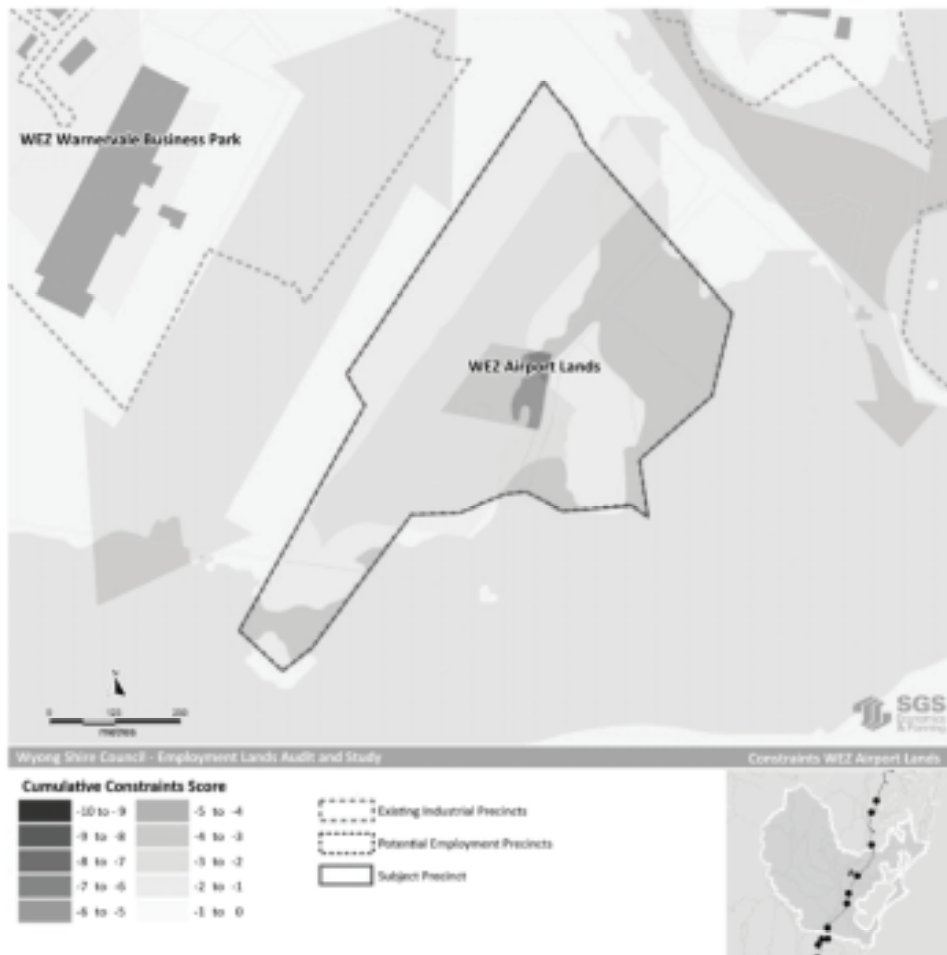


**Opportunities and constraints**

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 (I). Based on our locational based BLC criteria, Freight and Logistics and Heavy Manufacturing are the most suitable industries for WEZ Airport Land.

**FIGURE 89. WYONG EMPLOYMENT ZONE – AIRPORT LANDS 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 a service station which are currently enabled by site specific clauses in the SEPP (Major Development) provisions.
- The role of 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.
- Minor adjustments to position of zone boundaries are proposed under draft WLEP 2012 to enhance future development configuration.
- 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 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 90. WYONG EMPLOYMENT ZONE – AIRPORT LANDS PROPOSED ZONING**

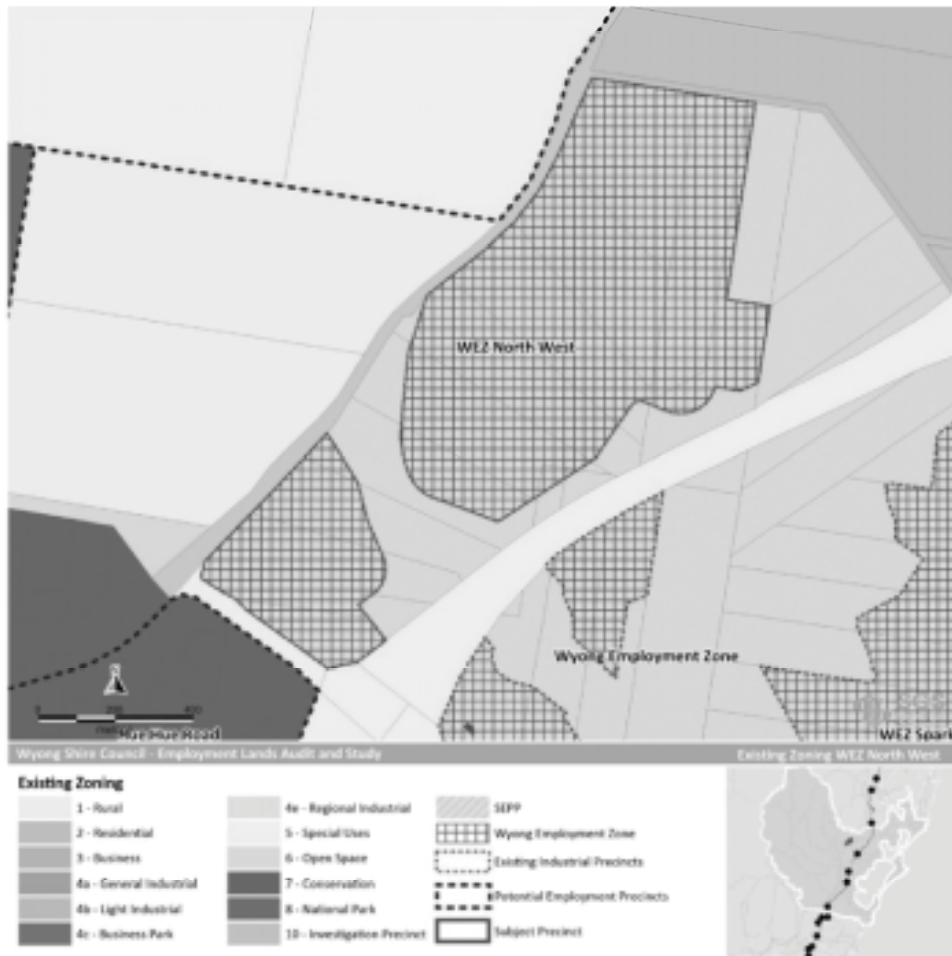


**Wyong Employment Zone – North West (Warner Industrial Park)**

*Precinct character*

Wyong Employment Zone (WEZ) is zoned as IN1 – General Industrial under SEPP Major Development 2005 (). This precinct has been approved under Part 3A and has a Concept Plan and Project Application approved. It also has a servicing strategy in place.

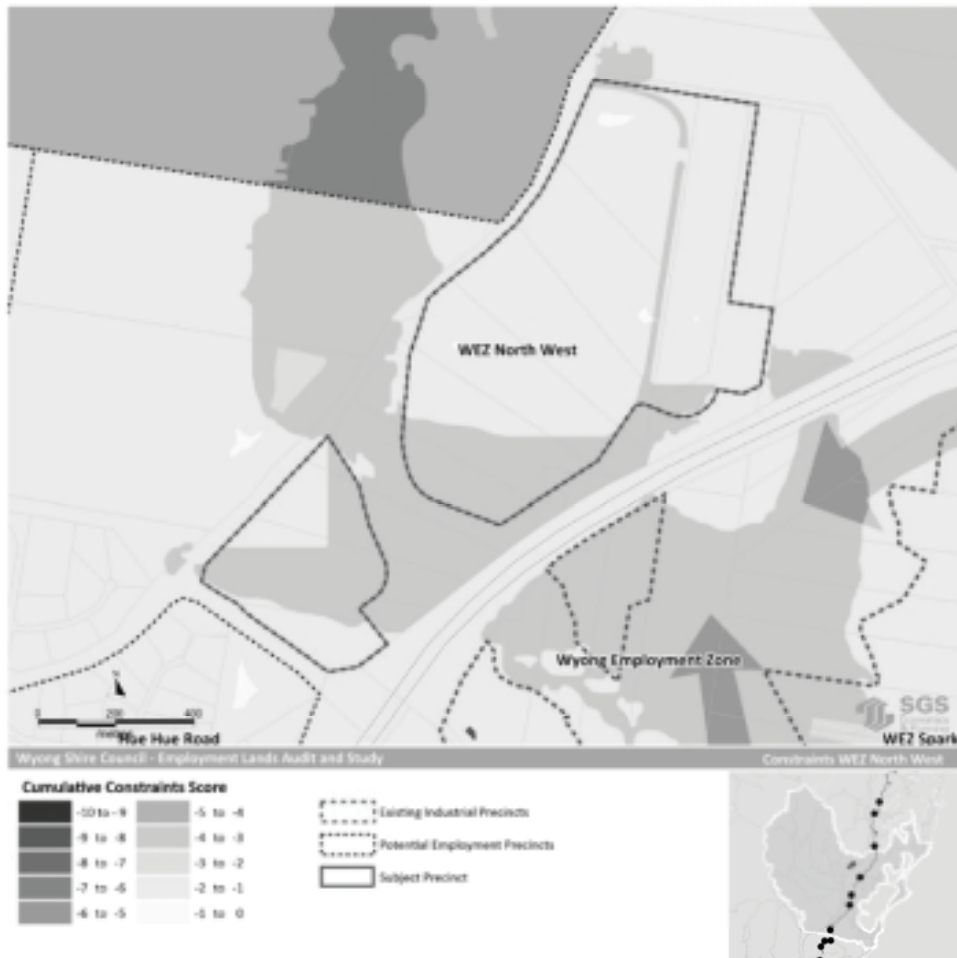
**FIGURE 91. WYONG EMPLOYMENT ZONE – NORTH WEST ZONING MAP**



*Opportunities and constraints*

Based on the opportunities analysis WEZ – North West is ranked 32<sup>nd</sup> out of 34 existing and potential employment precincts with an overall constraints score of -11.2 (.). Based on the locational based BLC criteria, Freight and Logistics and Heavy Manufacturing are the most suitable industries for WEZ.

**FIGURE 92. WYONG EMPLOYMENT ZONE – NORTH WEST CONSTRAINTS**



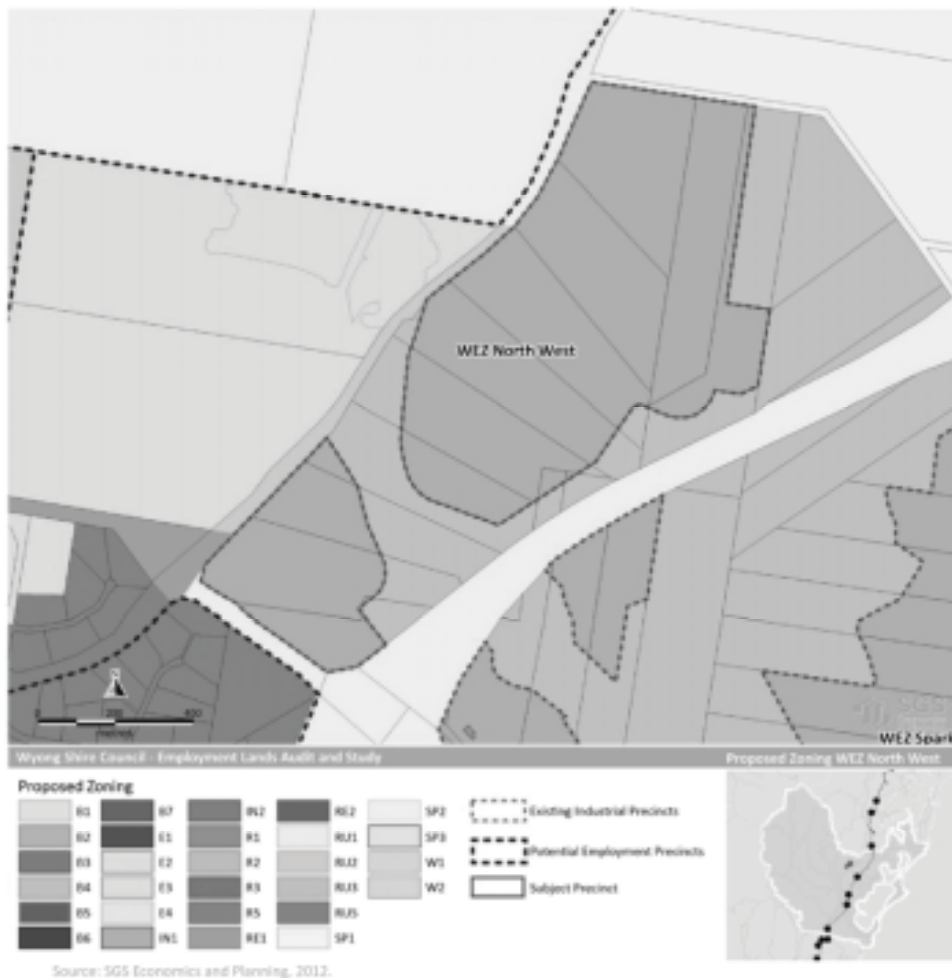
Source: SGS Economics and Planning, 2012.

