

North Wyong Industrial Park- Planning Proposal

Version 3 - Post Lodgement Report

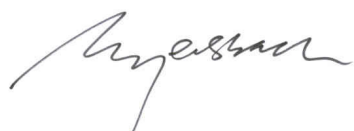
July 2012

Prepared for Henry Kendall Group

Quality Assurance

Report Stage	Author	Date	Review	Date
Draft Report	Patricia Docherty	13 April 2012	Patricia Docherty/ Client	19 April 2012
Final Report	Patricia Docherty	20 April 2012	Patricia Docherty/ Client	23 April 2012
Revised Final Report	Patricia Docherty	18 June 2012	Patricia Docherty/ Client	22 June 2012 and 16 July 2012

Project Manager



Wayne Gersbach, General Manager NSW

Project Number: P84738

9 November 2012

This document is for discussion purposes only unless signed and dated by the persons identified.

Authors

Role	Name
Project Manager	Wayne Gersbach
Project Contact	Patricia Docherty
Project Consultant	Patricia Docherty

© MacroPlan Australia Pty Ltd All Rights Reserved. No part of this document may be reproduced, transmitted, stored in a retrieval system, or translated into any language in any form by any means without the written permission of MacroPlan Australia Pty Ltd. All Rights Reserved. All methods, processes, commercial proposals and other contents described in this document are the confidential intellectual property of MacroPlan Australia Pty Ltd and may not be used or disclosed to any party without the written permission of MacroPlan Australia Pty Ltd.

Contents

1	Intended Outcomes.....	5
1.1	Statement of intended outcomes	5
2	Explanation of Provisions	6
2.1	Land Use Zoning	6
2.2	Principal Development Standards	6
2.2.1	Height of Building	6
3	Justification.....	7
3.1	Need for the Planning Proposal.....	7
3.2	Relationship to the Strategic Planning Framework.....	10
3.2.1	Review of Relevant Strategic Planning Documents.....	11
3.2.2	Legislation and Environmental Planning Instruments.....	13
3.2.3	Relationship with Wyong Shire LEP 1991 & Draft Wyong Shire LEP 2011	19
3.3	Environmental, Social and Economic Impact	20
3.3.1	Impacts on centres	20
3.3.2	Economic Outcomes.....	20
3.3.3	Community and Infrastructure.....	21
3.4	State and Commonwealth Interests.....	24
4	Community Consultation	25

List of Figures

Figure 1.	Subject Land of PP	3
Figure 2.	Strategic Planning Documents.....	11
Figure 3.	Consistency with Relevant S.117(2) Ministerial Directions.....	13
Figure 4.	Consistency With SEPP's.....	16
Figure 5.	Current Land Use Zoning Context.....	19
Figure 6.	Access to Infrastructure.....	22
Figure 7.	Approved Road Connection DA No. 635/95).....	22
Figure 8.	Land owner support	25
Figure 9.	Owners Support by Vacancy Rate	25

List of Attachments

Attachment 1- Property, vacancies, activity and owners	27
Attachment 2- Current and Proposed Land Use Tables.....	30
Attachment 3 - Proposed Zone B6 Enterprise Corridor	32
Attachment 4 – Proposed Height of Building.....	33
Attachment 5 Residential Property Market Indicators- Wyong Shire, 2003-2011	38

This page is intentionally blank

Executive Summary

The North Wyong Industrial Estate comprises approximately 143 hectares (ha) of zoned industrial land, 47% of which is vacant and has been since its establishment in the mid-1960's. Presently, this trend of economic decline continues to worsen.

There is no shortage of existing and potential industrial land throughout the Shire, although little if any of this land has been designated for 'higher order' industrial use.

In Wyong Shire there are 917 ha of undeveloped Employment Land available out of 1,431 ha of Employment Land. This represents 64 % vacancy of all zoned Employment Land in the LGA. Therefore theoretically, assuming a 20 hectare per year consumption rate, there is over 45 years Employment Land supply across the Shire,¹

The intended outcome of the Planning Proposal is to rezone approximately 88.7 hectares of under-occupied industrial employment land to B6 Enterprise Corridor, which permits a range of uses including light industrial. This represents 7% of all the industrial zoned land in the Shire.

The proposed B6 Enterprise Corridor at North Wyong Industrial Estate is underpinned by a strong local need for alternative employment opportunities and substantial economic benefits for the Wyong area.

The crux of the Planning Proposal is to rationalise the zoning, objectives and associated land use table for the site. The Zone B6 Enterprise Corridor is prescribed in the *NSW Standard Instrument LEP Order 2006*. The land use table can provide adequate flexibility of uses to encourage enterprise and accommodate a range of activities that are compatible with the proposed zone objectives:

- To promote businesses along main roads and to encourage a mix of compatible uses.
- To provide a range of employment uses (including business, office, retail and light industrial uses).
- To maintain the economic strength of centres by limiting retailing activity.
- To provide for residential uses, but only as part of a mixed use development.
- To provide primarily for businesses along key corridors entering the Wyong-Tuggerah regional centre, major local centres or retail centres.

Recently in Wyong, there has been an increase in the number of residents attaining tertiary qualifications. A good proportion of tertiary qualified, mainly younger workers, presently seek employment opportunities outside the local government area.

Wyong needs to accommodate a different industrial employment base than anticipated by traditional land use zoning. The B6 Enterprise Corridor will facilitate this change to the broader benefit of Wyong residents and better utilise existing zoned stocks, ahead of future land releases.

This will increase job density in North Wyong and mark the location as distinctive from other employment offers in the Shire. This will create an increase in job density from around 25 jobs per hectare to around 40-60 jobs per hectare.

The Planning Proposal will therefore create social, environmental and economic benefits that will contribute to the delivery of various strategic outcomes of the Central Coast Regional Strategy, North Wyong Structure Plan and the Regional Economic Development and

¹Employment Lands Development Program (2010); MacroPlan Australia (2012)

Employment Lands Strategy. The Enterprise Corridor zone will permit a range of compatible uses in technology enterprise sectors, whilst limiting retailing.

Specific strengths of the location include existing infrastructure and proximity to Wyong Town Centre and planned Warnervale Town Centre, both approximately 2 km from the site. There is an on-site electricity substation, an optic fibre access point, main road access to the Pacific Highway and frequent public bus services.

Should this Planning Proposal not be recommended by Wyong Shire Council to proceed through the NSW LEP gateway process, the mix of land uses proposed will remain prohibited in this under occupied but well serviced employment location that is ready to be developed now.

Introduction

This Planning Proposal (PP) applies to the subject land comprising 88.7 hectares, identified in Figure 1 below. The land forms part of what is known as North Wyong Industrial Estate.

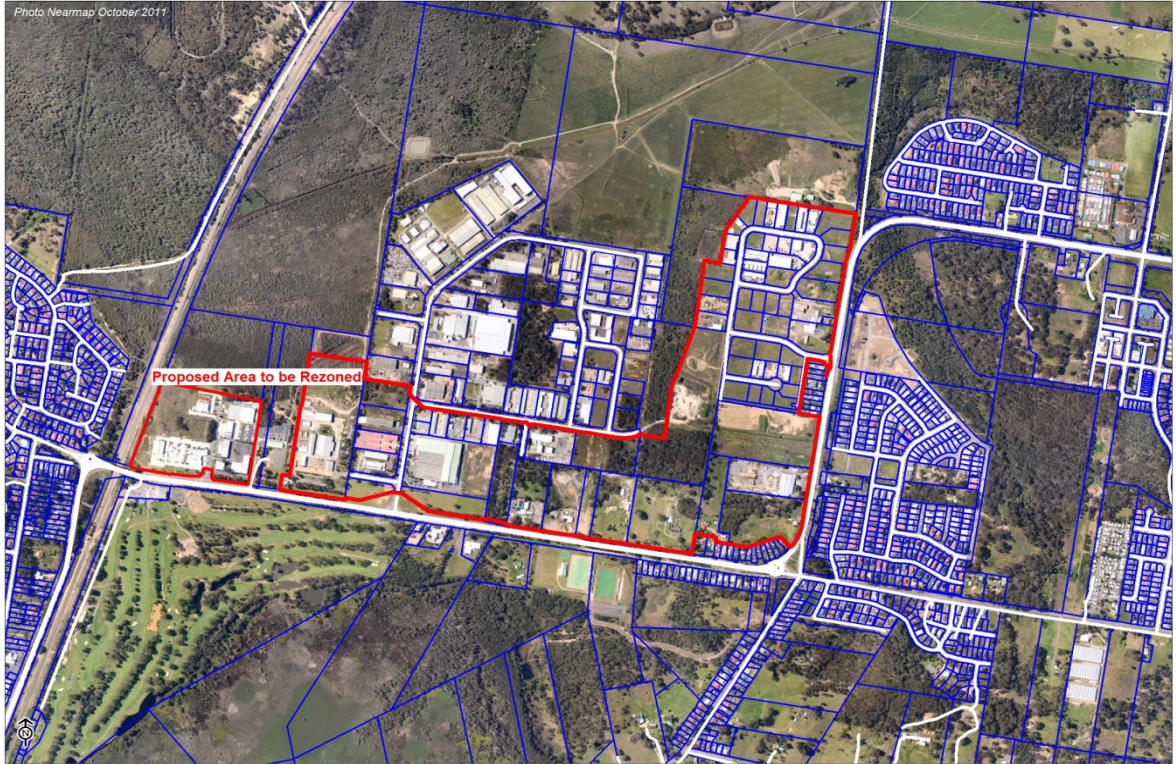


Figure 1. Subject Land of PP

The PP was prepared in accordance with the NSW “A Guide to Preparing Local Environmental Plans” and “A guide to preparing PPs. It consists of four parts:

- Part 1 Intended Outcomes
- Part 2 Explanation of Provisions
- Part 3 Justification
- Part 4 Community Consultation

The proponent of this PP is Henry Kendall Group. A complete list of legal descriptions, lot sizes and land owners of the subject land is detailed at **Attachment 1**.

The PP articulates the intended purpose of the rezoning of the land and explains the relevant provisions to bring into effect an amendment to the current *Wyong Local Environmental Plan 1991*.

The 4(a) General industrial and 4(b) Light industrial land use zones currently apply to the subject land. The proposed Zone B6 Enterprise Corridor is prescribed in the *NSW Standard Instrument LEP Order 2006*. The proposed land use table has been drafted to provide adequate flexibility for business and employment opportunities. This is intended to encourage local enterprise and to accommodate a range of activities that are compatible with the zone objectives.

Based on research and analysis prepared by MacroPlan Dimasi, the PP identifies the demand for the proposed land use zone to accommodate emerging technology enterprise and associated uses.

The PP clearly identifies the social, environmental and economic benefits of the B6 Enterprise Corridor in this location. The PP considers Council's Draft Standard Instrument Local Environmental Plan and provides further analysis that addresses Council's brief for an Employment Lands Study completed in May 2012. Based on the level of site specific research and investigation undertaken for the subject land, it is anticipated that this PP will inform the Draft Wyong Shire (Standard Instrument) Local Environmental Plan but may proceed in advance of this principle LEP.

Importantly, the PP suggests and justifies a range of land uses that support new industry endeavours and more employment opportunities for the Wyong Shire. The proposal is a key initiative in making economic use of strategically located industrial land that has been underutilised since its initial zoning in the early 1960's

Site specific studies have been carried out to ensure the integration of traffic and stormwater strategies and to address likely measures arising from the *Planning for Bushfire Protection 2006* guide for development.

Justification for the B6 Enterprise Corridor addresses all relevant Section 117 Ministerial Directions and is in accordance with NSW State Environmental Planning Instruments.

1 Intended Outcomes

1.1 Statement of intended outcomes

The intended outcome of this PP is to optimise employment prospects and other economic, social and environmental outcomes by enabling redevelopment of an ‘underachieving’ part of North Wyong Industrial Estate.

This will be achieved through rationalisation of land use zoning, objectives and associated land use table of under-used employment land at North Wyong Industrial Estate. This is in response to demands for new employment opportunities that will support local enterprise and workforce demands. It will stimulate the economic use of business land that is serviced by existing infrastructure and strategically located, just north of the Wyong Town Centre.

The emphasis of this proposal is maximising capacity within existing employment lands, to enable development that is responsive to economic growth in emerging technology enterprise and create local jobs without competing with other planned business precincts.

