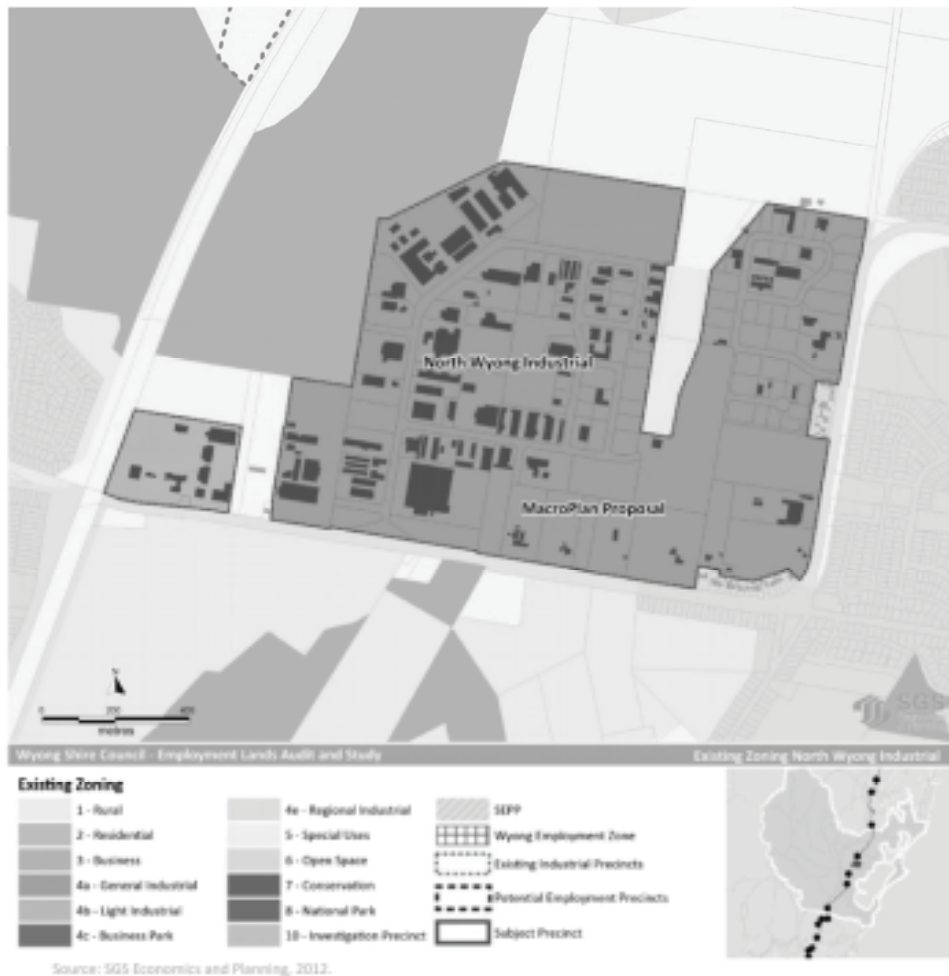


North Wyong Industrial Area

Precinct character

North Wyong Industrial Estate is zoned 4a General Industrial and partially 4b Light Industrial under the Wyong Environmental Plan 1991 (). It is located on the northern side of the Pacific Highway, approximately three kilometres to the north of the Wyong town centre. Comprised of multi-unit buildings accommodating warehouses/distribution and light manufacturing uses, the estate covers an area of approximately 150 hectares and is subdivided into allotments varying from one to 15 hectares, almost all of which have been developed. Current occupants include a diverse range of industries, the most significant being Cheminova, Dulmison Australia and Heyden Frames and Trusses.

FIGURE 46. NORTH WYONG ZONING MAP

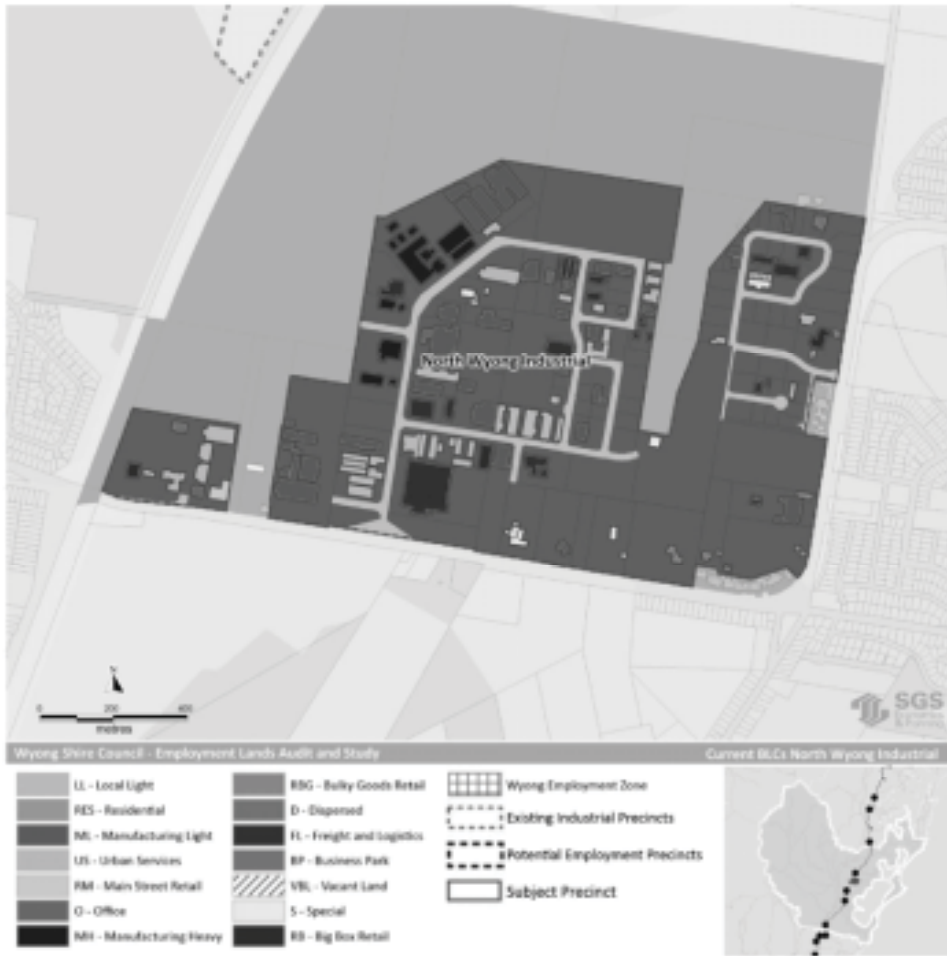


Precinct audit

North Wyong Industrial currently has 175,011 square metres of floorspace at an FSR of 0.2:1. Light Manufacturing is the most dominant land use with 32 percent of total floorspace, followed by Local Light industrial (23 percent) and Freight and Logistics (21 percent). There are 1,295 jobs in North Wyong with Freight and Logistics being the major employer comprising 39 percent of total jobs, followed by Light Manufacturing (21 percent) and Local Light industrial (19 percent). At a one-digit ANZSIC level, the largest employer is Manufacturing (48 percent).

North Wyong Industrial has almost 32.13 hectares of vacant land (30.69 hectares of which is only low-level constrained). There is 15,706 square metres of vacant floorspace. It has an average job density of around 1 job per 135 square metres of floorspace.

FIGURE 47. NORTH WYONG AUDIT FINDINGS



Opportunities and constraints

Based on our opportunities analysis North Wyong is ranked 9th out of 34 existing and potential employment precincts with a constraint ranking of -3.2 (). Based on our locational based BLC criteria, Local Light Industrial and Light Manufacturing industrial are the most suitable industries for North Wyong.

FIGURE 48. NORTH WYONG CONSTRAINTS



Key assets and issues

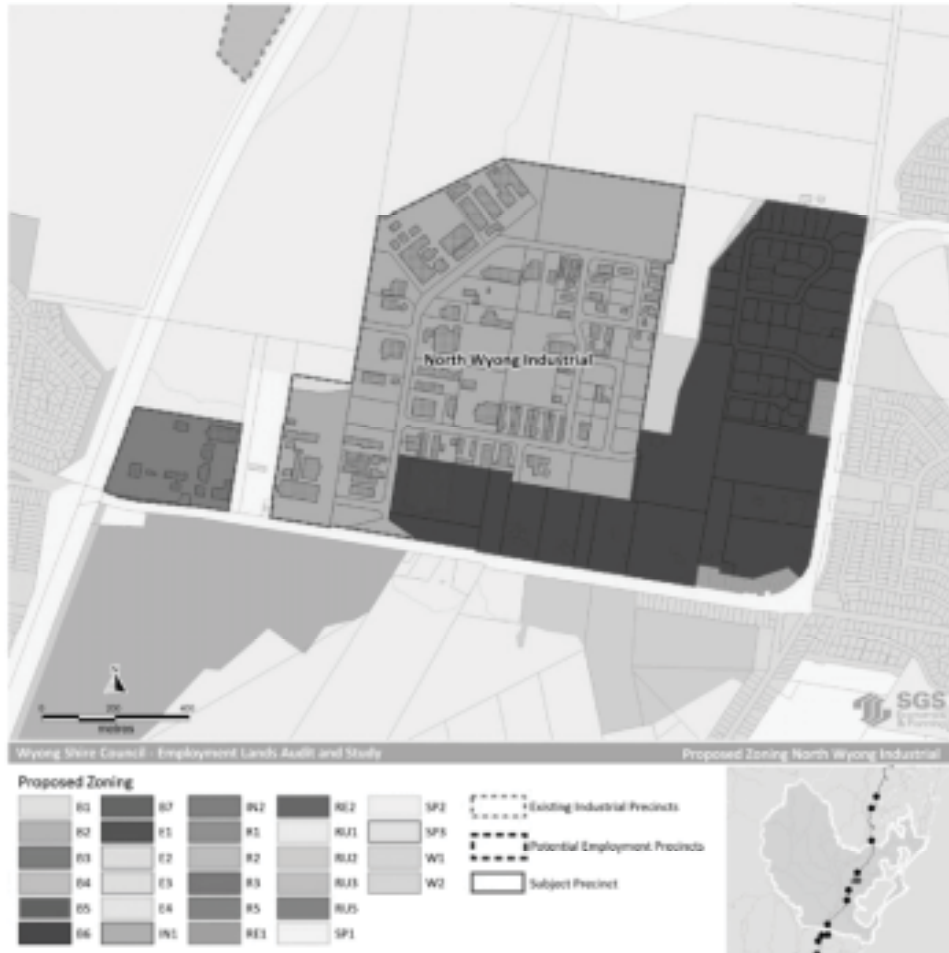
- Consultation with landholders identified the need for separation between industry and residential/retail uses, and the current single point of access off the Pacific Highway as primary issues of concern.
- Good bus services and close to Wyong town centre and Railway Station promote ease of access, with satisfactory retail services.
- Difficult to access from the Freeway. Attractiveness would be enhanced with development of final stage of Link Road which will connect Sparks Road and Pacific Highway. It would then enjoy faster access to the F3 Express with no traffic through residential areas.
- There is a proposal to rezone a section of land along the Pacific Highway to enterprise corridor currently being considered by Council.

Future role

The North Wyong employment area's role as a major manufacturing and service industry hub to the edge of the Wyong-Tuggerah Major Centre is likely to continue. The frontage to the Pacific Highway could evolve and intensify and play more of a service and highway enterprise role.

The IN1 and B6 zones are proposed for the precinct. Within the B6 zone it is suggested that retail and bulky goods floorplates be limited to 1000 square metres.

