

TRANSFORMING THE NSW CENTRAL COAST

WYONG - A KEY NSW GROWTH AREA



Wyong
Shire
Council



TRANSFORMING THE NSW CENTRAL COAST

WYONG - A KEY NSW GROWTH AREA



TRANSFORMING THE NSW CENTRAL COAST A KEY NSW GROWTH CENTRE

39 steps to a sustainable future for Wyong Shire and the NSW Central Coast

The NSW Central Coast has abundant natural beauty and more than four times the waterfront of Sydney Harbour.

It also has a population nearly the size of Canberra's and has been identified as a key NSW growth centre on Sydney's northern doorstep.

It's time the State Government invests in transforming the NSW Central Coast as part of its rebuilding NSW program.

This information pack outlines 39 key projects that will make a sustainable difference to Wyong Shire and the NSW Central Coast by creating local jobs and attracting private sector investment.

The NSW Central Coast region is alive with the potential to provide a decentralised economic base with an enviable coastal lifestyle.

Growth on the Central Coast to the year 2030 is predicted to be higher than the NSW average, with Wyong Shire gaining the most new residents in the Hunter, Newcastle and Central Coast regions.

More infrastructure, housing, jobs and social services are needed to serve this growing population.

Wyong Shire Council is working hard to plan for and activate key infrastructure and economic projects to provide what's needed.

All it needs is the NSW and Commonwealth Governments to get on board and provide investment into these game changing projects.

Wyong Shire and the NSW Central Coast are alive with the potential to be the next big economic success story in NSW and we urge the State Government to partner with Council to help make this happen.

This document was prepared in December 2014. The purpose of this document was to outline the key projects in the Wyong Local Government area that will support this important NSW growth centre. It is intended for consideration in the lead-in to the NSW election.

Creating jobs and business opportunities

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NEWCASTLE

WYONG SHIRE COUNCIL



POPULATION

2014 **159,113**
2013 157,358
2012 155,844
2011 154,334



DWELLINGS

2014 **68,021**
2013 67,2440
2012 66,740
2011 66,223



UNEMPLOYMENT RATE

2013 **7.6**
2012 8.2
2011 6.5



RESIDENTIAL BUILDING APPROVALS

2013 **303**
2012 296
2011 305



LARGEST INDUSTRY

2013 **CONSTRUCTION**
2012 CONSTRUCTION
2011 CONSTRUCTION



LOCAL JOBS

2013 **51,039**
2012 49,595
2011 50,019



REGISTERED BUSINESSES

2013 **8,254**
2012 8,498
2011 8,672

SYDNEY

TRANSFORMING THE NSW CENTRAL COAST

WYONG - A KEY NSW GROWTH AREA

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CENTRAL COAST REGIONAL AIRPORT

KEY CATALYST PROJECT

DECEMBER 2014

A regional airport is proposed for the NSW Central Coast to boost the economy and create local jobs. Located in the north of Wyong Shire, it would be a small regional airport with modest facilities to service the growing population of the Central Coast which will be nearly 400,000 by 2030.

Overview

The Central Coast is the ninth largest region in Australia, and the only one of these without its own regional airport.

Based on studies of other regional airports, it is estimated that a modest regional airport servicing interstate flights will attract \$250m per annum to the local economy once fully operational.

An investigation site has been identified west of the M1 and north of Sparks Road (see map over page). This site is mainly zoned Industrial or Rural Investigation and is located between the M1 and the Buttonderry Waste Management Facility.

Benefits

A regional airport for the Central Coast will:

- open business and leisure opportunities for our residents
- provide manufacturing and tourism operators with improved access to national and international markets
- create many vital employment generating opportunities in industry and tourism
- provide a freight hub close to a national motorway and rail links
- attract business investment in technology based industries.

"The economic contribution of airport precinct activities in Australia has been estimated at more than four times that of the operational core of runway infrastructure." (Deloitte Access Economics 2012).

Costs / budget

- \$2m for initial technical studies (funded by Council).
- \$50m seed funding from State Government.
- Total estimated construction costs \$250m.

Project plan/Timelines

- We envisage the airport will partner with private operators and open by the end of 2020.
- Council is seed funding the investigations and lobbying the State and Federal Governments for support / funding.
- Council already owns, or has agreement to own, a large portion of the airport investigation site. This land is a strategic asset for the community, and will be used to generate future employment lands whether or not an airport is established.
- This is the start of a process that requires rigorous studies, community consultation and Government support. We are currently commissioning detailed passenger demand, environment, geotechnical and economic studies to be completed by June 2015.
- A Masterplan will then be developed showing the proposed location of the runway / other infrastructure / services.
- Once the Masterplan is ready, Council will place it on public exhibition for community feedback.
- The Masterplan will form the basis for a detailed Environmental Impact Assessment which will be submitted for approval by State and Federal Governments.
- The airport will only proceed if it meets required criteria.

Now – June 2015 - Site Assessment / Technical Studies

November 2014 - June 2016 - Community Consultation

June 2015 – June 2016 - Masterplan Development

June 2016 - Environmental Impact Assessment

Now - December 2016 - Total Site Acquisition

June 2016 – June 2017 - Development Approvals

January 2018 – September 2020 - Construction

What is sought from the Government?

- Allocation of a Senior NSW Government public servant to be seconded to Council as part of the project team to assist with the implementation of this project.
- Funding of \$50m to support land acquisition and development of essential services. Total cost est. at \$250m. Council and the private sector to contribute residual costs.
- Support for Council in any discussions or dealings with the Civil Aviation Authority or the Federal Department of Transport relating to the planning and approval of the development of a regional airport.
- Sparks Road infrastructure - grant funding for the provision of this essential infrastructure.
- Assist Council with any ecological issues which may arise.

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 Wyong
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Council
Project 1

LINK ROAD, WARNERVALE

DECEMBER 2014



The Link Road is an important component of the future development of the Wyong Employment Zone (WEZ) and the Wyong Education and Business Precinct at Warnervale as well as the planned new Warnervale Town Centre. Together these developments will provide 8,500 jobs and housing for 4,200 people.

Overview

The Link Road from the Pacific Highway, Watanobbi, to Sparks Road, Warnervale, has been proposed since the initial zoning of the Warnervale area was carried out in 1993. The main objective of the Link Road is to improve road transport connections between the Wyong Town Centre and Warnervale.

Benefits

- **Reduced traffic on Pacific Highway** - There will be a significant benefit to the NSW Government if the Link Road is constructed sooner rather than later. It is estimated that the Link Road will reduce traffic on the Pacific Highway between Watanobbi and Kanwal by approximately 30 per cent. This will delay the need for upgrading of the Pacific Highway for 15 – 20 years.
- **Extend life of existing roads and more efficient bus servicing** - The proposed road will provide a direct link between the Wyong Town Centre and the new development areas in Warnervale, ensuring the existing local and state road network can accommodate the expected increase in traffic volume of 24,000 vehicles per day, and providing a more efficient transport corridor for bus servicing.
- **Halving travel times** – the Link Road will be 3.2kms in length, compared to the 10.1kms of the existing route from the Pacific Highway at Watanobbi to the intersection of Sparks Road and the proposed Link Road at Warnervale. Therefore travel times from Wyong to Warnervale will essentially be halved.
- **Stimulate development and create jobs** – This will stimulate development of the Wyong Employment Zone while providing direct access between Wyong and the proposed Regional Airport, Wyong Education and Business Precinct, Precinct 7A and the Warnervale Town Centre.

Project Plan/Timelines

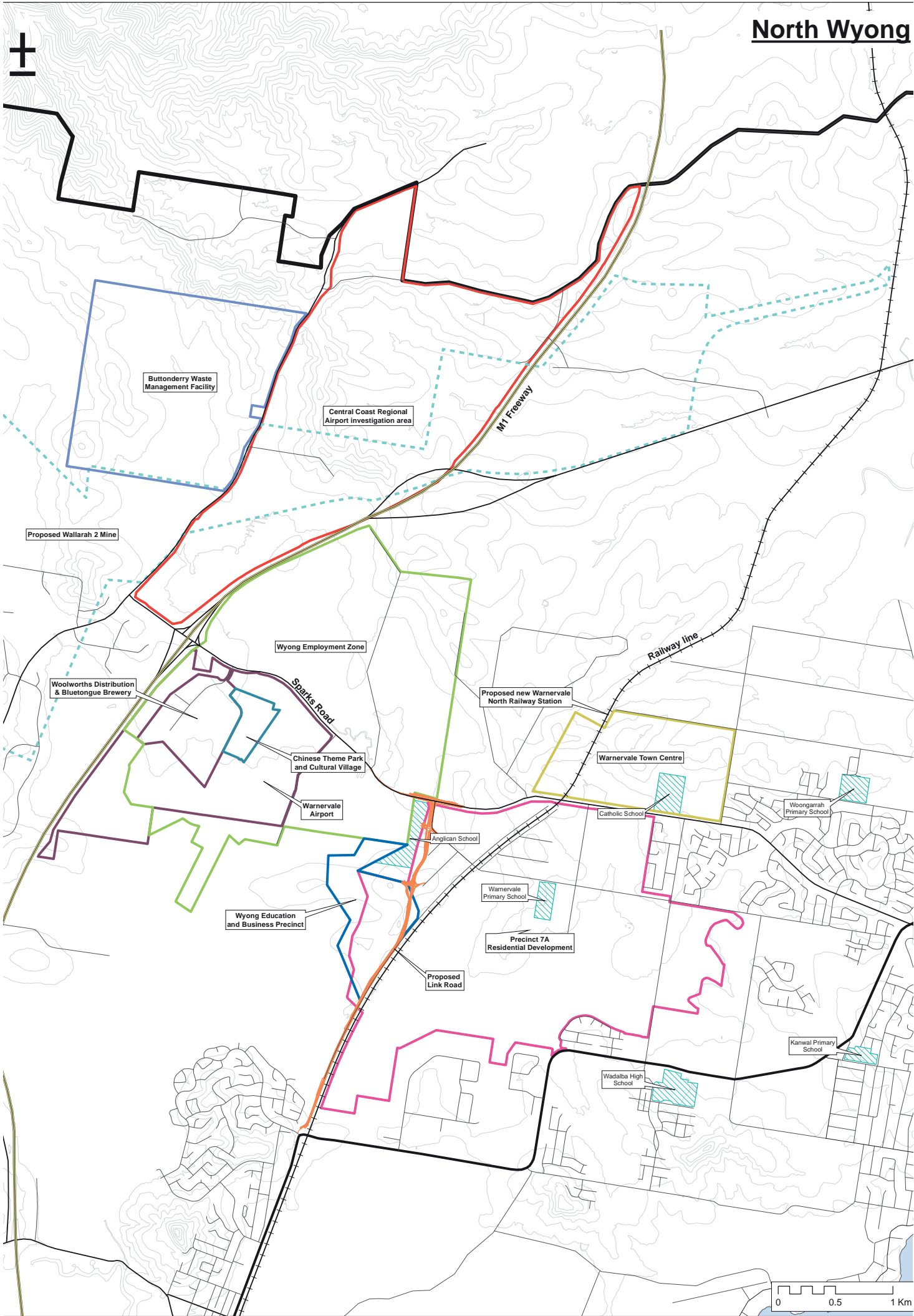
- The first stage at the northern end from Sparks Road has been constructed.
- Environmental approval for the remainder of the road and preliminary works has commenced.

Costs/Budget

- Construction: \$45m

What is sought from the Government?

- Contribution towards completion of the Link Road (\$45m).
- Assist Council with the management of any ecological issues which may arise.



MAGENTA SHARED PATHWAY

FOR A HEALTHY AND ACTIVE COMMUNITY

DECEMBER 2014

The Magenta Shared Pathway will fill the missing 5.5km link in a pedestrian and cycle pathway around the beautiful Tuggerah Lake to connect 32kms of linked pathways from Tuggerah Station to Blue Haven. It will also link the Magenta Shores golf tourism resort and the popular tourism areas of The Entrance and Norah Head.

Overview

This project is identified as one of the outcomes of the Central Coast Visitor Destination Management Plan 2013-2017 and is a key project in the Central Coast Tourism Opportunity Plan.

Benefits

- **Health** - Improve public health and social engagement opportunities by providing a pathway to connect the key areas in the Shire.
- **Safety** - Improve public safety and transport linkages by constructing a safe off road path on a road corridor that has significant history of fatalities.
- **Tourism** - Improves economic return for tourism by providing an accessible elevated pathway through one of the most picturesque coastal areas of the Shire.

Key Issues

- A concept design has been finalised and construction costs are estimated to be \$13m.
- Council needs finances from other sources to build this link.

Project Plan/Timelines

- **October 2014 to March 2015** - Investigation, survey, design, cost estimates and contract documentation undertaken.
- **2015 - 2016** Construction of stage one.
- **2016 - 2019** Construction stage two.

Costs/Budget

- Estimated at \$13m.

What is sought from the Government?

Council is seeking funding of \$13m from the State Government to construct the pathway.

Construction of the Pathway will be in two stages:

- Stage 1 – Build the northern section of the Pathway from Evans Road Toukley to the Red Gum car park
- Stage 2 – Red Gum Carpark to The Entrance North.

FUTURE CENTRAL COAST HIGHWAY UPGRADE

LONG JETTY AND THE ENTRANCE

DECEMBER 2014

Ease congestion on the Central Coast Highway through Long Jetty and The Entrance with upgrades to intersections and road widening. This will have a significant effect for the growing commercial centres in Long Jetty and improve vehicular access to key tourism spot of The Entrance.

Overview

The Entrance Road/Central Coast Highway is the major north-south coastal road transport link through the suburbs of Long Jetty and The Entrance and is located on the narrow peninsular between Tuggerah Lakes and the ocean.

Congestion of this State Classified Road is an existing concern for residents of the Central Coast. The area is also currently undergoing a period of change whereby the vibrancy of the commercial centres is increasing as the community, tourists, and investors recognise the area for its high quality facilities, attractions and activities.

Benefits

- **Ease congestion** on this section of the Central Coast Highway.
- **Improve vehicular access** to Long Jetty and The Entrance.

Council investment to date

Council is keen to promote and guide future development of this area and has recently invested in:

- The Long Jetty Masterplan
- The Entrance Town Centre Masterplan
- Identified the Conservation Area Existing & Proposed Heritage Items – The Entrance & Long Jetty
- Identified Iconic/Key Sites & Heritage Sites – The Entrance & Long Jetty.

Key Issues

Whilst the Roads and Maritime Services (RMS) have created a Long Term High Level Strategy for the proposed road upgrade and possible land resumption for road widening, more work is required in the short term to ease congestion and more importantly to:

- Provide certainty to local business to invest in this road corridor
- Enable Council to plan for and undertake streetscape improvements.

Costs/budget

- No public information of the estimated cost of the pre-construction work exists at this stage but total constructions costs will be in order of \$100m.

What is sought from the Government?

- Allocate \$2m in 2015/16 to improve intersections and other traffic facilities on this route to ease traffic congestion in the short term.
- Other improvements would include signage, street furniture, tree planting and landscaping.
- Complete a detailed corridor plan, detailed design proposal and appropriate land acquisitions for the future upgrading of Central Coast Highway in Long Jetty and The Entrance to give better access for residents and to give certainty to businesses wishing to invest in the area of this road corridor.

LINK ROAD

CHAIN VALLEY BAY (NORTH)

DECEMBER 2014

Improving road access for the communities of Chain Valley Bay (North), Gwandalan and Summerland Point.

Overview

The Link Road from Chain Valley Bay (North) Road to Kanangra Drive is a well-used 700m long gravel road through the Lake Macquarie State Conservation Area.

The track offers direct connection for the communities of Chain Valley Bay (North), Gwandalan and Summerland Point and avoids the need for motorists to complete a 3km detour via the Pacific Highway.

Whilst the Link Road is located on land controlled by National Parks and Wildlife, Wyong Shire Council has maintained this road for many years. Council believes it is now time to formalise the road corridor and improve the road surface to a bitumen sealed surface.

Benefits

- **A sealed surface** - Will improve road safety, reduce user and road maintenance costs, and eliminate dust nuisance and sedimentation of local waterways.
- **Improved level of service** - The creation of a public road reserve that contains the existing road alignment would allow the responsibility for the road to be formally transferred to Wyong Shire Council where it can be properly managed by a road authority.
- **Reduced traffic on Pacific Highway** – Upgrading the existing gravel surface to a sealed standard will encourage vehicles to use this route rather than the longer alternative Pacific Highway route.

Key Issues

- Land ownership. The road is currently located on Lake Macquarie State Conservation Area, land controlled by National Parks and Wildlife.

Project Plan/Timelines

- **2014 - 2015** - Transfer of land and the creation of road reserve gazetted.
- **2015 -2016** - Road pavement widened, strengthened and sealed.

Costs/Budget

- Transfer and creation of the road reserve circa \$10,000.
- Estimated cost of completing the pavement upgrading works, line marking and improved delineation circa \$1.2m.

What is sought from the Government?

- Transfer of land to Council to allow the creation of a public road reserve.
- Funding for the upgrade of the existing gravel road to a bitumen sealed surface.

CARTERS ROAD LAKE MUNMORAH

EXTEND TO CHAIN VALLEY BAY (NORTH)

DECEMBER 2014

Improve road access to the growing community in Chain Valley Bay (North) which has three prospering schools and a fourth school under construction. This also provides alternative access to this bushfire sensitive region where residents needed to be evacuated by water in the October 2013 fires in the north of Wyong Shire.