The proposed land use zone objectives for the B6 Enterprise Corridor are:

- *To promote businesses along main roads and to encourage a mix of compatible uses.*
- *To provide a range of employment uses (including business, office, retail and light industrial uses).*
- *To maintain the economic strength of centres by limiting retailing activity.*
- *To provide for residential uses, but only as part of a mixed use development.*
- *To provide primarily for businesses along key corridors entering the Wyong-Tuggerah regional centre, major local centres or retail centres.*

A clear benefit of the proposal is to strengthen Wyong’s local employment retention capacity by encouraging new enterprise that reflects local workforce qualifications and demands.

2 Explanation of Provisions

In accordance with the *Standard Instrument LEP Order 2006* this PP affects the land consisting of all properties shown at **Attachment 1** in respect of the draft Zone B6 Enterprise Corridor land use table at **Attachment 2**.

The PP seeks to:

Amend the current land use zoning in accordance with the land identified in the Land Use Zoning Map shown at **Attachment 3**, and

Include development standards for height of building in accordance with the proposed Height of Building Map, shown at **Attachment 4**, which indicates two levels of permissible maximum Height of Buildings ranging from 10m and 20m metres (approximately 3- 6 storeys).

2.1 Land Use Zoning

The current land use zones that apply are the 4 (a) General Industrial and a 4 (b) Light Industrial zones. These two zones are separated by an electricity substation zoned 5 (a) Special Uses Zone, which is not included in the PP.

The proposed land use zoning is B6 Enterprise Corridor.

2.2 Principal Development Standards

Currently, the building height and floor space ratio controls are contained within the *Wyang Development Control Plan 2005* and reflect the location and type of development permissible on the land. In accordance with NSW drafting requirements, all controls relating to height of buildings and floor space ratio must be contained within of the *Standard Instrument LEP Part 4 Principal Development Standards*. These controls must be shown on a Standard Instrument LEP Map drafted according to the technical standards required by DP&I. New building height and floor space ratio maps are included as part of this PP.

2.2.1 Height of Building

The only current reference to height of buildings affecting the land in the Wyong DCP 2005 is in relation to land adjoining the Pacific Highway. The control states that no structure shall be erected within 60 metres of the Pacific Highway having a height exceeding ten (10) metres.

It is proposed that a maximum height of building control between will apply to the land to encourage modulation of built form and ensure an appropriately responsive design outcome, particularly in relation to larger lots.

A full design concept based on the desired future character of the new enterprise corridor is included in **Attachment 4**. These images illustrate the proposed maximum height of buildings, indicative set-backs, road layout and potential built form.

3 Justification

3.1

N

eed for the Planning Proposal

In 2006 the Central Coast was home to about 305,000 people. A further 100,000 people are expected to move to the region by 2031 (identified in the Central Coast Regional Strategy). This significant population growth means there is a critical need to generate more than 45,000 new jobs in the region over the next 20 years. This is a major economic development challenge which needs to be addressed as a priority.

REGIONAL ECONOMIC AND EMPLOYMENT STRATEGY (February 2010)

In support of this justification to rezone the subject land B6 Enterprise Corridor, this PP is based on economic and planning analysis prepared by MacroPlan Dimasi and other specialist consultants in traffic, stormwater and bushfire in 2012. All relevant background studies are attached.

Economic/Business Context and Employment

Land currently zoned for general industrial purposes across the whole North Wyong industrial Estate has a long term vacancy rate of around 50%, since it was completed in the 1960's. There is a supply of existing and potential industrial land throughout the Shire, although little has been designated for higher order industrial (technology facilitated uses).

The NSW Standard Instrument LEP Order 2006 provides a more diverse range of zoning options, particularly for land designated for light and high technology industry already present at North Wyong Industrial Estate. This provides an opportunity to diversify the land uses in response to market conditions. The Standard Instrument prescribes several business and industrial zones, which mandate the permissibility of light industries as follows:

B6 Business Enterprise Corridor

B7 Business Park

IN1 General Industrial

IN2 Light Industrial

IN4 Working Waterfront

Fundamentally, this rezoning does not detract from the supply of employment lands. Rather it will increase the employment generating impact of the relevant employment lands. Various existing industries and land uses will remain permissible but will be bolstered by the addition of a range of additional employment generating uses including high technology uses. Consequently a significant number of higher density commercial job uses will create jobs and business opportunities.

A good proportion of Wyong's tertiary qualified, mainly younger, workers currently seek work opportunities outside the LGA. Wyong's employment self-sufficiency percentage has remained fairly stable at about 68%. This indicates that a third of residents are still required to leave the LGA to access employment.

The need to diversify Wyong's industrial employment base at Wyong as previously recognised in The Central Coast Employment Lands Study (2004):

- *The "limited opportunities for well-located, new master-planned industrial ...developments".*
- *The role of "other activity concentrations" in providing employment opportunities.*

- *“Demand is becoming increasingly evident for floor space set within attractive landscaped” settings.*

MacroPlan Dimasi estimates that the conversion of part of North Wyong Industrial Estate to a higher order technology-based enterprise corridor will generate higher employment yields, with a higher investment multiplier effect than traditional industry. Based on an increased job density from 25 jobs per hectare to 50 jobs per hectare, and an average uptake of land at 3 hectares per year, this will significantly increase potential total job creation on the 88.7 hectare site. This represents essentially a doubling of jobs capacity over a period of 30 years to 4435 jobs versus 2218 jobs under industrial zoning. About 1350 jobs could be delivered on the new B6 Enterprise Corridor by 2021 versus 675 jobs under industrial zoning. This gap widens to 2,850 jobs versus 1,425 jobs under the industrial zoning by 2031.²

Wyong Shire Employment Land Study and Industrial and Audit, 2012

The PP applies to 80 lots (totalling 88.7 hectares), 34 of which are vacant (total area of these lots is 31.5ha). Many of the occupied lots are significantly under- utilised in terms of allowable floor space. There are several vacant industrial units/buildings and activities that consist of minimal built floorspace including garden nurseries, equipment hire etc.

It is understood that a recent Draft Employment Lands Study/Industrial Lands Audit prepared by SGS Economics on behalf of Wyong Shire Council is yet to be finalised and adopted. This PP has been prepared to inform the Employment Lands Study/Audit and to align with its findings. It is understood that the initial findings of the study relate to the overall percentage of underutilised Employment Lands in the Shire.

The underlying purpose of this study was to establish how much employment land is available for development after all constrained sites (particularly environmental) are identified and discounted from the overall supply. The study evaluated approximately 1,950 hectares of existing and potential land. Even if over half of this land is constrained and cannot be developed this still means there is a significant supply.

In the absence of a finalised Shire Wide Employment Lands Study, the 2010 Employment Lands Development Program, identified 917 ha of undeveloped Employment Land available out of 1,431 ha of Employment Land in Wyong Shire. This represents 64 % vacancy of all zoned Employment Land in the LGA. Therefore theoretically, assuming a 20 hectare per year consumption rate, there is over 45 years Employment Land supply across the Shire,³

The rezoning is further justified by a steady decline in the manufacturing sector and the growth in knowledge, innovation and digital technology. The proposed zone provides for a more diverse range of compatible land uses that would encourage uptake in existing employment lands and realise regional competitive economic advantage.

A schedule of existing activities with associated land uses, vacancies, tenancy and ownership is shown in **Attachment 1**. The intention of the PP is to broaden and specifically target a range of land uses that respond to the specific technology advantages of existing business and infrastructure, thereby addressing workforce needs of the LGA.

The current land use zone already prohibits heavy industries including hazardous industries and offensive industry. The rezoning will maintain the permissibility of certain industrial land uses such as light industries including high technology industries. The proposed land use zone will not however permit general industries.

² Source MacroPlan Australia (2012)

³Employment Lands Development Program (2010); MacroPlan Australia (2012)

It is intended to seek a rezoning over part of the North Wyong Industrial Estate only, allowing the rest of the estate to develop along traditional lines. This ensures a zoning approach that is responsive to the current pattern of development within the estate. It has regard for the current location of industrial development and considers the existing residential development that fringes the estate along the Pacific Highway.

A technology based Enterprise Corridor will provide an opportunity to attract a more diverse employment base in the Region and attract tenants that would otherwise seek to locate at either Newcastle or Sydney.

A combination of opportunities at North Wyong will support the promotion of technology focussed businesses along the Pacific Highway between Watanobbi and Wadalba, including:

- Direct proximity to the North Wyong Energy Australia substation
- Excellent optic fibre access from key carriers in the area
- Infraserve Data Centre with capacity and capability to support businesses that have significant data security, processing and storage requirements
- Ample greenfield lands, which are suitable for laying the foundations for a technology focused industrial provision
- A general lack of fragmented ownership, with land largely held by a limited number of landowners who are all desirous of developing their land in the manner proposed
- Location in a growth area with potential to provide for and attract employees

The B6 Zone will encourage a mix of compatible uses in technology enterprise sectors including business, office and light industrial uses. It will limit retailing, which is more suited to local centres and permit residential uses, but only as part of a mixed use development.

This PP for a technology based Enterprise Corridor seeks to positively link development opportunity with local employment need. This will contribute to a more diverse economy increase job density in North Wyong and mark the location as distinctive from other employment offers in the Shire.

Without a change in land use as proposed (via the Gateway Process), the mix of uses shown in the draft Land Use Table in **Attachment 2** would continue to be largely prohibited in this location.

3.2 Relationship to the Strategic Planning Framework

The PP will contribute to Regional and local Strategies, particularly in relation to job creation, maximising the economic use of existing urban land and providing a range of uses to improve the overall economic, social and environmental outcomes for the Central Coast . All relevant Section 117 Ministerial Directions are addressed. Justification for the B6 Enterprise Corridor is in accordance with NSW State Environmental Planning Instruments.

3.2.1 Review of Relevant Strategic Planning Documents

Figure 2. Strategic Planning Documents

STRATEGIC PLANNING DOCUMENT	RELEVANT OBJECTIVES AND OUTCOMES
CENTRAL COAST REGIONAL STRATEGIC PLAN 2006-2031(2008)	The Central Coast Regional Strategy seeks to protect the environmental qualities of the Central Coast. It seeks to focus the majority of future growth in existing urban areas, east of the F3 Freeway and in suitable areas within the North Wyong Shire Structure Plan (Structure Plan) area. The primary purpose of the Regional Strategy is to ensure that adequate land is available and appropriately located to sustainably accommodate the projected housing and employment needs to 2031. The Regional Strategy will continue to inform future infrastructure investment priorities for the Central Coast. Infrastructure planning will take into account the broad planning framework identified in the Strategy, to ensure that future population growth is supported by services and associated infrastructure. A regional conservation plan will also ensure that development around the urban fringes makes a positive contribution to the protection of sensitive environments and biodiversity. The PP is consistent with these objectives and outcomes.
DRAFT NORTH WYONG STRUCTURE PLAN 2010	The Structure Plan is a high-level strategic planning framework that implements the Regional Strategy and guides future local planning of land release. The main objectives of the Draft Structure Plan that the PP addresses are: • Identify sufficient land for housing and employment targets identified in the Regional Strategy to be met; • Identify opportunities for new and expanded employment nodes, particularly in locations with good servicing. The Structure Plan also identifies a number of constraints including Flooding, Biodiversity; Potential Extractive Resources provision. The Central Coast region and the Wyong Local Government Area (LGA) are characterised by dispersed settlement, interspersed by natural features including bushland, creeks and coastal lakes. This presents challenges for infrastructure and access to transport infrastructure. The PP supports this by utilising existing land that is well serviced and located more effectively, thereby reducing pressure on future land release.
THE DRAFT CENTRAL COAST REGIONAL TRANSPORT STRATEGY	The Draft Central Coast Regional Transport Strategy (draft Transport Strategy) aims include completion of North Warnervale station and transport interchange, improvements to the rail and road network and the North Wyong Bus Servicing Strategy. • The subject land is approximately 2 km distance to both Wyong and Warnervale train stations with the train line running along the western boundary of the site. (up to five trains per hour at peak) • Frequent bus service on Pacific Highway with up to 19 buses an hour at peak.