FIGURE 49. NORTH WYONG PROPOSED ZONING



Ourimbah Industrial Area

Precinct character

Ourimbah industrial precinct is zoned 4b Light Industrial under the Wyong Environmental Plan 1991 (.). It is an urban site located on the Pacific Highway, close to the F3 Freeway. The precinct incorporates light industrial, freight and logistics, light manufacturing and urban service uses.

FIGURE 50. OURIMBAH ZONING MAP



Precinct audit

Ourimbah currently has 3319 square metres of floorspace at an FSR of 0.1:1. Local Light industrial (20 percent), Residential (18 percent) and Light Manufacturing (15 percent) are the most important land uses. It currently contains approximately 4.41 hectares of vacant land (all of which are low-level constrained) and 2505 square metres of vacant floorspace.

There are 60 jobs in Ourimbah with Local Light industrial being the largest industrial employer with 75 percent of the total workforce. At a one-digit ANZSIC level, the largest employers are Other Services (88 percent) and Wholesale Trade (10 percent). Ourimbah has an average job density of around 1 job per 55 square metres of floorspace or 20 jobs per hectare.

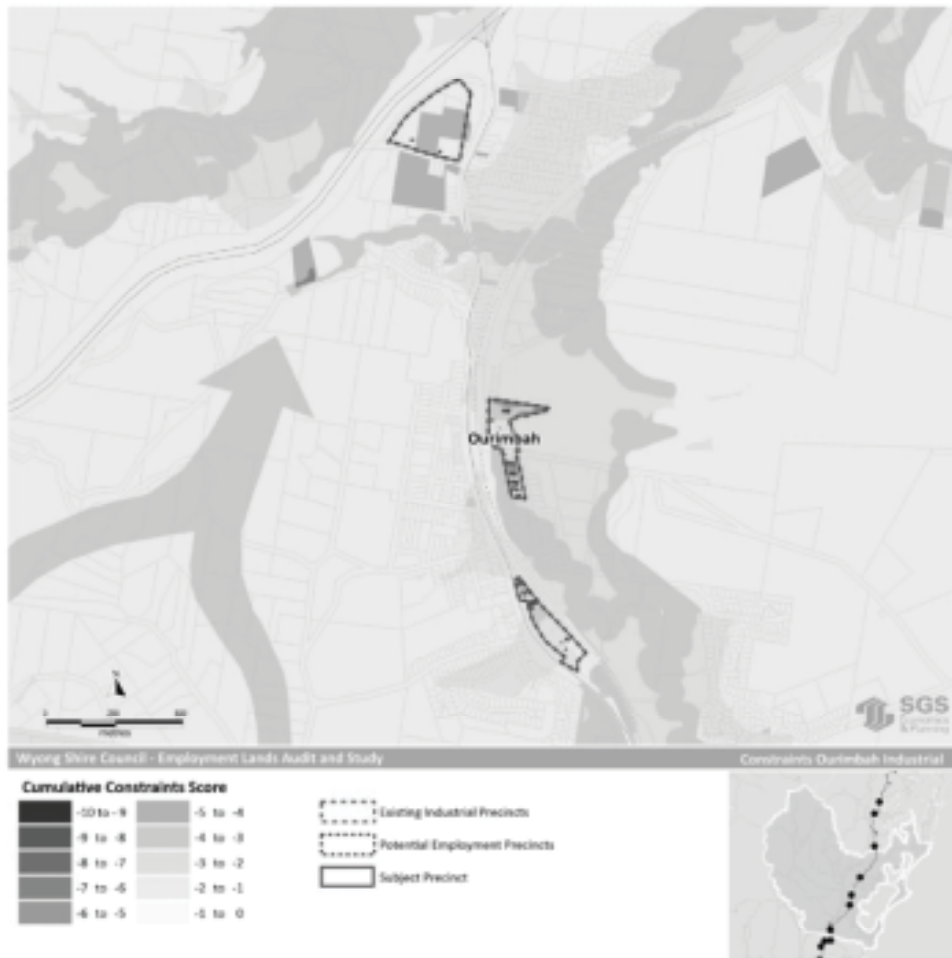
FIGURE 51. OURIMBAH AUDIT FINDINGS



Opportunities and constraints

Based on our opportunities analysis Ourimbah is ranked 11th out of 34 existing and additional employment precincts with a constraint score of -6.6 (). Based on our locational based BLC criteria, Local Light industrial and Freight and Logistics are the most suitable industries for Ourimbah.

FIGURE 52. OURIMBAH CONSTRAINTS



Key assets and issues

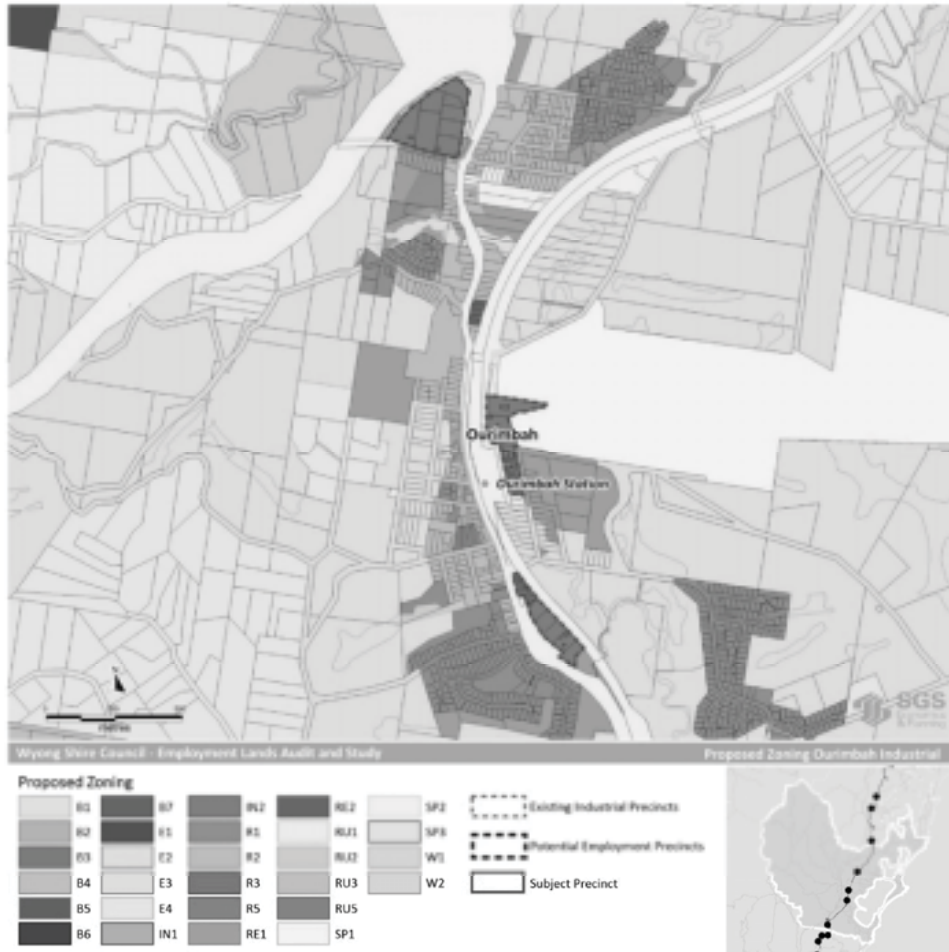
- Active, mixed-use businesses along the Pacific Highway are seen as a clear asset, enhancing the visibility of the precinct.

Future role

Currently contains a mix of business employment. The specific role of these precincts is to be clarified in relation to University Campus, Ourimbah Town Centre and other employment activities currently subject to the Ourimbah Master Plan process.

It is proposed to zone the precinct IN2.

FIGURE 53. OURIMBAH PROPOSED ZONING



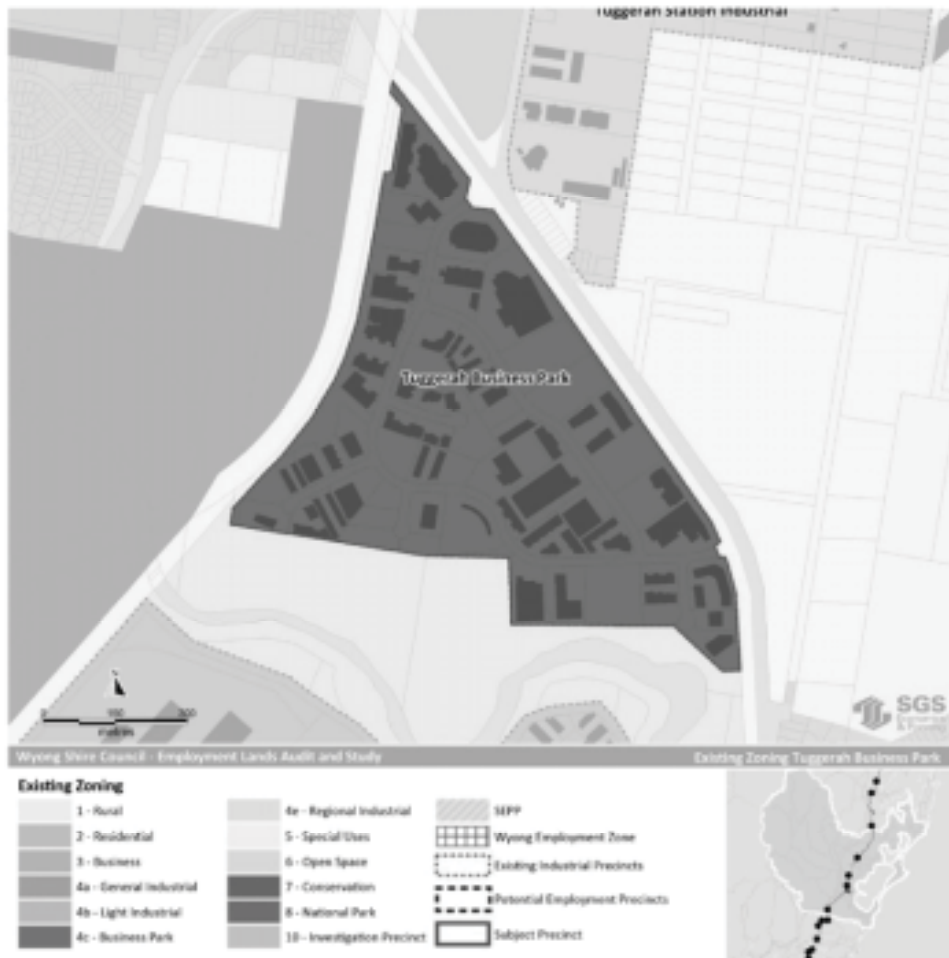
Source: SGS Economics and Planning, 2012.

Tuggerah Business Park

Precinct character

Tuggerah Business Park is zoned 4c Business Park under the Wyong Environmental Plan 1991 (). The Tuggerah Business Park is located on the southern side of Wyong Road, less than one kilometre east of the Westfield Shoppingtown and southeast of the Tuggerah Super Centre. It accommodates a mix of light industrial, offices and warehouses and approximately two-thirds of the total area has been developed. Major activities now include call centres for ING and the NSW Police.