**Future role**

Most of this precinct is owned by a single owner (Terrace Towers) and they have an approved Concept Plan and Project Application for subdivision. Subdivision pattern is already set by virtue of the approved plan and they have a Voluntary Planning Agreement which covers servicing obligations. Given these planning settings many of the issues constraining development of the WEZ elsewhere don't apply here; although the cost of infrastructure and Section 94 contributions are still a hurdle to development.

The IN1 zone is proposed for the precinct.

**FIGURE 93. WYONG EMPLOYMENT ZONE – NORTH WEST PROPOSED ZONING**



### Buttonderry Waste Disposal Facility

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 currently used for waste related uses and can be considered a potentially suitable candidate for other industrial uses when the waste disposal facility is decommissioned.

#### *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.
- Notwithstanding the Wallarah Coal proposal, it is likely that only a small area of land fronting Hue Hue Road, where there are no landfill cells, will have future development potential.
- Environmental constraints effectively dissect the site in a north-south pattern.
- Potential opportunities for future industries that can harvest methane

#### *Future role*

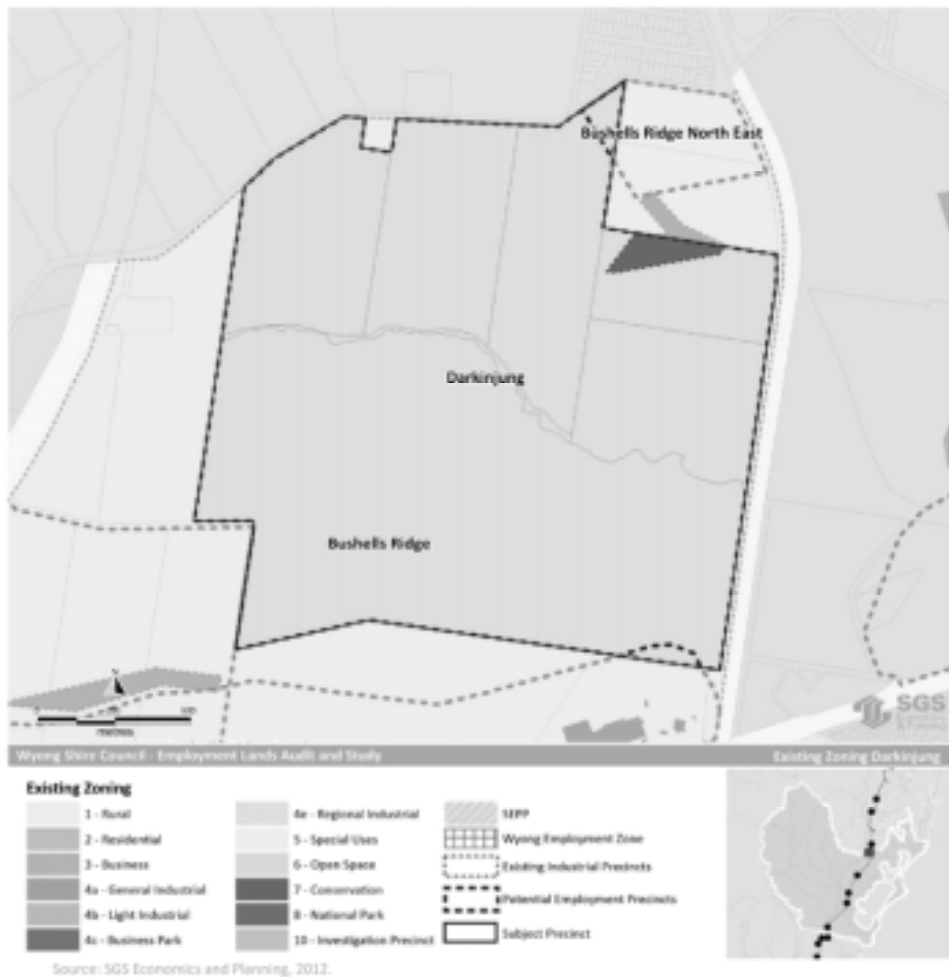
Land not required until after 2036 subject to review.

**Darkinjung**

*Precinct character*

The precinct is zoned 4e Regional Development and Employment under the Wyong Environmental Plan 1991. The Darkinjung LALC has two major sites that have been proposed for industrial subdivision – categorised in this study as Darkinjung and Dakinjung South. The Darkinjung proposal is to develop 150 lots on 190 hectares at Bushells Ridge north of the Motorway Link. This proposal is subject to a Part 3A assessment. The 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.

**FIGURE 94. DARKINJUNG ZONING MAP**



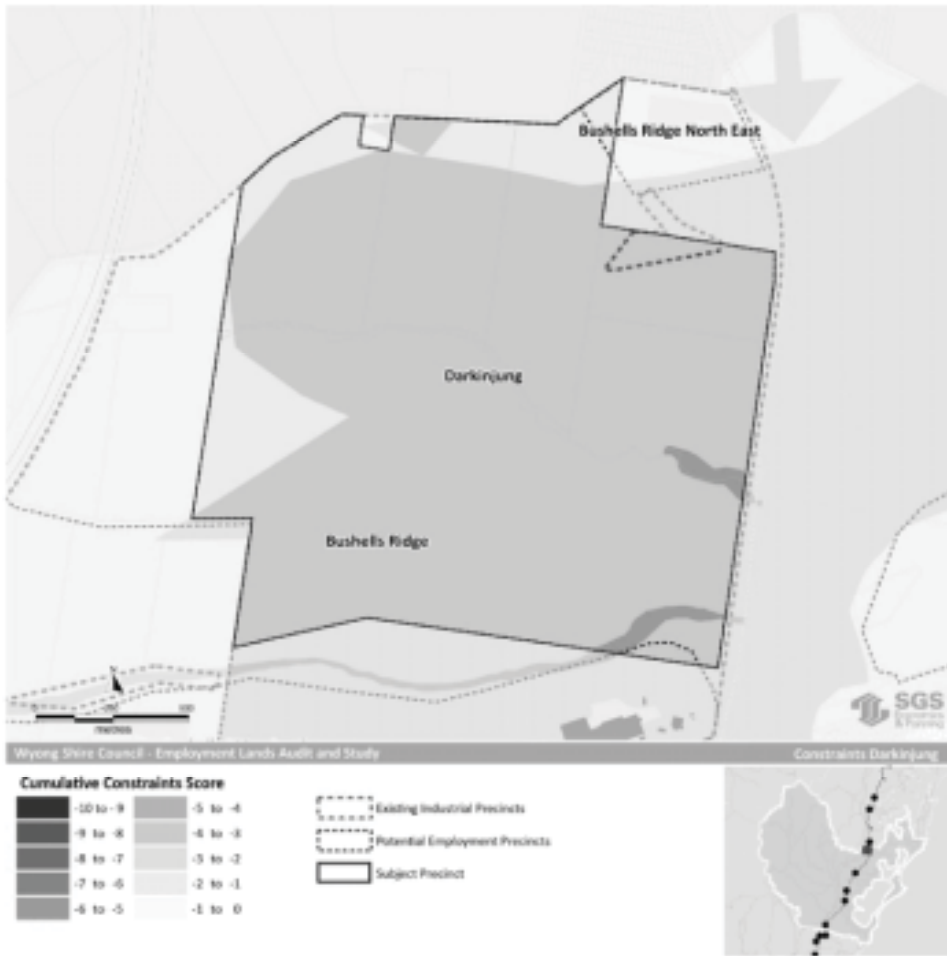
**Opportunities and constraints**

Based on the opportunities analysis Darkinjung is ranked 30<sup>th</sup> out of 34 existing and potential employment precincts indicating that it is highly constrained with an overall constraint score of -11.1 ( ). Based on the locational based BLC criteria, Freight and Logistics and Heavy Manufacturing are the most suitable industries for Darkinjung.

Precinct is not currently serviced by water or sewer.

As identified in the NWSSP, there are significant threatened species and wildlife corridor issues as well as coal mining, clay extraction and stormwater issues associated with this precinct. These will require further investigation and offset strategies to define conservation requirements and development potential.

**FIGURE 95. DARKINJUNG CONSTRAINTS**



**Key assets and issues**

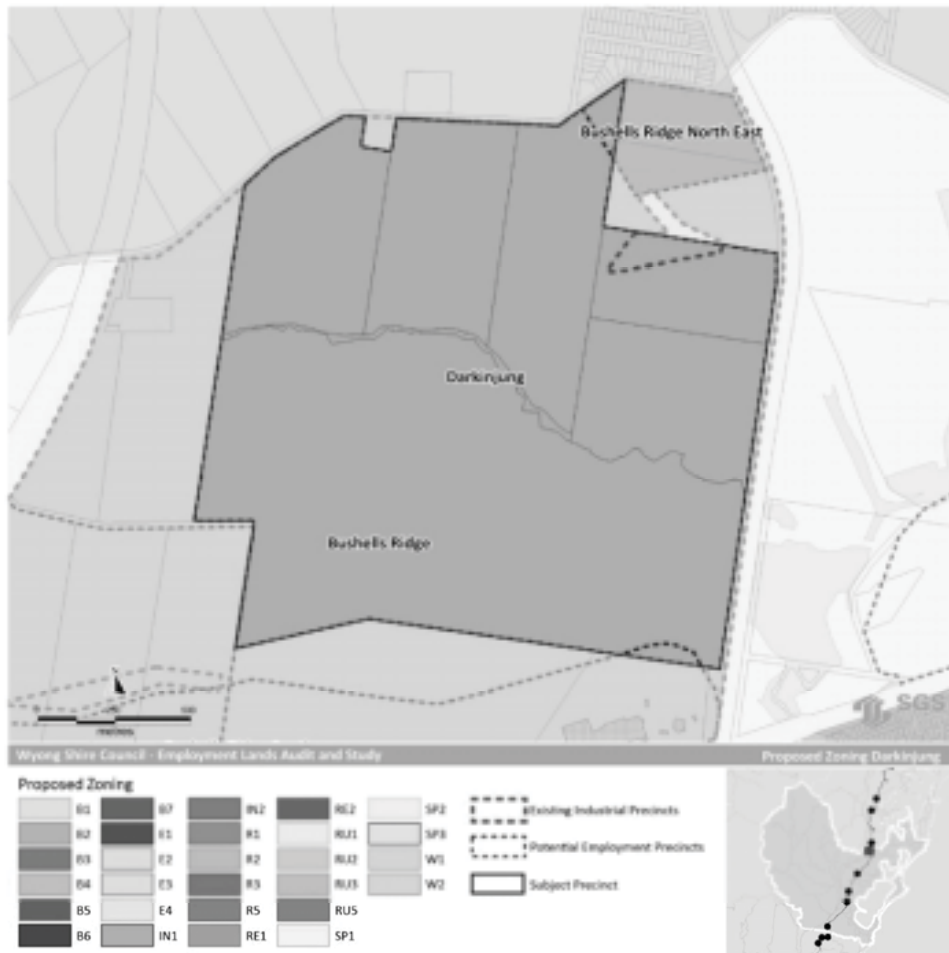
■ Single ownership and lack of holding costs position this precinct as a future major industrial site.



