

Subject: LMM 28/04/2020 - City of Newcastle Fast-track Infrastructure Stimulus Opportunities

MOTION

That City of Newcastle:

Part A

1. Notes that on Sunday 26 April 2020, NSW Treasurer, the Hon. Dominic Perrottet MP, and Minister for Local Government, the Hon. Shelley Hancock MP, announced a \$395 million economic stimulus package to safeguard council jobs, services and infrastructure;
2. Thanks the NSW Government for recognising the critical importance of the local government sector, as we continue to provide essential services to our communities through the COVID-19 global pandemic;
3. Notes that while this stimulus package is welcomed, raises some concerns regarding the structure of the package, particularly with the majority of stimulus investment coming in the form of low-cost loans tied to Fit for the Future performance, which many Councils may be ineligible for or struggle to pay back given the impact of COVID-19 on the finances of local councils. A greater debt burden will not see the local government sector emerge successfully from the COVID-19 crisis;
4. Seeks the support of the NSW and Federal Governments for a dedicated Local Infrastructure Stimulus program, with funding for both large scale infrastructure projects and a 'Local Government New Deal', aimed at protecting jobs by building and improving much needed rapidly deliverable, smaller scale infrastructure projects such as local roads, gutters, footpaths, playgrounds, parks, community and recreation facilities and large scale tree planting throughout the city and our suburbs.

Part B – Large Economic Stimulus projects

That City of Newcastle:

1. Once again, calls on the NSW Government and Federal Governments to expedite the delivery of the Catalyst Areas for Greater Newcastle projects, as identified in the Greater Newcastle Metropolitan Plan. These catalyst areas have been endorsed by the NSW Government as projects that will lead to significant jobs growth across Greater Newcastle together with immediate funding support for the following large-scale infrastructure and community support initiatives, as outline in our previously submitted City of Newcastle Budget submissions 2020/2021 (**Attachment A**):
 - Coastal Management Planning and Erosion Management, especially at Stockton Beach
 - Flood mitigation at Wallsend
 - Newcastle Airport Expansion
 - Port of Newcastle Diversification
 - Hunter Sports and Entertainment Precinct
 - Greater Newcastle Light Rail Expansion
 - Lower Hunter Freight Corridor
 - Affordable housing initiatives
 - Metropolitan wide active transport (walking & cycling) improvements
 - John Hunter Hospital campus upgrades

- Newcastle Art Gallery Expansion
 - Local Sporting Amenity Upgrades
 - Local Playground upgrades, particularly for disability inclusion
 - Ferry Terminal at Wickham
 - Pensioner Rate Rebates
2. Presents a number of additional, specific large-scale infrastructure projects that we have been actively seeking grant funding support for, but are yet to receive support from the NSW or Federal Government including:
- Summerhill Waste Management Centre – Organics Processing Facility
 - Richmond Vale Rail Trail
 - Newcastle Beach Community Facility (Stage 2 Newcastle Beach – Bathers Way)
 - Junction to Merewether Cycleway
 - Newcastle West Bi-directional Cycleway – West End State 2, Phase 1
 - Newcastle East End Streetscape Upgrades and Cycleway – Stage 1, Phase 1
 - Foreshore Park All Abilities Playground
 - Western Corridor Active Hub
 - Local Centres Program including:
 - Joslin Street, Kotara – \$2.2 million;
 - Llewellyn Street, Merewether - \$3 million;
 - Shortland - \$500,000; and
 - Stockton (Stage 1 Queen Street to King Street) - \$1.6 million.
3. Notes that following a request from the Deputy Prime Minister, the Hon. Michael McCormack MP, CN has submitted a list of *Local Government Land Transport Infrastructure Projects: Potential for Construction to Commence in 3-6 months (Attachment B)*, totalling more than \$62 million worth of infrastructure investment, including the following projects:
- Cowper Street Wallsend CBD roadworks and bridge culvert expansion, and flood immunity improvements;
 - York Drive and Watt Street Newcastle Bathers Way - South Newcastle Beach footpath upgrade, seawall renewal, embankment and cliff stabilisation and safety improvements;
 - Honeysuckle Drive Newcastle – bridge replacement and upgrade for heavy vehicles access for City Centre Revitalisation;
 - Maitland Road Mayfield West at Tourle Street – pedestrian and road intersections safety improvements;
 - Hunter Street Newcastle – East End Centre City Revitalisation – road, intersections and pedestrian and cycle improvements;
 - Hunter Street Newcastle – East End Stage 1 - Centre City Revitalisation – road, intersections and pedestrian and cycle improvements, flood mitigation, placemaking. (9 Phase project);
 - Joslin Street Kotara – safety, road and footpath reconstruction in Local Commercial Centre;
 - Llewellyn Street Merewether – safety, road and footpath reconstruction in Local Commercial Centre;
 - Mitchell Street Stockton- safety, road and footpath reconstruction in Local Commercial Centre;

