

3.4 Wyong Education & Business Precinct Masterplan and Amendment to Wyong Local Environmental Plan 2013

TRIM REFERENCE: CPA/234889 - D11252795

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SUMMARY

This report seeks endorsement for the public exhibition of the Wyong Education and Business Precinct Masterplan and the formal commencement of the proposed WLEP 2013 – Amendment under Section 55 of the Environmental Planning and Assessment Act, 1979 (EP&A Act).

RECOMMENDATION

- 1 That Council initiate the Local Environmental Plan “Gateway” process by the preparation of a Planning Proposal, pursuant to Section 55 of the Environmental Planning and Assessment Act 1979.**
- 2 That Council forward the Planning Proposal to the Department of Planning and Environment requesting a “Gateway” determination, pursuant to Section 56(1) of the Environmental Planning and Assessment Act 1979.**
- 3 That Council refer the planning proposal to appropriate public authorities for comment, subject to the determination of the Gateway Process, pursuant to Section 56(2) of the Environmental Planning and Assessment Act 1979.**
- 4 That Council advise the Department of Planning and Environment that it does intend to apply for plan making delegations for the planning proposal, pursuant to Section 23 of the Environmental Planning and Assessment Act 1979.**
- 5 That Council place the draft Wyong Education and Business Precinct Masterplan on public exhibition for a period of 28 days once a “gateway determination” has been received.**
- 6 That Council direct the General Manager to submit a further report to Council on the outcomes of the above process.**
- 7 That Council authorise the General Manager to make representations to, and seek interest from, a wide variety of education providers to be part of Councils Education and Business Precinct.**

BACKGROUND

The project comprises the development of an integrated education and business precinct located in the north of Wyong Shire. The project strategy focuses on the creation of a regionally significant integrated development which brings together major education providers, industry and business groups in one location. The initial driver for investment will focus on securing a university to anchor the development in order to attract complementary service providers and businesses.

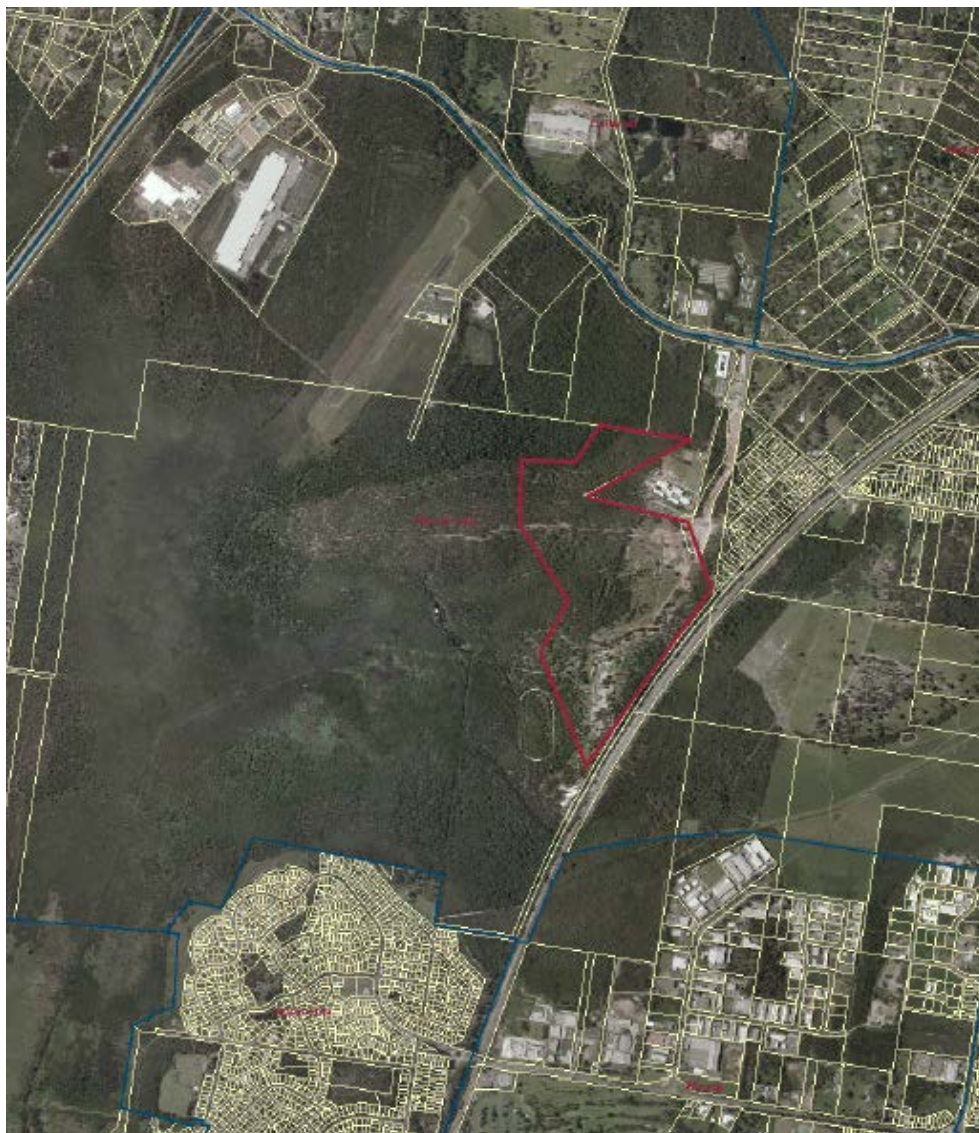
On 22 December 2013 the Wyong Local Environmental Plan for the Shire was endorsed by the NSW Government. The Wyong Education and Business Precinct area has been zoned B7-Business Park, E2-Environmental Conservation and also SP2-Educational Establishment. This will provide an excellent platform for creating an education and business focused precinct. This further compliments the work that was undertaken as part of Precinct 7A Structure Plan and the LEP which identified this component for B7 Business Park.

Council has developed a masterplan to respond to the expected demands for additional university places within the Central Coast in a major greenfield site, which is within close proximity to major existing and proposed transport nodes. The site formally known as "Federation Park" is 455ha with an indicative development footprint of 65ha.

THE PROPOSAL

The Site Context

The site is located approximately 4km north of Wyong Town Centre and 3.5km from the M1 Motorway via Sparks Road. The site itself is expansive covering a total area of 455ha of which 65ha has been identified as the future development footprint. The site is strategically placed near Warnervale Train Station, the future residential area of Precinct 7A (which is zoned) and the new Warnervale Town Centre. The site is well serviced by Stage 1 of the Link Road and will take full advantage of the future completion of the Link Road component which would act as a catalyst infrastructure project for the Warnervale area. The developable footprint is largely confined to a dominate north-south ridge and a secondary east – west ridgeline at the northern extent of the Precinct. The Business Precinct is largely dependent upon Link Road for exposure and access



Map One: Locality Map – Wyong Education & Business Precinct (Red)

The Masterplan Project includes the following key components:

- a. University campus for ~ 7,000 students. The focus will be on domestic and international students.
- b. Residential college for ~ 1,500 student's accommodation.
- c. SMARTS Hub - Knowledge and community centre.
- d. Language centre to support International Students.
- e. Ancillary support services such as retail.
- f. Sporting and Recreational Facilities.
- g. Staff of ~ 1,500 plus support services.
- h. Co alignment with training providers and business/industry groups.
- i. Business/Industrial Park which integrates with future university campus. This work will also explore links between existing major employment generating providers in the region including research and development.
- j. Associated infrastructure requirements ancillary to education/business park providers.
- k. Hotel

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In summary the project would deliver:

1. The opportunity for major investment in Wyong.
2. The achievement of various goals in Wyong Community Strategic Plan in particular delivering a balanced sustainable development whilst providing access to higher education opportunities.
3. Complementing strategic planning initiatives by Council and the NSW Government in the region including Precinct 7A and the Warnervale Town Centre.
4. Establishment of a significant employment generator with a diverse range of job opportunities for the construction and operation of an educational precinct.
5. Create a sustainable and market-leading model for education provision in the longer term.
6. Enable greater employment opportunities for our community.

Background Studies

Council engaged the services of SGS Economics and Planning to undertake an Economic and Viability report which outlines the opportunities and challenges associated with the delivery of this important project.

The project comprised three distinct phases:

1. Background report and demand analysis
2. Quantification of economic benefits and constraints
3. Economic feasibility and viability of development of an education and business precinct.

The overarching findings of the Viability Study are:

Education Demand – Based upon benchmarking exercises conducted in relation to future population forecasts, tertiary intakes per capita and catchment areas between Northern Sydney and the Hunter Valley, there is an estimated shortfall of 7,600 University places within the Central Coast and Hunter Valley. Based on existing data on population increase and tertiary uptake it is expected that this will increase to 8,600 by 2031. This situation is causing students to travel outside the region for study (or not to study) and then they often do not return to the Shire. The overall estimated demand floor space required to accommodate the forecast demand for education/university uses is 101,546m².

Economic Impact – Construction Phase (assuming a construction project of \$246 million over 16 years from commencement):

Operational Phase	
Total Value Added	\$229.80 million
Annual Average	\$9.19 million
Annual Direct Jobs	339
Annual Indirect Jobs	125
Estimated Total Annual Jobs	464

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Project Value

University:	\$240m (339 Operational Jobs)
Student Accommodation:	\$200m (1500 beds)
Knowledge & Community Centre:	\$10m
Business Park Assets:	\$200m (1,000 jobs)

Total \$650m

Development Challenges

Key challenges are identified which require consideration and attention including:

- Cost of infrastructure
- Staging challenges between the education and business park precincts
- Strong competition in the education market
- Changing business models in the education industry
- Attracting a higher education partner (critical success factor).
- Link Road – Construction needed to create exposure/access for the Business Park.

The first step is to ensure that a masterplan is completed which has analysed appropriately the site with the expected student targets and to refine any planning controls which align with the objectives of the masterplan. As such running concurrently with the masterplan project is the need to present a planning proposal which formally seeks to amend Wyong LEP 2013 to enable height and floor space to create the iconic structures and density for a successful education provider business model as well as permit certain uses compatible with a university.

Draft Wyong Education and Business Precinct Masterplan – Key Components and Principles Applied.

The masterplan comprises of the following core elements:

- Introduction
- Context – Macro, regional and local
- The Site – desktop analysis of biophysical conditions
- Vision – goals and objectives
- Benchmarks – similar project development scenarios
- Masterplan – concepts, planning considerations, staging, illustrations, university and business park calculations
- Next Steps – Investigation of Stage 1 (community facility including library and educational space)

The key principles in the development of the masterplan are:

- Create a SMARTS Hub as the focal point and gateway to the Precinct with a presence along Link Road.
- Most efficient walkable link to existing Warnervale railway station.
- Create two linear strands of development extending off the SMARTS Hub
- Create as best a walkable grid circulation patterns (200m x 200m)

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- Locate activity nodes and open space at intervals along each of the spines
- Create a walking environment from the SMARTS Hub which includes consideration of internal circulation
- Provide parking areas next to the activity nodes and provide ground surface parking as a land bank for future development.

There are four (4) distinct sub-precincts making up the overall Wyong Education and Business Precinct:

1. A University (as a keystone tenant) including integration of student accommodation. Council recently met with senior members of the Federal Education Department and their advice is not to target specialist segment of education as it may be cost inhibitive and not in high demand, rather Council should look at the needs of the community and partners with a wide variety of education/training providers including private high schools, technical skills trainers, english language schools etc
2. Sports and Recreation Precinct including sporting fields, a sporting complex which has the capacity to contain an indoor sporting/recreation pool, gyms and fitness facilities, areas for basketball, volleyball activities etc
3. Central Core which will include SMARTS Hub, possible integration with university library uses, central university administration building, hotel, short term accommodation and food and beverage space.
4. Business Park.

Pedestrian Spines are central to each sub-precinct. As a benchmark a 200mx 200m grid structure has been incorporated to provide best use of the site which enables best circulation and clearly delineates between car and pedestrian traffic.

Planning Proposal – Schedule 1 of the Wyong Local Environmental Plan 2013

Masterplan's Relationship to Wyong LEP

Under the Masterplan some minor changes to Wyong LEP 2013 are likely to be required in relation to land use, height and density controls. The optimal planning vehicle to facilitate these adjustments is a Schedule 1 listing for the Additional Permitted Uses via a Planning Proposal, which will also deal with remapping heights and FSR.

Height

- To allow the Masterplan to be realised the existing height limit of 12m will need to be increased to 24m across the whole precinct, or to a series of selected 24m spot heights. This will allow 6 or 7 storey buildings to be accommodated flexibly, including at the Central Core of the Precinct at the northern extremity near the existing Link Road roundabout, as well as any multi-deck car parks that may be required in much later stages of development if demand for university places grows.

FSR

- At present the existing FSR across the whole site is 0.75:1. This will be required to be increased to 2.5:1 to allow for greater flexibility and alignment with the proposed land uses and to ensure that the best mechanism is in place to provide adequate density as close to the core as possible.
- The other precincts will also require varied FSR depending upon the land use type and also building height prescribed. The University and Student Housing sub-precinct will require a FSR of 1.5:1 to 2.5:1 to accommodate the ultimate level of development following numerous stages. The Student Housing sites have been modelled at 2.5:1 to achieve 1,500 student beds. Business Park will require 1.5:1 to 2.5:1 to accommodate the ultimate level of development following numerous stages and will generally be 2 to 4 storeys in height. Multi-deck car parks may be subject to FSR controls where they are in excess of “council’s requirements”. This may mean all, some or none of the car parks may be included in GFA. This will be dictated by what Council’s existing or future requirements are in relation to the precinct. If the car parks are counted as having some form of GFA, then the FSR may need to correspondingly be revised upwards to cater for them, while at the same time not diminishing the development opportunity for the wider precinct.

Prescribed Clauses

- Clause 4.6 of the LEP can be utilised to “object” to development standards where adherence to height or FSR controls may be deemed to be unreasonable or unnecessary in the circumstances. This clause typically allows a notional +10% variation to the standard as an unwritten rule-of-thumb. This would only allow development to heights of in the order of 13.2m and a FSR of 0.825:1. Generally, this would not allow the type of in-built certainty required of the LEP to facilitate certain buildings or development of type envisaged in the Masterplan.

Land Uses

- A range of land uses presently not nominated as permitted with consent (or even currently prohibited) will require revision to the land use table for the B7 – Business Park zone. The zone objectives may also require updating to cater for the new or extended range of uses.
- Additional uses to be included in the - Permitted with Consent part of the land use table would at minimum include *Educational Establishments* (even though they would be otherwise made permissible via provision of the Infrastructure SEPP) and *Boarding Houses* (the only currently recognisable term under planning legislation covering Student Accommodation).
- Existing uses presently Prohibited that would be relocated to Permitted with Consent would include those consistent with the desired range of use under the Masterplan, namely: *Commercial Premises, Highway Centres, Industries, Tourist & Visitor Accommodation*.

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Nature of Amendment Required

- The optimal planning vehicle to facilitate these adjustments is a Schedule 1 listing in the LEP for the Additional Permitted Uses via a Planning Proposal to the Department of Planning & Environment, which will also deal with remapping heights and FSR as set out above.

Present Controls	Proposed Changes
Height : 12m	24m
FSR: 0.75: 1	Up to 2.5:1
Under B7–Business Park zone “boarding houses” prohibited.	Enable in a B7–Business Park zone “boarding houses” permissible and other uses that will maximise the Precinct’s utilisation.

Table 1: Proposed Changes to the enable development of the masterplan.

PUBLIC EXHIBITION

The draft masterplan and changes to Council’s planning instruments will be exhibited to the general public, public authorities and also key nominated stakeholders who are involved with the attracting, facilitating and commercial development of universities within Australia. Given the specialist nature of this type of project it is important that the community in general understand the rationale and demands required over the next 20 years for the development of a new integrated education precinct on the Central Coast. The following key stakeholders will be informed and requested to provide comment on this project:

A Ward Community
 NSW Planning & Environment
 NSW Trade & Investment
 NSW Premier & Cabinet
 Roads and Maritime Services (RMS)
 Urban Growth NSW
 Water & Sewer
 Telstra (telecommunications)
 Transport for NSW (TfNSW)
 Council website
 Central Coast Advocate
 Local media outlets
 Relevant Business Community

The masterplan will be able to be viewed from the following outlets:

Wyong Shire Council Chambers
 Wyong Shire Website under “On Exhibition”

The community input is a critical component of the masterplan process. Unlike many of our town centre based masterplans such as Long Jetty, Budgewoi and Toukley, this masterplan is a high level conceptual plan which requires the communities input into the general ideas and any matters which should be brought to Councils attention. The consultation will be broaden in order to capture the views of the general community.

The consultation process will start as soon as the gateway determination is provided from the Department of Planning and Infrastructure. At the completion of the exhibition process Council will review the findings, make any amendments (if required) and will then report back to Council for adoption. Supplementing this masterplan for adoption will be the development of a brochure which will target national and international investors including tertiary educational providers.

OPTIONS

There are various options which present themselves to Council as the landowner:

Option 1: Do nothing and leave the site vacant

Option 2: Explore other development opportunities which align with key economic drivers for the region. In this option there are also many alternatives which will require careful consideration. This site is ideal in that:

- It will help in filling in the gap for tertiary student demand which is expected to rise in the next 20 years.
- Council is the land owner.
- It is perfectly placed close to essential transport links.
- It is a large site (455ha) which has a 65ha development footprint (constraint free land).
- It is close to future major residential land release areas.
- It enables potential educational and business investors to obtain larger parcel of land which would be required for workshops, storage areas, demonstration labs and the like. These types of facilities are best suited in well placed greenfield sites with good connection points.

STRATEGIC LINKS

Link to Community Strategic Plan (2030)

Community Strategic Plan Objective 3:

Communities have access to a diverse range of affordable and co-ordinated facilities, programs and services

The Wyong Education and Business Precinct will comprise the SMARTS Hub precinct which will be an integral part of the development of the site. A range of community learning facilities will be located at the fulcrum of the site with direct access from the existing portion of the Link Road and is earmarked as Stage 1 of the development.

Community Strategic Plan Objective 4:

The community will be well educated, innovative and creative: people will attain full, knowledge potential at all stages of life.

The Wyong Education and Business Precinct will provide the opportunities for residents to achieve full educational attainment and provide greater potential opportunities.

3.4 Wyong Education & Business Precinct Masterplan and Amendment to Wyong Local Environmental Plan 2013 (contd)

Community Strategic Plan Objective 5:

Areas of natural value in public and private ownership will be retained to a high level in the context of ongoing development.

The draft Masterplan has undertaken a rigorous assessment of the site and is able to establish a development footprint which is large enough to plan for the earmarked land uses whilst minimizing environmental impacts.

Community Strategic Plan Objective 7:

There will be a strong sustainable business sector and increased local employment built on the Central Coast.

The Wyong Education and Business Precinct will be planned and developed with the intention to ensure that there are avenues open which enable businesses, industrial organisations and tertiary providers to be better integrated by close proximity.

Budget Impact

There is no direct impact upon the budget for the completion of this project.

CONCLUSION

The draft Wyong Education and Business Precinct Masterplan provides a unique opportunity to develop an integrated education, business and community facility which will provide the necessary educational and employment opportunities within the Central Coast. As Council is the single landowner it enables for greater control over implementation of strategic projects on the site and is a major advantage in attracting potential future investors.

ATTACHMENTS

- 1 Wyong Education & Business Precinct Concept Masterplan D11680793

WYONG EDUCATION & BUSINESS PRECINCT CONCEPT MASTER PLAN

August 2014



Cover images present an indicative visualisation of the following Concept Master Plan, based on a Desktop Analysis. The final designs will be subject to a further detailed Master Plan study.