Overview

Carters Road is currently a narrow no-through road which results in congestion at the intersection with the Pacific Highway. The existing communities of Chain Valley Bay (North) and Gwandalan are reliant on sole access via Kanangra Drive.

Wyong Shire Council believes it is time to widen and extend Carters Road to Teragalin Drive, Chain Valley Bay (North) to provide improved access to this growing area.

Benefits

- **Improved level of service** - Will improve road safety, reduce user and road maintenance costs and formalise parking for users of the education precinct.
- **Alternative access to Chain Valley Bay (North)** – Bushfires in November 2013 isolated Chain Valley Bay requiring evacuation by water. An alternative access via Carters Road will provide another escape route to this potentially vulnerable community.
- **Reduced traffic on Pacific Highway** – Connecting will further discourage local traffic from using the longer alternative Pacific Highway route.

Key Issues

- Funding.
- Transfer of land to create road reserve through State Government controlled Chain Valley Bay Reserves.
- Construction of bridge over Karignan Creek.

Project Plan/Timelines

- **2015 - 2016** - Preconstruction activities.
- **2016 - 2017** - Bridge construction.
- **2016 - 2017** - Road construction.

Costs/Budget

The cost of completing 500m of strengthening and sealing of the existing road shoulder in Carters Road and the 700m extension of Carters Road to Teragalin Drive, Chain Valley Bay (North), including the construction of a bridge over Karignan Creek to create a continuous link, would be approximately \$4.5m.

What is sought from the Government?

- Funding for the upgrade and extension of Carters Road to Teragalin Drive, Chain Valley Bay (North).
- Transfer of sufficient land to allow the construction of bridge abutments and approaches for new bridge over Karignan Creek.

CARTERS ROAD, LAKE MUNMORAH

EXTEND TO CHAIN VALLEY BAY (SOUTH)

DECEMBER 2014



Improve road access to the growing communities of Chain Valley Bay and Lake Munmorah. This also provides alternative access to this bushfire sensitive region where residents needed to be evacuated by water in the October 2013 fires in the north of Wyong Shire.

Overview

The creation of an education precinct on Carters Road, Lake Munmorah is gathering pace with three schools prospering at this location and work commencing on a fourth school.

Carters Road is currently a narrow no-through road which results in congestion at the intersection with the Pacific Highway. The existing communities of Chain Valley Bay (South) and Kingfisher Shores are reliant on sole access via Tall Timbers Road.

Wyong Shire Council believes it is time to widen and extend Carters Road to a similar extension of Scaysbrook Avenue, Chain Valley Bay to provide improved access to this growing area.

Benefits

- **Improved level of service** - Will improve road safety, reduce user and road maintenance costs and formalise parking for users of the education precinct.
- **Alternative access to Chain Valley Bay (South)** – Bushfires in October 2013 isolated Chain Valley Bay requiring evacuation by water. An alternative access via Carters Road will provide another escape route to this potentially vulnerable community.
- **Reduced traffic on Pacific Highway** – Connecting will further discourage local traffic from using the longer alternative Pacific Highway route.

Key Issues

- Funding.

Project Plan/Timelines

- **2015 - 2016** - Preconstruction activities.
- **2016 - 2017** - Road construction.

Costs/Budget

- The estimated cost of completing 500m of strengthening and sealing of the existing road shoulder in Carters Road and the 700m extension of Carters Road and Scaysbrook Avenue to create a continuous link would be approximately \$2.5m.

What is sought from the Government?

- Funding for the upgrade and extension of Carters Road to Scaysbrook Avenue.

PACIFIC HIGHWAY UPGRADE

THROUGH THE WYONG CBD

DECEMBER 2014

Upgrade of the Pacific Highway through Wyong will open up one of the biggest road bottlenecks in Wyong Shire. Not only will it ease congestion, it will assist with public transport through better integration of the bus/rail interchange, improve safety for pedestrians and improve access through the Wyong Central Business District.

Overview

Roads and Maritime Services (RMS) have commenced design investigation of the Pacific Highway upgrade through Wyong CBD after it was confirmed the future upgrade would remain on the existing alignment by the Minister for Roads and Ports in March 2013.

Design work and further community consultation has been delayed due to poorly timed advice from Railcorp resulting in significant redesign work. Further, the environmental approvals process is unlikely to be completed in 2014 - 2015 as originally proposed.

There is currently no firm commitment from the State Government to fund construction of the project once the design and approvals processes are completed.

Benefits

- **Ease congestion** on this section of Pacific Highway by doubling lane capacity in each direction.
- **Integration** with the bus-rail interchange.
- **Improve safety** for pedestrians by providing new signalised pedestrian crossings at the intersections of Rose Street (railway over bridge), Anzac Avenue and North Road.
- **Improve Wyong township access** by upgrading key intersections with the Pacific Highway at Church Street, Rose Street, Anzac Avenue and North Road.

Key Issues

- Delays incurred to the project by poorly timed advice from Railcorp.
- No funding commitment beyond 2014/15 to complete the works.

Project Plan/Timelines

- **Early 2015** - Revise design to satisfy Railcorp's requirements and commenced next phase of community consultation.
- **2015 - 2016** - Complete review of Environmental Factors.
- **2016 - 2017** - Completed detailed design and land acquisitions.
- **2018 - 2019** - Commence construction.

Costs/Budget

- No public information of the estimated cost of the pre-construction work exists yet but total construction costs circa \$100m.

Attachments

- RMS Community Update July 2013 - Pacific Highway through Wyong Planning Study.

What is sought from the Government?

- Railcorp to second a liaison director with appropriate authority to RMS Hunter Region to get this, and other Railcorp dependent Central Coast road projects, back on track.
- Funding committed to build the road in 2018 - 2019.

WYONG/OURIMBAH/ TUGGERAH RAILWAY CAR PARKING AND ACCESSIBILITY

DECEMBER 2014

A public transport customer survey of 20,000 people in 2011 showed that 32% of NSW Central Coast rail passengers are dissatisfied with parking at railway stations. Increase the available parking and disabled access for the 36.8% of residents who commute daily outside the region.

Overview

Located on the western fringe of the more densely populated coastal areas of the NSW Central Coast, the rail line between Sydney and Newcastle is a key link for travel within the region and to Sydney and Newcastle, with more than 7,500 people travelling by train daily to work in Sydney.

Commuter carparks provide Central Coast residents with convenient and ready access to the rail network providing for ease of travel, especially for the 36.8% residents of Wyong who commute outside the region.

In 2014 the demand for parking at key transport interchanges such as Wyong, Ourimbah and Tuggerah stations has significantly exceeded capacity affecting a large number of Central Coast commuters who rely on rail transport on a daily basis.

Wyong station currently has two lifts to assist disabled and elderly passengers (respectively 6.4% and 40.3% of our Shire's population) accessing the platforms and car parking.

Tuggerah station is the main transport interchange in the Wyong Shire servicing both car and bus travel and Ourimbah station services a regional university. There are no lifts at either Ourimbah or Tuggerah stations. It is essential that accessibility is improved at both these railway stations through the installation of lifts.

Benefits

- **Better availability** of commuter carparking will assist in achieving a meaningful and sustainable shift to public transport for Central Coast commuters.
- **Reduced fuel costs** and emissions through a shift in car based commuting trips to public transport.
- **Enhanced road safety** through a reduction in the number of car based commuter trips on the M1 Pacific Motorway.
- **Appropriate access** to public transport can help to address social exclusion amongst people with disability, those on low incomes and both younger and older people who are more likely to have some limits on their mobility.

Key Issues

- Lack of adequate parking facilities at Wyong, Ourimbah and Tuggerah railway stations.
- Lack of lifts at both Ourimbah and Tuggerah railway stations to provide accessibility for disabled and elderly passengers.

Project Plan/Timelines

- **2015 - 2016** – Commencement of construction of additional carparking and installation of lifts, this could be staged over three years if required.

Costs/budget

- \$10m to provide additional car parking:
 - 250 space multi-level carpark at Tuggerah (\$7.5m)
 - 400 spaces at Wyong / Ourimbah at grade (\$2.5m)
 - This does not include land costs.
- \$2m funding to install lifts at Tuggerah and Ourimbah stations.

What is sought from the Government?

- Some of the carparking is on Council land and some is on Railcorp's land. Council is seeking funding to construct carparks on both our land and theirs. Some land acquisition may be required at Wyong.
- A commitment of funding to install lifts at Ourimbah and Tuggerah railway stations.

M1 MOTORWAY RAMPS

ALISON ROAD, WYONG

DECEMBER 2014

Better access from the M1 Motorway to Alison Road to improve access to Wyong and ease congestion through Wyong Road and Tuggerah Straight (Pacific Highway).

Overview

Access to Wyong currently relies on motorway ramps at Sparks Road, Warnervale in the north and Tuggerah Road, Tuggerah in the south along with a heavily congested two lane section of the Pacific Highway.

This isolation from the M1 Motorway due to distance and traffic congestion has seen the loss of tourism and other economic opportunities in Wyong – a contributing factor that has seen local unemployment reach record highs.

Key Issues

- Gain commitment from Roads and Maritime Services (RMS) for project to proceed.

Project Plan/Timelines

- **2015 - 2016** – Complete public consultation and the Review of Environmental Factors.
- **2016 - 2017** – Complete detailed design and land acquisitions.
- **2018 - 2019** – Commence construction.

Benefits

- **Direct access to Wyong township.**
- **Ease congestion on Pacific Highway and Wyong Road.**
- **Remove costs to businesses in Wyong** by reducing travel times and stimulating economic growth and employment.
- **Improve safety** by removing through traffic from local roads.
- **Supplement existing Motorway connections** in preparation for the Wyong Employment Zone (WEZ), Wyong Education and Business Precinct and Warnervale Town Centre developments which will provide 8,500 jobs and housing for 4,200 residents.

Costs/budget

- \$30m.

What is sought from the Government?

- Commitment to construct ramps at the existing Alison Road overpass to directly connect Wyong to the M1 Motorway.
- Funding to build the ramps in 2018 - 2019.



WYONG EDUCATION AND BUSINESS PRECINCT

DECEMBER 2014

Council has approved a Masterplan to establish an integrated education and business precinct on a 455 hectare greenfield site in Warnervale.

Overview

There is currently only one tertiary campus with limited courses on the NSW Central Coast.

The world class campus would cater for 7,000 students and create 500 permanent jobs and include a SMARTS Hub knowledge and community centre for students and the broader community to assist in developing their skills, supporting employment and business initiatives and making connections.

The strategically integrated Business Park on the site will foster development of strong links with local industry and the potential for a further 1,000 jobs.

The site would be located along the Link Road and train line to support access.

Benefits

- The Wyong Education and Business Precinct will be the first integrated educational hub in a regional area which suffers from significant social disadvantage.
- It will bring jobs and investment into the Shire and support increasing the education levels in our community.
- It will provide a much needed extra tertiary education facility to service 800,000 current residents of the greater Central Coast and Hunter regions, and cater for 260,000 people expected to move to the area over the next 18 years.
- Attracting a university to the north of the Shire will provide broader tertiary education courses and provide the Central Coast with its own university.

Key Issues

- Attracting education providers or a university as an anchor tenant.
- Cost and staging of infrastructure including the Link Road, water & sewer, electricity to support the development.
- Delays to the rollout of telecommunications National Broadband Network (NBN).
- Gaining endorsement/support from relevant statutory/ government bodies.
- Securing private investment.

Project/Timelines

- The SMARTS Hub to be the first stage, followed by the university and retail spaces.
- **Current early 2015** – the Masterplan has been submitted to Department of Planning and Environment for gateway approval, anticipated to be determined in early 2015.
- **2015** – Public exhibition and planning studies and detailed design.
- **2016** – Commencement of the SMARTS Hub.
- Link Road can occur concurrently with any stage of the development, but will be required prior to the Integrated Business Park.

Costs/budget

- University and Education Infrastructure: \$240m (500 operational jobs).
- SMARTS Hub knowledge and community centre: \$10m.
- Student Accommodation, 1,500 units: \$200m.
- Business Park Assets: \$200m (1,000 operational jobs).
- Link Road: \$45m.

What is sought from the Government?

- Secondment of senior Government public servant to Council to be part of the project team to implement this project.
- Recognition of the need for an independent university / education establishment in the Northern Central Coast.
- Assistance with the necessary regulatory approvals and endorsements for establishing an international university in Australia.
- \$10m for SMARTS Hub.
- Funding for essential infrastructure (roads, water, drainage).
- \$45m for the completion of the Link Road.
- Assistance with marketing, networking, approvals and advocacy for the project.
- Guidance regarding the Significant Investment Visa program and how it can support this development by funding essential infrastructure.
- Assistance with resolving any ecological issues and offsetting that may be required.

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Project 11

MASTERPLANNING OF NEW INFRASTRUCTURE IN LAKE MUNMORAH

DECEMBER 2014

The northern part of Wyong Shire has been earmarked (by the NSW State Government) in the Central Coast Regional Development Strategy 2008 and the North Wyong Shire Structure Plan 2012 for high population growth, with 17,000 additional dwellings and 37,400 new residents expected by 2031.

Overview

Lake Munmorah is central to this area of the Shire and a series of new, critical pieces of economic and social infrastructure are required, together with the careful planning of environmental areas to cater for this major growth corridor.

Examples of this new infrastructure include: the Northern Community Hub; Northern Lakes Sporting facility; Carters Road TAFE facility; Munmorah/Birdie Beach coastal facility; Mannering Park Rural Fire Service new facility/equipment; and other major local road upgrades.

To ensure that orderly development of this area occurs in the future, it is essential that the area is properly planned. It is therefore proposed to prepare a detailed masterplan of the broader Lake Munmorah area. The masterplanning exercise is required to identify appropriate development footprints, infrastructure and staging requirements and any potential opportunities for partnerships.

Benefits

- Investment in economic, transport, community and social infrastructure and facilities to cater for the growing population in this area.
- Provision of an integrated solution with a range of collocated infrastructure – e.g. Northern Community Hub, Northern Lake Sporting Facility and Carters Road TAFE facility.
- The area has close proximity to M1 Motorway and Lake Munmorah is strategically located with good public transport links, and central to Lake Haven and Toukley in the south and Swansea in the north.
- Promote investment and economic development outcomes in the Wyong Shire that will support incoming communities.
- Provision of infrastructure in this area will stimulate investment from the private sector and begin to create the employment opportunities required to sustain Wyong Shire's population growth over the next 20 years.

Key Issues

- This area is currently under serviced and new facilities and infrastructure are needed to cater for population growth.
- Timing / staging of infrastructure needs to be determined.
- Funding is required to construct the new infrastructure and facilities is yet to be sourced.
- Resolution of environmental issues in the area that may prevent or constrain development.
- Need for partners to work with Council to turn concept of collocated infrastructure hub into a reality.

Project Plan/Timelines

- This project has the support of Council and can commence on the availability of funding for masterplanning.

Costs/budget

- Funding of \$500,000 for masterplanning.
- \$2m for preliminary works.
- \$20m for construction of new TAFE campus.
- Other infrastructure costs will be determined after the masterplanning and preliminary works phases.

What is sought from the Government?

- Funding of \$500,000 for masterplanning and \$2m for preliminary works.
- \$20m for construction of new TAFE campus.
- Assistance resolving any ecological issues and offsetting that may be required.
- Commitment from State Government agencies to support the provision of these services in this area and to work with Council to support the incoming community.

CENTRAL COAST UNIVERSITY

ESTABLISHED FROM UNIVERSITY OF NEWCASTLE
OURIMBAH CAMPUS

DECEMBER 2014

A thriving and diverse Central Coast University with 13,000 students should be created in Wyong Shire to service the 800,000 current residents and 260,000 new residents of the Central Coast and Hunter regions.

Overview

The proposal would see the 4,000 student University of Newcastle campus in Ourimbah combined with the new 7,000 student tertiary campus proposed for Warnervale into a single new university for the NSW Central Coast.

To achieve this, the Ourimbah campus would need to be separated from the University of Newcastle and the new Warnervale university campus established, providing the Central Coast with its own university.

Benefits

- A large Central Coast University with two campuses would provide **tertiary course variety** and gravitas.
- A comprehensive tertiary service for current and future residents of the greater Central Coast and Hunter regions.
- It would help to raise the **education levels** of residents across the Shire, with more students likely to complete high school matriculation and move onto a local university course that allows them to live at home while studying.
- It would also provide cross-campus variety and **integration with business and industry** creating a "brains trust" that would have far reaching impact on innovation in the region. This in turn will attract more industry supporting economic development and job creation.

Project/Timelines

- **2014** – concept masterplan prepared and submitted for gateway approval
- **2015** – anticipated determination of gateway approval
- **2015** - Council ready to commence discussions and preparatory work on this issue.
- **2015** – Public exhibition, planning studies/detailed design.
- **2016** – Commencement of the SMARTS Hub. It is proposed that the SMARTS hub be the first stage, followed by the university and retail spaces.
- Link Road can occur concurrently with any stage of the development, is needed prior to the Integrated Business Park.

Key Issues

- Ourimbah campus is owned by University of Newcastle and offers limited course variety.
- The proposed Warnervale campus (Wyong Education and Business Precinct) needs support to establish. (Council has approved a Masterplan on a 455 hectare greenfield site near Warnervale. The world class campus will cater for 7,000 students, create 500 permanent jobs, and have a SMARTS Hub knowledge centre and an integrated Business Park with the potential for a further 1,000 jobs.).
- Attracting education providers or a university as an anchor tenant and securing private investment.
- Cost and staging of infrastructure including the Link Road, water, sewerage and electricity.
- Delays to the rollout of telecommunications (NBN).
- Gaining endorsement/support from relevant statutory/government bodies.