REGIONAL ECONOMIC AND EMPLOYMENT STRATEGY (February 2010)	<i>The REDES sets the direction to help build jobs. Its aim is to lay the foundations for a comprehensive and coordinated approach to sustainable economic development and job generation in the region. It also identifies how the Central Coast can create competitive economic advantages.</i> <i>Strategies identified in the REDES include:</i> • <i>Attracting new businesses and supporting existing businesses</i> • <i>Improving the training and skills development opportunities</i> • <i>Increasing research, knowledge and innovation</i> • <i>Ensuring appropriate planning processes and land supplies</i> • <i>Planning for regional economic centres</i> • <i>Providing new infrastructure</i> • <i>Marketing the region as an attractive business location.</i> <i>The PP will directly address these strategies.</i>
EMPLOYMENT LANDS DEVELOPMENT PROGRAM 2010- REPORT 11 CENTRAL COAST SUB REGION	<i>Key Findings and Trends:</i> • <i>2,015 hectares existing Employment Lands (13 per cent of Sydney Region's total stocks)</i> • <i>1,140 hectares of undeveloped zoned land (second highest amount of undeveloped land after North West subregion)</i> • <i>\$410 million of industrial building approvals between 2001/02 and 2008/09 (7 per cent of Sydney Region's total approvals)</i> • <i>19,750 jobs in Employment Lands (19 per cent of all jobs in the Central Coast Region)</i> • <i>23 jobs per hectare (lowest job density rate for the Sydney Region)</i> <i>The PP particularly addresses the lack of jobs density and uptake of employment lands for future development.</i>
WYONG SHIRE COMMUNITY STRATEGIC PLAN – <i>Creating a better quality of life</i>	<i>The Wyong Community Strategic Plan contains eight priority objectives:</i> • <i>There will be ease of travel;</i> • <i>Communities will have a range of facilities and services;</i> • <i>Areas of natural value will be enhanced and maintained;</i> • <i>There will be a sense of community ownership of the natural environment;</i> • <i>There will be a strong sustainable business sector;</i> • <i>Information and communication technology will be world's best</i> • <i>The community will be educated, innovative and creative.</i> • <i>Communities will be vibrant, caring and connected.</i> <i>The PP will support Wyong Shire Council's eight priority objectives.</i>

3.2.2 Legislation and Environmental Planning Instruments

Figure 3. Consistency with Relevant S.117(2) Ministerial Directions

Relevant Direction (July 2009)	Consistency	Justification
1. Employment and Resources		
1.1 Business and Industrial Zones	The proposal will ensure that the objectives of 117 (2) Ministerial Direction 1.1 are still achieved as follows: a) Encourage employment growth in suitable locations. Diversification of business, commercial and industrial land uses along the Pacific Highway will contribute to employment and job density on unconstrained land, which is serviced by existing infrastructure connections. b) Protect employment lands and create jobs. Various industries and high technology land uses will remain permissible and a number of higher density commercial uses will create more diverse jobs and business opportunities. Although, the proposal will reduce the amount of land zoned solely Industrial (that is identified as employment lands in the Central Coast Regional Strategy and the Draft North Wyong Structure Plan), fundamentally, this rezoning does not detract from the supply of lands, which generate employment opportunities and growth. In effect, the proposal will increase the number of potential jobs created; contributing to the overall target of 45,000 jobs by 2031 in the Central Coast Regional Strategy 2008. It will increase jobs density and is projected to exceed the local target of 2000 jobs in North Wyong Employment Lands by more than 1200 (About 3,250 jobs by 2031).⁴ c) Support viability of centres. The proposal limits retailing activity, thereby supporting the viability and function of identified Strategic Centres at Wyong- Tuggerah and Gosford. This also recognises the role of a range of smaller towns and villages nearby, identified in the Central Coast Regional Strategy, including the nearby planned Warnervale Town Centre and Wadalba (Village) Neighbourhood Centre, that will provide a different mix and offer of commercial activity to this land. The B6 Zone only permits the following types of retail use:	The PP only relates to the land that has a high vacancy level along the Pacific Highway. 36 % (31.5ha) is long term vacant and undeveloped due to a lack of market demand for traditional industrial format lands. Notably, over 54 hectares will remain zoned general industrial to the north of the Industrial Estate. The proposed land use table will still permit light industrial uses, albeit, many of the existing land uses already on site are not defined 'industries'. The NSW Standard Instrument LEP Order 2006 provides an opportunity to diversify the land uses in response to market conditions. A more diverse range of zoning options prescribe several business and industrial zones, which mandate the permissibility of light and high technology industry (already present throughout North Wyong Industrial Estate). The B6 Zone is one of five such zones. An increase in gross floor space and higher job density will also ensure that the overall potential for employment increases. The Central Coast Regional Economic Development & Employment Strategy 2009 identifies a number of priorities that this PP supports ,including:

⁴ Source: Wyong Shire Residential Land Monitor (June 2009); MacroPlan Australia (2010)

	Either, for the day to day needs of workers and nearby residents : <i>Food and drink premises;</i> <i>Neighbourhood shops</i> Or, suited to highway locations in a larger format i.e. Less suitable for smaller lots in centres: <i>Bulky goods premises;</i> <i>Garden centres;</i> <i>Hardware and building supplies;</i> <i>Kiosks;</i> <i>Landscaping material supplies;</i> <i>Markets;</i> <i>Plant nurseries;</i> <i>Rural supplies;</i> <i>Timber yards;</i> <i>Vehicle sales or hire premises;</i> <i>Warehouse or distribution centres</i> All other retailing is prohibited.	• <i>To develop a more robust and sustainable regional economy.</i> • <i>To deliver more than 45,000 new jobs by 2031, to increase the region's level of employment self-containment and to provide jobs for a growing population.</i> • <i>To shape new areas of advantage and business opportunity through increasing the level of research and innovation in the region.</i> • <i>To encourage employment growth in key employment nodes, including strategic centres, employment lands and smaller centres.</i> The Employment Lands Development Program 2010 identifies that 57% of all Employment Lands in the Central Coast Region are undeveloped. This equates to 64 % in Wyong Shire. The land is similarly under occupied and the uptake for industrial purposes is consistently low. It is anticipated that this trend will be further validated by the Shire Wide Employment Lands Study and Industrial Audit, yet to be finalised by Council.
--	--	--

2. Environment and Heritage

2.1 Environmental Protection Zones	The PP does not alter the zoning of any land that is identified for environmental protection purposes. The Estate is already zoned for industrial development. Therefore no inconsistency arises by way of the proposed zoning change. Various protective measures including stormwater management and planning for bushfire hazard reduction have been considered in the attached supporting strategic reports. Measures outlined in these studies will ensure that land, which is considered environmentally sensitive both on the site and adjoining zones, is safeguarded. ‘Environmentally Sensitive’ land located to the north of the site is protected by its underlying zoning: Zone No 1 (c) (Non Urban Constrained Lands) Zone, and Zone No 7 (g) (Wetlands Management Zone) which is also affected by SEPP 14 Coastal Wetlands. Standard Instrument Clause 5.9 Preservation of trees and vegetation will ensure the adequate protection of native vegetation on the site.	N/A
---	---	-----

3. Housing, Infrastructure and Urban Development

3.1 Residential Zones	The proposal recognises the existing dwellings on the adjoining land along the Pacific Highway. The PP will allow shop top housing in connection with ground floor commercial uses. It will provide for greater assimilation between existing houses and proposed uses. Permissibility of shop top housing as part of a mixed use development will support the objectives of this direction in line with the local residential property market (see MacroPlan Dimasi Market indicators at Attachment 5). Specifically, it will provide for future housing needs within the existing urban footprint. This will minimise impacts on the environment and make efficient use of existing infrastructure and services.	N/A
--------------------------	---	-----

3.3 Home Occupations	Home occupations are permitted without consent in the proposed Zone B6 Enterprise Corridor.	N/A
3.4 Integrating Land Use and Transport	The proposed zone objectives support diversity of land use and encourage growth along the Pacific Highway. This will increase the uptake of existing public transport (public buses) and support the feasibility of future State transport upgrades including Road and Rail.	N/A
3.5 Development Near Licensed Aerodromes	It is noted that the Warnervale Aerodrome is situated over 3 km to the North West. However, the site is not in the flight path of the runway, which runs South West to North East. The site is not within the Warnervale Aerodrome Control height limitation area so will not impact on the effective and safe operation of the aerodrome. Neither is the site within the Warnervale Noise Effect Area. The long term operation of the aerodrome is not certain.	N/A
4. Hazard and Risk		
4.1 Acid Sulfate Soils	It is anticipated that the NSW model provisions for Acid Sulfate Soils will be adopted by Wyong Shire Council. This is a NSW Model Local Provision and has been adopted by Councils affected by this in Part 6 of their finalised Standard Instrument LEP's. The land contains only Acid Sulfate Soils Class 5, which acts as a buffer to all other Class of Acid Sulfate Soils (1-4). It is noted that the adjoining land to the North, contains Acid Sulfate Soils Class 3.	N/A
4.2 Mine Subsidence and Unstable Land	There are no Mine Subsidence Districts proclaimed pursuant to section 15 of the Mine Subsidence Compensation Act 1961 directly on the land, nor has the land been identified as unstable.	N/A
4.3 Flood Prone Land	A preliminary assessment of water sensitive urban design, site hydrology management and flood risk management requirements have been considered in a recent study completed by Cardno. The PP will rely on Council's planning provisions in the Principal LEP to meet the requirements of the NSW Government's Flood Prone Land Policy and principles of the Floodplain Development Manual 2005. The PP is consistent with the objectives of ministerial direction 4.3.	N/A
4.4 Planning for Bushfire Protection	A Bushfire Protection Assessment has been carried out by Australian Bushfire Protection Planners Pty Ltd in April 2012 to inform the PP. This report examines the deemed to satisfy bushfire protection measures in accordance with the Provisions of the Planning for Bushfire Protection Act 2006. These matters have been reviewed and recommendations provided on the provision of Asset Protection Zones/Defendable Spaces; access and water supplies for fire fighting operations; construction standards to buildings; management of bushfire hazards and emergency management to the development permitted in a B6 Enterprise Corridor Zone. The PP is consistent with the objectives of this direction as follows: a) To protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas, and b) To encourage sound management of bush fir prone areas.	N/A
5. Regional Planning		

5.1 Implementation of Regional Strategies	The PP affects the amount of land zoned solely for industrial purposes as identified in the Central Coast Regional Strategy albeit this is of minor significance due to the current surplus of employment lands, shown to be 57% undeveloped in the Central Coast Region and 64% in the Shire (ELDP 2010, Sections 11.1 & 11.2).	The PP achieves the overall intent of the Central Coast Regional Strategy and enhances the achievement of its vision, land use strategy, policies outcomes or actions. Specifically, the proposal will result in job creation through a net increase in future job density and housing in existing urban areas.
--	--	---

Figure 4. Consistency With SEPP's

SEPP	Consistency
SEPP (Exempt & Complying Development Codes) 2008	The PP does not include any specific provisions relating to Exempt and Complying development, nor does it contradict or repeat any provisions in the SEPP (Exempt and Complying Development Codes) 2008.
SEPP (Infrastructure) 2007	The PP does not contradict or repeat any provisions in SEPP (Infrastructure) 2007. Although certain land uses are not specified in the Proposed B6 Enterprise Corridor draft land use table, they are permitted under State Environmental Planning Policy Infrastructure 2007: <i>Educational Establishment (includes schools), Emergency services facilities; Health services facilities (includes hospitals, medical centres and health consulting rooms); Waste or resource transfer station; and Sewage reticulation systems.</i> It is a NSW Planning and Infrastructure drafting requirement not to repeat the provisions and permissibility of a SEPP in an LEP, therefore these land uses will not be specified in the tables.
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	This Policy aims to provide for the proper management and development of mineral, petroleum and extractive material resources for the social and economic welfare of the State. This PP does not contradict the SEPP (Mining, Petroleum Production and Extractive Industries) 2007.
SEPP No. 55 – Remediation of Land	Any future development for sensitive land uses proposed on the land will be subject to this policy and the processes required under the Contaminated Land Management Act 1997. The policy states that land must not be developed if it is unsuitable for a proposed use because it is contaminated. If the land is unsuitable, remediation must take place before the land is developed. The policy makes remediation permissible across the State, defines when consent is required, requires all remediation to comply with standards, ensures land is investigated if contamination is suspected, and requires councils to be notified of all remediation proposals and SEPP 55.
SEPP No. 33 – Hazardous and Offensive Development	SEPP 33 does not apply. All development for land uses comprising Hazardous or offensive industry (being Heavy Industry) is currently prohibited on the land and shall continue to be prohibited in the proposed B6 Enterprise Corridor zone.
SEPP No. 14 – Coastal Wetlands	Although there are no coastal wetlands on the site, the proposal is consistent with SEPP No 14 Coastal Wetlands and has been considered in the context of the effects of potential development on the entire catchment and recognises the proximity of the development to Coastal Wetlands North of the site. The PP meets the objectives of SEPP 14: to ensure that the coastal wetlands are preserved and protected in the environmental and economic interests of the State. All future development will be required to follow restrictions to ensure the protection of Coastal Wetlands.
SEPP No. 6 – Number of Storeys in a Building	SEPP 6 sets out a method for determining the number of storeys in a building, to prevent possible confusion arising from the interpretation of various environmental planning instruments. The PP does not contain a development control that restricts development by the number of storeys but adopts the Standard Instrument Mapping methodology of Height of Building (in metres). It is understood that the Draft Wyong Shire LEP dictionary must provide the mandated Standard Instrument definition of "Storey".
SEPP No. 1 – Development Standards	Development Standards regarding height of building and floor space ratio in the PP are in accordance with the Standard Instrument LEP. And is consistent with the aims of SEPP No 1—Development Standards, as embodied in compulsory Standard Instrument <i>Clause 4.6 - Exceptions to Development Standards</i> in the Draft Wyong LEP.

