

**MOTION**

That Council:

- 1 Notes that the Federal Government is proposing to purchase the NSW Government's share of the Snowy Hydro Scheme for \$4.15 billion. Notes that on 27 June 2018 the NSW Government legislated the *Snowy Hydro Legacy Fund Act 2018* which specifically quarantines the proceeds of the Snowy Hydro Sale for investment in regional infrastructure outside of the metropolitan areas of Sydney, Wollongong and Newcastle.
- 2 Notes the letter from the NSW Government's representative for the Hunter, Parliamentary Secretary Scot MacDonald MLC, published in the Newcastle Herald on 9 July 2018 indicates that: "[N]o worthwhile, productive project should be excluded from consideration just because it touches on an excluded metro council area. Inevitably major infrastructure projects have a large footprint and cross over multiple local government areas."
- 3 Produces a feasibility report identifying projects from Council's 2018 NSW Budget submission which meet the requirements and eligibility criteria to apply for funding under the *Snowy Hydro Legacy Fun Act 2018* (including specific assessment of the Lower Hunter freight rail corridor between Fassifern and Hexham, Newcastle Airport expansion, the expansion of the Light Rail network, Newcastle Port diversification, and Broadmeadow Sports and Entertainment Precinct) and collaborates with the *Greater Newcastle Metropolitan Plan Standing Committee* of the Hunter Joint Organisation (JO) to pursue regional collaboration on identified integrated and accessible transport networks.
- 4 Upon endorsement of the feasibility report, applies for funding under the *Snowy Hydro Legacy Fund Act 2018* and writes to the NSW Premier, NSW Deputy Premier and Parliamentary Secretary MacDonald requesting consideration of Council's identified and endorsed infrastructure projects aimed at delivering significant benefits to the City of Newcastle and the broader region.

**ATTACHMENTS**

- Attachment A:** Letter to the Editor, Scot MacDonald MLC, 9 July 2018  
**Attachment B:** Lord Mayoral Minute, Newcastle City Council Budget Submission 2018



09 Jul 2018

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## DEFINITELY NOT THE POINT

WHAT'S in a definition? Not a lot I'd suggest, but Newcastle MP Tim Crackanthorp bravely moved an amendment to the ALP's policy at their NSW weekend conference calling for clarity on funding categories ("Regional funding support", Herald 2/7).

Definitions and categorisations matter if you are bereft of ideas and vision. Definitions matter if you think the NSW government would return to the bad old days of not spending a razoo in Newcastle as Labor did in its 16 years in office.

Definitions count if you don't think your city or electorate can put up sound business cases for productive infrastructure. Some would say definitions are important because it is easier than doing the comprehensive planning, prioritisation of infrastructure, calculating costs and benefits, making the case to Infrastructure NSW and Treasury and building broad support.

The NSW Liberal government confirmed it has \$87.5 billion of infrastructure planned for the next four years. Newcastle and the Hunter will be sharing in that because the projects are needed, planned and backed by a government that believes in the region, not

because of any definition or category.

This figure doesn't include a share of the \$4.1 billion windfall from the sale of the state's share of Snowy Hydro. My advice from Treasury is no worthwhile, productive project should be excluded from consideration just because it touches on an excluded metro council area. Inevitably major infrastructure projects have a large footprint and cross over multiple local government areas.

The Berejiklian government is spending about twice as much on infrastructure as the previous Labor government. Health Infrastructure told me their annual budget was just over \$300 million in 2012. Now it is more than \$2 billion each year. Building a new Maitland Hospital was not possible under Labor simply because they didn't have the funds. I'd suggest Mr Crackanthorp and Labor focus less on definitions, categories and whining and more on identifying well developed infrastructure proposals with solid business cases. When Newcastle is revitalised with modern health, education, urban, justice and transport infrastructure, who honestly cares about its category?

**Scot MacDonald, Parliamentary Secretary for the Hunter**

**Subject: LMM 22/05/2018 - City of Newcastle New South Wales Budget Submission**

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## **MOTION**

### **That Council:**

1. Notes that the New South Wales Government will hand down the 2018-19 Budget on Tuesday, 19 June 2018;
2. Calls on the New South Wales Government to deliver a number of key priority projects that would benefit the City of Newcastle; and
3. Writes to the New South Wales Treasurer, the Hon Dominic Perrottet MP, outlining key projects that should be delivered in the 2018-19 New South Wales Budget, prior to 1 June 2018.

### **Background:**

- **Lower Hunter Freight Corridor**

Transport for NSW are currently undertaking preliminary investigations to assess options for the Lower Hunter Freight Corridor which will enable a future dedicated freight rail line to be constructed between Fassifern and Hexham; bypassing Newcastle while improving regional and interstate links.

