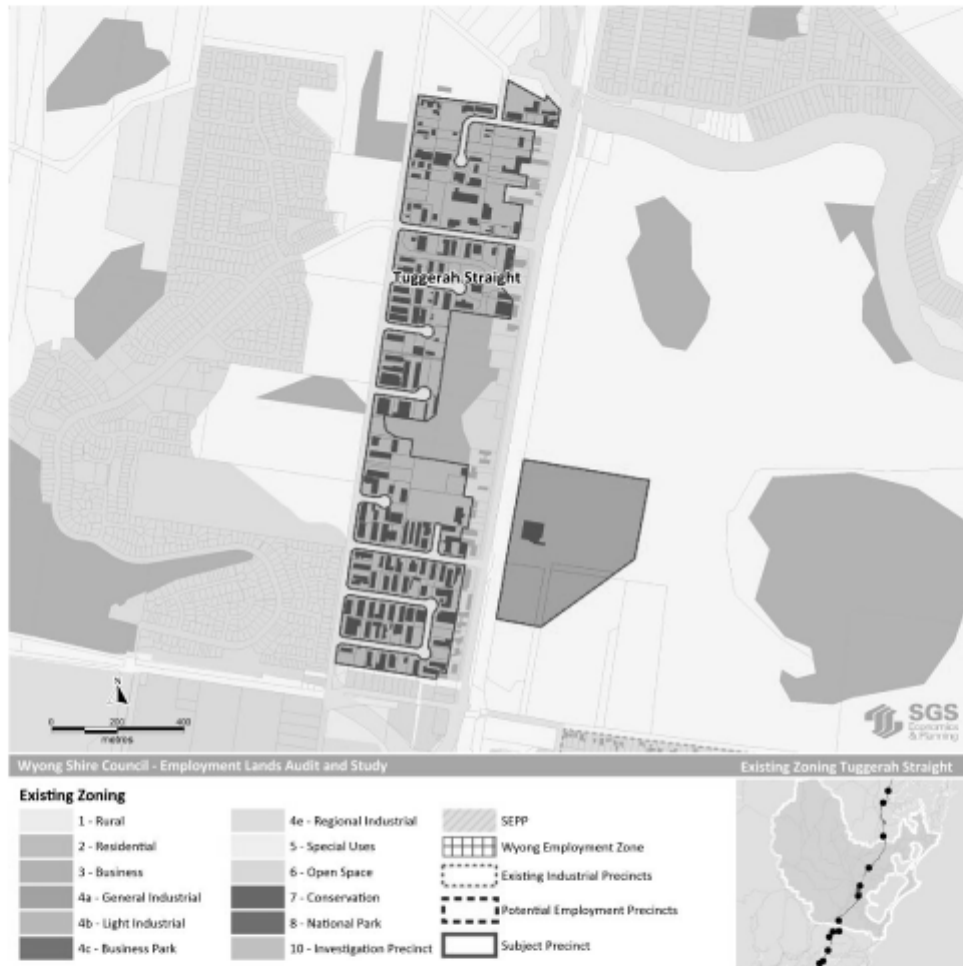
Source: SGS Economics and Planning, 2012

### Tuggerah Straight

*Precinct character*

Tuggerah Straight is zoned 4b Light Industrial and 3 Business under the Wyong Environmental Plan 1991 (Figure 60).

**FIGURE 60. TUGGERAH STRAIGHT ZONING MAP**



Source: SGS Economics and Planning, 2012

The area encompasses a diverse range of traditional industrial activities, ranging from small light industrial enterprises orientated towards supporting the local economy - enterprises servicing the automotive and construction industries with some larger strategic industry as well. The Pacific Highway frontage is a strip style development with characterised by mostly bulky goods retailing and light industrial.

Tuggerah Straight currently has 144,251 square metres of floorspace at an FSR of 0.2:1. Local Light industrial is the most dominant land use with 39 percent of total floorspace, followed by Light Manufacturing with 25 percent of total floorspace.

Major tenants currently include Australian Senior Publishing, Wideline (Manufacturing of commercial and domestic doors and windows).

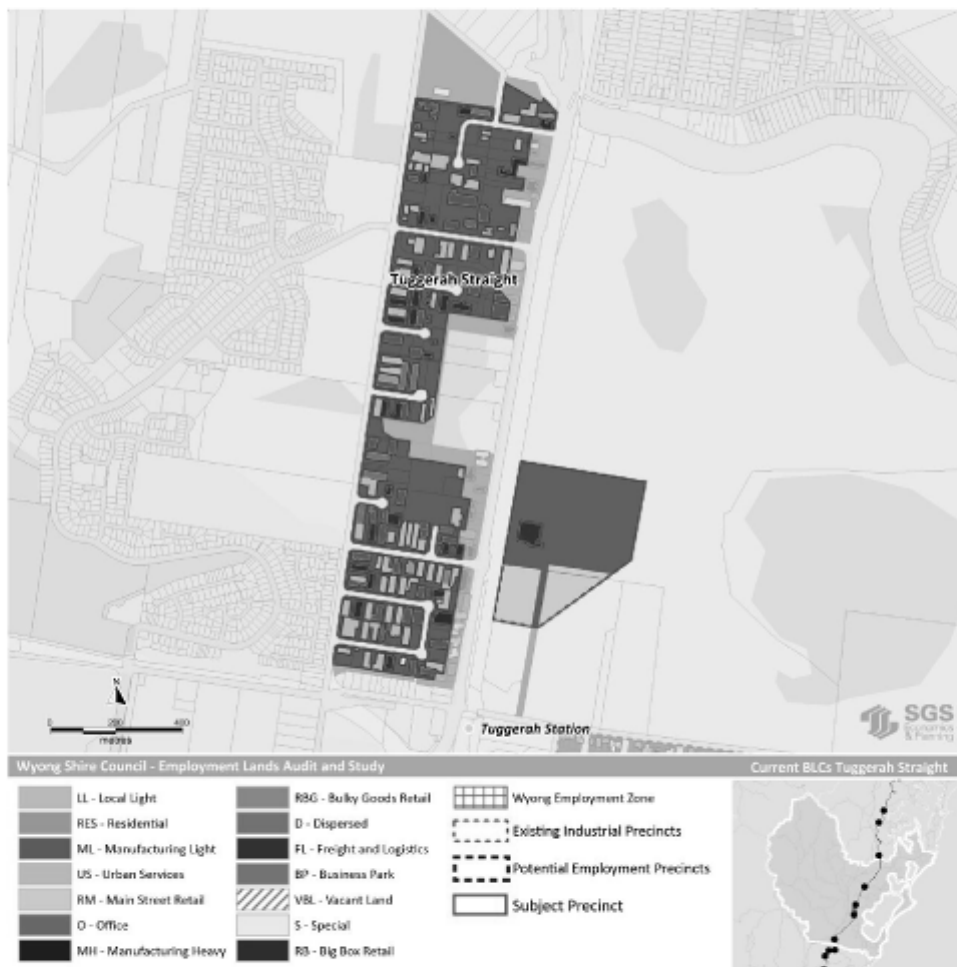
**Precinct audit**

Local Light industrial is the most dominant land use with 39 percent of total floorspace, followed by Light Manufacturing with 25 percent of total floorspace. There are 1,054 jobs in Tuggerah Straight with Light Manufacturing being the largest employer, with 34 percent of the total workforce followed by Local Light industrial at 31 percent. At a one-digit ANZSIC level, the largest employers are Electricity, Gas, Water and Waste Services (19 percent), Other Services (16 percent) and Manufacturing (15 percent).

Tuggerah Straight has approximately 44,300 square metres of vacant land (39,172 unconstrained), which comprises 5 percent of total industrially zoned land area. There are 15,087 square metres of vacant floorspace in Tuggerah Straight (17 percent). It has an average job density of 1 job per 137 square metres of floorspace or 16 jobs per hectare.

The precinct has an overall FSR of 0.2:1.

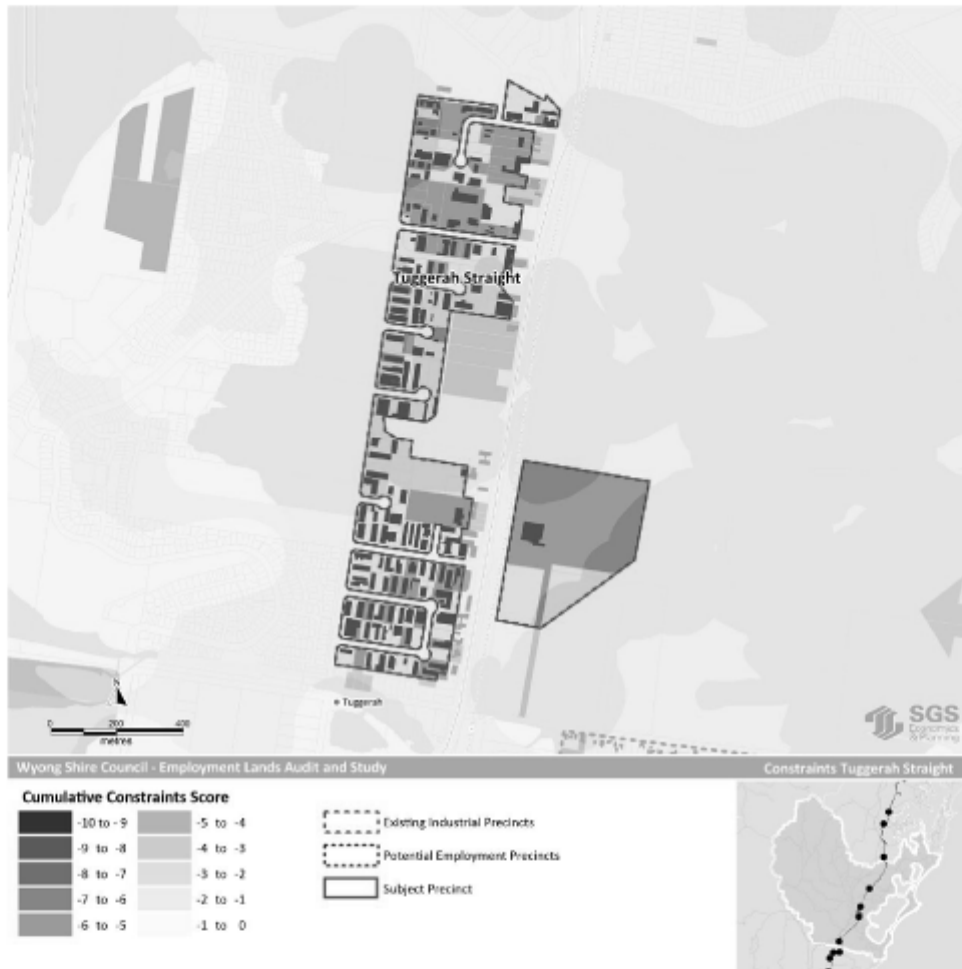
**FIGURE 61. TUGGERAH STRAIGHT AUDIT FINDINGS**



**Opportunities and constraints**

Based on our opportunities analysis Tuggerah Straight is ranked 10<sup>th</sup> out of 34 existing and potential employment precincts with a constraint score of -5.2 (Figure 62). Based on our locational based BLC criteria, Local Light industrial and Light Manufacturing are the most suitable industries for Tuggerah Straight.

FIGURE 62. TUGGERAH STRAIGHT CONSTRAINTS



Source: SGS Economics and Planning, 2012

**Key assets and issues**

- Access to Tuggerah station. Ease of access to Pacific Highway for small vehicles.
- Flooding affects entire area, particularly the southern part. May need to maintain/upgrade drainage.
- Lack of access for large trucks.
- Northern area has issues with street lighting and safety

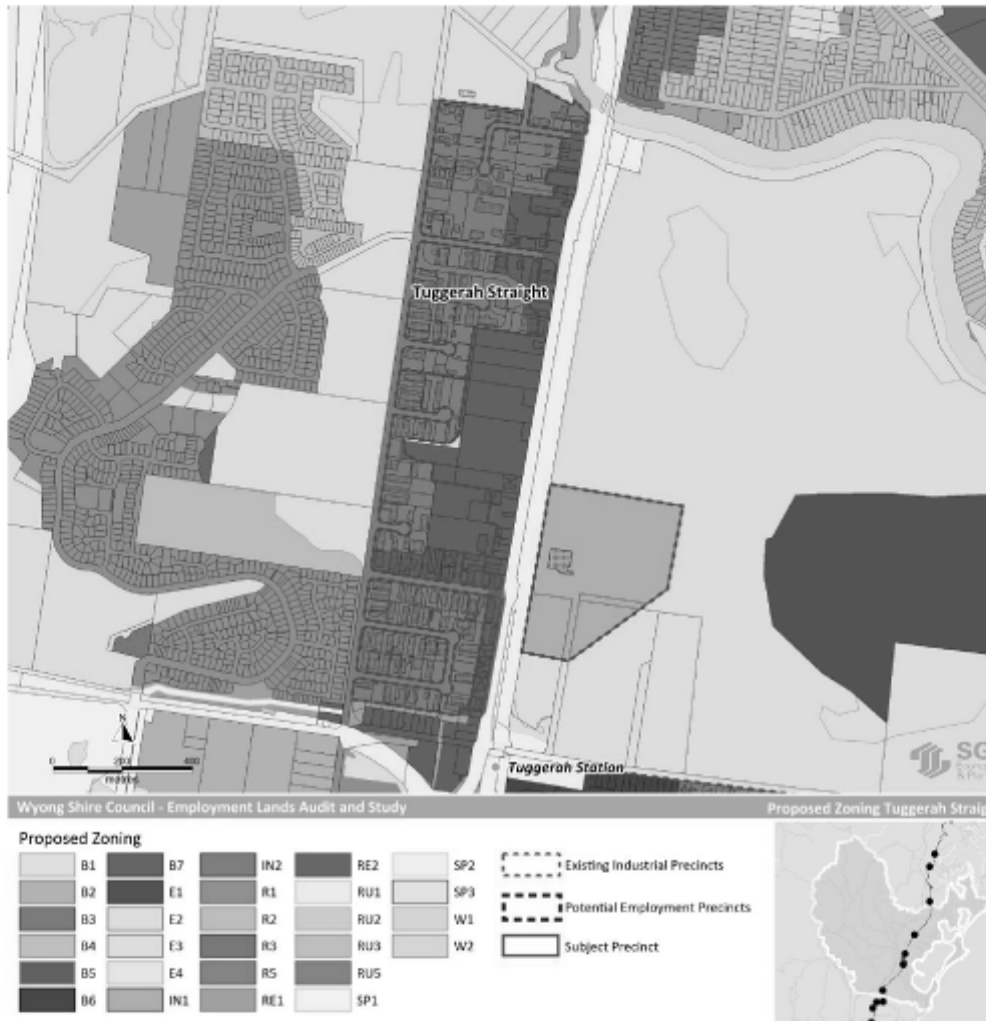
**Future role**

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 roads.

Propose to zone the precinct IN2 with B5 along Pacific Highway.



FIGURE 63. TUGGERAH STRAIGHT PROPOSED ZONING



## Tumbi Gardens Industrial

### Precinct character

Tumbi Gardens is zoned 4b Light Industrial under the Wyong Environmental Plan 1991 (Figure 64).

FIGURE 64. TUMBI GARDENS INDUSTRIAL ZONE MAP



Source: SGS Economics and Planning, 2012

Tumbi Gardens is an urban site located adjacent to Wyong Road. Tumbi Gardens currently has 32,058 square metres of floorspace at an FSR of 0.4:1. It is dominated by local light industrial uses (65 percent of total floorspace) the precinct also includes Light Manufacturing (18 percent) and Freight and Logistics (14 percent) uses. Most businesses in this area service the building and automotive industries.

### Precinct audit

Local Light industrial is the most dominant land use with 65 percent of total floorspace, followed by Light Manufacturing (18 percent) and Freight and Logistics (14 percent). There are 192 jobs in Tumbi Gardens with Local Light industrial being the largest employer, with 85 percent of the total workforce. At a one-digit ANZSIC level, the largest employers are Other Services (34 percent), Wholesale Trade (28 percent) and Construction (18 percent).

Tumbi Gardens has 697 square metres of vacant land, which comprises less than 1 percent of total industrially zoned land area. There is 1,626 square metres of vacant floorspace in Tumbi Gardens, representing 2 percent of total floorspace. It has an average job density of 1 job per 167 square metres of floorspace or 22 jobs per hectare.

The precinct has an overall FSR of 0.37:1.