*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. 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 96. DARKINJUNG PROPOSED ZONING**

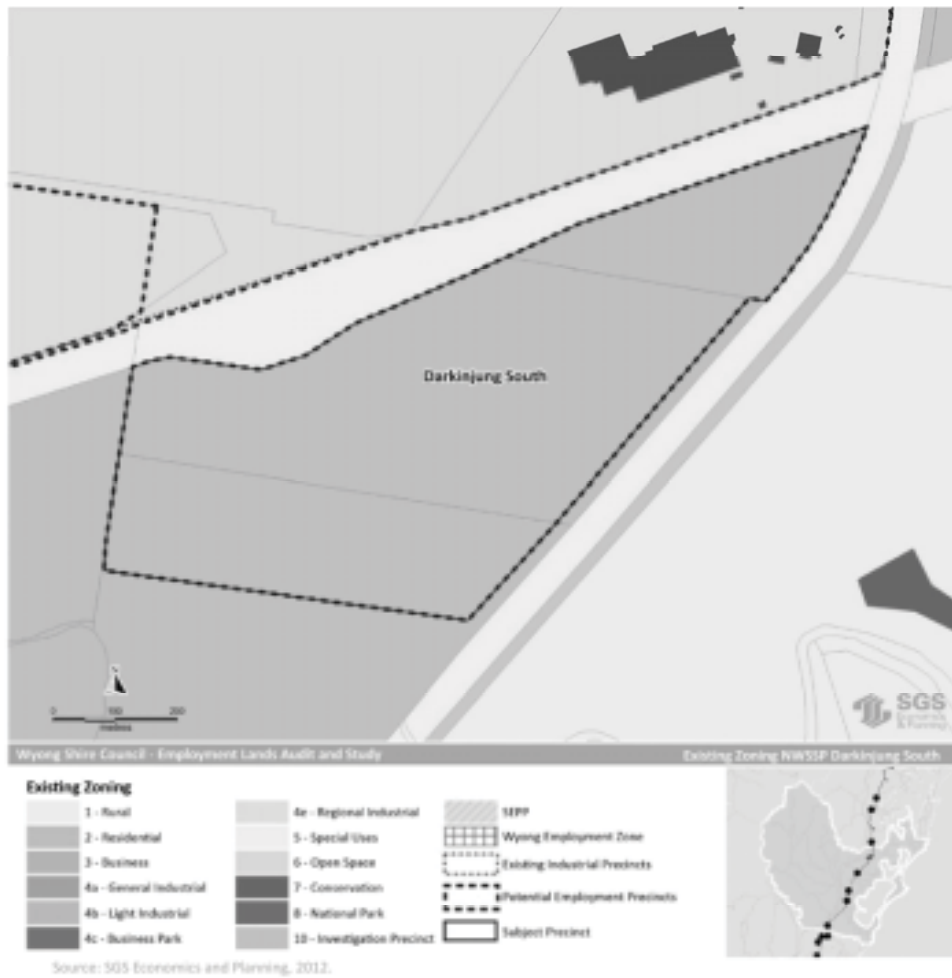


**Darkinjung South**

*Precinct character*

The precinct is zoned 10a Investigation Precinct under the Wyong Environmental Plan 1991 (). Darkinjung South is a proposal for a 72 lot, approximately 40 hectare, subdivision to the south of the Motorway Link.

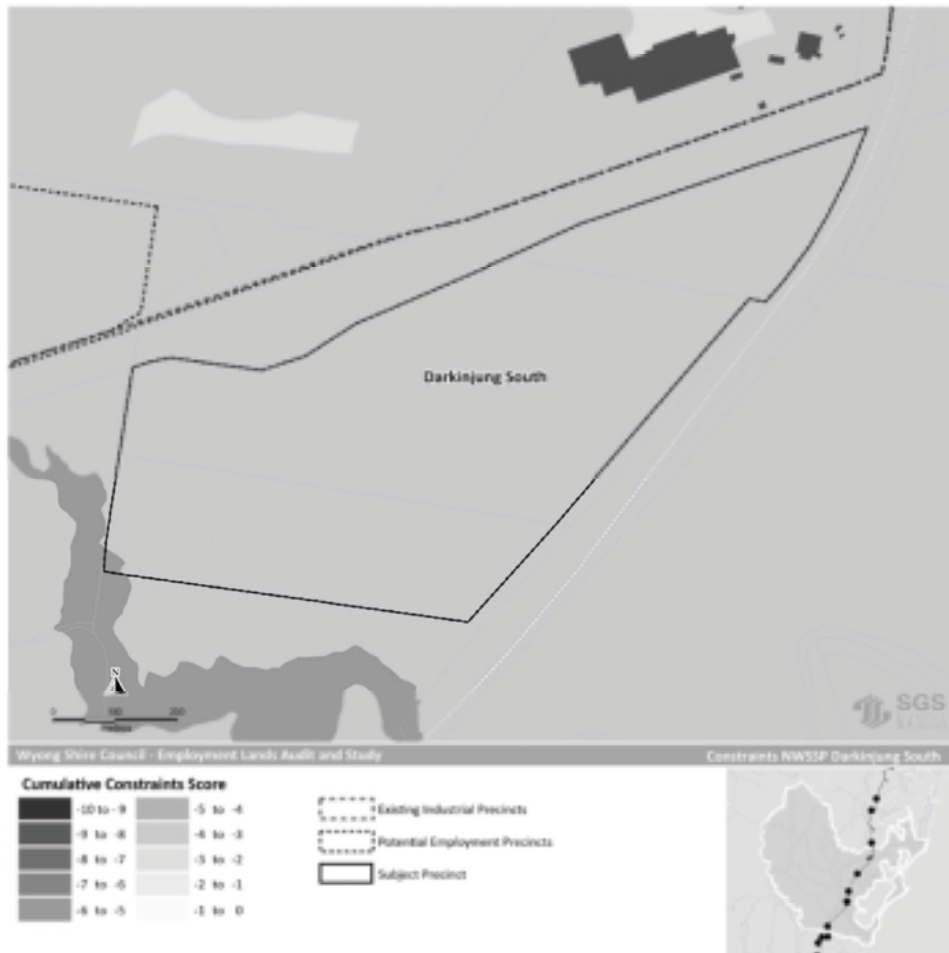
**FIGURE 97. DARKINJUNG SOUTH ZONING MAP**



**Opportunities and constraints**

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

**FIGURE 9B. 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.
- Proposal to establish a rail stabling yard adjoining site
- Existing intersection to Link Road is a positive

**Future role**

Current rezoning proposal. Railway stabling yard may potentially be located at location adjoining the site. 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.

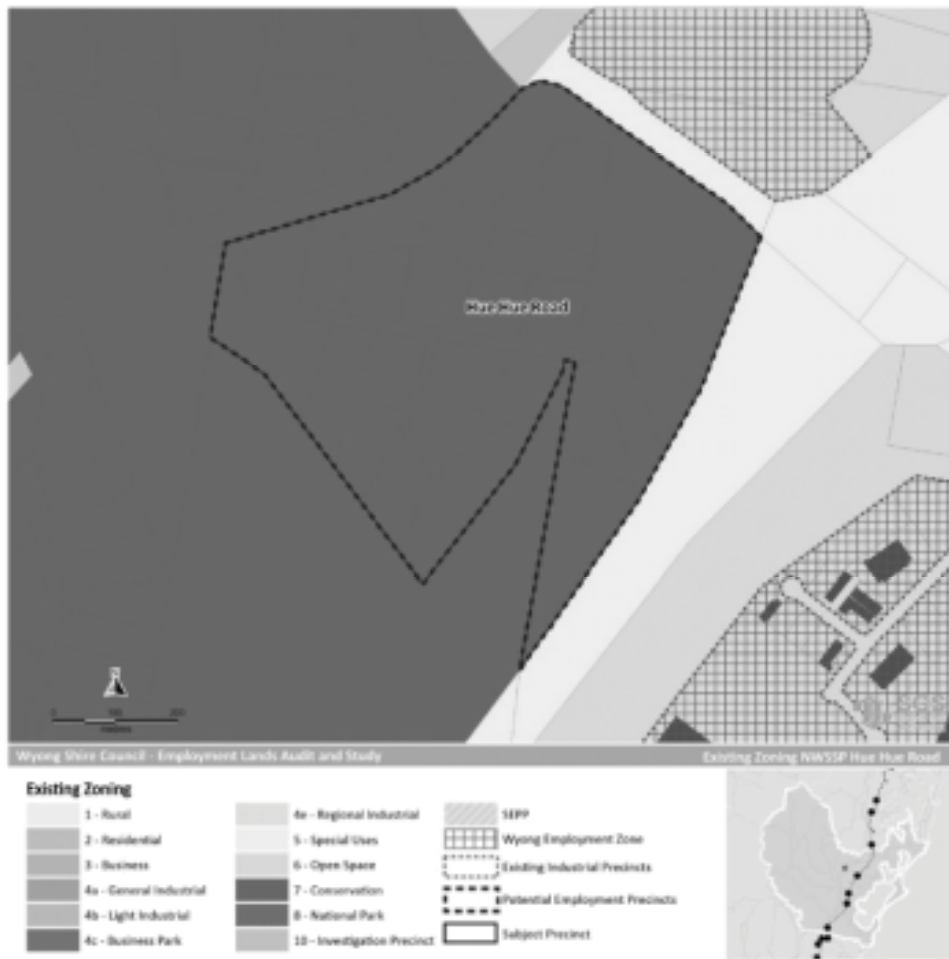
### 6.5 Land identified in the North Wyong Shire Structure Plan

#### Hue Hue Road

*Precinct character*

The precinct is zoned 7c Scenic Protection: Small Holdings under the Wyong Environmental Plan 1991. 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.