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- 05 **Benchmarks**
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01 Introduction

1.1 Introduction

Project Purpose:

- The project comprises the development of an integrated Education & Business precinct located in the north of Wyong Shire. The project strategy focuses on the creation of a regionally significant integrated development which brings together major education providers, industry and business groups in one location. The initial driver for investment will focus on securing a university to anchor the development in order to attract complementary service providers and business.
- The Precinct is part of a network of key infrastructure and development initiatives within the LGA. This includes airport, cultural and recreation, housing, employment and town centre purposes. See Figure 1.
- The site is owned by Wyong Shire Council, and consists of approximately 65 ha of developable land for of a total site area of 433 ha.
- This Master Plan is a high level indicative concept plan only, and should be read in conjunction with the earlier completed Desktop Review.
- The Desktop Review was completed in March 2014 and assisted in determining a developable footprint for the Master Plan. The Desktop Review considered challenges, opportunities and constraints arising from:
 - Locational attributes of the site and proximity in a macro and micro context
 - Key infrastructure projects in the region and locality
 - Strategic Planning objectives of both the State and local governments
 - Existing (and likely future) statutory planning regime
 - Physical attributes and constraints of the site, including:
 - Topography
 - Bushfire
 - Flooding and Stormwater
 - Geotechnical and Contamination characteristics
 - Transport and Access
 - European and Aboriginal Heritage and

- Archaeology
- Ecology, Biodiversity and green space and open space linkages
- Infrastructure needs and provision
- Integration with surrounding land uses

- A concept Master Plan has been prepared for the site, accommodating the key components of the proposed Education & Business precinct. These key components are:
 - A university campus for 7,000 students
 - Residential college for 1,500 students
 - Community, Sports Institute and Recreational facilities, including a SMARTS Hub
 - Integrated Business/Industrial Park
 - Associated infrastructure requirements associated with education/business park providers.

Benefits:

- It is anticipated that a range of benefits will flow to the local community such as:
 - The opportunity for major investment in Wyong.
 - The achievement of various goals in Wyong's Community Strategic Plan, in particular delivering a balanced sustainable development while providing access to higher education opportunities.
 - Further complementing strategic planning initiatives by Council and NSW Government in the region including Warnervale Town Centre, Precinct 7A as a major population land release area and the Chinese Theme Park.
 - Establishing a significant employment generator with a diverse range of job opportunities for the construction and operation of a University and related activities.
 - The establishment of a university campus (either domestic or international) a core focus is also towards the location of a major vocational education and training (VET) educational facility to service the ongoing demands of existing and future population needs especially in the northern parts of the Shire.



Figure 1 – Key local projects and areas of interest.

02 Context

2.2 Macro Regional Context

- The Precinct is highly accessible to both Sydney and Newcastle by road and rail, being some 100km and 50km from each, respectively. See Figure 3.
- A regional airport would further promote the Precinct, allowing fast access from all parts of the state, Australia and potentially international locations.
- Current state government initiatives which would even further enhance access to and from Wyong and the precinct are the North Connex linking the M1 and M2 motorways, the West Connex linking the M4 and M5 motorways and a future link between Newcastle and Wollongong via an Outer Sydney Orbital between Newcastle – Central Coast – Sydney’s West and Wollongong. These initiatives would link the fast growing population, workforce and jobs of Western Sydney.
- This will be particularly relevant with Sydney’s second airport at Badgery’s Creek, and the adjacent 10,000 ha Western Sydney Employment Area (WSEA).
- The North Connex, now under construction, will be a significant catalyst to further promoting the region and facilitate traffic movement between Wyong and Sydney, thereby further reducing travel times by road to markets and catchments.
- There are also investigations underway to

consider ways of eliminating ‘pinch points’ along the State’s rail networks to speed up rail travel between key destinations such as Newcastle, Sydney, and the Southern Highlands.

- Express trains able to allow commutes between major origins and destinations within an hour would considerably allow many in the workforce to shift out of Sydney to more affordable areas beyond the metropolitan area. The shift by a skilled workforce could attract businesses to establish in employment areas outside of metropolitan Sydney, as has been the trend seen in South East England.



Figure 3 - Greater NSW regional context

02 Context

2.3 Local Context

Proximity to Key Locations

The site is approximately 4km north of Wyong town centre, about 3.5km from the M1 Motorway via Sparks Road, about 2.5km from the future new Warnervale town centre, and about 6.0km from the proposed centre of the Central Coast Regional Airport Strategic Area. The Precinct also abuts the existing Sydney Newcastle railway line, with the existing Warnervale Station within 1km from the northern edge of the Precinct.

It is strategically located near the M1 Motorway, the Wyong Employment Zone, the existing Warnervale train station, the proposed Warnervale town centre and master planned residential estate on the eastern side of the train station.

Adjacent Schools

The Precinct is nearby to existing schools including the Lakes Grammar School (offering years K-12) and Warnervale Public School (offering years K-6).

Key Regional Infrastructure

The Precinct is located within 3km of several critical projects to Wyong Council including:

- Wyong Employment Zone (WEZ)
- Warnervale Town Centre (including major train station)
- Sparks Road upgrade (linking to M1 Motorway)

Key regional infrastructure projects planned for the area (and which will influence the Education & Business precinct) include the completion of the north-south link road between Sparks Road at the Lakes Grammar School in the north to the Pacific Highway at North Wyong / Watanobbi in the south. Stage 1 of the road has been completed as far south only as the senior school of the Lakes Grammar School. Stage 2 would complete the entire link.

Council is also currently garnering support via community engagement for a proposed Central Coast Regional Airport and identifying a suitable location for the facility. The intent of the airport is to cater to local

and regional demand for an airport in keeping with the current and projected population and employment growth over the next 20 years. It is also aimed to act as a catalyst for additional employment growth, opportunities, and investment.

Link Road

The Precinct connects to the southern end of the existing Link Road and the Council has plans to extend the Link Road from the Precinct further south to connect to the Pacific Highway at North Wyong.

The completion of the Link Road will provide significant economic and employment prospects for the region through significantly improved connectivity.

It will ensure that the regional road network has the capacity to safely handle the increased traffic generated by the future development.

The Link Road would be the only flood free access route linking Wyong to Warnervale, and provide a direct route north to the M1 Motorway, via Sparks Road.

Synergies with existing land uses:

The Precinct will complement existing educational services provided by Lakes Grammar to the north of the Precinct. Note that while the Lakes Grammar School would be part of the Education Sub-Precinct, it falls outside of the Master Plan study area.

Business uses will compliment, rather than compete with, industry and employment uses nearby and potentially form key partnerships with educational uses.

Community facilities will service a large incoming resident population.

Railway Station

Distances between existing and potential railway stations are shown in Figure 4.



Figure 4 – Local Context

02 Context

2.4 Precinct 7A Study

- The Precinct 7A rezoning will create a large area for residential properties, a business park, neighbourhood shops, open space and significant areas of conservation land. The combined value of investment created by this rezoning will exceed \$1 billion, providing a significant boost for the local economy and more than 1,000 permanent jobs. See Figure 5 for the Precinct 7A Structure Plan.
- The Precinct 7A area consists of approximately 540 hectares located immediately south of Sparks Road and the new Warnervale Town Centre. The southern portion of the site contains significant flood affected land containing wetlands and endangered ecological communities.
- Precinct 7A is also known as Development Precincts 4, 5 and 7 under the North Wyong Shire Structure Plan.

Land Use

- The Precinct 7A Structure Plan shows the main project elements and includes the following land uses:
 - Low density residential e.g. Single houses
 - Medium density/aged housing e.g. Housing estates and townhouses
 - Neighbourhood shopping facility
 - 37 Ha of business park on Council owned land that is well connected to the proposed Link Road and close to the new Warnervale Town Centre
 - Proposed high school on land owned by Department of Education and Training
 - Extensive areas of public green space, wetlands and parks
- The rezoning is estimated to produce approximately 2,300 residential lots, including an allowance for the redevelopment of Warnervale Village, which has been previously zoned for residential purposes.

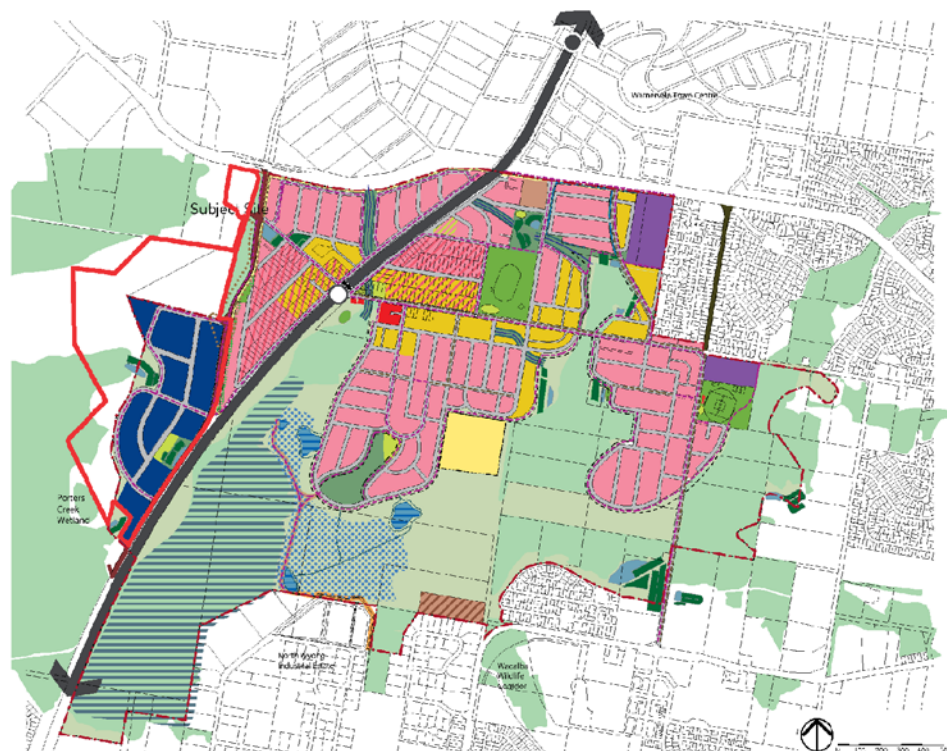


Figure 5 – The 7A Precinct Structure Plan

- The mix of residential lots will be:
 - 65% detached dwellings (expected average size 500m²)
 - 35% medium density, which includes 55+ dwellings, mixed use, dual occupancy and residential flat buildings in Warnervale Village (approximately 300m² lot size)
- This will result in approximately 5,300 extra residents in the area.

Current Project Status

- Extensive consultation with community groups, State Government departments and other key external stakeholders allowed for the identification, resolution and creation future management plans for issues and grievances surrounding the Precinct 7A proposal.
- The final Precinct 7A plans were adopted at the Ordinary Council meeting on 24 April 2013 with the zoning plans incorporated in the Wyong Shire LEP 2013, which became effective on the 23rd December 2013.

02 Context

2.5 Existing Planning Controls

Zoning and Land Uses

- The Precinct is subject to Wyong Local Environmental Plan (LEP) 2013. Under the LEP, the Precinct is zoned part SP2 – Education Establishment, part E2 – Environmental Conservation, and part B7 – Business Park. See Figure 6.
- The developable land largely coincides with the B7 – Business Park Zone. Adjacent SP2 – Educational Establishment and E2 – Environmental Conservation zones also apply.
- Under the B7 zone, a range of supporting land uses are permitted with consent. Educational Establishments are also permitted via other legislation [see State Environmental Planning Policy (Infrastructure) 2007 – ISEPP – clause 28(1)].
- The B7 Land Use table is replicated below.

Zone B7 – Business Park

- 1 Objectives of zone
 - To provide a range of office and light industrial uses.
 - To encourage employment opportunities.
 - To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.
 - To permit limited residential accommodation that contributes to the provision of employment opportunities.
- 2 Permitted without consent
 - Nil
- 3 Permitted with consent
 - Child care centres; Food and drink premises; Hotel or motel accommodation; Kiosks; Light industries; Neighbourhood shops; Office premises; Passenger transport facilities; Respite day care centres; Roads; Serviced apartments; Sewage reticulation systems; Shop top housing; Warehouse or distribution centres; Water reticulation systems; Water storage facilities; Any other development not specified in item 2 or 4
- 4 Prohibited
 - Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Camping grounds; Caravan

parks; Cemeteries; Commercial premises; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industries; Marinas; Mortuaries; Open cut mining; Registered clubs; Residential accommodation; Resource recovery facilities; Restricted premises; Rural industries; Sewerage systems; Storage premises; Tourist and visitor accommodation; Truck depots; Vehicle body repair workshops; Waste disposal facilities; Water supply systems; Wharf or boating facilities

- Not all proposed land uses under this Master Plan are permitted with consent. Adjustments would be required to the LEP in order to realise the Master Plan. This is discussed in further detail at Section 6.2.

Height and Density Controls

- Height and density controls apply in the B7 zone, but may require review following adoption of the Master Plan. No height or density controls are applicable of the SP2 or the E2 zones.
- Under the LEP, a 12m height limit applies across the B7 zone whilst the same area is subject to a density (FSR) control of 0.8:1 – we note that the LEP FSR map and legend do not accord. We assume the FSR is 0.8:1 based on the previous version of the map now no longer in force.
- Clause 4.6 of the LEP allows for exceptions to development standards, including height and FSR controls. Whilst this provides flexibility, it may not provide sufficient scope to allow Council to approve more significant departures from these standards.
- As with the land use zone(s), adjustments would be required to the LEP in order to realise the Master Plan. This is discussed in further detail at Section 6.2.

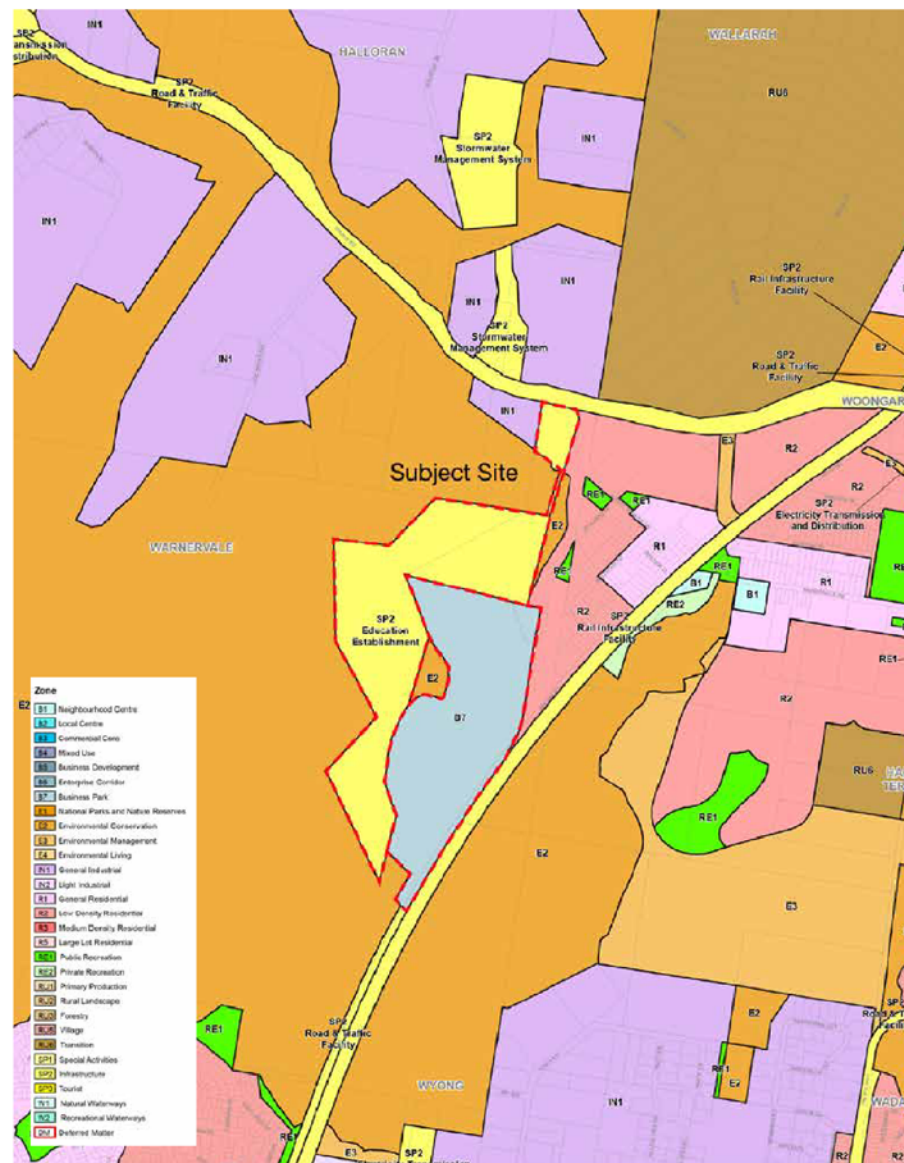


Figure 6 – Wyong Shire Council LEP 2013: Existing zoning controls map.

03 The Site

3.1 Site Boundary

- The site is in the ownership of the Wyong Shire Council and forms part of the overall study area known as Precinct 7A, north of the Wyong and Tuggerah major employment areas. The Precinct is approximately 4km north of Wyong town centre, about 3.5km from the M1 Motorway via Sparks Road, about 2.5km from the future new Warnervale town centre, and about 6.0km from the proposed centre of the Central Coast Regional Airport Strategic Area. The Precinct also abuts the existing Sydney-Newcastle railway line, with the existing Warnervale Station within 1km from the northern edge of the Precinct.
- It is strategically located near the M1 Motorway, the Wyong Employment Zone, the existing Warnervale train station, the proposed Warnervale town centre and master planned residential estate on the eastern side of the train station. The Precinct is nearby to existing schools including the Lakes Grammar School (offering years K-12) and Warnervale Public School (offering years K-6). These education sites fall within the Education Precinct, but outside of the study area for this Master Plan. The Precinct connects to the southern end of the existing Link Road and the Council has plans to extend the Link Road from the Precinct further south to connect to the Pacific Highway at North Wyong.

- The wider site is approximately 433 ha in area, with some 65 ha identified via the Desktop Review as being developable land. The site is generally characterised by:
 - A cleared landscape, along a long north-south ridge-line and a series of ridge tops
 - Open woodland
 - Bush fire risk
 - Topography and catchment drainage to the west and south-west
 - Wetlands and ecological constraints in the Western portion of the Precinct.



Figure 7 - Aerial Photo with council owned land, and proposed site boundaries.

03 The Site

3.2 Topography

- Generally, the site is characterised by a dominant high ridge line running in a north-south direction and which is generally the existing cleared land with the best parcels for future development. This broadly runs parallel and within proximity to the rail line.
- This ridgeline provides for a "necklace" of cleared high points linked by vegetated spaces.
- The second of the two arms of ridge lines runs westwards from the northern extremity of the site, but would seem a little less well suited for development due to a range of constraints addressed below. This arm of ridgeline has a max RL of 30m and is heavily modified land with fill, moved earth, and imported material from within the precinct presently serving as a moto-cross track. This part of the site offers the best opportunity for views to the west and south-west.
- Of the natural topography on the site, the highest RL is 22m on this western ridgeline's arm.
- The main and longer southern ridgeline arm has two plateaux at RL 20m with a large and consistent benching of at least RL 18m for many hundreds of metres in length.
- Views on all directions would be possible for any significant and taller buildings and would also allow for landmark locations for taller buildings, particularly at the north of the site near existing urban development which would also provide for a "front door" to the Precinct.