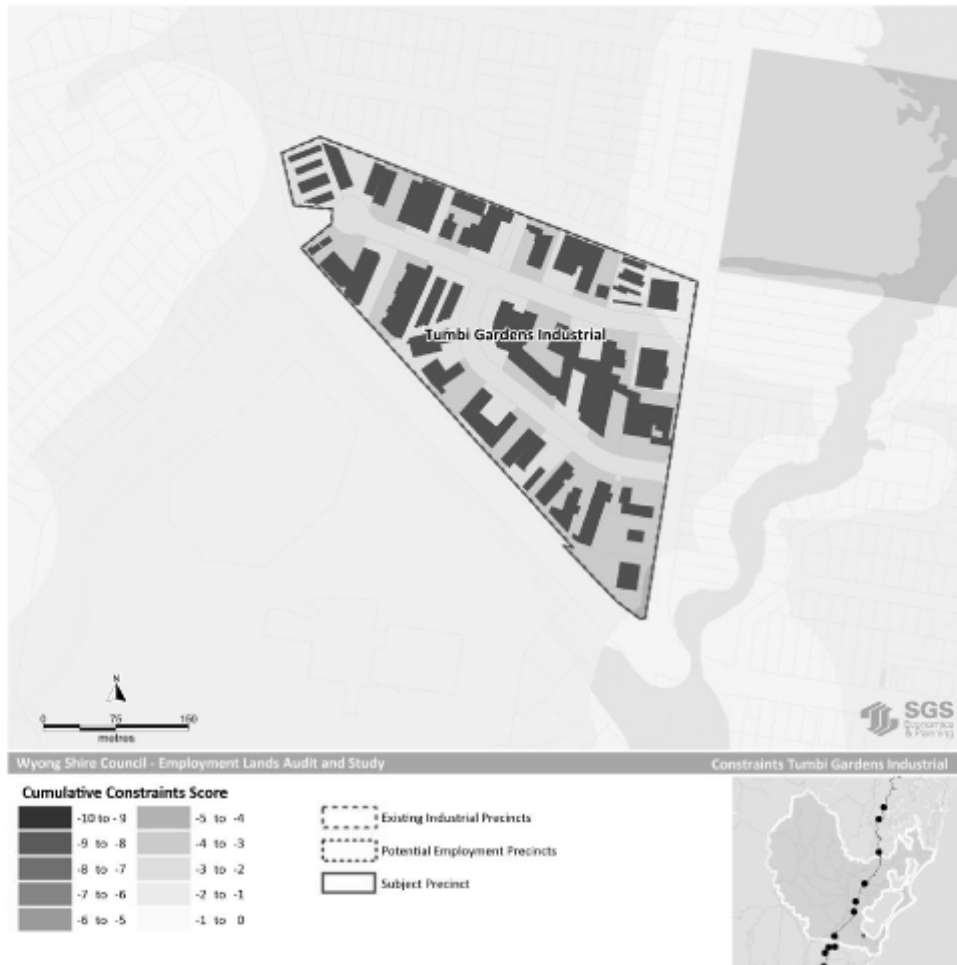
FIGURE 65. TUMBI GARDENS AUDIT FINDINGS



*Opportunities and constraints*

Based on our opportunities analysis Tumbi Gardens is ranked 2<sup>nd</sup> out of 34 existing and potential employment precincts with an overall constraints score of -1.0 (Figure 66). Based on our locational based BLC criteria, Local Light industrial and Light Manufacturing are the most suitable industries for Tumbi Gardens.

FIGURE 66. TUMBI GARDENS CONSTRAINTS



Source: SGS Economics and Planning, 2012

**Key assets and issues**

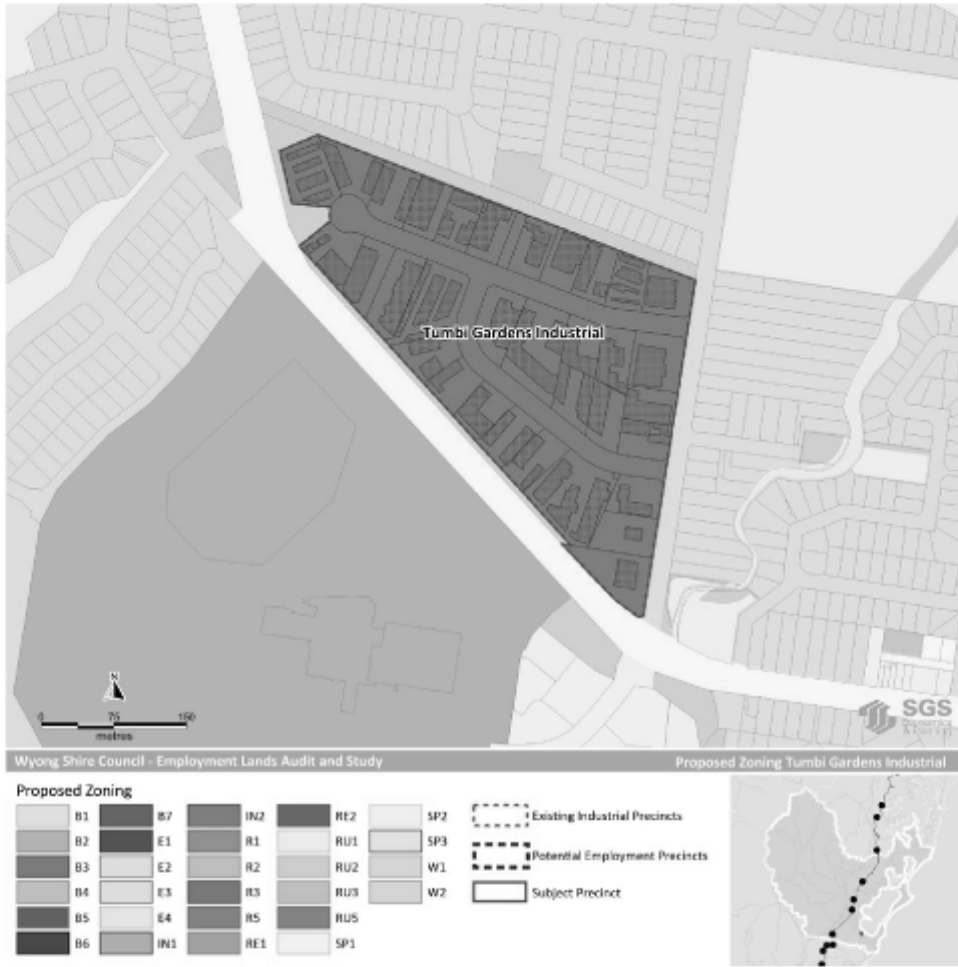
- Ease of access to Wyong Road was considered an important asset, but was offset by other traffic issues relating to Clare Mace Crescent.
- Maintenance of southern road (Clare Mace Crescent) is an issue for business (particularly automotive repair businesses).
- Multiple tenants complained of the requirement to maintain trees along Wyong Road that back onto their lots.

**Future role**

There is limited growth potential as the precinct is already built-up. The local service role for established residential communities to continue.

The IN2 zone is proposed for the precinct.

FIGURE 67. TUMBI GARDENS PROPOSED ZONING



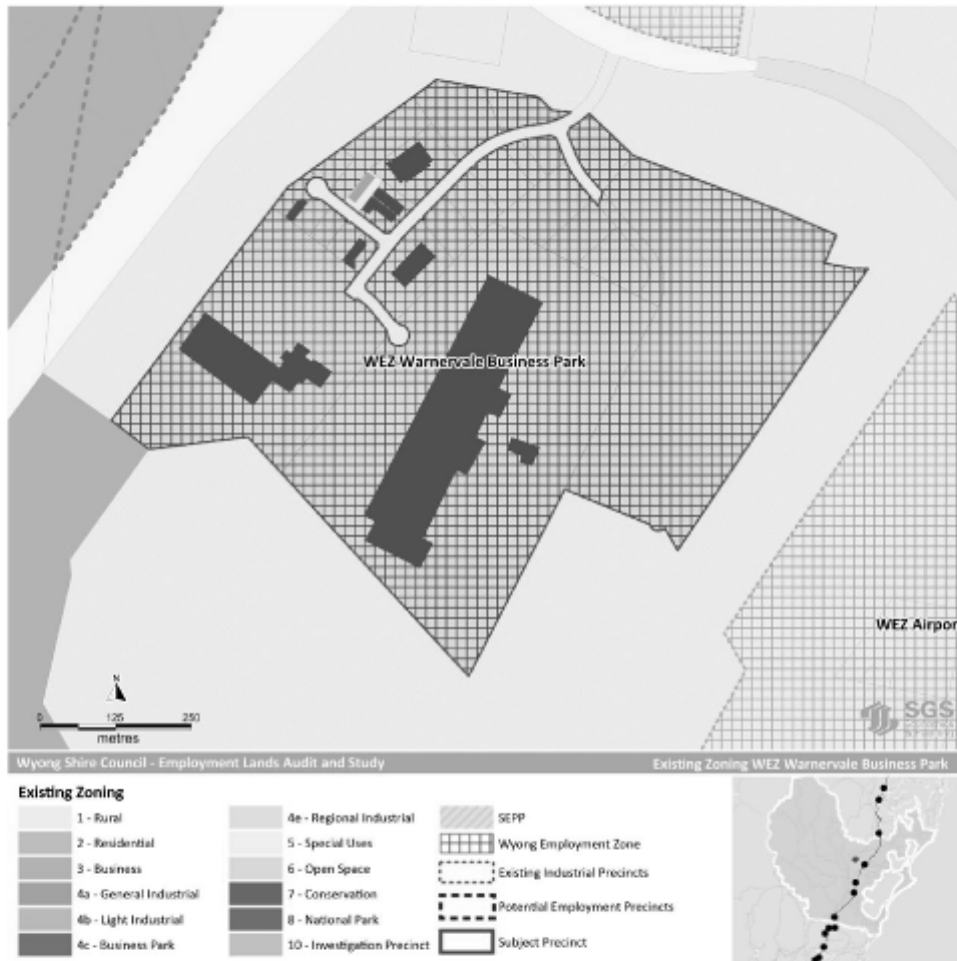
Source: SGS Economics and Planning, 2012

**Wyong Employment Zone – Warnervale Business Park**

*Precinct character*

Wyong Employment Zone (WEZ) is zoned as a SEPP Major Development zone under the Wyong Environmental Plan 1991 (Figure 68).

**FIGURE 68. WYONG EMPLOYMENT ZONE – WARNERVALE BUSINESS PARK ZONING MAP**



Source: SGS Economics and Planning, 2012

The location adjacent to the F3 Freeway provides a strategic transport advantage to this precinct. Wyong Employment Zone – Warnervale Business Park currently has 32,058 square metres of floorspace at an FSR of 0.4:1. Local light industrial is the most dominant land use with 65 percent of total floorspace, followed by Light Manufacturing with 18 percent of total floorspace.

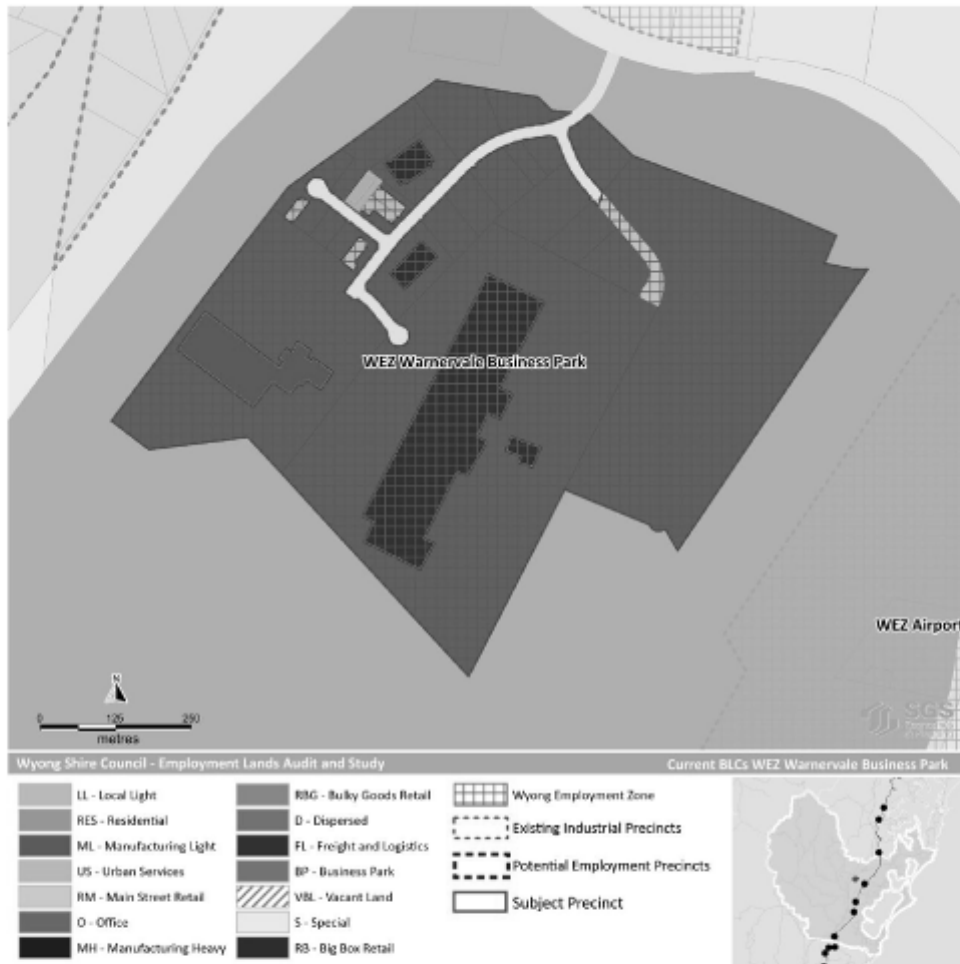
*Precinct audit*

Local light industrial is the most dominant land use with 65 percent of total floorspace, followed by Light Manufacturing with 18 percent of total floorspace. There are 192 jobs in the Warnervale Business Park. Local light industrial is the largest employer, with 85 percent of the total workforce. At a one-digit ANZSIC level, the largest employers are Transport, Postal and Warehousing (85 percent) and Manufacturing (11 percent).

The precinct has 61 hectares of vacant land (8.3 hectares of which is unconstrained). It has an average job density of 1 job per 167 square metres of floorspace or 22 jobs per hectare.

The precinct has a low overall FSR of 0.4:1.

FIGURE 69. WYONG EMPLOYMENT ZONE – WARNERVALE BUSINESS PARK AUDIT FINDINGS

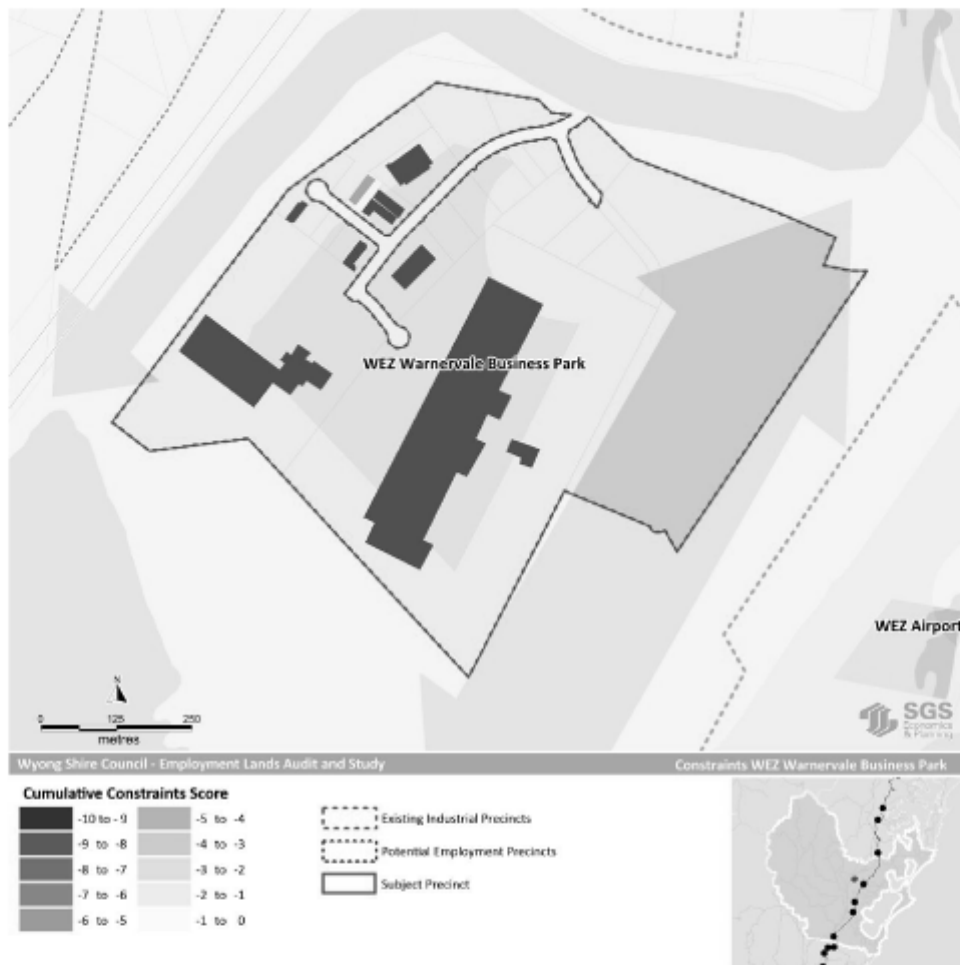


Source: SGS Economics and Planning, 2012

**Opportunities and constraints**

Based on our opportunities analysis WEZ Warnervale Business Park is ranked 7<sup>th</sup> out of 34 existing and potential employment precincts with an overall constraints score of -2.6 (Figure 70). Based on our locational based BLC criteria, Freight and Logistics and Heavy Manufacturing are the most suitable industries for WEZ Warnervale Business Park.