SEPP (Affordable Rental Housing) 2009	The PP does not contradict the Aims and Objectives for SEPP (Affordable Rental Housing) 2009.

In conclusion, the PP is consistent with the suite of all relevant NSW SEPPs, practice notes and guidelines applicable to PPs prepared under the Standard Instrument.

3.2.3 Relationship with Wyong Shire LEP 1991 & Draft Wyong Shire LEP 2011

The PP has been prepared within the context of the current Wyong Shire LEP. However, the language and content of the PP, has been drafted in accordance with Standard Instrument LEP Order to reflect the Draft Standard Instrument Wyong Shire LEP 2011.

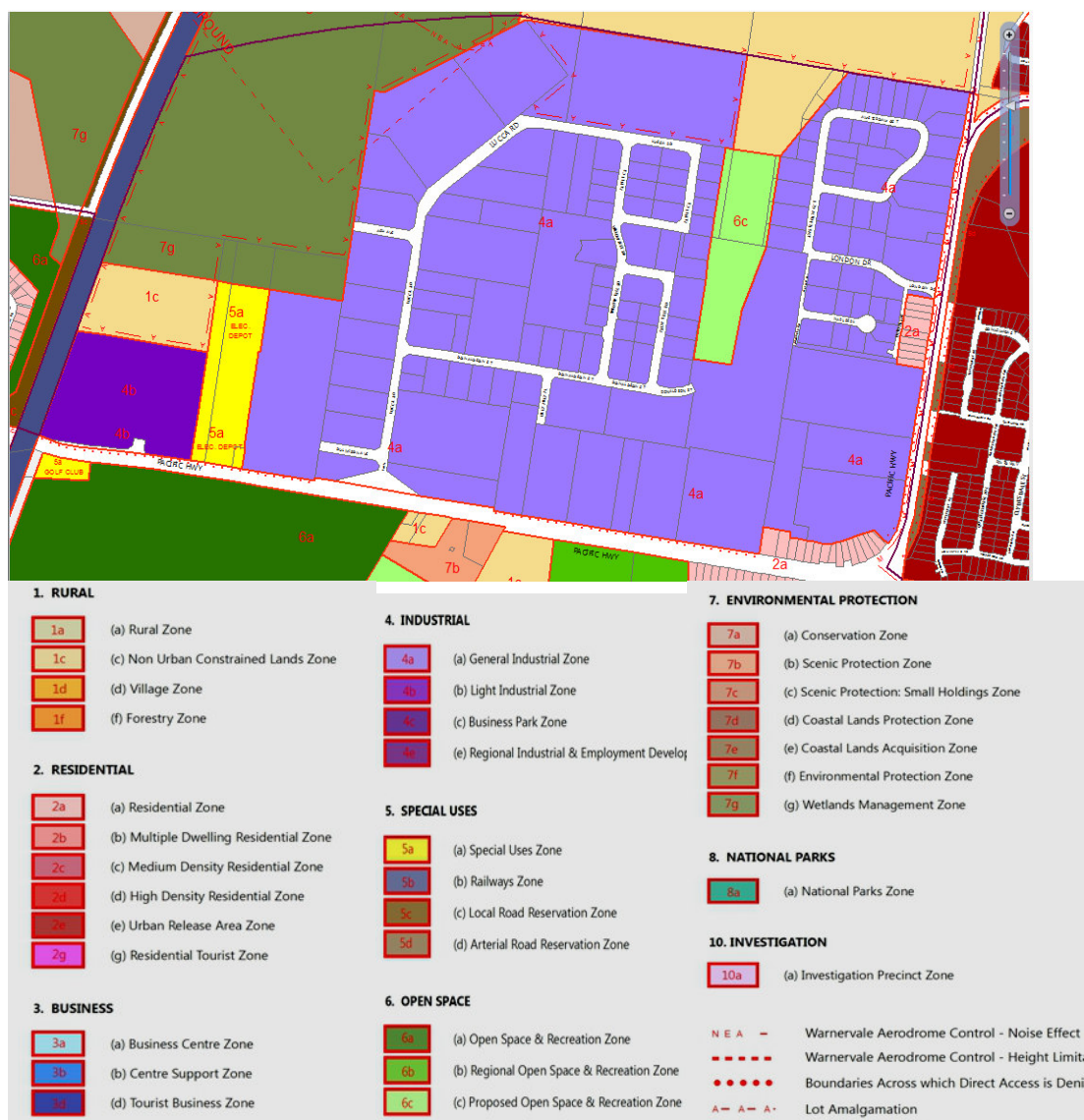


Figure 5. Current Land Use Zoning Context

It is recognised that a number of adjoining Land Use Zones will also be affected by this proposal including:

- Zone No 1 (c) (Non Urban Constrained Lands) Zone
- Zone No 2 (a) (Residential Zone)
- Zone No 5 (a) (Special Uses Zone)
- Zone No 5 (b) (Railways Zone), and
- Zone No 6 (c) (Proposed Open Space and Recreation Zone)
- Zone No 7 (g) (Wetlands Management Zone)

This is shown in the extract of the Wyong Shire LEP Land Use Zoning Map in Figure 5 above: The PP has taken into consideration Council minutes (December 2011) in relation to the Draft Wyong Shire LEP 2011.

The proposed land use table is consistent with the most recent Draft Zone B6 Enterprise corridors.

3.3 Environmental, Social and Economic Impact

This PP responds to the need for flexibility in distribution of population and employment to the East of the F3. A combination of opportunities at North Wyong will support the promotion of businesses along the Pacific Highway between Watanobbi and Wadalba.

3.3.1 Impacts on centres

The land use table will only permit retail uses which serve the day to day needs of workers and residents. The land use table will ensure that retailing and commercial activity best suited to B2 Local Centres and B1 Neighbourhood centres shall not be permitted.

The following typical examples of commercial and retail uses are not permitted in the B6 zone.

Typical Town Centre Retail Uses
Food retailing, groceries, supermarkets, discount department stores, department/variety stores, specialty retailing including camping accessories, party supplies fashion accessories and beauty services, clothing, footwear, optical glasses and contact lenses, jewellers, tailors, arts and crafts, bookstores, florist services, gift shops, massage salons, toy shops, bicycles and accessories, golf, ski equipment, sportswear, trophy suppliers, child care, computer equipment and repairs, engraving, music shops, homewares, stationary, photography services, skincare, pharmacies, electrical goods etc

The B6 Zone will encourage a mix of compatible uses in technology enterprise sectors including business, office and light industrial uses. It will limit retailing, which is more suited to local centres and permit limited residential uses, but only as part of a mixed use development.

3.3.2 Economic Outcomes

The B6 Zone will facilitate a more diverse economy and increased job density in North Wyong; marking the location as distinctive from other employment offers in the Shire. Specifically, job density will increase from around 25 jobs per hectare currently to around 50 jobs per hectare due to a more diverse mix of commercial uses including offices.

About 2850 jobs could be delivered by 2031 in skilled enterprise and higher order industrial activity. In the longer term the total job capacity on the site is 4435 jobs by 2042. This will provide increased prospects for skilled locals to work in the Shire, thereby reducing the need to commute long distances in pursuit of employment, which matches their skills.

The pre-conditions for the attraction/retention of technology enterprise in the Wyong Shire are affordable land supply, proximity to City and access to a skilled labour force. The major economic drivers for Wyong are:

Strengths: affordable land, technology infrastructure and services

Weaknesses: one third of the skilled work force commutes long distances; oversupply of employment lands (high vacancy); uncertainty over continued commitment to infrastructure improvements.

Opportunities: growing population; emerging technology enterprise; working from home opportunities.

Threats: overly sporadic distribution of future land release threatens the Shires ability to generate a critical mass to attract ongoing infrastructure development, including road upgrades, new rail stations; utilities and community infrastructure.

The most appropriately targeted industries for future expansion in the Wyong Shire are higher order industry and high technology enterprise to provide employment for the local skilled

workforce. Enabling 'cleaner' industry enterprise development that is compatible with compact living will reduce dependency on cars and pressure on transport due to proximity of home to workplace.

The role of Council or State Government in attracting such industries will require a more realistic outlook about the lack of demand in certain sectors and increased responsiveness to potential growth sectors. This needs a flexible approach to land use zoning that accommodates more technology enterprise and compact living. The reason, in part, that development has stalled on the site is mainly because the current land use zone does not permit higher order technology uses, with a mix of commercial, office and residential which would support sustainable place making.

The key opportunities and threats for industries in the Wyong Shire (e.g. manufacturing, warehousing, service industry, commercial services, and construction) are not local threats, they are global. The Shire has limited control over this. It does have the opportunity to be more responsive and ensure that existing land is used to its full capacity and at a density that is sustainable before releasing more.

Existing industrial precincts in Wyong have been overlooked in terms of potential growth in the hope that one day manufacturing and industry will return to former levels. This leaves vast areas of land subject to dereliction, which in turn is not attractive to existing business or inward investment.