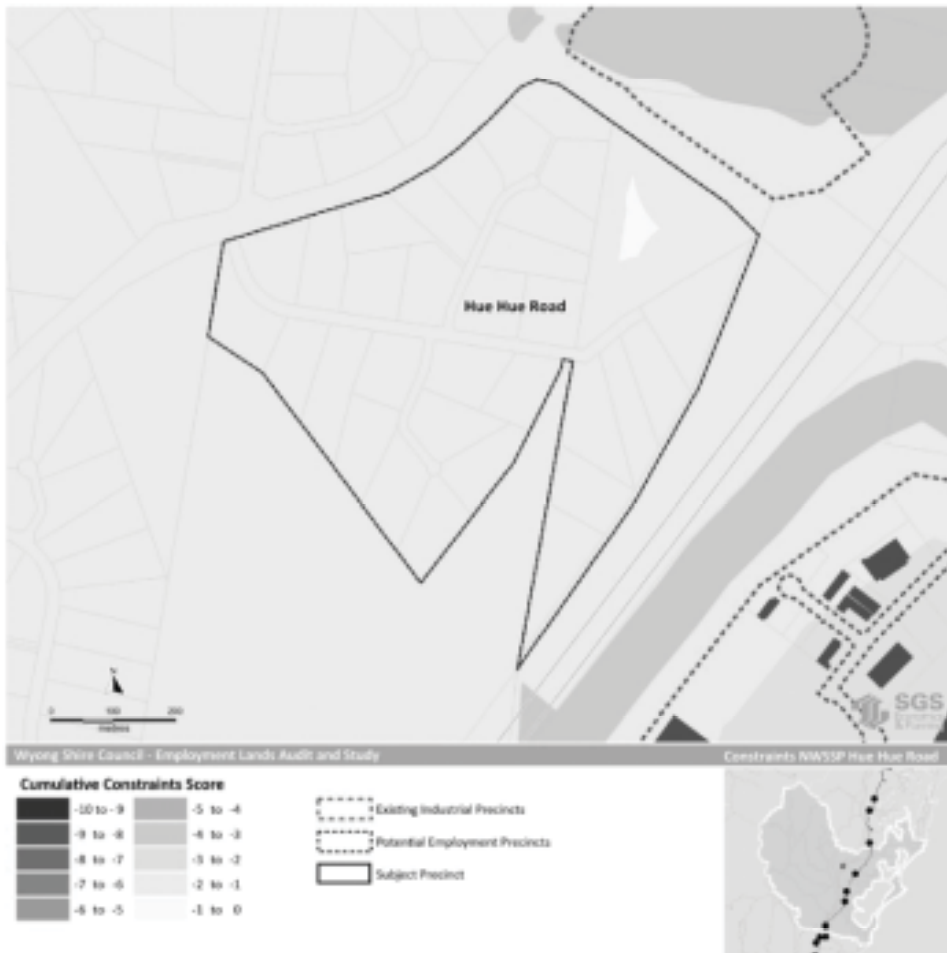
FIGURE 99. HUE HUE ROAD ZONING MAP



**Opportunities and constraints**

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

**FIGURE 100. HUE HUE ROAD CONSTRAINTS**



**Key assets and issues**

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

**Future role**

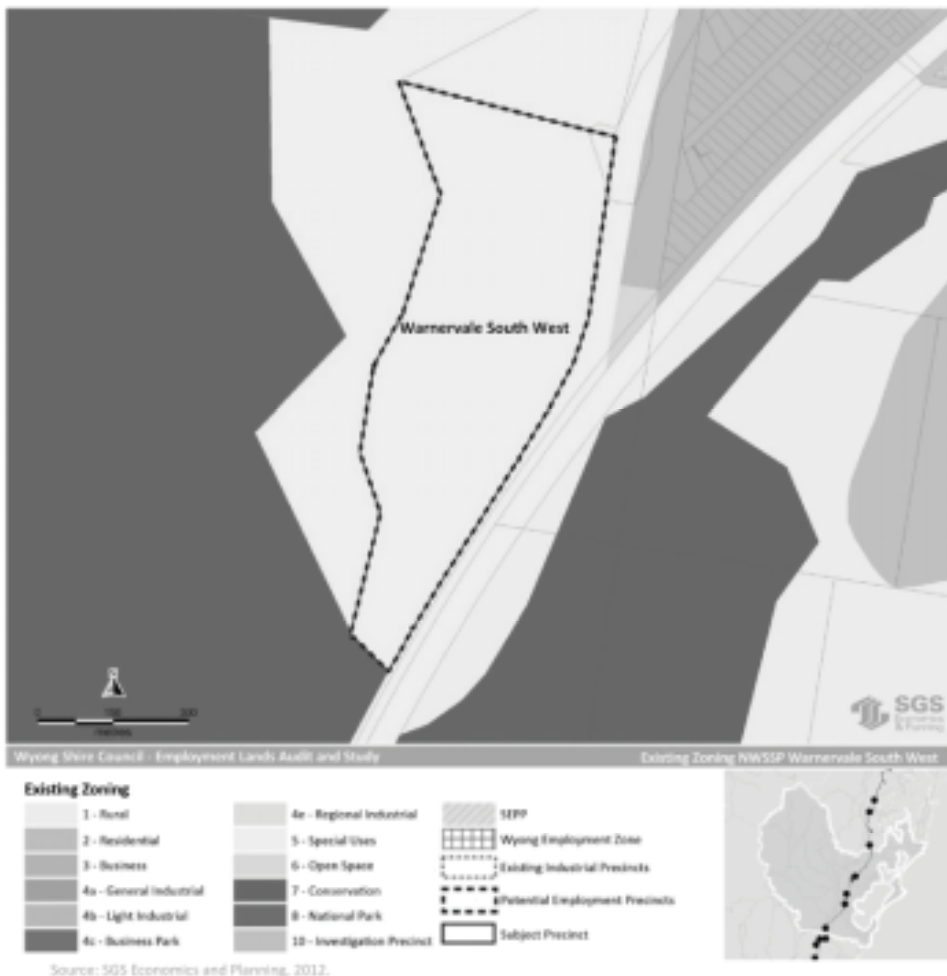
Land required after 2036 subject to review.

**Warnervale South West**

*Precinct character*

The precinct is zoned 5a Special Uses – Education under the Wyong Environmental Plan 1991. Warnervale South West is an urban fringe site, located adjacent to Warnervale Station and with good access to the F3 Freeway. The precinct was identified in the North Wyong Shire Structure Plan as precinct number four. 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.

**FIGURE 101. WARNERVALE SOUTH WEST ZONING MAP**



**Opportunities and constraints**

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

**FIGURE 102. WARNERVALE SOUTH WEST CONSTRAINTS**



**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.

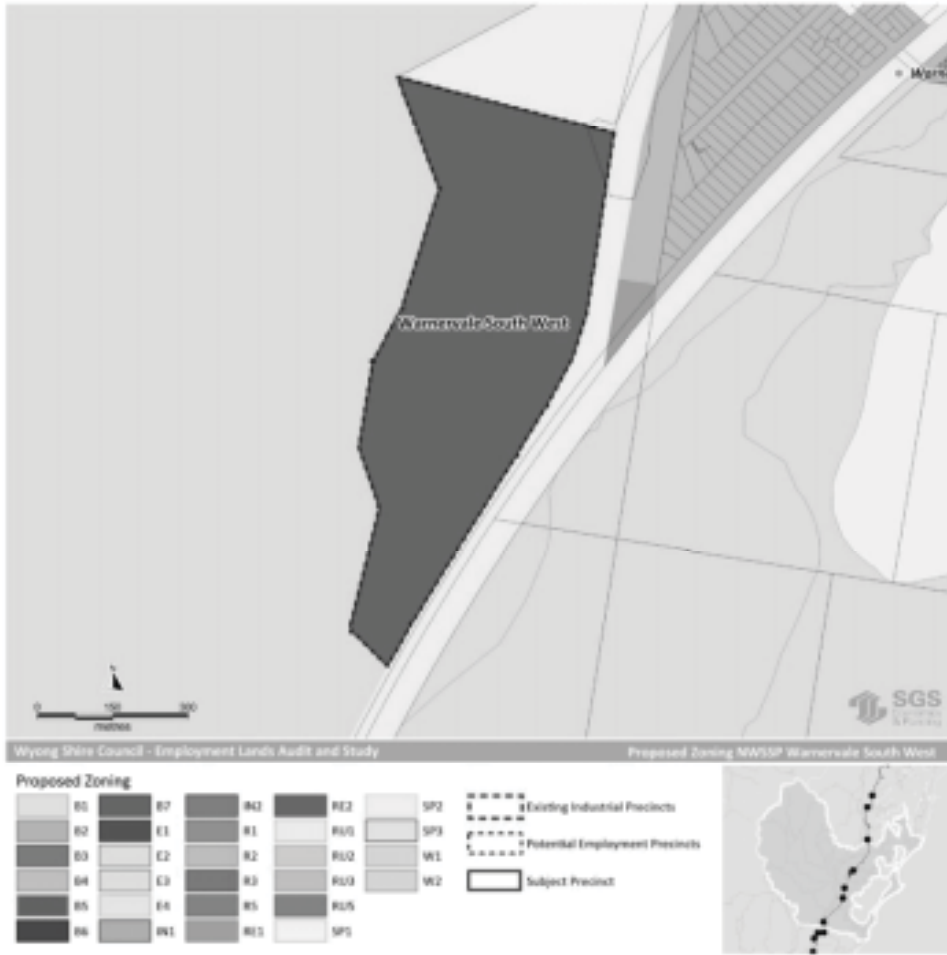
**Future role**

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 percent is appropriate.

The B7 zone is proposed for the precinct.

FIGURE 103. WARNERVALE SOUTH WEST PROPOSED ZONING





**Warnervale North West**

*Precinct character*

The precinct is zoned 10a Investigation Precinct under the Wyong Environmental Plan 1991. Warnervale North West is a rural-residential area isolated from existing centres and located away from main roads – but it will be relatively close to the Warnervale Town Centre and new station when they develop.

**FIGURE 104. WARNERVALE NORTH WEST ZONING MAP**



**Opportunities and constraints**

Based on the opportunities analysis Warnervale North West is ranked 28<sup>th</sup> out of 34 existing and potential employment precincts. It is highly constrained with an overall constraint score of -10.9 (). Based on the locational based BLC criteria, Local Light industrial and Light Manufacturing are the most suitable industries for Warnervale North West.

**FIGURE 105. WARNERVALE NORTH WEST CONSTRAINTS**



**Key assets and issues**

- Heavily fragmented lot ownership and small lot sizes.
- No immediate plans to provide water and sewer to land.
- Stage 3 of Link Road connecting Sparks Rd to Warnervale Town Centre proposed in the future.

**Future role**

Land required after 2036 subject to review.

**Warnervale North East**

*Precinct character*

The precinct is zoned 10a Investigation Precinct under the Wyong Environmental Plan 1991. Warnervale North East is an urban fringe site located to the north-west of the existing Charmhaven industrial precinct. The precinct is considered potentially suitable for Local Light industry, Freight and Logistics, Retail Bulky Goods and Light Manufacturing.

**FIGURE 106. WARNERVALE NORTH EAST ZONING MAP**



*Opportunities and constraints*

Based on the opportunities analysis Warnervale North East is ranked 18<sup>th</sup> out of 34 existing and potential employment precincts indicating that it is highly constrained with an overall constraint score of -8.3 (J). Based on the locational based BLC criteria, Local Light industrial and Freight and Logistics are the most suitable industries for Warnervale North East.

**FIGURE 107. WARNERVALE NORTH EAST CONSTRAINTS**



Source: SGS Economics and Planning, 2012.

*Key assets and issues*

- Fragmented lot ownership.
- Proximity to existing Charmhaven Industrial Estate
- Easy access to Pacific Highway

**Future role**

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) may also be candidates. This site could serve as an expansion area for Charmhaven.

Proposed to be an IN2 zone.

**FIGURE 108. WARNERVALE NORTH EAST PROPOSED ZONING**



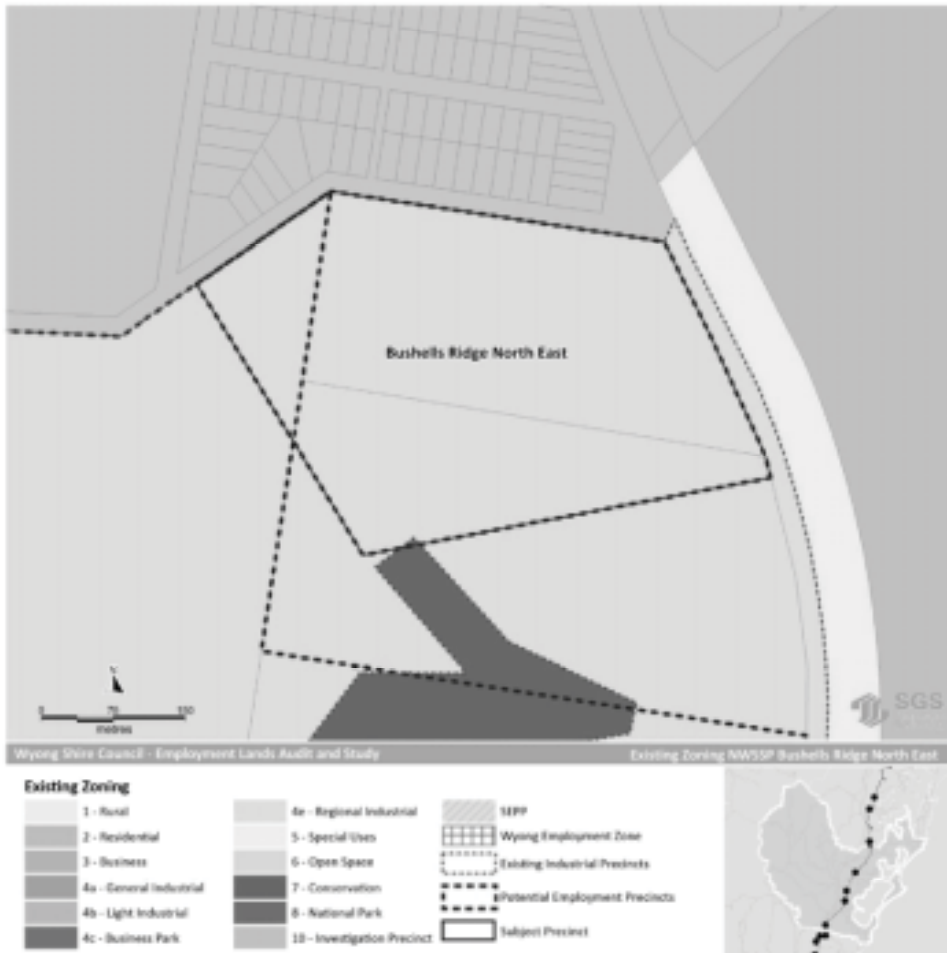
Source: SGS Economics and Planning, 2012.

**Bushells Ridge North East**

**Precinct character**

The precinct is zoned 4e Regional Industrial and Development under the Wyong Environmental Plan 1991. Bushells Ridge North East is located to the south of the Wyee village in the north of the Wyong Shire. The precinct is considered potentially suitable for Heavy Manufacturing, Light manufacturing and Urban Service industries.