Costs/budget

For the Education and Business Precinct in Warnervale, being one campus:

- **University and Education Infrastructure:** \$240m (500 operational jobs)
- **SMARTS Hub Knowledge & Community Centre:** \$10m
- **Student Accommodation, 1,500 units:** \$200m
- **Business Park Assets: \$200m** (1,000 operational jobs)
- **Link Road:** \$45m.

What is sought from the Government?

- Recognition of the need for an independent university / education facility on the northern Central Coast.
- Assistance with the necessary regulatory approvals and endorsements for establishing a university in Australia.
- \$10m for SMARTS Hub, \$45m for the completion of the Link Road and additional funding for essential infrastructure (roads, water, drainage).
- Assistance with marketing, networking, approvals and advocacy for the project.
- Guidance regarding the Significant Investment Visa program and how it can support this development by funding essential infrastructure.
- Assistance with resolving any ecological issues and offsetting that may be required.

Creating jobs and business opportunities

02 4350 5555 | www.wyong.nsw.gov.au

BOOSTING WYONG HEALTH INFRASTRUCTURE

DECEMBER 2014

The Central Coast Region is experiencing substantial growth, yet the capacity for Wyong Hospital to deliver sustainable services is a concern for residents of Wyong Shire. For example, currently women experiencing complications in childbirth must be referred to Gosford Hospital – a 40 minute drive. Wyong Hospital has a significant shortage of accommodation for staff and clinical departments, patient facilities as well as the community based services.

Key Issues/Benefits

We need to better cater for our existing populations and to plan for the future and the following deliverables have been identified by the Central Coast Local Health District.

What is sought from the Government?

Allocate \$200m in funding to adequately meet the needs of our growing community's health system.

Acute Hospital inpatient capacity

100 additional adult acute inpatient beds required at Wyong Hospital to support:

- Projected growth in acute inpatient demand across CCLHD
- Service development at Wyong Hospital
- Increased capacity at Wyong Hospital for expected increase in external patient flows.

Within this increase in bed capacity:

- ICU/HDU at Wyong Hospital to increase from current 8 beds built capacity to 12 beds
- Configuration of surgical beds Wyong Hospital to support:
 - o High Volume Short Stay perioperative model
 - o Surgical Acute Rapid Assessment (SARA)/Acute Surgical Unit (ASU) models
- ED SSU beds at Wyong (13 beds).

Operating theatre enhanced capacity

- 6 operating theatres at Wyong Hospital (plus two procedure rooms).
- Additional recovery beds at Wyong.

Ambulatory and outpatient enhanced capacity

- Wyong Hospitals will require infrastructure to support:
- Rapid access/review clinics (e.g. Respiratory, Neurology, Cancer and Haematology)
- Expected growth in outpatient services and the types of clinics provided with a number of new clinics identified (e.g. pain clinic, ophthalmology, audiology, doppler studies, Uro-Dynamic Studies)
- Additional ambulatory care chairs/ space to accommodate an increase in indications for chair based therapies (separate to requirements for cancer care).

Emergency department enhanced capacity

Wyong Hospital:

- Additional 20 treatment spaces (includes additional resuscitation room) will be required by 2022 to accommodate the projected increase in demand (this is in addition to the 8 chair UCC which is currently in planning along with a 13 bed ED SSU)
- Redesign and modification to accommodate changing models of care: quick triage, patient streaming and an early treatment zone
- Appropriate waiting space and parking for ED patients and their relatives is required for the Wyong ED.

Cancer and haematology service enhancements

- Expansion of the ambulatory care centre at Wyong Hospital to accommodate additional chemotherapy and ambulatory therapy treatment space requirements. Additional 16 chemotherapy chairs will be required by 2022.

Acute medicine services enhancements

- Construction of a Diabetes Education Centre on the Wyong Hospital campus
- 20 chair Renal Dialysis Unit on the Long Jetty health facility site with home training facilities (10 chairs to be commissioned initially with remaining chairs commissioned according to increased demand)
- Expansion of the Respiratory Investigation Unit at Wyong Hospital

Interventional cardiology service enhancements

- Additional Interventional Cardiology Lab (2nd lab) to enable 24 hour PCI and expanded range of interventional procedures to be offered locally
- Inclusion of additional space to allow for pre-procedure preparation and recovery for non-inpatients.

Rehabilitation

- Refurbishment of the rehabilitation unit at Wyong Hospital to support the model of care as well as future expansion of the unit to accommodate additional demand and bed requirements for rehabilitation
- Community based rehabilitation centre located in Wyong Shire that can cater for a broad range of generalist and specialist rehabilitation therapies (ideally these would be located in the community rather than the hospital site and should be considered as part of the planning for community health infrastructure).

Obstetric / maternity services

- Women's Health Centre/Ambulatory Care Unit for high risk pregnancies, gynaecology and uro-gynaecology services
- Collocated (low/normal risk, midwifery led) birthing centre with 3-4 birthing suites, each with bath for water immersion
- Expansion of Special Care Nursery to 20 cots (10 high dependency, 10 low dependency) with large resuscitation bay, mother stay unit with bathroom and kitchenette.

Paediatric service

- 10 bed (8 short stay and 2 procedure rooms) Paediatric Emergency Medicine Paediatric Acute Care (PEMPAC) at Wyong Hospital located in proximity to the Emergency Department (and relocation of the Wyong Paediatric Assessment Unit)

Medical imaging

- MRI machine at Wyong
- CT Scanning including
 - CT perfusion scanning capabilities at Wyong will require a software upgrade to existing machine.
 - Second CT scanner for Wyong
 - Cardiac CT availability at Wyong hospital as part of the proposed Chest Pain Assessment Service.
- Increased availability to ward based ultrasound for a number of the specialty services
- Expanded capacity for interventional radiology including other specialties e.g. Vascular surgery and space located close to theatres
- Additional space requirements for Medical Imaging to allow for new equipment and sufficient recovery, bed bays and reporting rooms.

Mental health

- 38 bed non-acute inpatient unit at Wyong Hospital for adult Mental Health patients (11 adult non-acute and 27 very long stay beds)
- 7 additional acute SMHSOP beds
- 21 bed non-acute inpatient unit at Wyong Hospital for older Mental Health patients (T-BASIS, non-acute SMHSOP and very long stay beds).

Primary and community health

Significant investment across CCLHD to develop an effective service delivery platform for community based services, including:

- Ensuring services are located and easily accessible in the population growth areas of Wyong North East – potential locations include Warnervale, Tuggerah and Lake Haven
- Establishment of a service hub focussed on child and family services (to include oral health and mental health services in Wyong LGA (to replace Wyong Central)
- Establishment of two service hubs focused on aged care, rehabilitation, sub-acute and chronic disease services with a hub located in both the south and north of the LHD
- Expansion of Lake Haven CHC to support expected growth.

Additional capital requirements

As part of any service expansion or development there are additional capital requirements to accommodate additional staff, patients and visitors. Many of the following areas are currently inadequate and require expansion as a matter of urgency to accommodate current and future demand. They include:

- Adequate ancillary accommodation on Wyong hospital site for staff supporting inpatient services. There is currently a significant shortage of accommodation for staff and clinical departments across the inpatient facilities as well as the community based services. This will include additional space requirements for increases in individual departments such as: additional coders which will be required for implementation of ABF
- Parking is inadequate on Wyong hospital campus as well as a number of community facilities. Solutions are required to address the current shortfall and to expand car parking capacity to accommodate the expected increase in patients, visitors and staff
- Space requirements will need to be reviewed with allowance made for expected additional demand for the following services which will be impacted by any further growth in activity or services including capital expansion:
 - Pathology Services
 - Sterilising Services Department
 - Health Information Services (including Medical Records)
 - Clinical Technology Services (including Biomedical Engineering)
 - Patient transport and fleet services with secure parking to accommodate increases in community based services and mobile workforce
 - Storage – sterile stores and other consumables, and receiving dock
 - Food Services
 - Environmental services - laundry, cleaning, engineering, plant and waste services.
- Suitable accommodation will need to be identified for the Population Health Services (Public Health and Health Promotion) which are currently located in leased premises on the Ourimbah campus of the University of Newcastle and which they will need to vacate by 2015.

WYONG EMPLOYMENT ZONE

A MAJOR INDUSTRY AND EMPLOYMENT ZONE

DECEMBER 2014



The Wyong Employment Zone (WEZ) is a 744 hectare State Significant Site that is one of the few large parcels of undeveloped land on the Central Coast designated for industry. Approximately 340 hectares are proposed for General Industrial development.

Overview

The Sydney-Newcastle Freeway and Sparks Road interchange cuts through the WEZ which is one hour from Sydney. It is bounded by Porters Creek Wetland to the south and Hue Hue Road to the west and encompasses the existing Warnervale Business Park and the Warnervale Airport.

It has great transport links, being located adjacent to the M1 Motorway and the Sydney-Brisbane freight line, perfect to attract significant logistics, industrial and warehousing businesses.

Development of this site will make a major contribution to creating the new jobs needed to keep pace with population growth, with the Central Coast expected to reach nearly 400,000 residents by 2031.

It will also provide local jobs for our current working population. One-third of Wyong Shire's workforce (23,000 people) commute daily outside the area to Sydney or Newcastle.

Benefits

As a State Significant Site, the WEZ is designed to attract and accommodate large employers and new forms of industry to help boost jobs. It is proposed that the WEZ will:

- Create up to 6,000 permanent **jobs**.
- Generate some \$1.5b worth of **investment** into the local economy.
- Promote investment and **economic development** within Wyong Shire.
- Cater for a **wide range of employment** generating industrial, manufacturing, warehousing, storage and research purposes.
- Co-located with the Wyong University and Business Precinct to create innovation and research **collaboration** with industry.
- Proposed Central Coast Regional Airport adjacent to WEZ to generate associated **industrial development**.

Key Issues

Cost of State Infrastructure Contribution (SIC) – this is three times higher than the SIC charged in the Hunter which prohibits development.

- Attracting business and industry to locate in the area.
- Land acquisition for roads and services.

Project Plan/Timelines

- **March 2015** - Finalise Section 94 Contributions Plan.
- **June 2015** - Establish Development Control Plan.
- **December 2015** - Environmental Offset Strategy/ Biodiversity Certification.

Costs/budget

- \$13m for **road infrastructure** to enable access to the lands.
- \$25m Roads and Maritime Services funding for **Sparks Road upgrades**.
- \$30m funding for **wetland management programs** and biodiversity certification.

What is sought from the Government?

Allocation for road infrastructure to enable access to the lands (\$13m).

- Reduce the State Infrastructure Contribution in the Wyong Employment Zone to stimulate development (\$8m).
- Roads and Maritime Services funding for Sparks Road upgrades (\$25m).
- Support for Central Coast Regional Airport.
- Assistance with the biodiversity certification/resolution of environmental issues.
- Funding for wetland management programs:
 - Stormwater management \$15m
 - Biodiversity certification \$15m.

OLD AIRPORT

WARNERVALE ICONIC SITE DEVELOPMENT

DECEMBER 2014

Warnervale Airport is a significant landholding of Wyong Shire Council that is strategically located in the Wyong Employment Zone (WEZ). It features 190 hectares of flat General Industrial zoned land just minutes to the M1 Motorway and Sparks Road intersection.

Overview

This site has the potential to make a significant contribution to job creation and economic development for the Shire as an employment hub with excellent logistical and transport access.

Benefits

- This will become the **employment hub** that kick starts the Warnervale Employment Zone development estimated to create 6,000 jobs in total.
- The development of this key strategic land holding will **stimulate investment** from the private sector and begin to create the employment opportunities required to sustain Wyong Shire's population growth over the next 20 years.
- With its close proximity to the M1 Motorway, it has excellent road transport **access** catering for logistics and freight industries.
- The infrastructure required to commence the development will also assist with providing an **alternative flood free access** for the residents in the northern part of the Shire to the Wyong town centre.
- **Location** is central to key developments such as the WEZ, Education and Business Precinct, Regional Airport and the Warnervale Town Centre.

Key Issues

Resourcing of infrastructure required including attraction of private investment once infrastructure is developed.

Project Plan/Timelines

- This project can commence on the availability of funding for road infrastructure.

Costs/Budget:

- Infrastructure construction \$58m.
- Site development costs: estimated to be in excess of \$1b (Council and private sector).

What is sought from the Government?

- Contributions for essential infrastructure to commence the development \$13m.
- Reduction in State Infrastructure Contributions.
- A signalised intersection at Sparks Road / Jack Grant Avenue intersection \$8m.
- The reconstruction of Jack Grant Avenue \$5m.
- Construction of stage 2 Link Road \$45m linking Wyong Civic Centre to the airport development site and the new Warnervale Town Centre.

WARNERVALE TOWN CENTRE

RESIDENTIAL AND RETAIL CENTRE

DECEMBER 2014

Warnervale Town Centre is a major new land release in the north of Wyong Shire in the suburb of Warnervale just one hour north of Sydney. It is designed to become a key master planned community for up to 5,000 people, with 2,200 new homes and an attractive town centre with a new railway station on the Sydney-Brisbane rail line.

Overview

Significant work has been undertaken over the years in development approvals, infrastructure and roads and rail, including:

- Development Control Plan approved by NSW Department of Planning & Infrastructure (DP&I).
- Adoption of the Section 94 Contributions Plan by Wyong Shire Council.
- Bio-certification declared for all environmental management issues.
- Woolworths' development application approved by DP&I.
- Urban Growth's NSW new 135 lot subdivision approved by Wyong Shire Council.
- Yeramba Estates' \$19m development approved for 125 home sites over seven stages.
- 3,500 metres of sewer main and a new water booster pumping station were installed by Council in 2013-14 at a cost of \$2m to connect the new Town Centre to water and sewerage systems.
- Town Centre Entry road plans to access the site from Sparks Road are approved by Wyong Shire Council. The major landholders have agreed to jointly construct the entry road. Total cost is \$6.56m, with construction due to start before January 2015. NSW Trade and Investment is providing a \$2m grant towards construction with the remainder of the costs shared between Council, Woolworths and Urban Growth NSW.
- Upgrade to the Sparks Road intersection is underway and is due for completion in December 2014. This is funded by \$17m from the NSW Government's Housing Acceleration Fund.
- A \$5.8m upgrade to Minnesota Road to provide better access from Wyong to Warnervale was funded and constructed by Wyong Shire Council in 2013.
- Transport NSW is progressing concept designs for the proposed Warnervale North railway station.
- A \$2.97m upgrade of Warnervale Road was completed by Council in April 2014.

Benefits

- **Residential development** estimated at \$200m.
- **Town Centre** to service new residential areas in North Wyong.
- \$117m major Woolworths' Marketplace **Shopping Centre**.
- Estimated to generate 1,200 new **permanent jobs**.
- **Location** is five minutes drive to M1 Motorway and Sparks Road intersection and located on the Sydney-Brisbane rail line, along with the proposed new Warnervale North railway station.

Key Issues

- Timing of railway station to ensure appropriate access and development opportunities.
- Funding for infrastructure.
- The current State Infrastructure Contribution impacts the feasibility of developments.

Project Plan/Timelines

- Premier and Cabinet - Project Management (Executive Committee)
- **Expected 2014** - Train Station Approval.
- **June 2015** - Entry Road Construction.
- **Estimated 2015 - 2016** - Woolworths Construction.
- **Estimated 2015** - Urban Growth NSW Subdivision.
- **Estimated 2018** - Train Station Construction.

What is sought from the Government?

- New railway station to be opened by 2018.
- Commitment to a Government presence within the centre upon completion.
- \$500,000 funding for the provision of basic access infrastructure (bus interchange, road upgrades for pedestrians etc.)
- Removal of State Infrastructure Contributions to support and encourage development in the Shire.
- \$10m to build Town Centre community facilities.

Costs/budget

- \$500,000 funding for the **provision of infrastructure** (bus interchange, road upgrades etc.)
- **Residential development** estimated at \$200m.
- \$10m of **infrastructure and community facilities**.
- \$117m major **Woolworths' Marketplace Shopping Centre**.
- As outlined in the overview above, many millions have already been spent to enable this town centre to come to fruition.



PROPOSED TRANSPORT FOR NSW MARSHALLING YARDS

DECEMBER 2014

Land critical to the development of infrastructure, residential housing, education and employment to meet the growth needs outlined in the North Wyong Infrastructure Plan is under threat from a proposal by Transport NSW for a rail stabling and maintenance facility. Council urgently calls on the State Government to seek an alternative site.

Overview

During August 2014, Wyong Shire Council (WSC) received correspondence from Transport for New South Wales (TfNSW) regarding the potential location of a new stabling and maintenance facility at Warnervale on Council's site for the Education and Business Precinct for the new Intercity Fleet. WSC has since learnt that the Warnervale site is one of TfNSW's preferred locations.

This development has come as a complete surprise to Council, as we have been supporting a proposal for this facility at Bushells Ridge for several years and the Warnervale site has plans for a University, Business Precinct and Stage 2 of the Link Road which has approval for a 3.5km flood free connection of Warnervale and Wyong Town Centre.