- The slope of the land is generally to the west falling from RL 18m to below RL 4m into the Porter's Creek wetland to the site's south-west. The site also slopes to the eastern boundary of the site towards the rail line and its cutting.
- Landmark building(s) on higher parts of site operating / serving as a focal point may result in Obstacle Limitation Surface (OLS) and Procedures for air navigation services - aircraft operations surfaces (PANS-OPS) issues for future Central Coast Regional Airport. This in itself is not prohibitive, but would be instructive of maximum heights of buildings (most critically in relation to PANS-OPS).
- The likely future OLS and PANS-OPS limitations are not known, but given the distance of the site from the likely airport location this should not pose a significant issue in formulating likely building envelopes.
- Clause 7.7 of Wyong LEP 2013 presently limits approval of DAs for development near to Warnervale Airport that may penetrate either or both the OLS and PANS-OPS until the Commonwealth has signed-off or approved the development (as the case may be). Similar provisions would come into play in relation to the future airport.
- The Warnervale Airport OLS limitation across the site is RL 52.6m. This is the equivalent of about a 10-storey building plus plant assuming development on the RL 18m benched areas on the main ridgeline. No PANS-OPS information for the airport is available.
- Figure 8 shows the site's topography via a contour map.

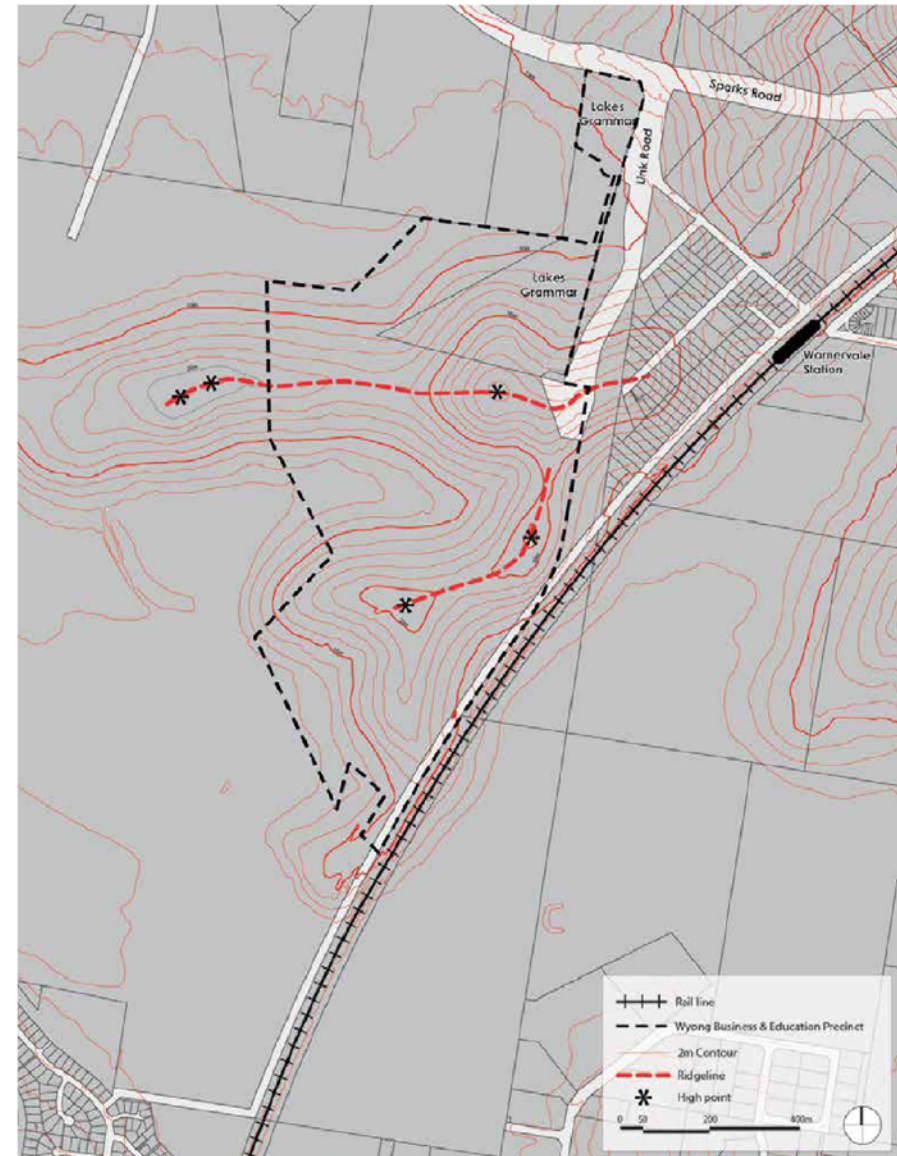


Figure 8 – Topographical features of the proposed site.

03 The Site

3.3 Ecology and Biodiversity

- A significant portion of the site (below about RL 6m) is understood to be subject to SEPPP14 Wetlands and Ecological Endangered Communities (EEC).
- The SEPP 14 Wetlands are the Porter's Creek Wetland. Accordingly, whilst they cover a wide area they appear to not substantially affect or apply to the developable parts of the site atop the ridge lines.
- Investigations carried out for Council in 2013 in relation to the Precinct 7A area found five threatened flora species, nineteen threatened fauna species, one endangered flora population and four endangered ecological communities (EECs) within the Precinct 7A study area.
- Within the Business & Education Precinct only two small pockets of Alluvial Melaleuca Sedge Forest (EEC) were identified. These are located along the rail line at the easternmost boundary of the site and are affected by the Link Road Stage 2 extension, more so than by potential development (particularly the southernmost pocket of the EEC). These 2013 studies concluded that the Precinct 7A project would have no significant impact on any of the 4 EECs.
- No threatened flora species were found in the Business & Education Precinct subject to the 2013 investigation.
- Two locations on the downwards slopes between the two ridge lines were identified as containing the Large-footed Myotis. The large-footed Myotis was not recorded during 2013 surveys, however has been recorded in the study area in two earlier surveys. There is suitable foraging habitat for this species in parts of Porters Creek wetland.
- The Business & Education Precinct has the potential to be Koala habitat. The study area is subject to assessment under SEPP 44 (Koala Habitat Protection), as it lies in a Local Government Area listed in Schedule 1 of the policy. SEPP 44 aims to encourage the proper conservation and management of areas of natural vegetation that provide habitat for the koala. The aim of this is to ensure permanent free-living populations over their present range and to reverse the current trend of population decline. Any development application in an identified LGA that will potentially affect an area of one hectare or greater, must be assessed under this policy.

- The SEPP 44 assessment completed as part of the survey for this project in 2013 consisted of determining the proportion of Schedule 2 feed tree species. In total 13 eucalypt species were identified throughout the study area, of these three were koala feed tree species.
- Of the 21 sites surveyed, seven of the sites contained koala feed tree species, and of these seven sites five contained sufficient proportions of feed trees to identify the site as potential koala habitat.
- Whilst there is no clear evidence of koalas, it must be assumed that the study area contains (at least in part) core koala habitat. However, given the highly urbanised landscape around the study area and its locality, it is unlikely that the area would contain a viable population of this species.
- A high degree of vegetation connectivity is assumed to occur within the site, principally along the main north-south ridgeline and in the lower areas north of the Porter's Creek wetland. This connectivity has the potential to form key corridors to be used by a variety of fauna groups (land species), depending on the dominant vegetation type in the corridor.
- The Commonwealth EPBC Act may also apply to land where the proposed hazard reduction works or any other clearing works are to be undertaken. The EPBC Act requires that actions which will have or are likely to have a significant impact on matters of national environmental significance (controlled actions) are approved under the EPBC Act.
- A search of the Department of Sustainability, Environment, Water, Populations and Communities (DSEWPC) Protected Matters Database identified threatened and migratory species (EPBC Act listed) known to occur or considered likely to occur, on the basis of habitat modelling, within 10 kilometres of the study area. No EPBC Act listed endangered populations or threatened ecological communities (TECs) are known or have potential to occur within the study area. From the Assessment of Significance, it is concluded that the project is not likely to pose a significant impact on matters of national environmental significance as listed under the Schedules of the EPBC Act. The proposal is not believed likely to comprise a controlled action, and will not require referral to the Minister for determination.
- Figure 9 provides for a composite of the various ecological constraints on or near the site.

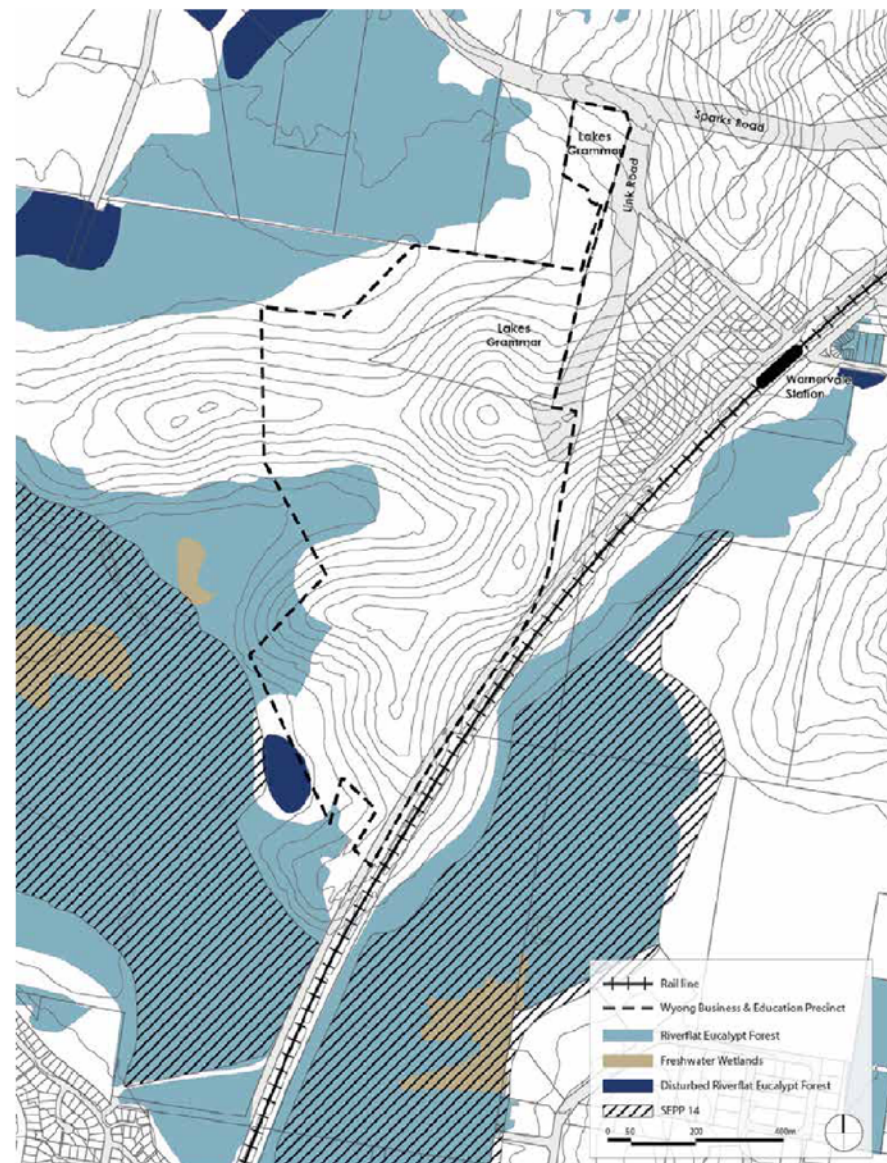


Figure 9 – Ecology & biodiversity features of the proposed site.

03 The Site

3.4 Bushfire

- The site is affected by bushfire risk and is mapped as Bushfire Prone Land on Council's maps – see Figure 10.
- Relevant State planning provisions in relation to bushfire protection and Asset Protection Zones (APZs) of varying widths relative to the level of bushfire risk and land use would apply, noting special provisions apply to clearing of SEPP 14 wetlands (including the Porter's Creek wetland).
- APZs would form part of engineered solutions where required.
- The clearings and open and benched land on the ridges on the site are broadly partly unaffected by bushfire risk (in isolated cases only), but predominantly nominated as Vegetation Buffer under Council's maps. Either side of the ridgelines in higher density vegetation, the Bushfire Risk is nominated as Vegetation Category 1. A small amount of lower order Vegetation Category 2 land is also identified.
- Vegetation Category 1 is typically forest, woodland, National Parks or State Forest land.
- The Vegetation Buffer applied in this instance is a 100m wide buffer for the Category 1 vegetation which predominantly skirts the site's ridgelines. The area within the Buffer is about 20ha in area.
- The RFS's Planning for Bushfire Protection 2006 will apply to the development of the site. Principles within this guideline should be applied in early spatial planning for development.

- Formal assessment of bushfire risk will only be needed at development application stage (whether subdivision or for buildings).
- Note, development for the purposes of an educational establishment, health services facility, correctional centre or group home, or for residential purposes, in an area that is bush fire prone land (as defined by the Act) are required to consult with the NSW Rural Fire Service as Special Fire Protection Purposes.
- Special Fire Protection Purpose are defined by s100B of the Rural Fires Act 1997. They are generally developments designed for occupants that are more vulnerable to bush fire attack due to reduced mobility capacity, less educated regarding bush fire impacts, organisational difficulties for relocation, have communication barriers and logistical arrangements.
- A university, college, independent student accommodation use would generally fall within this category. Approval from the RFS under s100B would be required at DA stage.
- Broadly development opportunity on the site is located on the limited non bushfire prone land and within the 100m buffer zone with the application of suitable APZs, and other design solutions including evacuation routes and fire fighting infrastructure to address bushfire risk.



Figure 10 - Bushfire risk at the proposed site.

03 The Site

3.5 Drainage and Flooding

- A key principle applied to the North Wyong Shire Structure Plan has been to not intensify land use in areas that could be at risk from increased flooding. Detailed flooding investigations will need to be undertaken as part of local planning.
- Flooding impacts for a 1% AEP event are largely nonexistent above RL 6m. An event that has an AEP of 1% is an event occurring that is 1 chance in 100 in any given year, thus the probability is 0.01 (1%). Accordingly, the ridge lines of the site are well above a significant annual rain / flooding event.
- Development of the site / precinct can take advantage of existing drainage infrastructure to the north and Porter's Creek wetland to the south-west and seek to link the two through the site with contemporary drainage designs. Northern drainage collection points have the potential to feed into the wetland via a "harvesting pipe".
- Adoption of an Integrated Water Cycle Management system (see Cardno model for Precinct 7A) may include proposed constructed wetlands at the site's periphery near the Porter's Creek wetland and piped infrastructure in support.
- Drainage infrastructure at a localised or micro level may include WSUD models including at-grade car parks, open space

- and green space, and thoroughfares within the campus(es).
- The general drainage and flooding features of the site are shown in Figure 11.

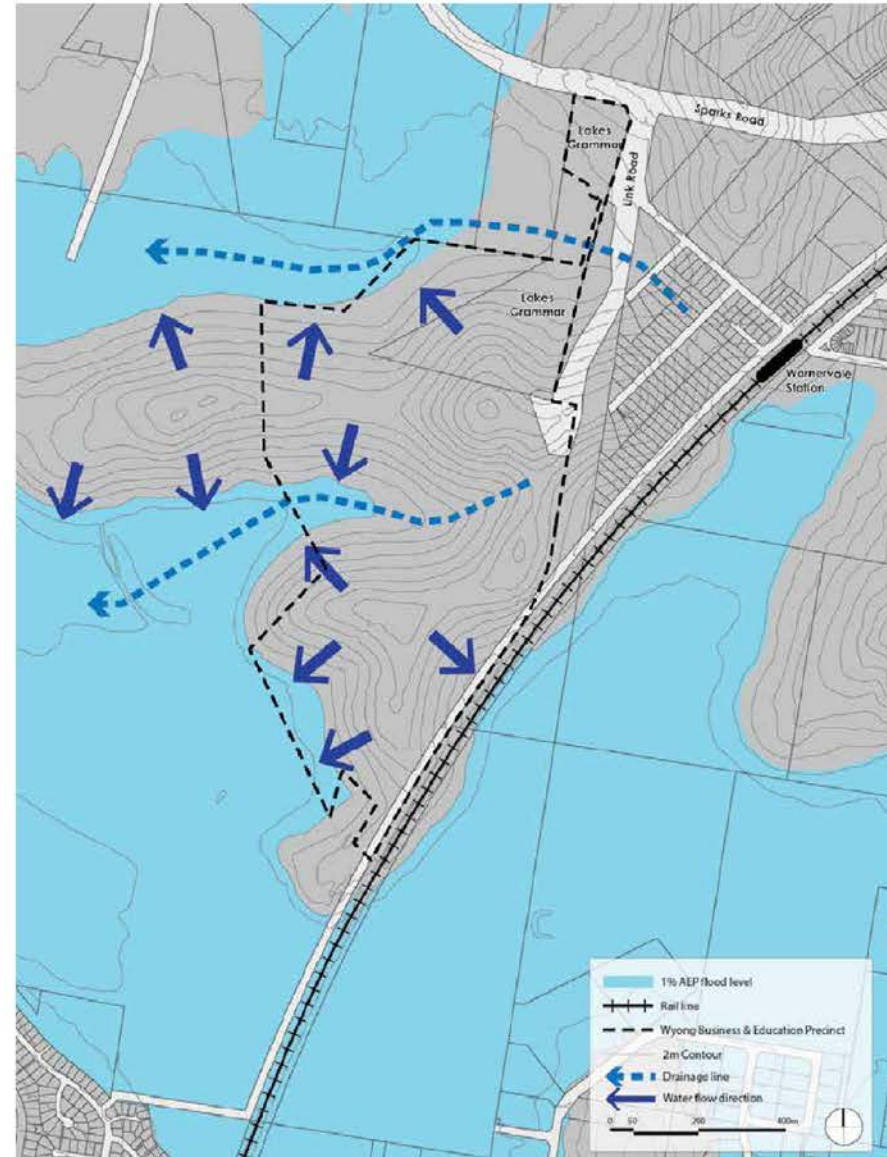


Figure 11 – Drainage and water features of the proposed site.

03 The Site

3.6 Geotechnical & Contamination

- The site is mapped by Council as containing Acid Sulfate Soils of Class 5 on the ridge lines and of Class 3 on lower land generally within the area within and bordering the Porter's Creek wetland. Acid Sulfate Soils pose no threat unless exposed by works or development. See Figure 12.
- Class 5 soils are the lowest category of Acid Sulfate Soils. Only works which are within 500 metres of adjacent Class 1, 2, 3, or 4 land which are likely to lower the watertable below 1 metre AHD on adjacent Class 1, 2, 3 or 4 land are likely to require an Acid Sulfate Soils Management Plan and development consent. This would appear unlikely given the distance of the Class 3 soils from the likely developable land.
- The site is not a Mine Subsidence District under Council's maps. This allows for substantially sized developments on their merits having regard to other relevant impacts and constraints.
- None of the site is mapped as contaminated land.
- Fill and moved earth on the site would appear to originate from within the site and also therefore not be considered as contaminated.