**FIGURE 109. BUSHHELLS RIDGE NORTH EAST ZONING MAP**

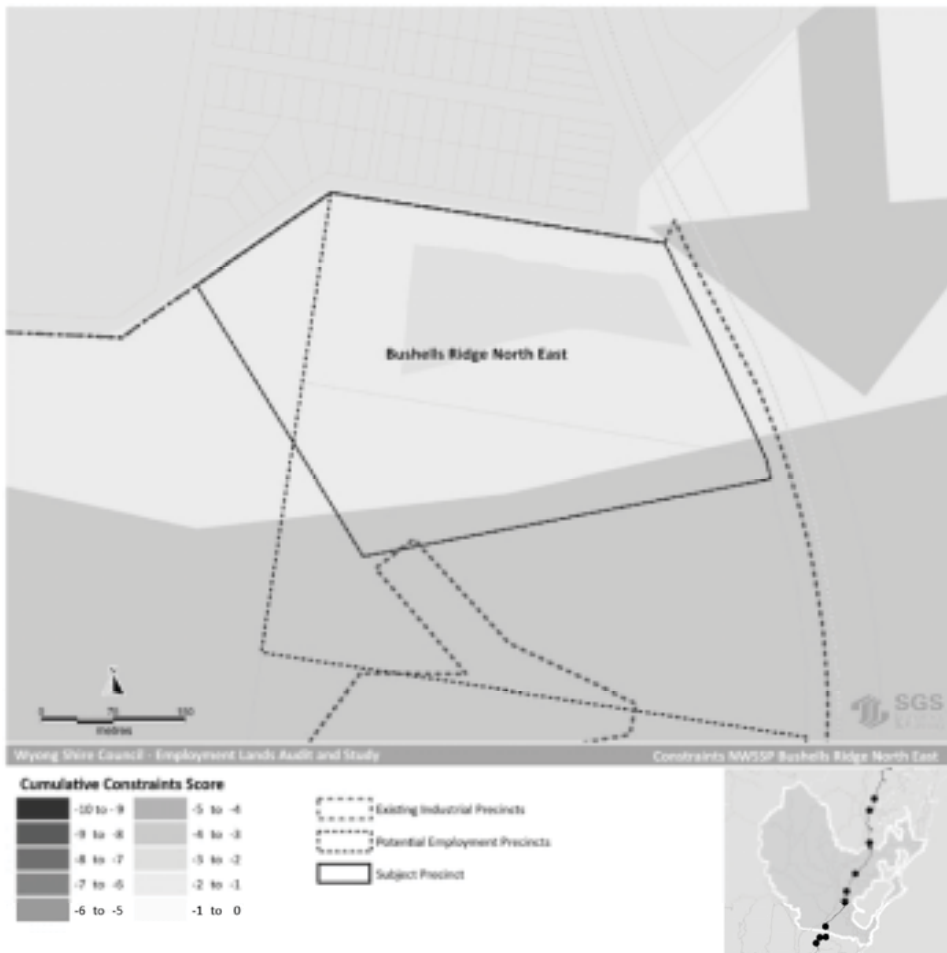


Source: SGS Economics and Planning, 2012.

**Opportunities and constraints**

Based on the opportunities analysis Bushells Ridge North East is ranked 31<sup>st</sup> out of 34 existing and potential employment precincts indicating that it is highly constrained with an overall constraint score of -11.2 (). Based on the locational based BLC criteria, Local Light Industrial and Light Manufacturing are the most suitable industries for Bushells Ridge North East.

**FIGURE 110. BUSHHELLS RIDGE NORTH EAST CONSTRAINTS**



Source: SGS Economics and Planning, 2012.

**Key assets and issues**

- Currently not serviced by water and sewer
- Located near existing Wyee village and may be able to leverage off infrastructure in this area.

**Future role**

Part of NWSSP area future service industry role, adjacent to Wye residential and not far from rail station. It could be a more intense employment area and should be promoted and maintained for longer term industry prospects.

The IN2 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 111. BUSHELLS RIDGE NORTH EAST PROPOSED ZONING**



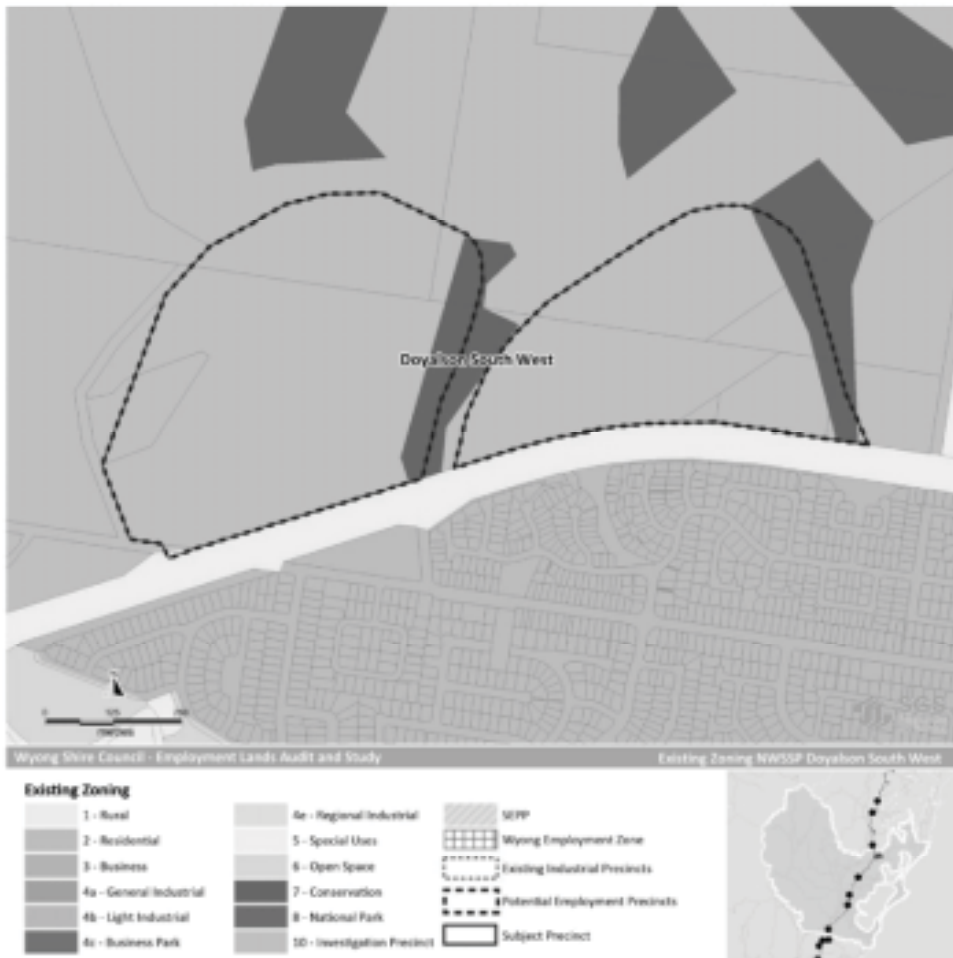


**Doyalson South West**

*Precinct character*

The precinct is largely zoned 10a Investigation Precinct with a small amount of zone 7g Wetland Management under the Wyong Environmental Plan 1991. Doyalson South West is an urban fringe site, located on the Motorway Link road north of the Blue Haven residential area. The precinct is considered potentially suitable for heavy manufacturing, light manufacturing and urban service industries.

**FIGURE 112. DOYALSON SOUTH WEST ZONING MAP**

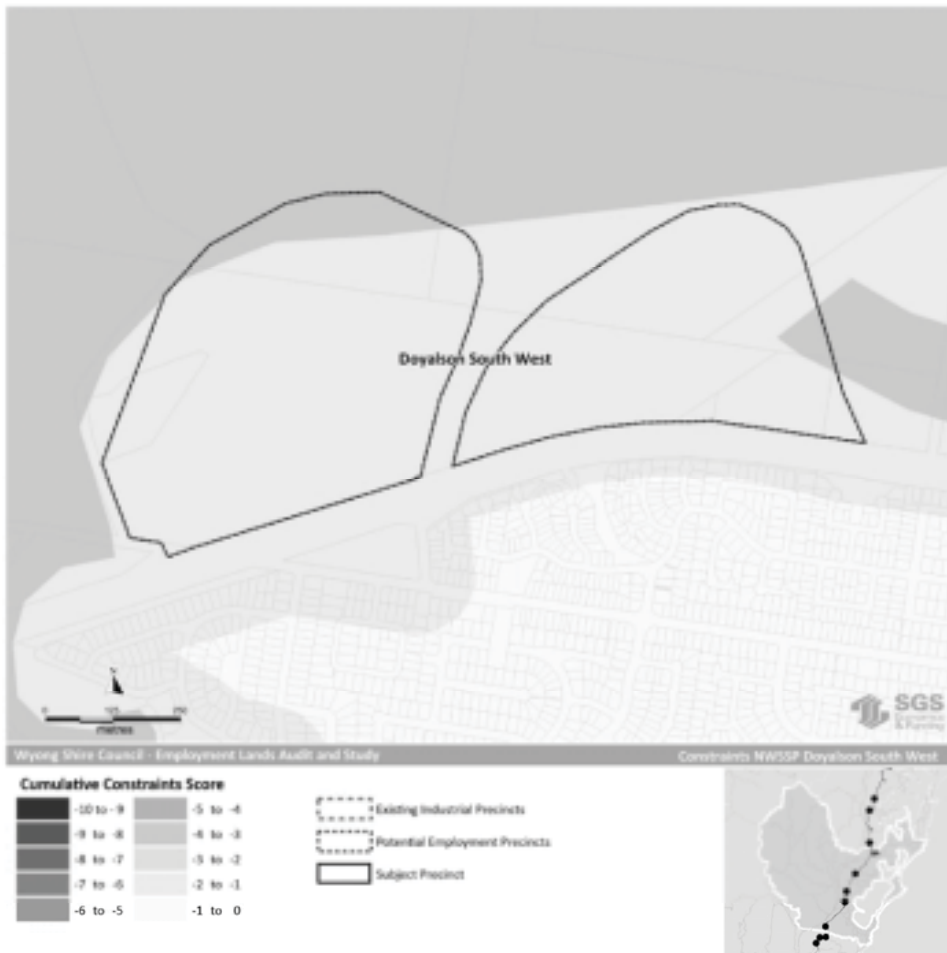


Source: SGS Economics and Planning, 2012.

**Opportunities and constraints**

Based on the opportunities analysis Doyalson South West is ranked 23<sup>rd</sup> out of 34 existing and potential employment precincts indicating that it is highly constrained with an overall constraint score of -10.2 (). Based on the locational based BLC criteria, Heavy Manufacturing and Light Manufacturing are the most suitable industries for Doyalson South West.

**FIGURE 113. DOYALSON SOUTH WEST CONSTRAINTS**



Source: SGS Economics and Planning, 2012.

**Key assets and issues**

- Good location on the Motorway Link
- Near existing residential development
- Does not appear to be fragmented

**Future role**

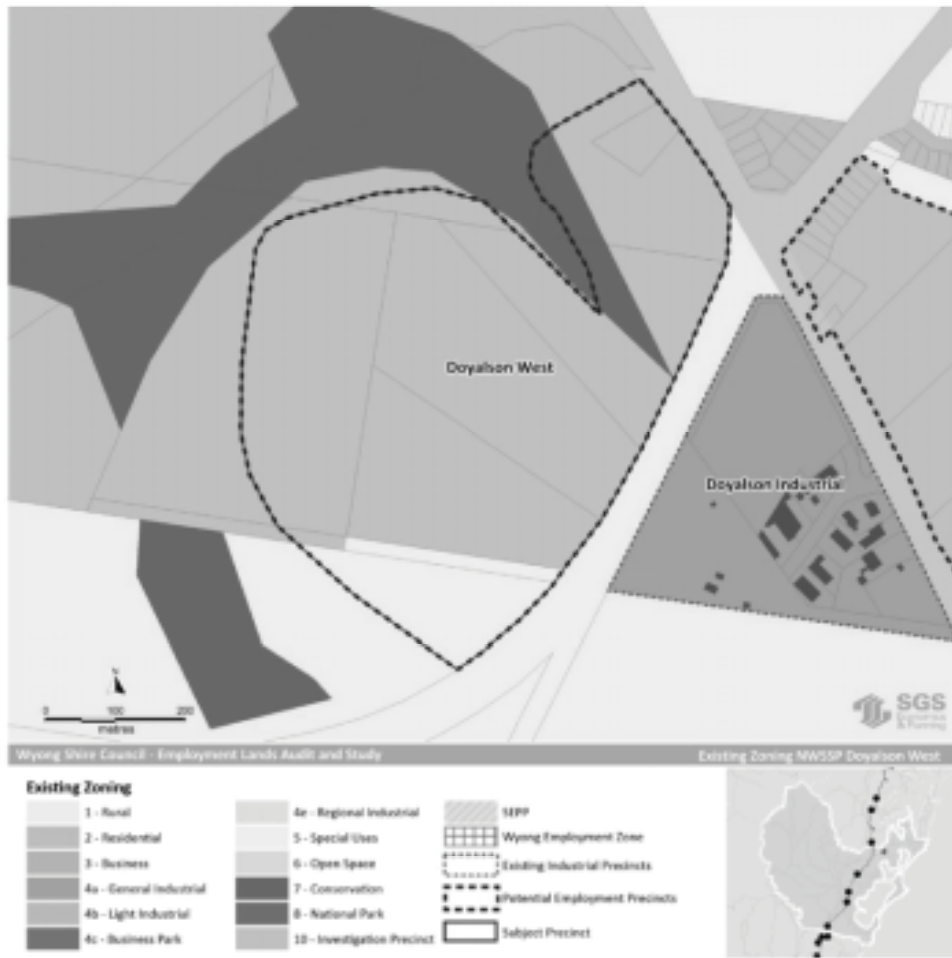
- Land required after 2025 but subject to review.

### Doyalson West

**Precinct character**

The precinct is largely zoned 10a Investigation Precinct with a small amount of zone 7g Wetlands Management Zone under the Wyong Environmental Plan 1991. Doyalson West is an urban fringe site, located on the Pacific Highway to the north of Blue Haven and west of the existing Doyalson industrial precinct. The precinct is considered potentially suitable for Local Light industry, Freight and Logistics and Light Manufacturing.