The feasibility study should be expedited to reduce the delivery time of the Lower Hunter Freight Corridor, which is one of the only viable ways to take freight trains off main arterials, including at Adamstown and Hamilton North.

- **Zoning for the expansion of Newcastle Light Rail**

Delivery of the 2.7km Newcastle light rail system is the starting point of a broader network connecting the Greater Newcastle region.

The City of Newcastle believes this should be the first step towards creating an expanded and integrated light rail network linking the city centre with suburban hubs and key infrastructure. Park and ride, and end of trip facilities should be incorporated into each node, to better deliver this integrated transport solution.

The New South Wales Government should work with Council to ensure that zoning corridors for the expansion of Newcastle Light Rail is undertaken.

The City of Newcastle wants the expanded corridors to augment the initial Wickham to east end route, by including these Greater Newcastle destinations:

- Broadmeadow
- McDonald Jones Stadium
- Adamstown
- Mayfield
- John Hunter Hospital
- University of Newcastle
- Glendale
- Bathers Way

- Newcastle Airport

We propose leading a working party to deliver on this vision with relevant state agencies including the Hunter Development Corporation, Department of Planning and Environment, UrbanGrowth NSW, Roads and Maritime Services, Transport for NSW, Keolis Downer and the Newcastle and Hunter communities.

**Attachment A: Connecting Newcastle 2017 update: An expanded light rail network**

- **Hunter Sports and Entertainment Precinct**

Expressions of interest for the Hunter Sports and Entertainment Precinct closed on 30 November 2017.

While renders for potential development are welcome, the government must now ensure the precinct can both be activated daily, include the first stage of light rail extension and adequately plan to attract large scale events like the Commonwealth Games.

This month, Venues NSW CEO Paul Doorn stated that the Hunter Sports and Entertainment Precinct Concept is a detailed plan that turns the precinct into a place for people to visit whether there's an event on or not; day and night.

Options include a new 10,000 seat multi-purpose entertainment and convention centre, an event plaza and a consolidated sports facility.

It also proposes a 150-room 3.5-star hotel, safe landscaped pedestrian links between the stadium and Broadmeadow train station, multi-purpose fields, family-friendly parks, restaurants and a multi-storey carpark.

With a strong vision in place, and much interest around the delivery of the Hunter Sports and Entertainment Precinct, it's time for the New South Wales government provide funding towards the implementation of the plan for the precinct.

- **Affordable Housing**

Previously, Premier Gladys Berejiklian has said that housing affordability was "the biggest issue people have across the state".

The City of Newcastle supports the reform of negative gearing to limit it to new housing, and the introduction of a tax on properties that are vacant for longer than 6 months.

A 25% Affordable Housing Mandate on Government Owned Land should be supported, with Land owned by the Government that is fast-tracked for development having a 25% mandate of Affordable Housing.

Likewise, the City of Newcastle supports the introduction of a 15% Affordable Housing Mandate on privately developed land. 15% of dwellings designated as Affordable Housing will be available for rental or sale to low- to moderate income households.

- **Rate Rebate Concession for Pensioners**

The City of Newcastle has consistently advised the New South Wales government that it is time that the Rate Rebate Concession for Pensioners was increased.

It was set at \$250 in 1989 and has not been increased since but the cost of living since that time has increased significantly.

The Rate Rebate Concession for Pensioners should be increased, commensurate to Consumer Price Index.

The government should note that Hunter Council's supported this measure in 2015, when Newcastle City Council resolved to write to the government and Hunter Councils seeking support for this measure.

- **Newcastle Art Gallery re-development**

The Newcastle Art Gallery re-development business case has been prepared and this project is shovel ready.

Valued at close to \$100million, the Newcastle Art Gallery collection is considered one of the finest and most valuable in Australia and deserves not just greater protection, but the opportunity to be showcased to all domestic and international visitors.

The gallery's current building is only capable of displaying some 2% of the collection. This significant collection has the potential to further support tourism and education opportunities for Australia's 7th largest city.

The City of Newcastle continues to call on the New South Wales government to provide \$26 million to re-develop the Newcastle Art Gallery.

While the Art Gallery of NSW received \$244 million in last year budget for its extension, and the government announced a \$100 million regional cultural fund, the Newcastle project is still getting nothing.

The City of Newcastle believes that with a significant surplus more than likely to be announced, the 2018-19 Budget presents a perfect opportunity to reinforce the government's support for the arts, by fully funding this important project.