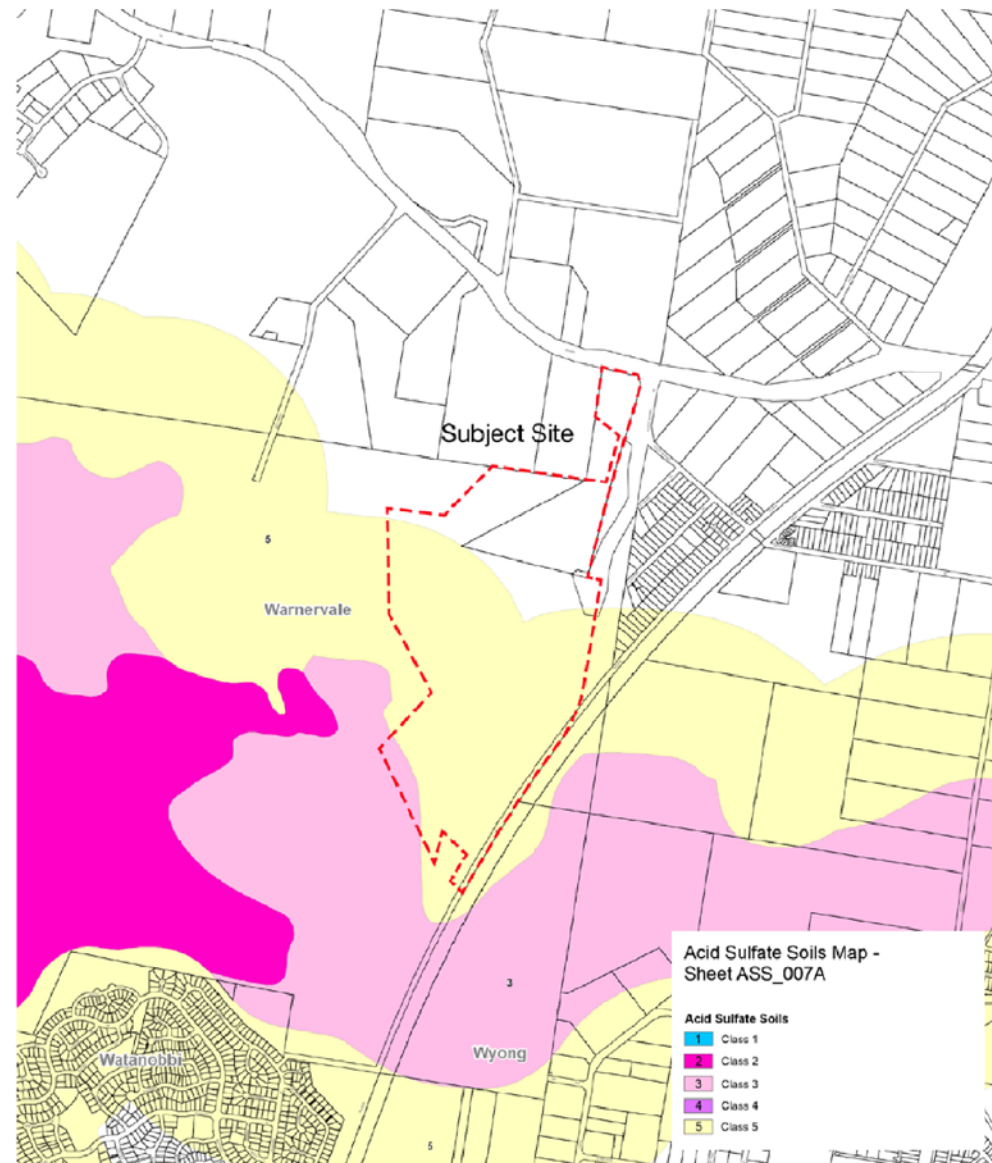


Figure 12 - Wyong Shire Council LEP 2013: Acid Sulfate Soil Map

03 The Site

3.7 Transport and Access

- As stated earlier, the site is well located being approximately 4km north of Wyong town centre, about 3.5km from the M1 Motorway via Sparks Road, about 2.5km from the future new Warnervale town centre and railway station, and about 6.0km from the proposed centre of the Central Coast Regional Airport Strategic Area. The site also abuts the existing Sydney-Newcastle railway line, with the existing Warnervale Station within 1km from the northern edge of the site.
- Improved and faster connections to and into the site and Precinct will result from the planned Link Road Stage 2 extension.
- Improved Motorway access via Sparks Road will result once the second stage of the Link Road is completed. This will also provide significant exposure to the site and enhance its marketability.
- Widening of the M1 is planned south and north of site access off Sparks Road to further improve peak traffic flows and accessibility.
- Rail access from Warnervale Station (upgraded station location at new town centre) and likely changed express services to and from Warnervale (currently not offered or available) will enhance accessibility to the Precinct.
- Shuttle bus access from Warnervale Station to site is possible as well as adjustments to existing bus routes in the

locality.

- Accommodation options on Campus will also reduce travel demand and infrastructure needs to a portion of the students. With a accommodation for 1,500 planned for a 7,000 student campus this equates to over 20% of students potentially residing on-site.
- Figure 13 identifies the site in the context of existing and planned roads and rail infrastructure.

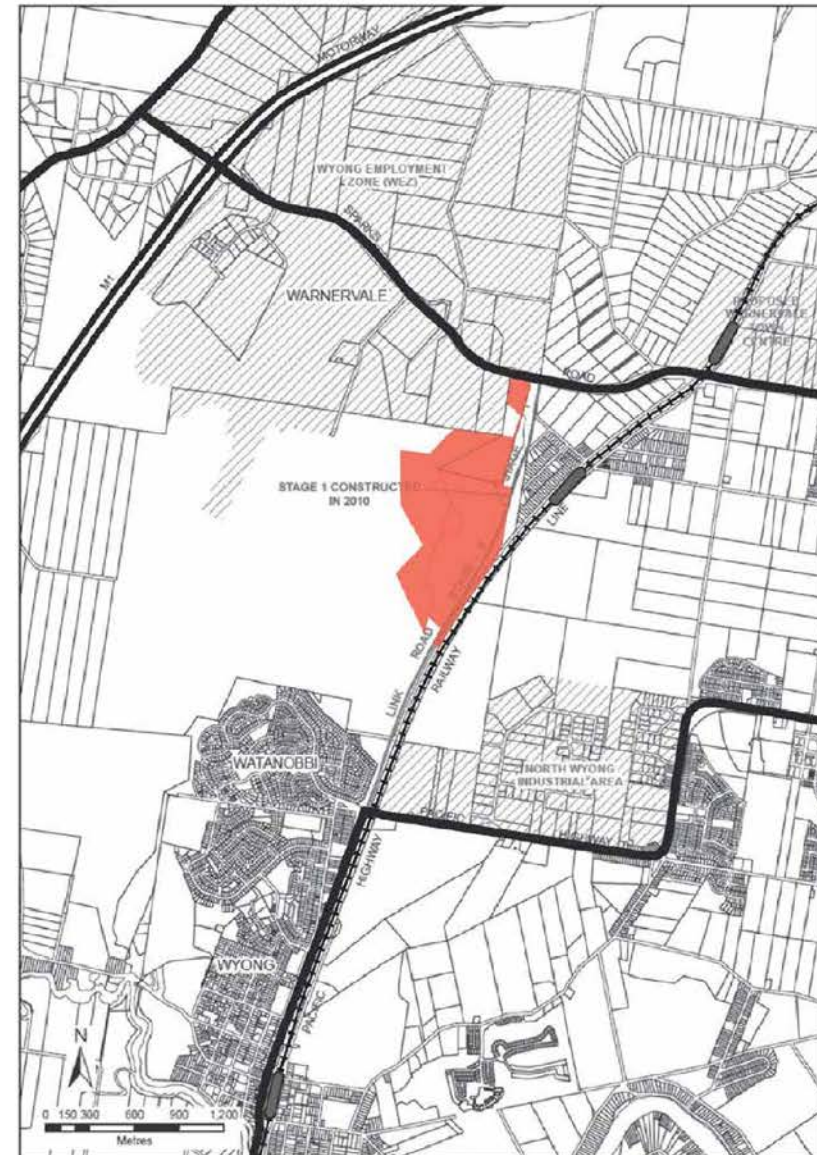


Figure 13 – Transport & access features of the proposed site.

03 The Site

3.8 Infrastructure

- The site is substantially unserviced with only drainage up to the site boundary at the completed portion of the Link Road.
- Sewer connection appears possible near the railway line at the northern boundary with adjacent residential development – however existing capacity is not known but assumed upgrades will be required.
- As the site is wholly in Council’s ownership a single shared set of infrastructure can be planned for from the outset.
- Accordingly, an infrastructure funding regime can be more easily established with Council as the lead landowner and authority.
- Infrastructure could follow the Link Road reservation, particularly if a north-south oriented development pattern and staging is implemented.
- The range of likely infrastructure upgrades required (within the wider Precinct 7A) includes:
 - Transport: (roads, rail and public transport, pedestrian and cycle ways)
 - Water
 - Sewerage
 - Drainage
 - Community buildings
 - Open Space
 - Health facilities
 - Education buildings
 - Energy infrastructure
- Some of these will be provided for directly by the site (e.g education and community buildings), but others will be part of the wider network and dependent upon staging and capacity considerations.
- Infrastructure can be provided in a number of ways as the planning and delivery of infrastructure may be shared between many parties such as State Government agencies, Local Government, Commonwealth Government, as well as developers through development contributions and private sector investors. As the area develops, infrastructure will likely be delivered by private developers and/or programmed into the State and local council capital works programs in stages with a view to keeping pace with the new urban development that is occurring.
- Figure 14 sets out the existing servicing of the site and its environs.



Figure 14 - Infrastructure features of the proposed site.

03 The Site

3.9 Public Transport

Bus:

- Warnervale’s land uses are changing, particularly with employment and education activities. This will require a new bus network from most parts of Wyong, linking the current and future residential areas with the activity nodes.
- Existing and new bus routes can access the site via the proposed Link Road.

Railway

- The Precinct is bounded by the Northern Railway between Newcastle and Sydney, which offers major opportunities for the Central Coast workforce to access these two major employment nodes. There are currently studies being undertaken as to how to speed up the services so as to make commuting more attractive, by cutting the journey-to-work times.
- The corollary to this is that reverse trips from the large workforce in Sydney and Newcastle could encourage businesses to establish in Wyong to take advantage of a skilled local workforce and availability of more affordable land. With the aim of speeding up rail travel between Newcastle and Sydney there would need to be express train stopping at key destination and origin stations.
- Wyong’s obvious destination stations would be Wyong, Tuggerah, and a potential Warnervale Town Centre Station.

- In the longer term, when the proposed SMARTS Hub, Business Park and University are functioning, a train station to serve this major destination would be a key element in reducing the car dependency of the Precinct, thereby allowing less land required for car parking.
- It is recommended that provision be made for a future interchange adjacent to the Link Road.
- Figure 15 sets out the likely bus and train linkages to the Precinct within the existing network context.

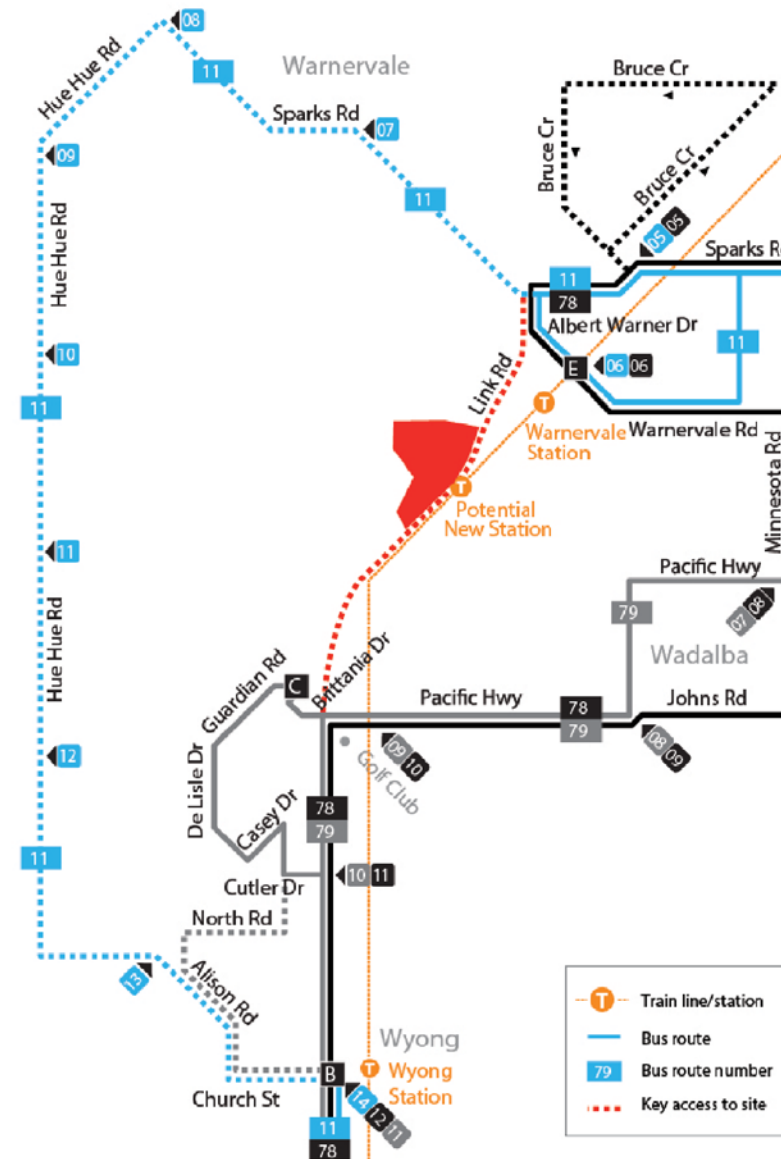


Figure 15 – Existing local bus and heavy rail routes.

03 The Site

3.10 Combined Constraints

- The Precinct / site is (potentially) affected by:
 - Future aviation constraints from the proposed Central Coast Regional Airport in relation to OLS and PANS-OPS limitations to development height. This will need to be confirmed at a later date.
 - Warnervale Airport OLS limitation of RL 52.6m. This equates to building of about 10 storeys in height on the highest parts of the site.
 - Bushfire Prone Land, with the need for APZs of various widths to be determined. Given Educational Establishments are a Special Fire Protection Purpose under the Rural Fires Act, separate approval will most likely be required, unless the DA for this development is State Significant Development (SSD).
 - Limited scope for threatened species including Koalas and the Large-footed Myotis.
 - Two small pockets of Alluvial Melaleuca Sedge Forest (a listed EEC) near the railway line.
 - The need to provide a high degree of vegetation connectivity and green corridors across and along the ridgeline of the site.
 - Location of the Stage 2 extension of the Link Road and its funding, timing and delivery.
 - Aboriginal heritage may occur on the site and require separate approval as part of the DA process (unless SSD).
 - Significant Infrastructure (social, but also principally physical) is required - the location, funding for, and staging of which has not yet been determined.
 - Noise and vibration impacts from road, rail, and aviation, particularly on sensitive education and residential uses.
 - Introduction of an overseas university into the local market and timing to establish this university under relevant local legislation and therefore its ability to act as a catalyst for the precinct in the shorter term.
 - The development opportunity within the SP2 Educational Establishment zone is less clear than that of the B7 Business Park zone (where greater opportunity appears available). This

- would need to be further reviewed in light of potential flooding, wetlands, and ecological issues.
- Figure 16 provides a single map of the likely combined constraints.
- There would appear to be no significant or material impact posed by:
 - Topographical constraints. In general, an area in the order 20ha would appear developable along a neck-lace of clearings along the north-south ridge line within the B7 Business Park zone.
 - Flooding on the ridgeline above a RL of at least 6m in relation to a 1% AEP event. Broadly any land above RL 16m would be well outside off substantial flooding risk.
 - Building height (other than future potential effects upon aviation). A landmark building of about 10 storeys would be possible without affecting Warnervale Airport's OLS limitation.
 - SEPP 14 wetlands (such as the Porter's Creek wetland) and their EECs appear to be well located away from developable parcels and would not affect future development.
 - SEPP 26 Littoral Rainforests as none occur on the site.
 - SEPP 71 Coastal Protection as the site is sufficiently well located way from the relevant zones under State legislation.
 - Commonwealth legislation in relation to matters of National Significance, including Threatened Ecological Communities.
 - Geotechnical issues (including subsidence, contamination, acid sulphate soils or mining licences).
 - Traffic, access, or parking issues or constraints.
 - European heritage or archaeology.
 - Integration with existing and future adjacent land uses (other than edge impacts to low-rise residential development and the airport(s) in proximity to the site).
 - Strategic and statutory planning objectives and controls as the proposal satisfies broader planning and land use objectives.

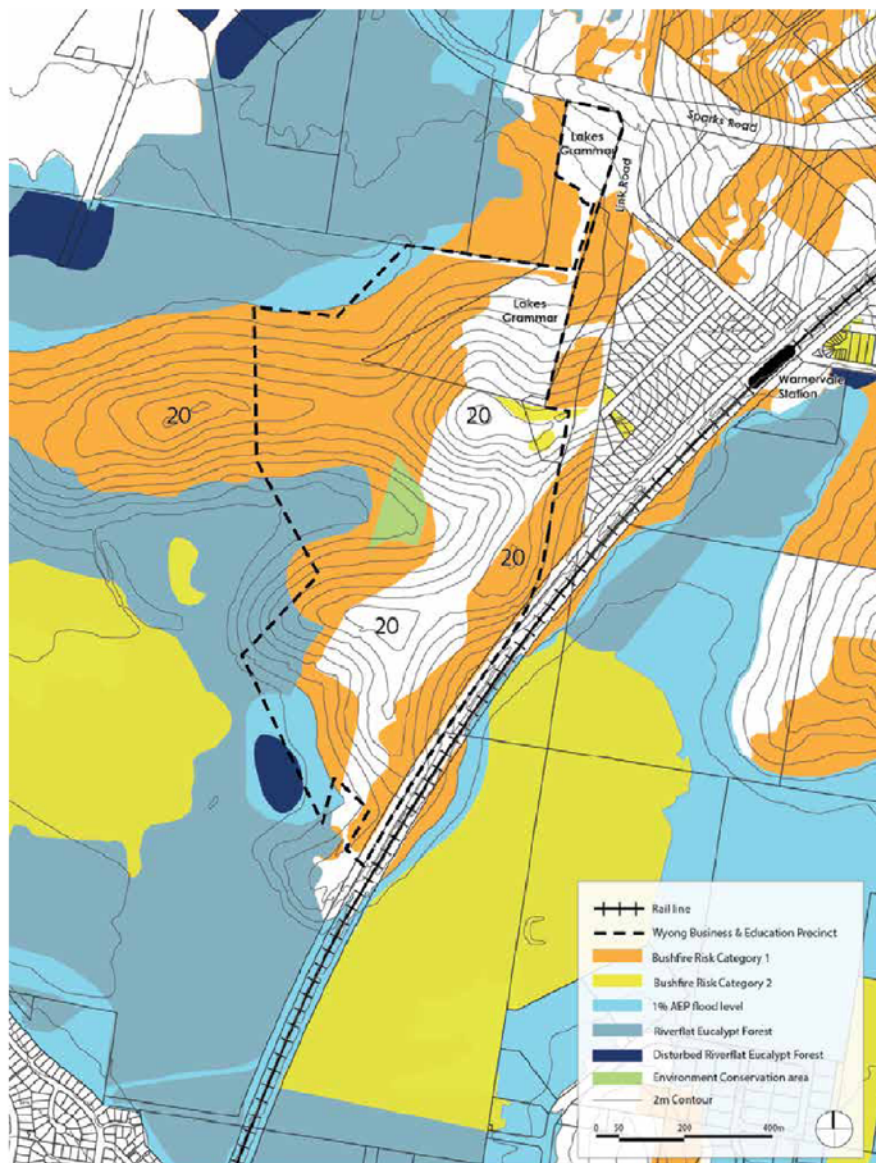


Figure 16 – Combined constraints of the proposed site.

03 The Site

3.11 Development Opportunities

- The developable footprint of 65 ha is largely confined to a dominant north-south ridge-line and a secondary east-west ridge-line at the northern extent of the Precinct.