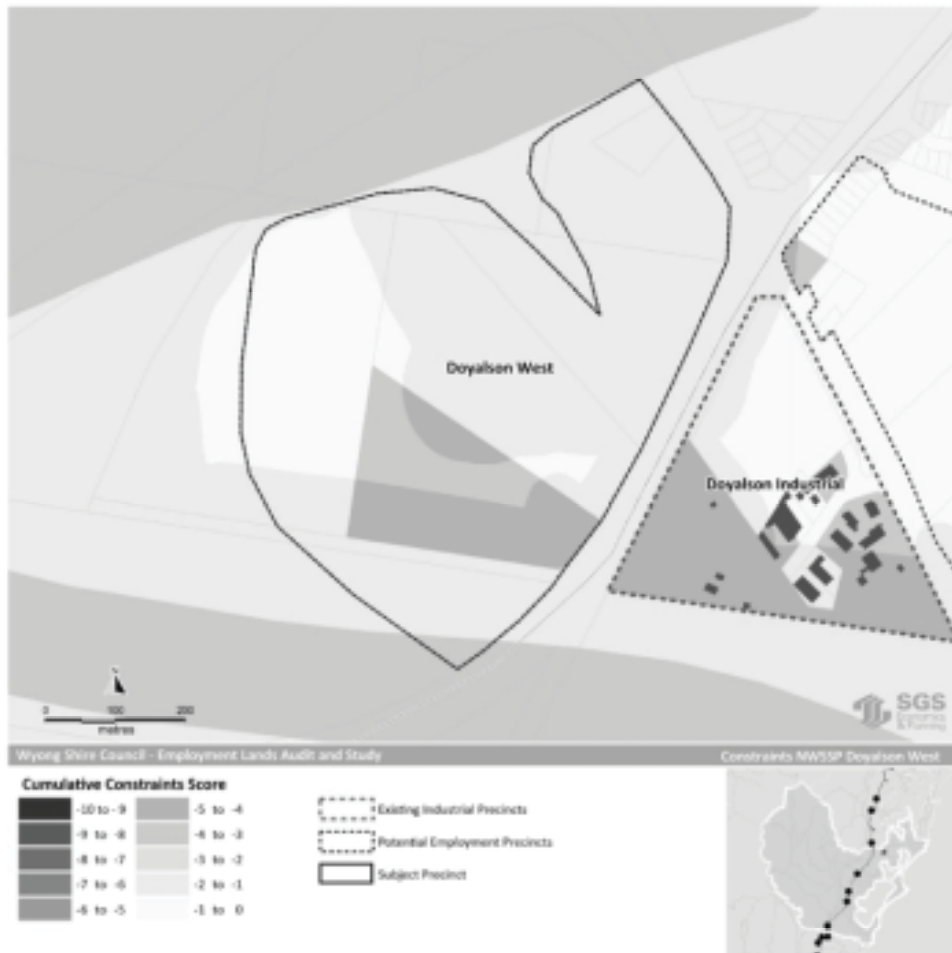
**FIGURE 114. DOYALSON WEST ZONING MAP**



*Opportunities and constraints*

Based on the opportunities analysis Doyalson West is ranked 19<sup>th</sup> out of 34 existing and potential employment precincts indicating that it is highly constrained with an overall constraint score of -8.7 (). Based on the locational based BLC criteria, Local Light industrial and Freight and Logistics are the most suitable industries for Doyalson West.

**FIGURE 115. DOYALSON WEST CONSTRAINTS**



*Key assets and issues*

■ Old landfill within the identified area. Ideally located for any future expansion to Doyalson industrial area.

*Future role*

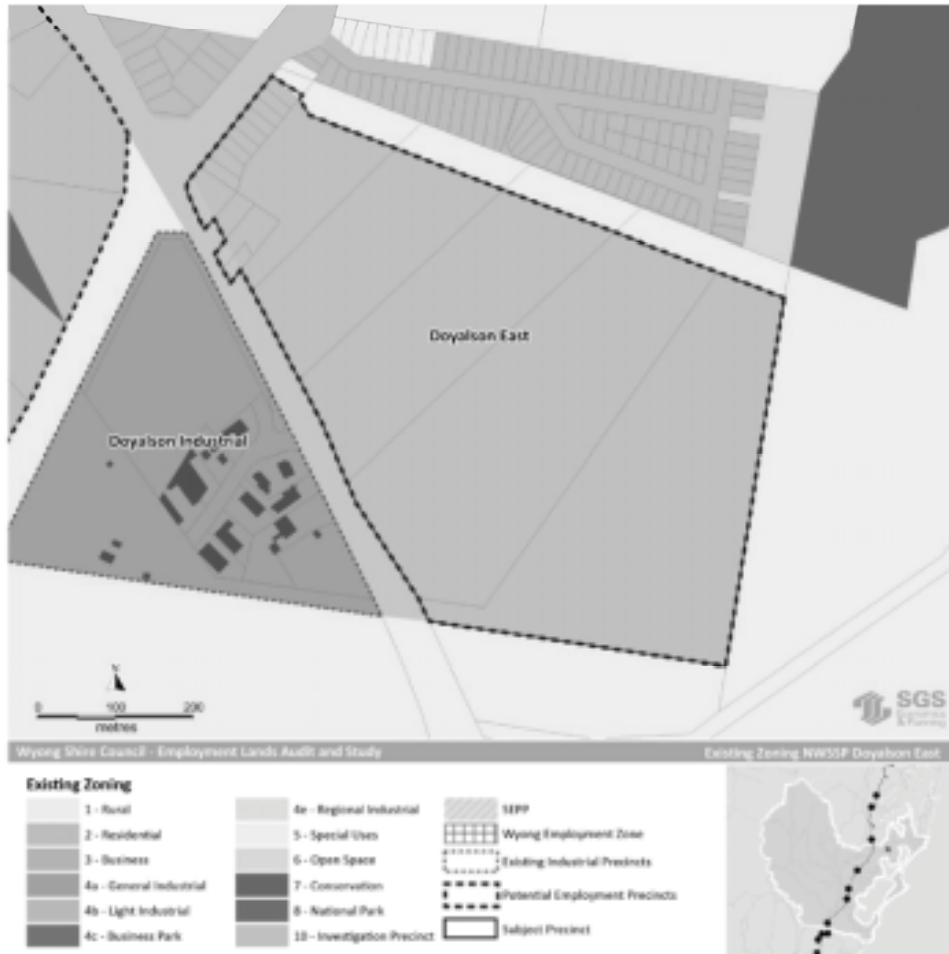
Land required after 2036 subject to review.

**Doyalson East**

*Precinct character*

The precinct is zoned 10a Investigation Precinct under the Wyong Environmental Plan 1991. Doyalson East is an urban fringe site located on Pacific Highway to the east of the existing Doyalson industrial precinct. The precinct is considered potentially suitable for Local Light industry, Freight and Logistics and Light Manufacturing.

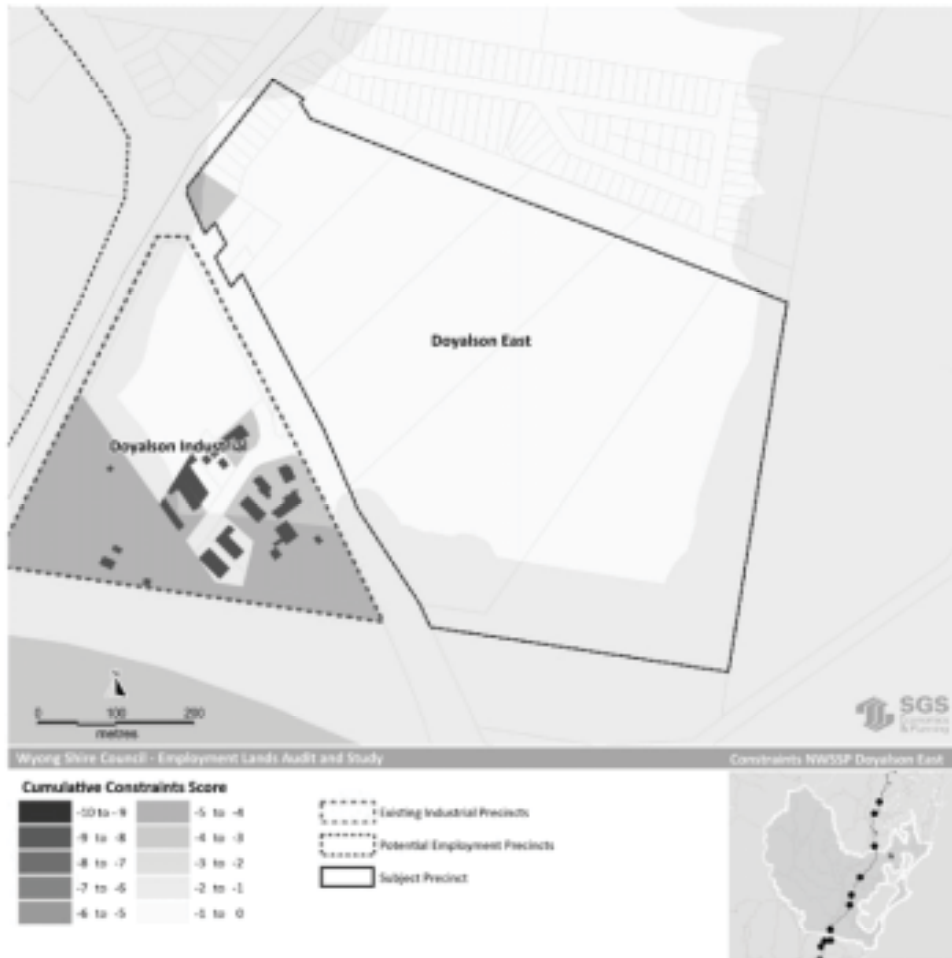
**FIGURE 116. DOYALSON EAST ZONING MAP**



*Opportunities and constraints*

Based on the opportunities analysis Doyalson East is ranked 16<sup>th</sup> out of 34 existing and potential employment precincts indicating that it is low-level constrained with an overall constraint score of -7.6 (I). Based on the locational based BLC criteria, Local Light industrial and Freight and Logistics are the most suitable industries for Doyalson East.

**FIGURE 117. DOYALSON EAST CONSTRAINTS**



*Key assets and issues*

■ Ideally located for any future expansion to Doyalson industrial area.

*Future role*

Land required after 2036 subject to review.

**Doyalson North East**

*Precinct character*

The precinct is largely zoned 10 Investigation Precinct with a small amount of zone 10 Investigation Precinct in the north of the precinct under the Wyong Environmental Plan 1991. Doyalson North East is an urban fringe site, located on Pacific Highway to the north-east of the existing Doyalson village. There is an extensive hydroponic nursery within the defined boundary. The precinct is considered potentially suitable for Freight and Logistics, Light Manufacturing, Heavy Manufacturing and Urban Services.

**FIGURE 118. DOYALSON NORTH EAST ZONING MAP**



*Opportunities and constraints*

Based on the opportunities analysis Doyalson North East is ranked 21<sup>st</sup> out of 34 existing and potential employment precincts indicating that it is low-level constrained with an overall constraint score of -9.1 (I). Based on the locational based BLC criteria, Freight and Logistics and Light Manufacturing are the most suitable industries for Doyalson North East.

**FIGURE 119. DOYALSON NORTH EAST CONSTRAINTS**



Source: SGS Economics and Planning, 2012.

*Key assets and issues*

- Proximity to Pacific Highway.
- Timing of release will be dependent on completion of underground longwall mining.

*Future role*

Land required after 2025 but subject to review.



# APPENDIX 2 – COMPARABLE LAND ASSESSMENT

## 6.6 Lake Macquarie

Consultation with Lake Macquarie Council found that there have been no major industrial developments in the since 2011. It was suggested that industrial development has been "ticking along" steadily.

### **Categorising employment lands**

Lake Macquarie has extensive employment land areas distributed across the LGA. These employment lands serve a range of functions but a very basic distinction can be made in terms of population serving industrial lands and strategic industrial lands.

Strategic industrial areas, such as Cameron Park accommodate industries that are predominantly export orientated (in terms of the LGA boundary) and whose site and location criteria are strategic in nature and are more closely related to an area's infrastructure and assets than proximity to population.