Various other sites have been identified by TfNSW, Council is happy to assist in providing data or reports, mapping or other information to assist in identifying the most appropriate site.

Benefits

- Council can work with TfNSW to find the most **appropriate site** that supports the needs of the Intercity Fleet and provide relevant background information.
- An **alternate site**, or no impact on the Warnervale Education and Business Precinct would support the years of planning for the Warnervale area from the State and Council and minimise negative impacts from the community.
- Council recognises the value of having this site on the Central Coast and providing **jobs** for the local community.

Key Issues

- Strategic planning for key catalyst projects in the Greater Warnervale Region has been a focus for the NSW State Government and WSC for several decades. Following market interest for a second University on the Central Coast, Council approved a Masterplan for a 7,000 student University and integrated Business Precinct, which forms part of WSC Strategy to create 10,000 jobs in the Warnervale Region.
- Investment by WSC and NSW State Government towards this strategy includes the following:
 - Wyong Education and Business Precinct
 - Warnervale Town Centre
 - Wyong Employment Zone (WEZ)
 - Precinct 7A
 - North Wyong Structure Plan.
- Significant work and resources expended on developing the Education and Business Precinct.
- Critical approved key road infrastructure (Link Road) at risk (\$45m).
- Masterplan for Wyong Education and Business Precinct overrun.
- Strategic Plan for 10,000 jobs by 2030 to be created via the Greater Warnervale Major Catalyst Projects is at risk.
- Ecological constraints associated with adjacent SEPP 14 Wetlands.

What is sought from the Government?

- Direct TfNSW to work with Council to determine a mutually acceptable solution for this site or an alternate site.
- Funds for the completion of the Link Road (\$45m).
- Contribution towards the first stages of the SMARTS Hub in the Education Precinct (\$10m).

LOCATING STATE PUBLIC SERVANTS IN WYONG OFFICES

DECEMBER 2014

As part of the State Government's policy to support regional economic development and decentralise its operations out of Sydney, Wyong Shire proposes the relocation of 250 public servant positions to a new Wyong building.

Overview

A brand new six story modern office complex with 5,000sqm of floor space will be built in the Wyong Central Business District, five minutes from the Wyong train station and 10 minutes' drive from the M1 Motorway.

Benefits

- It will be a **catalyst** to the region and provide government leadership for business to follow and grow.
- Support **economic development** and help rejuvenate the Wyong Town Centre with new jobs and supporting local businesses.
- Creation of **jobs** on the Coast that could support the planned residential growth in the northern part of the Shire by 2031.
- The building will create a landmark example of how **regional development** can facilitate government services integrated into local infrastructure and underpin our strength as a regional business centre.
- **Located** in proximity to regional Art House, Police Station, various State agencies (Police, Court House, Centrelink, Motor Registry).
- **Staff** can enjoy an enviable lifestyle on the Central Coast with a lower cost of housing and four times the water-frontage of Sydney Harbour.
- The centre is in an **accessible location**, less than one hour's drive to Sydney or Newcastle on the M1 motorway and 300 metres to the Wyong train station for easy public transport access to Sydney or Newcastle.
- Wyong is progressing the development of a new **regional airport** and this will provide future transport links from interstate and possibly overseas.
- The centre is close to the new **Wyong Education and Business** precinct in Warnervale, and the University of Newcastle Central Coast campus in Ourimbah and could utilise connections in the education sector.

Key Issues

- Design approval and construction funding for the Wyong Iconic Site building is in the process of approval by the Joint Regional Planning Panel.

Project Plan/Timelines

- Wyong Shire Council has created the initiative and proceeded with a DA for the proposed 'Oasis' government services building.
- **Early 2015** - Planning is expected to be approved.
- **Early 2017 completed** - Subject to funding, building approval and construction commencement.

What is sought from the Government?

- Commitment to locate 250 or more State Government public servant positions in Wyong by 2017 - 2018.
- Government funding support for the building of the facility.
- Government support for local infrastructure and facilities upgrades.
- Government support for departmental relocation costs.

PLANNING PROPOSAL

RECEIVED FROM THE DARKINJUNG LOCAL ABORIGINAL
LAND COUNCIL (DLALC)

DECEMBER 2014

With growth plans for the region showing the need to create at least 1200 new dwellings per year until 2031, the Government is called on to provide the appropriate infrastructure to support the planning proposal from Darkinjung Local Aboriginal Land Council to create 1,700 new residential lots.

Overview

A Planning Proposal has been received from the Darkinjung Local Aboriginal Land Council (DLALC) to rezone several parcels of its extensive land holdings for urban purposes. As part of the rezoning approximately 800 hectares of land will be held by DLALC in perpetuity for conservation offsets.

Benefits

- Creation of approximately **1700 residential lots**
- 1.4 hectares of commercial land and approximately 45 hectares of employment land - equates to 1,500 short term jobs during construction
- **760 direct jobs** in the commercial and employment precincts, in addition indirect jobs and home businesses will also be created from the proposal.
- **Economic value** for the region of \$920m.
- **800 hectares of conservation lands** will secure core conservation corridors and riparian zones linking to existing National Parks. The maintenance of the conservation lands will provide additional employment opportunities.

Key Issues

- Funding the required infrastructure.
- Providing environmental offsets.
- Increasing housing supply.
- Increasing employment lands.

Project Plan/Timelines

- The planning proposal is currently under assessment with Council.
- Further technical studies and community consultation is still required and an estimated completion date for the planning proposal is the end of 2016.
- The construction period for the project would be over 10 years.

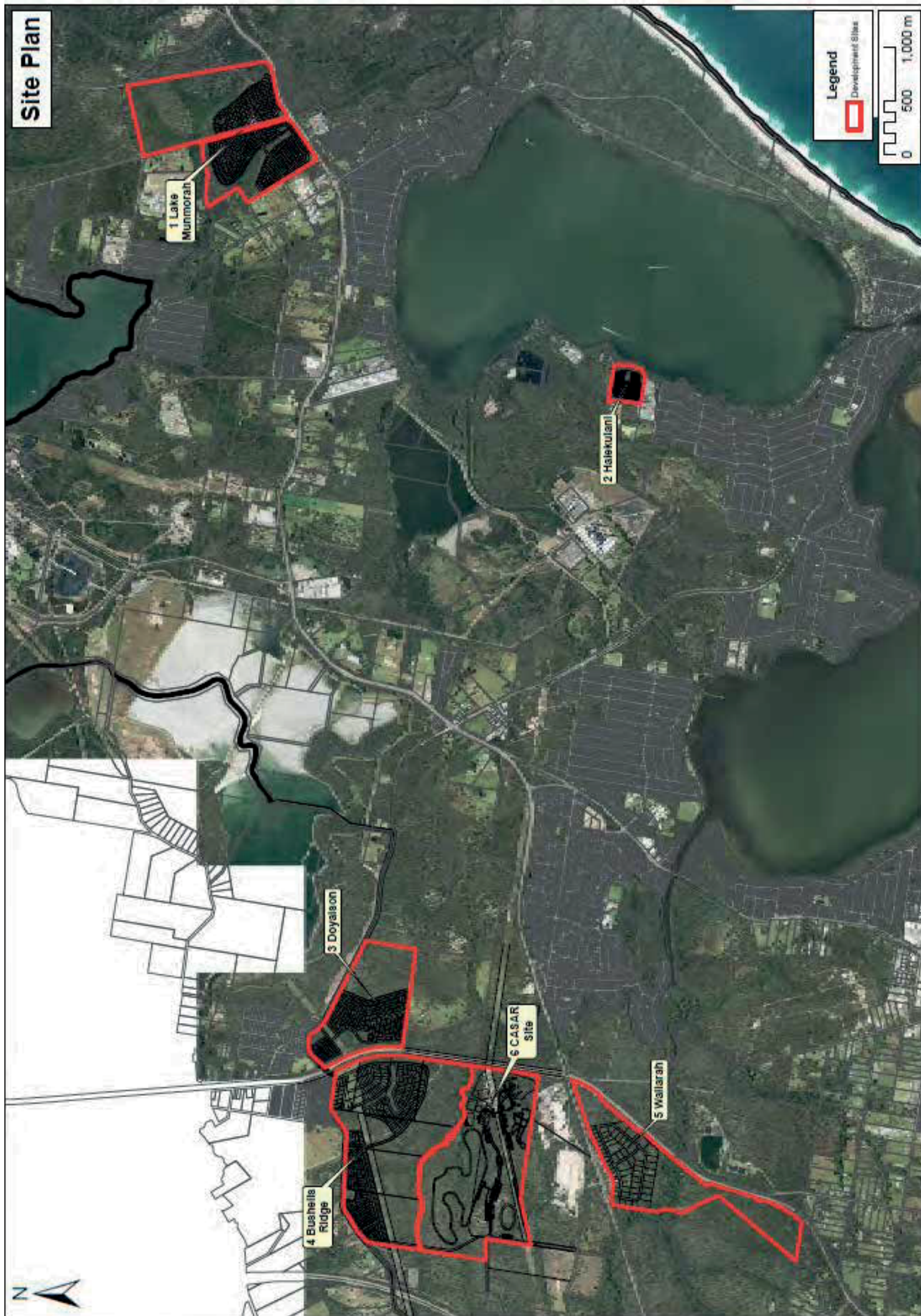
What is sought from the Government?

- Establish a Special State Government Project Team to facilitate and assist with the expedition of release of large tracts of industrial and residential land (\$500,000).
- Intersection upgrade for Pacific Highway and Chain Valley Bay Road (approximately \$10m).
- Road reconstruction Bushells Ridge Road (\$10m).
- Provide northbound exit and entry ramps from the M1 to the Doyalson Link Road (\$50m).
- Additional road link to Kingfisher Shores.
- Assistance with the establishment of the riparian corridors and conservation lands.
- Upgrade to Bushells Ridge Road and Wyee intersection (boundary Wyong and Lake Macquarie Local Government Area (LGA)).
- Upgrade to Railway overbridge at Wyee (Lake Macquarie Local Government area).

Attachment

- Image showing area with Proposed Rezoning Sites.

Site Plan



TUGGERAH REGIONAL SPORTING AND RECREATION COMPLEX

DECEMBER 2014



A major new regional sporting facility with nine international level sports fields is planned to make the Central Coast a destination of choice for regional sporting and recreation events. It will be ideally located within a prime recreational corridor which includes the new Mariners Centre of Excellence precinct in Tuggerah, the Bakers Park netball facility, Wyong Racecourse and the Central Coast Hockey Complex.

Overview

The Central Coast has a growing population with a large number of sporting clubs, associations and participants. Tuggerah Regional Sporting and Recreation Complex will be sited on land adjacent to the Tuggerah Lakes Reserve - a prime position within a recreational corridor comprising of the Mariners' Centre for Excellence, Baker Park sports ground, Wyong Racecourse and Showground, and the Central Coast Hockey Complex.

The current proposal includes nine international level sports fields, a grandstand and clubhouse, a children's adventure playground, and amenities to enable multi-use of the site for large numbers of spectators.

Together these facilities and the new complex will make the Central Coast the destination of choice for regional sporting and recreational events.

The complex is located close to the northern rail line and the M1 Motorway which links the Central Coast to Sydney and other key regional areas. Access roads into the site will enable bus access to the facility and car and bus parking is included in the project.

Benefits

- A facility capable of hosting **regional events**.
- Build **capacity** in the open space provision in the Shire to support needs, particularly emerging needs that we cannot currently cater for.
- Economic development and **tourism** outcomes.

Key Issues

- Council has acquired the Crown land without a formal commitment for construction funding from Federal or State Government.

Project Plans/Timelines

- **March 2015** - Planning studies, documentation and approvals.
- **July 2015 - December 2015** - Construction.

Costs/Budget

- The **total project cost** is estimated at \$40m.
- The Federal Government has, in their Growth Plan for the Central Coast, **dedicated \$1m to the land purchase, planning and investigation stage** of the Tuggerah Regional Sporting and Recreation Complex.
- The **construction funding for the facility will be a joint**, staged process between Local, State and Federal Governments.

What is sought from the State Government

- A joint funding arrangement of \$40m between the State (\$20m) and Federal Governments (\$20m) to complete this project. Wyong Shire Council will accept responsibility for the ongoing operational and maintenance costs.

NORTHERN LAKES SPORTS PRECINCT

DECEMBER 2014

Council is proposing to develop a state-of-the-art sporting facility on land at Scenic Highway, Colongra, to expand recreation grounds for residents in this high growth area north of the Shire.

Overview

It is planned to have four turf playing fields and other facilities providing more than double the current recreation space at the existing Halekulani Oval, Budgewoi, one kilometre away.

It is proposed to swap the Council-owned land at the current Halekulani Oval, Budgewoi, which has no room for expansion, with land privately owned at the Colongra site, and to lease nearby Crown land. Council is currently negotiating a voluntary planning agreement with the private landowner to undertake the land swap.

Benefits

The sports facility relocation will provide the community with a state-of-the-art turf playing field complex that will cater for the **future sporting** needs of this rapidly growing section of Wyong Shire.

The development will include multiple playing fields as well as a service station and food and beverage premises.

Halekulani Oval has no opportunity to expand its capacity for future needs as it is in a highly constrained location in the Budgewoi Town Centre.

Key Issues

- State Government approval required for rezoning (commenced).
- Development application approval required (not yet commenced).
- Funding of \$10m required to construct the Northern Lakes Sporting Facility.

Project Plan/Timelines

- **June 2015** - Design and development application approval.
- **June 2015 to December 2016** - Construction.

Costs/Budget

- **Total project cost** is \$10m.

What is sought from the Government?

- Council seeks a funding contribution of \$10m towards the construction of the Northern Lakes Sporting facility.



Creating jobs and business opportunities

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COMMUNITY AUTOMOTIVE SPORT AND RECREATION (CASAR) PARK

DECEMBER 2014



A new motorsport park is proposed for the NSW Central Coast to provide a much needed extra motorsport facility for the Sydney basin. The track will be a major year round destination attraction drawing more than 70,000 visitors to the Central Coast per annum and creating over 100 full time jobs in Wyong Shire.

Overview

Community Automotive Sport and Recreation Park (CASAR) is a community motor sport complex combined with other recreation and tourism facilities developed by a community focused organisation and supported by Wyong Shire Council. Planned as a social enterprise, it will provide economic and social outcomes including over 100 paid work experience placements per annum for young unemployed people in the Wyong Shire suffering from disadvantage, disengagement and disability.

With a 3.5km main circuit, together with go-karts and driver training facilities, CASAR Park has been endorsed by the Confederation of Australian Motor Sport (CAMS).

It is a priority project in Central Coast Tourism's Destination Management Plan with the potential to attract 70,000 overnight visitors per annum covering both peak and off peak seasons.

So far \$200,000 in cash and in-kind support has been raised from organisations including Wyong Shire Council, local businesses and community groups, and motoring enthusiasts throughout the State towards preparation of a development application. The studies associated with that submission are now underway.

Project Plan/Timeline

- **Now – December 2014** - Development Application studies through to lodgement.
- **December 2014 – February 2015** - Detailed Track Design and stakeholder feedback.
- **July - December 2015** – Construction.

Costs/Budget

- \$14m motorsport infrastructure development.

Benefits

This first stage of CASAR Park will deliver:

- \$14m motorsport infrastructure development
- A \$10m annual injection into the local economy
- In excess of 70,000 visitors per annum
- Around 100 ongoing full time jobs both on-site and within support businesses
- Over 100 paid work experience placements per annum.

Stage two of the development is envisioned to include other tourism and recreation facilities such as:

- Chocolate & Liquorice Factory
- Showgrounds
- Parklands
- Skate / BMX park
- Children's playground
- Caravan & Camping accommodation.

Once operational, the project will be self-sustaining and will not require any further government support to deliver the stated aims.

- Council has been collaborating with this group for a number of years, along with other agencies, including Central Coast Tourism to support this initiative.

What is sought from the Government?

CASAR Park is seeking Government funding for the initial \$14m construction cost. This is crucial to enabling the social outcomes to be achieved.

Assistance with any ecological issues which may arise.

CENTRAL COAST CONVENTION CENTRE

DECEMBER 2014

A new state-of-the-art Central Coast Convention Centre catering for 1000 delegates is proposed in the Tuggerah Business and Sporting precinct.

Overview

The Wyong Infrastructure and Investment Fund Proposal (Feb 2014) identified the Wyong Multipurpose Events centre including the Central Coast Convention Centre as the second most important infrastructure / building project in the Shire.

The Central Coast Destination Management Plan for the Visitor Economy 2013 to 2017 (Dec 2013) has identified the Tuggerah Regional Sporting and Recreation Complex as a location that could hold national events. It also ranked the Tuggerah Regional Sporting and Recreation Complex as one of the Top Proposed Investment Projects on the Central Coast and identified business tourism as a major opportunity for the economic return in the Region if a Convention Centre is developed.

The Central Coast Convention Centre will include:

- a main 1000 seat auditorium, designed as a multi-purpose venue
- several large meeting / banquet rooms (flexible/ combined)
- several large classrooms (flexible and combined)
- several small meeting rooms (flexible and combined)
- facilities for product displays
- large entry foyer, congregational spaces and break out areas
- catering and servicing facilities
- possible service businesses location
- ample loading and parking.

Project Plan/Timelines

- **2015** - Council would be willing to commence discussions and preparatory work on this issue.

Costs/Budget

- **Overall construction investment** of \$20m.