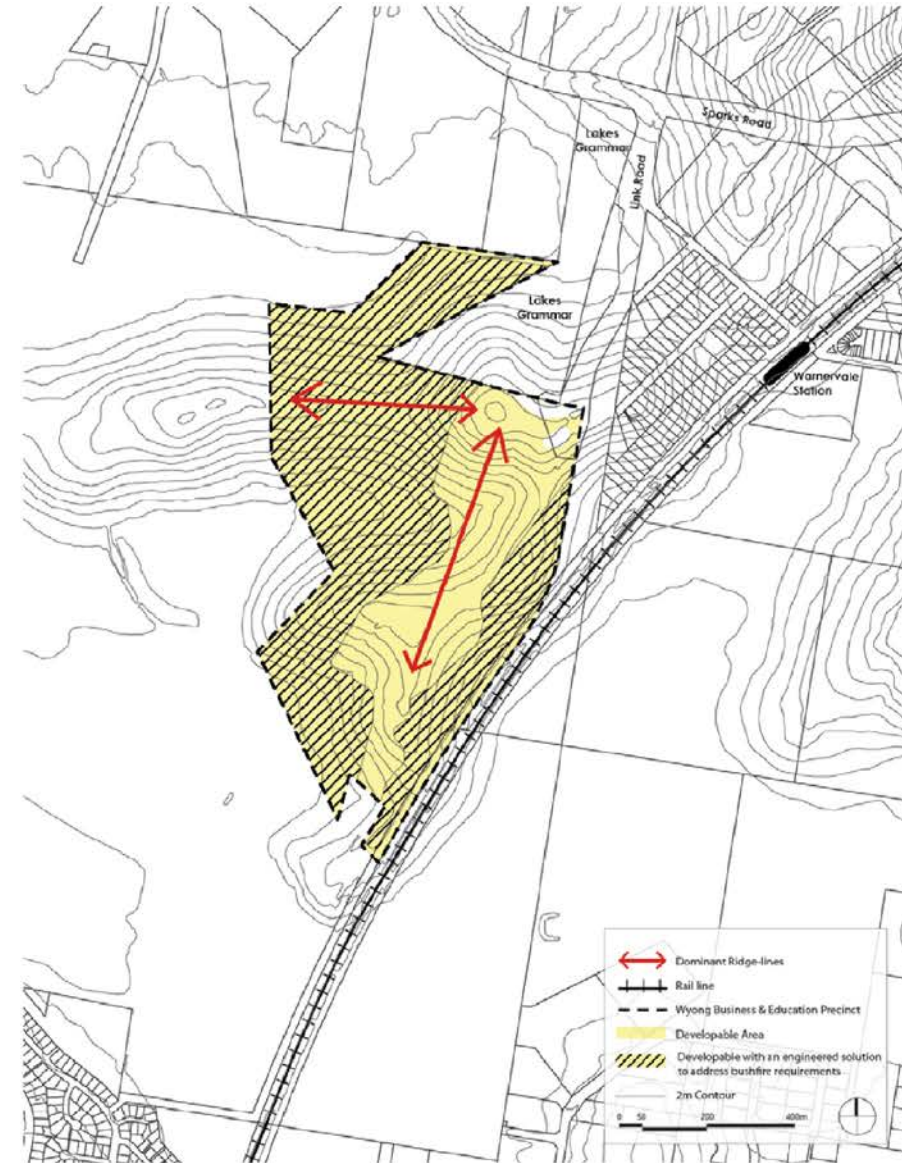


Figure 17 - Developable areas of the proposed site.

04 Vision

4.1 Vision

- The overall vision is for an integrated and interactive tertiary education, business & technology park, community & recreational space, and a SMARTS Hub, on a key council owned site. It will be a key activity hub in Wyong, attracting a variety of demographic groups.
- The physical vision is based on integrating these components by two development corridors or arms, focused on a central fulcrum; the western arm along the ridge line is the majority of the university, and is tied to a central hub by an east-west pedestrian spine which forms the location for each faculty building. A north-south pedestrian spine, from the central hub, contains the university campus up to the Northern boundary of the Business Park. Whilst the boundary between the University and the Business Park could be fixed, the interface of activity can be 'fluid', allowing business and research to interact in a positive way.
- It is also proposed that the University will complement and work closely with the existing schools in the area such as Lakes Grammar, McKillop Catholic College and Warnervale Public School.
- The Central Core includes;
 - SMARTS Hub;
 - Low-scale retail to cater for the incoming population;
 - Library: possibly shared between the University and Council.
 - The main pedestrian square at the intersection of these, will form the main meeting place for the space, including for students, workers and visitors of the precinct.
- The vision includes making the Precinct the focus of Public transport from all parts of Wyong and beyond.

Goals & Objectives

- A concept Master Plan has been prepared for the site, accommodating the key components of the proposed Education & Business precinct. These key components are:
 - A university campus for 7,000 students
 - Residential college for 1,500 students
 - Language centre to support International Students
 - Community, Sports Institute and Recreational facilities
 - Integrated Business/Industrial Park
 - Associated infrastructure requirements associated with

- education/business park providers.
- The Master Plan will include the future development of the following Key Precincts including:
 - Precinct A (Tertiary Education with a focus towards science, technology and engineering)
 - Precinct B (Secondary Education & Child Care Services) – note that part of this precinct already exists.
 - Precinct C (Business/ Industrial Park)
 - Precinct D (Student Accommodation)
 - Precinct E (Sporting & Recreational)
- The University also would be located close to the new Warnervale Rail Station and the Warnervale Town Centre.



Figure 18 - Pedestrian Walkways - form the spines of the university.



Figure 19 - Pedestrian Squares - creating an activity hub and facilitating person to person contact.



Figure 20 - Business Park Boulevard to Open Space - forming the key pedestrian and cycle way spine.

05 Benchmarks

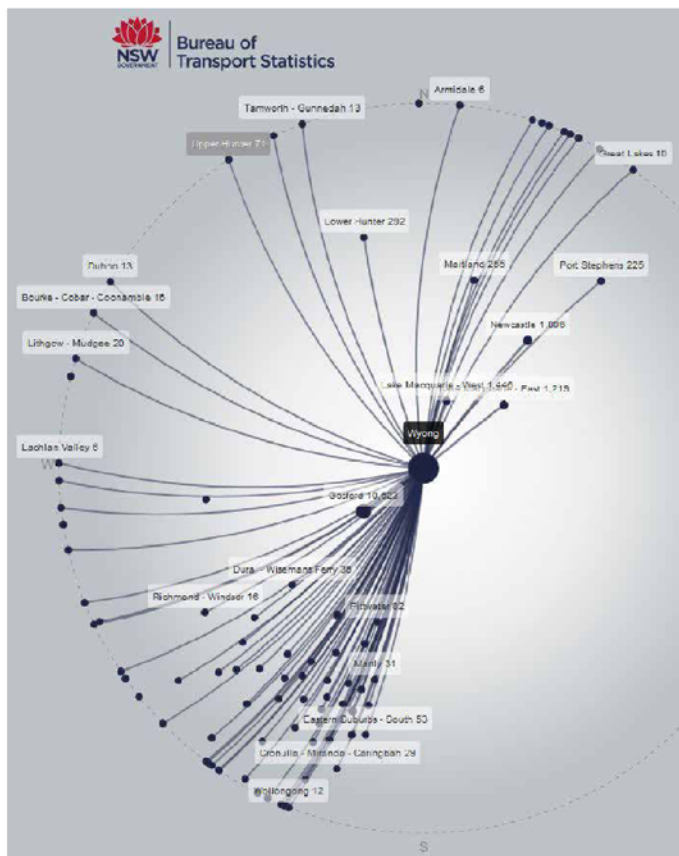
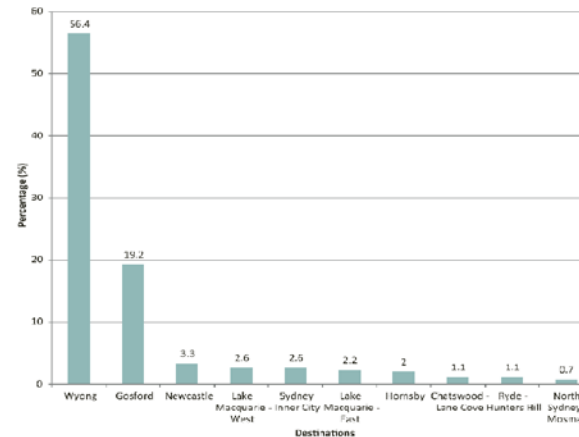


Figure 21 – Bureau of Transport Statistics: Journey to work visualiser.

Top Employment Destinations for Workforce of Wyong in 2011	Number	Percentage (%)
Wyong	31,219	56.4
Gosford	10,623	19.2
Newcastle	1,806	3.3
Lake Macquarie - West	1,446	2.6
Sydney Inner City	1,419	2.6
Lake Macquarie - East	1,219	2.2
Hornsby	1,129	2
Chatswood - Lane Cove	604	1.1
Ryde - Hunters Hill	584	1.1
North Sydney - Mosman	436	0.7
Total	55,397	91.2

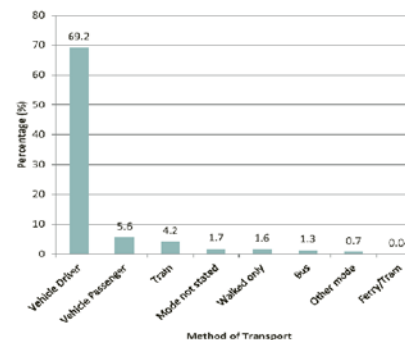
Table 1 – Census 2011: Top employment destinations for Wyong workforce.



Graph 1 – Census 2011: Top employment destinations for Wyong workforce.

Modal Share for Residents of Wyong in 2011	Number	Percentage (%)
Vehicle Driver	38,329	69.2
Vehicle Passenger	3,082	5.6
Train	2,313	4.2
Mode not stated	960	1.7
Walked only	883	1.6
Bus	717	1.3
Other mode	363	0.7
Ferry/Tram	23	0.04

Table 2 – Census 2011: Methods of transport to work for Wyong workforce.



Graph 2 – Census 2011: Methods of transport to work for Wyong workforce.

5.1 Community Profile - Destinations and Method of Transport

- The proportion of the Wyong workforce employed locally is reasonably high, and if Gosford is included, the census shows a high level of self-contained employment in the Central Coast.
- It is surprising that no more than 3.3% access jobs in Newcastle, approximately 50km from Wyong, comparably, a relatively short distance for Sydney commuters to the Sydney CBD in a Sydney context.
- These figures show the demand for jobs to be provided within Wyong.
- Journey to work figures reflect the close proximity to local jobs and the relative lack of congestion and the ease of parking when compared with the Sydney and North-Sydney CBDs.
- Local jobs accessible by rail and bus are required in the future.

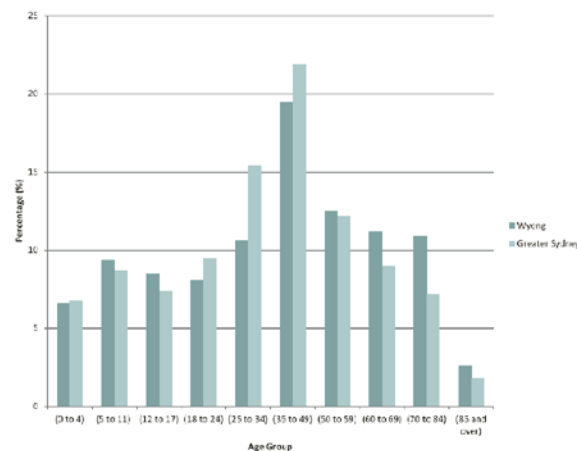
05 Benchmarks

5.2 Community Profile - Age Structure & Education Demographics

- Wyong's age structure, when compared with Greater Sydney shows similar proportions in all categories, apart from two broad categories:
 - Wyong has a much lower proportion of "young workforce" than Greater Sydney; and
 - A higher proportion of "retirees", "seniors" and "elderly".
- The latter reflects most likely, those retirees who have moved to the Central Coast for an improved and affordable lifestyle.
- The "young workforce" 25-34 age group possibly reflects the lack of higher order jobs in Wyong or lack of opportunities within the LGA. This could change with the proposed SMARTS Hub, University and Business Park.

Age Structure - Service Age Groups in 2011	Number	Wyong %	Greater Sydney %
Babies and pre-schoolers (0 to 4)	9,956	6.6	6.8
Primary schoolers (5 to 11)	12,100	9.4	8.7
Secondary schoolers (12 to 17)	12,756	8.5	7.4
Tertiary education and independence (18 to 24)	12,158	8.1	9.5
Young workforce (25 to 34)	15,909	10.6	15.4
Parents and home builders (35 to 49)	29,153	19.5	21.9
Older workers and pre-retirees (50 to 59)	18,733	12.5	12.2
Empty nesters and retirees (60 to 69)	16,742	11.2	9.0
Seniors (70 to 84)	16,394	10.9	7.2
Elderly aged (85 and over)	3,844	2.6	1.8
Total population	149,745	100	100

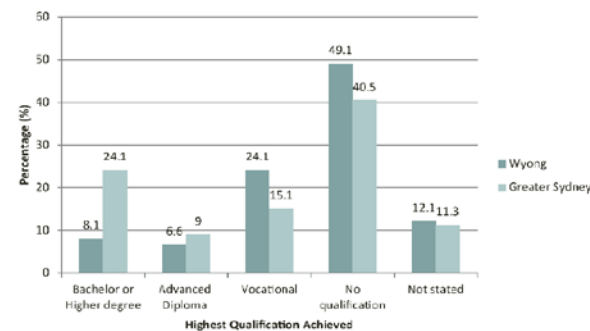
Table 3 - Census 2011: Wyong service age groups comparison.



Graph 3 - Census 2011: Wyong service age groups comparison.

Education - Highest qualification achieved in 2011	Number	Wyong %	Greater Sydney %
Bachelor or Higher degree	9,628	8.1	24.1
Advanced Diploma	7,921	6.6	9.0
Vocational	28,819	24.1	15.1
No qualification	58,585	49.1	40.5
Not stated	14,467	12.1	11.3
Total persons aged 15+	119,420	100	100

Table 4 - Census 2011: Highest qualification of education achieved by residents of Wyong, compared to the Greater Sydney area.



Graph 4 - Census 2011: Highest qualification of education achieved by residents of Wyong, compared to the Greater Sydney area.

05 Benchmarks

5.3 Pedestrian Spines

- Pedestrian spines facilitate interaction between students of various faculties and becomes the focus of public spaces and facilities.
- The two greenfield universities, Macquarie and the University of Western Sydney Campbelltown Campus, were both planned around a pedestrian spine which served as the main access points to all buildings.
- A pedestrian spine at the University of New South Wales links Anzac Parade with the bulk of the campus. At the University of Sydney, the walk from City Road to the Library has only recently been completed.

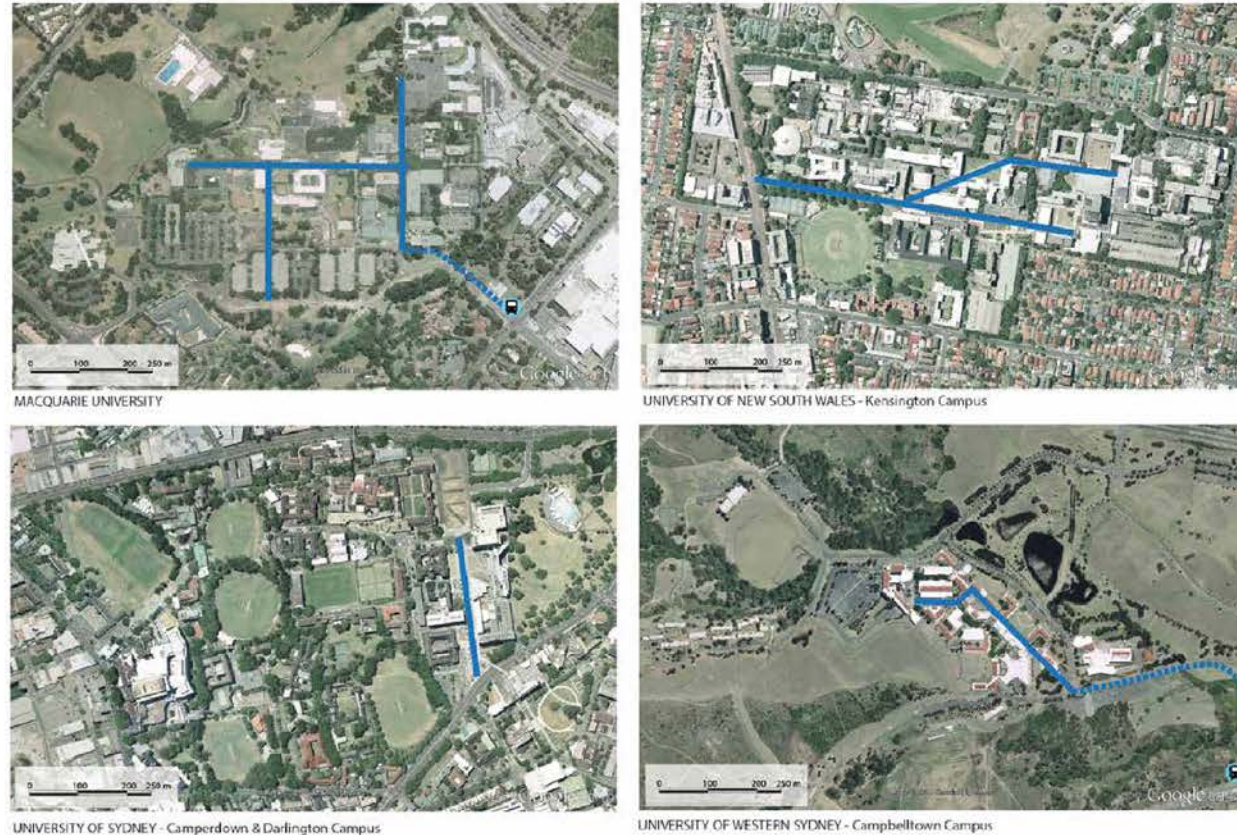


Figure 22 - University Pedestrian Spines Comparison.

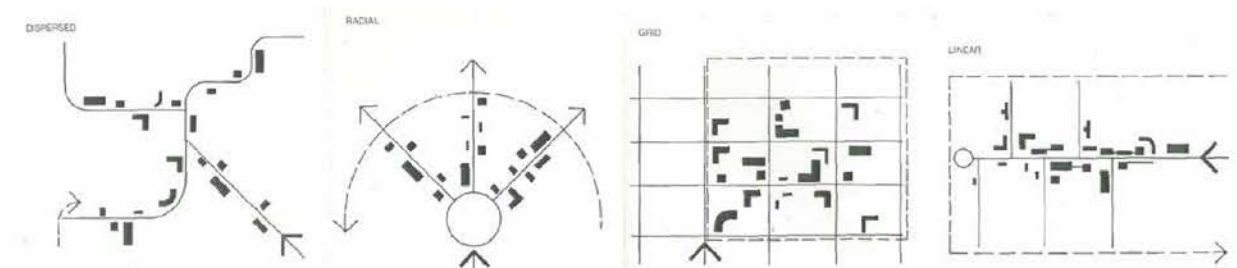


Figure 23 -Structure planning options.

05 Benchmarks

5.4 Macquarie University as a Greenfield Development

- Macquarie University has been highly successful in generally conforming to its original Master Plan, that of a 100m grid. Each 100m x 100m site was for a faculty building, with the first stage being able to expand within this grid. If that grid was full, the faculty could expand with an adjacent grid, thereby clustering sciences to the west, humanities to the east, and social sciences in the middle areas.
- Macquarie University opted for a tightly knit campus in spite of its large campus area to reflect its teaching program where students were encouraged to enrol in a mix of courses varying from humanities to sciences.
- One of the key principles of Macquarie University's original Master Plan included a compact academic core, to propose limitations on pedestrian time – distance factors, each 100m grid taking approximately 1 minute to walk and improve accessibility to allow access across the teaching areas of the campus.
- Another key principle, based on the Stanford University/Silicon Valley, California model, that has been quite successful for Macquarie University, is its proximity to the Macquarie Business Park and nexus between academia, research and commerce.



Figure 24 – Macquarie University campus plan.