- Allowah Street Waratah West – road reconstruction to support hospital parking and improve road, cycle and pedestrian safety;
 - Helen Street Merewether at Watkins Street – pedestrian and road intersections safety improvements;
 - Yangan Drive Beresfield – replacement of failed pavement to support freight movement and use of intelligent transport vehicles, heavy industrial transport hub and distribution estate;
 - Wentworth Street Wallsend – replacement of failed road on regular bus route;
 - Cardiff Road New Lambton Heights – replacement of failed road on high volume traffic and bus route;
 - Pebblestone Street Fletcher – replacement of failed road pavement;
 - Elizabeth Cook Drive Rankin Park – replacement of failed road pavement;
 - Enterprise Drive Beresfield – pavement replacement and strengthening in heavy industrial precinct and transport hub;
 - Yarrum Avenue Beresfield – replacement of failed pavement on collector road and regular bus route;
 - Morehead Street Lambton at Elder Street – pedestrian and road intersections safety improvements.
4. Writes to the Prime Minister, the Hon. Scott Morrison MP; Treasurer, the Hon. Josh Frydenberg MP; Deputy Prime Minister, the Hon. Michael McCormack MP; Federal Member for Newcastle, Sharon Claydon MP, NSW Premier, the Hon. Gladys Berejiklian MP; NSW Deputy Premier, the Hon. John Barilaro MP; NSW Treasurer, the Hon. Dominic Perrottet MP, Parliamentary Secretary for the Hunter, the Hon Catherine Cusack MLC, and the State Members for Newcastle, Wallsend and Charlestown, seeking their support for these important projects aimed at creating and retaining local jobs, and stimulating the local and broader economy.

Part C: Local Government New Deal

That City of Newcastle:

1. Joins with Inner West Council, through Mayor Cr Darcy Byrne, in proposing a 'Local Government New Deal', including joint local, NSW and Federal Government investment in local infrastructure renewal to generate employment across NSW and Australia;
2. Advises the NSW and Federal Governments that a Local Government New Deal would comprise of infrastructure renewal works to improve basic community infrastructure, such as footpaths, roads, parks and recreation facilities, which could be brought forward and expedited with the assistance of immediate NSW and Federal capital investment.

BACKGROUND

- **Large Economic Stimulus Projects**

City of Newcastle resolved via Lord Mayoral Minute on 22 October 2019 to prepare detailed Budget submissions for both Commonwealth and NSW Treasurers to consider as a part of their funding allocation, with projects including, but not limited to:

- Stockton Coastal Erosion
- Newcastle Art Gallery expansion project
- Lower Hunter Freight Corridor
- Expansion of Newcastle Light Rail

- Hunter Sports and Entertainment Precinct
- Affordable Housing initiatives
- Rate rebates for pensioners
- Local sporting amenity upgrades
- Disability inclusion upgrades for local playgrounds
- Diversification of Port of Newcastle
- Ferry terminal at Newcastle Interchange o Active Transport infrastructure improvements – Cycling and walking
- Flood mitigation at Wallsend
- Newcastle Airport expansion

This detailed Budget Submission document (**Attachment A**) was submitted to the NSW and Federal Governments in November 2019.

- **Land Transport Infrastructure Projects**

On 6 March 2020, the Deputy Prime Minister, the Hon. Michael McCormack MP, wrote to City of Newcastle to request a list of land transport infrastructure projects which could be fast tracked for delivery as a part of the Federal Government's future stimulus measures.

City of Newcastle responded to the Deputy Prime Minister on 20 March with a project list totaling more than \$62 million of infrastructure projects which could stimulate the economy (**Attachment B**)

- **Local Government New Deal**

The COVID-19 global pandemic has had a devastating effect on the local government sector across Australia.

Every local council has a schedule of basic infrastructure works that could be immediately brought forward to help generate local employment, and City of Newcastle is no different.

A Local Government New Deal would comprise of infrastructure renewal works to improve basic community infrastructure, such as footpaths, roads, parks and recreation facilities, which could be brought forward and expedited with the assistance of immediate NSW and Federal capital investment.

The concept of a 'New Deal' was introduced in 1933 by United States President Franklin D. Roosevelt as an enormous public works program to boost employment throughout the Great Depression.

The infrastructure projects that we propose for the Local Government New Deal would require little to no design or approval process and could be commenced immediately if funds are made available.

ATTACHMENTS

- City of Newcastle Budget submissions 2020/2021
- City of Newcastle Local Government Land Transport Infrastructure Projects: Potential for Construction to Commence in 3-6 months

Executive Summary

City of Newcastle encourages the implementation of the Greater Newcastle Metropolitan Plan 2036, The Greater Newcastle Future Transport Plan, The Hunter Region Plan 2036 and the Hunter Sports and Entertainment Precinct Concept.

The City of Newcastle has identified a number of major projects it believes will help the NSW Government achieve the various plans' objectives, ensuring in particular that the Greater Newcastle Metropolitan Plan delivers the outcomes identified for the region.