Benefits

- A major convention facility located in Tuggerah will be of significant economic benefit to the whole NSW Central Coast region.
- Be a catalyst to the region hosting conferences of significant size, is necessary for any conference based business growth and will underpin our strength as a regional business centre.
- Boost visitation numbers to the existing and future tourist facilities on the Central Coast.
- Generate local hospitality and service businesses.
- Create new employment opportunities within the centre and supporting businesses.
- Provide direct exposure for a range of Sydney and interstate businesses to the benefits and advantages of a future location of their businesses on the Central Coast.
- Create synergies within the Central Coast Mariners' development and surrounding developments.
- Utilise the generous open public space with supporting activities within a pristine new landscaped sports/parkland setting.
- Location is close to services, Wyong Town Centre, Tuggerah Business Park, The Tuggerah Supa Centre – bulky goods retail, the Westfield Tuggerah centre. Within a 1 hour drive to Sydney or Newcastle on the M1 motorway. Public transport will provide a 90 minute train connection to Sydney or one hour to Newcastle. The train station is less than 500 metres from the site.
- The convention centre will be housed in a precinct where works have commenced on the Central Coast Mariners Centre of Sporting Excellence – stage one Administration and Sports medicine facilities.
- The new conference centre will be supported in the Mariners Centre precinct by a new hotel.
- Delegates will also have the options of a range of coastal accommodation in the surrounding coastal resorts.

What is sought from the Government?

- An overall investment of \$20m to construct the regional convention centre and conference facility.

LIFEGUARD CLUBHOUSE AND AMENITIES IN NORTH OF WYONG SHIRE

DECEMBER 2014

With Wyong Shire's rapidly expanding population and demand for surf related recreation opportunities, there is a high need to increase supervision on the beaches within the north of Wyong Shire.

Overview

Birdie Beach is one option in the Shire's north. The beach is a popular destination for swimmers, however, there is no bather supervision other than advisory signage. It is located in the Munmorah State Conservation Area at the northern end of Wyong Shire and is administered by the NSW National Parks and Wildlife Service (NPWS). This location and other beaches to the north are popular destinations for swimmers.

With predicted increases in both the Wyong Shire population and visitor economy, it is highly likely beach usage and swimming will increase significantly in the northern area. Wyong Shire Council has previously provided a contract beach lifeguard service to the NSW National Parks and Wildlife Service (NPWS) at Frazer Park, just north of Birdie Beach.

Benefits

- The provision of a seasonal beach lifeguard service would reduce the risk of injury and/or drownings.
- It would also offer the chance to raise community awareness around safe swimming in an ocean environment.
- It would provide important community infrastructure.

Key Issues

- The NPWS has advised there have been three recorded drownings at Birdie Beach in the last 25 years plus many other drownings nearby that may be avoidable with a lifesaving presence in the area.
- The beach is hazardous and there is potential to improve beach safety services through the provision of a seasonal Lifeguard Service.
- Wyong Shire Council's existing contract beach lifeguard service could be expanded to include this location.
- The frequency and operational cost of providing a beach lifeguard service at Birdie Beach would need to be negotiated with NPWS.
- Engagement with Central Coast Surf Life Saving in the development of this project.

Project Plan/Timelines

- **2015 - 2016 summer** - Subject to funding availability it would be feasible to establish and commence a new beach lifeguard service at Birdie Beach.
- **July 2015** - Commence planning, design and construction of the infrastructure.

Costs/Budget

- The cost to **design and construct a clubhouse, amenities, car park and landscaping is \$5m.**

What is sought from the Government?

Council seeks \$5m funding for clubhouse, amenities, car park and landscaping.

KOALA PARK

FUTURE WYONG SHIRE EVENTS PARK

DECEMBER 2014



Establish a 10 hectare community park and events/tourism hub in San Remo/Budgewoi.

Overview

Koala Park is a recreation area in the San Remo/Budgewoi region that has been leased from Delta Electricity to Wyong Shire Council to support the continued community use of this asset. The 10 hectare predominantly cleared site, which has a number of ageing assets, has the potential to be an events hub within the north of Wyong Shire.

The position of the park in relation to the Pacific and Central Coast Highways, its ample parking as well as the distance from residential housing makes it a prime location to be developed into an event and tourism hub for Wyong Shire residents and visitors.

Benefits

- With the transfer of Koala Park to Wyong Shire Council it provides a more community orientated focus to be considered for the site.
- An injection of funds could allow large scale music, community and sporting event to be run on site.
- Circuses and other carnival style attractions could be enticed to operate from the site.
- On site bunk style accommodation would allow school groups a base to learn about the many exciting things that can be found in Wyong Shire.

Key Issues

- When the asset was transferred from Delta Electricity to Wyong Shire Council it was in a poor condition with a large amount of work to be done to bring it up to a standard that will meet the needs of the community.
- The land is leased to Council for 20 years, so the desire to invest large amounts of community funds into the site is restricted.
- A Masterplan of the site as a part of a large sporting and events precinct is underway.

Project Plan/Timelines

- **April - June 2015** - Completion of the Masterplan is expected by April 2015 allowing for design and construction to commence in June 2015.

Costs/budget

- \$500,000 for **planning, design and approvals.**
- \$5m for **construction.**

What is sought from the Government?

- Dedication of the entire site to Council at no cost to the community.
- \$5.5m funding in 2015 - 2016 to transform the rundown site into a community events and tourism hub in the north of Wyong Shire.

THE ART HOUSE PERFORMING ARTS CENTRE

DECEMBER 2014



Professional fitout of the brand new performing arts centre in Wyong to provide a modern cultural and arts facility for the Central Coast Community.

Overview

Wyong Shire has a thriving cultural sector which is short changed by a lack of professional cultural and arts facilities. To address this, Wyong Shire Council has committed to build a brand new \$12.7m performing arts centre in Wyong by December 2015.

Widely supported and welcomed by the community, the new facility will feature a 500 seat theatre, a 130 seat studio space, music and practice rooms, an exhibition hall and a foyer.

The construction of The Art House is fully funded by Council and the arts community has also contributed support and resources and is eagerly awaiting the facility.

Council is seeking \$3.2m in State funding for a professional fit out which will enable the theatre to reach its full potential to support local productions and attract professional touring productions. This will flow on to increase participation and engagement in the arts and attract larger audiences to the region for cultural visitation.

Benefits

- Develop arts partnerships linking the region to State and National performing arts markets.
- Attraction of quality touring productions for local audiences.
- Draw card to attract cultural visitation to the region.
- Retain local productions in Wyong instead of exporting to Newcastle or Sydney.
- Vocational pathways and professional development for emerging and established local performers, arts companies, technicians and musicians.
- Enriching the experiences available to 326,000 Central Coast residents.
- Artistic and cultural space for productions, multi-media, sculpture and visual art displays, business and cultural events, as well as festivals, eisteddfods, shows and functions.
- Part of a regional strategic approach to arts infrastructure as outlined in the Central Coast Regional Cultural Framework developed with Gosford City Council and Arts NSW.

Project Plan/Timelines

- **Completed** Designs approved and tenders called.
- **November 2014** - Construction commences
- **August 2015** - Fit out commences.
- **December 2015** - Construction and fitout complete.
- **January 2016** - Facility opens.

Costs/Budget

- **Design and planning** - \$1m.
- **Construction** - \$12.7m.
- **Professional Fit out** - \$3.2m.

What is sought from the Government?

\$3.2m in State funding for a professional fit out of the new theatre space before Dec 2015.

REGIONAL SKATE AND BMX COMPLEX

DECEMBER 2014



Develop a regional level skate and BMX park to encourage positive active living and social engagement across age groups.

Overview

Globally skate, scooter and BMX facilities are becoming more diverse in terms of their style and size. This trend is in part a response to increasing popularity and evolution of these activities and the take up by families and diverse age groups.

Wyong Council has recently endorsed its first Sk8 Places Strategy with a key action being the development of a regional skate and BMX facility.

Benefits

- Opportunities for active living.
- Social engagement across age groups.
- Economic benefits for local skate and BMX equipment providers.
- Ability to stage international level competitions and attract sports tourism.
- Activation of open space to encourage positive behaviours.
- Value adding through provision of related facilities eg food and beverage.
- Potential for partnerships in program delivery.
- Long life cycle of skate infrastructure.

Key Issues

- High capital cost however low maintenance during life cycle.
- Engagement of specialist designers in partnership with user groups to ensure the quality of the facility.
- High quality facilities required to attract international competition.
- Ensure facility is designed with community safety principles.
- Monitor and evaluate with strong community involvement.
- Facility design to deliver multi-media special events.

Project Plan/Timelines

- **June 2015** - Project planning and approvals.
- **July 2015** - Construction Commence.

Costs/Budget

- \$3m for the **construction of the facility.**

What is sought from the Government?

Council seeks funding to the value of \$3m to construct the complex.

WYONG SHIRE SURF LIFE SAVING CLUB UPGRADES

DECEMBER 2014

The coast and its beaches are a way of life for the Wyong Shire's rapidly growing community and surf clubs provide the social cohesion. Upgrades to existing surf clubs are needed to deliver life saving services and youth programs.

Overview

Wyong Shire has four ageing Surf Life Saving Club (SLSC) located at Lakes Beach, North Entrance Beach, The Entrance Beach and Toowoona Bay Beach.

With Wyong Shire's rapidly expanding population and demand for surf related recreation opportunities, there is high need to increase the capacity of these facilities including the club houses, amenities, car parking and landscaping.

Due to their age, location and internal layouts, the existing surf clubs are no longer capable of meeting the needs of delivering Council's Professional Lifeguard, Volunteer Lifesaver Services or meeting the needs of the community.

Benefits

- **Renewed and upgraded** surf clubs assets and supporting infrastructure will offer Council and the community facilities that are able to deliver best practice water safety services in a key residential centre.
- The facility will be **flexible** include multi-function community spaces, equipment storage, training rooms, kiosks and public amenities.
- Assist in supporting the **sustainability** of surf lifesaving in the Wyong Shire.

Key Issues

- The existing surf clubs are inadequate for storage and training purposes and do not meet the needs of the community.
- Strong population growth and visitation at Lakes Beach, North Entrance Beach, The Entrance Beach and Toowoona Bay Beaches will require an improved level of bather supervision and upgraded surf clubs would serve to facilitate this.
- Investment in upgraded surf clubs will add value to the visitor experience and offer the opportunity to raise community awareness around safe swimming in an ocean environment.

Project Plan/Timelines

- **2014 - 2016** - Subject to funding availability it would be feasible to design and construct upgraded facilities within two years.

Costs/Budget

- It is estimated the **design and construction costs** for upgraded/renewed surf clubs and associated infrastructure at these location, including necessary approvals, would not exceed \$6m.

What is sought from the Government?

- Council is seeking \$6m in capital works funding to upgrade the Lakes Beach (\$1m), The North Entrance (\$1m) and Toowoona Bay (\$1m) Surf Lifesaving Clubs as well as rebuilding The Entrance Surf Lifesaving Club (\$3m).

FIXING TELECOMMUNICATIONS BLACKSPOTS

DECEMBER 2014

Improving telecommunications infrastructure across our varied terrain is key to unlocking business potential, attracting investment and new employers to the region, and creating local jobs.

Overview

Better download and upload speeds and access is vital for this Shire with the expected growth in both the short and long term.

Wyong Shire has identified the critical need for appropriate telecommunications infrastructure in order to achieve long-term economic sustainability. Wyong Shire has represented these needs for many years and the National Broadband Network (NBN) rollout is assisting in addressing these needs, however more support is required. The Fibre to the Premise (FTTP) rollout will see almost 30,000 premises passed from the Long Jetty Node and the recently announced Fibre to The Node (FTTN) rollout will see almost 22,000 premises passed in the Gorokan area.

Benefits

- Addressing telecommunications black spots is critical to the future of this growth region.
- Addresses significant telecommunications infrastructure gaps limiting **economic growth**.
- Focuses on **sustainable community** outcomes and developing economic growth.
- Council has significant landholdings across the Local Government Area and is progressing a number of key projects and **greenfield developments** that will benefit from **improved telecommunications**.

Key Issues

- There are significant mobile coverage blackspots in Wyong Shire as the terrain and vegetation present significant challenges for the design and support of radio based technologies.
- The area west of the M1 Motorway has very limited mobile coverage and in most cases requires the use of satellite phone.
- The area east of the M1 Motorway has a large number of mobile blackspots due to vegetation and terrain issues, is a high growth area and when coupled with the ageing fixed telecommunications presents severe challenges for businesses trying to compete or attracting new business to the region.

What is sought from the State Government?

- The NSW Government is expecting Wyong Shire to accommodate thousands of new residents and needs support to ensure this new population has the services and resources they need.
- We are seeking support from the State Government to advocate on behalf of the region to address blackspots across the whole of the Central Coast.

PORTERS CREEK STORMWATER MANAGEMENT SYSTEM

DECEMBER 2014

Develop an integrated water cycle management strategy to capture and treat urban run off and divert excess stormwater around the ecologically important Porters Creek Wetland to protect it while enabling new employment and residential land releases in its catchment.

Overview

Porters Creek is an ecologically important wetland, recognised under State Environmental Planning Policy 14. It is located between the suburbs of Watanobbi and Warnervale, north of the urban hub of Tuggerah-Wyong.

Nearly all major new employment and residential land releases planned for Wyong Shire fall within the catchment of this wetland, including the Wyong Employment Zone and Warnervale Town Centre. This means appropriate management of the stormwater runoff from existing and new development is essential to protect the wetland from further decline.

Wyong Shire Council has developed an integrated water cycle management strategy that would capture and treat urban runoff and divert excess stormwater around the wetland to Wyong River.

Key Issues

- There are currently no viable alternatives to the Integrated Water Cycle Management scheme apart from setting aside 50% of the developable area for irrigation.
- Environmentally, Council may be unable to continue with its land release program if the lack of a solution would mean new development significantly degrades the wetland further.

Benefits

- An estimated 8,400 jobs, 12,800 residents and \$4b in new investment is enabled to proceed once an adequate environmental solution is in place.
- The proposal has the potential to provide additional water for the Central Coast water supply system, further ensuring security of the region's water supply.

Costs/Budget

- **Total project cost** is \$15m.

What is sought from the Government?

Funding of \$15m is being sought for construction of the stormwater pipeline network. It will also include the development of pumps and storages to convey stormwater through the integrated system.

NORTHERN COMMUNITY HUB

DECEMBER 2014



The Northern Community Hub will be an accessible community place providing a wide range of government and community services in one location – a one stop shop for the people of the north.

Overview

This project forms part of an integrated solution for the masterplanning for the Lake Munmorah area.

The space will be flexible to deliver a variety of services as needs emerge or change. The concept is to make it extremely simple and easy for customers to do business with providers at the Hub.

It will provide sustained long-term benefits for the local community, service future population growth, and meet various Government objectives in the provision of health, welfare and community services.

Benefits

- Lake Munmorah is identified as the preferred location, it is within ten minutes' drive for over 36,000 residents who currently have to travel south to Toukley and Lakehaven, or north to Swansea to access these services.
- Customers would be able to do a range of transactions in one place, including Council transactions and those available from NSW Police, Roads and Maritime, Fair Trading, Births, Deaths and Marriages, Centrelink, Medicare and more.
- This integrated solution will meet diverse needs for a somewhat segregated community that currently has very little access to these services without lengthy travel to access.

Key Issues

- Northern part of Wyong Shire has been earmarked in the Central Coast Regional Development Strategy 2008 and the draft North Wyong Structure Plan 2012 for high population growth.
- The Hub is to be located to provide the best possible access to the public and increase the use of the services available.
- Lake Munmorah has been identified as the preferred location. It is easy to access from all compass points, has good public transport links, and is central between current services at Lake Haven and Toukley in the south and Swansea in the north.
- Over 36,000 people live within 5-10 kilometres of this site and thousands more will move to the area over the next 20 years.

Project Plan/Timelines

This project has the support of Council and can commence on the availability of funding.

- **December 2014** - Stage 1 - Identification of site, planning and design, partnership development.
- **March 2015** - Stage 2 - Feasibility and concept plans and funding options.
- **June 2015** - Stage 3 – Construction and Operations launch.

Costs/Budget

- \$5m for **land acquisition and building** of Stage 1.

What is sought from the Government?

- Location of the Northern Community Hub needs to be in a visible, prominent location. Total Budget \$5m (land acquisition and building of Stage 1).
- Land - preferred locations: Crown Land adjacent to the Lake Munmorah Shopping Centre on the corner of Pacific Highway and Tall Timber Road or privately owned land adjacent to Lake Munmorah Shopping Centre, northern side along the Pacific Highway.
- We are seeking support from Government to invest in a partnership with Council to deliver the hub.

THE ENTRANCE BEACH MANAGEMENT

DECEMBER 2014

Fund and implement management programs to protect the amenity of this iconic beach at The Entrance.

Overview

The Entrance Beach is situated along a dynamic section of coastline at the junction of Tuggerah Lakes and the Tasman Sea. Beach erosion occurs during storm and swell events exposing bed rock and impacting on the amenity of the beach. The beach is currently suffering from the highest level of erosion of the past decade and is currently closed to swimming leading into the busy summer holiday period. The expectations from local business operators and many members of the community is that government intervention is required to sustain sand on the beach.

The current NSW State Government recognised the importance of the amenity of The Entrance Beach as part of its previous election commitment, and initiated a study Tuggerah Lakes – The Entrance Morphodynamic Modelling – Entrance Beach Management Investigations'. There has been no progress post release of the report in October 2013.