FIGURE 54. TUGGERAH BUSINESS PARK ZONING MAP

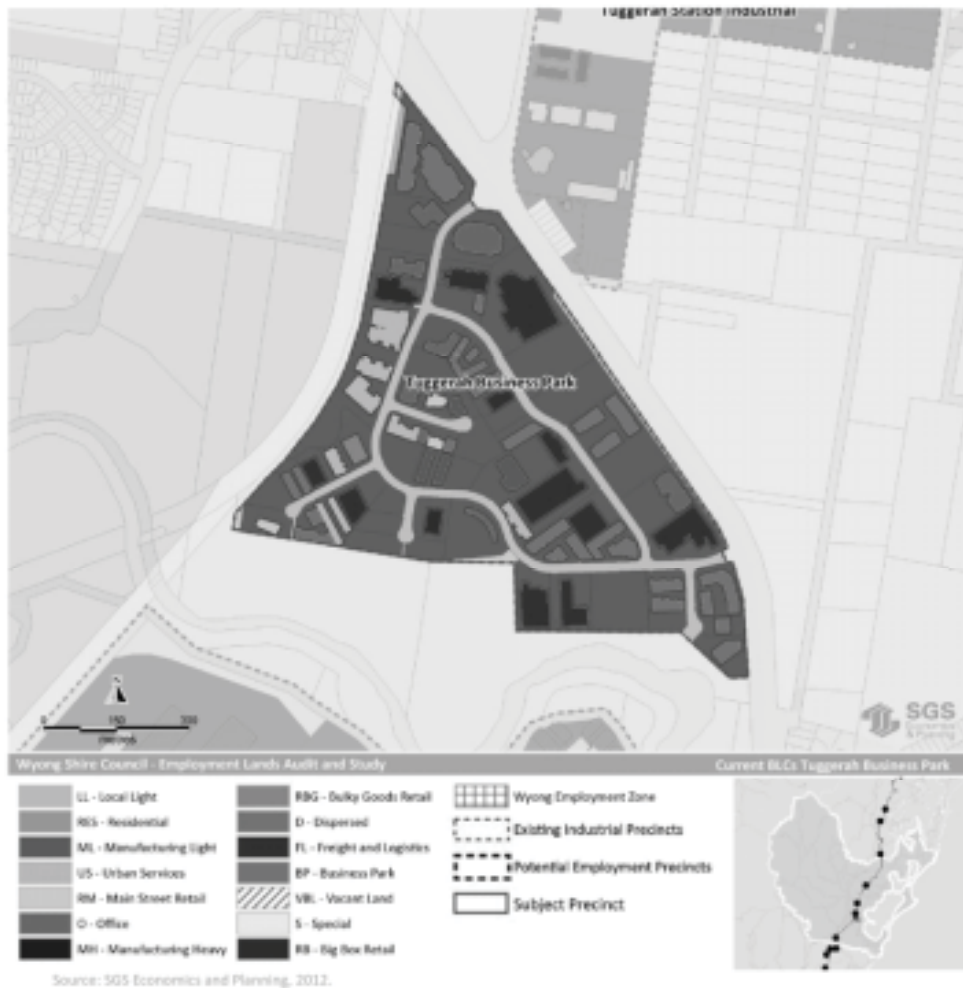


Source: SGS Economics and Planning, 2012.

Precinct audit Tuggerah Business Park currently has 179,412 square metres of floorspace at an FSR of 0.5:1. Freight and Logistics is the most dominant land use with 34 percent of total floorspace, followed by Business Park (31 percent) and Office (16 percent). Tuggerah Business Park has 11.4 hectares of vacant land (all of which is low-level constrained) and 14,914 square metres of vacant floor space.

There are 1377 jobs in Tuggerah Business Park with Business Park uses, at 33 percent being the largest employer, followed by Local Light Industrial with 30 percent of the total workforce and Office at 26 percent. At a one-digit ANZSIC level, the largest employers are Transport, Postal and Warehousing (29 percent), Administrative and Support Services (22 percent) and Wholesale Trade (18 percent). Tuggerah Business Park has an average job density of 1 job per 131 square metres of floorspace or 37 jobs per hectare.

FIGURE 55. TUGGERAH BUSINESS PARK AUDIT FINDINGS



Opportunities and constraints

Based on our opportunities analysis Tuggerah Business Park is ranked 1st out of 34 existing and potential employment precincts with a constraint score of -0.7 indicating that it is low-level constrained compared to other lands in the shire (). Based on our locational based BLC criteria, Business/Office Park and Office are the most suitable industries for Tuggerah Business Park.

FIGURE 56. TUGGERAH BUSINESS PARK CONSTRAINTS**Key assets and issues**

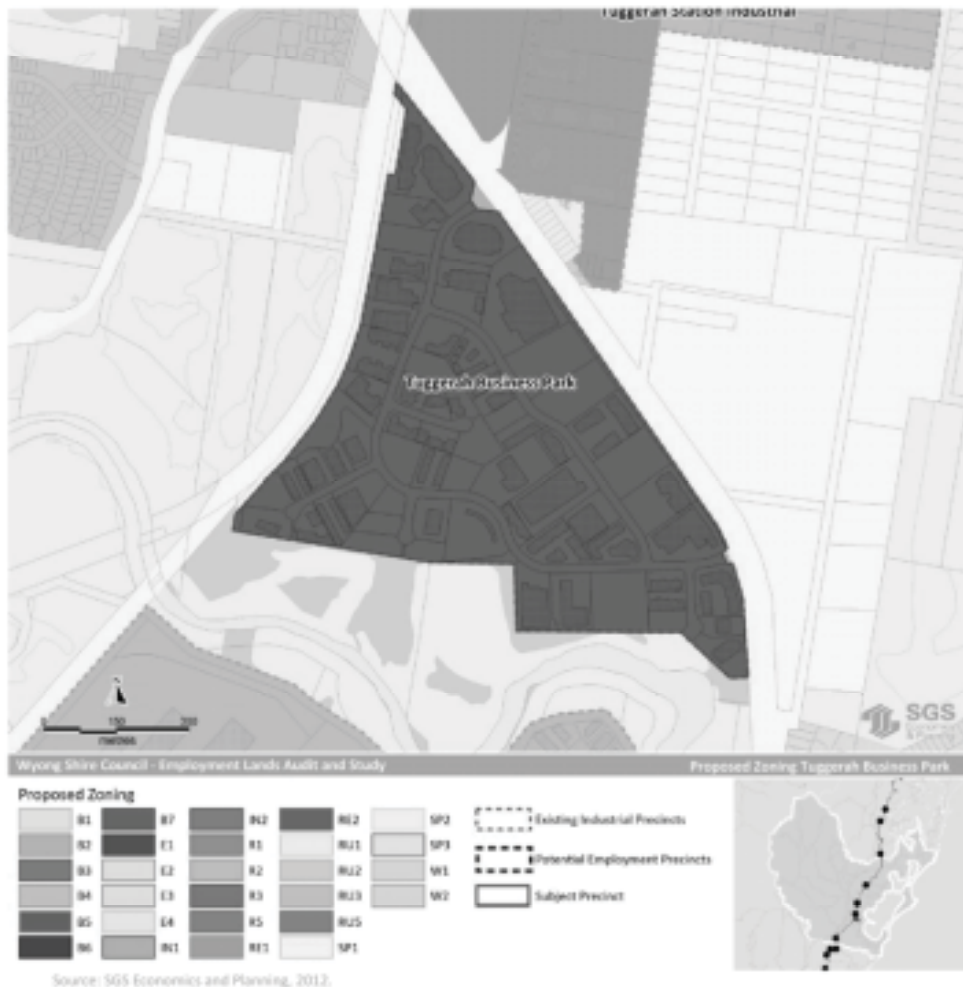
- Wide roads within business park allow for truck access, however access issues exist onto Wyong Road (roundabouts clog traffic and have major visibility issues; very difficult to leave the area during peak hour).
- Safety issues: trucks crossing onto the wrong side of the road (Teamster Close) given its narrow width.
- No pedestrian access to nearby rail facilities, exacerbating traffic impacts associated with the site and demand for land associated with car-parking.
- Close proximity to Supa Centre.
- High utilisation of on-street parking on Teamster Close and Reliance Drive.
- Empty lots are unmaintained and in poor condition.

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.

Propose to zone the precinct B7.

FIGURE 57. TUGGERAH BUSINESS PARK PROPOSED ZONING



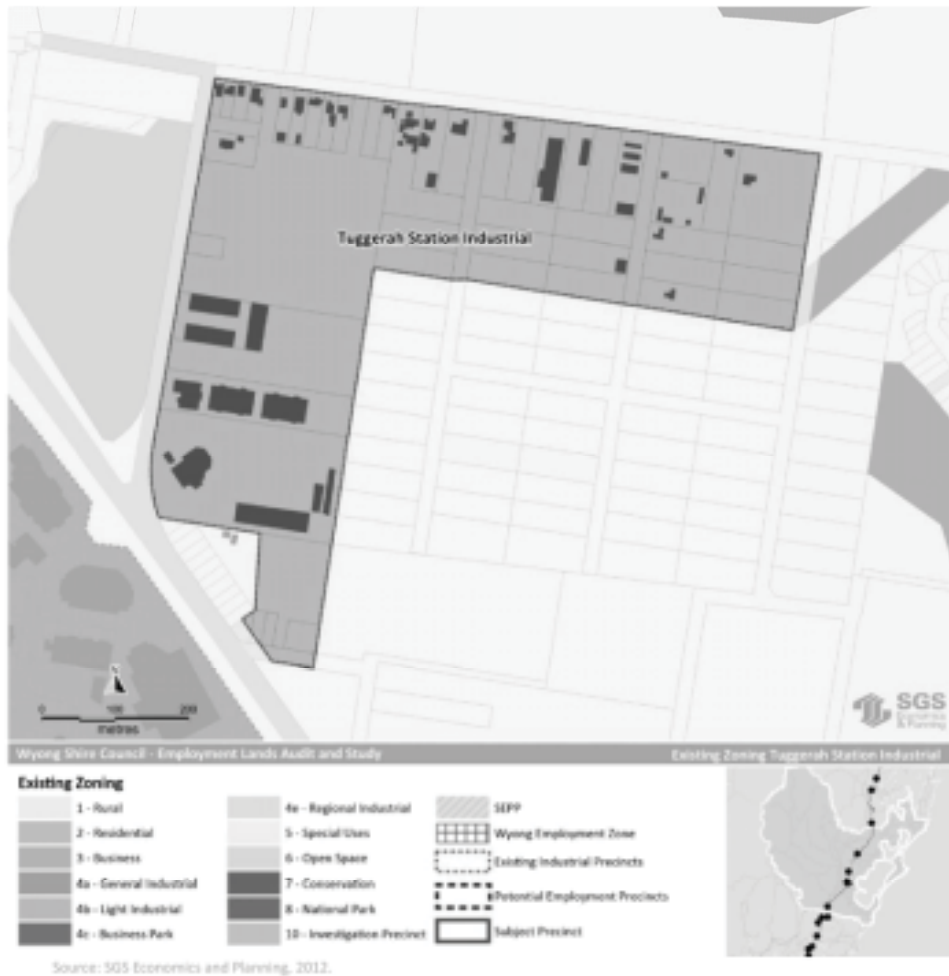
Source: SGS Economics and Planning, 2012.