While the resources required to deliver the priority infrastructure within a timely manner are beyond the means of City of Newcastle alone, there is an opportunity for relevant projects to be undertaken in partnership with the NSW Government, and the Cessnock City, Lake Macquarie City, Maitland City, and Port Stephens communities. To this end, assistance to deliver the following projects is now being sought from the NSW Government:

1. Stockton Coastal Erosion
2. Newcastle Art Gallery Expansion
3. Lower Hunter Freight Corridor
4. Greater Newcastle Light Rail Expansion
5. Hunter Sports and Entertainment Precinct
6. Port of Newcastle Diversification
7. Newcastle Airport Expansion
8. Affordable Housing Initiatives
9. Sporting Amenity Upgrades
10. Local Playground Upgrades for Disability Inclusion
11. Ferry Terminal at Wickham
12. Active Transport Infrastructure Improvements
13. Flood Mitigation at Wallsend
14. Pensioner Rate Rebates

Coastal Management Planning and Erosion Management at Stockton Beach

Project Description:

Development of a Coastal Management Program under the NSW State Government Coastal Management Act 2016 to inform long-term management solutions to address coastal erosion issues at Stockton Beach. The project will also include the implementation of the identified long-term management solution, which could involve a variety of options, but the community is seeking beach nourishment to rebuild and restore beach amenity and address on-going shoreline recession which currently impacts community assets and private property and will increase into the future. The City of Newcastle is currently completing the planning process under the Coastal Management Act 2016.

Benefits to be realised:

- An appropriate long-term management solution is identified and agreed to by all stakeholders.
- A range of social benefits due to the re-establishment of the beach and improvement/retention of local communities coastal identity, economic benefits from increased tourism and environmental benefits from improvement of local coastal habitats.

Alignment to Strategic Plans:

Hunter Regional Plan 2036

- Direction 16 – Increase resilience to hazards and climate change

Greater Newcastle Metropolitan Plan 2036

- Strategy 14 – Improve resilience to natural hazards

ASK: The City of Newcastle asks the NSW State Government to increase their Coastal and Estuary Grants program and prioritise investment at Stockton Beach. The City of Newcastle requests that the Federal Government provide the state government with the resources and framework required to effectively deliver for their local communities.

Newcastle Art Gallery Expansion

Project Description:

The Newcastle Art Gallery is Australia's first purpose-built regional art gallery and is a custodian to a nationally recognised permanent collection of over 6,600 works of art valued at \$95 million. The collection is significant and diverse, providing a time capsule of Australian art dating back to the earliest days of Newcastle more than 200 years ago. The Newcastle Art Gallery is an important part of Newcastle's growing cultural diversity and has been active in purchasing the work of emerging artists, with a focus on artists who have lived and worked in the Hunter region. To meet the growing expectations of the community, the existing building requires upgrading and expanding to provide modern facilities such as a new café and retail shop, multi-purpose and educational program space, improved display and secure international standard loading dock.

Benefits to be realised:

- A strategic business case has been completed with a preliminary Cost / Benefit Ratio of 1.77 representing a Net Present Value of \$24.1 million.
- Double the size of the exhibition space to provide the public with increased access to the Gallery's highly valuable collection.
- Further develop a culture and arts precinct with the Newcastle Art Gallery within a short walking distance of Newcastle City Hall, the Civic Theatre, Newcastle Library and Newcastle Museum.

For further information see Attachment: Newcastle Art Gallery Strategic Business Case.

Alignment to Strategic Plans:

Hunter Regional Plan 2036

- Direction 9 – Grow tourism in the region

Greater Newcastle Metropolitan Plan 2036

- Strategy 6 – Promote tourism, major events and sporting teams on the national and international stage
- Strategy 11 – Create more great public spaces where people come together
- Strategy 19 – Identify and protect the region's heritage

Estimated total project cost	\$36.6 million
City of Newcastle commitment	\$6.4 million
Federal Government commitment/request	\$14 million
NSW State Government commitment/request	\$14 million

ASK: The City of Newcastle requests that the Federal and State Government prioritise funding the expansion of the Newcastle Art Gallery noting the significant benefit it will provide to the local economy.

Lower Hunter Freight Corridor

Project Description:

Greater Newcastle is the only place in regional NSW where the national road and rail trade routes intersect with an international trade port and airport. There are opportunities to better connect these trade movements through improvements to the rail corridor. The existing Main North railway line services coal freight movements to the Port of Newcastle, interstate freight movements from Sydney and Melbourne to Brisbane, as well as intrastate freight and passenger trains. Specifically, all rail freight needs to cross the Hunter River or travel through the metro core to reach the trade gateways of Newcastle Port and Newcastle Airport. Line congestion, and the priority given to passenger trains on shared parts of the rail network, reduce the efficiency and cost effectiveness of freight movement in the region. This results in more trucks on the road, which increases congestion, vehicle emissions and reduces amenity. The Lower Hunter Freight Corridor would separate most of the freight and passenger rail services on the congested area between Fassifern and Hexham. The project is for Transport for NSW to expedite the development of a feasibility study for the Lower Hunter Freight Corridor.

Benefits to be realised:

- Growth in both passenger and freight train services, as well as enhance urban amenity and liveability in the Greater Newcastle region.
- Improve access to the trade gateways of Newcastle Port and Newcastle Airport. This would reinforce the region as the global gateway and service centre for North-Western NSW.