Benefits

The Entrance Beach is a valuable recreational amenity and tourist attraction for the coastal town of The Entrance and also provides protection of important community infrastructure from coastal erosion and inundation. Business owners and holiday accommodation rely on the amenity of the beach to attract visitors to the region.

Key Issues

- The Entrance Beach is susceptible to erosion impacting on the amenity of the beach and the attractiveness of the region to visitors and investors. The expectation by local business is that Government intervention is required.
- The State Government has met its previous election commitment by funding and managing studies into The Entrance channel and The Entrance Beach. The report titled Tuggerah Lakes – The Entrance Morphodynamic Modelling – Entrance Beach Management Investigations' identifies and assessed a suite of management options for The Entrance Beach including beach nourishment, groynes, and training walls.

Project Plan/Timelines

- **2015-2016** - It is proposed that community consultation and detailed design works commence followed by construction as soon as practical.

Costs/Budget

- The 2013 NSW Government report titled Tuggerah Lakes – The Entrance Morphodynamic Modelling – Entrance Beach Management Investigations' projects a NPV **cost over 50 years of \$46.9m** for the construction of a fully trained entrance to Tuggerah lakes and initial beach nourishment.

References: The Entrance Morphodynamic Modelling and The Entrance Beach Management Investigations can be found at: www.environment.nsw.gov.au/water/tuggerahlakesentrancestudy.htm

What is sought from the Government?

Council requests that the State Government progress with the outcomes of the report, with a particular focus on developing detail designs for the training wall options, and to ultimately progress with construction.

TUGGERAH LAKES IMPROVEMENT STRATEGY

DECEMBER 2014

The Tuggerah Lakes estuary is a series of three inter-connected coastal lagoons occupying an area of approximately 80km², nearly 10 per cent of Wyong Shire. They are public places which provide a key amenity resource to the local community in addition to their commercial value as a fishery and tourist attraction. Ownership and regulation of the lakes rests with the NSW State Government.

Overview

In recognition of the importance of the lakes to the local community and business, Council has taken a lead role over recent years in the delivery of a large number of priority actions principally focused across the areas of improvements in water quality, ecology, foreshore enhancement, aquatic infrastructure, knowledge and management.

Benefits

- The Tuggerah Lakes estuary is important to the community of NSW in terms of its value to tourism, recreation and fisheries. Wyong Shire Council is committed to protecting and enhancing this valuable asset. Without the continued support of the State Government the decline of this beautiful coastal estuary is likely.
- Building on the successes of the past and the present, we would like to partnership with the State Government in progressing the preservation and restoration of this valuable natural feature.

Key Issues

- Over the years the estuary has been influenced by many different human activities. About half of the wetlands (the upstream filter systems) are already lost, 85% of saltmarsh is gone, and urban development is directing surges of stormwater into the lakes, all of which contribute to problems such as 'black ooze' formation and lack of connectivity with main lake body in improving nearshore water quality. Forecast increases in population growth in Wyong Shire will increase the pressure on the lakes.
- Councils current strategy has shifted the focus towards direct improvement actions in the estuary. Stage 1 of these works has included additional storm water quality improvement projects, foreshore enhancement works, and wrack harvesting to improve both water quality and amenity.

Project Plan/Timelines

2015-2016 - It is proposed that works commence and continue over a period of 3 years.

Costs/Budget

The **estimated cost** to deliver stage 2 of the works is \$4m.

What is sought from the Government?

- Council seeks both financial and agency support to deliver on Stage 2 of the Tuggerah Lakes Improvement program. It is estimated \$4m will enable Stage 2 to be completed.
- A commitment towards providing various approvals from such agencies as NSW DPI (Fisheries), Office of Environment and Heritage, and NSW Land and Property Information.

DESTINATION REGIONAL PLAY SPACES

DECEMBER 2014



A destination Play Space in the north and south will cater to a regional tourist catchment and to match the facilities being built in other Local Government Areas.

Overview

Regional Destination Play Spaces provide recreation for the whole community. Recent completed smaller facilities in Wyong Shire are at capacity and the demand for larger capacity multi-purpose facilities is high. A destination Play Space in the north and south will cater to a regional tourist catchment and to match the facilities being built in other Local Government Areas.

These play spaces are intended to draw residents from across a Shire-wide catchment, and are developed so that visitors are encouraged to stay for longer periods, as they incorporate a wide range of complementary facilities such as shelters, tables, barbeques, car parking and associated activities such as half-courts, skate areas and bike paths.

This project is identified in the Recreation Strategy to provide a hierarchy of facilities equitably distributed across the Shire.

Benefits

- **Health** - Improve public health by providing multiple activities which foster healthier, more sustainable communities.
- **Social** - Improve social outcome by collocating facilities within the one location – community building, pathways, picnic areas, performance spaces, parking. Locations are within the more isolated northern and southern regions of the Shire.
- **Tourism** - Improves economic return for tourism by providing an all abilities facility with a variety of activities and experiences.

Key Issues

Council requires funding from external sources to construct these facilities.

Project Plan/Timelines

Construction of the Play Spaces will be:

North

- **January - July 2015** - Planning and Design
- **July 2015** - Construction

South

- **January - July 2015** - Planning and Design
- **July 2016** - Construction.

Costs/Budget

- **Estimated at \$5m.**

What is sought from the Government?

Council is seeking funding of \$5m from the State Government to construct two (2) destination Regional Play Spaces.

MARDI TO WARNERVALE WATER TRANSFER PIPELINE

DECEMBER 2014



Construct a new pipeline to allow improved inter-regional water provision by enabling direct transfer of water from Mardi Dam to the Warnervale growth areas and Morriston and the Lower Hunter.

Overview

The increasing demand in the northern areas of Wyong together with regional water demands identified in the Lower Hunter Water Plan has necessitated the construction of this main.

This project will be a design and construct contract that progresses as part of the Link Road project. It will provide a direct link from Tuggerah 2 reservoir into the Hunter Link main on Sparkes Road.

Benefits

- **Improved level of service** - will improve the reliability of water supply to the new Warnervale Growth areas and Warnervale Employment Zone.
- **Water Management** - will provide an improved regional approach to the management of water to provide improved drought security to the residents of the Hunter and Central Coast.
- **Asset Management** - will maintain reliability of the water supply for a growing demand and in light of the ageing trunk water mains servicing the area. It will provide a secondary feed to the northern areas to allow maintenance of the existing water mains servicing the area that traverse parallel to the Pacific Highway whilst maintaining supply.

Key Issues

- Funding.
- Construction of the Link Road and bridge over the existing wetlands.
- Resolution of proposed State Rail siding project.

Project Plan/Timelines

- **2015 - 2016** - Preconstruction activities.
- **2016- 2017** - Pipeline Construction.

Costs/Budget

- The estimated **cost of completing the 10km pipeline project is \$25m** with construction being programmed over 2015 to 2017.

What is sought from the Government?

- Contribution towards the cost of the \$25m project that will support growth, the development of employment opportunities and a regional approach to water security for the residents of the Central and Hunter Coast areas.

UPGRADE OF VACUUM SEWER PUMP STATIONS

DECEMBER 2014

Essential sewer pump upgrades are needed to reduce the risk of failure of ageing infrastructure and to safeguard sewer services to the growing Tacoma and Tuggerawong population.

Overview

These two vacuum sewer pump stations service the communities of Tacoma and Tuggerawong. Both vacuum pump stations are nearing the end of their economic life and are becoming problematic in their operation, maintenance and running costs. Failure of the tanks will result in a loss of sewer services to the residents of Tacoma and Tuggerawong.

The project will replace the existing buried vacuum pump stations with new above ground stations that will enhance the operation and maintenance, improve serviceability and reliability of service to the customers.

Benefits

- **Improved level of service** - will provide a reliable level of service to the residents of Tacoma and Tuggerawong.
- **Lower Operating Costs** – The project has been designed to improve reliability, to reduce operating costs and to reduce servicing and maintenance downtime.
- **Environmental** – will reduce the risk of system failure and resultant environmental and service impacts.

Key Issues

- Funding.

Project Plan/Timelines

- **2014 - 2015** - Preconstruction activities.
- **2015 - 2016** - Construction.

Costs/Budget

- The **estimated cost** of constructing the two vacuum pump stations **is \$2.1m** with construction programmed for the 2015 - 2016.

What is sought from the Government?

- Contribution towards the cost of the \$2.1m project to provide an improved level of service to the customers of Tacoma and Tuggerawong.

INSTALLATION OF SOUTH TACOMA LOW PRESSURE SEWER SYSTEM

DECEMBER 2014



New sewer system to ensure service continuity in flood prone South Tacoma.

Overview

The Tacoma South Sewerage System is a Vacuum Sewerage System that was installed in 1989 and has since operated with an increasing need for maintenance. Many of the systems and much of the equipment has reached the end of its economic service life and needs to be replaced with much of the equipment now being unavailable and unreliable.

The system currently needs an extensive amount of maintenance to obtain and maintain a reasonable level of service for the customers of South Tacoma. The South Tacoma area lies in part within a flood prone area that often results in a complete loss of a sewer service during minor flooding events.

This project is to replace the existing vacuum sewerage system with a low pressure sewerage system utilising many smaller pumping units servicing the properties to improve reliability of the system and to cater for growth and the effects of climate change.

Benefits

- **Improved level of service** - will provide a reliable level of service to the residents of Tacoma South in light of climate change impacts and rising water levels. Will provide an opportunity for growth within the area.
- **Protection of the Environment** –will prevent environmental and health effects associated with the loss of sewer services during minor flooding events.

Key Issues

- Funding.

Project Plan/Timelines

- **2014 - 2015** - Preconstruction activities.
- **2015 - 2016** – Construction.

Costs/Budget

- The **estimated cost** of completing the construction program is **\$1.5m**.

What is sought from the Government?

- Contribution towards the cost of the \$1.5m project to provide an improved level of service to the residents of Tacoma South and to provide opportunities for growth in the area.

WYONG SOUTH SEWAGE TREATMENT PLANT AUGMENTATION STAGE 4

DECEMBER 2014

Augmentating the Wyong South sewage treatment plant to replace old plant that has reached the end of its useful life and provide additional capacity for future population growth.

Overview

Wyong South Sewage Treatment Plant (STP) is a secondary sewage treatment plant, comprising four Intermittently Decanting Extended Aeration (IDEA) tanks with a nominal capacity of 48,000 equivalent persons (EP). The original Treatment Plant was constructed in the early 1980's and has been progressively augmented through to the mid 2000's.

Many of the Plant's systems and much of its equipment has reached the end of its service life and needs to be replaced. In addition, upgrade of the Plant's capacity is required, in order to provide additional treatment and hydraulic capacity for future increased loads and flows and to improve the Plant's overall operability, performance and reliability and to meet the operating licence requirements.

Benefits

- **Improved level of service** - will provide additional capacity to meet both residential and commercial growth in the region. Will provide "best practice odour control" to mitigate current odour issues with commercial development within the area including the Mariner's complex.
- **Reduced Costs** - will improve reliability and decrease operating costs with the replacement of deteriorated infrastructure with "state-of-the-art" equipment.

Key Issues

- Funding.

Project Plan/Timelines

- **2014/15** - Preconstruction activities.
- **2015/17** - Construction

Costs/Budget

- The estimated cost of completing the project is \$15m with a 24 month contract period over the 2015/2017.

What is sought from the Government?

- Contribution towards the upgrading and augmentation costs associated with the project.





Wyong
Shire
Council

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December 2014

Creating jobs and business opportunities

WYONG SHIRE COUNCIL

August 2014



Wyong
Shire
Council
CENTRAL COAST

10,000 jobs created by 2030 for the
Central Coast

WYONG SHIRE COUNCIL

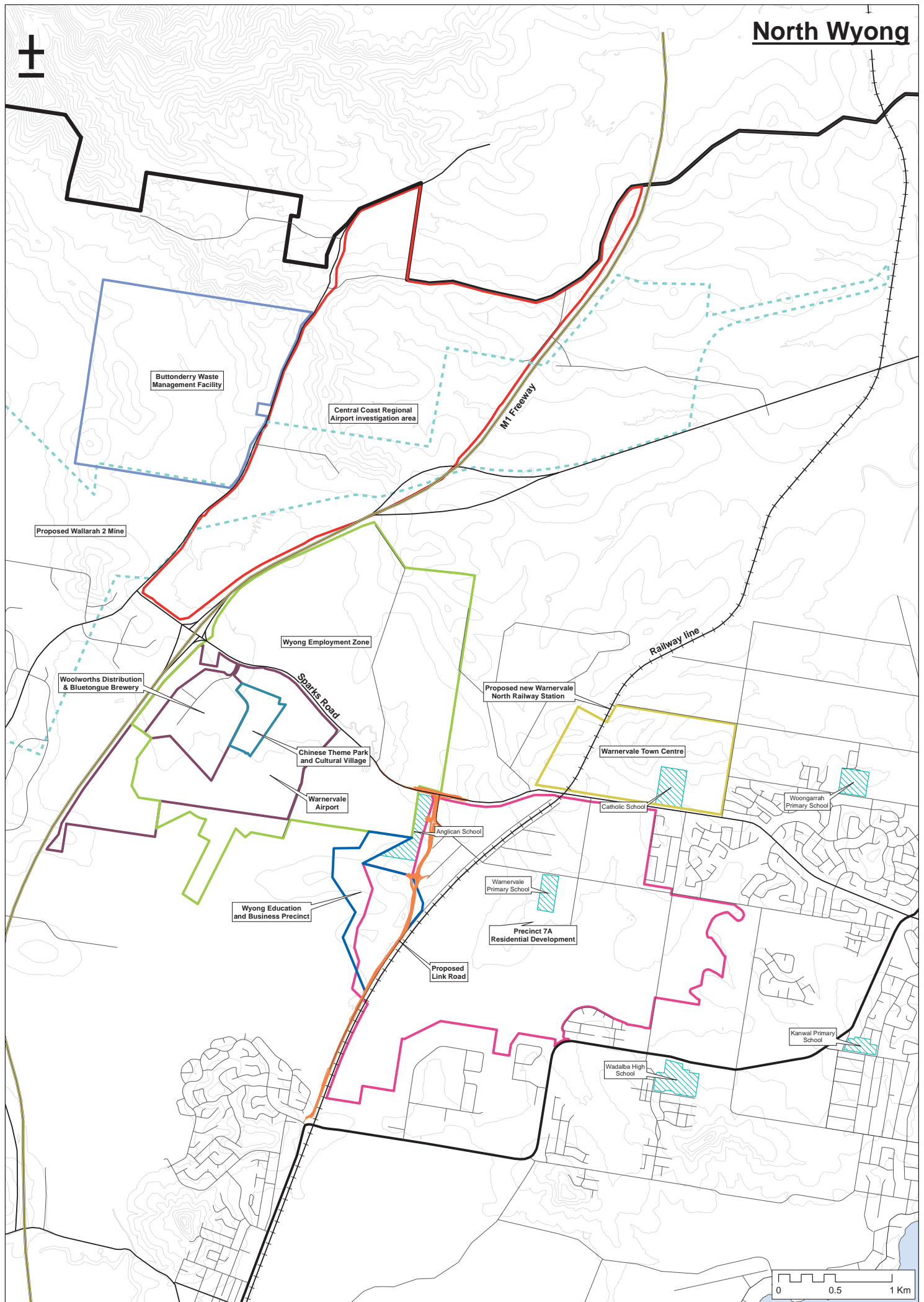
Submission to Rebuild NSW Consultation
August 2014

NSW CENTRAL COAST

Creating opportunities

Commercial In Confidence

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CENTRAL COAST REGIONAL AIRPORT

NSW CENTRAL COAST

Creating opportunities

Key Catalyst Project

Overview

It is proposed to establish a \$250m regional airport on the NSW Central Coast to service the increasing population and grow the local economy.

It is estimated that a modest regional airport servicing interstate flights will attract \$250m per annum to the local economy by 2030. An investigation site has been identified and Council is commencing technical studies this year.

A regional airport will provide a missing but vital piece of infrastructure for the community of the Central Coast. It will attract investment, stimulate the economy, create jobs and provide an alternative means of transport.

Benefits

A regional airport for the Central Coast will:

- open business and leisure opportunities for our residents.
- provide manufacturing and tourism operators with improved access to national and international markets.
- create many vital employment generating opportunities in industry and tourism.
- provide a freight hub close to a national motorway and rail links.

"The economic contribution of airport precinct activities in Australia has been estimated at more than four times that of the operational core of runway infrastructure." (Deloitte Access Economics 2012).



What is sought from the Government?

- Allocation of a Senior NSW Government public servant to be seconded to Council to be part of the project team and assist with the implementation of this project.
- Government funding of \$50m to support land acquisition and development of essential services. Total cost estimated at \$250m. Council and the private sector to contribute the residual costs.
- Support for Council in any discussions or dealings with the Civil Aviation Safety Authority or the Federal Department of Transport relating to the planning and approval of the development of a regional airport.
- Sparks Road infrastructure – Grant funding for the provision of this essential infrastructure.
- Assist Council with any ecological issues which may arise.