FIGURE 70. WYONG EMPLOYMENT ZONE – WARNERVALE BUSINESS PARK CONSTRAINTS



Source: SGS Economics and Planning, 2012

#### Key assets and issues

- Fragmented lot ownership and environmental constraints may inhibit future development.
- The cost of key enabliity infrastructure including water harvesting, roads and intersections and drainage, is high.
- There is the potential for a proposed automobile precinct (i.e. car sales, car garages, etc.) and service station which are currently enabled by site specific clauses in the SEPP (Major Development) provisions.
- The airport and timing on its possible redevelopment
- Other outstanding issues including Biocertification

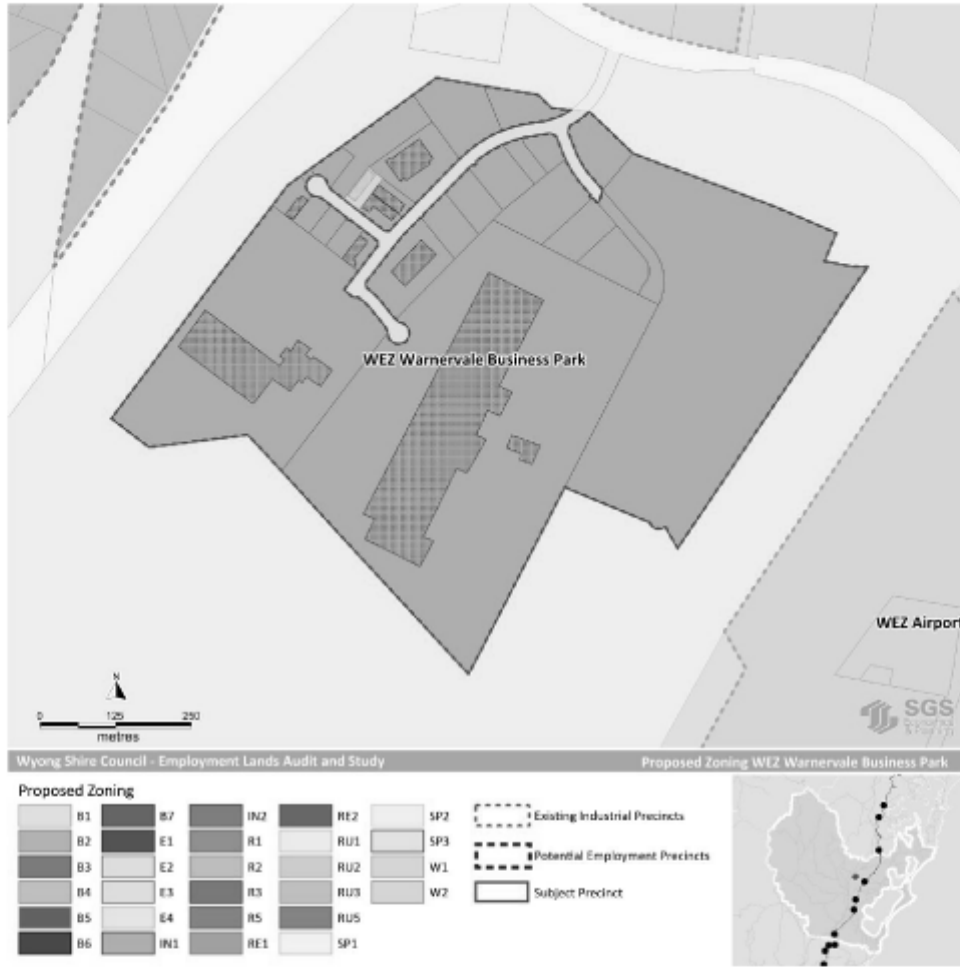
#### Future role

Larger lots and location on major arterial road make it ideal to accommodate future growth in freight and logistics. There may be an opportunity to create a smaller, more intensive commercial precinct as part of the development, providing business services to freight and logistics activities. It should be protected and maintained for longer term industry prospects.

The IN1 zone is proposed for the precinct.



FIGURE 71. WYONG EMPLOYMENT ZONE – WARNERVALE BUSINESS PARK PROPOSED ZONING



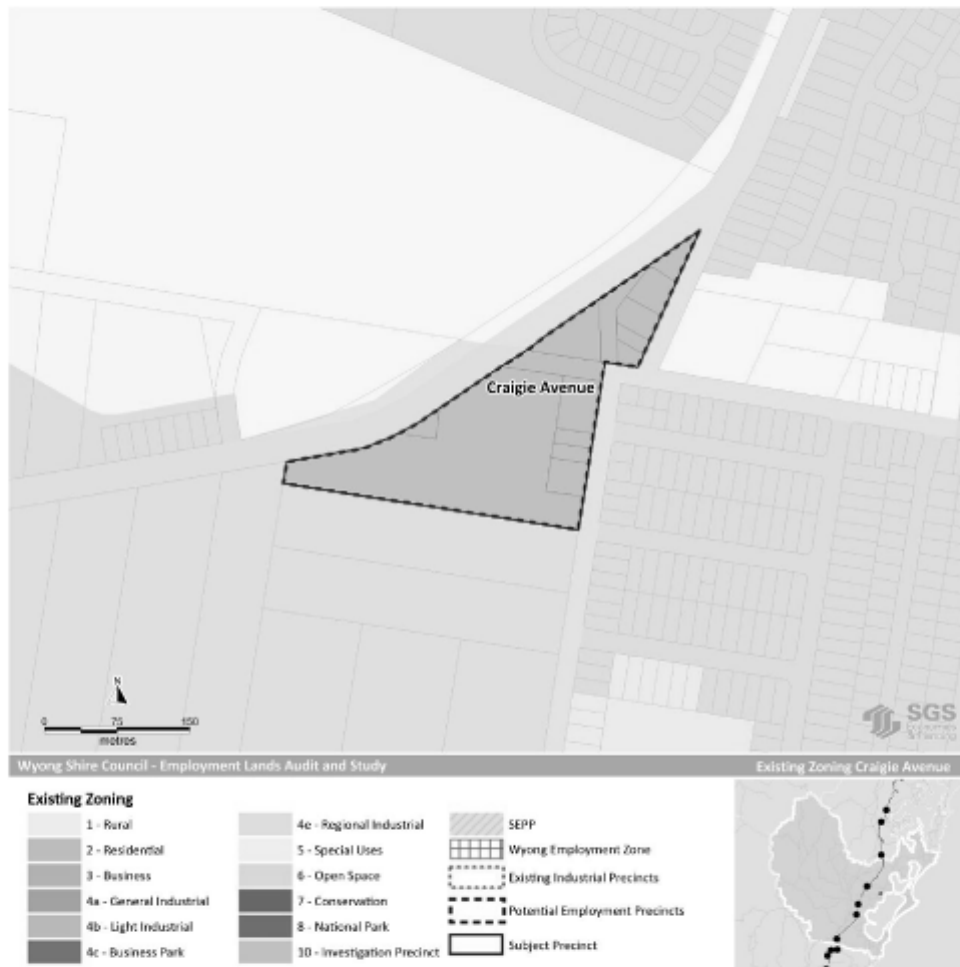
## 6.4 Potential precincts

### Craigie Avenue site

*Precinct character*

The site is currently zoned 10 (a) Investigation Precinct Zone under the Wyong Environmental Plan 1991 (Figure 72).

**FIGURE 72. CRAIGIE AVENUE ZONING MAP**



Source: SGS Economics and Planning, 2012

The site is largely vacant with the exception of a small commercial use to the north of the site. The owners of the site are seeking a rezoning of the site to either the 'B6 Enterprise Corridor' zone or the 'B4 Mixed Use Zone'. The stated outcome for the site is to:

'permit a range of uses which will support and add to the existing Wyong Hospital precinct as a specialist centre. A broad range of business, health and accommodation uses would be suitable if provided in a manner which restricts uses more appropriately located in existing town centres'<sup>43</sup>

<sup>43</sup>Craigie Avenue Precinct Planning Proposal, Paradigm Planning consultants, 2011, pg. 3.

*Opportunities and constraints*

A planning proposal to rezone the majority of this precinct to B6 Enterprise Corridor has been received and approved in principal by Council. Approval is being sought from the DP & I. The proposed zone provides for a range of employment uses including business, office, retail and light industrial uses along with mixed use residential uses. The B6 zone limits retail activity in order to maintain the economic strength of surrounding retail centres.

Based on our opportunities analysis the precinct is ranked 8<sup>th</sup> out of 34 existing and potential employment precincts with a constraint score of -2.9. Based on our locational based BLC criteria, Local Light Industrial and Light Manufacturing are the most appropriate industries for Craigie Avenue.

FIGURE 73. CRAIGIE AVENUE CONSTRAINTS



Source: SGS Economics and Planning, 2012

*Key assets and issues*

- Location near hospital could allow for a medical related cluster of uses.

*Future role*

Location opposite hospital makes it a candidate to support a medical uses cluster; needs to offer ancillary retail and services. The retail role of this precinct will need to compliment the role of the nearby Wadalba and Kanwal centres.

The B6 zone is proposed for the precinct.

FIGURE 74. CRAIGIE AVENUE PROPOSED ZONING



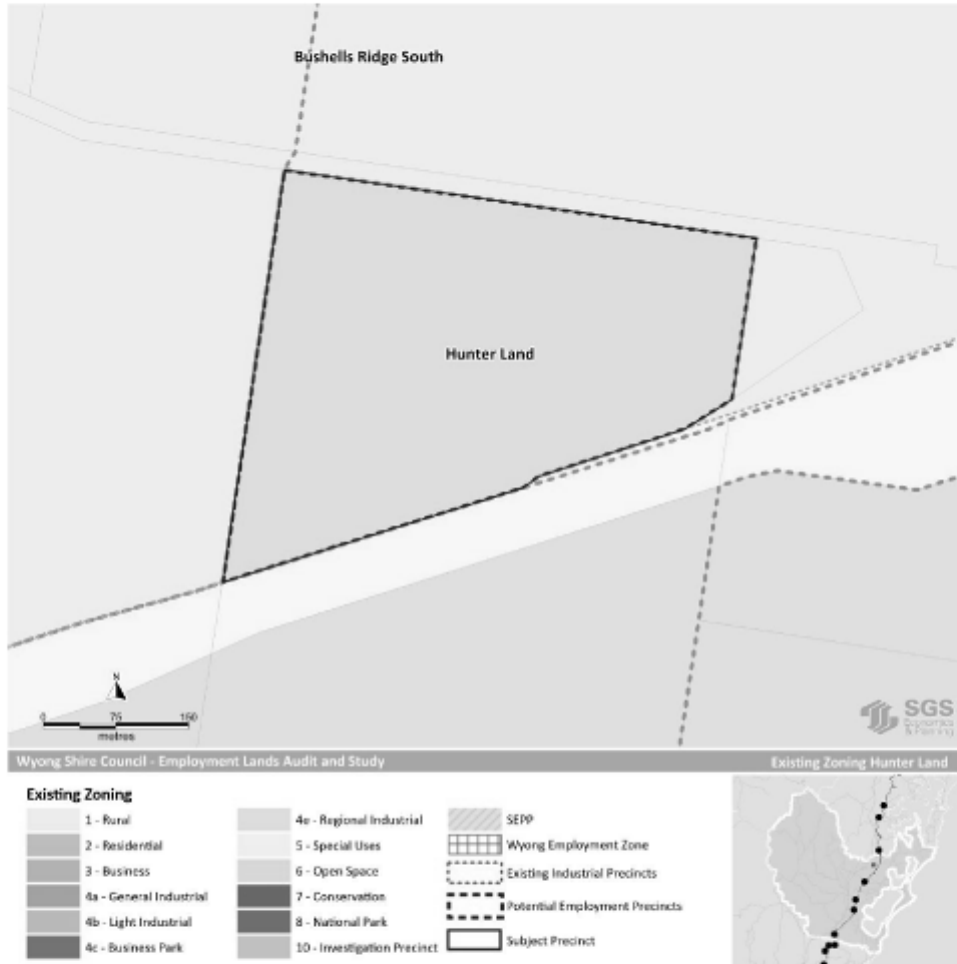
Source: SGS Economics and Planning, 2012

**Hunter Land Site**

*Precinct character*

The site is currently zoned 1 Rural Zone under the Wyong Environmental Plan 1991 (Figure 75).

**FIGURE 75. HUNTER LAND ZONING MAP**

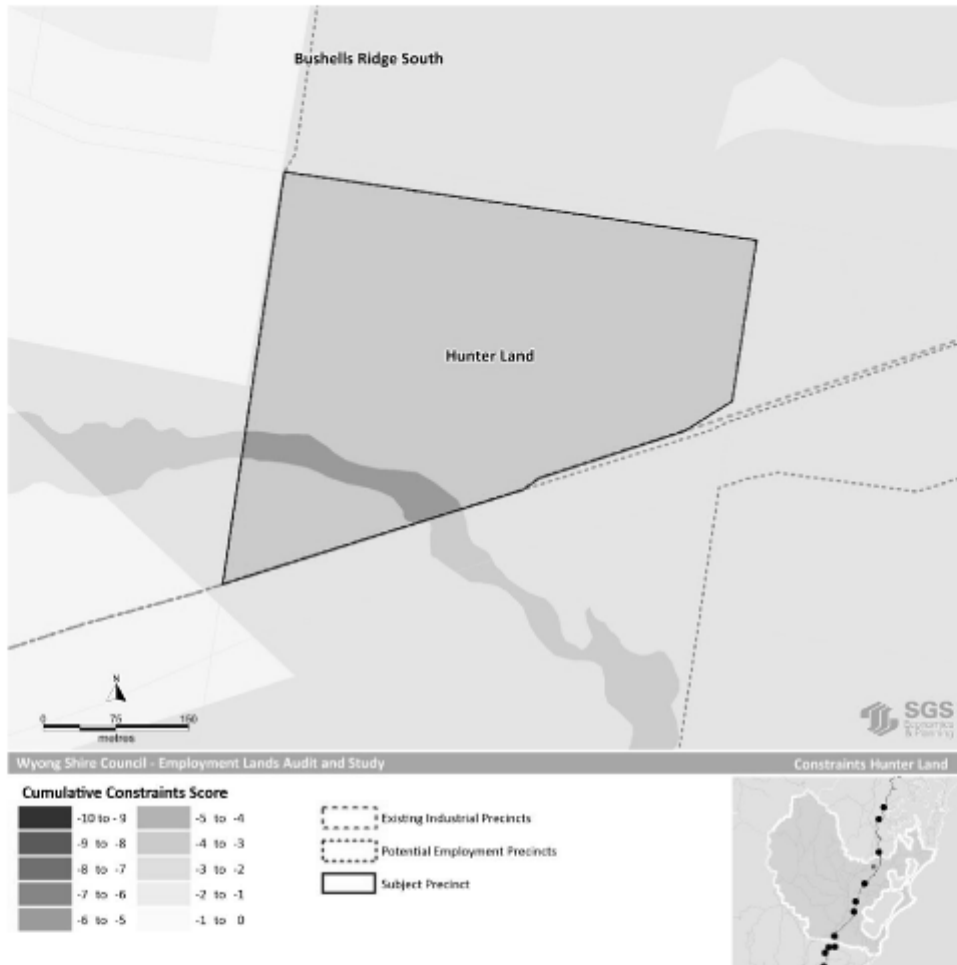


The Hunter Land Site is isolated from residential development and existing centres and is located near an arterial road and adjacent to the freeway. The precinct is considered potentially suitable for freight and logistics, heavy manufacturing, light manufacturing and urban services.

*Opportunities and constraints*

Based on our opportunities analysis Hunter Land is ranked 26<sup>th</sup> out of 34 existing and potential employment precincts indicating that it is relatively constrained with an overall constraint score of -10.8 (Figure 76). Based on our locational based BLC criteria, Freight and Logistics and Heavy Manufacturing are the most suitable industries for Hunter Land.

FIGURE 76. HUNTER LAND AUDIT FINDINGS



Source: SGS Economics and Planning, 2012

**Key assets and issues**

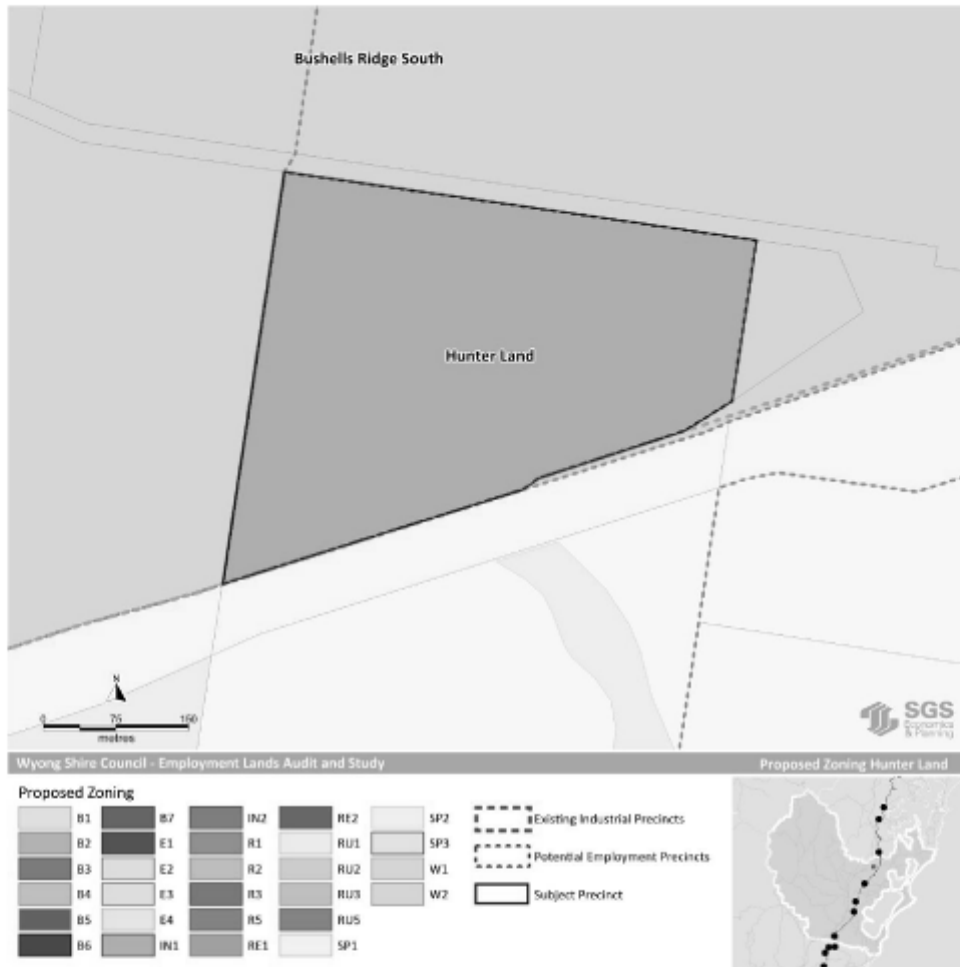
- Good strategic location near Motorway Link.

**Future role**

The land is currently vacant but already subdivided. It is to be a longer term service and freight and logistics precinct.

The IN1 zone is proposed for the precinct.