Tuggerah Station Industrial

Precinct character

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

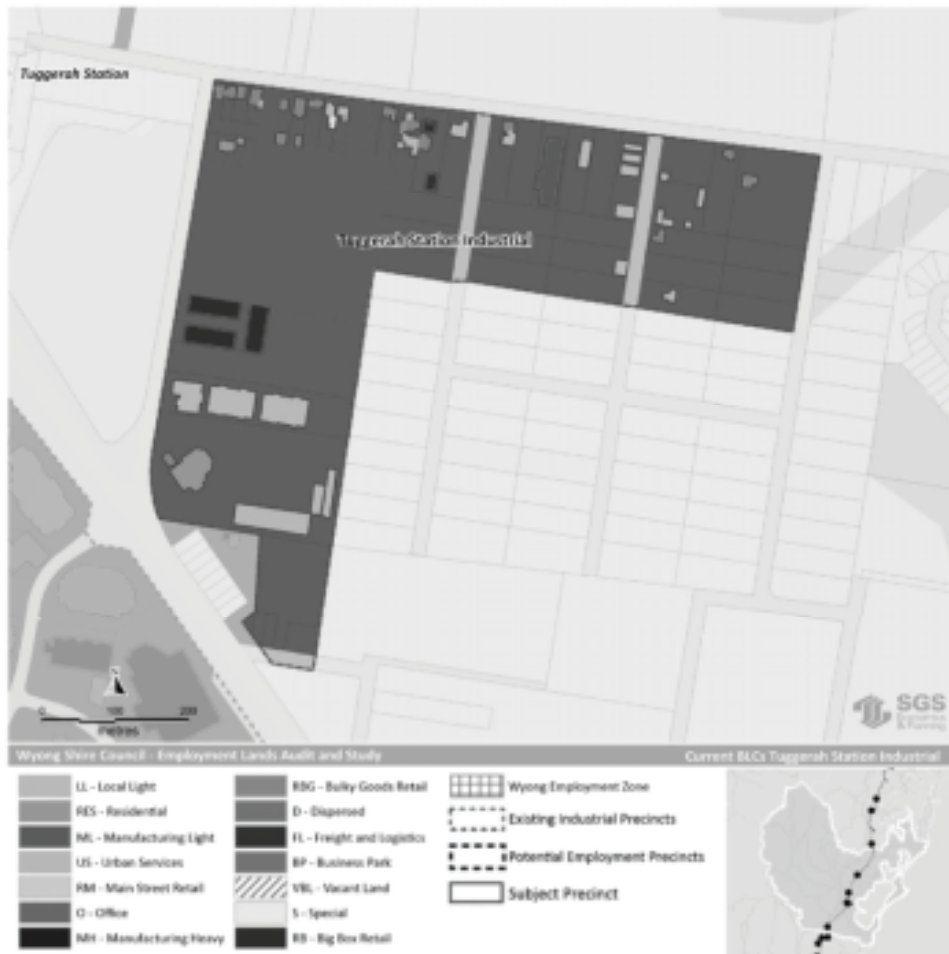
FIGURE 58. TUGGERAH STATION ZONING MAP



Precinct audit

Tuggerah Station Industrial currently has 23,130 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. Tuggerah Station Industrial (particularly the Lake Road, eastern end of the area) is flood prone and has approximately 11.84 hectares of vacant land. There is also 6512 square metres of vacant floorspace. 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). It has an average job density of 1 job per 219 square metres of floorspace or 11 jobs per hectare.

FIGURE 59. TUGGERAH STATION AUDIT FINDINGS



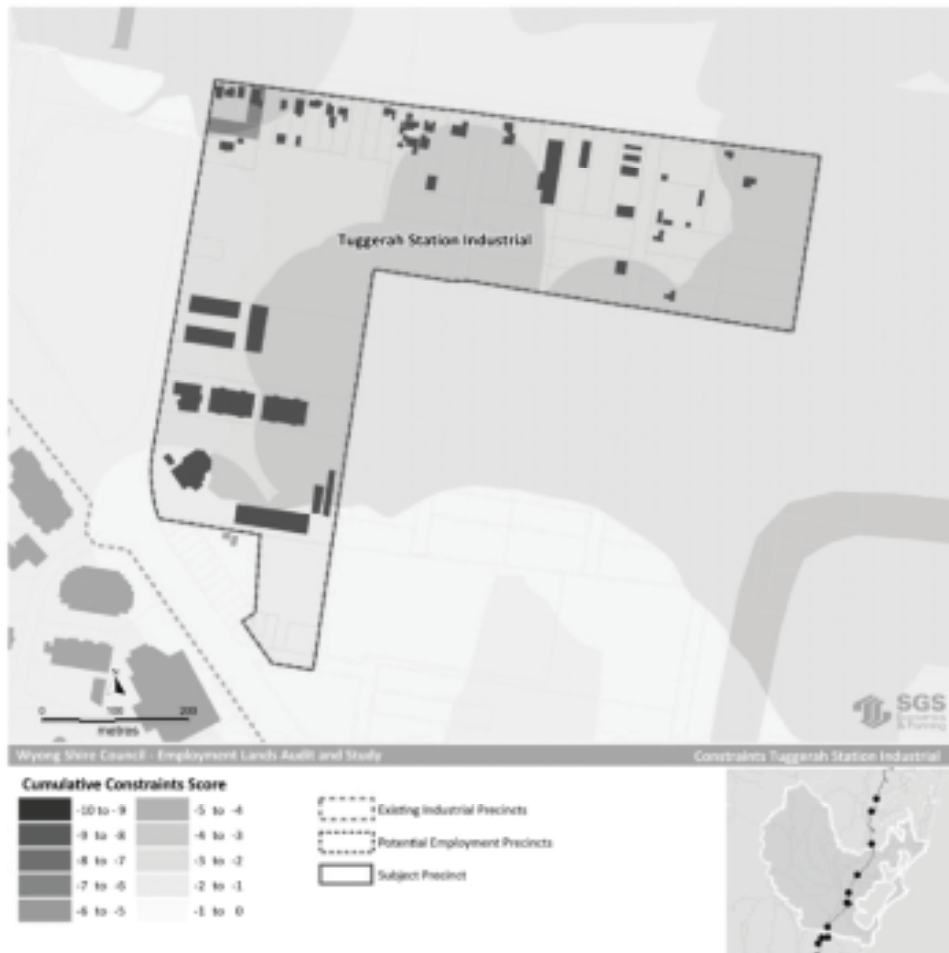
Source: SGS Economics and Planning, 2012.

Opportunities and constraints

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

There is a possibility of incorporating the Council owned carpark into the precinct if the commuter carpark function can be incorporated in an integrated development.

FIGURE 60. 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.
- Proximity to railway station
- Eastern part of the site are subject to flooding. To enable development it may be necessary to fill low lying areas to enable development. Development costs and Section 94 charges to provide water management and flood mitigation measures result in additional development costs.

Future role

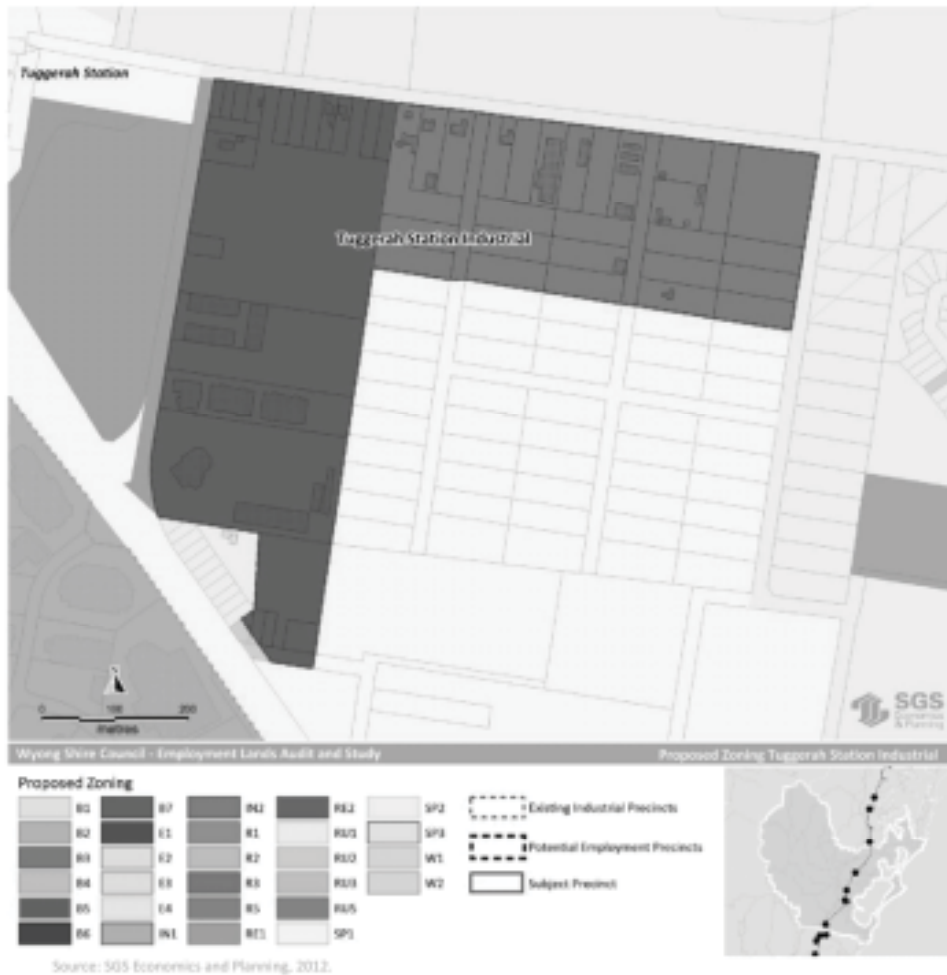
Transform Tuggerah Station Industrial into an enterprise and business development area in the medium to long term.

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 61. TUGGERAH STATION INDUSTRIAL PROPOSED ZONING



Tuggerah Straight

Precinct character

Tuggerah Straight is zoned 4b Light Industrial and 3b Centre Support under the Wyong Environmental Plan 1991 (-). Only the industrial zones were audited. 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. Major tenants currently include Australian Senior Publishing and Wideline (manufacturers of commercial and domestic doors and windows).

FIGURE 62. TUGGERAH STRAIGHT ZONING MAP



Precinct audit

Tuggerah Straight currently has 142,624 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. Tuggerah Straight has approximately 4.43 hectares of vacant land (3.92 hectares low-level constrained). There are 15087 square metres of vacant floorspace in Tuggerah Straight.

There are 1,304 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). It has an average job density of 1 job per 111 square metres of floorspace.

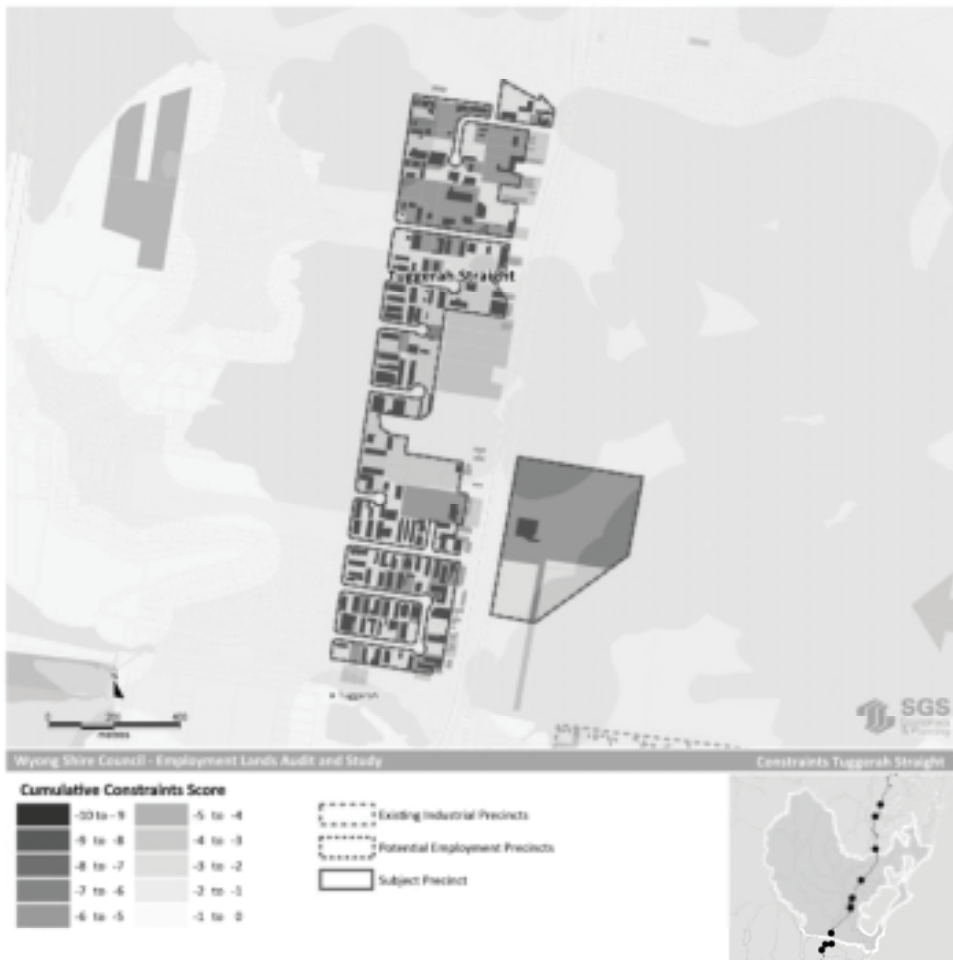
FIGURE 63. TUGGERAH STRAIGHT AUDIT FINDINGS



Opportunities and constraints

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

FIGURE 64. TUGGERAH STRAIGHT CONSTRAINTS



Source: SGS Economics and Planning, 2012.