Key Timelines

- **Site Assessment and Masterplan:** Now – December 2014
- **Site Acquisition:** January 2015 – December 2016
- **Development Approvals:** January 2017 – June 2018
- **Construction:** July 2018 – December 2020

QUICK FACTS

Central Coast



Estimated Resident Population

324,149 June 2012



139,382

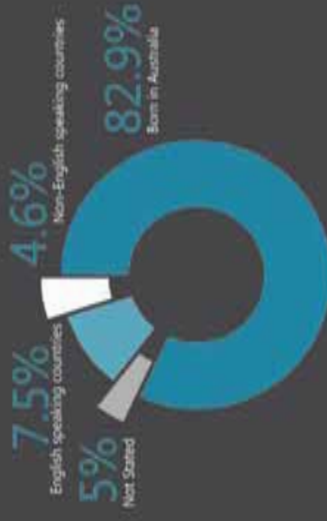
Total number of dwelling

\$934



Median weekly household income

Cultural Diversity



820.42 km² area



79.6 km² lakes

47,400ha

National parks and state forests

35km coastline



Wyong Shire Council seeks the support of the NSW Government to deliver an essential transport node to the residents of the Central Coast. This will create growth for the region and employment opportunities which are greatly needed given our higher than average unemployment figures.

The Central Coast is ideally located between Sydney and Newcastle and sits on a major transport corridor next to the M1 Motorway and the rail link between Sydney and Brisbane. The Central Coast has a population of more than 320,000 people making it the ninth largest urban area in Australia. However it is the only region of its size without a regional airport.

Considering the projected growth of the Central Coast (a further 70,000 to 100,000 residents by 2031), its location just one hour north of Sydney, and the fact that many smaller regions have well serviced and utilised regional airports, it makes sense to establish an airport in this region.

benefits for all

A regional airport for the Central Coast will:

- open business and leisure opportunities for our residents;
- provide manufacturing and tourism operators improved access to national and international markets;
- create vital employment generating opportunities in industry and tourism;
- provide a freight hub close to a national motorway and rail links.

A regional airport will provide a missing but vital piece of infrastructure for the community of the Central Coast. It will attract investment, stimulate the economy, create jobs and provide an alternative means of transport.

Creating jobs and business opportunities

"Securing a regional airport on the Central Coast would enhance the prosperity of the region and align with the NSW Government's Central Coast Regional Action Plan". Member for Gosford, Chris Holstein

the need

Wyong Shire currently has a high unemployment rate of 7.58% with youth unemployment rates higher again, both well above the national average. It also has a large proportion of unskilled workers seeking employment.

In addition, more than 40,000 Central Coast residents leave the area daily and travel to either Sydney or the Hunter for work due to the lack of local job opportunities.

Council firmly believes a regional airport would attract businesses and investors, stimulate the local economy and provide much needed employment opportunities for our community.

statistics

The Central Coast is the ninth largest region in Australia. Of these, it is the only one that does not have an airport. By 2031 the Central Coast will have a population as large as Canberra has today. The Central Coast needs 45,000 new jobs to cater for this population growth for the region.

With more than 400,000 people (by 2031), the Central Coast region will be 10 times larger than the Northern Rivers Region, which benefits from a regional airport of its own at Ballina that handled 291,322 passengers in the 2011 financial year, serving the Northern Rivers region and the Byron Bay coast. It will be much larger than Port Macquarie-Hastings region which is served by the Port Macquarie Airport and had 220,000 passengers in 2010.

a plan for growth

Regional airports – like those at Ballina, Port Macquarie and the Sunshine Coast – attract investment in industry and tourism, and contribute hundreds of millions of dollars to local development and job creation in their regions.

The Central Coast will benefit greatly from a regional airport because it has a large population of its own, is well located on major road and rail links, has terrific natural assets to boost local tourism and will function as an alternate gateway for travellers heading to and from Sydney.

The proposed regional airport is one of a number of initiatives in an overall plan to grow jobs and the economy on the Central Coast and in Wyong Shire.

Creating jobs and business opportunities



a central transport hub, near Sydney

We are proposing a smaller Type 3 regional airport with a runway of approximately 2,600 metres long and modest terminal facilities with parking – like Ballina Airport, or Port Macquarie Airport.

A runway of this length is suitable for the use of aircraft up to and including, B737 and A320.

A regional airport on the Central Coast completes the essential transport infrastructure set (road, rail and air) needed for the Central Coast to become an independent, self-supporting and more prosperous region.

The Central Coast is already served by the M1 Motorway and passenger rail. It will also be amongst the first regions to benefit from plans to build a high-speed rail link on the east coast and related plans to link the M1 and M7 motorways and other roads to reduce road congestion into Sydney.

With the National Broadband Network now being rolled out on the Central Coast, the region has the capacity to become a major transport and logistic hub serving the eastern states if a regional airport is added to existing infrastructure.

a regional gateway

As a low-cost business environment, the Central Coast is in a strong position to attract investors, industry, business and tourism – while benefiting from investment and long-term economic growth and job creation.

Recent figures show the Central Coast visitor economy is an \$800 million industry.

In 2012 there were 1.3 million overnight visitors. The money these visitors spend creates a flow on effect right through the local economy.

An airport would not only open up the region to new interstate tourism markets, it would open it for business and industry investment in the region.

A Central Coast airport will help drive investment in the region and open up employment opportunities. The more visitors we get, the more opportunity there is for our youth to be employed.

Robyne Abernethy
Chief Executive, Central Coast Tourism

SUMMARY

summary

The Central Coast will benefit greatly from a regional airport because it:

- has a large population of its own;
- is well located on major road and rail links;
- has terrific natural assets to boost local tourism;
- and will function as an alternate gateway for travellers heading to and from Sydney.

This project deserves support because an airport in this location will help the Central Coast to grow its own economy and position itself for a positive future.



WYONG EMPLOYMENT ZONE

A major industry and employment zone

Overview

The Wyong Employment Zone (WEZ) is a 744 hectare State Significant Site that is one of the few large parcels of undeveloped land on the Central Coast designated for industry.

About 340 hectares are proposed for General Industrial development.

It has great transport links, being located adjacent to the M1 Motorway and the Sydney–Brisbane freight line, perfect to attract significant logistics, industrial and warehousing businesses.

Development of this site will make a major contribution to creating the new jobs needed to keep pace with our population growth, with 70,000 to 100,000 new residents expected by 2031.

It will also provide local jobs for our current working population. One-third of Wyong Shire's workforce – or 23,000 people – commutes daily outside the area to Sydney or Newcastle.

Benefits

As a State Significant Site, the WEZ is designed to attract and accommodate large employers and new forms of industry to help boost jobs. It is proposed that the WEZ will:

- Create up to 6,000 permanent jobs.
- Generate some \$1.5 billion worth of investment into the local economy.
- Promote economic development within Wyong Shire.
- Cater for a wide range of employment generating industrial, manufacturing, warehousing, storage and research purposes.

NSW CENTRAL COAST

Creating opportunities

Where is it?

The Sydney-Newcastle Freeway and Sparks Road interchange cut through the WEZ which is one hour from Sydney. It is bounded by Porters Creek Wetland to the south and Hue Hue Road to the west and encompasses the existing Warnervale Business Park and the Warnervale Airport.

Key issues

- Attracting business and industry to locate in the area.
- Cost of State Infrastructure Contribution (SIC) – this is three times higher than the SIC charged in the Hunter. It prohibits development.
- Land acquisition for roads and services.

What is sought from the Government?

- Allocation of \$13 million for road infrastructure to enable access to the lands.
- Roads and Maritime Services funding for Sparks Road upgrades.
- Assistance with the biocertification/resolution of environmental issues.
- Support for Central Coast Regional Airport.
- Funding for wetland management programs and bio-certification.

Project Plan / Timeline

- **Intersection Treatment revised:** Sep 2014
- **Establish Development Control Plan:** Jun 2015
- **Finalise Section 94 Contributions Plan:** Jun 2015
- **Environmental Offset Strategy/Biodiversity Certification:** Dec 2015

WYONG EDUCATION AND BUSINESS PRECINCT

NSW CENTRAL COAST

Creating opportunities

Key Catalyst Project

Overview

It is proposed to establish a new integrated education and business precinct on a 455 hectare greenfield site near Warnervale. The world class campus would cater for 7,000 students and create 1,500 permanent jobs. It would include a "Smarts Hub" knowledge and community centre for students and the broader community.

Benefits

- The Wyong Education & Business Precinct will be the first integrated educational hub in a regional area which suffers from significant social disadvantage.
- It will provide a much needed extra tertiary education facility to service 800,000 current residents of the greater Central Coast and Hunter regions, and cater for 260,000 people expected to move to the area over the next 18 years.
- There is currently only one tertiary campus with limited courses on the NSW Central Coast. Attracting a university to the north of the Shire will provide broader tertiary education courses.

Project Value / Jobs

- **University and Education Infrastructure:** \$240m (500 operational jobs).
- **Knowledge & Community Centre:** \$10m.
- **Student Accommodation, 1,500 units:** \$200m.
- **Business Park Assets:** \$200m (1,000 operational jobs).

Key Issues

- Attracts education providers or a university as an anchor tenant.
- Cost and staging of infrastructure including the Link Road, water & sewer, electricity.
- Delays to the rollout of telecommunications (NBN).
- Gaining endorsement/support from relevant statutory/government bodies.
- Securing private investment.

What is sought from the Government?

- Secondment of senior Government public servant to Council to be part of the project team to implement this project.
- Recognition of the need for an independent university /education establishment on the Northern Central Coast.
- Assistance with the necessary regulatory approvals and endorsements for establishing an international university in Australia.
- Contribution of \$10m towards first stage (Smarts Hub) and essential infrastructure (roads, water, drainage).
- Funding for the completion of the Link Road (\$45m).
- Assistance with marketing, networking and advocacy required to establish a new tertiary education site.
- Guidance as to the Significant Investment Visa program and how it can support this development by funding essential infrastructure.
- Assist Council with any ecological issues and offsetting that may be required.

LINK ROAD WARNERVALE

NSW CENTRAL COAST

Creating opportunities

Link Road Warnervale

Overview

The Link Road from the Pacific Highway, Watanobbi, to Sparks Road, Warnervale, has been proposed since the initial zoning of the Warnervale area was carried out in 1993. The first stage at the northern end from Sparks Road has been constructed, and environmental approval for the remainder of the road has commenced.

The main objective of the Link Road is to improve road transport connections between the Wyong Town Centre and Warnervale. It is an important component of the future development of the Wyong Employment Zone (WEZ) and the Wyong Education and Business Precinct at Warnervale as well as the planned new Warnervale Town Centre. Together these developments will provide 8,500 jobs and housing for 4,200 people.

Project Value / Jobs

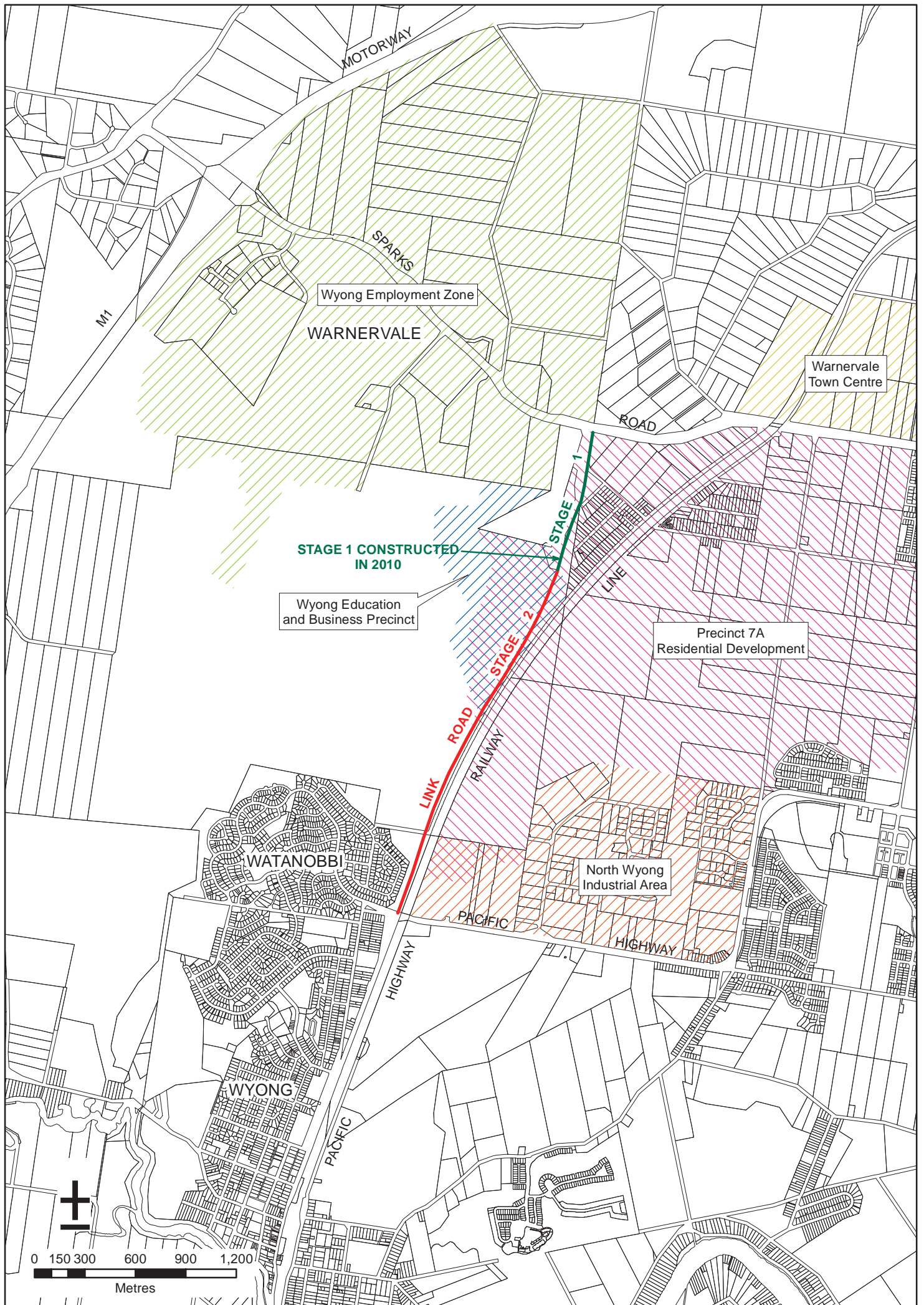
- Construction: \$45m
- Opening up other employment lands, unlocking development for 8,500 permanent jobs.

What is sought from the Government?

- Contribution towards completion of the Link Road (\$45m)
- Assist Council with the management of any ecological issues which may arise.

Benefits

- **Stimulate development and create jobs** – This will stimulate development of the Wyong Employment Zone while providing direct access between Wyong and the proposed Regional Airport, Wyong Education and Business Precinct, Precinct 7A and the Warnervale Town Centre.
- **Reduced traffic on Pacific Highway** - There will be a significant benefit if the Link Road is constructed sooner rather than later. It is estimated that the Link Road will reduce traffic on the Pacific Highway between Watanobbi and Kanwal by approximately 30 per cent. This will delay the need for upgrading of the Pacific Highway for 15 – 20 years.
- **Extend life of existing roads and more efficient bus servicing** - The proposed road will provide a direct link between the Wyong Town Centre and the new development areas in Warnervale, ensuring the existing local and state road network can accommodate the expected increase in traffic volume of 24,000 vehicles per day, and providing a more efficient transport corridor for bus servicing.
- **Halving travel times** – the Link Road will be 5.8kms in length, compared to the 10.1kms of the existing route from the Pacific Highway at Watanobbi to the intersection of Sparks Road and the proposed Link Road at Warnervale. Therefore travel times from Wyong to Warnervale will essentially be halved.



WARNERVALE TOWN CENTRE

NSW CENTRAL COAST Creating opportunities

Warnervale Town Centre

Overview

This is a major new land release in the north of Wyong Shire in the suburb of Warnervale just one hour north of Sydney. It is designed to become a key master planned community for up to 5,000 people. It is proposed to have 2,200 new homes and provide an attractive town centre with a new railway station on the Sydney–Brisbane rail line.

Benefits

- Residential development estimated at \$200m.
- \$10m of infrastructure and community facilities (WSC).
- \$117m major retail Marketplace Shopping Centre.
- Estimated to generate 1,200 new permanent jobs.
- Five minutes drive to M1 Motorway and Sparks Road intersection.
- On the Sydney-Brisbane rail line, proposed new Warnervale North railway station.

Key Issues

- Timing of railway station.
- Funding for infrastructure.
- State Infrastructure Contribution (SIC) impacts development feasibility.

What is sought from the Government?

- Commitment to a Government presence within the centre upon completion.
- Funding for the provision of infrastructure (bus interchange, road upgrades etc.)

Project Plan & Timeline

- Premier and Cabinet - Project Management (Executive Committee)
- **Entry Road Construction:** 2014
- **Train Station Approval:** Expected 2014
- **Woolworths Construction:** Est. 2015/16
- **Urban Growth NSW Subdivision:** Est. Dec 2014/15
- **Train Station Construction:** Est. 2018

A brand new residential community

Warnervale Town Centre: What has been achieved so far?

Development approvals

- Development Control Plan approved by NSW Department of Planning & Infrastructure (DP&I).
- Adoption of the Section 94 Contributions Plan by Wyong Shire Council.
- Bio-certification declared for all environmental management issues.
- Woolworths' development application approved by DP&I.
- UrbanGrowth's NSW new 135 lot subdivision approved by Wyong Shire Council.
- Yeramba Estates' \$19m development approved for 125 home sites over seven stages.