FIGURE 77. HUNTER LAND PROPOSED ZONING



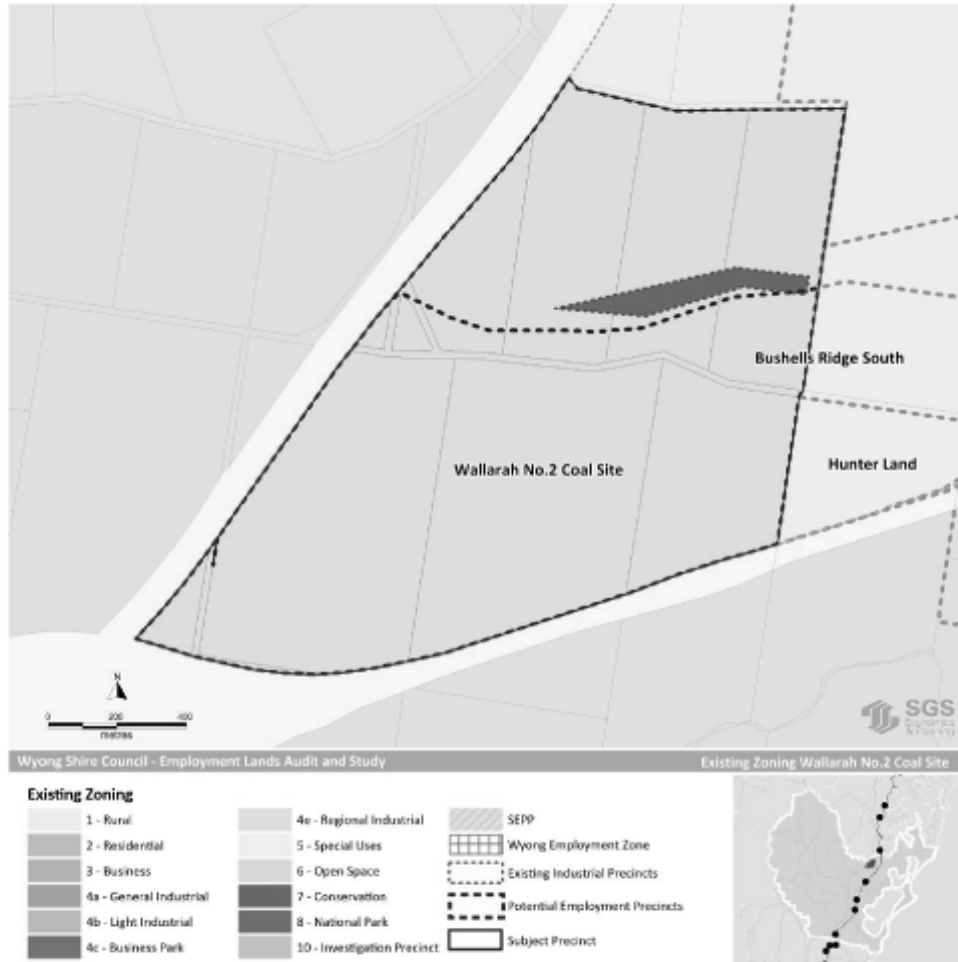
Source: SGS Economics and Planning, 2012

**Wallahah No. 2 coal site**

*Precinct character*

The site is currently zoned 1 Rural Zone under the Wyong Environmental Plan 1991 (Figure 78).

**FIGURE 78. WALLARAH NO 2 COLLIERY ZONING MAP**



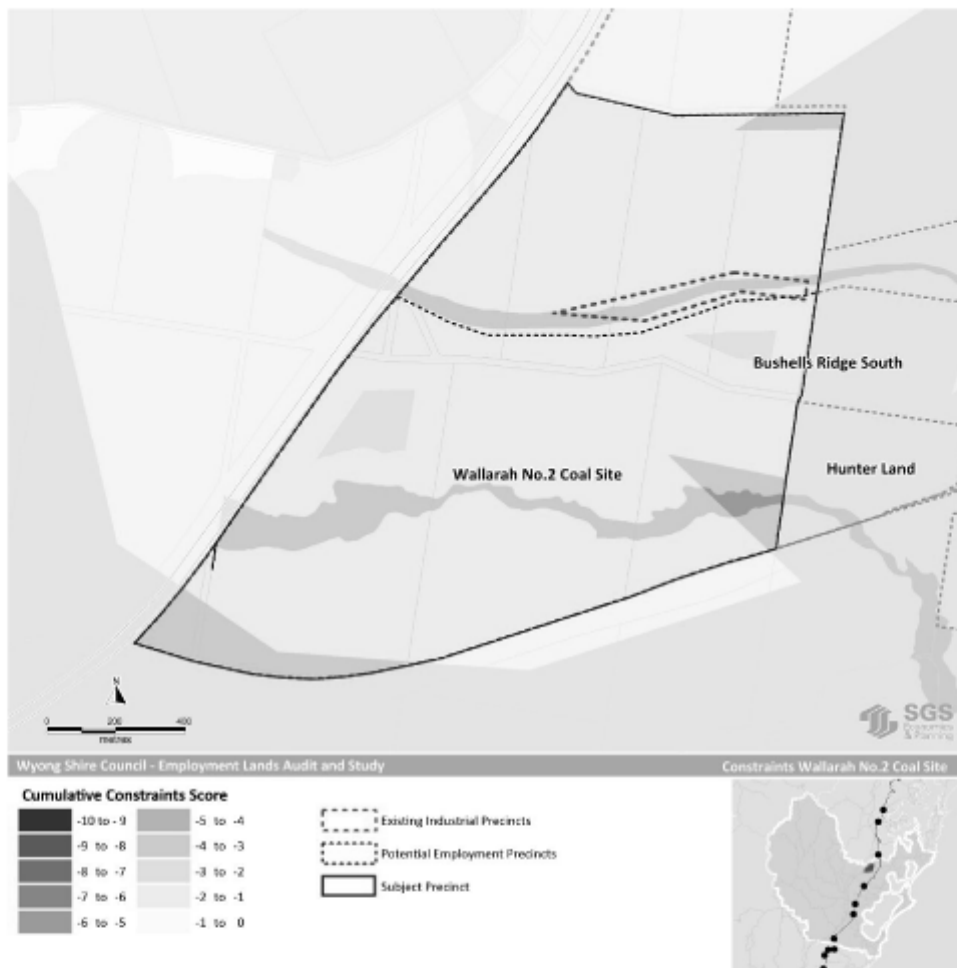
The Wallarah precinct is isolated from residential development and existing centres, and occupies a location adjacent to the freeway. The precinct is considered potentially suitable for freight and logistics, light manufacturing, heavy manufacturing and urban services. The Wallarah No.2 Colliery is a proposed underground coal mining operation that was recently rejected by the NSW Government for Part 3A.

*Opportunities and constraints*

Based on our opportunities analysis Wallarah No.2 Colliery proposal is ranked 28<sup>th</sup> out of 34 existing and potential employment precincts with a constraint score of 10.9 (Figure 79). Based on our locational based BLC criteria, Freight and Logistics and Light Manufacturing are the most suitable industries for Wallarah No.2 Colliery proposal.



FIGURE 79. WALLARAH NO 2 COAL SITE CONSTRAINTS



Source: SGS Economics and Planning, 2012

**Key assets and issues**

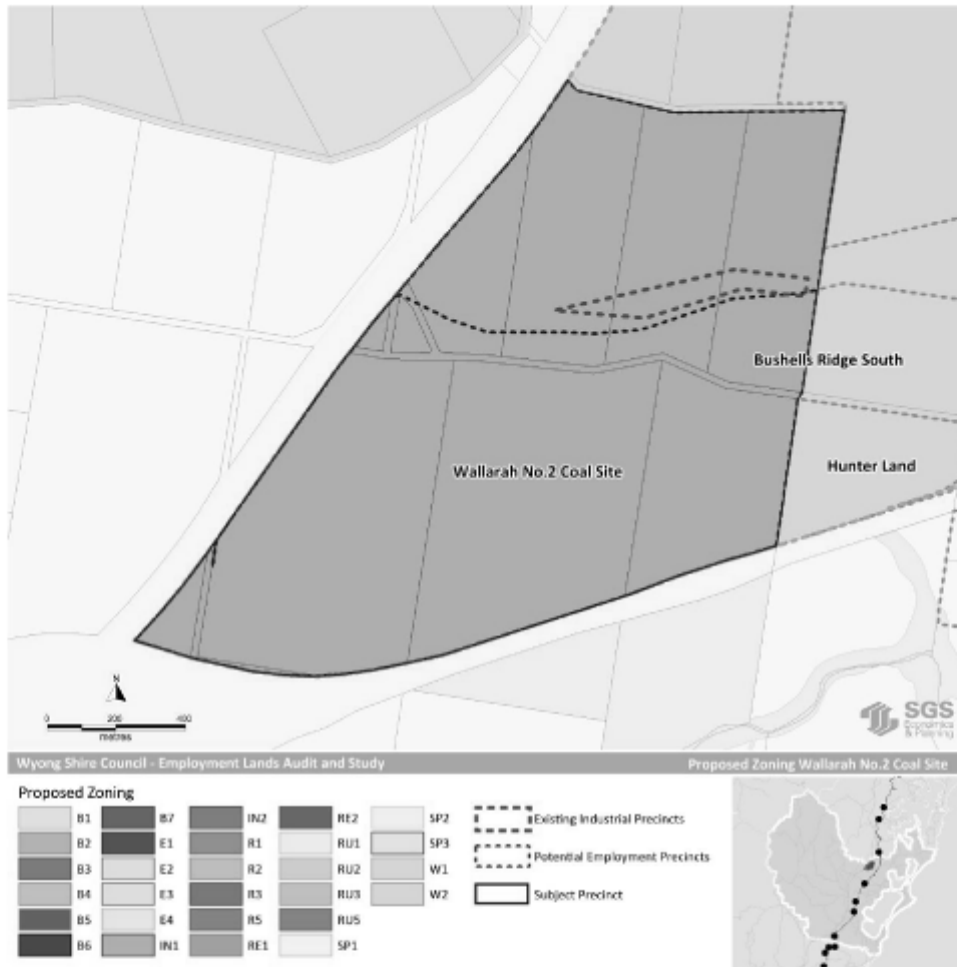
- There have been several inquiries from interested industries wishing to locate adjacent to the Buttonderry site.
- Wallarah No. 2 Coal Project may have implications on the development of Wyong Employment Zone (WEZ) and the broader sub-region. However, the project will potentially provide a boost to the WEZ by providing additional services in currently un-serviced areas.

**Future role**

Slated for colliery, not likely to develop in short to medium term but opportunity should be preserved. Should be protected and maintained for longer term industry prospects.

The IN1 zone is proposed for the precinct.

FIGURE 80. WALLARAH NO 2 COAL SITE PROPOSED ZONING



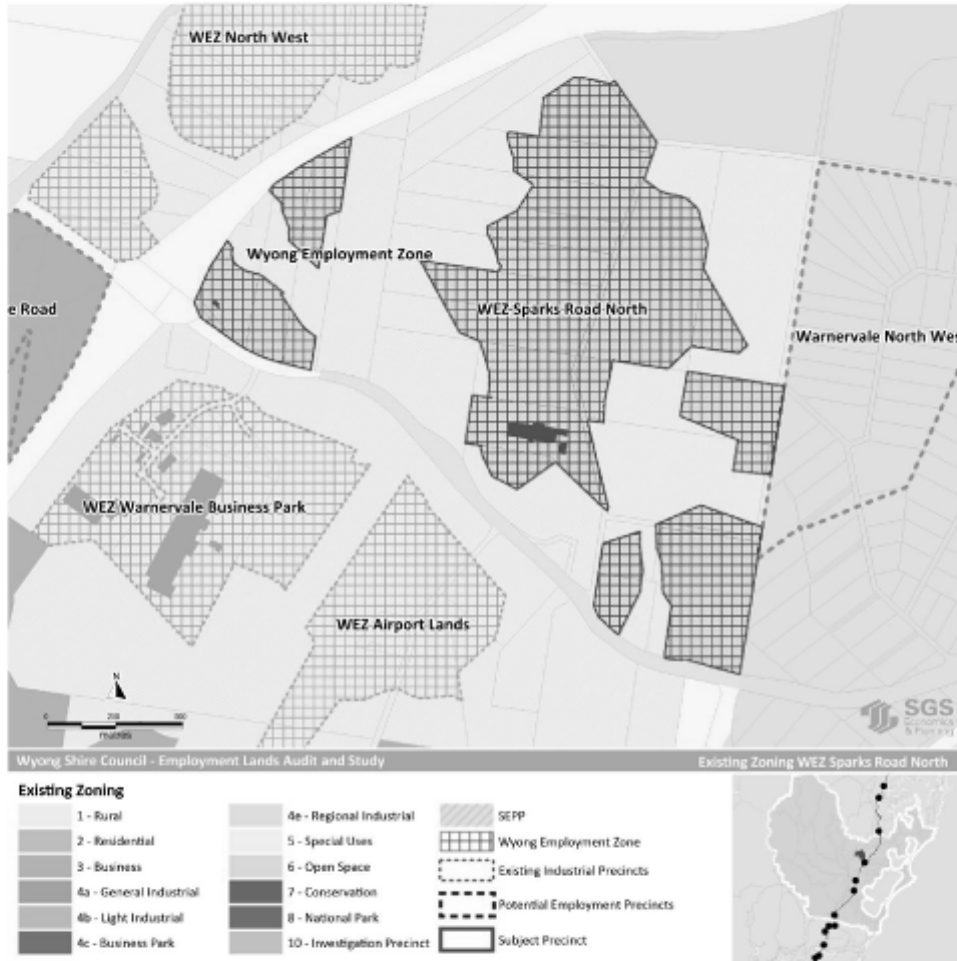
Source: SGS Economics and Planning, 2012

**Wyong Employment Zone – Sparks Road North**

*Precinct character*

Wyong Employment Zone (WEZ) is zoned as a SEPP Major Development zone under the Wyong Environmental Plan 1991 (Figure 68).

**FIGURE 81. WYONG EMPLOYMENT ZONE – SPARKS ROAD NORTH ZONING MAP**



The location adjacent to the F3 Freeway provides a strategic transport advantage to this precinct. Wyong Employment Zone – Sparks Road North currently has 26,861 square metres of floorspace at an FSR of 0.2:1. Light manufacturing is the most dominant land use with 96 percent of total floorspace, with the remainder Local light industrial with 4 percent of total floorspace..

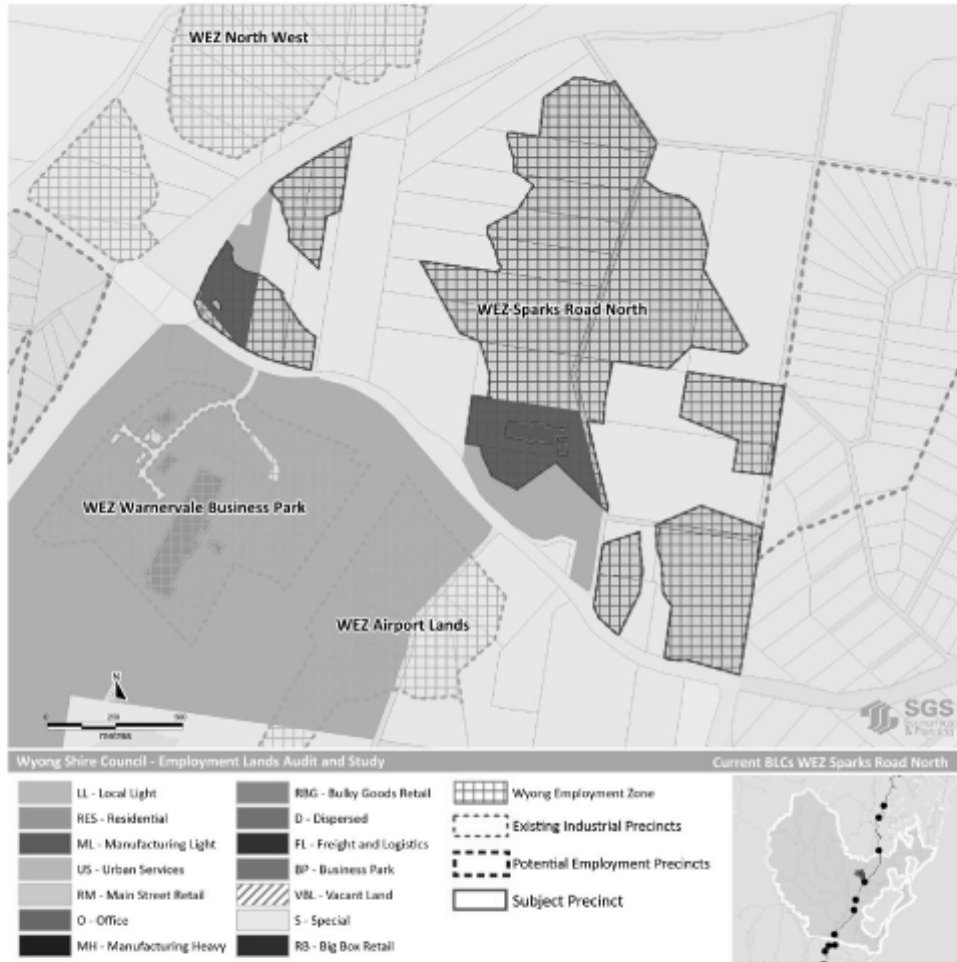
*Precinct audit*

Light manufacturing is the most dominant land use with 96 percent of total floorspace, with the remainder Local light industrial (4 percent). There are 160 jobs in precinct all of which are in Light manufacturing. At a one-digit ANZSIC level the only employer is Manufacturing.

The precinct has roughly 1,400,000 square metres (140 Ha) of vacant land, which comprises 36 percent of total industrially zoned industrial land area. There is no vacant floorspace in the precinct. It has an average job density of 1 job per 168 square metres of floorspace or 10 jobs per hectare.

The precinct has a low overall FSR of 0.18:1.

FIGURE 82. WYONG EMPLOYMENT ZONE – SPARKS ROAD NORTH AUDIT FINDINGS



**Opportunities and constraints**

Based on our opportunities analysis WEZ Sparks Road North is ranked 34<sup>th</sup> out of 34 existing and potential employment precincts with an overall constraints score of -13.0 (Figure 70). Based on our locational based BLC criteria, Local Light Industrial and Freight and Logistics are the most suitable industries for WEZ Sparks Road North.