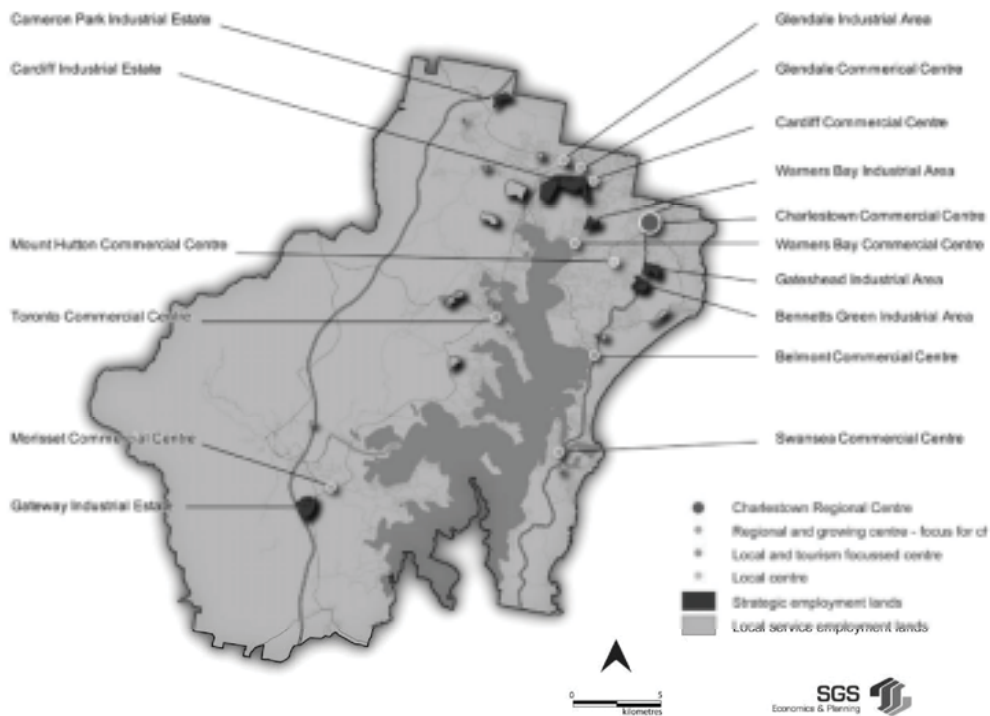


**Future employment lands in Lake Macquarie**

The NSW Department of Planning and Infrastructure's Western Corridor Strategy identifies a potential addition to the employment lands supply, with 1000 hectares identified at Killingworth. While SGS Economics and Planning's analysis suggests that there may be insufficient demand to support a large increase in industrial land, however such a large development, offering freeway connections, may in effect create its own market. This is unlikely to be developed in the short to medium term. The strategy recognises that any rezoning will be contingent on further investigations such as environmental analysis.

Population serving industrial areas, such as Toronto West are occupied by industries that are predominantly locally focussed. Businesses within these areas will typically be attracted by proximity to the population they serve. Future industrial growth areas in the Lake Macquarie LGA are identified below in .

**FIGURE 121. FUTURE GROWTH AREAS**



Source: SGS Economics and Planning, 2010.

The major industrial sites in Lake Macquarie, including their size, occupancy levels, dominant land use and other characteristics have been listed below in .

**TABLE 37. LAKE MACQUARIE MAJOR INDUSTRIAL SITES**

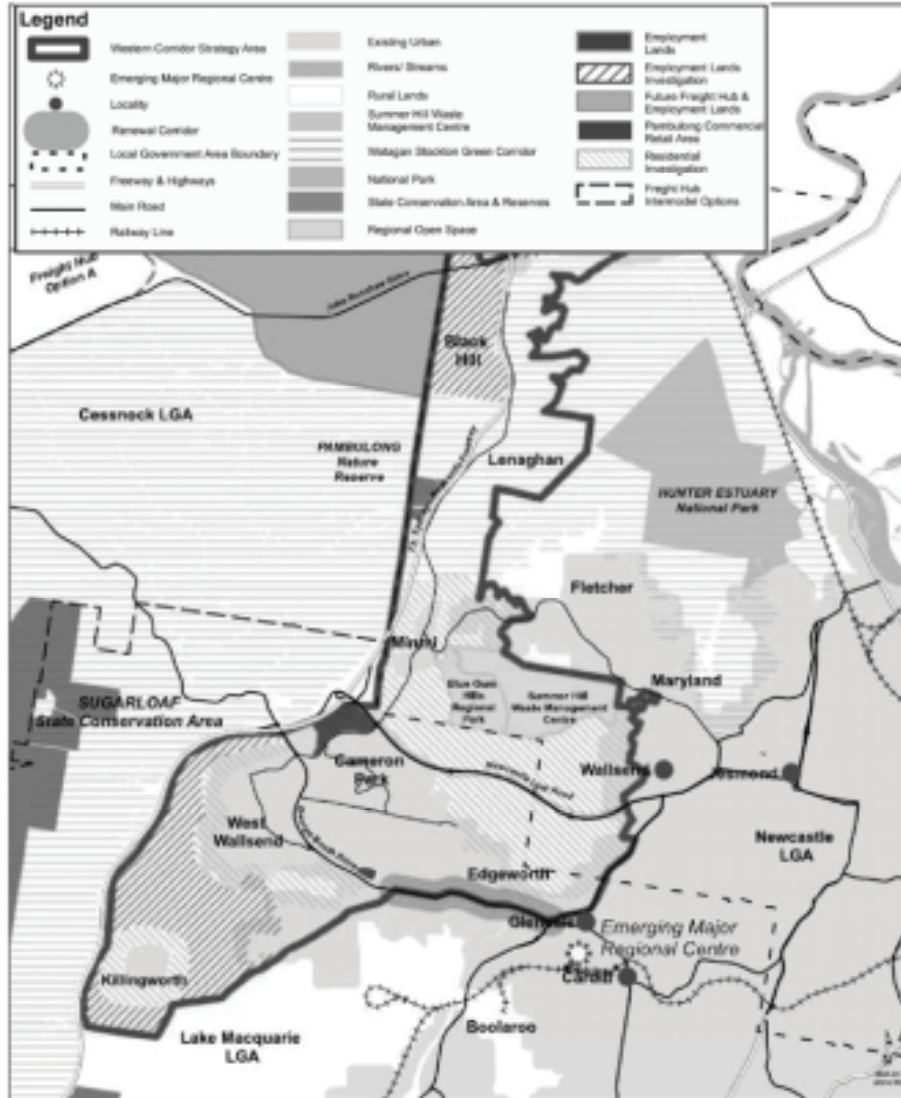
Location	Designation/dominant land use	Characteristics	Occupied land area (Ha)	Gross land area (Ha)	Vacant Land (Ha)
Swansea	Local level services/light manufacturing	This industrial precinct plays the dual role of providing land for local level services as well as accommodating light manufacturing	4.4	4.9	0.5
Belmont North	Local level services	This industrial precinct mainly accommodates firms engaged in providing local level services.	11.2	11.2	0
Cardiff industrial	Manufacturing	The Cardiff Industrial Estate is the largest employment precinct in the LGA (around 112 hectares of land). It currently accommodates a mixture of light specialised manufacturers (for example, steel and kitchen fabricators), freight and logistics providers, and to a lesser extent warehouses and local service providers.	108.2	111.5	3.3
Warners Bay (Hillsborough Rd) Industrial	Retail trade	This industrial precinct is dominated by Warners Bay Home maker centre.	41.2	41.4	0.2
Boolaroo Industrial	Retail trade	The precinct is mainly a local level service provider, but also accommodates urban services such as Council's depot and a concrete batching plant.	8.3	18	9.7
Glendale Industrial	Retail Trade	Relative small industrial estate which is focused on local level services.	7.9	7.9	0
Edgeworth Industrial	Manufacturing	This precinct accommodates mostly local services, but also manufacturing firms and urban services.	8.1	10	1.9
Cooranbong Industrial	Other services and wholesale trade	Local level services industrial estate. Light manufacturing operations, with Sanitarium Health Food Company being a notable firm that is located in the estate.	2.9	2.9	0
Morisset Industrial	Retail Trade	The industrial estate provides land for local level services and retailing activity including bulky goods retailing. There is also a Mega Market and some office floorspace located in the estate. There is a small presence of manufacturers in the precinct.	47.2	79.5	32.3
Teralba (Pitt and Park) Industrial	Construction	Construction and other services (such as car mechanics) account for 50 and 38 per cent of all firms in the Estate respectively.	24	24	0
Teralba Industrial	Wholesale Trade	Local industrial precinct serving the needs of the local businesses and population.	20.2	20.2	0
Toronto West Industrial	Manufacturing	This employment precinct has the dual roles: providing land for mining services providers and light manufacturing, such as metal engineering and steel fabrication, as well as accommodating firms serving the needs of the local population.	34.9	35.2	0.3
Toronto Industrial	Retail Trade	Toronto contains a mixture of local light industry including wholesale firms, as well as light manufacturing firms, such as boat builders, local services such as auto mechanics and some retailing.	3.7	3.9	0.2
Caney Bay Industrial	Other services and wholesale trade	Small industrial estate which is accommodates firms mainly engaged in local level services.	1.5	3.1	1.6
Rathmines Industrial	Manufacturing	This traditional industrial precinct accommodates light manufacturing firms (including firms established to service mining and power generating industries) and local level service providers	11.9	24.9	13
Cameron Park Industrial	Manufacturing	Cameron Park industrial precinct is one of the newer releases of employment lands within the LGA. It is situated next to the F3 Newcastle-	41.7	46.2	4.5

Sydney freeway. The precinct is currently occupied by a mix of light and specialized manufacturers (including Blue Tongue Brewery), mining industry services providers, freight and logistics providers, and to a lesser extent warehouses. Firms in the state predominantly serve a broad market.

Bonsley Industrial	Manufacturing	Small industrial estate which is focused on local level services and light manufacturing.	9.2	9.2	0
West Wallsend Industrial	Rental, Hiring and Real Estate Services	Small industrial estate which only accommodated one firm engaged in providing local level services. The sole firm located in the estate was involved in rental, hiring and real estate services.	2	11.2	9.2
Gateshead Industrial	Manufacturing and other services	This industrial precinct is dominated by small to medium size businesses involved in light and specialized manufacturing, with a significant share servicing the mining industry. Tip Top Bakeries is a significant employer located within the precinct. The area also contains some local service providers.	52.8	56.4	3.6
Redhead Industrial	Manufacturing	Older industrial precinct that focuses on providing local level services. The area does contain some light manufacturing but primarily a local level services provider.	15.9	27.2	11.3
Bennetts Green Industrial	Retail trade	This industrial precinct provides land for local level services and light manufacturing as well as some retailing and commercial activity.	54	66.6	12.6
<b>Total</b>			<b>511.2</b>	<b>615.4</b>	<b>104.2</b>

Source: SGS Economics and Planning, 2010.

FIGURE 122. WESTERN CORRIDOR PLANNING STRATEGY



Source: NSW DP&I, 2010.

### 6.7 Gosford

Consultation with Gosford Council on the state of play for industrial lands in the LGA revealed that there has been a recent study to expand Somersby industrial to the east and west. The following is relevant from the GHD and AEC Group study.

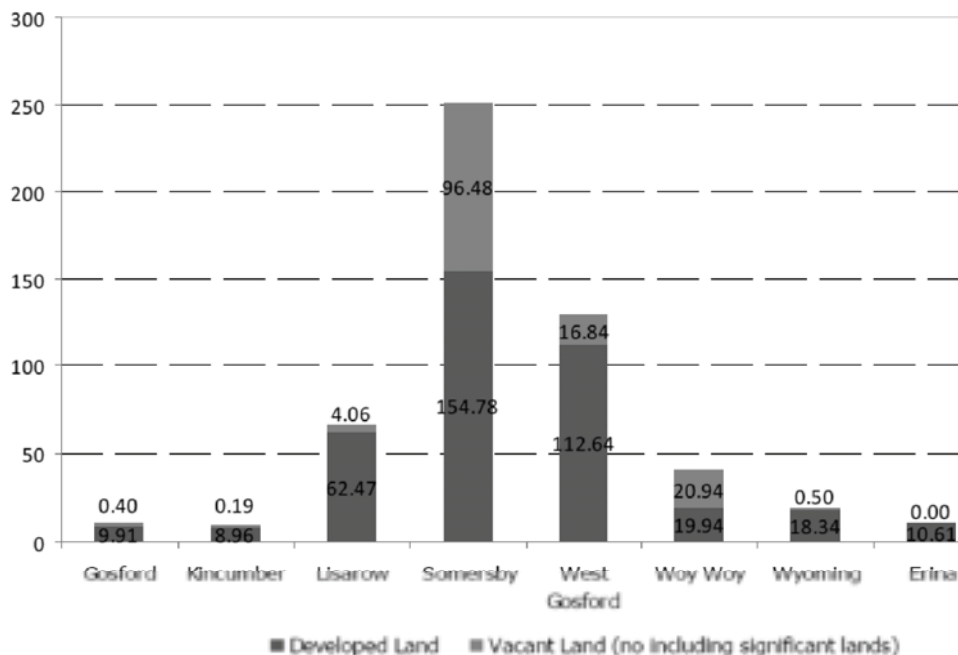
In terms of the current distribution of industrial land by lot size, 28.7 percent of the total properties in the zoned industrial areas are sized between 4000 and 10,000 square metres. Around 23 percent are under 1000 square metres in size, while 19.1 percent are sized between 1000 and 2000 square metres. Just 6.5 percent are larger than 10,000 square metres.