05 Benchmarks

5.5 University of Western Sydney
Campbelltown, Macarthur
Campus

- The UWS Campus at Campbelltown is an outcome of the Macarthur Development Board's development of a regional centre, containing a shopping mall, a hospital, a TAFE college, with an ambitious program for office development clustered around a new railway station. This centre dates from the late 1970s to the early 1980s.
- The university started as an Institute of Higher Education which subsequently became a campus of UWS.
- The site was restricted to a small area, and as one of several Western Sydney Campuses, it's size was limited to 7000 students. Its size and scale of generally 2 storey buildings provides a good benchmark for the proposed university.
- Several options were considered for the campus layout, the spine chosen due to the topography and the link to the remainder of the town centre, including a new Macarthur Railway Station.



Figure 25 - Sydney Greater Sydney 2012, Edition 16 - University of Western Sydney Campus, Campbelltown, Macarthur.



Figure 26 - University of Western Sydney - Campbelltown, Macarthur Campus - another greenfield university campus of a similar size and scale.

05 Benchmarks

5.6 Central Core - Library

- Library's have changed quite dramatically in the past two decades. The University's library is seen as the future heart of learning and research.
- If shared with a council library, could become an important community interchange with the local community and the school children from the adjacent schools.
- The newest university library is at Macquarie University, designed as an innovative learning centre, changing its focus from a traditional custodian of collections, to being a learner focussed environment.
- The new library includes an automated storage retrieval system, thereby saving a considerable volume of space. Not withstanding this, 20 percent will be available on open shelving for browsing.
- The Library will be adjacent to the SMARTS Hub and the bus station allowing good access to the people of Wyong and beyond.



Figure 27 – Community Library Space, with books, table and chairs available for browsing.



Figure 28 – Furniture providing space for university students to complete their work.

05 Benchmarks

5.6 Central Core - SMARTS Hub

- Wyong Shire Council has proposed that the site include a Smart Work Centre, as the landmark and a key community facility of the Precinct, and the greater Wyong area.
- Smart work centres are third spaces, targeted to serve tele-workers, in locations closer to the residences of professionals. They aim to dramatically minimise commuting time, while providing a flexible, innovative and creative yet formal work space, functioning with a community atmosphere.
- Workers who travel for longer than 60 minutes to their primary workplaces, are considered the best candidates for these smart work centres.
- The key components of these centres includes:
 - A mix of individual offices
 - Shared flexible office spaces
 - Meeting rooms
 - Shared reception
 - Other facilities
- The features that are considered important for the success of these centres include:
 - Essential:
 - Public transport
 - Coffee and food services
 - Secure bicycle parking – as these centres are located in close proximity to the professional's

residence, the use of active transport also allows personal financial benefits in travel cost reductions.

- Ideal:
 - General retail, grocery, medical and dental services, personal services (e.g. dry-cleaning, repairs, hairdressing).
- In an analysis of demand by the Institute for Sustainable Futures and UTS, "stakeholders noted that if these services are not available locally, then consideration should be given to integrating them within the centre, as these services are necessary for the successful participation of employees in the centres"¹ [pg 47].
- One key influence in the success of these hubs, is their discoverability. The community must be aware of its availability and be able to access it easily. The ambience of the centre would also be a key attracting factor.

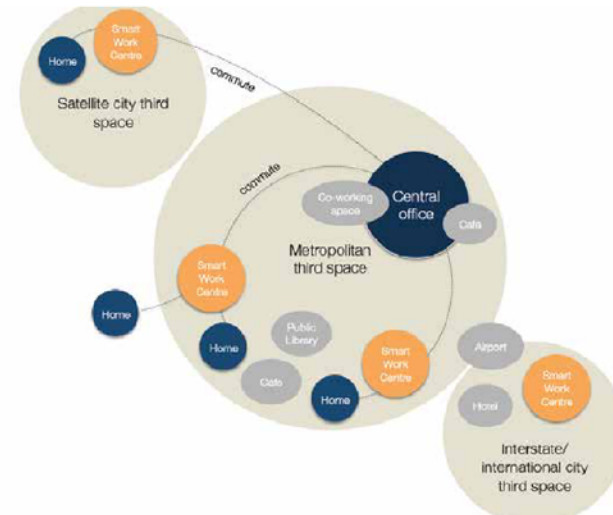


Figure 29- Smart Work Centres: An Analysis of Demand in Western Sydney - "Smart Work Centres occupy a niche in the geography of third space telework"¹ [pg 21].



Figure 30 - Coffee and food services are an essential component of Smart Work Centres, creating a different environment to the 'working at home' atmosphere.

¹ Institute for Sustainable Futures, University of Technology Sydney 2014, "Smart Work Centres: An Analysis of Demand in Western Sydney", paper for Regional Development Australia Sydney, the Western Sydney Regional Organisation of Councils and Penrith Business Alliance.

05 Benchmarks

5.7 Central Core - Pedestrian Squares and Open Spaces



Figure 31 – Business Park pedestrian open spaces, facilitating incidental interactions.



Figure 32 – Commercial zone pedestrian open spaces, facilitating movement and incidental interactions.

5.8 Central Core - Retail and Car Parking Facility



Figure 33 – Google Streetview Maps - Stocklands, Baulkham Hills, Sydney. Part of the development consists of retail on ground floor, with levels of parking above and below it.



Figure 34 – Google Streetview Maps - Top Ryde City Shopping Centre, Top Ryde, Sydney. Part of the development consists of retail on ground floor, with levels of parking above it.

06 Master Plan

6.1 Design Principles & Concept Plan

- There are 4 distinct sub-precincts comprising the overall Wyong Education and Business Precinct:
 - University (including student housing)
 - Business Park
 - Central Core (including SMARTS Hub)
 - Sports and Recreation
- Pedestrian Spines are central to each sub-precinct.
- Two linear development corridors are created within the developable area of the site, surrounded by the remaining woodland and wetlands of the 433 ha council owned site. The urban area is defined by access roads fronting the open space to provide addresses to buildings so as to discourage back of buildings facing open space.
- The east-west corridor makes up the bulk of the university campus whilst the north-south corridor contains a proportion of the University and the Business Park.
- A Central Core, in the north-east corner of the site forms the fulcrum of the two corridors and contains the SMARTS Hub, the Library, a hotel and university's administration and the public square.
- Sports facilities are within the adjacent open space, accessed from the adjoining road network.

- The number of parking spaces is a determining factor influencing the amount of usable floor space, the height and bulk of buildings and the character of the campus, Central Core and Business Park.
- The location of two major bus stations, one at the Central Core, one on the Link Road to serve, principally the Business Park can influence the number commuting by public transport to and from the site.
- In the longer term an additional railway station is proposed to serve the Business Park and the University. This may or may not be feasible in the long term, however land needs to be preserved, adjacent to the Link Road bus station.

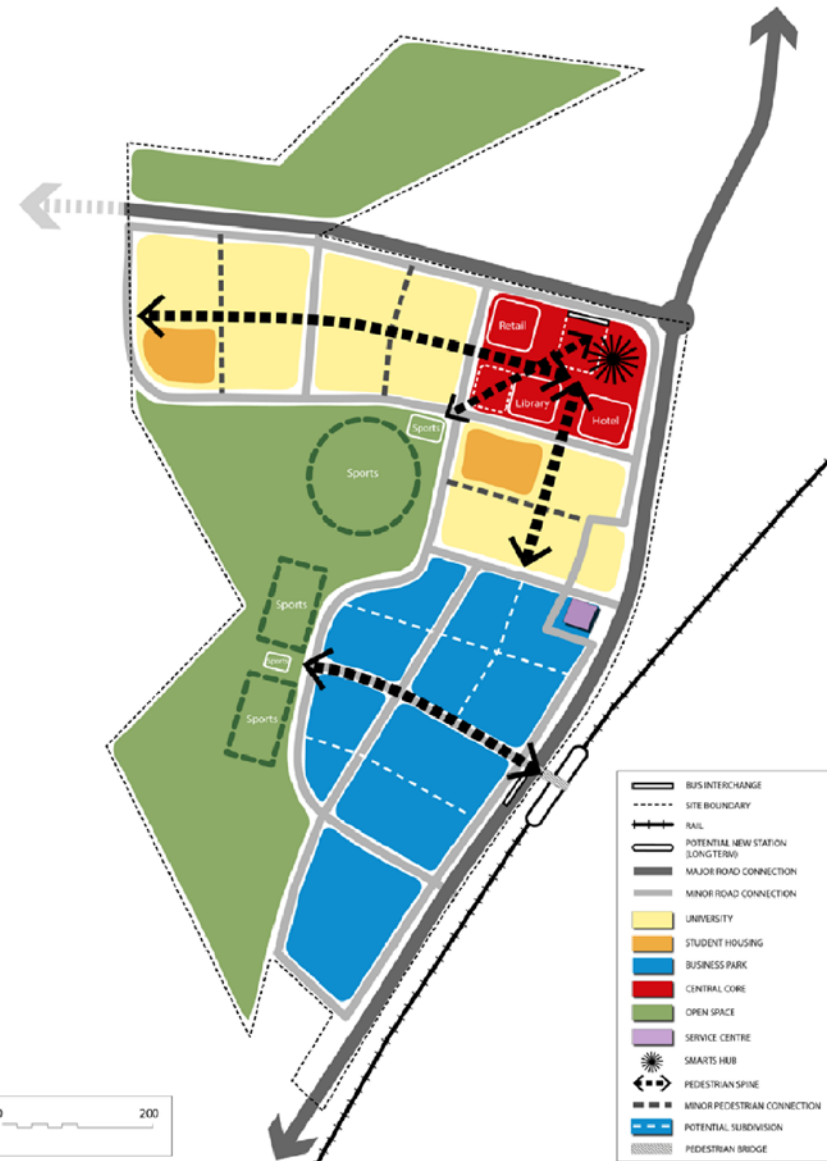


Figure 35 - Master Plan Components - Design Principles

06 Master Plan

6.2 Relationship to Wyong LEP

- Under the Master Plan some changes to Wyong LEP 2013 are likely to be required in relation to land use, height and density controls.

Height

- To allow the Master Plan to be realised the existing height limit of 12m may need to be increased to 24m across the whole precinct, or to a series of selected 24m spot heights. This will allow up to 6 or 7 storeys to be accommodated flexibly, including at the Central Core of the Precinct at the northern extremity near the existing Link Road roundabout, as well as any multi-level car parks that may be required in later stages of development.

FSR

- The existing precinct-wide FSR of 0.8:1 may concurrently require revision upwards to further provide flexibility into the future and assist in allowing the increased heights in various locations.
- The Central Core of the Precinct is to accommodate a landmark height (or heights), including a hotel, library, and the SMARTS Hub. At 6 storeys across this area a FSR of 3:1 will be required. 7 storeys across this area will require a FSR of 3.5:1.
- For the balance of the Precinct a range of FSRs may be required to accommodate the different land uses proposed.
- The University and Student Housing sub-precinct will require a FSR of 1.5:1 to 2.5:1 to accommodate the ultimate level of development following numerous stages. The Student Housing sites have been modelled at 2.5:1 to achieve 1,500 student beds.
- The Business Park will require 1.5:1 to accommodate the ultimate level of development following numerous stages and up to 3 storeys in height. No change to the FSR is required if after the later stages of development a maximum of 2 storeys is achieved.
- Multi-level car parks may be subject to FSR controls where they are in excess of "council's requirements". This may mean all, some or none of the car parks may be or include GFA. This will be dictated by what Council's existing or future requirements are in relation to the precinct.

- If the car parks are counted as having some form of GFA, then the FSR may need to correspondingly be revised upwards to cater for them, while at the same time not diminishing the development opportunity for the wider precinct.

- Clause 4.6 of the LEP can be utilised to "object" to development standards where adherence to height or FSR controls may be deemed to be unreasonable or unnecessary in the circumstances. This clause typically allows a notional +10% variation to the standard as an unwritten rule-of-thumb. This would only allow development to heights of in the order of 13.2m and a FSR of 0.88:1. Generally, this would not allow the type of in-built certainty required of the LEP to facilitate certain buildings or development of type envisaged in the Master Plan

Land Uses

- A range of land uses presently not nominated as permitted with consent (or even currently prohibited) will require revision to the land use table for the B7 - Business Park zone. The zone objectives too may require updating to cater for the new or extended range of uses and provide for a site-specific response to development.

- New uses to be included in the Permitted with Consent part of the land use table would at minimum include Educational Establishments (even though they would be otherwise made permissible via provision of the Infrastructure SEPP) and Boarding Houses (the only currently recognisable term under planning legislation covering Student Accommodation).

- Existing uses presently Prohibited that would be relocated to Permitted with Consent would include those consistent with the desired range of use under the Master Plan, namely: Commercial Premises, Highway Centres, Industries, Tourist & Visitor Accommodation.

Nature of Amendment Required

- The optimal vehicle to facilitate these adjustments is a Schedule 1 listing in the LEP for the Additional Permitted Uses via a Planning Proposal to the Department of Planning & Environment, which will also deal with remapping heights and FSR as set out above.

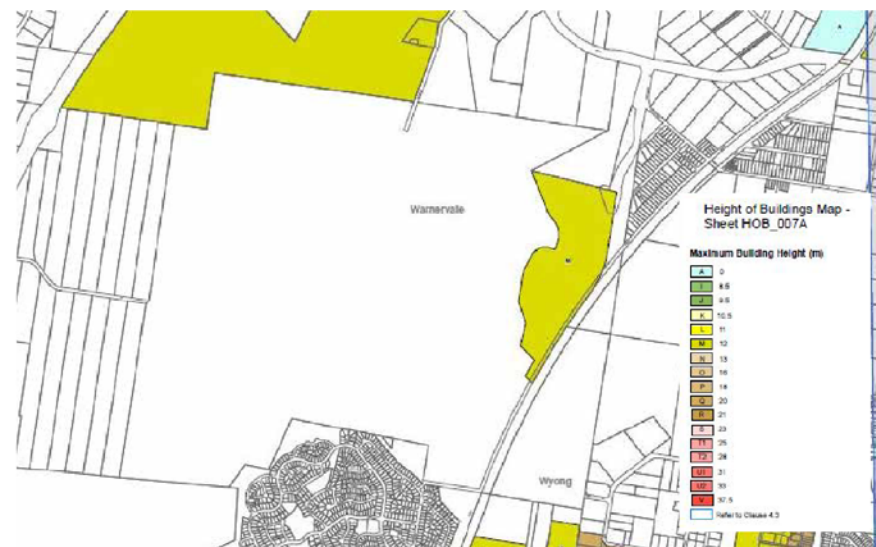


Figure 36 – Wyong Shire Council LEP 2013: Existing height of building controls map.

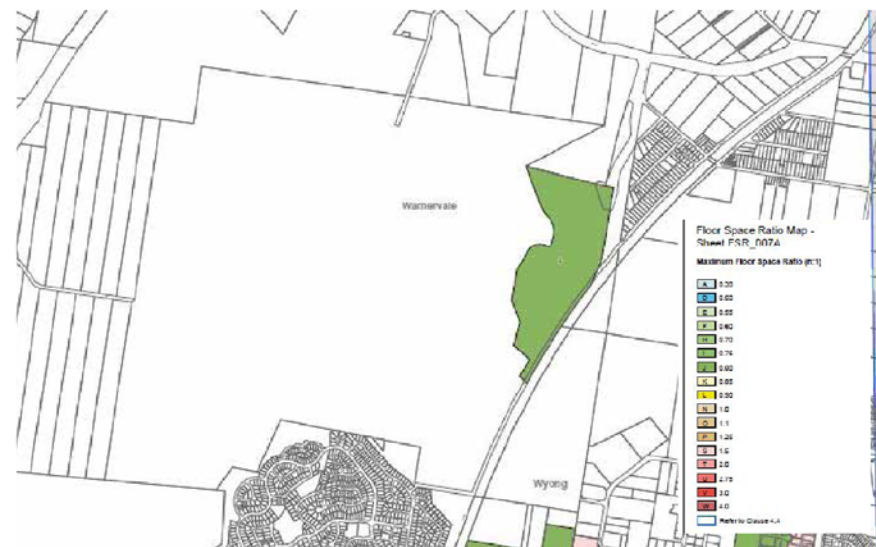


Figure 37 – Wyong Shire Council LEP 2013: Existing floor space ratio controls map.

06 Master Plan

6.3 Sub - Precincts

- There are three distinct sub-precincts making up the overall Wyong Education and Business Precinct; the University (including student housing), the Business Park, and the Central Core.
- The University occupies the east-west arm and a section of the north-south arm, the Business Park taking up the remainder of the north-south arm.
- The Education sub-precinct is located to the north and the Business Park to the south as it will be less affected by road/ rail noise and vibrations. The University will have synergies with the existing schools to the north of the Precinct, collocating between primary, secondary and tertiary education. Student housing located to assist in activating spaces and distributed to be separated from major noise sources.
- The meeting point of these EW and NS arms hold the Central Core, which includes the SMARTS Hub building, the Library (possibly shared between the university and the council), a hotel, the universities administration and a retail/multi-level car parking building. The main pedestrian square will also contain the bus station.
- Each precinct will need to be subdivided into sub-precincts to reflect their functions. The university could be divided into faculties or functions, each bounded by a road or walkway.
- The Business Park is divided into a broad 200m road network.

- Each sub-precinct can be further subdivided particularly the business park where uses can range from a large enterprise occupying a site of say 200m x 200m or smaller sites when a superblock is developed by say an industrial estate developer.

Development Assumptions

- The general aim of the Education sub-precinct is to cater for a 7,000 student university campus with some 1,500 students accommodated in student housing.
- The Business Park would employ 3070 workers, at 35 m² per worker.

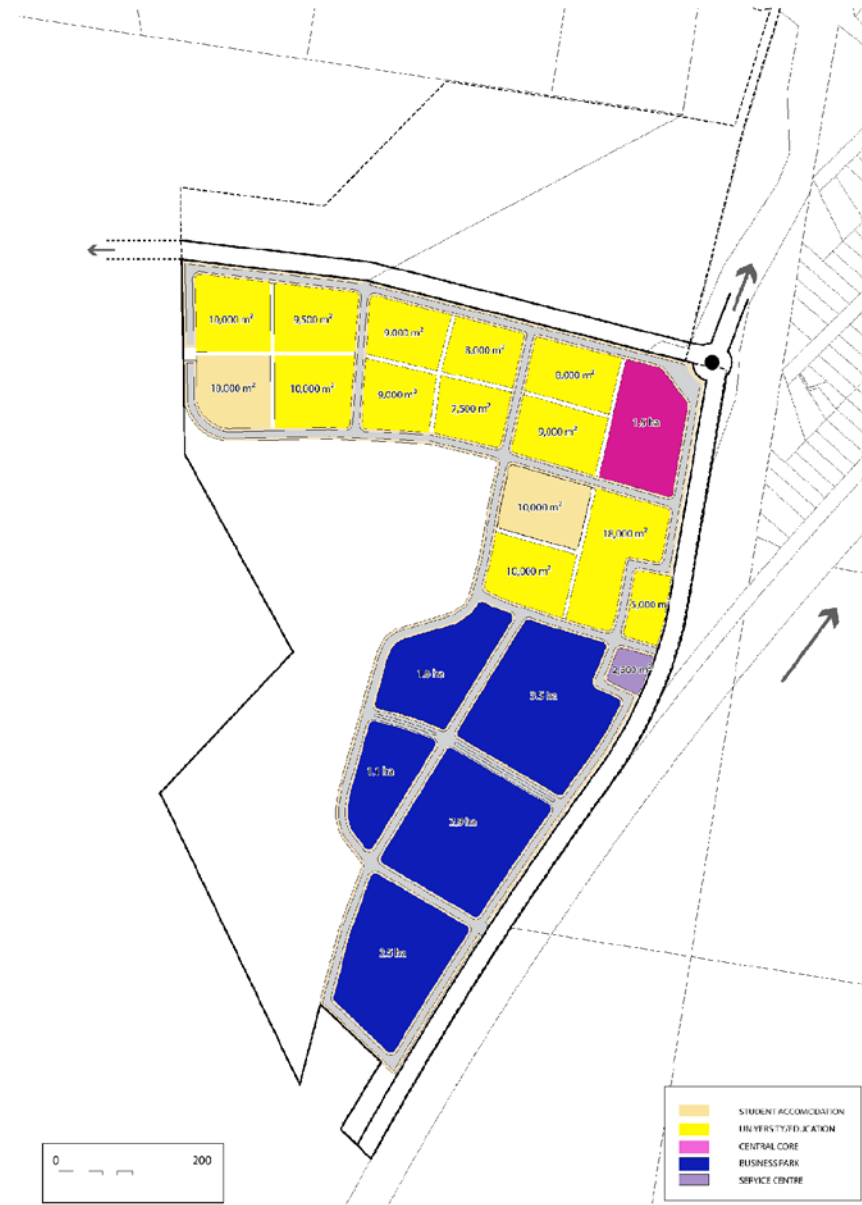


Figure 38 – Master Plan Components - Sub-precinct strategy.