Alignment to Strategic Plans:

NSW Economic Blueprint 2040

- Recommendation 4.2 – Improve freight networks from regional New South Wales to global gateways to increase exports

Hunter Regional Plan 2036

- Direction 4 – Enhance interregional linkages to support economic growth
- Direction 26 – Deliver infrastructure to support growth and communities

Greater Newcastle Metropolitan Plan 2036

- Strategy 23 – Protect major freight corridors

ASK: The City of Newcastle ask that the Federal and State Governments provide expedited funding to Transport for NSW to complete a detailed Feasibility Study for the Lower Hunter Freight Corridor.

Greater Newcastle Light Rail Extension

Project Description:

The delivery of the initial 2.7km of the Newcastle light rail system is the first step towards creating an expanded and integrated light rail network linking the city centre with suburban hubs and key infrastructure. Light rail operations in Newcastle are providing a high-capacity and frequent service throughout Newcastle's city centre. The Greater Newcastle Light Rail Extension project would develop a Strategic Business Case for future developments, including the completion of detailed design work and the rezoning of corridors for the future extension.

Benefits to be realised:

- The Strategic Business Case will identify improved access to various destinations across Greater Newcastle.
- The Strategic Business Case will complement existing initiatives including the Lake Macquarie Interchange project, the expansion of Newcastle Airport and the Broadmeadow Arts & Entertainment Precinct.

Alignment to Strategic Plans:

Greater Newcastle Future Transport Plan

- Customer Outcomes 3 – The appropriate movement and place balance is established enabling people and goods to move efficiently through the network whilst ensuring local access and vibrant places
- Customer Outcomes 4 – Supporting centres with appropriate transport services and infrastructure
- Customer Outcomes 5 – Changes in land use, population and demand, including seasonal changes, are served by the transport system

- Customer Outcomes 6 – Economic development is enabled by regional transport services and infrastructure
- Customer Outcomes 9 – Accessibility to employment and services such as health, education, retail and cultural activities within Regional Cities and Centres
- Customer Outcomes 10 – Customers enjoy improved connectivity, integrated services and better use of capacity

Hunter Regional Plan 2036

- Direction 1 – Grow Greater Newcastle as Australia's next metropolitan city

Greater Newcastle Metropolitan Plan 2036

- Strategy 1 – Reinforce the revitalisation of Newcastle city centre and expand transformation along the waterside
- Strategy 20 – Integrate land use and transport planning

Estimated total project cost	\$5 million
City of Newcastle commitment	To be confirmed
Federal Government commitment/request	\$2.5 million
NSW State Government commitment/request	\$2.5 million

ASK: The City of Newcastle requests that the Federal and State Government prioritise funding for the development of a Strategic Business Case to inform the future direction and potential benefits of light rail expansion in Newcastle. A partnership approach between all levels of Government will deliver the best outcomes for the community.

Hunter Sports and Entertainment Precinct

Project Description:

To ensure Australia maintains a competitive edge in the national and international sporting and event market there is a need to be able to cater for large and diverse crowds, provide an improved game day experience and provide a range of venues to attract international events that provide significant economic benefit to the Australian economy.

The Broadmeadow Sports and Entertainment Precinct proposes an integrated development that combines contemporary residential and community spaces with cafes, restaurants, commercial uses and first-class sports and entertainment facilities which would create a new destination point for the city, complementing the revitalised CBD. A draft concept plan has been developed and included significant community consultation. This project is to support the development of an implementation-ready business case.

Benefits to be realised:

- Provision of a world-class first choice sporting, leisure and entertainment destination that is accessible, sustainable and commercially viable
- Provision of elite training and game day facilities
- Enabling the provision of high-density housing and the creation of a new destination precinct in Newcastle

Alignment to Strategic Plans:

Sport 2030

- Priority 4 – Strengthen the Australian Sport Industry

Hunter Regional Plan

- Direction 18 – Enhance access to recreational facilities and connect open spaces
- Direction 20 – Revitalise existing communities
- Direction 26 – Deliver infrastructure to support growth and communities

Greater Newcastle Metropolitan Plan 2036

- Strategy 11 – Create more great places where people come together
- Strategy 17 – Unlock housing supply through infrastructure coordination and delivery
- Strategy 20 – Integrate land use and transport planning

Draft Hunter Sport and Active Recreation Plan

- Strategy 4.1 – Establish a Regional Sporting Hubs at the Hunter Sports and Entertainment Precinct at Broadmeadow and explore locations for sub-hubs

ASK: The City of Newcastle requests that the Federal and State Government prioritise funding for the development of an implementation-ready Business Case for the Hunter Sports and Entertainment Precinct. A partnership approach between all levels of Government will deliver the best outcomes for the community.

Port of Newcastle Diversification

Project Description:

The Port of Newcastle is a major Australian trade gateway handling 4,600 ship movements each year. With its annual trade worth more than \$29 billion to the NSW economy, the Port enables businesses across the state to successfully compete in international markets. The deep-water shipping channel is currently operating at 50% of its capacity with significant land available and existing national rail and road infrastructure. The Port of Newcastle is positioned to expand and diversify its product away from reliance on coal as identified in its Master Plan 2040. In particular, the Port of Newcastle has developed a concept plan for a staged container terminal development at its Mayfield site. Furthermore, the Port of Newcastle has identified the opportunity for the construction of a Newcastle Cruise Terminal.