Key assets and issues

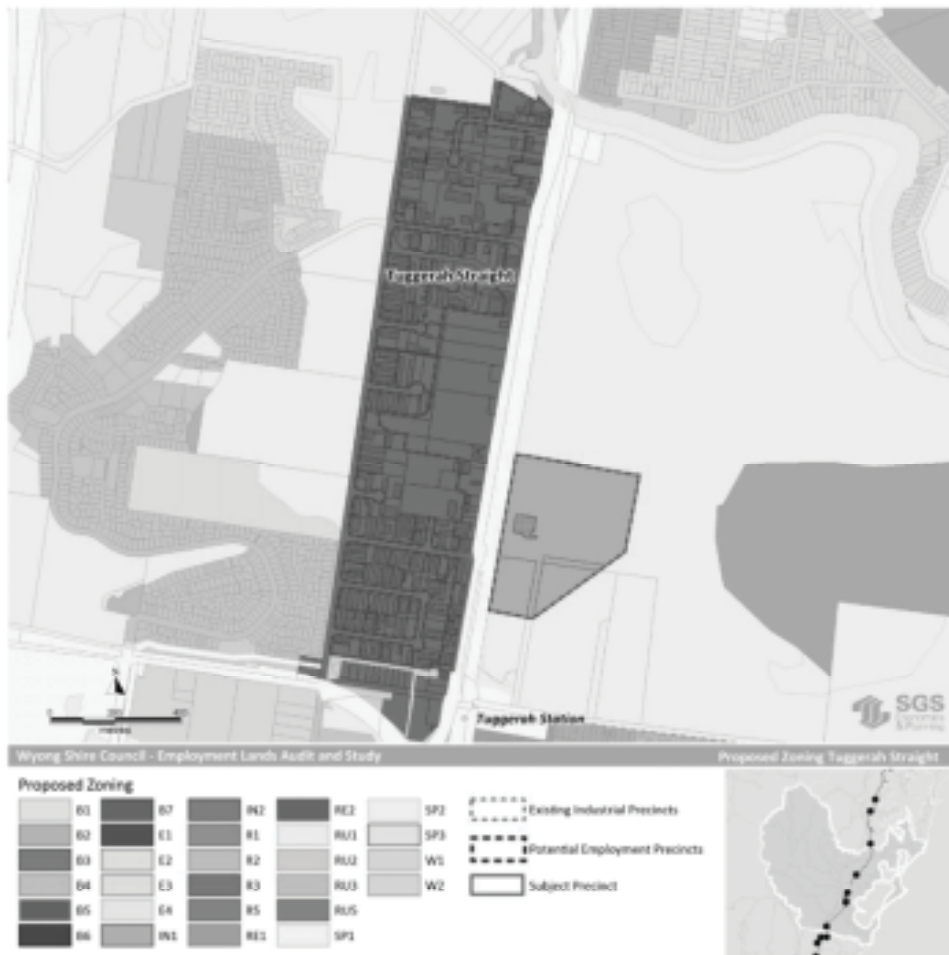
- Access to Tuggerah station. Ease of access to Pacific Highway for small vehicles.
- Flooding affects entire area, particularly the southern part. May need to maintain/upgrade drainage.
- Lack of access for large trucks.
- Northern area has issues with street lighting and safety

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.

To facilitate this employment intensification, changing role and complementary role to the surrounding employment centres at Westfield, at the SupaCenta and in the Wyong town centre it is proposed to zone the whole precinct B5. However, it is proposed to limit prospects for bulky goods uses to only those areas fronting Pacific Highway. This would require an overlay or special schedule control.

FIGURE 65. TUGGERAH STRAIGHT PROPOSED ZONING¹⁶



Source: SGS Economics and Planning, 2012.

¹⁶ Does not include wetland conservation zone from 1991 LEP. Council should identify the extent of this area and apply the appropriate SILEP zone.

Tumbi Gardens Industrial

Precinct character

Tumbi Gardens industrial is zoned 4b Light Industrial under the Wyong Environmental Plan 1991 (). Tumbi Gardens is an urban site located adjacent to Wyong Road with most businesses servicing the building and automotive industries.

FIGURE 66. TUMBI GARDENS INDUSTRIAL ZONE MAP



Source: SGS Economics and Planning, 2012.

Precinct audit

Tumbi Gardens industrial 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. Tumbi Gardens currently has 0.07 hectares of vacant land and 1626 square metres of vacant floorspace.

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). It has an average job density of 1 job per 167 square metres of floorspace or 22 jobs per hectare.

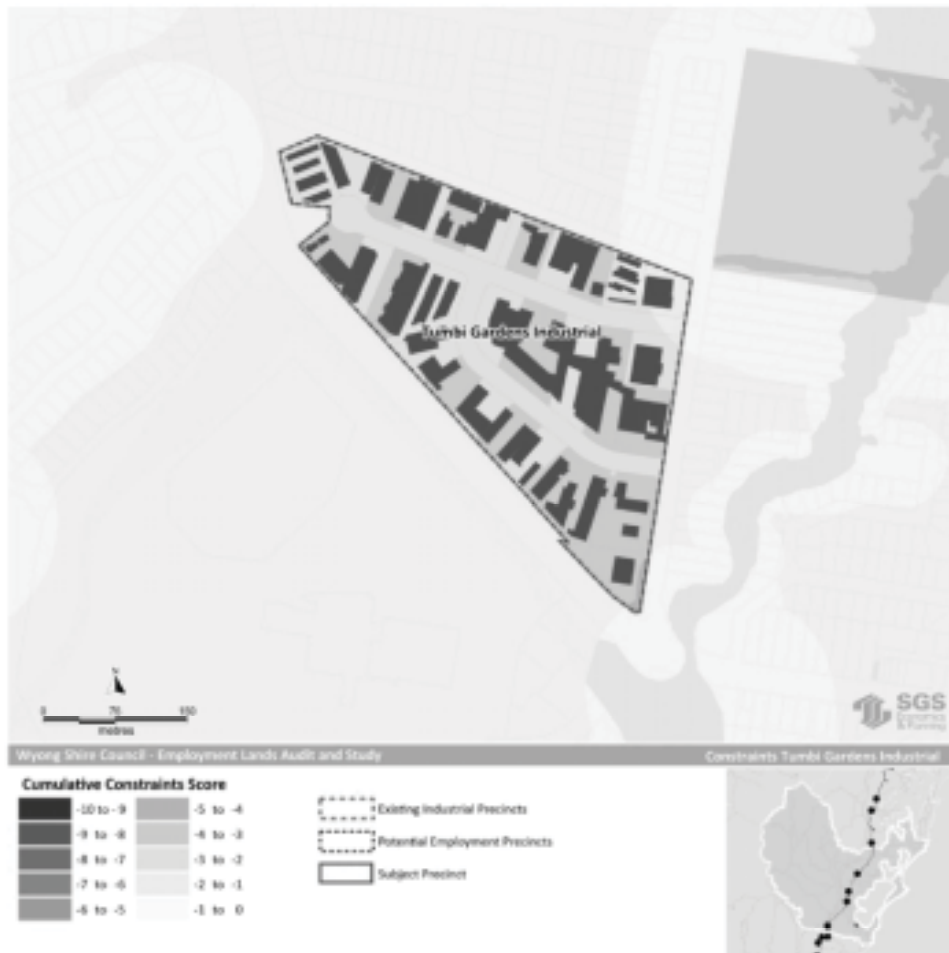
FIGURE 67. TUMBI GARDENS AUDIT FINDINGS



Opportunities and constraints

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

FIGURE 68. TUMBI GARDENS CONSTRAINTS



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 is proposed to continue.

The IN2 zone is proposed for the precinct.

FIGURE 69. TUMBI GARDENS PROPOSED ZONING



Source: SGS Economics and Planning, 2012.

Wyong Employment Zone – Warnervale Business Park

Precinct character

Wyong Employment Zone (WEZ) is zoned IN1 – General Industry under SEPP Major Development, 2005 ({}). The location adjacent to the F3 Freeway provides a strategic transport advantage to this precinct.

FIGURE 70. WYONG EMPLOYMENT ZONE – WARNERVALE BUSINESS PARK ZONING MAP

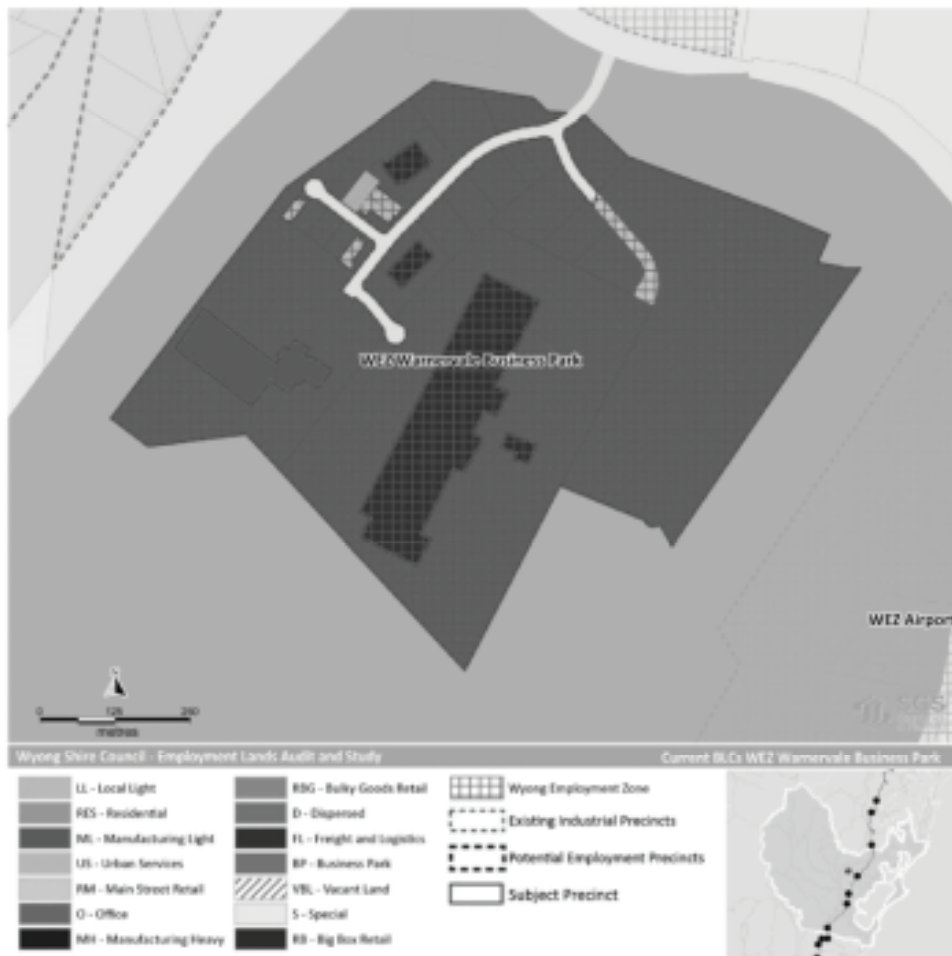


Precinct audit

Wyong Employment Zone – Warnervale Business Park currently has 83,268 square metres of floorspace at an FSR of 0.2:1. 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. Wyong Employment Zone has 24 hectares of vacant land (8.29 hectares of which is low-level constrained), and 473 square metres of vacant floorspace.