06 Master Plan

6.4 Building Heights

University

- If the university develops as a first stage series of buildings as outlined in this concept Master Plan, then there is unlikely need to exceed two levels per teaching building, therefore minimising the use of lifts.
- However, any future extensions could incorporate higher buildings where necessary, up to four storeys high. These high buildings could be suitable for small offices and some nonteaching uses.
- The student housing will require heights of 6 storeys to accommodate the target of 1,500 students.

Business Park

- It is assumed that buildings in the Business Park will not exceed three storeys, as most Business Park buildings in say, Norwest and Macquarie Park, are a mixture of office, servicing and warehousing, none of which exceed three storeys.

Central Core

- This section can proclaim the presence of the Wyong Business and Education Precinct by concentrating the highest buildings, particularly the Smart Hub, the hotel and the library. It is likely that the heights would not exceed 8 to 10 storeys.



Figure 39 - Master Plan Components - Height limits

06 Master Plan

6.5 Open Space Framework

- The Precinct is bounded to the west by the Porters Creek wetland, providing an open space setting for the whole precinct.
- It is proposed to have a main square within the Central Core as a setting for the SMARTS Hub, library, hotel and university administration buildings.
- This square will be directly served by the bus station. A secondary square will provide a suitable setting for the library.
- Each of the university faculty sectors could have its own open space depending on the buildings future designs. It would be expected that these open spaces would be directly accessed from the main pedestrian spine.
- Access to the wetlands west of the Business Park sub-precinct, would have direct access from the pedestrian ways associated with the road network.



Figure 40 – Master Plan Components - Open space network strategy.

06 Master Plan

6.6 Circulation Road & Access

- Motorway and arterial road access is from the M1 Motorway, via Sparks Road, and the Pacific Highway.
- The Link Road will join the Pacific Highway with Sparks Road, and will form the eastern boundary of the Precinct.
- Both the University and Business Park Precinct road structures generally form a 200m x 200m grid network.
- The internal road network gives access to each site, from which key entry points are accessed to each building. Internal roads run parallel to the Link Road and form the edge to the open space. This ensures that the backs of buildings do not front the Link Road or the open spaces, so as to maintain good urban design.

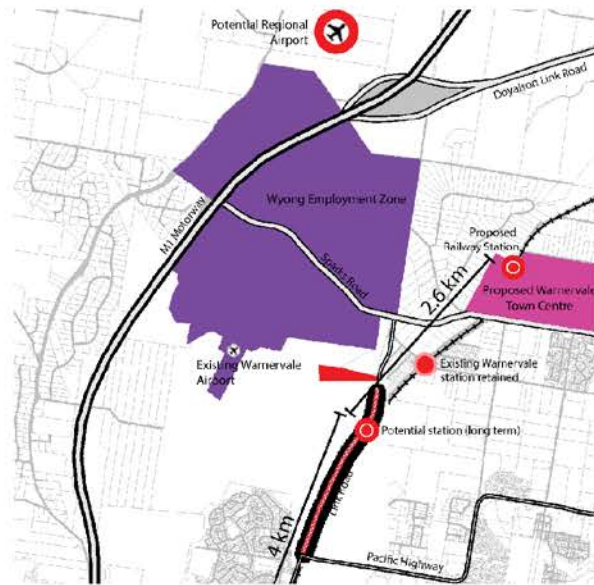


Figure 41 - Local context.



Figure 42 - Master Plan Components - Road network strategy.

06 Master Plan

6.7 Public Transport

Bus

- All buses will stop at the bus station located in the north of the central core of the Precinct. This interchange will provide an exchange between both the existing, and new bus routes that will facilitate access to the proposed site.
- In addition, buses will stop at the bus station location east of the Business Park main boulevard, especially express services during morning and evening peak times.

Existing Railway Station

- The retention of the existing Warnervale Station is crucial to providing rail access to the proposed precinct. It would be approximately 10 minutes walk from Warnervale Station to the north-east point of the precinct, and approximately a further 10 minutes to the southern end of the Business Park.
- This length of time is not considered conducive to encouraging the use of public transport. For that

reason an additional station is possible to help divert access to the precinct.

- It would become an express station, serving as a major destination in the long term.

Potential Railway Station

- A potential railway station serving the precinct should be adjacent to the main 'boulevard' which leads to the sporting fields and sports & recreational centre, through the Business Park.
- It is suggested that the location of a potential station be identified and provision made for future pedestrian bridges and bus station.
- According to the 2011 census, about 75% of Wyong's workforce travel to work via car, while only 5.5% travel to work via train or bus. The provision of public transport directly serving the campus will improve this modal share dramatically.

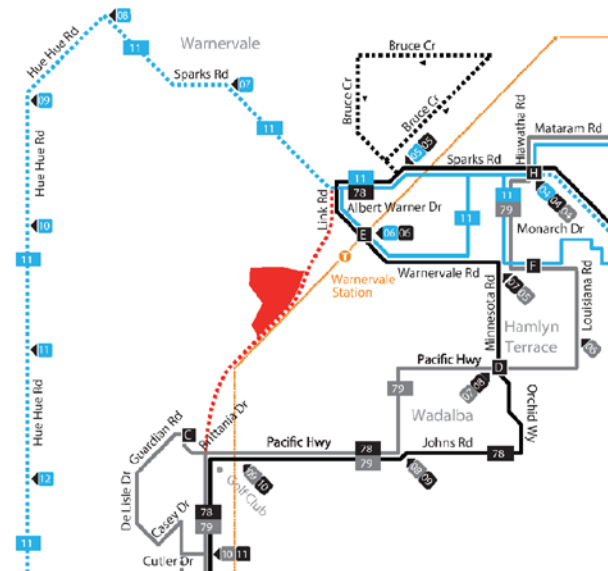


Figure 43 – Busways Central Coast - Existing Bus Routes map, with proposed development in red.

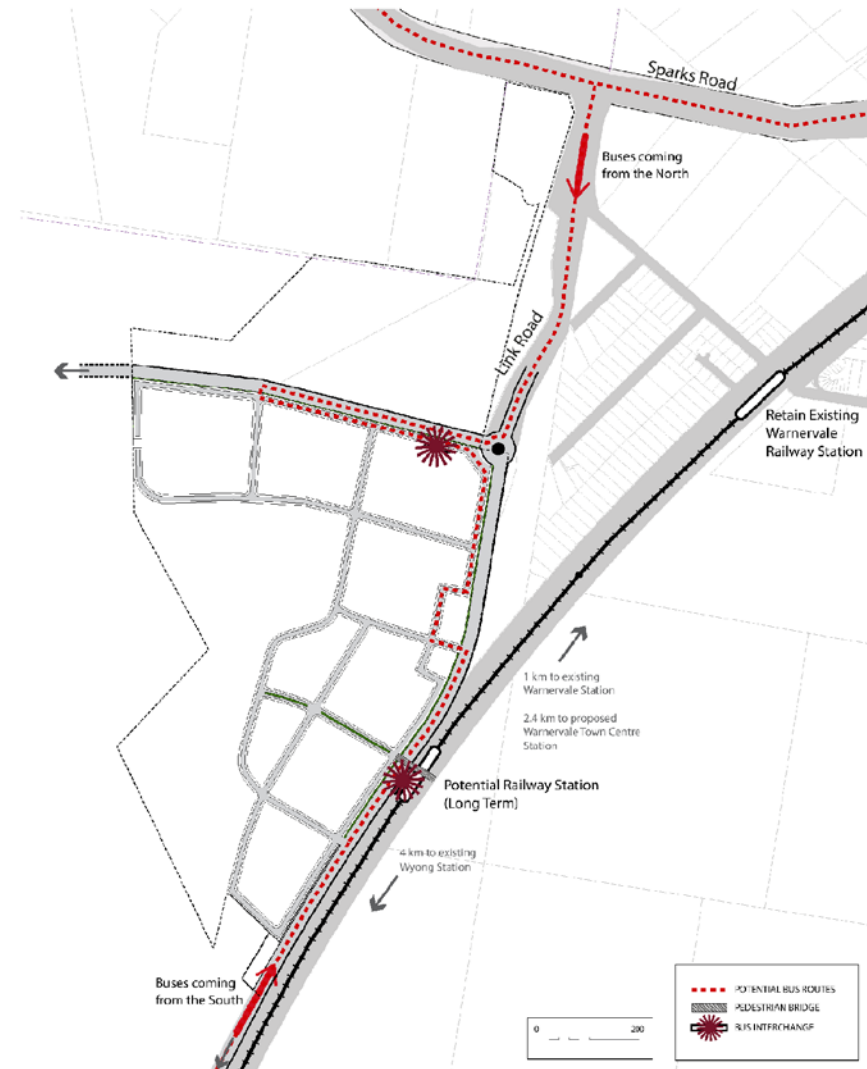


Figure 44 – Master Plan Components - Potential public transport strategy.

06 Master Plan

6.8 Pedestrian & Cycle Strategy

Pedestrian

- Majority of the site is located within 5 minutes walking distance from a bus station.
- A grid network has been adopted to allow for easy pedestrian access.

Cycle

- A main pedestrian square within the Central Core setting, will provide a key social area.
- The wetlands would have direct access from the pedestrian ways associated with the adjoining road network.
- A cycle path encompasses the Precinct, utilising the scenic open space and view of Porters Creek.
- Bicycle parking will be provided near the SMARTS Hub, to encourage access to the SMARTS Hub building via active transport, by professionals living in close proximity to the site.

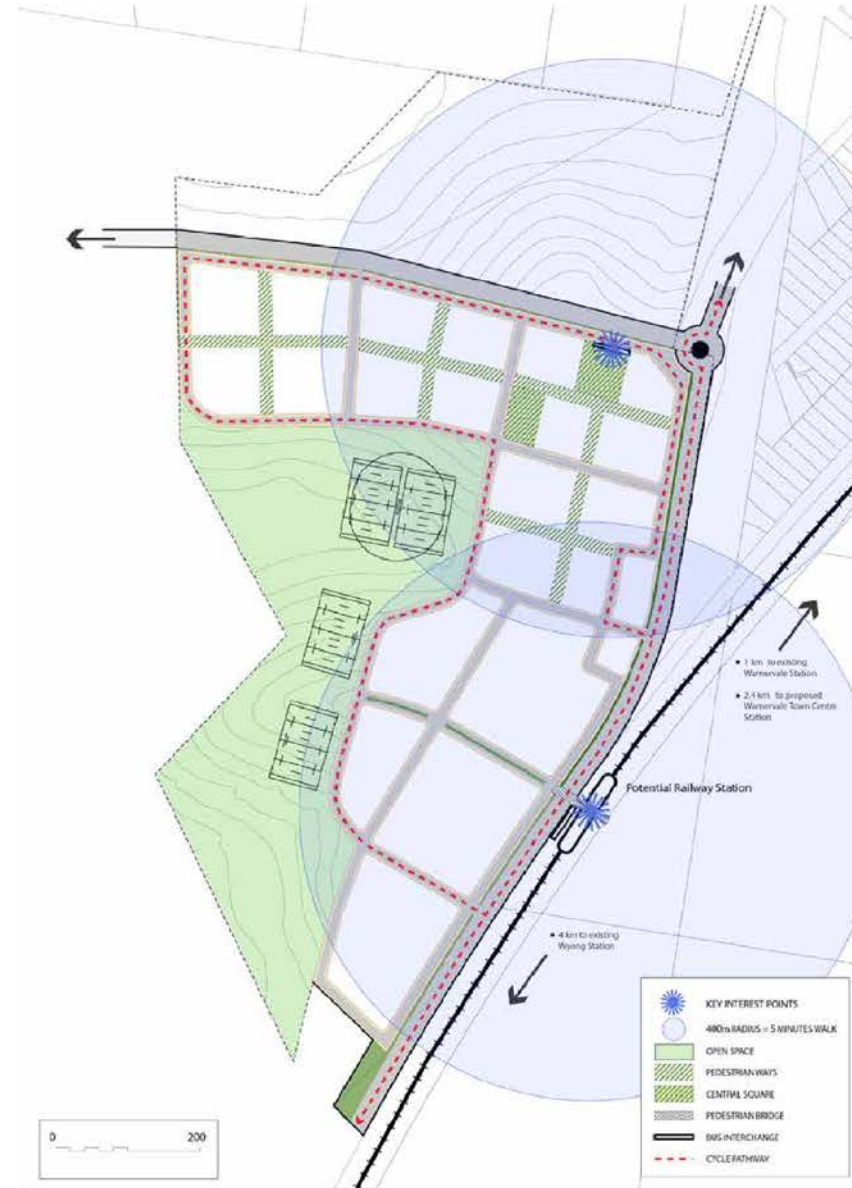


Figure 45 - Master Plan Components - Pedestrian and cycle strategy

06 Master Plan

6.9 Staging

- Universities evolve over decades indeed centuries until they reach capacity on their campus. The choice is to purchase more land adjacent to their original campus such as the University of Sydney expanding its campus into Darlington or UNSW, strategically accruing adjacent land reserved for Sydney Hospital and for Randwick Council Golf Course. The other option is a multiple campus university like University of Western Sydney. Macquarie University was fortunate enough to be granted a 140 ha site in Sydney's former greenbelt, yet decided to build a very compact campus to allow students to walk between faculties with ease.
- In the case of Warnervale there is a limited area for a university which would constrain the number of students to be accommodated. Notwithstanding this limited campus area, there will need to be a staging program albeit within an overall long term structure plan. Without such an overall plan, future development could be haphazard obviating a maximising of educational floor space on a very tight site.

Transport

- The quantum of parking depends on the proportion of students using public transport, cycling or walking on site. When there is insufficient on-campus parking, students park in adjacent residential areas where all day parking is available. This changes when residents lobby council to have resident parking control and parking limits.
- The provision of public transport directly serving the campus changes the modal share dramatically as has been the experience at Macquarie University following the opening of the Macquarie University Station on the Epping - Chatswood line in 2009. A good bus service can also influence the modal share.

- Wyong's workforce use of private transport is at a level of 73% compared with the Sydney average of 59% indicating that a Warnervale Campus cannot rely on public transport for some time.
- Car parking can be provided at-grade on land reserved for academic expansion. This then serves as a 'land bank' until needed for academic buildings. There is then the need to build multi-level car parks, the number depending on the modal share when the campus is fully developed.
- The decision on the staging of built form will need to wait for a university to be established and their teaching, research, specialisation and long term programs identified. It is for that reason two Stage 1 alternative staging plans are identified.

Stage 1 - Scenario A

- Each faculty will have an exclusive first stage building which will occupy an exclusive faculty site.
- Surplus land will serve as a surface car park and form a land bank for future expansion.
- There is then the need to build multi-level car parks, the number depending on the modal share, between public and private transport, when the campus is fully developed.
- The quantum of parking depends on the proportion of students using rail, bus, cycling or walking.
- This has been the Macquarie University model, being a "greenfield" campus.



Figure 46 – Master Plan Components - Stage 1 Scenario A strategy.

06 Master Plan

6.9 Staging

Stage 1 - Scenario B

- The alternative is to construct a few buildings to be shared by a number of faculties until they need to expand and be decanted into their own purpose built structures.
- This has been the scenario model for UNSW, which started with one building, and various faculty buildings were progressively built as sites became available and student numbers expanded.



Figure 47 – Master Plan Components - Stage 1 Scenario B strategy.

06 Master Plan

6.9 Staging

Ultimate Stages

University

- With faculties expanding into their own decanted site, the reserved land will incrementally be developed as the university expands.
- The required parking will be relocated into multi-level car parking stations.
- Final expansion of university can cater for undetermined size as new buildings can exceed the assumed 3-storeys when needed.

Business Park

- The business park would expand as the market dictates with, in many cases, early buildings being demolished to make way for new infrastructure.

Transport

- It is assumed that while student numbers increase, the modal share towards public transport will also increase, as the university expands due to improved rail/bus access.



Figure 48 – Master Plan Components - Ultimate stages strategy.

06 Master Plan

6.10 Illustrative Master Plan -

- The Illustrative Master Plan indicates a possible distribution of buildings the form of which can only be hypothetical at this stage.
- The concept behind the university is that each 100m x 100m grid contains a faculty or an associated university building, including parking stations.
- The Central Core is a site where the siting of the SMARTS Hub, the Library, the Hotel, University administration, Retail/ Carpark, and bus station, forms a major pedestrian square as part of the Precinct's open space network. This will form the main meeting place for the Precinct.
- The Business Park can be configured in a number of permutations, depending on the type and size of business attracted.



Figure 49 - Illustrative Master Plan diagram.

06 Master Plan

6.11 University Yield Calculations

University Capacity	
Number of students enrolled	7,000
EFTS* (x 0.66)	4,620
Floor space of education buildings @ 10m ² per EFTS student	46,200m ²
Available site area	100,000m ²
Area of building footprints	26,200m ²
Floor space at 2 levels	52,400m ²
Capacity of students @ 10m ² per student	5243 students

Table 5 - Master Plan Components - University capacity yield calculations.

Student Housing	
Available site area (2 sites @ 10,000 each)	20,000m ²
Estimated Demand	1,500 students
Floor space required (@ 30m ² per student)	45,000m ²
Area of all building footprints	7,650m ²
Total floor space area at 6 levels	45,900m ²

Table 6 - Master Plan Components - Student housing capacity yield calculations.

University Capacity

- When 7,000 students are enrolled, the EFTS* capacity is estimated to be 4,620. Based on the conceptual footprint capacity calculations, it is estimated that the capacity for the university will be 5,234 EFTS*.

Parking

- There would need to be a concerted effort to encourage students to use some form of public or active transport. If this is not possible then the student numbers would need to be capped at an appropriate amount.
- Of the 4,620 EFTS, if 70% travel by car, 3,234 car parking spaces will be required on the site. These parking spaces will be provided in the on-street parking within the Precinct, Central Core parking station, university surface parking, and in the 5 university multi-level parking stations.
- The SMARTS Hub visitors will have the option to park in the Central Core parking station or on the on-street parking surrounding the Central Core sub-precinct.
- The Overflow Open Space Parking will only be required if on-street parking has been fully occupied.

Student Housing

- Wyong Shire Council has proposed the target for providing accommodation for 1,500 students. Approximately 45,000 m² is required for this, based on the standard of 30m² per student. To cater for this, the two nominated locations will require 6 storey envelopes.