FIGURE 83. WYONG EMPLOYMENT ZONE – SPARKS ROAD NORTH CONSTRAINTS



Source: SGS Economics and Planning, 2012

#### Key assets and issues

- Fragmented lot ownership and environmental constraints may inhibit future development.
- The cost of key enablement infrastructure including water harvesting, roads and intersections and drainage, is high.
- There is the potential for a proposed automobile precinct (i.e. car sales, car garages, etc.) and service station which are currently enabled by site specific clauses in the SEPP (Major Development) provisions.
- The airport and timing on its possible redevelopment
- Council is yet to finalise the DCP and local contributions plan for this area and are currently not accepting Development Applications.
- Other outstanding issues including Biocertification

#### Future role

Larger lots and location on major arterial road make it ideal to accommodate future growth in freight and logistics. There may be an opportunity to create a smaller, more intensive commercial precinct as part of the development, providing business services to freight and logistics activities. It should be protected and maintained for longer term industry prospects.

The IN1 zone is proposed for the precinct.

FIGURE 84. WYONG EMPLOYMENT ZONE – SPARKS ROAD NORTH PROPOSED ZONING



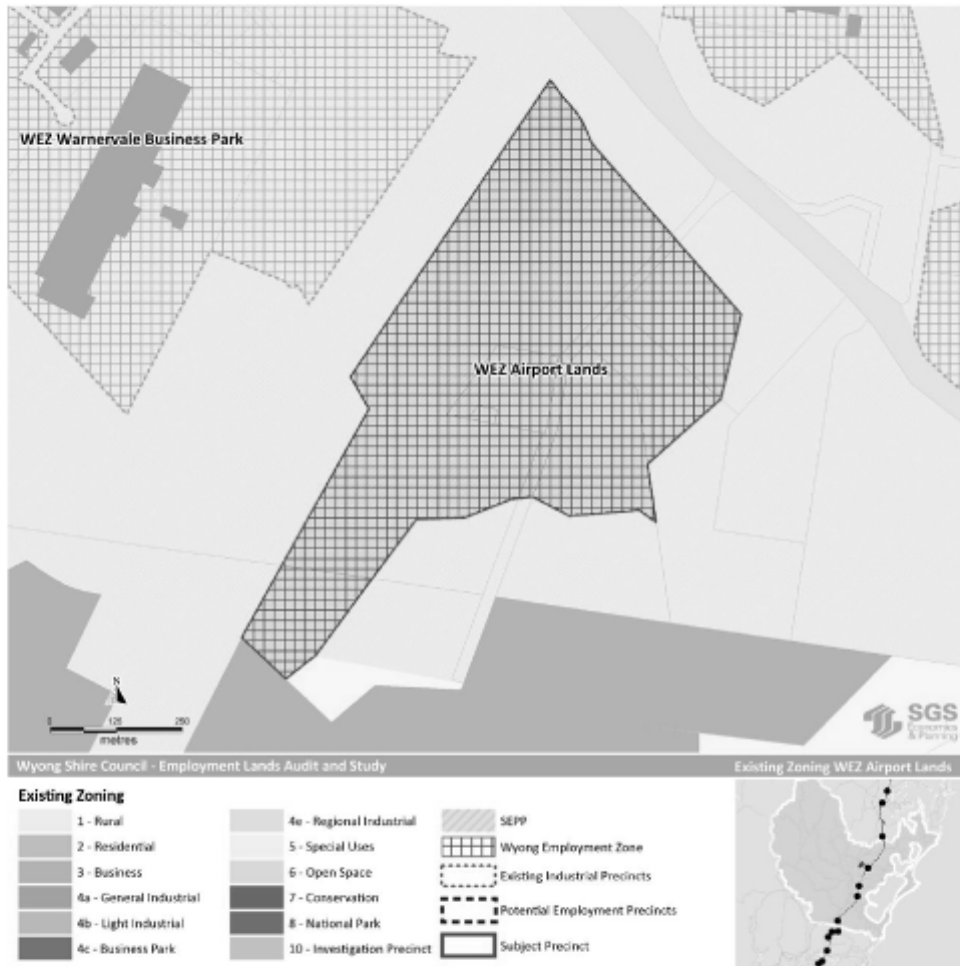
Source: SGS Economics and Planning, 2012

**Wyong Employment Zone – Airport Lands**

*Precinct character*

Wyong Employment Zone (WEZ) is zoned as a SEPP Major Development zone under the Wyong Environmental Plan 1991 (Figure 68).

**FIGURE 85. WYONG EMPLOYMENT ZONE – AIRPORT LANDS ZONING MAP**



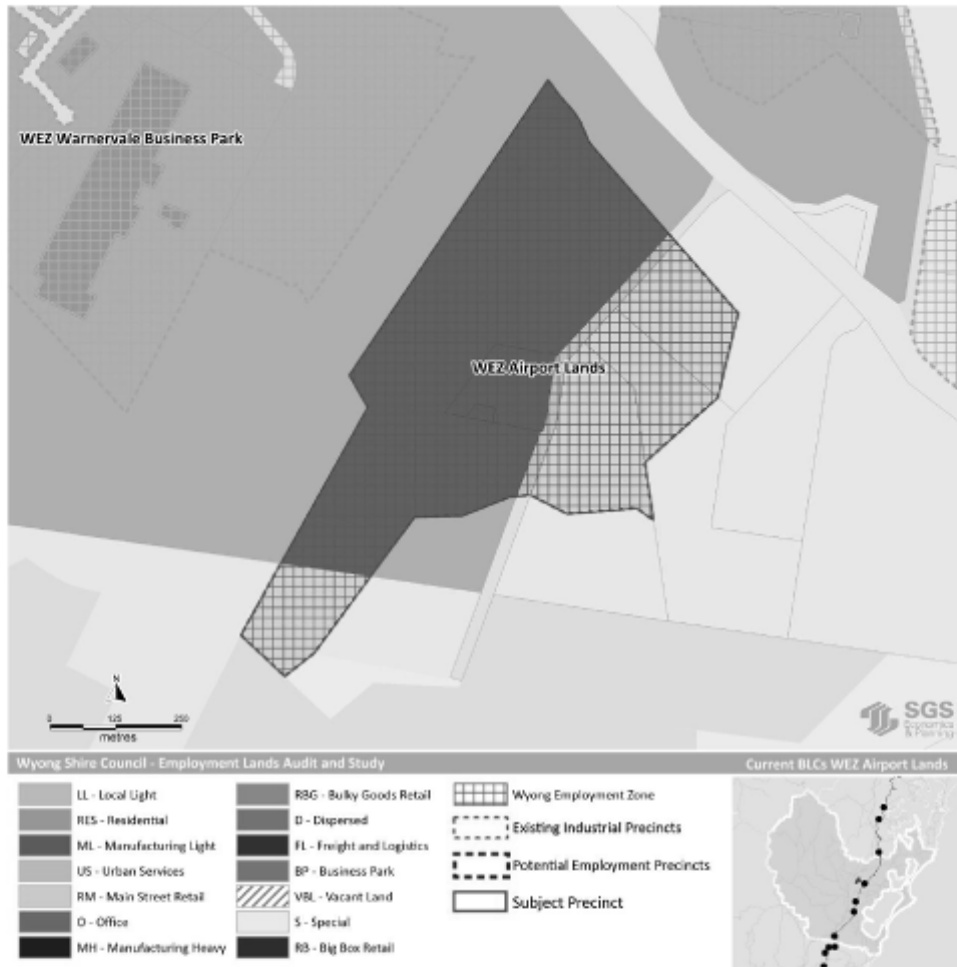
Source: SGS Economics and Planning, 2012

The location adjacent to the F3 Freeway provides a strategic transport advantage to this precinct.

*Precinct audit*

Wyong Employment Zone – Airport Land currently has no development. There is 401,287 square metres (40 Ha) of vacant land (all of which is unconstrained). There are currently no jobs in the precinct.

FIGURE 86. WYONG EMPLOYMENT ZONE – AIRPORT LANDS AUDIT FINDINGS

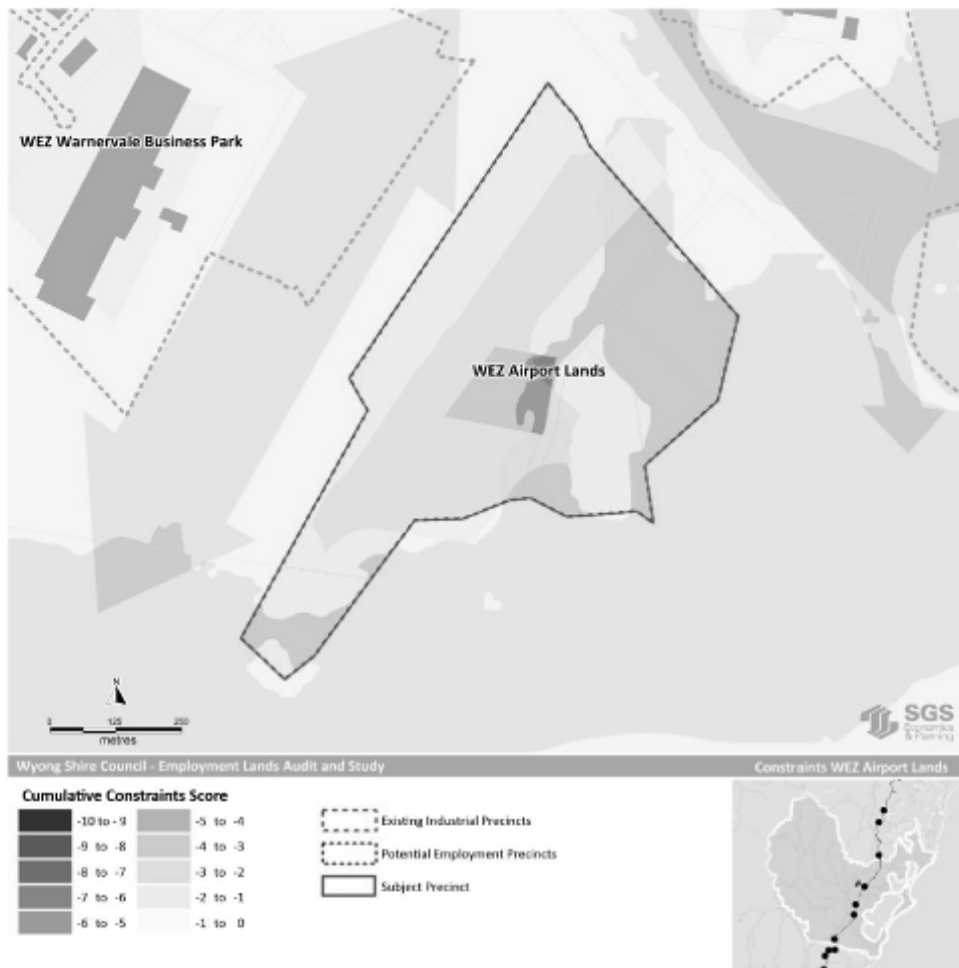


**Opportunities and constraints**

Based on our opportunities analysis WEZ Airport Lands is ranked 17<sup>th</sup> out of 34 existing and potential employment precincts with an overall constraints score of -8.3 (Figure 87). Based on our locational based BLC criteria, Freight and Logistics and Heavy Manufacturing are the most suitable industries for WEZ Airport Land.



FIGURE 87. WYONG EMPLOYMENT ZONE – AIRPORT LANDS CONSTRAINTS



Source: SGS Economics and Planning, 2012

#### Key assets and issues

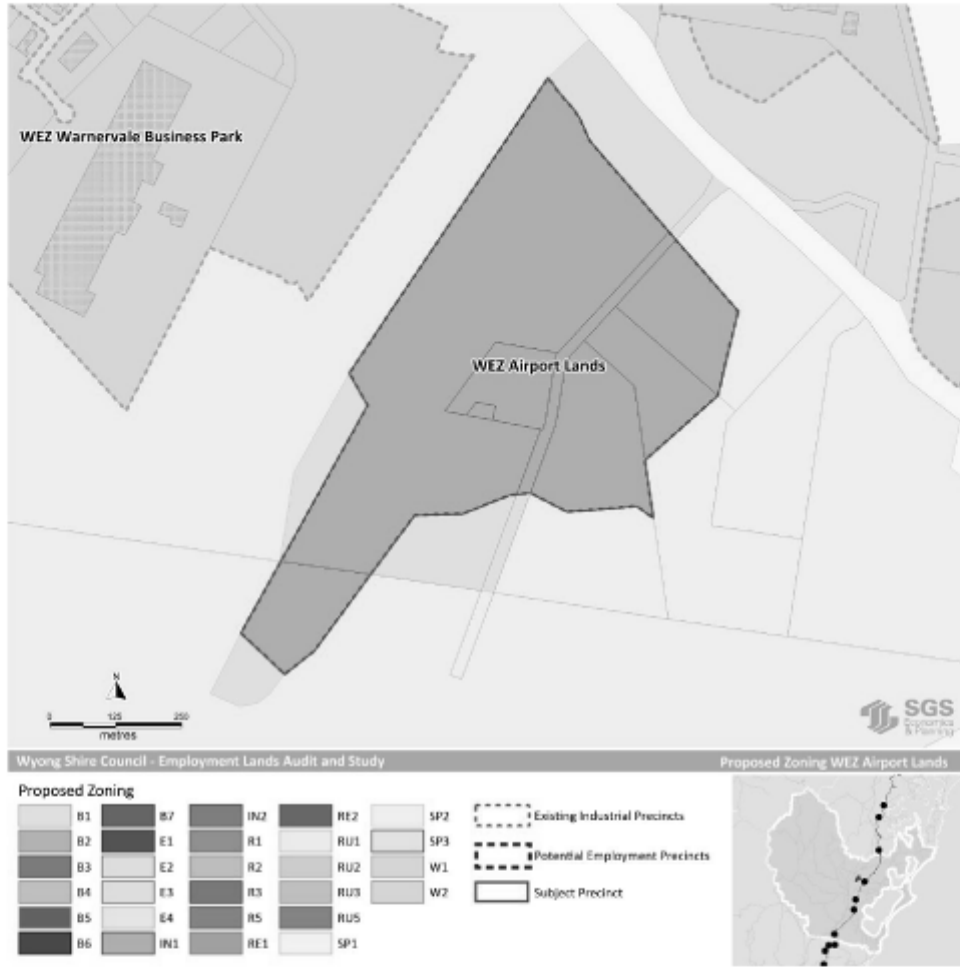
- Fragmented lot ownership and environmental constraints may inhibit future development.
- The cost of key enablement infrastructure including water harvesting, roads and intersections and drainage, is high.
- There is the potential for a proposed automobile precinct (i.e. car sales, car garages, etc.) and service station which are currently enabled by site specific clauses in the SEPP (Major Development) provisions.
- The airport and timing on its possible redevelopment
- Council is yet to finalise the DCP and local contributions plan for this area and are currently not accepting Development Applications.
- Other outstanding issues including Biocertification

#### Future role

Larger lots and location on major arterial road make it ideal to accommodate future growth in freight and logistics. There may be an opportunity to create a smaller, more intensive commercial precinct as part of the development, providing business services to freight and logistics activities. It should be protected and maintained for longer term industry prospects.

The IN1 zone is proposed for the precinct.

FIGURE 88. WYONG EMPLOYMENT ZONE – AIRPORT LANDS PROPOSED ZONING

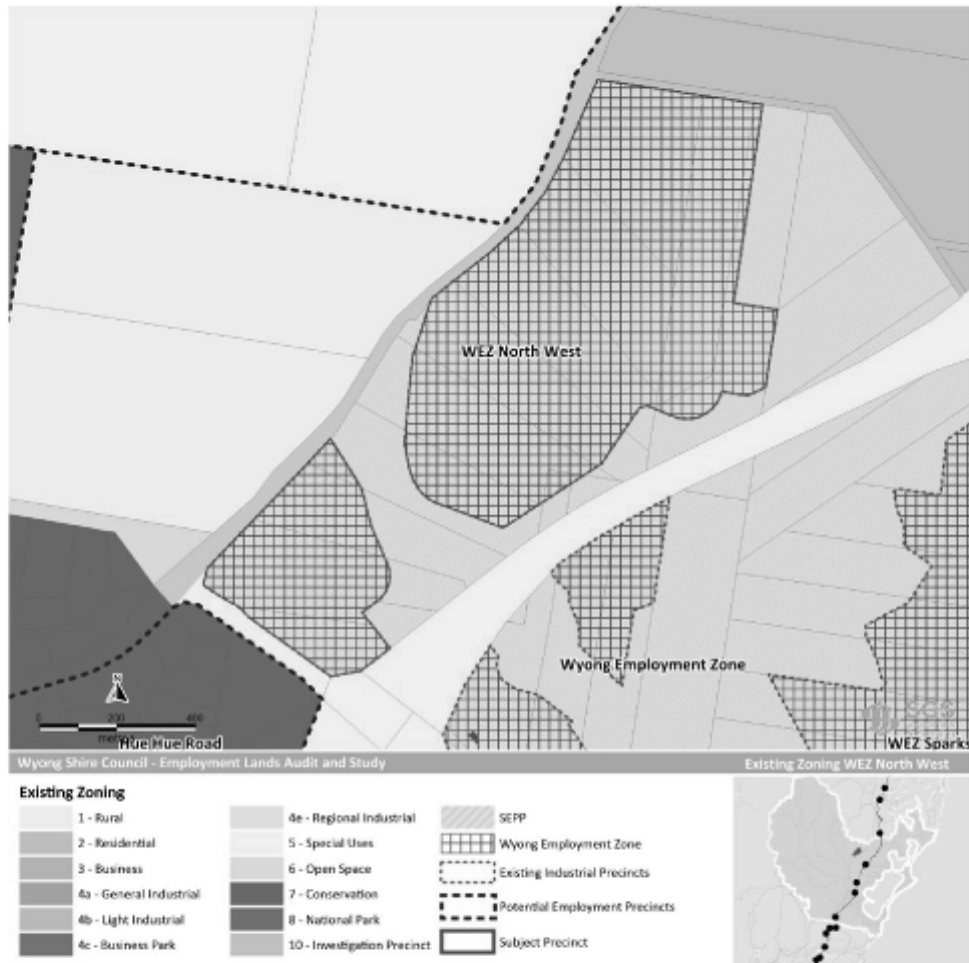


**Wyong Employment Zone – North West**

*Precinct character*

Wyong Employment Zone (WEZ) is zoned as a SEPP Major Development zone under the Wyong Environmental Plan 1991 (Figure 68).