Benefits to be realised:

- 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. A Newcastle container terminal would also save the NSW government billions in infrastructure spending and help reduce Sydney road and rail congestion.
- A Newcastle Cruise Terminal would help to ease congestion on the cruise facilities in Sydney.

For further information see Appendix: Complementary Freight and Supply Chain opportunities in the Port of Newcastle and Newcastle Airport.

Alignment to Strategic Plans:

NSW Economic Blueprint 2040

- Recommendation 4.2 – Improve freight networks from regional New South Wales to global gateways to increase exports

Hunter Regional Plan 2036

- Direction 4 – Enhance interregional linkages to support economic growth
- Direction 26 – Deliver infrastructure to support growth and communities

Greater Newcastle Metropolitan Plan 2036

- Strategy 23 – Protect major freight corridors

ASK: The City of Newcastle requests that the Federal and State Government provide co-contributions to the Port of Newcastle to develop a Newcastle Container Terminal and Newcastle Cruise Terminal. A partnership approach between all levels of Government and the Port of Newcastle will deliver the best outcomes for the community.

Newcastle Airport Expansion

Project Description:

Newcastle Airport is a global transport gateway that is significant to unlocking the potential of the Hunter region's tourism industry and providing an opportunity for the Hunter and regional NSW to export services and skilled labour to other parts of Australia and internationally. Newcastle Airport requires a runway upgrade and terminal expansion to accommodate long range aircraft (Code E). The required upgrade work includes both airfield and substantial terminal upgrades. The Williamstown site is also home to Astra Aerolab, a new innovation hub for aviation, defence and aerospace-related manufacturing, and the RAAF Base Williamstown, Australia's primary Defence Fighter Base and home to the country's new fleet of F35 Joint Strike Fighters. In partnership with these two organisations, the infrastructure upgrade would enable Newcastle Airport to become a globally significant precinct for aerospace innovation and connect the Hunter region to global markets.

Benefits to be realised:

- An upgraded runway and terminal expansion is estimated to provide an economic uplift of +4,410 full-time jobs and +\$12.7 billion over the next 20 years to the regional economy of northern NSW.
- The Astra Aerolab precinct will become a globally significant space for innovation in aviation, defence and aerospace-related manufacturing, maintenance, research and education. The precinct will ultimately deliver 5,500 new jobs and global connectivity for the region.

For further information see:

- Appendix 1: Complementary Freight and Supply Chain opportunities in the Port of Newcastle and Newcastle Airport
- Appendix 2: Airport Runway Upgrade Economic Impact Statement
- Appendix 3: Newcastle Airport Terminal Upgrade Stage 1 Business Case

Alignment to Strategic Plans:

NSW Economic Blueprint 2040

- Recommendation 4.2 – Improve freight networks from regional New South Wales to global gateways to increase exports.
- Recommendation 7.6. Commit to sustainably resourcing implementation of the 2017 Defence Industry Strategy and the Defence Industry Sector Investment Attraction Plan.
- Develop targeted advocacy strategies for NSW to offer the necessary capabilities required for upcoming short-term and long-term major defence procurements.

Hunter Regional Plan 2036

- Direction 4 – Enhance interregional linkages to support economic growth
- Direction 26 – Deliver infrastructure to support growth and communities

Greater Newcastle Metropolitan Plan 2036

- Strategy 23 – Protect major freight corridors

Estimated total project cost	\$254 million
City of Newcastle commitment	\$50m plus \$50m from Port Stephens Council
Federal Government commitment/request	\$150 million for runway upgrades
NSW State Government commitment/request	\$4 million for drainage projects

ASK: The City of Newcastle requests that the Federal and State Government collectively provide \$154 million to provide runway and terminal upgrades. A partnership approach between all levels of Government and Newcastle Airport will deliver the best outcomes for the community.

Affordable Housing Initiatives

Project Description:

Newcastle could establish a stand-alone social and affordable housing scheme to deliver close to 25,000 affordable homes and enable those on low to moderate incomes to rent at an affordable rate and save for a home or purchase one at below the market rate. Between 2011 and 2017 rents in Newcastle increased by almost 25 per cent while household incomes have increased by only 16 per cent. Strong demand for affordable housing in Newcastle is set to continue.

Benefits to be realised:

- Access to secure, appropriate and affordable housing is not only a basic requirement for all people, it is an essential component of an inclusive, dynamic and sustainable city.

Alignment to Strategic Plans:

Hunter Regional Plan 2036

- Direction 22 – Promote housing diversity

Greater Newcastle Metropolitan Plan 2036

- Strategy 16 – Prioritise the delivery of infill housing opportunities within existing urban areas
- Strategy 17 – Unlock housing supply through infrastructure coordination and delivery
- Strategy 19 – Prepare local strategies to deliver housing

Newcastle Affordable Living Plan 2018

Next step

The City of Newcastle is currently implementing a range of programs identified in our Affordable Living Plan 2018.

ASK: The City of Newcastle asks the Federal Government to develop and fund a range of affordable housing schemes such as bond aggregation and rent-to-buy schemes. Furthermore, CN requests both the State and Federal Government develop legislation requiring a minimum of 10% affordable housing to be provided in appropriate scaled residential and mixed use development.