3.3.3 Community and Infrastructure

The PP supports infill development and utilisation of existing infrastructure. Notably, the North Wyong Industrial Estate is well serviced and located in relation to urban facilities. The site is strategically located between Wyong Town Centre, the planned Warnervale Town Centre and expansion of Warnervale generally. The site has:

- Access to a main road (Pacific Highway),
- Access to both Wyong and Warnervale train stations with the train line running along the western boundary of the site (up to five trains per hour at peak),
- Frequent bus service on Pacific Highway with up to 19 buses an hour at peak,
- Vacant serviced employment land,
- Availability of technological fibre infrastructure,
- Secure data management services,
- Abundant electricity supplied via an on-site substation,
- Nearby neighbourhood services at Wadalba, providing a range of community infrastructure; including a K- 12 school; health services; and retail- 800m east, together with the proposed expansion of Warnervale (Precinct 7A).
- Access to Wyong Hospital- 2 km east.
- Access to a Wyong Regional Sports Complex, located on land south of Pacific Highway less than 100metres
- Reticulated gas along the Pacific Highway

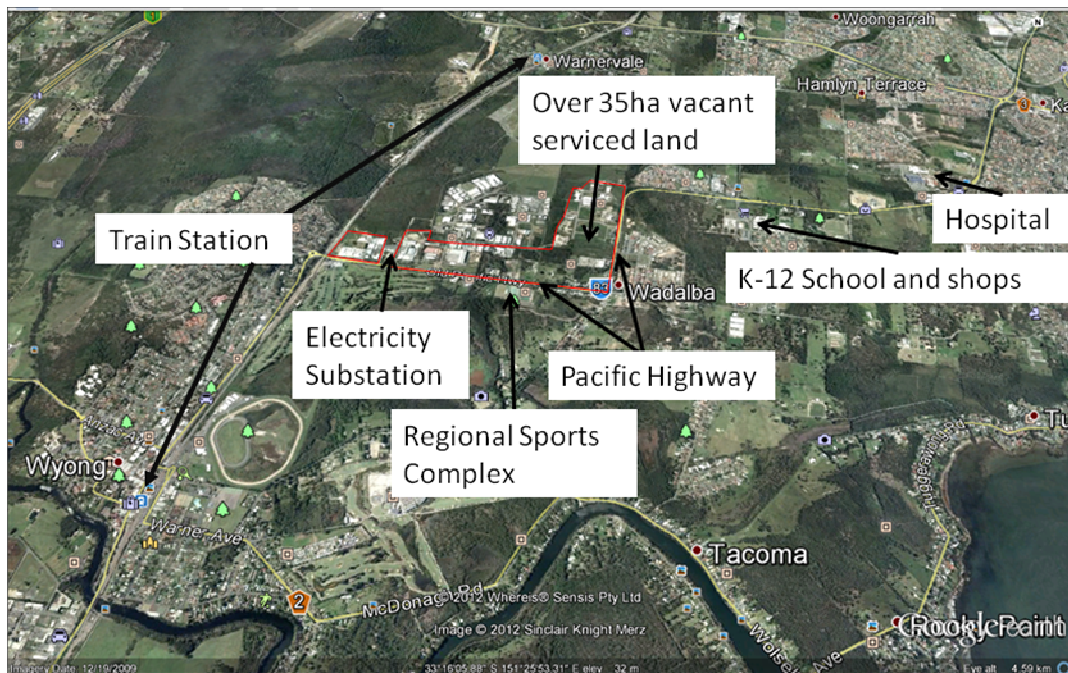


Figure 6. Access to Infrastructure

On site the owners of the land have identified a potential community benefit to provide a vehicular link from Donaldson Street to Brussels Road in the east of the estate, thereby improving traffic flows and connectivity within all parts of the zone; addressing traffic issues on the highway and eliminating the concrete recycling plant in this location, which is considered a noxious use for existing nearby residents.

This Development Application (no. 635/95); subdividing the land and the resultant road layout was approved by Wyong Shire Council in 1995. Pursuant to this Development Consent, substantial roadworks, sewer and water infrastructure has been constructed by the proponent.



Figure 7. Approved Road Connection DA No. 635/95)

Council must provide basic community infrastructure such as roads, waste, water, sewerage and community facilities. Wyong Shire Council's contribution to the Community Strategic Plan over the coming years therefore will include continuation of the current range of basic infrastructure.

WYONG SHIRE COUNCIL STRATEGIC PLAN 2011 - 2015

As has been noted the land is already serviced by drainage, water and sewerage pursuant to DA 635/95 and the road connection has received Council approval under the same DA 635/95, as illustrated. The demand for other community facilities is not likely due to the predominant business function of the zone and the proximity of services in surrounding areas.

The B6 Enterprise Corridor will encourage the sustainable use of public transport and working environments, whilst maintaining the economic strength of centres. The PP will create social, environmental and economic benefits that will contribute to the delivery of various strategic outcomes of the Central Coast Regional Strategy, North Wyong Structure Plan and the Regional Economic Development and Employment Lands Strategy.

3.4 State and Commonwealth Interests

The NSW Government is committed to upgrading the Pacific Highway Infrastructure and funding continues to be allocated by the NSW Government for upgrades.

The planning proposal does not propose any specific interchange upgrades to this existing urban land. As development applications come forward in future, the impacts of employment uses will likely generate vehicle movements, which may necessitate immediate (local) Pacific Highway improvements.

Further Public Authority Consultations with Roads and Maritime Services, will ensure the ongoing upgrades are considered in light of this PP. An opportunity to improve access to rail connections is also considered a longer term outcome of this proposal.

On the whole, this development will utilise existing on site infrastructure and a range of social and community infrastructure nearby, as outlined above.

There are no known Commonwealth interests affecting the land.

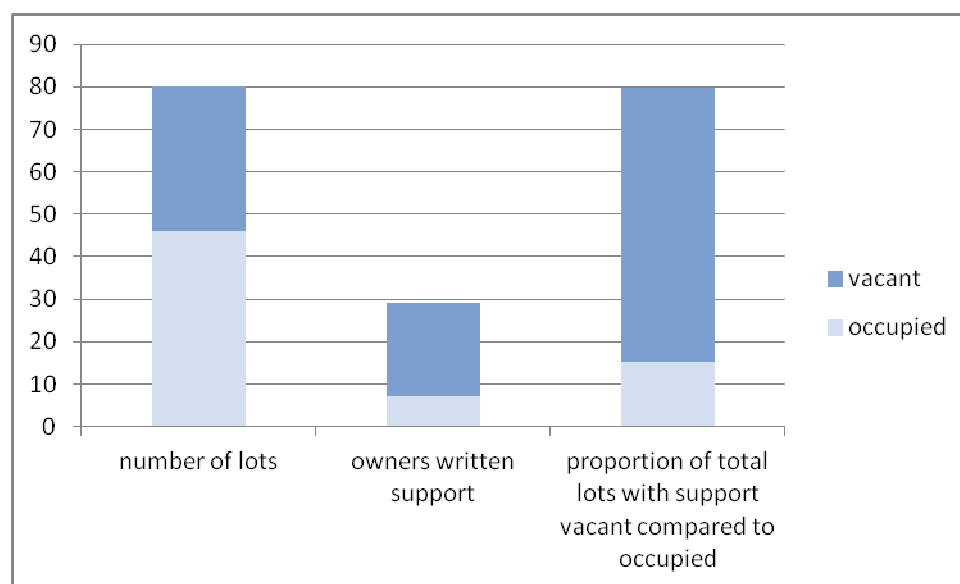
4 Community Consultation

During the preparation of the PP, the land owners and tenants within the subject land have been contacted to request their views in relation to their level of commitment to the PP and the impact on existing land use and employees. This request was made in writing to all land owners. The following responses have been received. Notably the largest amount of support is in relation to the long term vacant lots, illustrated below.

Figure 8. Land owner support

Name of Landowner	Lost No's	Area in m2	% of Total
Bitova Pty Ltd	Lot 1, DP 1090455	82479.14	11.4%
Road Runner	Lot 42, DP 1100416	2001.08	0.3%
Henry Kendall Group	Lot 32, DP 1093732	164338.40	22.7%
Henry Kendall Group	Lot 2, DP 528286	39535.97	5.5%
Hayes Management	Lot A, DP 403153	840.31	0.1%
A Van Stappen Pty Ltd	Lots 1,5-7, 12 and 19-24, DP 1100416	62186.89	8.6%
Eaton Building Materials	Lots 41,45,47 and 50, DP 1100416	12111.31	1.7%
GWH Group	Lots 2,3,25,26,28,37,39,40 DP 1100416	30370.42	4.2%
Red Eye Constructions	Lot 27 DP 1100416	2549.14	0.4%
Total		396412.65	54.9%

Figure 9. Owners Support by Vacancy Rate



Further Consultation – Gateway Determination

The extent of further statutory community consultation in relation to the PP will be dependent on the prescribed exhibition period to be specified in the Gateway determination.

According to NSW guidelines, the consultation period for a PP is tailored dependent on whether the proposal is low impact or otherwise.

Low impact Planning Proposal means a Planning Proposal that, in the opinion of the person making the gateway determination is:

Low Impact PP	✓ or X
1. <i>consistent with the pattern of surrounding land use zones and/or land uses.</i>	✓
2. <i>consistent with the strategic planning framework.</i>	✓
3. <i>presents no issues with regard to infrastructure servicing</i>	✓
4. <i>is not a principal LEP, and</i>	✓
5. <i>does not reclassify public land.</i>	✓

The B6 Zone will permit land uses that are reasonably and logically harmonious with adjoining uses. The proposal is consistent with the objectives of the Central Coast Regional Strategy 2008, relevant S.117 Ministerial Directions, Council's Community Strategic Plan and State Environmental Planning Policies.

It is anticipated that this PP will be considered low impact requiring a 14 day exhibition period. Public exhibition of the PP will be notified by the Relevant Planning Authority; being Wyong Shire Council.

Various studies have been provided to demonstrate the proposal is consistent with the above criteria, therefore it is not expected any further investigations will be necessary. However, should the gateway determination require further studies be carried out, it is anticipated that would take place in the lead up to public consultation.

Attachment 1- Property, vacancies, activity and owners

Lot/DP	Area_sq_m	Street address	Occupied /Vacant?	Activity or Use on the land	Owner and Tenant	Consent received
1//DP10904 55	82479.14	4 Dulmison Avenue	Central Coast Business Park	Rainstorm Industries/ Café / Tyco	Bitova Pty Limited	✓
400//DP 1114793	81930.00	1-10 Amy Close	Occupied	various	Golflinks Industrial Estate	
1212//DP81 8944	47191.15	460 Pacific Highway	Occupied	Not known	Larbane Pty Limited	
442//DP100 8879	40889.89	1 Lucca Road	Occupied	Donaldson's Filtration & Exhaust Products	Donaldson Australasia Pty Limited	
2//DP52828 6	39535.97	408 Pacific Highway	Occupied	Residence & Sheds	Henry Kendall Riverside Pty Limited	✓
3//DP54332 5	32685.34	450 Pacific Highway	Occupied	Old sheds	Yialkin & Ozel Shevket	
1213//DP81 8944	22610.03	458 Pacific Highway	Occupied	Engineering; Mower repairs; fabrication, Recycling of building materials	Saddington Holdings Pty Ltd	
38//DP3781 39	21497.40	390 Pacific Highway	Occupied	Pallet Business & Dwellings	Joseph Antonio Certoma	
1//DP37224 3	20518.09	370 Pacific Highway	Occupied	Gardens R Us	Panama Developments Pty Ltd	
2//DP37224 3	20485.92	380 Pacific Highway	Occupied	Timber Yard/Saw Mill	Dorothy May Beeton (Caveat by Norman Stuart Browne)	
21//DP1006 849	16422.87	422 Pacific Highway	Occupied	Residence; sheds & land	Kari Tapio Jortikka & Arja Leena Jortikka	
1//DP86178 2	14265.94	13 Donaldson street	Occupied	Engineering;	AJ Lucas Operations Pty Ltd	
1//DP11004 16	10507.17	1 London Drive	Occupied	Mitre 10	A Van Stappen Pty Ltd	✓
4//DP24303 7	10183.59	4 Lucca Road	Occupied	Morson Engineering	Morson Industries Pty Limited	
3//DP24303 7	10038.57	4 Lucca Road	Occupied	Morson Engineering	Morson Industries Pty Limited	
22//DP8251 56	9308.09	2 Lucca Road	Occupied	Pacific Labels - Manufacturing Food & product Labels	Pacific Labels Pty Limited	
24//DP 1100416	8368.62	39 Amsterdam Cct	Occupied	Unknown - Mitre 10???	A Van Stappen Pty Ltd	✓
21//DP8251 56	7626.22	2a Lucca Road	Occupied	Self Storage	Jim Dimis	
5//DP11004 16	4483.20	3 Amsterdam Cct	Occupied	McAlister's Recyclers	A Van Stappen Pty Ltd	✓
36//DP1100 416	4346.47	20 Amsterdam Cct	Occupied	Minova - Mining Industry Safety Innovators	William Thomas Porter & Jennifer Ellen Porter	
//SP63349 Subdivision of Lot 40 DP 1005697	4117.52	11 Donaldson Drive	Occupied	Unit 1. CNS Engineering; Unit 2. Creative Glass; Unit 3. DJ Coulter Wholesalers; Unit 4. Micks Pots; Unit 5, 6 & 7 is Vacant; Unit 8. Metal Blue Roofing Contractors; Unit 9. Air Equip - aircon contractors; Unit 10. Theodama Technology; Unit 11. Ace Electrics & Ace Security; Unit 12. Norton Ross Pty Ltd (Engineers)	Datalogue Pty Limited CAN 080 056 677. The owners of Strata Plan 63349 - 11 Donaldson street North Wyong NSW	
441//DP100 8879	4101.75	7 Donaldson Street	Occupied	Coastal Management Group - CMG Steel Fabrication; Douglas Partners (Geotech Electrical Controls); Unit 4 - vacant.	Allco Managed Investments Limited ABN 58 101 402 635 - Strata Plan 86119	
43//DP7902 90	4065.95	5 Donaldson Road	Occupied	A Class Equipment Hire	CC Projects & Developments Pty Limited	
//SP39290	4056.52	3 Donaldson Road	Occupied	Prestige Body Works - Smash Repairs	The Owners of Strata Plan 39290 - 3 Donaldson street North Wyong	
35//DP1100 416	4034.96	18 Amsterdam Cct	Occupied	McPhan Cranes	McKool Enterprises Pty Ltd	
45//DP7902 90	3940.57	9 Donaldson Road	Occupied	Anthony International - Trading & Packing	Anthony International Trading Pty Limited	