**FIGURE 89. WYONG EMPLOYMENT ZONE – NORTH WEST ZONING MAP**

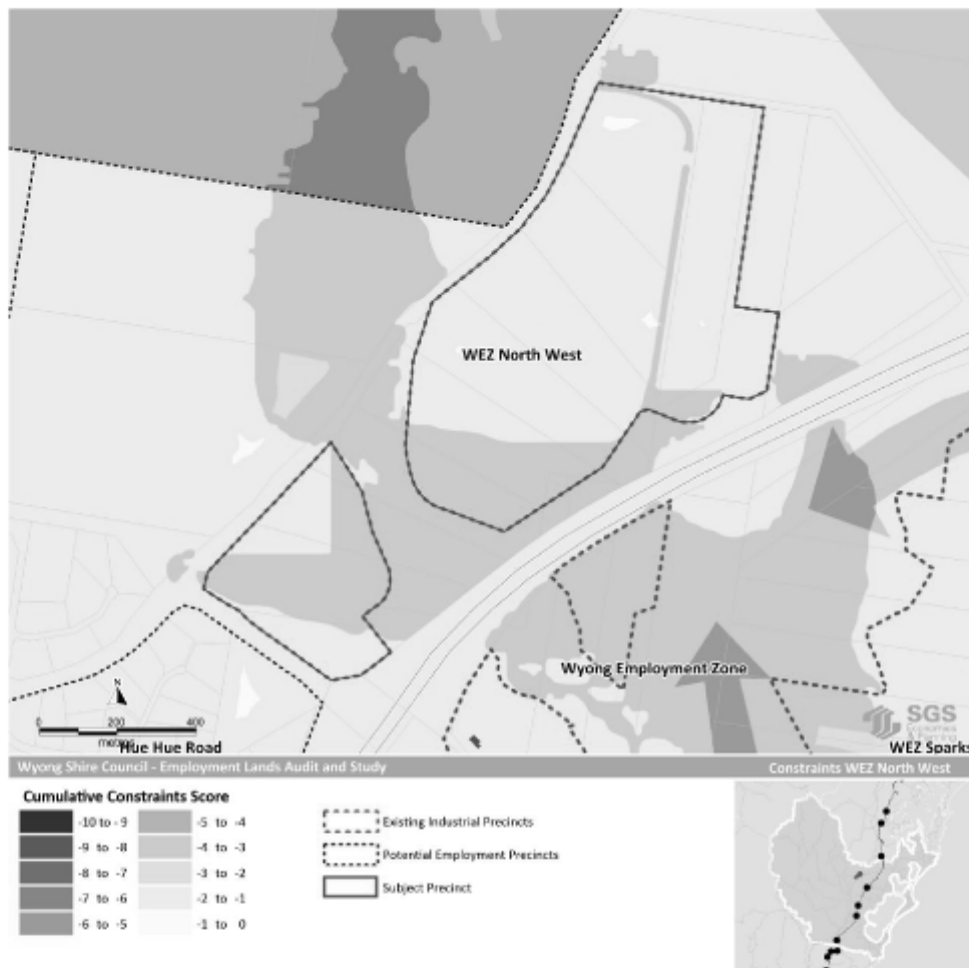


Source: SGS Economics and Planning, 2012

*Opportunities and constraints*

Based on our opportunities analysis WEZ – North West is ranked 31<sup>st</sup> out of 34 existing and potential employment precincts with an overall constraints score of -10.9 (Figure 90). Based on our locational based BLC criteria, Freight and Logistics and Heavy Manufacturing are the most suitable industries for WEZ.

FIGURE 90. WYONG EMPLOYMENT ZONE – NORTH WEST CONSTRAINTS



Source: SGS Economics and Planning, 2012

#### Key assets and issues

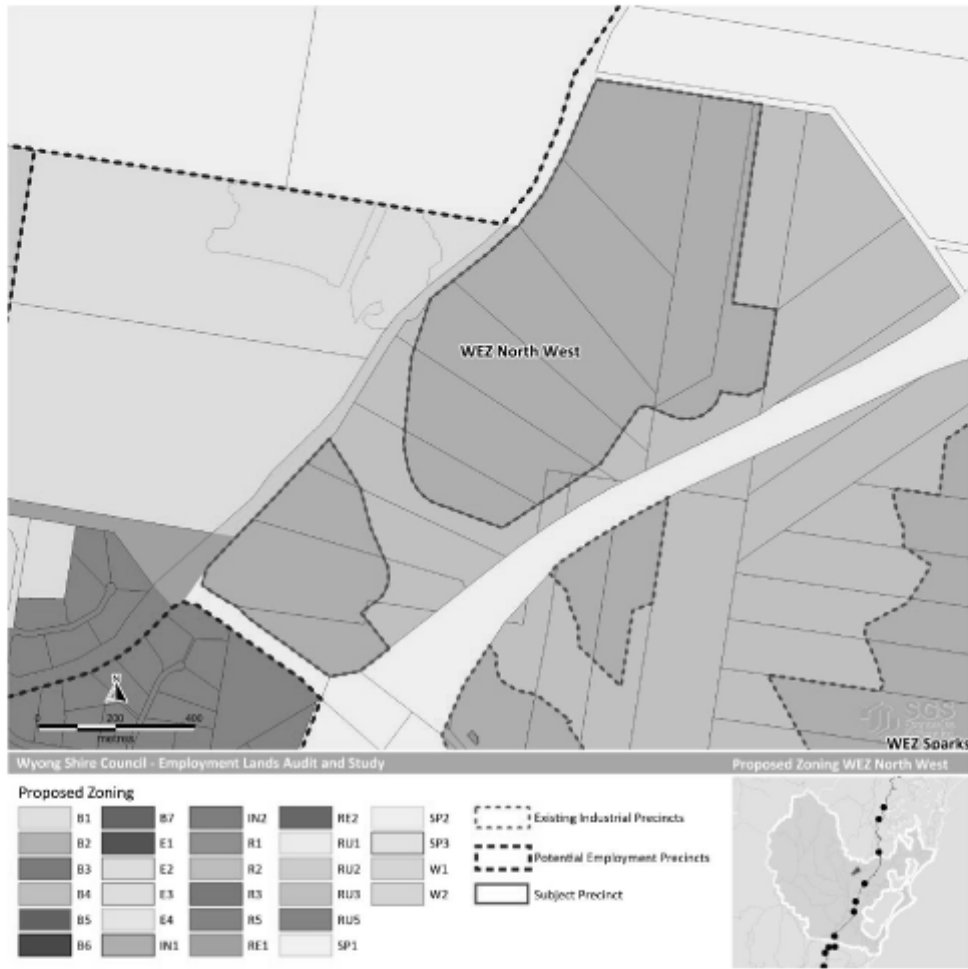
- Fragmented lot ownership and environmental constraints may inhibit future development.
- The cost of key enabliity infrastructure including water harvesting, roads and intersections and drainage, is high.
- There is the potential for a proposed automobile precinct (i.e. car sales, car garages, etc.) and service station which are currently enabled by site specific clauses in the SEPP (Major Development) provisions.
- The airport and timing on its possible redevelopment
- Council is yet to finalise the DCP and local contributions plan for this area and are currently not accepting Development Applications.
- Other outstanding issues including Biocertification

#### Future role

Larger lots and location on major arterial road make it ideal to accommodate future growth in freight and logistics. There may be an opportunity to create a smaller, more intensive commercial precinct as part of the development, providing business services to freight and logistics activities. It should be protected and maintained for longer term industry prospects.

The IN1 zone is proposed for the precinct.

FIGURE 91. WYONG EMPLOYMENT ZONE – NORTH WEST PROPOSED ZONING



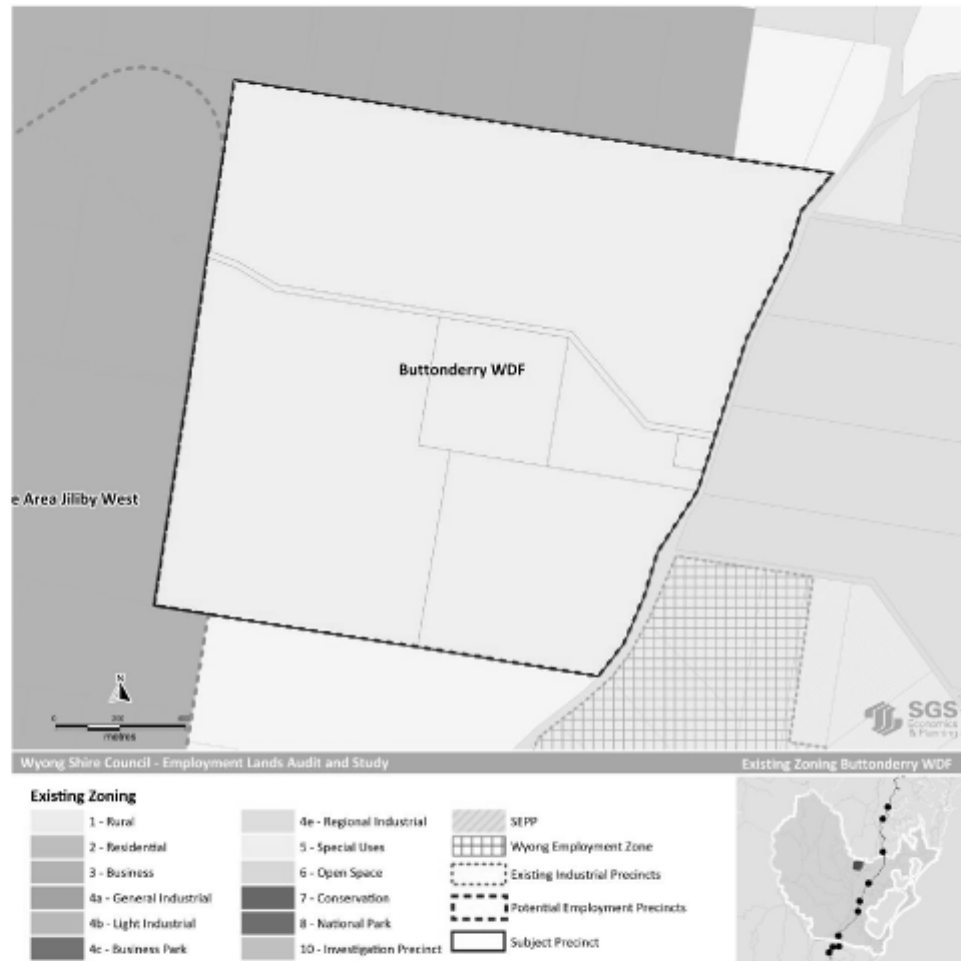
Source: SGS Economics and Planning, 2012

### Buttonderry Waste Disposal Facility

*Precinct character*

The Buttonderry Waste Disposal Facility is zoned 5 Special Uses under the Wyong Environmental Plan 1991 (Figure 92).

**FIGURE 92. BUTTONDERRY WASTE DISPOSAL FACILITY ZONING MAP**



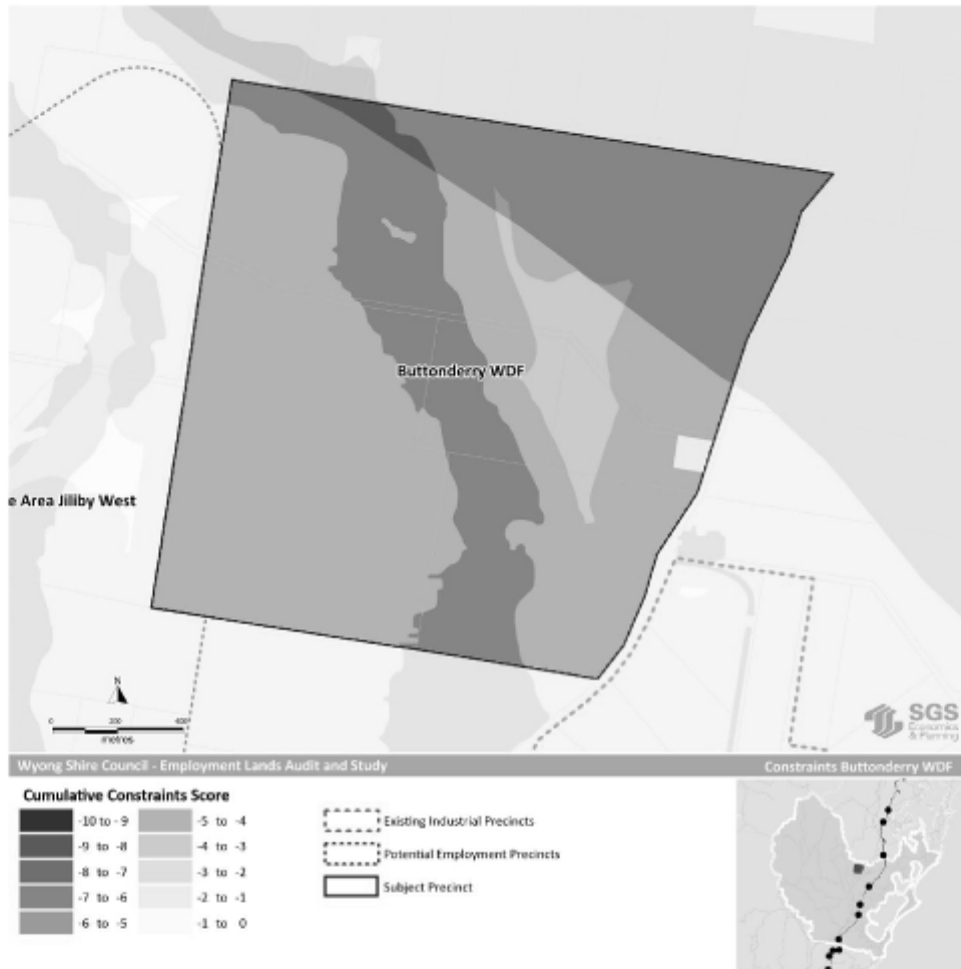
Source: SGS Economics and Planning, 2012

The Buttonderry Waste Disposal Facility is isolated from residential development and existing centres, and is located near the freeway affording relatively direct transport access. The precinct is considered potentially suitable for freight and logistics, light manufacturing, heavy manufacturing and urban services.

*Opportunities and constraints*

Based on our opportunities analysis Buttonderry WDF is ranked 32<sup>nd</sup> out of 34 existing and potential employment precincts indicating that it is relatively constrained with an overall constraint score of -11.5 (Figure 93). Based on our locational based BLC criteria, Freight and Logistics and Heavy Manufacturing are the most suitable industries for Buttonderry WDF.

FIGURE 93. BUTTONDERRY WASTE DISPOSAL FACILITY CONSTRAINTS



**Key assets and issues**

- Land uses at the Buttonderry site are likely to be affected by the Wallarah 2 Coal Project (W2CP), should that project be approved. Under the existing development proposal, the W2CP will involve the development of infrastructure to support underground coal extraction, including a coal handling plant, stockpiles and an administrative complex at Buttonderry.
- Environmental constraints effectively dissect the site in a north-south pattern.

**Future role**

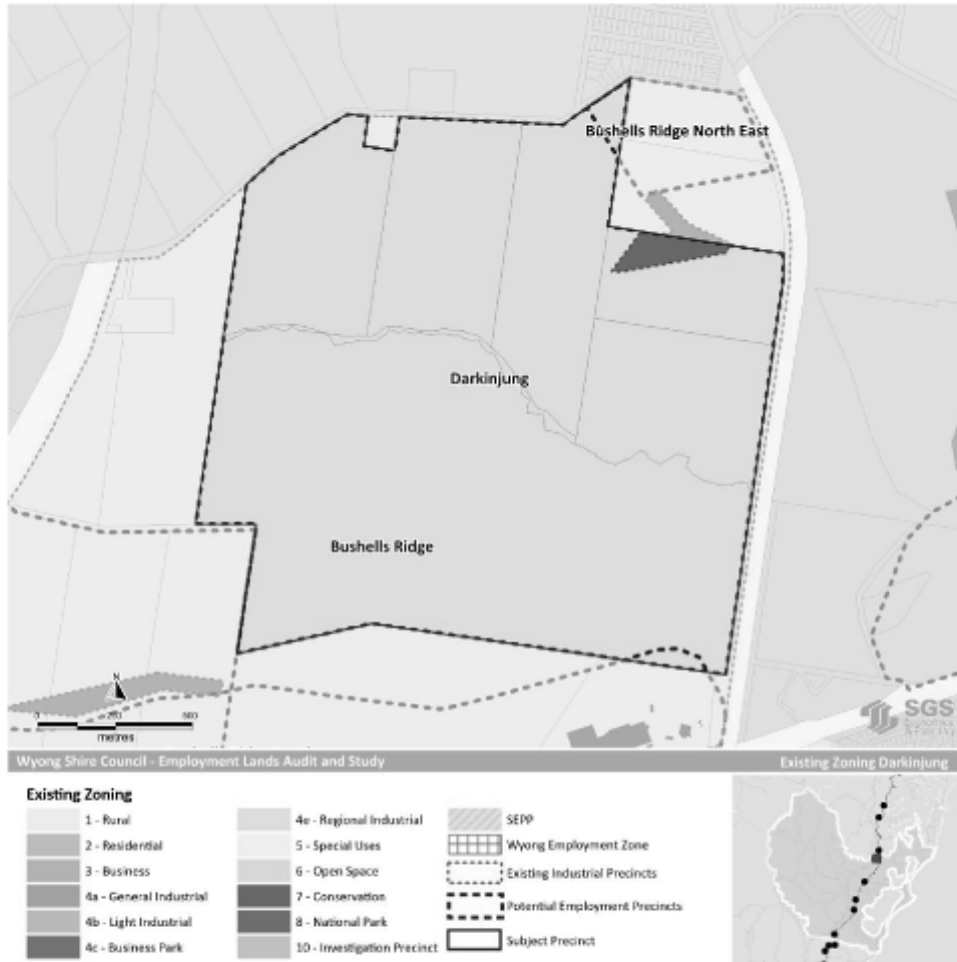
Land required after 2036 subject to review.

**Darkinjung**

*Precinct character*

The precinct is zoned 1 Rural under the Wyong Environmental Plan 1991.