Sporting Amenity Upgrades

Project Description:

Support the asset renewal program of the City of Newcastle's [CN] extensive sporting ground amenities due to ageing assets and increased demand for provision of amenities that are female friendly to support trend towards greater female participation in sport. CN is currently developing a comprehensive long-term strategic sports plan that includes extensive stakeholder engagement. The initial key directions highlight the need for a significant amenity upgrade program due to the age, condition and suitability of existing assets at our 64 sporting ground complexes.

Benefits to be realised:

- Support the ongoing and strong level of participation in sport in Newcastle that contributes to healthy, active and connected communities.
- Contribute to the NSW Government *Sport Her Way* strategy, with the vision of enabling women and girls to be valued, recognised and have equal choices and opportunities to lead and participate in sport in NSW. With specific benefit to the 'places and spaces' pillar.

Alignment to Strategic Plans:

Hunter Regional Plan 2036

- Direction 17 – Create healthy built environments through good design
- Direction 18 – Enhance access to recreational facilities and connect open spaces

Greater Newcastle Metropolitan Plan 2036

- Strategy 11 – Create more great public spaces where people come together

Her Sport Her Way – Shaping the Future of Women's Sport in NSW 2019-2023

- Initiative 2 Places and Spaces Pillar – Improve places and spaces across the sport facility hierarchy: National / State (Stadia); High Performance; Regional; District; and local to better support women and girls

Next step

The City of Newcastle is currently developing a 10-year Strategic Sports Plan, which will include a prioritisation matrix for our sporting amenities.

ASK: The City of Newcastle asks the NSW State Government increase funding to their Sport & Recreation Infrastructure Grants & the Her Sport Her Way Grants and the Federal Government to increase their Community Development Grants program. CN has identified projects and will be seeking additional funding through these programs. A partnership approach between all levels of Government will deliver the best outcome for the community.

Local Playground Upgrades for Disability Inclusion

Project Description:

Support the asset renewal program of the City's extensive playground network to include greater accessibility and inclusion elements to these important community assets. Many of the assets were constructed before disability inclusion was considered in planning and design of facilities. Major improvements are required across the network to cater for a range of access issues to both the play equipment and to the surrounding supporting assets such as access paths, provision of shade and seating.

Benefits to be realised:

- Maximise ongoing contribution towards creating liveable communities where community places, neighbourhoods and facilities promote health, happiness and wellbeing and contribute to social connectedness. This includes important liveability factors such as community recreation and social inclusiveness.
- Create places and spaces where all members of the community can get to, play and stay.

Alignment to Strategic Plans:

Hunter Regional Plan 2036

- Direction 17 – Create healthy built environments through good design
- Direction 18 – Enhance access to recreational facilities and connect open spaces

Greater Newcastle Metropolitan Plan 2036

- Strategy 11 – Create more great public spaces where people come together

Next step

The City of Newcastle is currently implementing a range of programs identified in our Disability Inclusion Program.

ASK: The City of Newcastle asks the NSW State Government increase funding to their Sport & Recreation Infrastructure Grant & the Her Sport Her Way Grant and the Federal Government to increase their Community Development Grants program. CN has identified disability inclusion projects and will be seeking additional funding through these programs. A partnership approach between all levels of Government will deliver the best outcome for the community.

Ferry Terminal at Wickham

Project Description:

The Greater Newcastle Future Transport Plan identified options to extend the Newcastle Ferry Network by providing ferry services between Stockton and Queens Wharf to Wickham. This will facilitate interchange with heavy rail services. There could also be consideration of an on demand, special events ferry service between a new ferry wharf at Wickham and the Newcastle Cruise Terminal in Carrington.

Benefits to be realised:

- The new ferry terminal will facilitate interchange with other transport services, particularly at the emerging multi-modal Newcastle interchange.
- Creating new ferry connections will improve the sustainability of our transport system by attracting more customers to use public transport.

Alignment to Strategic Plans:

Greater Newcastle Future Transport Plan

- Customer Outcomes 3 – The appropriate movement and place balance is established enabling people and goods to move efficiently through the network whilst ensuring local access and vibrant places
- Customer Outcomes 4 – Supporting centres with appropriate transport services and infrastructure
- Customer Outcomes 5 – Changes in land use, population and demand, including seasonal changes, are served by the transport system
- Customer Outcomes 6 – Economic development is enabled by regional transport services and infrastructure

- Customer Outcomes 9 – Accessibility to employment and services such as health, education, retail and cultural activities within Regional Cities and Centres
- Customer Outcomes 10 – Customers enjoy improved connectivity, integrated services and better use of capacity

Hunter Regional Plan 2036

- Direction 1 – Grow Greater Newcastle as Australia's next metropolitan city
- Direction 9 – Grow tourism in the region
- Direction 18 – Enhance access to recreational facilities and connect open spaces
- Direction 20 – Revitalise existing communities
- Direction 26 – Deliver infrastructure to support growth and communities

Greater Newcastle Metropolitan Plan 2036

- Strategy 1 – Reinforce the revitalisation of Newcastle city centre and expand transformation along the waterside
- Strategy 11 – Create more great public spaces where people come together
- Strategy 20 – Integrate land use and transport planning

ASK: The City of Newcastle requests that the Federal and State Government prioritise funding for the development of an implementation-ready Business Case for the new Ferry Terminal at Wickham. A partnership approach between all levels of Government will deliver the best outcomes for the community.