There are 743 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). It has an average job density of 1 job per 112 square metres of floorspace or 20 jobs per hectare.

FIGURE 71. WYONG EMPLOYMENT ZONE – WARNERVALE BUSINESS PARK AUDIT FINDINGS

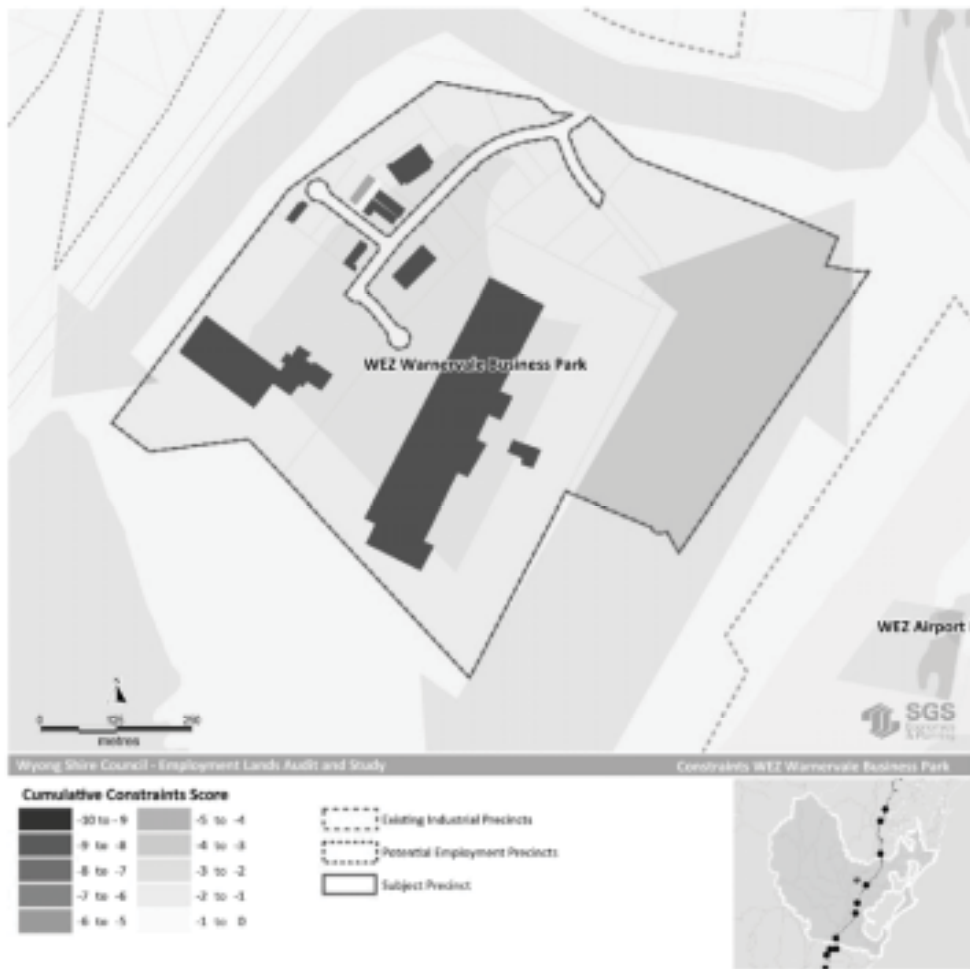


Source: SGS Economics and Planning, 2012.

Opportunities and constraints

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

FIGURE 72. WYONG EMPLOYMENT ZONE – WARNERVALE BUSINESS PARK CONSTRAINTS

*Key assets and issues*

- The cost of key enabling infrastructure including stormwater water harvesting, roads and intersections and drainage, is high.
- The airport's role and the timing of its possible redevelopment.
- Council is entertaining a proposal to sell 15 Ha of its land to a developer to build a replica Chinese City adjoining the Woolworths Distribution Centre.
- Other outstanding issues including Biocertification to resolve threatened species planning issues and provide development certainty.

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 part of a more detailed structure planning exercise to ensure strategic role opportunities are protected (ensure a mix of smaller and large lot offerings).

The IN1 zone is proposed for the precinct. The site should be part of a detailed structure planning process for the Bushells Ridge and Wyong Employment Zone precincts that ensures long term strategic opportunities for industry are protected.

FIGURE 73. WYONG EMPLOYMENT ZONE – WARNERVALE BUSINESS PARK PROPOSED ZONING



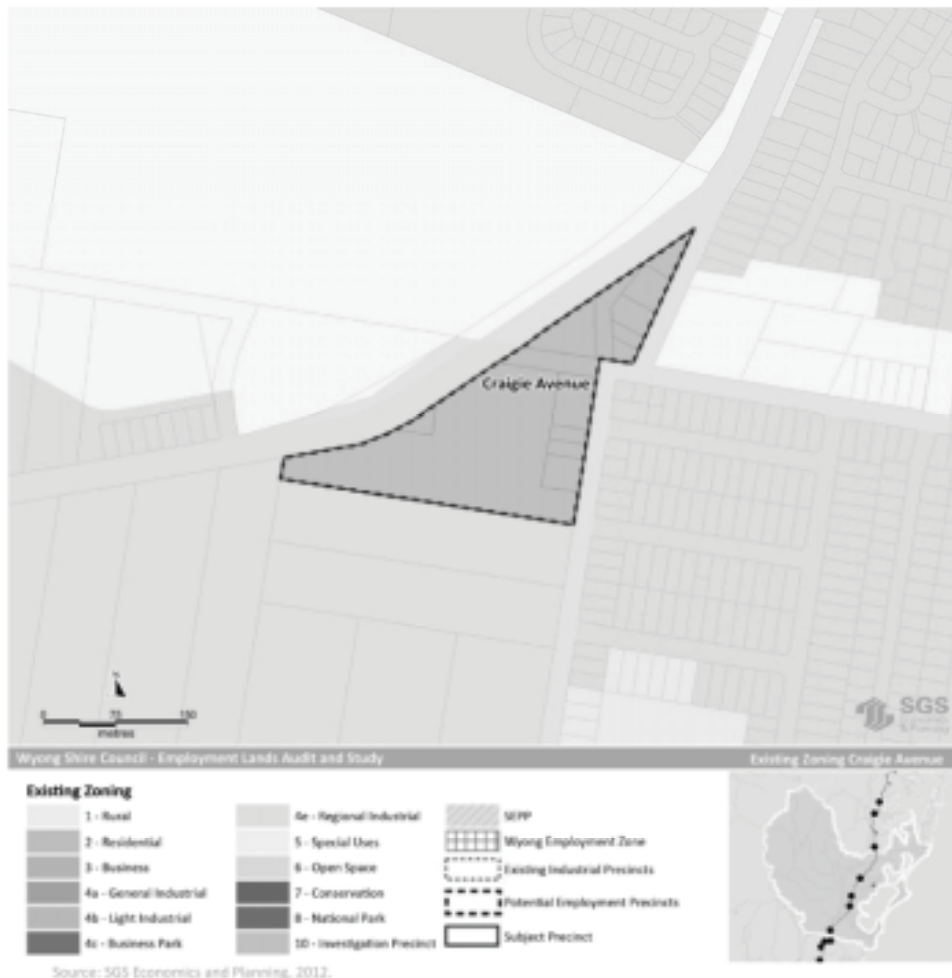
6.4 Potential precincts

Craigie Avenue site

Precinct character

The Craigie Avenue site is currently zoned 10 (a) Investigation Precinct Zone under the Wyong Environmental Plan 1991 (). It is largely vacant with the exception of a small commercial use to the north of the site.

FIGURE 74. CRAIGIE AVENUE ZONING MAP



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 8th 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 75. CRAIGIE AVENUE CONSTRAINTS



Key assets and issues

- Location near hospital could allow for a medical related cluster of uses.
- 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'*⁵⁷

⁵⁷ Craigie Avenue Precinct Planning Proposal, Paradigm Planning consultants, 2011, p. 3.

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 complement the role of the nearby Wadalba and Kanwal centres. There is the possibility of providing some residential accommodation for hospital workers, though this should be appropriately located in relation to the main road.

The B6 zone is proposed for the precinct. Any retail allowed in this area is to be no greater than 1000 square metres per development.

FIGURE 76. CRAIGIE AVENUE PROPOSED ZONING

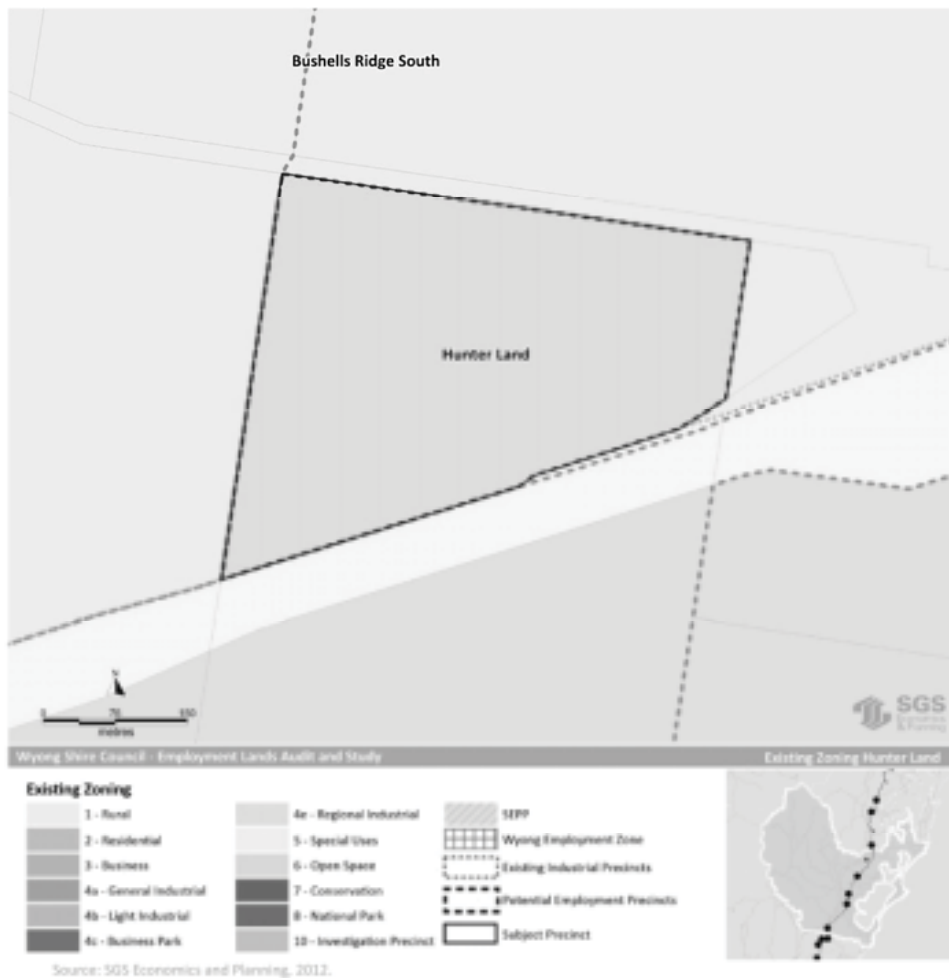


Hunter Land Site

Precinct character

The Hunter Land Site is currently zoned 4e Regional Industrial and Employment Development Zone under the Wyong Environmental Plan 1991 (). It is isolated from residential development and existing centres and is located near an arterial road and adjacent to the freeway. It is currently vacant but has an approval for subdivision. The precinct is considered potentially suitable for Freight and Logistics, Heavy Manufacturing, Light Manufacturing and Urban Services.