18//DP1100 416	2669.82	27 Amsterdam Cct	Occupied	North Wyong Child Care Centre	(Strata Plan 85467) GPS Properties NSW Pty Ltd	
14//DP1100 416	2426.06	19 Amsterdam Cct	Occupied	Colles Relocatable Homes	Les & Lyn O'Brien Superannuation Pty Limited	
//SP82161	2418.75	21 Amsterdam Cct	Occupied	All Districts Modular Wall Systems; Tri Stainless Steel Manufacturers; Ballet Classique; RL Flockhardt	(Blueling Pty Limited) The Owners - Strata Plan 82161 . No. 21 Amsterdam Circuit North Wyong NSW 2259	
17//DP1100 416	2402.56	25 Amsterdam Cct	Occupied	New Units - all vacant except for 1 tenant - no signage or identification	TBA	
31//DP1100 416	2305.74	10 Amsterdam Cct	Occupied	SP Group	Hardinge Super Holdings 1 Pty Limited	
//SP80668	2279.79	8 Amsterdam Cct	Occupied	Various vacant units	The Owners Strata Plan 80668 8 Amsterdam Circuit Wyong North NSW 2259	
29//DP1100 416	2254.56	6 Amsterdam Cct	Occupied	E-Cycle - Electronic Recycle	Peter Tate (Wyong) Pty Ltd	
//SP57247	2250.57	1 Donaldson street	Occupied	1. Wyong Bearing & Seals. 2. Clearance Centre. 3. Adult Shop. 1 Unit vacant.	The Owners S/Plan 57247. 1 Donaldson street North Wyong NSW 2259	
11//DP1100 416	2177.54	13 Amsterdam Cct	Occupied	Private Secured Building	TBA	
34//DP1100 416	2037.79	16 Amsterdam Cct	Occupied	McPhan Cranes & Transport	David McPhan and Anthony McPhan	
33//DP1100 416	2037.10	14 Amsterdam Cct	Occupied	McPhan Cranes & Transport	David McPhan and Anthony McPhan	
43//DP1100 416	2018.86	3 Naples Place	Occupied	Dukes Protective Coatings	Dukes Contracting Pty Limited and Brooke Elaine Howieson	
//SP52303	2011.91	3 Lucca Road	Occupied	Unit 1. Takeaway Food. Unit 2 Upholstery. Unit 3 Sewel U - Heads & Threads; Unit 4 Central Coast Rewinds; Unit 5 Ideal Limousines; Unit 6 Cascade Building Services.	The Owners of Strata Plan 52303 - 3 Lucca Road North Wyong NSW 2259	
42//DP1100 416	2001.08	2 Naples Place	Occupied	Palmer's Leisure Tours - Road Runner Bus Tours	Kevin Ronald Deaves and Joan Dulcie Deaves	✓
10//DP1100 416	1993.78	11 Amsterdam Cct	Occupied	Private Secured Building		
9//DP11004 16	1985.61	9 Amsterdam Cct	Occupied	Coastline Kitchens	Shaun Richard Guerin	
44//DP1100 416	1801.36	4 Naples Place	Occupied	Under construction	Garry Edward Ives	
A//DP4031 53	840.31	500 Pacific Highway	Occupied	Appears to be a residence & sheds	Hayes Management Pty Limited	✓
1//DP41505 0	144.85	442 Pacific Highway	Occupied	Appears to be a residence	Adrian Gerard Cotterell	
4//DP11004 16	4479.31	1 Amsterdam Cct	Occupied	McAlister's Recycle	McAlister Faulkner Pty Limited	
44//DP8838 43	19584.74	19 Donaldson street	vacant land	vacant land	AJ Lucas Operations Pty Ltd	
21//DP2430 37	13549.73	1W Lucca Road	vacant land	vacant land	The Council of the Shire of Wyong	
23//DP1100 416	7365.29	37 Amsterdam Cct	vacant land	vacant land	A Van Stappen Pty Ltd	✓
1//DP24303 7	6330.10	2W Lucca Road	vacant land	vacant land	The Council of the Shire of Wyong	
19//DP1100 416	6077.81	29 Amsterdam Cct	vacant land	vacant land	A Van Stappen Pty Ltd	✓
22//DP1100 416	5641.47	35 Amsterdam Cct	vacant land	vacant land	A Van Stappen Pty Ltd	✓
3//DP11004 16	5048.78	2 Amsterdam Cct	vacant land	vacant land	GWH Two Pty Ltd	✓
2//DP11004 16	5043.12	3 London Drive	vacant land	vacant land	GWH Two Pty Ltd	✓
6//DP11004 16	4481.50	5 Amsterdam Cct	vacant land	vacant land	A Van Stappen Pty Ltd	✓
7//DP11004 16	4474.12	7 Amsterdam Cct	vacant land	vacant land	A Van Stappen Pty Ltd	✓
37//DP1100 416	4245.55	22 Amsterdam Cct	vacant land	vacant land	GWH Two Pty Ltd	✓
39//DP1100 416	4234.23	4 London Drive	vacant land	vacant land	GWH Two Pty Ltd	✓

40//DP1100 416	4083.85	6 London Drive	vacant land	vacant land	GWH Two Pty Ltd	✓
20//DP1100 416	4077.60	31 Amsterdam Cct	vacant land	vacant land	A Van Stappen Pty Limited	✓
50//DP1100 416	3996.65	10 Naples Place	vacant land	vacant land	Eaton & Sons Pty Limited	✓
41//DP1100 416	3974.42	1 Naples Place	vacant land	vacant land	Eaton & Sons Pty Limited	✓
21//DP1100 416	3514.79	33 Amsterdam Cct	vacant land	vacant land	A Van Stappen Pty Limited	✓
12//DP1100 416	3195.31	15 Amsterdam Cct	vacant land	vacant land	A Van Stappen Pty Limited	✓
38//DP1100 416	3024.67	2 London Drive	vacant land	vacant land	Durian Pty Limited	
25//DP1100 416	2638.60	41 Amsterdam Cct	vacant land	vacant land	GWH Two Pty Ltd	✓
27//DP1100 416	2549.14	45 Amsterdam Cct	vacant land	vacant land	Red Eye Constructions Pty Limited	✓
26//DP1100 416	2549.14	43 Amsterdam Cct	vacant land	vacant land	GWH Two Pty Ltd	✓
28//DP1100 416	2527.15	4 Amsterdam Cct	vacant land	vacant land	GWH Two Pty Ltd	✓
13//DP1100 416	2440.73	17 Amsterdam Cct	vacant land	vacant land	Robert Andrew Russell & Robyn Mary Russell	
32//DP1100 416	2409.99	12 Amsterdam Cct	vacant land	vacant land	Sybil Marie Williams & Peter Robert Williams and John Anthony Civitarese	
16//DP1100 416	2407.24	23 Amsterdam Cct	vacant land	vacant land	Carey Developments Pty Limited	
47//DP1100 416	2288.38	7 Naples Place	vacant land	vacant land	Eaton & Sons Pty Limited	✓
51//DP1100 416	2210.37	1W Brussels Rd	vacant land	vacant land	Wyong Shire Council	
46//DP1100 416	2067.53	6 Naples Place	vacant land	vacant land	Kaspratt Pty Limited	
48//DP1100 416	2006.46	8 Naples Place	vacant land	vacant land	Veltess Constructions Pty Limited	
49//DP1100 416	2003.55	9 Naples Place	vacant land	vacant land	Carey Developments Pty Limited	
45//DP1100 416	1851.86	5 Naples Place	vacant land	vacant land	Eaton & Sons Pty Limited	✓
32//DP1093 732 part of this cadastre within boundary	164338.40	Palm Tree Road	Vacant land predominan tly with tenant in small section at end of Donaldson Rd	vacant land	Golfinks Industrial Estate	✓
3A//DP378 139	8516.98	380 Pacific Highway	Vacant Not Occupied - looks abandoned	Old Landscape Yards	Dorothy May Beetson (Caveat by Norman Stuart Browne)	

Attachment 2- Current and Proposed Land Use Tables

Current Land Use Zone	Proposed Land Use Zone
-----------------------	------------------------

Zone No 4 (a) (General Industrial Zone)

1 Objectives of zone

The objectives are:

- (a) to provide opportunities for the development of large scale industrial, service and storage activities which by nature of their operations should be isolated from residential areas, and
- (b) to restrict commercial, retail or other development except where it is ancillary to the use of land within this zone for industrial, service and storage purposes, and
- (c) to enable the Council to provide more detailed guidelines about industrial development in a development control plan.

2 Without development consent

Nil.

3 Only with development consent

Any purpose other than a purpose included in item 4 of the matter relating to this zone.

4 Prohibited

Aerodromes; agriculture; boarding houses; brothels; building products sales rooms or showrooms; bulky goods sales rooms or showrooms; caravan parks; commercial premises; detached dual occupancies; dual occupancy buildings; dwellings (other than those used in conjunction with a permitted industry and situated on the same land as the permitted industry); exhibition homes; group homes; hazardous industries; hazardous storage establishments; hotels; intensive agriculture; large scale commercial premises; large scale retail establishments; medical centres; motels; motor showrooms; offensive industries; offensive storage establishments; palliative day care centres; plant nurseries; reception establishments; registered clubs; residential flat buildings; restaurants; roadside stalls; rural industries; self storage establishments; shops; tourist accommodation; toxic waste incinerators; transitional group homes.

Current Zone No 4 (b) (Light Industrial Zone)

1 Objectives of zone

The objectives are:

- (a) to provide opportunities for the development of a wide range of industrial, service and storage activities which do not have a materially detrimental effect on the amenity of adjoining residential areas, and
- (b) to restrict commercial, retail or other development except where it is ancillary to the use of land within this zone for light industrial, service and storage purposes, and
- (c) to enable the Council to provide more detailed guidelines about industrial development in a development control plan.

2 Without development consent

Nil.

3 Only with development consent

Any purpose other than a purpose included in item 4 of the matter relating to this zone.

4 Prohibited

Abattoirs; aerodromes; agriculture; boarding houses; bulky goods sales rooms or showrooms; caravan parks; commercial premises; detached dual occupancies; dual occupancy buildings; dwellings (other than those used in conjunction with a permitted industry and situated on the same land as the permitted industry); exhibition homes; generating works; group homes; hazardous industries; hazardous storage establishments; industries (other than light industries); intensive agriculture; large scale commercial premises; large scale retail establishments; medical centres; motels; offensive industries; offensive storage establishments; palliative day care centres; reception establishments; residential flat buildings; restaurants; roadside stalls; rural industries; sawmills; shops; tourist accommodation; toxic waste incinerators; transitional group homes.

Zone B6 Enterprise Corridor

1 Objectives of zone

- To promote businesses along main roads and to encourage a mix of compatible uses.
- To provide a range of employment uses (including business, office, retail and light industrial uses).
- To maintain the economic strength of centres by limiting retailing activity.
- To provide for residential uses, but only as part of a mixed use development.
- To provide primarily for businesses along key corridors entering the Wyong-Tuggerah regional centre, major local centres or retail centres.