Active Transport Infrastructure Improvements

Project Description:

Support provision of active transport facilities and active transport network to support Newcastle as a liveable city. The aim of the network is to make walking and cycling for short trips – less than two kilometres for walking and 10 kilometres for cycling – viable alternatives to private car travel. The convenience of the connected network will encourage active transport for everyday trips, delivering health benefits through increased physical activity. At present, the overwhelming majority of trips in Newcastle are made by private vehicles, yet the average trip distances, for vehicle driver and vehicle passenger, are seven kilometres and five kilometres respectively¹. More than 80% of trips in the Newcastle local government area are less than 10km and approximately 40% less than 2 kilometres. Newcastle's gentle topography and pleasant climate mean that with the right infrastructure, many of these trips could readily be substituted by walking and cycling.

Benefits to be realised:

- Implementation of a safe, connected active transport network throughout Newcastle, that links key attractors and nodes, will make active transport a convenient, if not preferred choice for short trips, thereby realising significant health benefits and ameliorating the economic costs of physical inactivity.
- Reduce congestion and improve amenity on local roads, particularly those in Newcastle CBD

Alignment to Strategic Plans:

Hunter Regional Plan 2036

- Direction 17 – Create healthy built environments through good design
- Direction 18 – Enhance access to recreational facilities and connect open space
- Direction 26 – Deliver infrastructure to support growth and communities

Greater Newcastle Metropolitan Plan 2036

- Strategy 1 – Reinforce the revitalisation of Newcastle city centre and expand transformation along the waterside
- Strategy 20 – Integrate land use and transport planning

Greater Newcastle Future Transport Plan 2018

- Customer Outcomes 4 – Supporting centres with appropriate transport services and infrastructure
- Customer Outcomes 5 – Changes in land use, population and demand, including seasonal changes, are served by the transport system
- Customer Outcomes 6 – Economic development is enabled by regional transport services and infrastructure
- Customer Outcomes 9 – Accessibility to employment and services such as health, education, retail and cultural activities within Regional Cities and Centres
- Customer Outcomes 10 – Customers enjoy improved connectivity, integrated services and better use of capacity

ASK: The City of Newcastle requests the State and Federal Government increase funding to the Walking and Cycling grant program to ensure the provision of active transport networks in cities. CN has identified projects and is seeking additional funding. A partnership approach between all levels of Government will deliver the best outcome for the community.

¹Household Travel Survey data for Newcastle LGA, 2017/18 wave, [https://www.transport.nsw.gov.au/data-and-research/passenger-travel/surveys/household-travel-survey-https://household-travel-survey--accessed 29 August 2019](https://www.transport.nsw.gov.au/data-and-research/passenger-travel/surveys/household-travel-survey-https://household-travel-survey--accessed%2029%20August%202019).

Flood Mitigation at Wallsend

Project Description:

Support infrastructure improvements for Wallsend floodplains. Wallsend is heavily impacted by flash flooding and high velocity flows, and events larger than the 10 per cent AEP currently exceed the channel capacity and flood the CBD. The 10-year Wallsend Floodplain Risk Management Plan Implementation Study was adopted by City of Newcastle in 2015 to reduce flood impacts to the CBD and risk to life. It includes the reconstruction of Tyrrell, Nelson and Boscawen Street bridges to raise levels of the underside of bridges, and to provide twin 14m spans. The project also includes the widening of the Cowper Street channel and construction of an additional culvert to the east, and the proposed widening of Hunter Water's existing concrete channel from 12m to 21m, from Cowper Street to downstream of the Boscawen Street Bridge.

Benefits to be realised:

- Reducing the risk to public and private property from frequent flooding and inundation
- Reducing the risk to public health from frequent flooding and inundation, including pedestrian and vehicular traffic, and
- Protecting downstream environments.

Alignment to Strategic Plans:

Hunter Regional Plan 2036

- Direction 16 – Increase resilience to hazards and climate change
- Direction 17 – Create healthy built environments through good design
- Direction 18 – Enhance access to recreational facilities and connect open spaces

Greater Newcastle Metropolitan Plan 2036

- Strategy 14 – Improve Resilience to Natural Hazards

Estimated total project cost	\$40 million
City of Newcastle commitment	\$20 million
Government commitment/request	\$20 million

ASK: The City of Newcastle asks the NSW State Government to prioritise flood mitigation investment in Wallsend. The City of Newcastle requests that the Federal Government provide the state government with the resources and framework required to effectively deliver for their local communities.

Pensioner Rate Rebates

Project Description:

The Rate Rebate Concession for Pensions should be increased, commensurate to the Consumer Price Index. The Current rebate waste in 1989 and has not increased since that time despite significant increases in the cost of living. The number of older people in Newcastle is increasing and by 2026 will have increased by 17.1% from the 2016 population. A significant proportion of older people in Newcastle live in lone person households. A higher proportion of people in Newcastle live in a household within the lowest quartile of household income (27.7%) compared to NSW (25%).