**FIGURE 94. DARKINJUNG ZONING MAP**



Source: SGS Economics and Planning, 2012

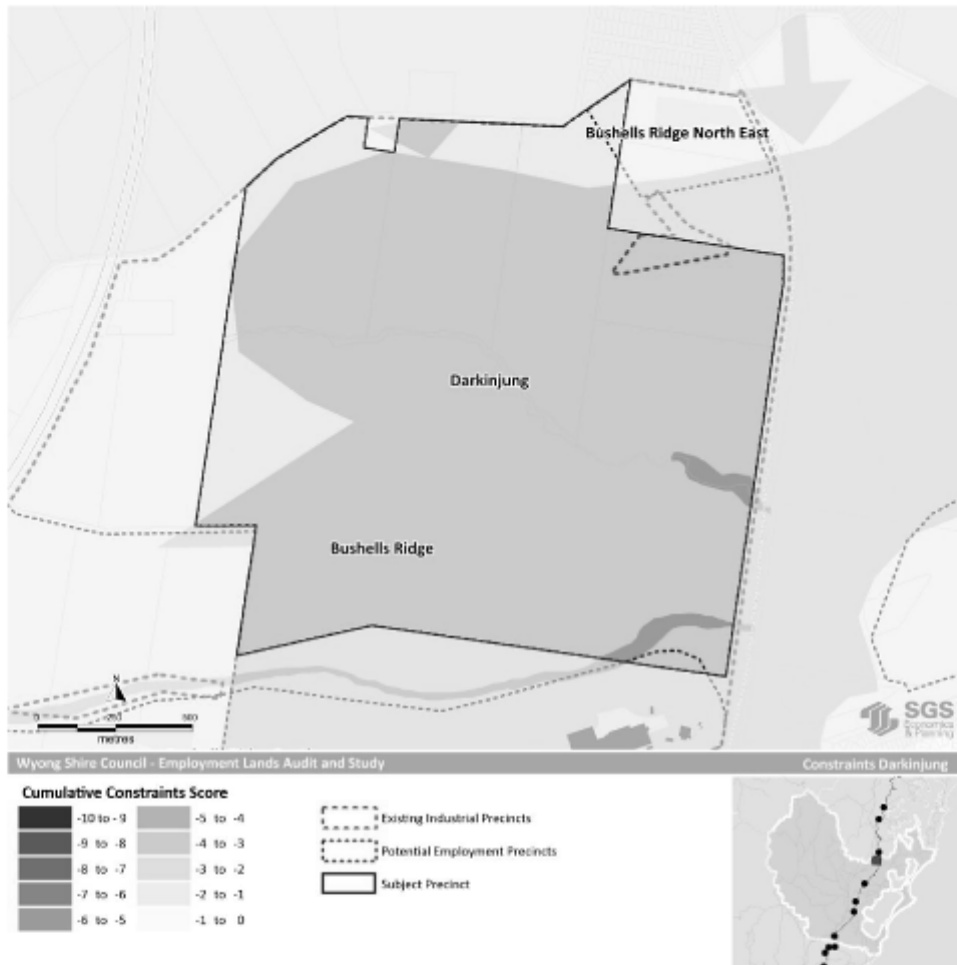
The Darkinjung LALC has two major sites that have been proposed for industrial subdivision, one of which is subject to a Part 3A assessment. One is a proposal to develop 150 lots on 190 hectares at Bushells Ridge north of the Motorway Link (the Part 3A proposal) and a smaller 72 lot, approximately 40 hectare, subdivision to the south of the Motorway Link. The Bushells Ridge Part 3A application was designated by the Minister on the 22 December 2010 as a State Significant Development, with zoning consistent with use for future industrial employment lands.

*Opportunities and constraints*

Based on our opportunities analysis Darkinjung is ranked 29<sup>th</sup> out of 34 existing and potential employment precincts indicating that it is relatively constrained with an overall constraint score of -11.1 (Figure 95). Based on our locational based BLC criteria, Freight and Logistics and Heavy Manufacturing are the most suitable industries for Darkinjung.



FIGURE 95. DARKINJUNG CONSTRAINTS



Source: SGS Economics and Planning, 2012

**Key assets and issues**

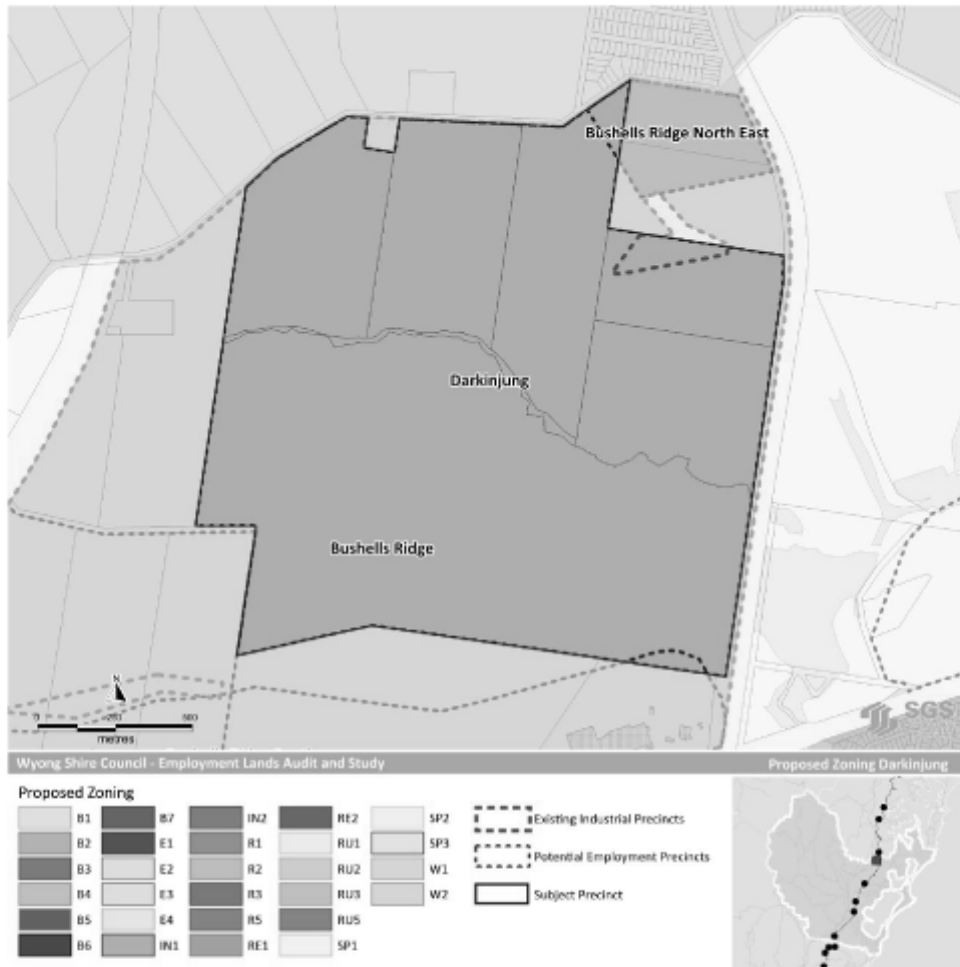
- Single ownership and lack of holding costs position this precinct as a future major industrial site.

**Future role**

Larger lots and proximity to major arterial road make it ideal to accommodate future growth in freight and logistics.

The IN1 zone is proposed for the precinct.

FIGURE 96. DARKINJUNG PROPOSED ZONING

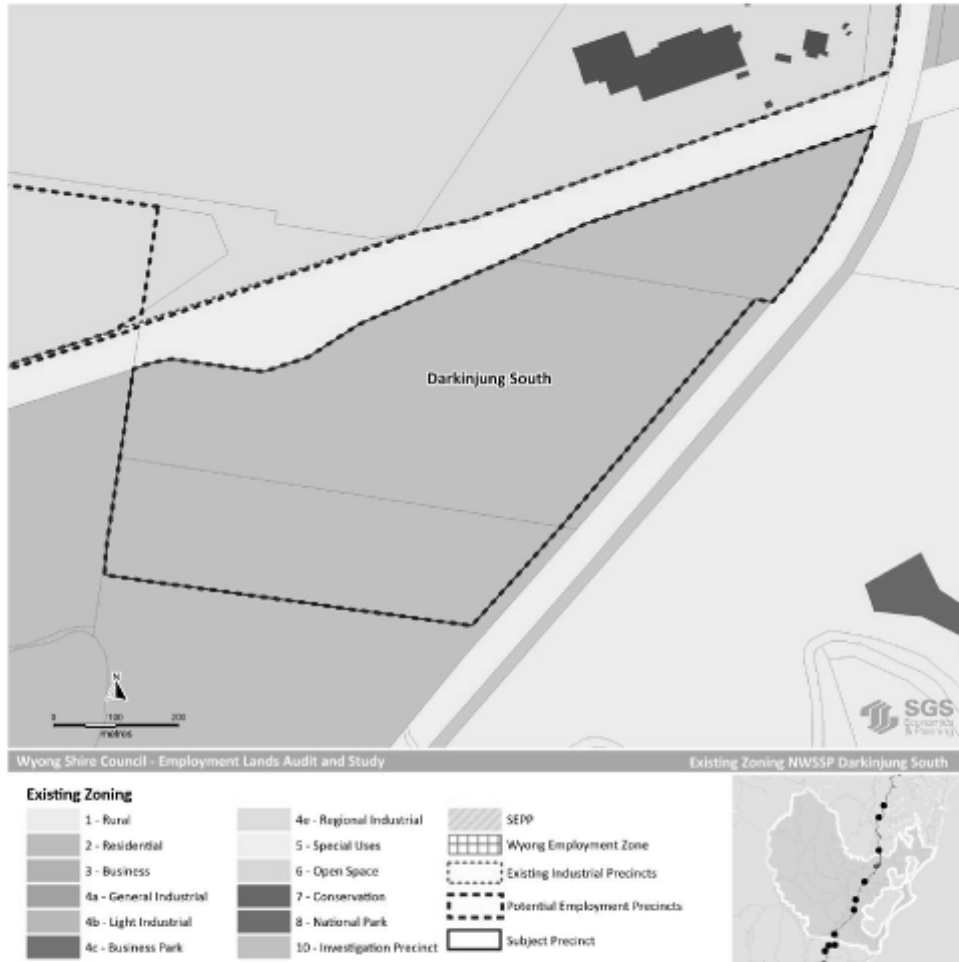


### Darkinjung South

*Precinct character*

The precinct is zoned 10 Investigation Precinct under the Wyong Environmental Plan 1991 (Figure 97).

**FIGURE 97. DARKINJUNG SOUTH ZONING MAP**

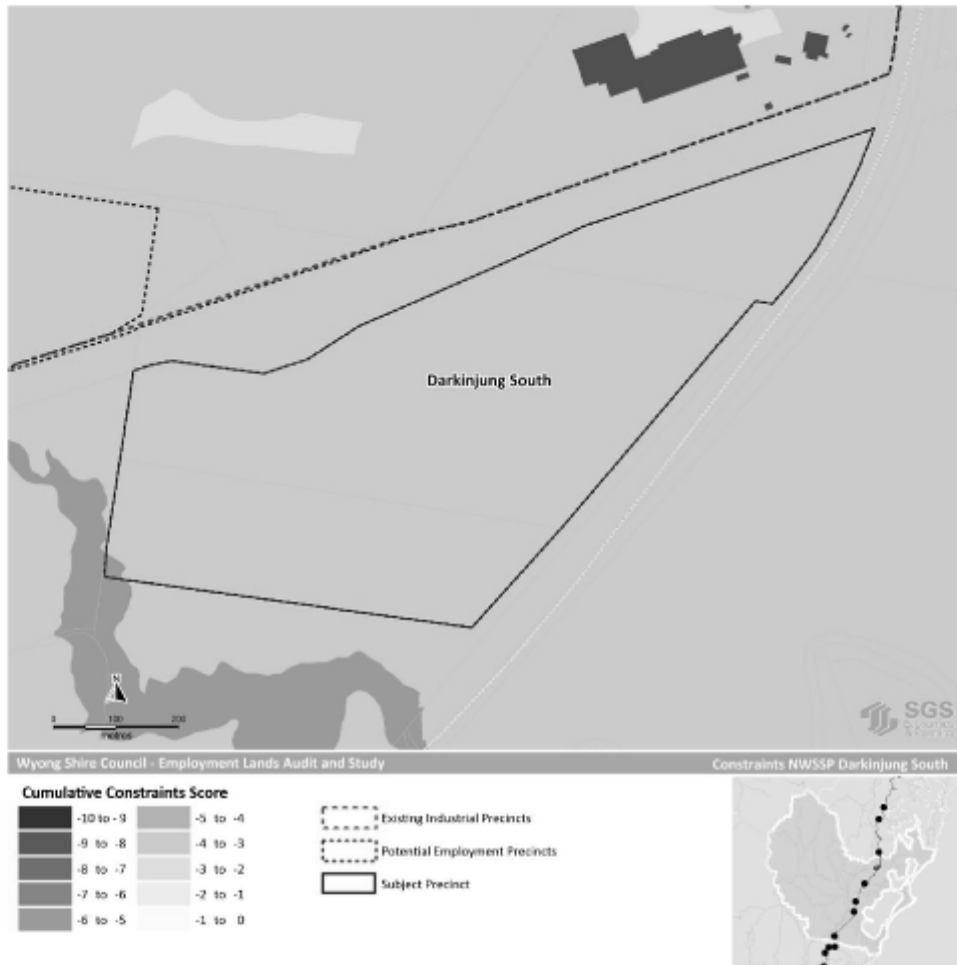


The Darkinjung LALC has two major sites that have been proposed for industrial subdivision, one of which is subject to a Part 3A assessment. One is a proposal to develop 150 lots on 190 hectares at Bushells Ridge north of the Motorway Link (the Part 3A proposal) and a smaller 72 lot, approximately 40 hectare, subdivision to the south of the Motorway Link. The Bushells Ridge Part 3A application was designated by the Minister on the 22 December 2010 as a State Significant Development, with zoning consistent with use for future industrial employment lands.

*Opportunities and constraints*

Based on our opportunities analysis Darkinjung South is ranked 22<sup>nd</sup> out of 34 existing and potential employment precincts indicating that it is relatively constrained with an overall constraint score of -10.0 (Figure 98). Based on our locational based BLC criteria, Heavy Manufacturing and Light Manufacturing are the most suitable industries for Darkinjung South.

FIGURE 98. DARKINJUNG SOUTH CONSTRAINTS



Source: SGS Economics and Planning, 2012

**Key assets and issues**

- Single ownership and lack of holding costs position this precinct as a future major industrial site.

**Future role**

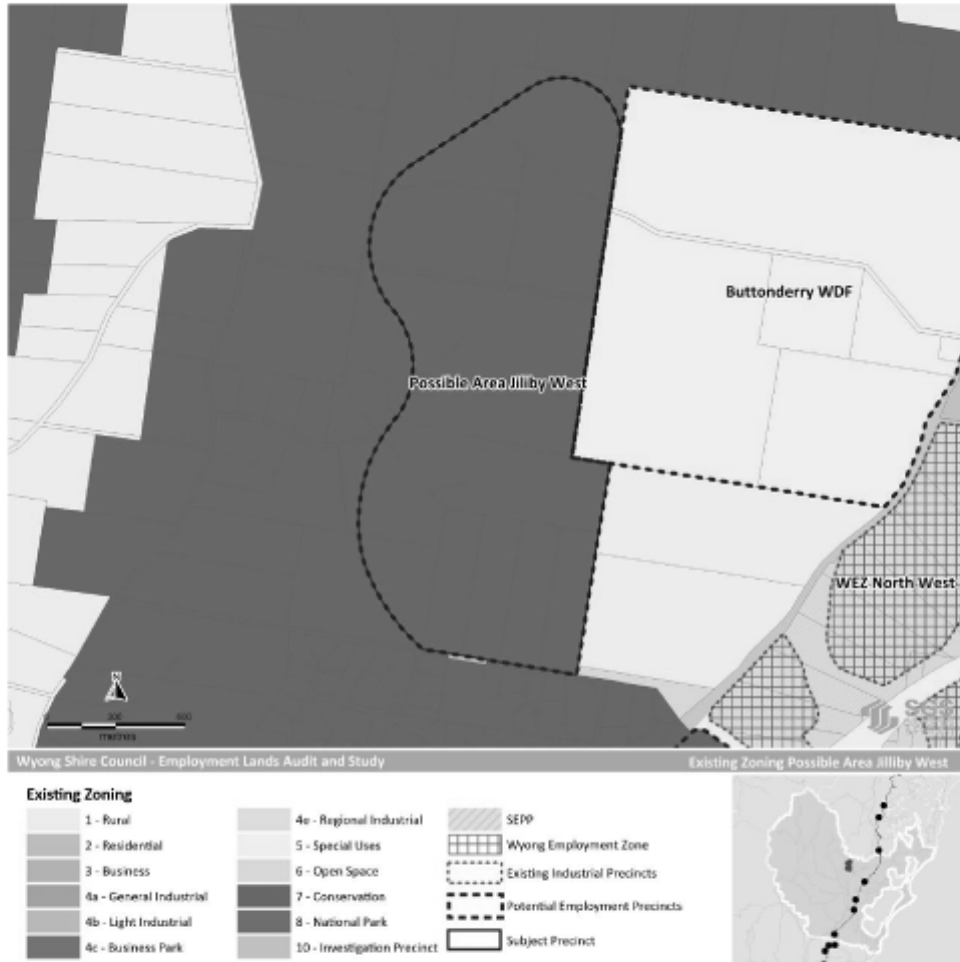
Current investigation area but not likely to be required until after 2036.

**Possible area Jiliby West**

*Precinct character*

The precinct is zoned 7 Conservation Area under the Wyong Environmental Plan 1991.