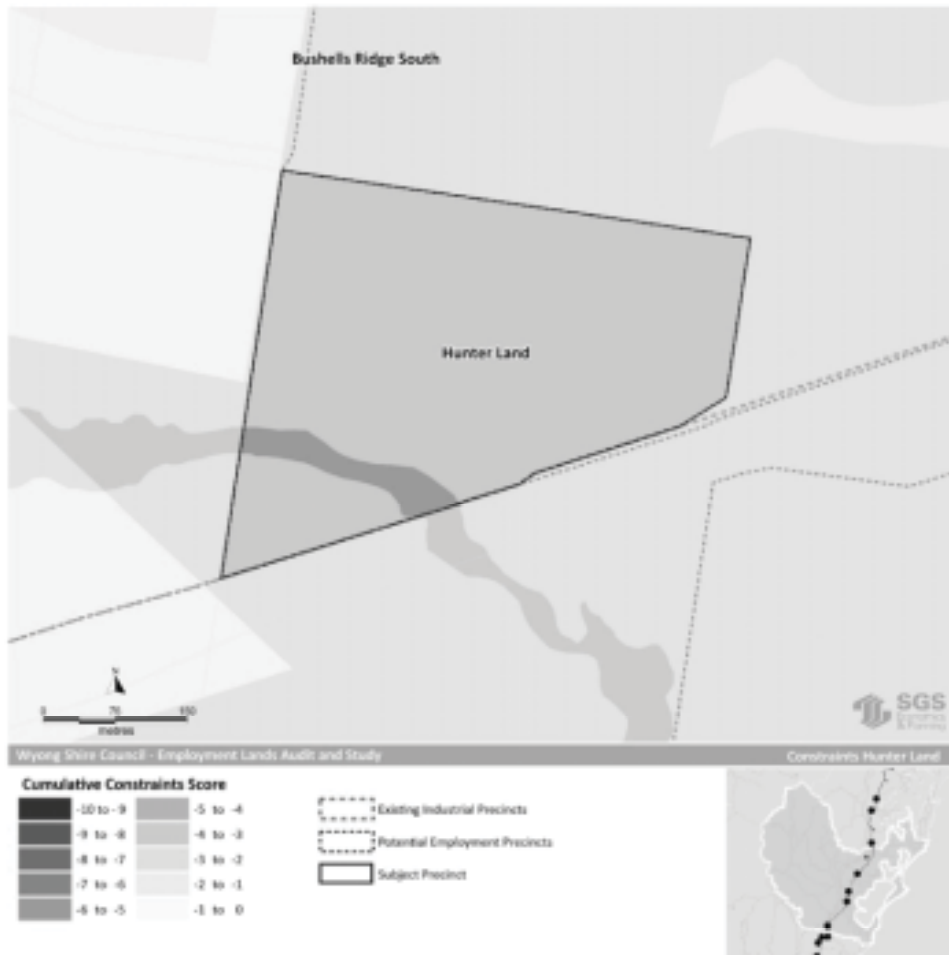
FIGURE 77. HUNTER LAND ZONING MAP



Opportunities and constraints

Based on the opportunities analysis Hunter Land is ranked 27th out of 34 existing and potential employment precincts indicating that it is highly constrained with an overall constraint score of -10.8 (). Based on the locational based BLC criteria, Freight and Logistics and Heavy Manufacturing are the most suitable industries for Hunter Land.

FIGURE 78. 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.

The IN1 zone is proposed for the precinct. The site should be part of a detailed structure planning process for the Bushells Ridge and Wyong Employment Zone precincts that ensures long term strategic opportunities for industry are protected.

FIGURE 79. HUNTER LAND PROPOSED ZONING



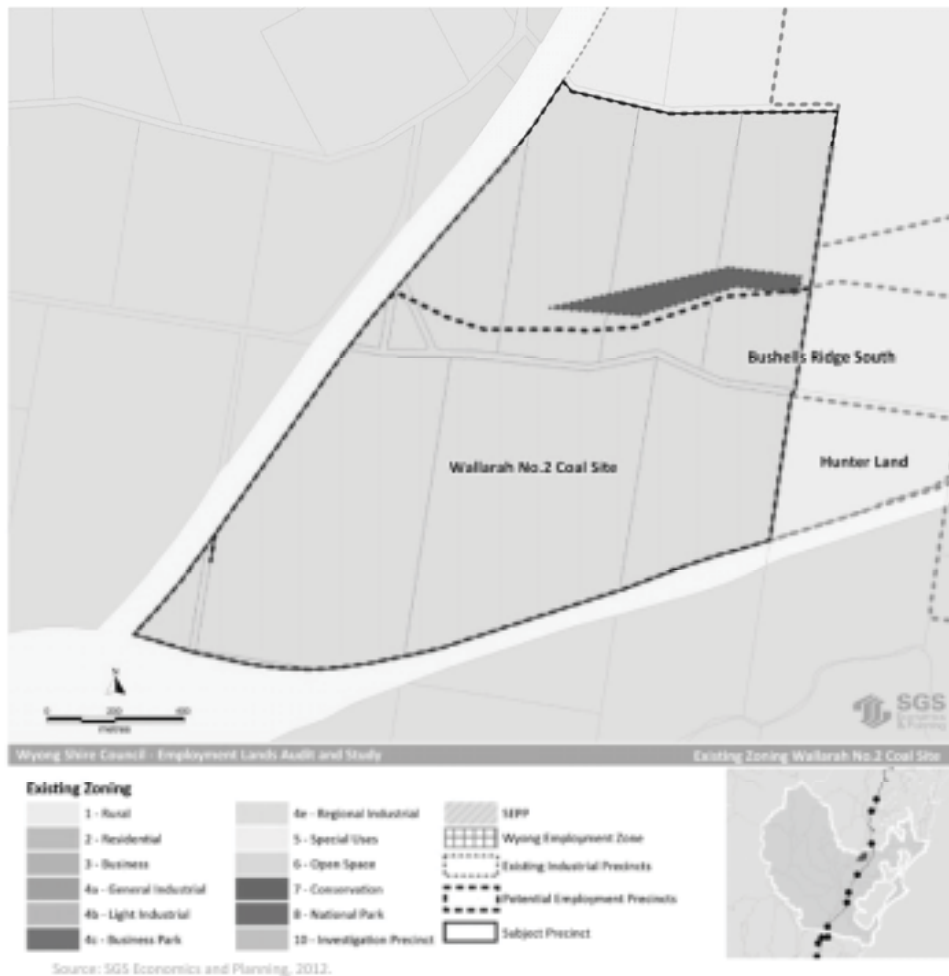
Source: SGS Economics and Planning, 2012.

Wallahah No. 2 coal site

Precinct character

The site is currently zoned 4e Regional Industrial and Employment Development Zone under the Wyong Environmental Plan 1991 (j). 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 approval. However the proposal is in the process of being revised and the proponent is expected to reapply for approval for the proposal in 2013.

FIGURE 80. WALLARAH NO 2 COLLIERY ZONING MAP

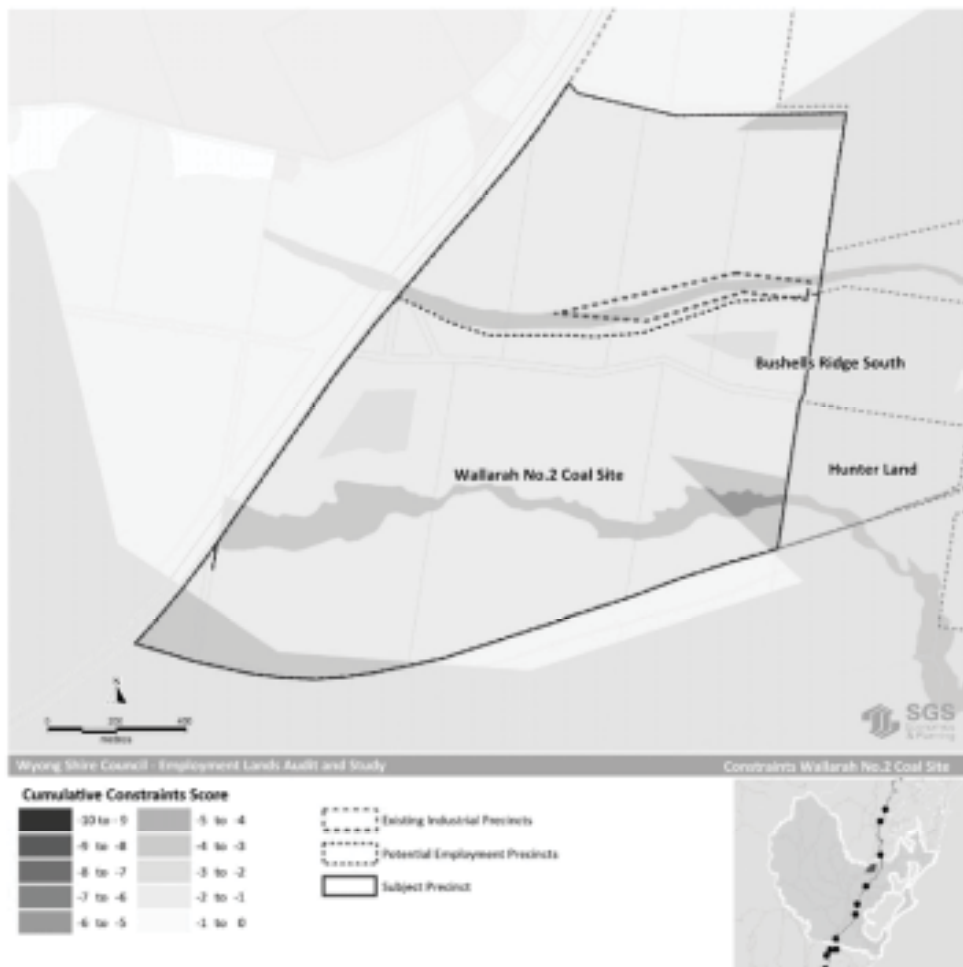


Opportunities and constraints

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

There is an opportunity for industries seeking to locate on rail loop if Wallarah 2 Coal Mine is approved. This is a niche that currently does not exist in Wyong Shire's industrial land market.

FIGURE 81. WALLARAH NO 2 COAL SITE CONSTRAINTS



Source: SGS Economics and Planning, 2012.