- **Funding for local sporting amenity improvement**

Increasingly, Councillors are being approached by local communities and local sporting organisations, to improve the amenity of sporting grounds across the LGA. Newcastle is in a particularly unique position when it comes to accessing funding to improve our local sporting infrastructure.

An emerging issue is the provision of adequate facilities for women, women's football, rugby league, rugby and AFL are increasing in popularity across the City of Newcastle.

Recently, Shadow Minister for the Hunter, Kate Washington MP (**Attachment B: Newcastle suburbs split in state government funding eligibility**) highlighted the problem faced by the City of Newcastle, with her analysis revealing sports fields in suburbs including Adamstown, Beresfield and Kotara were ineligible for either the \$100 million Regional Sports Infrastructure

Fund, which is open to 94 councils outside Sydney, Wollongong and Newcastle, or the \$100 million recently announced for greater Sydney's 33 councils.

The Local Sport Grant Program, the Community Building Partnership Program and Liquor and Gaming NSW Infrastructure Grants, are simply not large enough funding streams to fund the work required to bring our local sporting facilities up to scratch.

- **Funding for disability inclusion for local playgrounds**

Another issue that Councillors are increasingly contacted about is funding to ensure that our local playgrounds and parks are as inclusive as possible.

While The City of Newcastle is aware that the New South Wales government is currently preparing universal standards to make playgrounds inclusive, this will require significant funding from the state.

The City of Newcastle calls on the New South Government to provide funding in the 2018-19 Budget to improve disability accessibility at parks and playgrounds across the LGA.

- **Diversification of the Port of Newcastle**

The NSW Future Transport 2056 Strategy and the Draft NSW Freight and Ports Plan identified congestion issues with Port Botany. Substantial government infrastructure projects are proposed to alleviate this congestion. However, both documents ignore the underutilised freight capacity that already exists at the Port of Newcastle.

A container terminal at the Port of Newcastle would provide substantial savings to the NSW taxpayer and businesses. Its inclusion in the NSW Freight and Ports Plan as a complementary option to Port Botany would improve NSW competitiveness compared with other Eastern Australian states.

A Newcastle container terminal would be a complementary option to Port Botany, create genuine competition between the two port operators and allow NSW importers and exporters to choose the most efficient and cost-effective supply chain for their cargo.

Increased competition is beneficial to NSW importers and exporters, consumers and the broader NSW economy.

- **Ferry terminal at Newcastle Interchange**

The state government's Regional NSW Services and Infrastructure Plan lists new ferry stops in Newcastle as an "initiative for investigation in 10 to 20 years, subject to business case development".

The City of Newcastle believes that a business case for a Ferry terminal at Wickham should be developed in the 2018-19 financial year, with

This new Ferry terminal will facilitate interchange with other transport services, particularly at the emerging multi-modal Newcastle Interchange.

The New South Wales government recognises that creating new ferry connections will improve the sustainability of our transport system by attracting more customers to using public transport, and should be commended for this.

- **Boost to coastal management and flood mitigation funding**

New South Wales Government action and funding are needed for a long-term solution to Stockton's worsening erosion issues. There is no quick fix to this longstanding threat, but it's now more urgent than ever.

The council has been calling for action at Stockton for more than a decade. A study done 10 years ago recommended an artificial headland with beach nourishment to solve the suburb's shoreline woes, but our 2009 funding request to the-then premier was met only with instruction to reconsider the proposed works.

With erosion incidents increasing rapidly over recent years the New South Wales government must increase resources and funding to address this problem.

Likewise, substantial funding is required to address flood mitigation in Wallsend. 11 years have passed since the flooding of the Wallsend CBD. While Newcastle City Council is progressing flood upgrades including the replacement of the Nelson, Boscawen and Tyrrell Street bridges, however, finalising these works is beyond the capacity of local government alone.

An increase in the Office of Environment and Heritage's Floodplain management grants is required to adequately address flooding risks in Wallsend.

- **Newcastle Airport expansion**

Newcastle Airport recently unveiled their 20 year blueprint and 60 year vision for their operations.

As a part of that masterplan, Newcastle Airport revealed that the Australian and NSW governments are seeking to grow the defence and aerospace related industries in and around RAAF Base at Williamstown and that the NSW Government sees Williamstown as the regional hub of Australian industry participation supporting the Joint Strike Fighter fleets in the Asia Pacific region.

With Council's recent joint announcement with Port Stephens Council, and the Newcastle Airport regarding the expansion of Newcastle Airport, and the Airport's Dr Peter Cock advising that construction could begin within five years, the New South Wales government has an opportunity to assist the expansion of the Newcastle Airport with concrete support in the 2018-19 Budget.