Infrastructure

- 3,500 metres of sewer main and a new water booster pumping station were installed by Council in 2013-14 at a cost of \$2m to connect the new Town Centre to water and sewerage systems.

Roads and Rail

- Town Centre Entry road plans to access the site from Sparks Road are approved by Wyong Shire Council. The major landholders have agreed to jointly construct the entry road. Total cost is \$5.6m, with construction due to start in mid-2014. NSW Trade and Investment is providing a \$2m grant towards construction with the remainder of the costs shared between Council, Woolworths and UrbanGrowth NSW.
- Upgrade to the Sparks Road intersection is underway and is due for completion in December 2014. This is funded by \$17m from the NSW Government's Housing Acceleration Fund.
- A \$5.8M upgrade to Minnesota Road to provide better access from Wyong to Warnervale was funded and constructed by Wyong Shire Council in 2013.
- Transport NSW is progressing concept designs for the proposed Warnervale North railway station.
- A \$2.97m upgrade of Warnervale Road was completed by Council in April 2014.



A brand new residential community

OLD AIRPORT ICONIC SITE WARNERVALE

Key new industrial and employment land

Overview

Warnervale Airport is a significant landholding of Wyong Shire Council that is strategically located in the Wyong Employment Zone. It features 190 hectares of flat General Industrial zoned land just minutes to the M1 Motorway and Sparks Road intersection. It has the potential to make a significant contribution to job creation and economic development for the Shire as an employment hub with excellent logistical and transport access.

Project Value:

Infrastructure construction: \$43m

Site development: estimated to be in excess of \$1b (Council and private sector)

Benefits

- This will become the employment hub that kick starts the Warnervale Employment Zone development estimated to create 6,000 jobs in total.
- The development of this key strategic land holding will stimulate investment from the private sector and begin to create the employment opportunities required to sustain Wyong Shire's population growth over the next 20 years.
- With its close proximity to the M1 Motorway, it has excellent road transport access catering for logistics and freight industries
- The infrastructure required to commence the development will also assist with providing an alternative flood free access for the residents in the northern part of the Shire to the Wyong Civic Centre.

NSW CENTRAL COAST Creating opportunities

Key issues

- Resourcing of infrastructure required to commence the development including:
 - a signalised intersection at Sparks Road-Jack Grant Avenue intersection (\$8m)
 - the reconstruction of Jack Grant Avenue (\$5m)
 - construction of stage 2 Link Road (\$45m) linking Wyong Civic Centre to the airport development site and the new Warnervale Town Centre
- Attraction of private investment once infrastructure is developed

What is sought from the Government?

- Contributions for essential infrastructure to commence the development (\$58m)

Project Plan / Timing

This project can commence on the availability of funding for road infrastructure.



WYONG INFRASTRUCTURE AND INVESTMENT FUND PROPOSAL



WYONG SHIRE - NEED FOR STIMULUS

Despite the overarching stimulus packages introduced by the Federal Government after the Global Financial Crisis in 2008, six years on the Wyong Shire economy remains dormant and our local unemployment rate remains 2% higher than average.

Wyong Shire is home to approximately 160,000 people. The NSW Government predicts that another 70,000 people will move to the Shire by 2031, creating the need for an additional 30,000 jobs over the next 20 years (REDES).

There is currently an enormous strain on the Wyong Shire local economy. Financial institutions are severely restricting access to lending for development and business ventures due to perceived higher risk of default, and there is a continued depressed state of the investment sector. The Coalition's Growth Plan for the Central Coast (August 2013) outlines its plans for more jobs, more investment and better services on the Central Coast.

The State Government has also produced a number of documents, including the Central Coast Regional Plan 2011-2015 and the Regional Economic Development and Employment Strategy (REDES), to guide and encourage the development and business sector to create these jobs for the future population.

“Nearly 35% of residents commute each day to Sydney and Newcastle due to the lack of local jobs.”

Recently Kellogg’s shut their production facility at Charmhaven with over 200 job losses and Warnervale’s Blue Tongue Brewery also closed its doors in June 2014 with another 120 jobs lost.

The power stations in the Wyong Shire have played a big part in our community for a long time. Many of our residents are employees or former employees of energy companies.

The sale of Delta Electricity assets to the private sector provides a great opportunity to establish a Wyong Infrastructure and Investment Fund from part of the proceeds of this asset sale/lease, similar to the Restart NSW Illawarra Infrastructure Fund and the Hunter Infrastructure and Investment Fund.

THE EMPLOYMENT PICTURE

Wyong Shire has above average unemployment, particularly youth unemployment, and nearly 40,000 of our region’s residents commute each day for work to Sydney and Newcastle due to the lack of local jobs. This four hours (minimum) of travelling each day is a cost economically, socially and environmentally to our community.

The Wyong youth unemployment rate of 16.5% is more than double the NSW average of 7.4% and national average of 7.5% (2011 Census). In addition, we have lower levels of education with our school retention rate for years 7-12 in government schools sitting 17% below the NSW average retention rate. In Wyong Shire, only 30% of people aged over 15 years have completed year 12 compared to 47% in NSW and there is also a higher proportion of part-time employment, which can disguise the levels of under employment.

Area	Aged 15-24			Total Population		
	Number Unemployed	Total labour force	Percent %	Number Unemployed	Total labour force	Percent %
Wyong Shire	1,946	11,772	16.5	5,088	119,420	4.2
Illawarra (incl Wollongong)	3,595	38,209	9.4	8,597	223,235	3.9
Hunter Valley (excluding Newcastle)	2,237	30,863	7.2	5,981	192,223	3.1
New South Wales	66,452	893,105	7.4	196,526	5,585,149	3.5
Australia	213,808	2,866,472	7.5	600,133	17,363,696	3.5

Unemployment data (Census 2011)



INFRASTRUCTURE AND INVESTMENT FUND PROPOSAL

Wyong Shire Council has limited ability to directly stimulate the ailing local economy. We propose the State Government establish a Wyong Infrastructure and Investment Fund of \$100M from part of the proceeds received from the sale/lease of the Delta Electricity assets over four years to build infrastructure and provide investment to create jobs. Wyong Shire Council will support this initiative with all of its available resources if it is introduced by the NSW Government.


Wyong Shire Council already has adopted a new LEP that supports sustainable development, cuts developer contributions, and increases capital works spending to approximately \$100M a year to repair roads and deliver essential infrastructure such as water, sewer and drainage. In addition over the last five years we have supervised and invested (supported financially by the Commonwealth Government and Gosford City Council) over \$200M into securing our water supplies which had depleted to 10%, and are now above 50%.

The model where part of the proceeds from the sale or lease of a long established Government asset, such as the Ports at Newcastle and Port Kembla, are used to establish an Infrastructure and Investment Fund has already proven successful for those areas.

This list of 23 initiatives in Wyong Shire has a combined value in excess of \$250m and shows some of the many projects that could be advanced under the proposed Infrastructure and Investment Fund to stimulate the Wyong Shire economy.

POSSIBLE INVESTMENT FUNDING INITIATIVES

1. Develop detailed documentation, masterplans and provision of water and sewerage infrastructure to establish the proposed **Wyong Education and Business Precinct** at Warnervale (see 'Wyong Education Precinct' attachment) thus increasing the opportunity for Wyong Shire residents to access a wider variety of tertiary education locally. The Education Precinct also provides an opportunity for Wyong Council to develop a Community Knowledge Centre and recreational facilities to service the needs of surrounding residential development areas.


 **COST \$10 million**
Wyong electorate

2. Introduce an **export support subsidy** to help local businesses enter into or continue in the export market.

 **COST \$1 million over four years**
Various electorates

3. The **State Infrastructure Contribution** in the Wyong Employment Zone (WEZ) to stimulate development.

 **COST \$8 million**
Wyong & Lake Macquarie electorates



4. Provide a **discount for infrastructure charges and levies** (for a period of four years) to new and expanding businesses and industries (non residential) that create more than 10 jobs during and after construction.

\$ COST \$2 million
Various electorates

5. Financial support for scoping, masterplanning, obtaining approvals and preliminary works to develop a **motor sport precinct** at Wyee and the **Chinese Cultural Village** at Warnervale as identified in the regional **Central Coast Destination Management Plan for the Visitor Economy 2013-2017**. Both of these projects have the potential to create a significant number of jobs and investment into the community of Wyong.

\$ COST \$4 million (\$2 million each)
Wyong & Lake Macquarie electorates

POSSIBLE INFRASTRUCTURE FUNDING INITIATIVES

1. Fund traffic and amenity improvements on the **Central Coast Highway** through Long Jetty and The Entrance to improve traffic flow and provide new signage, street furniture, footpath pavement and landscape works.

\$ COST \$10 million
The Entrance electorate

2. Fund the development of a **Central Coast Regional Sporting and Recreation Complex** with nine sporting fields and the provision of an all-weather access road to the Pioneer Dairy facility. The new Federal Member for Dobell has stated she will work hard to get matching funding from the Commonwealth Government for this project. Council will also contribute funds. Total cost is \$43M (\$20M Commonwealth, \$20M State and \$3M Council – Council would also fund 100% of the operating costs going forward). (See 'Central Coast Regional Sporting & Recreation Complex' attachment)

\$ COST \$20million
Wyong electorate

3. Provide funding and Government support for the establishment of an **international horse race track** at the Wyong Race Club. This project will conservatively inject \$12 million a year into the local economy, create up to 500 jobs and result in the establishment of many new equine racing industry aligned businesses in Wyong. A recent report prepared by Mr John Singleton for the NSW Government supports an enhanced Wyong race track.

\$ COST \$5 million
Wyong electorate

4. **Porters Creek Wetlands Protection** - Nearly all major new employment and residential land releases planned for Wyong Shire fall within the catchment of Porters Creek Wetland, including the Wyong Employment Zone (WEZ) and Warnervale Town Centre (WTC). This project is vital for the development of the WEZ and WTC. This will allow these long identified employment lands to be released for development and for the impacts on downstream wetlands to be properly managed.

\$ COST \$17 million
Wyong & Lake Macquarie electorates

5. Provide funding for the acquisition of lands for the proposed **Central Coast Regional Airport** site. Securing ownership of the lands will allow long-term planning and delivery of a major infrastructure initiative which is expected to generate significant employment and investment opportunities on the Central Coast. (See 'Central Coast Regional Airport' attachment)

\$ COST \$47 million
Wyong & Lake Macquarie electorates



6. Design and construct the **Magenta Shared Pathway**. This 5.6km path is the missing link between the Chittaway Bay and Blue Haven shared pathways. It would deliver a continuous 32km shared path to support pedestrians and cyclists. The construction would start near Magenta Shores and finish at Norville Cemetery. The location would provide improved safety for cyclists and pedestrians and also allow linkages to the national park. Council has allocated \$1.5M on the basis of receiving matching funding from RMS.

\$ COST \$15 million
Wyong electorate

7. NSW Rural Fire Service (RFS) determines the number of volunteers and fire fighting tankers (including size) which a brigade must maintain to combat emergency events in a particular area. Mannering Park Brigade has been identified to receive a new fire fighting tanker, which will not fit inside the current facility. NSW RFS have requested the **Mannering Park Brigade station be upgraded** to accommodate the new tanker and also to upgrade existing amenities which no longer adequately meet the current functional needs of the station and its members. This includes kitchen, bathroom facilities, storage, driveway entry and car parking.

\$ COST \$500K
Swansea electorate

8. **Extending Carters Road** approximately 1km to the western side of Chain Valley Road at Scaysbrook Avenue will provide an important alternative access to the current single access via Tall Timbers Road. The importance of providing an alternative access was demonstrated during the bushfire emergency in October 2013 when this community was effectively isolated

and had to be evacuated by boat. The existing section of Carters Road also needs to be improved due to recent expansion of schools and related impact on traffic volumes.

\$ COST \$15 million
Swansea electorate


9. Widening and sealing of **Link Road between Carters Road and Kanangra Road, Chain Valley Bay**. This 750m unformed and unsealed road is an important and heavily used access to Chain Valley Bay from the north via Kanangra Drive. The road is located in Lake Macquarie State Conservation Area and a road reserve will need to be acquired. The road reserve will also provide an ideal location for a new water main to augment the existing single supply to Chain Valley Bay and Kingfisher Shores.

\$ COST \$10 million
Swansea electorate

10. Providing four multi-purpose sporting fields and courts, kiosk, sports amenity facilities, car parking, playground and fitness equipment, the **Northern Lakes Sporting Facility** at Colongra would create a recreation destination in the north of the Shire, along with Budegwoi Soccer Club and provide a much needed space for the increasing users of sporting fields and passive open space in this area. (See 'Northern Lakes Sporting Facility' attachment)

\$ COST \$10 million
Swansea electorate

11. Lake Munmorah has a **growing education precinct** in the Carters Road area, combine this with the Northern Community Facility, the acquisition of land and the development of the Carters Road TAFE Facility in the north of the Shire would provide much needed education opportunities for the increasing population in this area. This facility could provide an opportunity to combine with the development of the Northern Community Hub, directly support school programs, deliver outreach courses from the University of Newcastle and support employment pathways for young people and those in our community who need to increase their skill level.

 **COST \$10 million**
Swansea electorate

POSSIBLE STRUCTURAL INCENTIVES


1. Expedite the release of large tracts of land for industrial and residential use in Wyong such as lands owned by the Darkinjung Local Aboriginal Land Council at Lake Munmorah, Norah Head and Wyee by establishing a Special State Government Project Team to facilitate and assist this initiative.

 **COST \$500K**
Various electorates

2. This project will involve finalising the biocertification of the Wyong Employment Zone which will free up significant development opportunities and improve conservation outcomes. It will also involve developing environment offset strategies to facilitate major Council development projects (like the Central Coast Airport) and investigate the potential role provided by Council land to contribute to this strategy. Opportunities to work with other major landowners, like the Darkinjung Local Aboriginal Land Council will also be explored which could provide a unique opportunity to establish an integrated biobanking system throughout the Shire and provide a revenue source to Council.


 **COST \$500K**
Wyong & Lake Macquarie electorates

3. The northern part of Wyong Shire has been earmarked (by the NSW State Government) in the Central Coast Regional Development Strategy 2008 and the North Wyong Shire Structure Plan 2012 for high population growth, with 17,000 additional dwellings and 37,400 new residents expected by 2031. Lake Munmorah is central to this area of the Shire and a series of new, critical pieces of economic and social infrastructure are required, together with the careful planning of environmental areas to cater for this major growth corridor. Examples of this new infrastructure include: the North Wyong Community Hub; Northern Lakes Sporting facility; Carters Road TAFE facility; Munmorah/Birdie Beach coastal facility; Mannering Park Rural Fire Service new facility/equipment; and other major local road upgrades. To ensure that orderly development of this area occurs in the future, it is essential that the area is properly planned. It is therefore proposed to prepare a detailed masterplan of the broader Lake Munmorah area. The masterplanning exercise is required to identify appropriate development footprints, infrastructure and staging requirements and all potential opportunities for partnerships.


 **COST \$2.5 million**
Swansea electorate

POSSIBLE SHARED INFRASTRUCTURE / BUILDING PROJECTS


1. Construction of the Stage Two section of the **Link Road at Warnervale**. The road is a valuable piece of infrastructure as it would provide a direct, flood-free route from North Wyong to the new Warnervale Town Centre and the M1 Motorway. It provides continuity for the expected upgrading works planned for the Pacific Highway in Wyong and would likely remove the need for the NSW Government to widen the Pacific Highway from Wyong through to Sparks Road in the short term. The Link Road will also expedite the construction of the Education and Business Precinct planned for Precinct 7A. When constructed it will provide the fourth north south transport corridor servicing Wyong (M1, Pacific Highway and the Central Coast Highway are the other 3). (see 'Link Road' attachment)

 **COST \$45 million**
Swansea electorate


2. Partner with Council to construct a **multipurpose events centre** at Wyong. Currently Wyong Shire does not have an all-weather events venue that is capable of providing for events. The events centre would be used to assist in bringing large scale events to Wyong. It is proposed for the facility to be located at Koala Park, Colongra.

 **COST \$10 million**
Swansea electorate

3. The development of a **Northern Community Hub** at Lake Munmorah will improve access to important services for the people living in the northern part of the Shire, a one stop shop that joins up public sector, business and community services so that people can easily get information and complete a range of transactions in one location. This integrated solution will deliver a service to a community that currently has very little access to services. With the increasing population in the north of the Shire this would be an ideal location for a future NSW Service Centre and could also provide opportunities to support tele commuting (see 'Northern Community Hub' attachment)

 **COST \$5 million**
Swansea electorate

4. Birdie Beach Munmorah located on the foreshore of the National Park provides a significant opportunity to support National Parks and Wildlife service to promote the use and exploration of the Munmorah State Conservation Area for locals and the many tourists who visit the area. This area of coastline does not have any suitable facilities to support the level of use. The development of a **Coastal Facility at Birdie Beach** including a lifeguard / surf lifesaving outpost to ensure safety of users of these beaches during summer would be an extraordinary asset for this area. The construction of a car park, amenities facilities with kiosk, a playground and a small facility to accommodate lifeguards and surf life savers and their equipment during peak periods is required. With the success of the redevelopment of the coastal facilities in the southern part of the Shire this project would provide positive recreation and also address the identified safety outcomes for the users of the area.

 **COST \$5 million**
Swansea electorate



Wyong
Shire
Council
CENTRAL COAST

AUGUST 2014
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