Key assets and issues

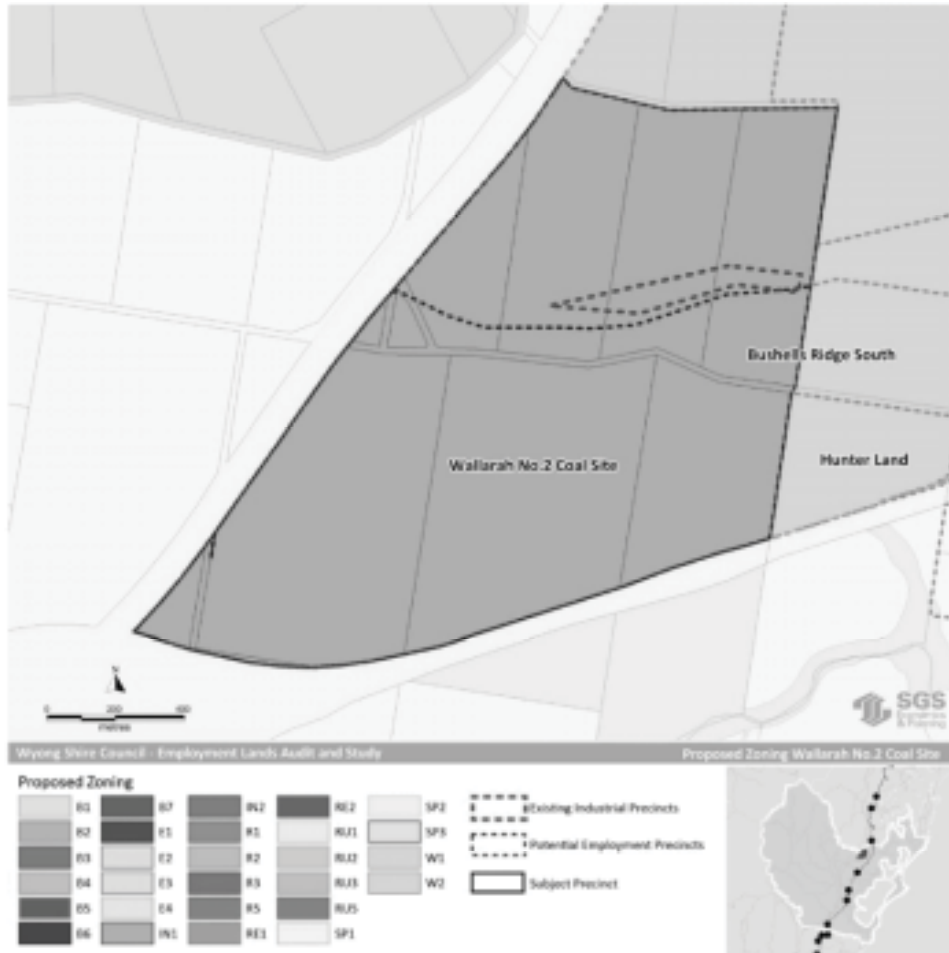
There have been several inquiries from interested industries wishing to locate adjacent to the Buttenderry site. Wallarah No. 2 Coal Project may have implications on the development of Wyong Employment Zone (WEZ) and the broader sub-region. However, the project will potentially provide a boost to the 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 promoted and maintained for longer term industry prospects.

The IN1 zone is proposed for the precinct. The site should be part of a detailed structure planning process for the Bushells Ridge and Wyong Employment Zone precincts that ensures long term strategic opportunities for industry are protected.

FIGURE 82. WALLARAH NO 2 COAL SITE PROPOSED ZONING



Wyong Employment Zone – Sparks Road North

Precinct character

Wyong Employment Zone (WEZ) is zoned as IN1 – General Industrial under SEPP Major Development, 2005 (). The location adjacent to the F3 Freeway provides a strategic transport advantage to this precinct. The precinct boundaries have been broadly determined by environmental constraints. The precinct is yet to be subdivided and contains a Bunnings Trade centre off Mountain Road.

FIGURE 83. WYONG EMPLOYMENT ZONE – SPARKS ROAD NORTH ZONING MAP

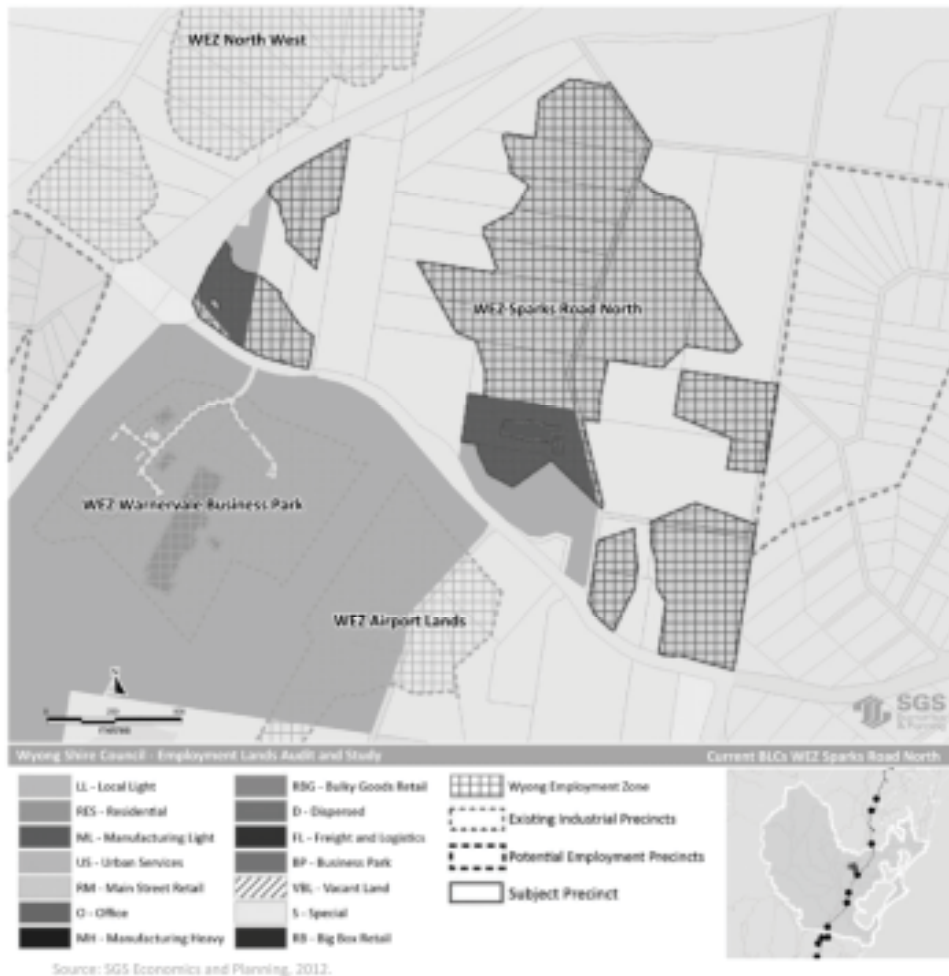


Precinct audit

Wyong Employment Zone – Sparks Road North currently has 13,430 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. Wyong Employment Zone has approximately 141.97 hectares of vacant land (139.66 hectares is low-level constrained).

There are 80 jobs in precinct all of which are in Light manufacturing. At a one-digit ANZSIC level the only employer is Manufacturing. It has an average job density of 1 job per 168 square metres of floorspace or 10 jobs per hectare.

FIGURE 84. WYONG EMPLOYMENT ZONE – SPARKS ROAD NORTH AUDIT FINDINGS



Opportunities and constraints

Based on our opportunities analysis WEZ Sparks Road North is ranked 34th out of 34 existing and potential employment precincts with an overall constraints score of -13.0 (I). 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 85. WYONG EMPLOYMENT ZONE – SPARKS ROAD NORTH CONSTRAINTS



Key assets and issues

- Fragmented lot ownership and environmental constraints may inhibit future development.
- The cost of key enabling 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.
- Difficulty in co-ordinating upgrade of Mountain Road to service large part of the development of Halloran industrial area due to large number of owners.
- Cost of land fill in large parts of the WEZ will add to development costs.
- 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 to resolve threatened species planning issues.

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 promoted and maintained for longer term industry prospects.

The IN1 zone is proposed for the precinct. The precinct should be part of a detailed structure planning process for the Bushells Ridge and Wyong Employment Zone areas that ensures long term strategic opportunities for industry are protected.

FIGURE 86. WYONG EMPLOYMENT ZONE – SPARKS ROAD NORTH PROPOSED ZONING

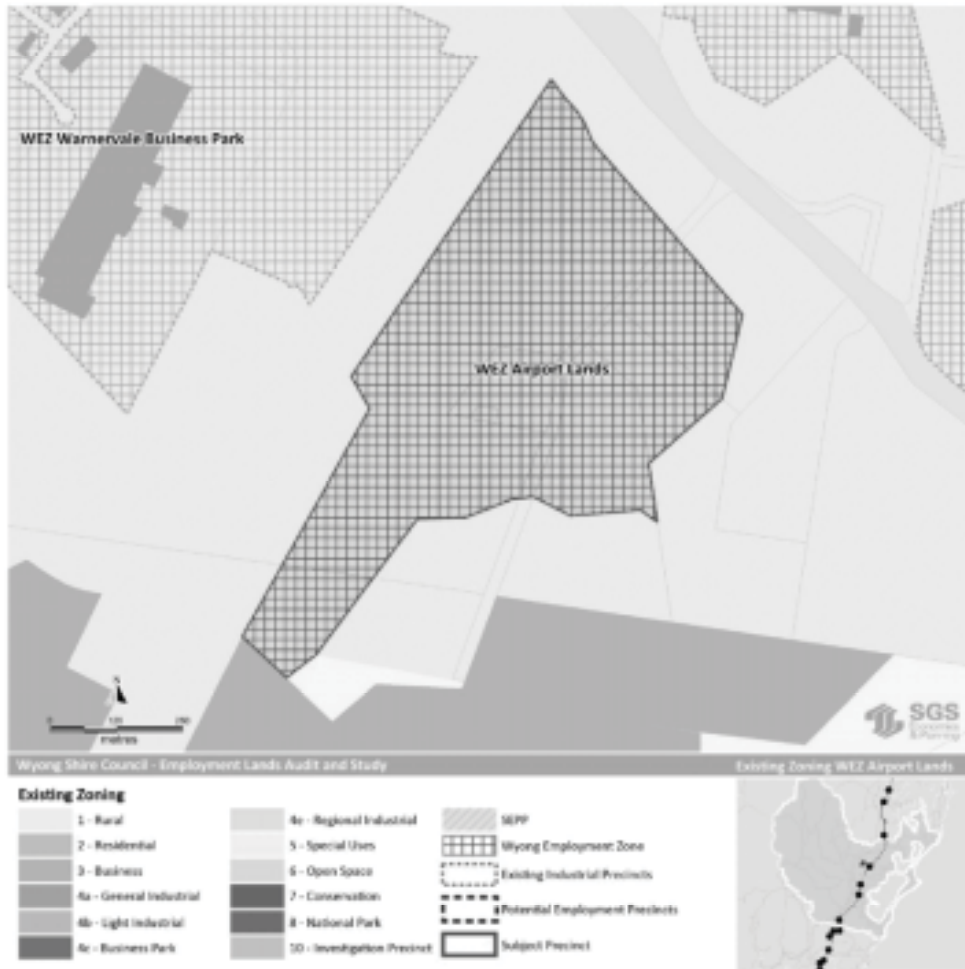


Wyong Employment Zone – Airport Lands

Precinct character

Wyong Employment Zone (WEZ) is zoned IN1 – General Industrial under SEPP Major Development zone under the Wyong Environmental Plan 1991 (). As the name suggests the precinct is host to a Council owned airport.

FIGURE 87. WYONG EMPLOYMENT ZONE – AIRPORT LANDS ZONING MAP



Precinct audit

Wyong Employment Zone – Airport Lands currently has no industrial development except for the existing airport. There is 43.44 hectares of vacant land (40.13 hectares of which is low-level constrained). There are currently no jobs in the precinct.

FIGURE 88. WYONG EMPLOYMENT ZONE – AIRPORT LANDS AUDIT FINDINGS