2 Permitted without consent

Home occupations

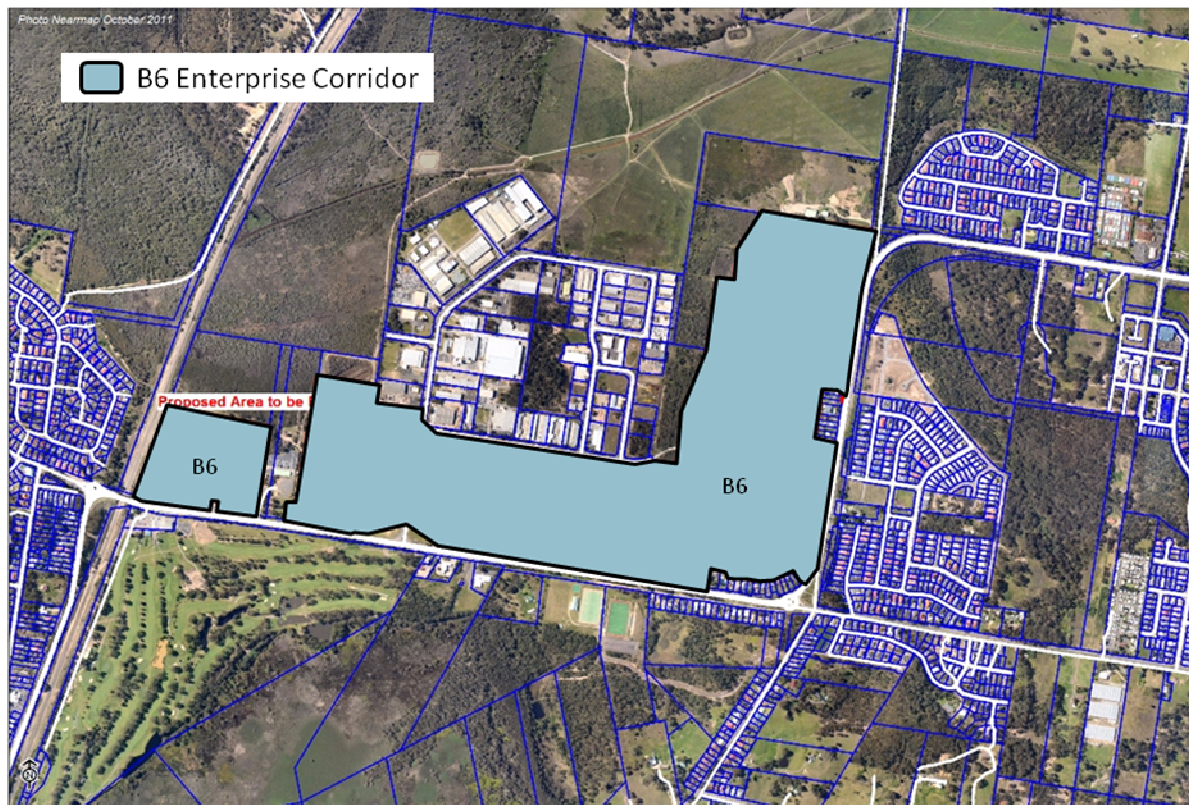
3 Permitted with consent

Bulky goods premises; Business premises; Community facilities; Food and drink premises; Garden centres; Hardware and building supplies; Hotel or motel accommodation; Kiosks; Landscaping material supplies; Light industries; Markets; Neighbourhood shops; Passenger transport facilities; Plant nurseries; Roads; Rural supplies; Serviced apartments; Sewage reticulation systems; Shop top housing; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Water reticulation systems; Water storage facilities; Any development not specified in item 2 or 4.

4 Prohibited

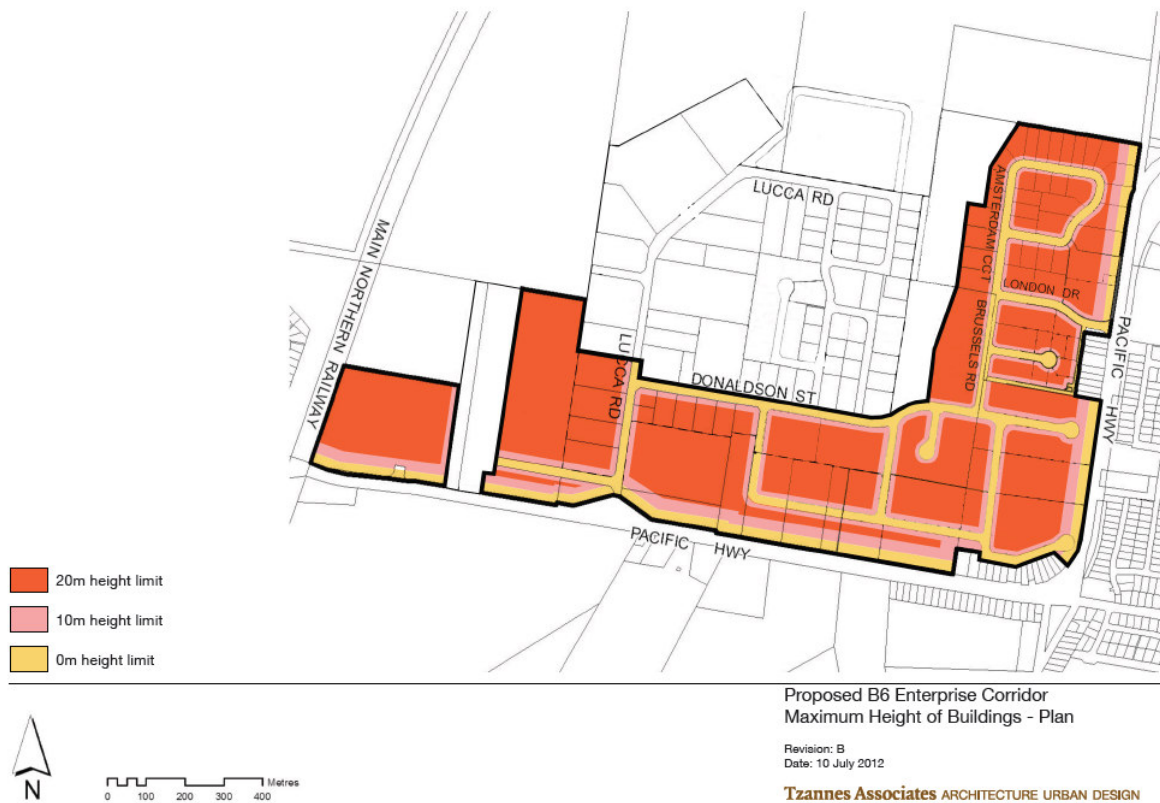
Agriculture; Airstrips; Air transport facilities; Animal boarding or training establishments; Boat building or repair facilities; Camping grounds; Caravan Parks; Cemeteries; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Industrial retail outlets; Industries; Marinas; Mortuaries; Open cut mining; Port facilities; Residential accommodation; Retail premises; Rural industries; Sewerage systems; Storage premises; Tourist and visitor accommodation; Vehicle body repair workshops; Waste or resource management facilities; Water supply systems; Wharf or boating facilities.

Attachment 3 - Proposed Zone B6 Enterprise Corridor



Attachment 4 – Proposed Height of Building

Development Standards (in accordance with Standard Instrument Clause 4.3) and relevant concept images.



Proposed Maximum Height of Buildings

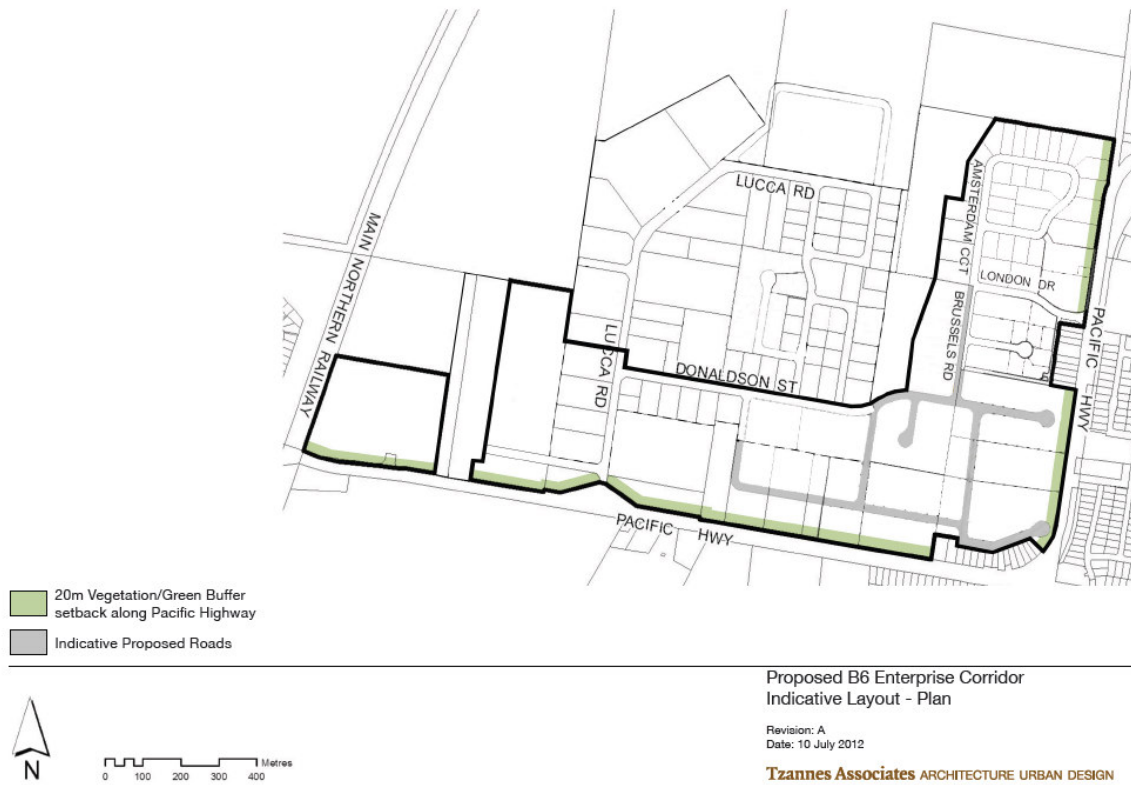
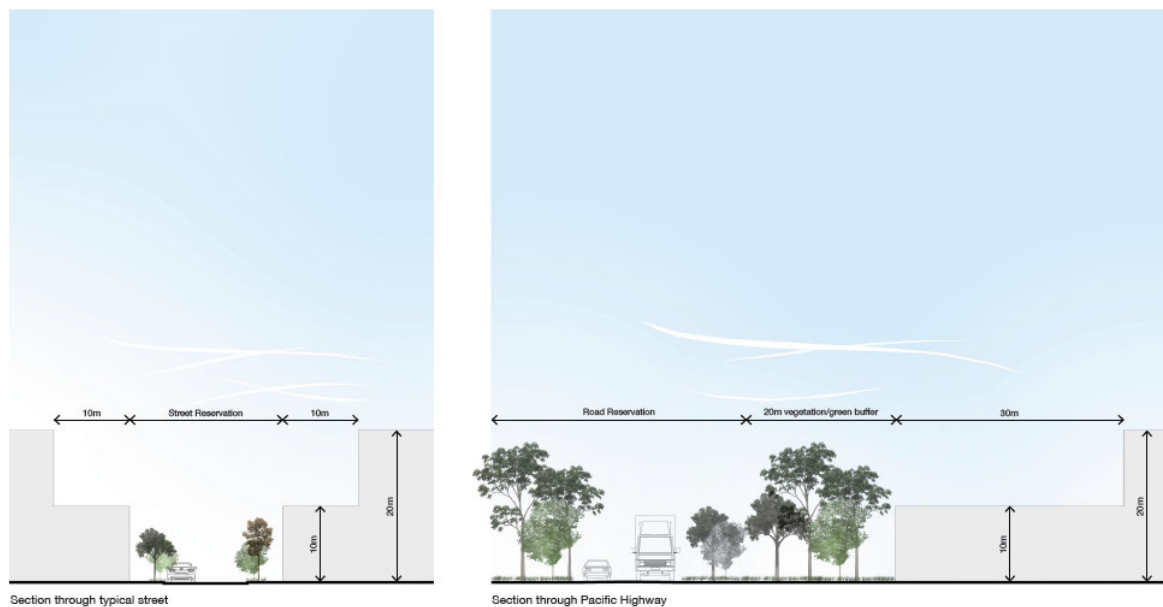


Image: Indicative Layout



Proposed B6 Enterprise Corridor
Maximum Height of Buildings - Street Sections

Revision: B
Date: 10 July 2012

Tzannes Associates ARCHITECTURE URBAN DESIGN

Image: Streets Sections with maximum building heights.