Benefits to be realised:

- Enables older people to remain in their current home as long as possible (age in place)
- Enables older people to stay financially independent for as long as possible
- Enables older people to maintain solid social ties and contact with family and community (reduce social isolation) and
- ensure housing outcomes for older people are affordable and stable.

Alignment to Strategic Plans:

Hunter Regional Plan 2036

- Direction 20 – Revitalise existing communities

NSW Ageing Strategy 2016-2020

- Priority 2: Working and Retiring
- Priority 3: Housing Choices

ASK: The City of Newcastle asks the State and Federal Government to develop and fund increased pensioner rebates for local government rates.

Local Government Land Transport Infrastructure Projects: Potential for Construction to Commence in 3-6 Months

Project name/description	Relevant Council	Total Project Cost	Australian Government contribution	Other contribution	Potential construction start date	Potential construction end date
York Drive and Watt Street Newcastle Bathers Way - South Newcastle Beach footpath upgrade, seawall renewal, embankment and cliff stabilisation and safety improvements	City of Newcastle	\$11,750,000	\$6,750,000	\$5,000,000	30 June 2020	Embankment/cliff safety improvements: 01 Dec 2020 Footpath and seawall works: June 2022
Honeysuckle Drive Newcastle – bridge replacement and upgrade for heavy vehicles access for City Centre Revitalisation	City of Newcastle	\$3,500,000	\$1,600,000	\$1,900,000	1 July 2020	1 Dec 2020
Cowper Street Wallsend CBD roadworks and bridge culvert expansion, and flood immunity improvements.	City of Newcastle	\$6,500,000	\$6,500,000	Nil	1 July 2020	1 Dec 2021
Maitland Road Mayfield West at Tourle Street – pedestrian and road intersections safety improvements	City of Newcastle	\$250,000	\$250,000	Nil	1 July 2020	30 September 2020
Hunter Street Newcastle – East End Centre City Revitalisation – road, intersections and pedestrian and cycle improvements	City of Newcastle	\$4,590,000	\$3,390,000 Grant submitted for NSW Active Transport fund - \$600,000.	\$1,900,000 Development Contribution - street upgrades linked to DA)	1 July 2020	Mid-year 2021
Hunter Street Newcastle – East End Stage 1 - Centre City Revitalisation –	City of Newcastle	\$19,075,000	\$12,019,500	\$7,055,500	1 July 2020	Mid-year 2021

road, intersections and pedestrian and cycle improvements, flood mitigation, placemaking. (9 Phase project)			Grant submitted for NSW Active Transport fund - \$600,000.	(Development Contribution - street upgrades linked to DA)		Phase 1, Mid year 2022 Phase 2,9 Mid Year 2023 Phase 3, 5 Mid Year 2024 Phase 4,6,7,8
Joslin Street Kotara – safety, road and footpath reconstruction in Local Commercial Centre	City of Newcastle	\$2,200,000	\$2,200,000	Nil	1 July 2020	Mid-year 2021
Llewellyn Street Merewether – safety, road and footpath reconstruction in Local Commercial Centre	City of Newcastle	\$3,000,000	\$3,000,000	Nil	1 July 2020	Mid-year 2021
Mitchell Street Stockton- safety, road and footpath reconstruction in Local Commercial Centre	City of Newcastle	\$2,800,000	\$2,800,000	Nil	1 July 2020	30 July 2021
Allowah Street Waratah West – road reconstruction to support hospital parking and improve road, cycle and pedestrian safety	City of Newcastle	\$900,000	\$900,000	Nil	1 August 2020	30 November 2020
Helen Street Merewether at Watkins Street – pedestrian and road intersections safety improvements	City of Newcastle	\$250,000	\$250,000	Nil	1 September 2020	30 October 2020
Yangan Drive Beresfield – replacement of failed pavement to support freight movement and use of intelligent transport vehicles, heavy	City of Newcastle	\$4,000,000	\$4,000,000	Nil	1 September 2020	28 February 2020

industrial transport hub and distribution estate						
Wentworth Street Wallsend – replacement of failed road on regular bus route	City of Newcastle	\$400,000	\$400,000	Nil	1 September 2020	28 February 2020
Cardiff Road New Lambton Heights – replacement of failed road on high volume traffic and bus route	City of Newcastle	\$500,000	\$500,000	Nil	1 September 2020	30 October 2020
Pebblestone Street Fletcher – replacement of failed road pavement	City of Newcastle	\$500,000	\$500,000	Nil	1 September 2020	30 October 2020
Elizabeth Cook Drive Rankin Park – replacement of failed road pavement	City of Newcastle	\$800,000	\$800,000	Nil	1 September 2020	30 October 2020
Enterprise Drive Beresfield – pavement replacement and strengthening in heavy industrial precinct and transport hub	City of Newcastle	\$250,000	\$250,000	Nil	1 September 2020	30 October 2020
Yarrum Avenue Beresfield – replacement of failed pavement on collector road and regular bus route	City of Newcastle	\$750,000	\$750,000	\$750,000	1 September 2020	28 February 2020
Morehead Street Lambton at Elder Street – pedestrian and road intersections safety improvements	City of Newcastle	\$200,000	\$200,000	Nil	1 October 2020	20 December 2020