Of the developed/occupied industrial land in Gosford LGA, manufacturing users are the largest occupiers (125.5 Ha), followed by general industry (31.4 Ha) and warehousing (13.8 Ha).

Over the last 20 years, take up rates within the Somersby industrial Park have averaged 6.1 hectare per annum. Take up rates in employment precincts outside Somersby have fluctuated in recent years from 0.4 hectares in 2005 to 6.5 hectares in 2007 with an average of 2.4 hectares per year over the last five years. LGA wide take up rates have averaged 8.2 hectares per year.

There is currently 128.08 hectares supply of land zoned for employment lands and yet to be developed. The anticipated demand is expected to be between 138 hectares to 213 hectares (low scenario workforce method and land take up rate scenario) between 2010 and 2036. Therefore there is need to identify between a minimum of 10.5 hectares to 85 hectares of additional employment lands in Gosford to meet demand. A conservative approach would be to take the higher figure of 85 hectares of employment lands to ensure that a shortage does not occur. This equates to about 3.3 hectares per year on average (26 year period).

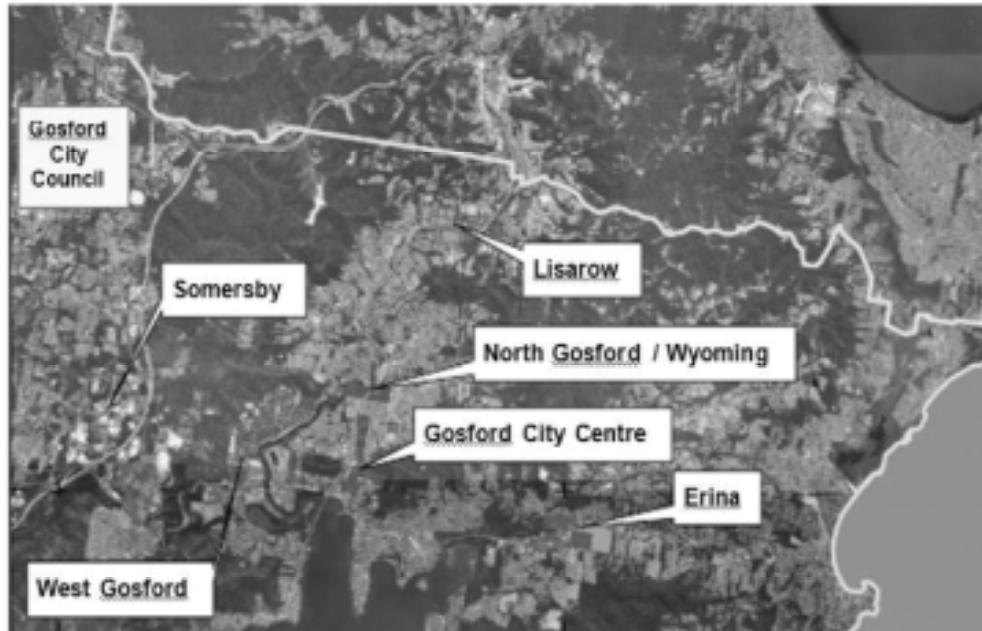
FIGURE 123. KEY EMPLOYMENT LANDS IN GOSFORD LGA (DEVELOPED/VACANT)



Source: GHD & AEC, 2010.

The Central Coast Employment Lands Study (CCELS) provides detail on the key employment lands in the Central Coast and their characteristics. The main industrial lands in Gosford LGA include Somersby, Erina, Lisarow, West Gosford, Wyoming/North Gosford (see ). Below we have provided a summary of the key findings from the CCELS study.

FIGURE 124. LOCATION OF COMMERCIAL CENTRES AND EMPLOYMENT LANDS IN GOSFORD



Source: Central Coast ELS, 2004.

### Somersby Regional Employment Node

The Somersby and Mount Penang Parklands employment areas are located immediately to the west and east of the Kariong interchange of the Sydney – Newcastle Freeway, a distance of five kilometres to the west of the Gosford City Centre.

The Somersby Industrial Park covers approximately 298 hectares, of which the larger proportion lies directly to the west of the freeway interchange along Wiseman's Ferry Road. It is largely surrounded by native bushland. The remaining area lies on the eastern side of the interchange along Kangoo Road and extends to the western boundary of the Mount Penang Parklands (see ).

At the time of the CCELS in 2004, approximately a third of this estate was developed, with allotments varying from 0.4 hectares to 10 hectares. Landownership was noted as being fragmented amongst 100 or so landowners and full servicing was available to less than half the estate (as servicing is dependent upon development contributions arising from subdivision and development). According to the CCELS the Somersby Regional Employment Land accommodated a range of activities including, CSR-Hebel, Sulo, Weir Engineering, Sapphire Aluminium Industries, Aluminium Shapemakers, Wella Products, Scholastic Books, Delta Laboratories and Coles Logistics.

#### Expansion potential

Despite the size and strategic location of this estate, the CCELS suggested its future potential is constrained. Apart from the difficulties inherent in a fragmented landownership and land use pattern, much of this estate includes a wide range of natural environmental, archaeological and cultural sensitivities.



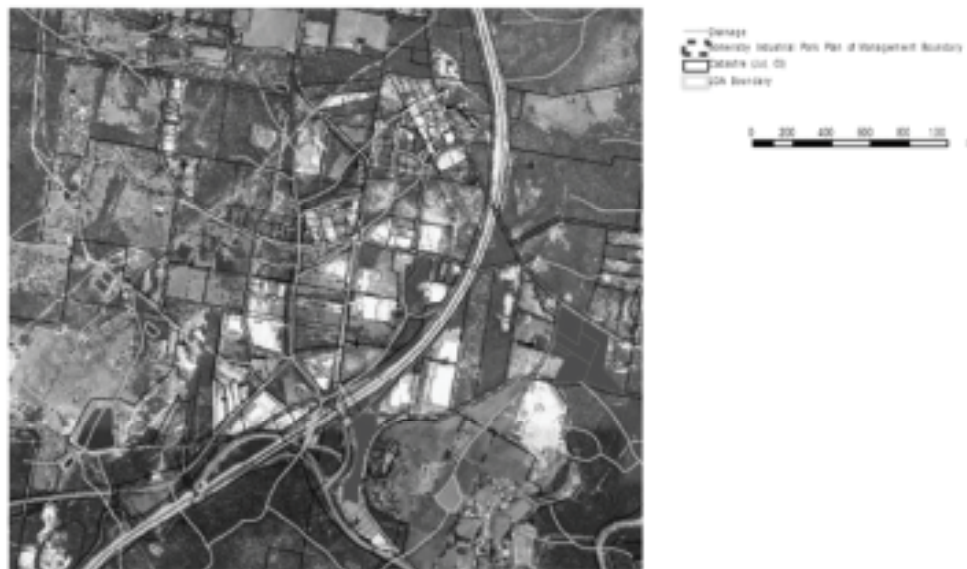
### Mount Penang Parklands

The Mount Penang Parklands, an initiative of the State Government, is located immediately to the north of the Pacific Highway, less than one kilometre east of the Kariong Interchange on the Sydney - Newcastle Freeway.

Covering 157 hectares and formerly occupied by a juvenile justice centre, Mount Penang Parklands is to comprise extensive landscaped gardens and areas for exhibitions and festivals, a focus of technology related activity accommodated in existing buildings, playing fields and associated recreational facilities, a substantial area of natural bushland and a corporate business park.

For the corporate business park, it is understood that 27 hectares has been allocated on the western side of the parklands. This area, which has yet to be developed, is intended to comprise several two to three-storey buildings with a total floor area of around 120,000 square metres. The objective is to create a high quality office park with an emphasis on technology related enterprise, all set within a highly accessible parkland environment.

**FIGURE 125. SOMERSBY AND MOUNT PENANG INDUSTRIAL LANDS**



Source: CCEIS, 2004.

### West Gosford

The West Gosford employment precinct, which is located approximately two kilometres to the east of the City Centre, is centred on Manns Road and extends between the Pacific Highway in the south to Showground Road in the north. This precinct covers an area of approximately 150 hectares and has been developed largely for industrial activity, much of which is associated with automotive service and repairs, and other support industry.

Increasingly, substantial areas are being developed for newer forms of retailing activity, particularly bulky goods. This is primarily concentrated at the southern end of Manns Road, where there is a high level of exposure to the Pacific Highway. Land use change is also occurring in the form of industrial activity – with evidence of recent development incorporating a higher content of office floor space than more traditional industrial buildings. The combined effect of this development activity is reflected in higher land values which will impact on the viability of traditional industrial activity to remain in this location.

#### Expansion potential

The extent of industrial land uses reflects the primary role of this employment node. With physical constraints formed by the Narara Creek to the east and an escarpment to the west, the West Gosford precinct is a large

elongated area, which has only limited potential for expansion. Much of the land is fully developed and in fragmented ownership, offering little opportunity for future development, especially that of a large scale.

### North Gosford/Wyoming

North Gosford/Wyoming employment precinct is located in the area to the north of the Gosford City Centre on either side of the Pacific Highway, between Racecourse Road and Niarara Valley Way. Rather than having a readily definable focus, the area is characterised by a fragmented and comparatively diverse mix of employment activity, ranging from small service and retail based enterprises (the Citygate Shopping Centre, Coles Supermarket etc) to relatively modest light industrial operations (motor related, storage, bulky goods).

#### Expansion potential

This area has a sizeable proportion of the current employment land already developed. The future employment potential of this area is limited. It is surrounded by low density residential development, giving rise to the likelihood of land use conflict and future investment and/or development is constrained by a highly fragmented pattern of landownership, a lack of vacant developable land, poor vehicular access, areas of public open space and community facilities and environmental sensitivities (poor drainage, undulating topography, vegetation and so on).

FIGURE 126. WEST GOSFORD AND NORTH GOSFORD/ WYOMING INDUSTRIAL LANDS



Source: CCES, 2004.

### Erina

Erina lies to the east of The Entrance Road, midway between Gosford and the coastal township of Terrigal (approximately seven kilometres to the west and east respectively).

As a focus of employment, the role of Erina is primarily as a centre of retailing activity, which has grown to embrace components of bulky goods retailing and commercial office based activity. The functional character of Erina is dominated by the large regional shopping centre Erina Fair.

The industrial area lies to the west immediately adjacent to The Entrance Road. The industrial node of employment activity at Erina is centred on the area immediately to the east and west of The Entrance Road, between Karalta Road and Terrigal Road. This area is characterised by a comparatively diverse activity mix, ranging from small service, retail and bulky goods based enterprises to comparatively small-scale light industrial operations.

**Expansion potential**

The future potential of this area lies almost entirely in this role being consolidated within its current outer boundaries. This embraces a total area of approximately 77 hectares. A physical expansion beyond is limited by the existence of residential areas to the north beyond Terrigal Drive, east beyond Tarragal Glen Avenue, south beyond Karalta Drive and west, beyond The Entrance Road.

**FIGURE 127. ERINA INDUSTRIAL LAND**

Source: CCCL, 2006.

**Lisarow**

The Lisarow industrial area is located adjacent to the Pacific Highway midway, between Wyong and Gosford. Much of the surrounding land use is low density residential, the main exception being the Central Coast Campus of the University of Newcastle located further to the north.

The Lisarow industrial area is a comparatively small employment node covering approximately 61 hectares. Its significance arises from the food processing operations of Sara Lee Pastries and Chickadee Foods, the educational book- publishing organisation Scholastic Australia and the technical textile producer, Albany International. Total employment in the area was broadly estimated to be in the order of 1500.

**Expansion potential**

The current operational capacity and indeed the future potential of Lisarow for employment activity, is faced with several significant constraints. Much of the land has been developed (only 12 hectares lie vacant). The land ownership pattern is becoming increasingly fragmented (e.g. recent sale of land adjacent formerly occupied by Trend Laboratories to a Church), vehicular access is poor with a primary dependency on the Pacific Highway, public transport is also poor as Lisarow railway station does not allow easy walking access to the employment areas, the surrounding residential land use is either currently or likely to be in conflict with industrial activity in any form, the locality is heavily vegetated and has an undulating topography, and sites are fragmented by the Main Northern Railway Line and a comparatively complex road access network.