Image: Before and After- Indicative street view Donaldson Street looking West



Image: Concept Character and built form – Isometric drawing.

Summary of Vision for B6 Enterprise Corridor

The general aspiration is to achieve the physical, social and economic revival of the North Wyong Industrial Estate. Renewal will provide a gateway enterprise precinct containing a combination of opportunities to promote technology-focused businesses and light industry along the Pacific Highway and underpin the local economic base in Wyong Shire.

The vision is to create a mix of stand-alone business, light industrial and commercial activity as well as residential uses and local services as part of a mixed used built form, situated in a park-like setting.

The precinct will accommodate the day-to-day needs of workers and nearby residents in an environment complementary to its surroundings.

The precinct's development will offer a coherent layout of buildings, spaces and landscaped areas, with the provision of a range of building types and convenient at-grade parking facilities.

The indicative visual concept drawings and isometric image help to provide an impression of how the precinct could appear, as a result of the rezoning and applicable development standards and controls. This demonstrates the layout, scale, bulk and form, open space and parking.

The maximum height of buildings is 20 metres; however it is likely that many of the commercial and business activities will support a mix of 2-4 storey premises on lots between 2000-5000 m² and occasionally 10000-20000 m². Taller buildings may be supported within larger lots, where parking and landscaping levels can be accommodated at-grade.

Built Form and Car Parking – Further Economic Analysis

Undeveloped urban land at Wyong has a lower value than similar land of Gosford and Newcastle. This provides a distinct advantage for the creation of a new zone at North Wyong and its ability to attract new development.

The type of commercial development envisaged at North Wyong will accommodate either a corporate entity (on larger lots), smaller strata title businesses (packaged as a single enterprise offering) or businesses that require both industrial/warehouse space with associated office facilities (on stand-alone lots or as part of an industrial complex).

Each of these building types will favour at-grade parking which is possible given low land values and current/proposed lot sizes. At-grade car parking can be provided at around \$2,800-\$3,000 per space. Assuming a maximum building height of 20m and allowing for a maximum of 1 parking space per 20m² GFA (for high employment density uses) approximately 30% of the site area would be needed for parking, landscaping and internal road provision (20% parking, 5% for landscaping and 5% internal roads). Taller buildings would require underground parking which would change the value proposition of new development.

The attached architectural imagery has been produced to visually indicate the type of development that would be accommodated at North Wyong. In this setting Council's car parking and landscaping criteria will become key levers in dictating the attractiveness of built form. We note that a current maximum parking rate of 1 space per 20m² is applied to the type of development envisaged. We note that a lesser parking rate is applied for similar enterprise corridor development at Gosford being 1 car space for every 75m² of commercial GFA. Council may wish to vary its standards where car pooling or transfers to the nearby Wyong train station are offered.

We note that the Pegasus Business Centre in West Gosford, which operates under a similar B6 – Enterprise Corridor zone has attracted a type of built form that is envisaged for North Wyong. Office space within this relatively new development is being sold for approximately \$1,350/m² and leased for approximately \$100/m² (see photo below).



We anticipate a similar build type at North Wyong where large lots combined with relatively low land values supports the provision of at-grade parking. This will help to make new development viable.

Attachment 5

Residential Property Market Indicators- Wyong Shire, 2003-2011

Wyong's residential property market has been in a very weak state for most of the last decade. In Sydney, interest rate cuts and the First Home Buyers Boost scheme generated a strong rebound in prices and demand for new dwellings during 2009 and 2010.

However, Wyong did not share in this recovery. House and unit prices remained weak. The median house price remains below the level observed in 2004, and unit prices have trended down over the past seven years.

Weak property prices have constrained demand for new dwellings. Established properties have remained relatively affordable, so there has not been pressure for owner-occupiers to buy a new dwelling. Consequently, demand for new dwellings reached record lows in 2011. The total number of detached house approvals was 393 in 2010/11 and 259 in the first 10 months of 2011/12. The total number of medium and high density dwelling approvals was 76 in 2010/11, and **just 12** in the first 10 months of 2011/12. In 2004/05, the total dwelling approvals were 998 (split between 514 detached houses and 484 medium and high density dwellings). The monthly number of dwelling approvals has collapsed from 83 per month in 2004/05 to just 27 per month in 2011/12.

High residential lot prices remain a key factor limiting sales of new houses. The median lot price in calendar 2011 was \$185,000 – this equates to 57% of the median established house price. Put simply, it remains quite cost effective to buy an established house than pay the premium for a new house.

In terms of apartments, it is evident that price declines have developed for many years. This environment will be a deterrent to investor demand, as expected capital gains will be limited.

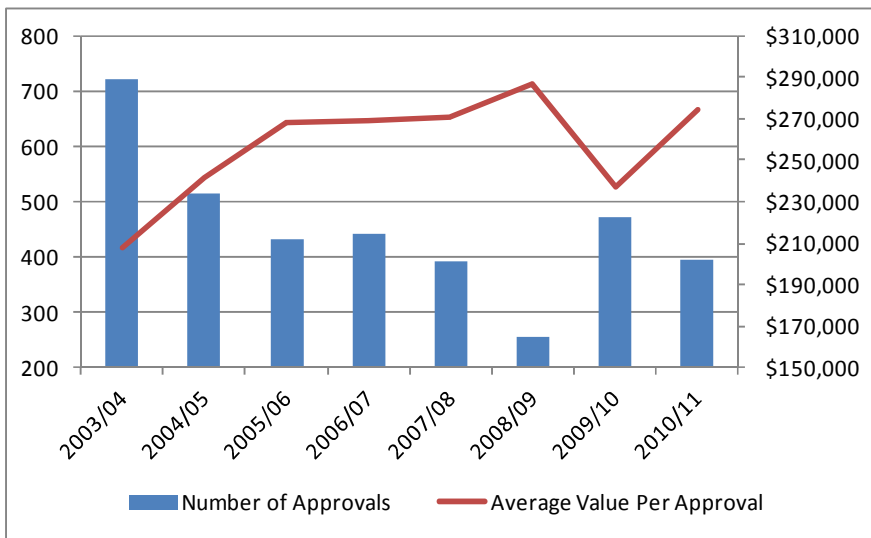
The extended downturn in residential building has had a negative effect on the local economy, and led to substantial migration outflow amongst the core household formation age cohort of persons aged 20 to 40 years. Low population growth creates a 'vicious circle' for the local residential property market, as it reduces liquidity for established properties, and thereby stems 'up-grader' demand for new houses.

It is clear that the market conditions for new apartments are even more adverse than for detached houses. This situation has occurred because prices for established apartments are now on par with the average construction cost for a new apartment – in the order of \$250,000. Using this reference point for prices, there is very little margin for land value or developer profit. This position makes it very unlikely that stand-alone apartment development will be feasible in Wyong for the foreseeable future.

In turn, a mixed-use building format is likely to be the only method of generating new apartments, because the land acquisition cost and profit margin can be shared between commercial and residential floor-space.

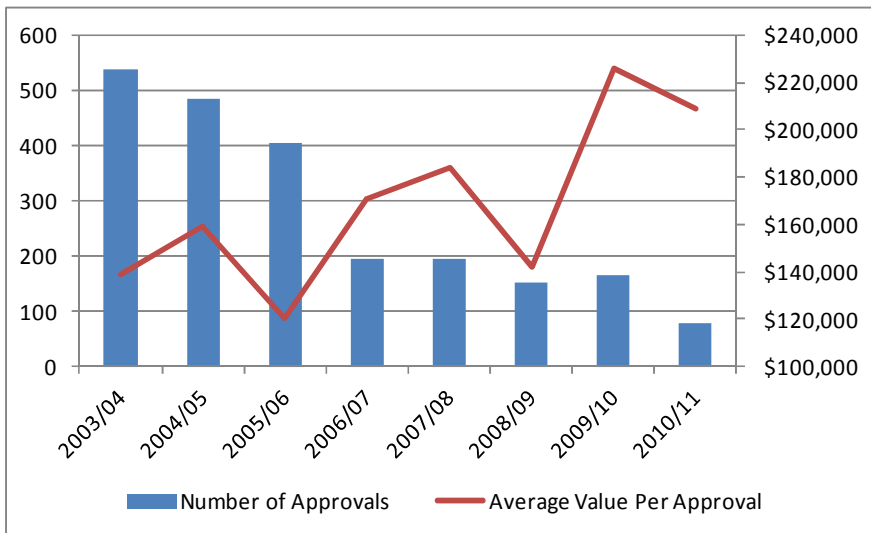
Supporting data follows.

Separate House Building Approvals



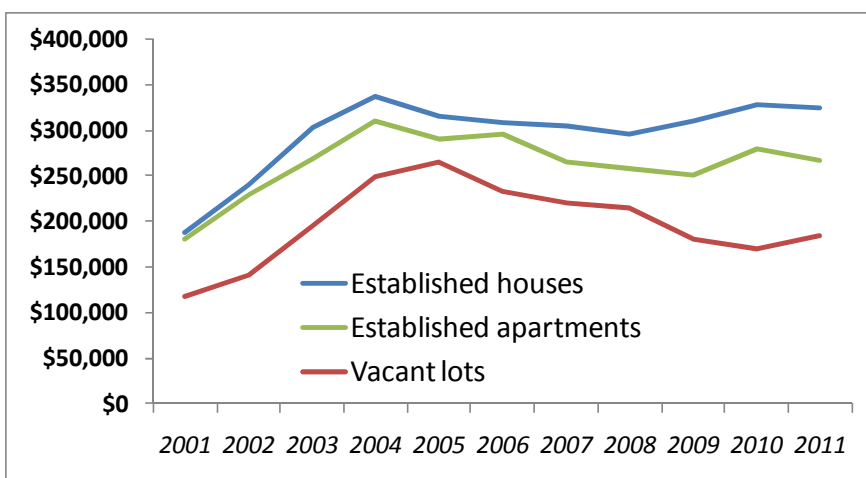
Source: ABS (2012), MacroPlan

Other residential Building Approvals



Source: ABS (2012), MacroPlan

Wyong Sales and Value (\$)



Source: RP Data (2012) MacroPlan

Residential Supply

Project Name	Project Status	Unit Yield	Address	Suburb
BAY RD TOWNHOUSES	Abandoned	3	197 (Lot A) Bay Rd (DP354760)	TOOWOON BAY
MALVINA PDE TOWNHOUSES	Abandoned	3	24 (Lot 280) Malvina Pde (DP26286)	GOROKAN
WILFRED BARRETT DR AFFORDABLE HOUSING	Possible	42	35-41 (Lots 1 & 76) Wilfred Barrett Dr (DP862588 & DP227174)	THE ENTRANCE NORTH
HERON CL AFFORDABLE HOUSING	Possible	11	6 (Lot 6215) Heron Cl (DP1062286)	WATANOBBI
MAIN RD BOARDING HOUSE	Possible	0	268 (Lot 30) Main Rd (DP17931)	TOUKLEY
BAYVIEW AV MIXED DEVELOPMENT	Possible	109	2, 2A & 4-6 Bayview Av	THE ENTRANCE
WOODBURY PARK DR TOWNHOUSES - WOODBURY PARK	Possible	28	1A & 1B Woodbury Park Dr	MARDI
ANZAC RD TOWNHOUSES	Possible	14	16-18 (Lots 38 & A) Anzac Rd (DP8164 DP348045)	LONG JETTY
MODENA	Abandoned	4	17 (Lot 150) Victoria Ave (DP21154)	TOUKLEY

Source: Cordell (2012), MacroPlan

MacroPlan Australia National Offices

Sydney

Suite 1.02, Level 1
34 Hunter Street
Sydney NSW 2000

t 02 9221 5211

f 02 9221 1284

Melbourne

Level 4
356 Collins Street
Melbourne VIC 3000

t 03 9600 0500

f 03 9600 1477

Gold Coast

Suite 5
492 Christine Avenue
Robina QLD 4226

t 07 5562 0767

f 07 5562 0745

Perth

Ground Floor
12 St Georges Terrace
Perth WA 6000

t 08 9225 7200

f 08 9225 7299

www.macroplan.com.au

info@macroplan.com.au