**FIGURE 99. POSSIBLE AREA JILIBY WEST ZONING MAP**

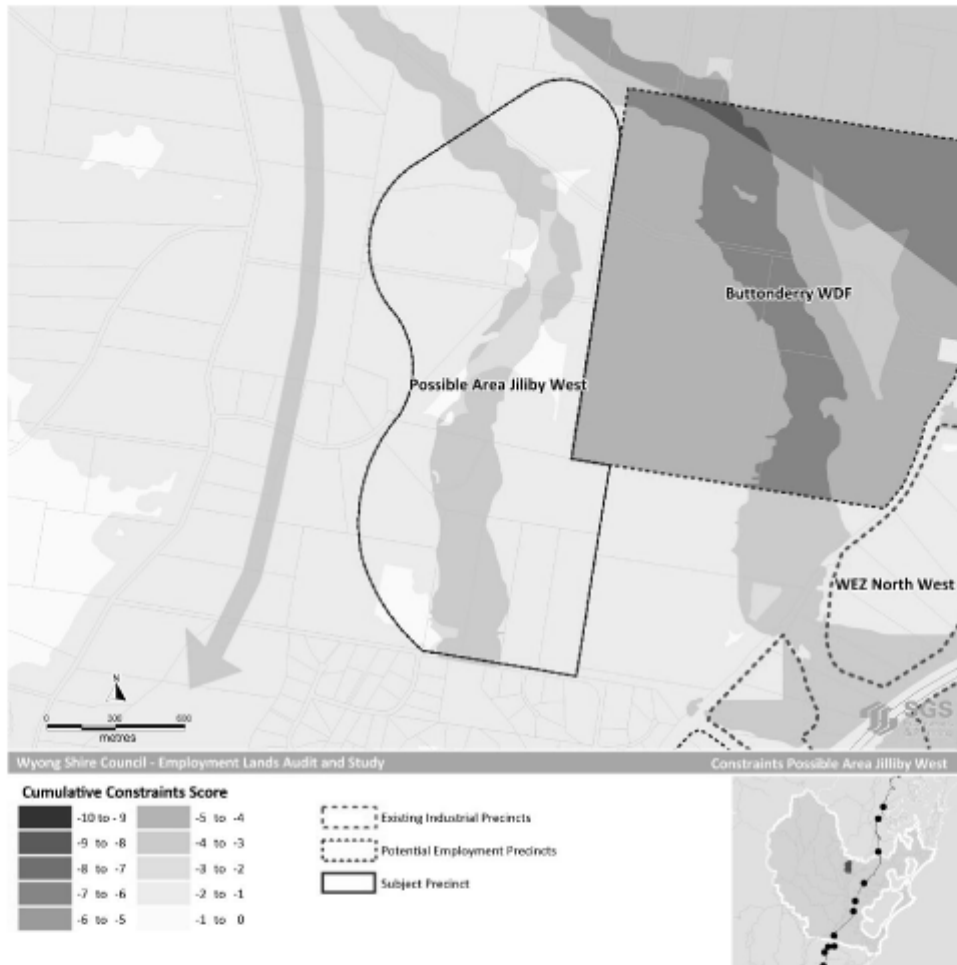


These lands are isolated from existing residential development and town centres, in a favourable location to the freeway. The precinct is considered potentially suitable for uses relating to freight and logistics, heavy manufacturing, light manufacturing and urban services.

*Opportunities and constraints*

Based on our opportunities analysis council the precinct is ranked 33<sup>rd</sup> out of 34 existing and potential employment precincts indicating that it is relatively constrained with an overall constraint score of -11.7 (Figure 100). Based on our locational based BLC criteria, Freight and Logistics and Heavy Manufacturing are the most suitable industries for the precinct.

FIGURE 100. POSSIBLE AREA JILIBY WEST CONSTRAINTS



Source: SGS Economics and Planning, 2012

**Key assets and issues**

- Lack of infrastructure servicing.
- Larger lots, less fragmentation issues than other areas.

**Future role**

Land required after 2036 subject to review.

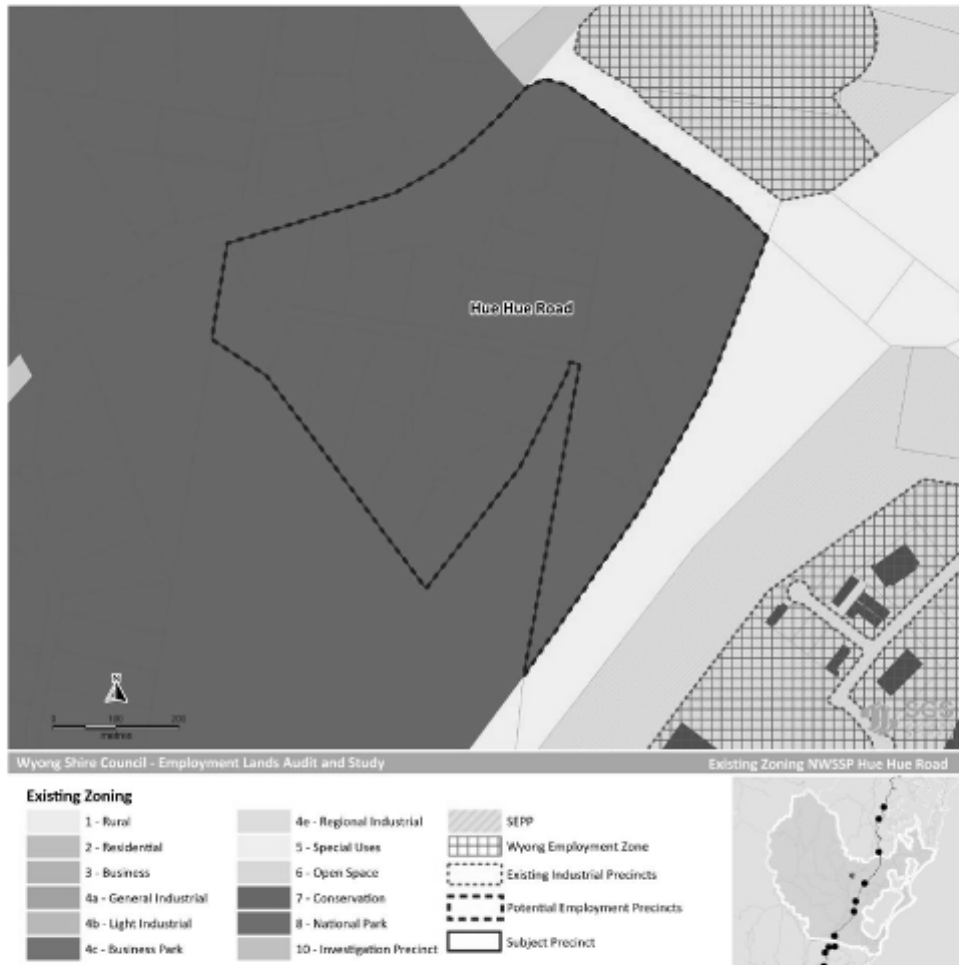
### 6.5 Land identified in the North Wyong Shire Structure Plan

#### Hue Hue Road

*Precinct character*

The precinct is zoned 7 Conservation Area under the Wyong Environmental Plan 1991.

**FIGURE 101. HUE HUE ROAD ZONING MAP**



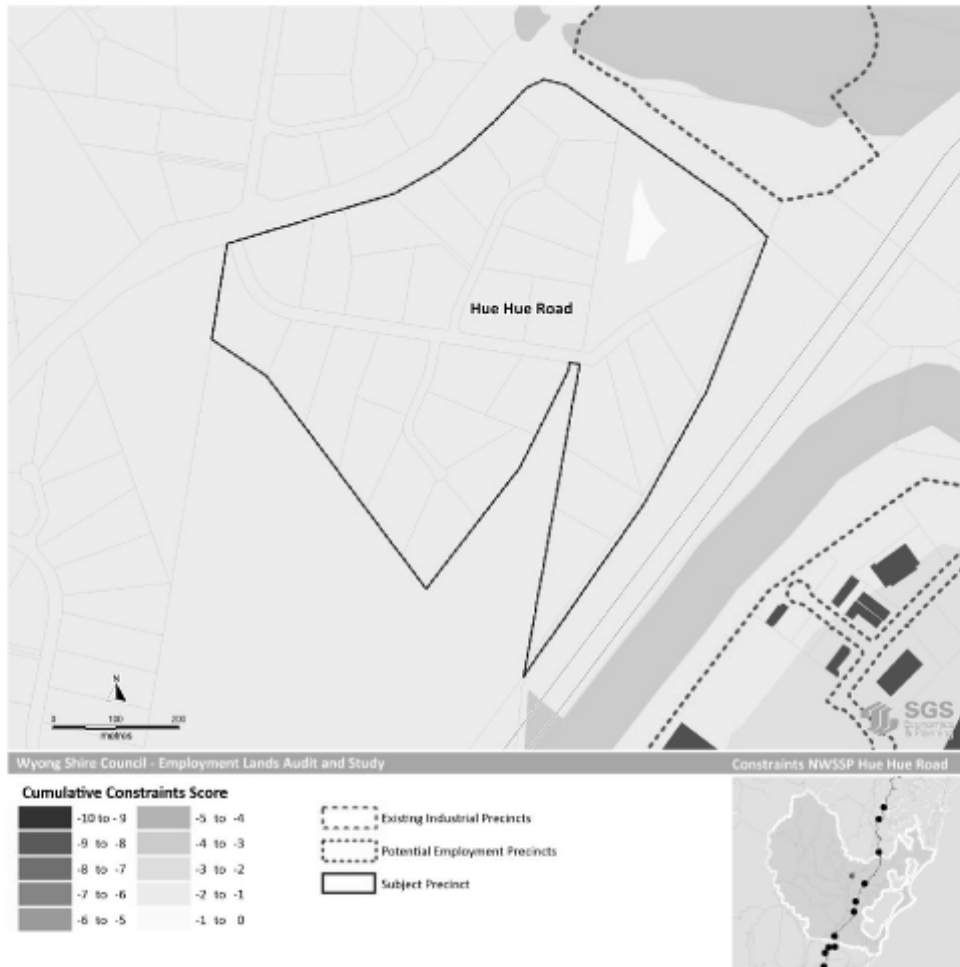
Source: SGS Economics and Planning, 2012

Hue Hue Road is rural-residential area relatively isolated from existing centres in a location adjacent to the freeway. The precinct is considered potentially suitable for uses relating to freight and logistics, heavy manufacturing, light manufacturing and urban services.

*Opportunities and constraints*

Based on our opportunities analysis Hue Hue Road is ranked 25<sup>th</sup> out of 34 existing and potential employment precincts indicating that it is relatively constrained with an overall constraint score of -10.7 (Figure 102). Based on our locational based BLC criteria, Freight and Logistics and Heavy Manufacturing are the most suitable industries for Hue Hue Road.

FIGURE 102. HUE HUE ROAD CONSTRAINTS



Source: SGS Economics and Planning, 2012

*Key assets and issues*

- Site appears to be heavily fragmented ownership with significant capital investment on a number of lots.

*Future role*

Land required after 2036 subject to review.

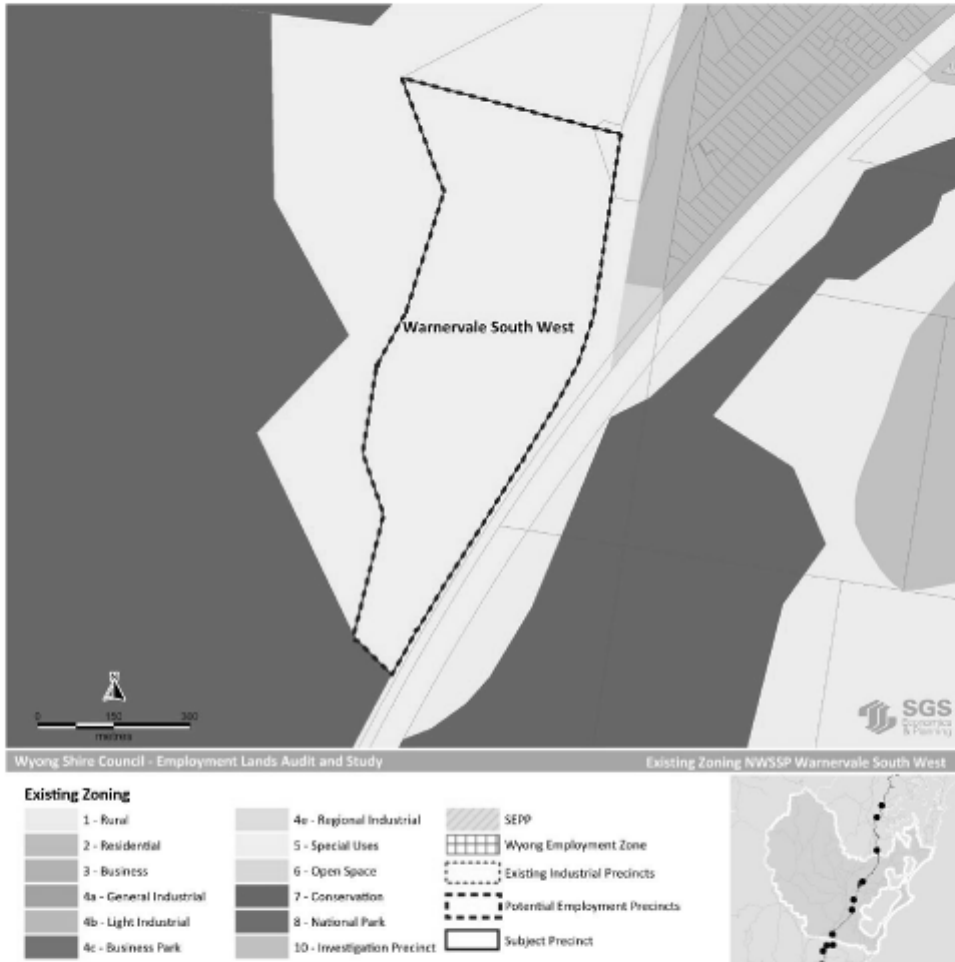


**Warnervale South West**

*Precinct character*

The precinct is zoned 5 Special Uses under the Wyong Environmental Plan 1991.

**FIGURE 103. WARNERVALE SOUTH WEST ZONING MAP**



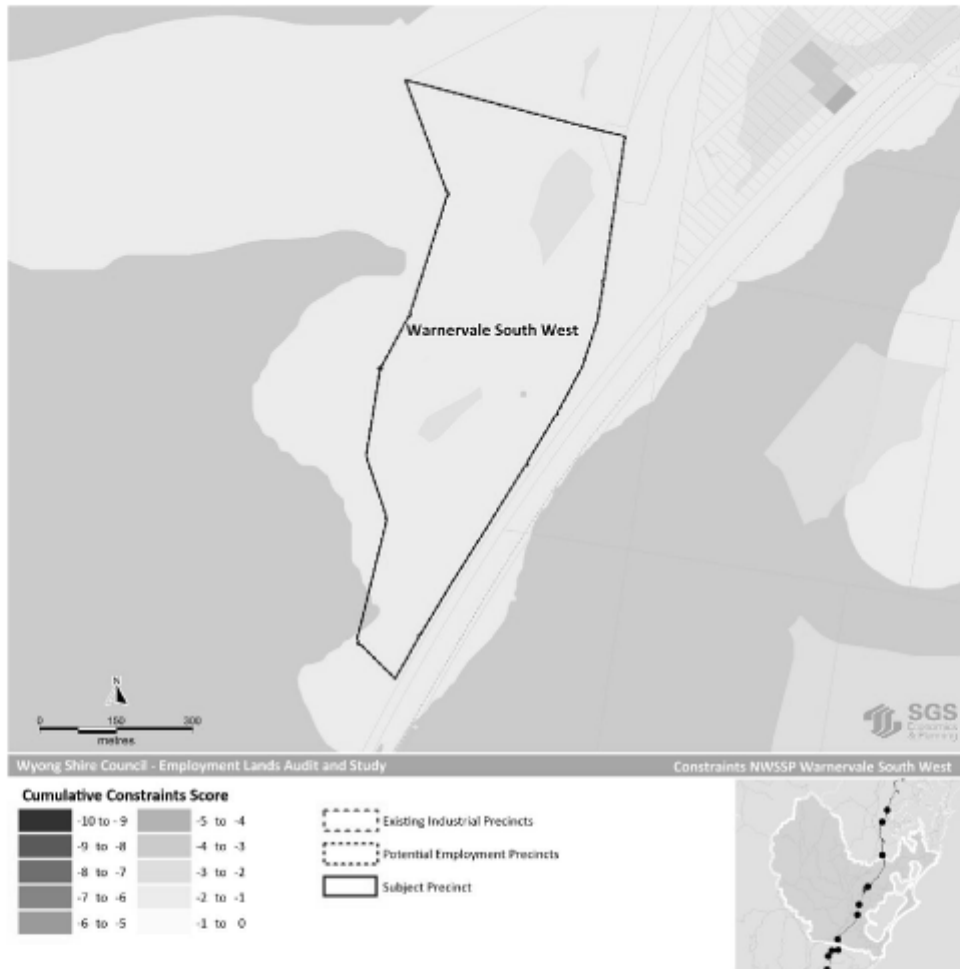
Source: SGS Economics and Planning, 2012

Warnervale South West is an urban fringe site, located adjacent to Warnervale Station and with good access to the F3 Freeway. The precinct is considered potentially suitable for uses relating to business parks, local light industry, urban services and freight and logistics. It will be located near the Warnervale Town Centre and residential development in Precinct 7A.

*Opportunities and constraints*

Based on our opportunities analysis Warnervale South West is ranked 20<sup>th</sup> out of 34 existing and potential employment precincts. It is relatively unconstrained with an overall constraint score of -9.0 (Figure 104). Based on our locational based BLC criteria, Local Light industrial and Business/Office Park are the most suitable industries for Warnervale South West.

FIGURE 104. WARNERVALE SOUTH WEST CONSTRAINTS



Source: SGS Economics and Planning, 2012

**Key assets and issues**

- Good location for a future business park though office needs to be restricted to protect the role of the Warnervale Town Centre.
- Located proximate to the F3 Freeway.
- Link road to Wyong would improve accessibility.

**Future role**

Opportunity to provide higher value commercial and light industrial opportunities in the Warnervale area as it develops.

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.

The B7 zone is proposed for the precinct.