* EFTS = Equivalent Full Time Students, the number of students present on site at a time (66% has been determined, based on studies and experience by Cox Richardson Architects and Planners, the model used in the academic strategic planning of UWS Campbelltown Campus)

University Car Parking Provision	
Demand	4,620 EFTS
If 70% of 4,620 students come by car	4,620 x 0.7 = 3,234 cars
On street parking around the university sub-princincts @25m ² per surface car space	Approximately 250 spaces
Central Core car parking station @ 35m ² per car space	1260 m ² (footprint) x 6 levels = 7,554m ² 7,554/35 per car = 215 cars
Surface parking area	13,900m ²
Number of cars @25 m ² per surface car space	13,900/ 25 = 556 cars
Remaining required car parking spaces	3,234 - (250 + 215 + 556) = 2213 spaces
Multi-level parking required @35m ² per car space	2213 x 35 = 77,455m ²
Multi-level car parking stations footprint	16,584m ²
Required levels for multi-level car parking stations	77,455/16,584 = 4.7 average number of floors
Required parking stations	3 x 4 level parking stations + 2 x 6 level parking stations

Table 7 - Master Plan Components - University car parking yield calculations.



Figure 50 - Master Plan Components - University car parking provisions.

06 Master Plan

6.12 Business Park Yield Calculations

Business Park Capacity	
Total available site area	116,600m ²
Total building footprint	42,069m ²
Number of workers at hybrid 2 & 3 storey buildings scenario (@ 35m ² per worker)	part 3 storey footprint = 23,294 m ² x 3 = 69,882 m ² 69,882/35 =1997 workers part 2 storey footprint = 18,775 m ² x 2 =37,550 m ² 37,550/35 = 1073 workers total number of workers = 3070
Number of workers at 2 floor buildings (@ 35m ² per worker)	42,069m ² x 2 = 84,138m ² 84,138/35 =2404 workers
Number of workers at 3 floor buildings (@ 35m ² per worker)	42,069m ² x 3 = 126,207m ² 126,207/35 =3606 workers

Table 8 - Master Plan Components - Business park capacity yield calculations.

Business Park Car Parking Capacity	
Remaining land [site area - footprints]	116,600 - 42,069 = 74,531m ²
If 80% available for surface parking, and 20% for landscaping	74,531m ² x 0.8 = 59,625m ²
Available parking spaces @ 25m ² per surface car space	59,625/25m ² =2385 spaces
Modal share @ 2 floor buildings	2385 spaces/2404 workers =99% by car
Modal share @ 3 floor buildings	2385 spaces/3638 workers =66% by car
Modal share @ hybrid 2&3 floor buildings	2385 spaces/3070 workers =78% by car

Table 9 - Master Plan Components - Business park car parking yield calculations.



Figure 51 - Master Plan Components - Business park car parking provisions.

- Based on a series of development scenarios [2-storey, part 2 and part 3-storey, and 3-storey development] some 2,404, 3,070, or 3,606 jobs are potentially created, respectively.
- All parking is proposed at-grade centrally within development parcels. Residual space provided at-grade can cater for some 2,385 parking spaces.
- In a 2-storey development scenario, this would allow a car-based mode share of 99%. A 3-storey development scenario would allow 66% of workers to drive.
- A hybrid scenario of part 2 and part 3-storey development would result in a car-based mode share of 78%.



3.5 Link Road, Warnervale - Southern Section North From Watanobbi - Completion of Preconstruction Work

TRIM REFERENCE: F2004/07789 - D11677130

MANAGER: Greg McDonald, Director

AUTHOR: Robert Fulcher; Manager Contracts & Project Management

SUMMARY

This report presents a proposal to Council to allow the preconstruction work for the Link Road project (southern section) to be completed in a cost effective and timely manner, within the current budget allocation, to bring the project to shovel ready status.

RECOMMENDATION

- 1 That Council engage Aurecon, under the provisions of Section 55(3)(i) of the Local Government Act NSW, due to the extenuating circumstances in which Aurecon possesses a substantial body of historical knowledge, data and records concerning the previous design work in the Link Road project.**
- 2 That Council concur that a satisfactory result to either Council or other consultant firms would not result by inviting tenders for the completion of the design of Stage 2 of the project.**
- 3 That Council authorise the General Manager to negotiate and accept a specific proposal from Aurecon to complete the work, within the limits of the current budget allocation and subject to the General Manager being satisfied that the proposal represents good value for money to the Council.**

BACKGROUND

Funds have been allocated in the 2014/15 budget to complete the preconstruction work for the second stage of the Link Road construction, north from its intersection with the Pacific Highway at Watanobbi to the access to the Senior School of Lakes Grammar School. The length of this section of road is about 2.4km.

Earlier design work was carried out by Aurecon (formerly known as Connell Wagner) in 2007, but was not completed because of funding and other issues.

It is now proposed to complete the preconstruction work, to shovel ready status, by early in the 2015 calendar year, to allow for effective submission of funding applications that would see the construction proceed in the near future. Shovel ready status means that Council would be in a position, if and when funds become available, to invite tenders for the construction of the work, including a provision for the construction contractor to fine tune aspects of the design to allow for efficient and effective delivery.

3.5 Link Road, Warnervale - Southern Section North From Watanobbi - Completion of Preconstruction Work (contd)

The design work involved covers the first phase of the project which involves a single carriageway. It does not include the future work to cover the second phase of the project involving dual carriageways that will not be needed for many years.

Completion of the design will involve reviewing the earlier work for compliance with a number of design standards and regulations that have changed over the years since the first design was done. It will also involve work necessary to obtain planning approval for the work under Part 5 of the Environmental Planning and Assessment Act.

A number of public utilities will also need relocation to allow this work to proceed and the design work will include that relocation work.

CURRENT STATUS

The previous design work was carried out by Aurecon. That company has a substantial knowledge of the project and the intellectual property and documentation that was created in the work that will need to be reviewed in order to complete the design to comply with modern standards.

Aurecon also possesses the digital data and other records involved in the original design work.

There is a clear benefit in proceeding expeditiously with this design work, so that it is completed in a timely manner by early in 2015.

There is also a clear benefit in proposing to use a consultant who has a substantial background in the work to allow the work to be completed at best value pricing to Council. Aurecon is in that position. It has provided Council with some preliminary cost estimates involved in completing the work. Because of this situation, it is likely that Council would gain no satisfactory result from inviting tenders for this work and in fact, it may effectively waste the time and effort of other consultants it might ask to quote for the work. There is merit in negotiating with a single consultant in this case.

Section 55 of the Local Government Act NSW sets out the requirements for tendering. Clause 3 of that section defines contracts for which the section does not apply. Sub-clause (i) defines one of those contracts as *“a contract where, because of extenuating circumstances, remoteness of locality or the unavailability of competitive or reliable tenderers, a council decides by resolution (which states the reasons for the decision) that a satisfactory result would not be achieved by inviting tenders”*.

THE PROPOSAL

It is proposed that Council resolve, under the provisions of section 55 (3)(i) of the Local Government Act NSW, that because of the extenuating circumstances in which Aurecon possesses a substantial body of historical knowledge, data and records concerning the previous design work in the Link Road project, it has decided that a satisfactory result to either Council or other consultant firms would not result by inviting tenders for the completion of the design of Stage 2 of the road project and therefore it further resolve to authorise the General Manager to negotiate and accept a specific proposal from Aurecon to complete the work, within the limits of the current budget allocation of \$350,000 and subject to the General Manager being satisfied that the proposal represents good value for money to the Council.

OPTIONS

An option is to invite selective or open tenders for this work. That option would involve delays in commencing (and therefore completing) the design work, would effectively waste the time and effort of other consultants who could not be competitive against Aurecon, not result in a better priced proposal and therefore not produce a satisfactory result.

STRATEGIC LINKS

Wyong Shire Council Strategic/ Annual Plan

<i>Principal Activity</i>	<i>Service</i>	<i>Key Action and Objectives</i>	<i>Funding Source and Description</i>	<i>Impact on Key Performance Indicators/ Service Performance Indicators</i>
8. Roads	IO.172	Travel	General revenue	A KPI will be met

Contribution of Proposal to the Principal Activity Long term Financial Strategy

The proposal aligns with the Long Term Financial and Economic Development strategies

Asset Management Strategy

The proposal aligns with this strategy in that it is an essential and justified new asset

Workforce Management Strategy

Nil impact

Link to Community Strategic Plan (2030)

The proposal meets the plan's objective of "there will be ease of travel within the Shire".

3.5 Link Road, Warnervale - Southern Section North From Watanobbi - Completion of Preconstruction Work (contd)

Budget Impact

Funds of \$350,000 have been allocated in the 2014/15 budget for the total expenditure on this project. This proposed work will form a portion of this total expenditure.

CONSULTATION

The Acting Director of Infrastructure of and Operations, the Acting Director of Property and Economic Development and the Manager of Roads and Drainage were all consulted and support the recommendation.

GOVERNANCE AND POLICY IMPLICATIONS

Nil impact

MATERIAL RISKS AND ISSUES

Nil impact

CONCLUSION

The proposal allows for the cost effective and timely delivery of an important project in a manner that provides value for money to Council and does not waste the time and effort of consultants other than Aurecon.

ATTACHMENTS

Nil.

4.1 End of Financial Year Update on Environmental Planning & Assessment and Local Government Act Developer Contributions

TRIM REFERENCE: F2004/00552 - D10875759

MANAGER: Vivienne Louie, Financial Controller Financial Systems

AUTHOR: Sandy Rose; Developer Contributions Officer

SUMMARY

This report provides an update of Council's Developer Contributions levied under the *Environmental Planning and Assessment Act 1979* and the *Local Government Act 1993* from 1 July 2013 to 30 June 2014.

RECOMMENDATION

That Council receive the report on End of Financial Year Update on Environmental Planning & Assessment and Local Government Act Developer Contributions.

BACKGROUND

This report covers any developer contributions received by Council under the Environmental Planning and Assessment Act 1979

- section 93F - Voluntary Planning Agreements (VPA)
- section 94 - Contribution towards provision or improvement of amenities or services
- section 94A - Fixed development consent levies

and Local Government Act 1993

- section 64 – Water and sewer contributions

All developer contributions received are reported as part of our General Fund reporting with the exception of drainage and water infrastructure contributions which are reported in our Water Fund and sewer infrastructure contributions which are reported in our Sewer Fund.

Previously contributions received under s93F were not budgeted or reported separately. With changing reporting requirements we have now separated the actual contributions received under s93F and s94 from 1 July 2013.

4.1 End of Financial Year Update on Environmental Planning & Assessment and Local Government Act Developer Contributions (contd)

CONTRIBUTIONS RECEIVED

Cash Contributions

Council received a total of \$2.4m in Developer Contributions from July 2013 to the end of June 2014 (EP&A Act s93F and s94 contributions of \$1.9m and s94A contributions of \$0.5m). Water and sewer (LGA s64) contributions received for this period were \$2.5m.

Contribution Type	Original Budgeted Income	Revised Budgeted Income	S93F VPA Actual Income	Developer Contribution Actual Income	Total Actual Income	Variance to Revised Budget
Total s93F and s94 Income	\$5,833,728	\$2,003,648	\$146,150	\$1,713,670	\$1,859,820	(\$143,828)
Section 94A	\$219,960	\$400,000	\$0	\$534,081	\$534,081	\$134,081
Total s64 Water and Sewer income	\$974,561	\$2,274,561	\$151,882	\$2,337,776	\$2,489,658	\$215,097
Non-Cash Contributions	\$0	\$0	\$0	\$3,031,158	\$3,031,158	\$3,031,158
Total EPA & LGA Developer Contributions	\$7,028,249	\$4,678,209	\$298,032	\$7,616,685	\$7,914,717	\$3,236,508

Council received a total of \$1,597k developer contributions (s93F and s94) for the 2013-14 financial year. This exceeded the revised budget by \$102k. Please refer to Table 1 for more details.

Section 94A contributions received for July 2013 to June 2014 totalled \$534k which is \$134k favourable compared to a budget of \$400k.

Table 1 – s93F and s94 developer contributions (excluding drainage) reported in the General Fund

Contribution Plan #	Contribution Plan Name	Original Budgeted Income	Revised Budgeted Income	S93F VPA Actual Income	S94 Actual Income	Total Actual Income	Variance to Revised Budget
1	Wyong	\$23,640	\$350,000		\$269,322	\$269,322	(\$80,678)
2	Southern Lakes	\$34,320	\$200,000		\$80,858	\$80,858	(\$119,142)
3	The Entrance	\$511,320	\$150,000		\$541,324	\$541,324	\$391,324
5	Ourimbah	\$35,160	\$20,000		\$0	\$0	(\$20,000)
6	Toukley	\$124,920	\$10,000		\$45,300	\$45,300	\$35,300
7	Gorokan	\$51,720	\$40,000		\$63,679	\$63,679	\$23,679
7a	Warnervale	\$657,240	\$420,000	\$103,452	\$257,595	\$361,047	(\$58,953)
8	San Remo	\$46,800	\$10,000		\$5,667	\$5,667	(\$4,333)
9	Budgewoi	\$46,920	\$30,000		\$36,314	\$36,314	\$6,314
13	Shire Wide	\$146,640	\$125,000	\$1,293	\$100,535	\$101,828	(\$23,172)
15	Northern Districts	\$203,400	\$140,000		\$92,116	\$92,116	(\$47,884)
16	Warnervale Town Centre	\$3,240,000	\$0		\$0	\$0	\$0
	General Fund Total	\$5,122,080	\$1,495,000	\$104,745	\$1,492,710	\$1,597,455	\$102,455

Section 94A	\$219,960	\$400,000	\$0	\$534,081	\$534,081	\$134,081
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Drainage contributions (s93F and s94) received for the 2013-14 financial year totalled \$262k. This is unfavourable to budget by \$246k. Please refer to Table 2 for more information.

4.1

End of Financial Year Update on Environmental Planning & Assessment
and Local Government Act Developer Contributions (contd)

Table 2 – s93F and s94 Drainage contributions reported in Water Fund

		Water Fund - s94 Drainage					
Contribution Plan #	Contribution Plan Name	Original Budgeted Income	Revised Budgeted Income	S93F VPA Actual Income	S94 Actual Income	Total Actual Income	Variance to Revised Budget
1	Wyong	\$2,800	\$2,800		\$129,500	\$129,500	\$126,700
2	Southern Lakes	\$13,900	\$13,900		\$91,460	\$91,460	\$77,560
3	The Entrance					\$0	\$0
5	Ourimbah					\$0	\$0
6	Toukley					\$0	\$0
7	Gorokan					\$0	\$0
7a	Warnervale	\$694,648	\$491,648	\$41,405		\$41,405	(\$450,243)
8	San Remo	\$300	\$300			\$0	(\$300)
9	Budgewoi					\$0	\$0
13	Shire Wide					\$0	\$0
15	Northern Districts					\$0	\$0
16	Warnervale Town Centre					\$0	\$0
Water Fund Drainage Total		\$711,648	\$508,648	\$41,405	\$220,960	\$262,365	(\$246,283)

Water fund contributions (s64) received for the 2013-14 financial year were \$1,250k which exceeds budget by \$276k. Please refer to Table 3 for more details.

Table 3 – s64 Water Developer contributions reported in the Water Fund

		Water Fund - Water					
Contribution Plan #	Contribution Plan Name	Original Budgeted Income	Revised Budgeted Income	S93F VPA Actual Income	S94 Actual Income	Total Actual Income	Variance to Revised Budget
1	Wyong				\$85,100	\$85,100	\$85,100
2	Southern Lakes				\$195,788	\$195,788	\$195,788
3	The Entrance				\$134,455	\$134,455	\$134,455
5	Ourimbah				\$105,527	\$105,527	\$105,527
6	Toukley				\$20,803	\$20,803	\$20,803
7	Gorokan			\$21,266	\$109,174	\$130,440	\$130,440
7a	Warnervale			\$61,609	\$384,074	\$445,683	\$445,683
8	San Remo				\$62,602	\$62,602	\$62,602
9	Budgewoi				\$12,121	\$12,121	\$12,121
13	Shire Wide					\$0	\$0
15	Northern Districts				\$57,678	\$57,678	\$57,678
16	Warnervale Town Centre				\$0	\$0	\$0
Water Fund Total		\$974,561	\$974,561	\$82,875	\$1,167,322	\$1,250,197	\$275,636

Sewer Fund contributions (s64) for the 2013-14 financial year totalled \$1,239k. This is unfavourable to budget by \$60k.

4.1 **End of Financial Year Update on Environmental Planning & Assessment and Local Government Act Developer Contributions (contd)**

Table 4 – s64 Sewer developer contributions reported in the Sewer Fund

Contribution Plan #	Contribution Plan Name	Sewer Fund - Sewer					Variance to Revised Budget
		Original Budgeted Income	Revised Budgeted Income	S93F VPA Actual Income	S94 Actual Income	Total Actual Income	
1	Wyong		\$298,750		\$279,617	\$279,617	(\$19,133)
2	Southern Lakes		\$221,380		\$169,390	\$169,390	(\$51,990)
3	The Entrance		\$55,620		\$80,940	\$80,940	\$25,320
5	Ourimbah		\$249,205		\$171,084	\$171,084	(\$78,121)
6	Toukley		\$4,860		\$13,644	\$13,644	\$8,784
7	Gorokan		\$54,772	\$14,337	\$77,405	\$91,742	\$36,970
7a	Warnervale		\$296,370	\$54,670	\$288,833	\$343,503	\$47,133
8	San Remo		\$61,765		\$43,518	\$43,518	(\$18,247)
9	Budgewoi		\$12,137		\$10,286	\$10,286	(\$1,851)
13	Shire Wide					\$0	\$0
15	Northern Districts		\$45,141		\$35,737	\$35,737	(\$9,404)
16	Warnervale Town Centre				\$0	\$0	\$0
Sewer Fund Total		\$0	\$1,300,000	\$69,007	\$1,170,454	\$1,239,461	(\$60,539)

S93F VPA contributions received for the 2013-14 financial year totalled \$298k.

Non-Cash Contributions

Council allows developers to dedicate assets (works or land that has been identified in a contribution plan) in lieu of making cash contributions. Where the value of the assets dedicated exceeds the developer contributions owed a developer credit is recognised. The developer credits are available to offset future developer contributions.

Table 5 – Non-Cash Contributions

Contribution Plan #	Contribution Plan Name	General	Drainage	Water	Sewer	Total
1	Wyong	\$0	\$0	\$0	\$0	\$0
2	Southern Lakes	\$0	\$0	\$0	\$0	\$0
3	The Entrance	\$0	\$0	\$0	\$0	\$0
5	Ourimbah	\$0	\$0	\$0	\$0	\$0
6	Toukley	\$8,857	\$0	\$1,178	\$2,531	\$12,566
7	Gorokan	\$0	\$0	\$0	\$0	\$0
7a	Warnervale	\$2,224,029	\$542,356	\$67,095	\$117,852	\$2,951,332
8	San Remo	\$0	\$0	\$42,738	\$7,845	\$50,583
9	Budgewoi	\$0	\$0	\$0	\$0	\$0
13	Shire Wide	\$16,677	\$0	\$0	\$0	\$16,677
15	Northern Districts	\$0	\$0	\$0	\$0	\$0
16	Warnervale Town Centre	\$0	\$0	\$0	\$0	\$0
Total Non Cash Income		\$2,249,563	\$542,356	\$111,011	\$128,228	\$3,031,158

4.1 End of Financial Year Update on Environmental Planning & Assessment and Local Government Act Developer Contributions (contd)

SPECIFIC PURPOSE VPA CONTRIBUTIONS RECEIVED

\$514k in specific purpose VPA contributions totalling was received in 2012-13 financial year from Fabcot Pty Limited to be spent on specific pathway works as outlined below:

- Pathway 1 – 2013-14 Saliena Avenue to Tall Timbers Road
- Pathway 2 – 2014-15 Pacific Highway South – Tall Timbers to Colongra Bay Road

Any unspent funds at the end of the 4 year period from when the VPA was entered into will need to be refunded.

Table 7 below shows the actual project costs to June 2014. The second stage of Pathway 1 commenced in January 2014. Any surplus funds from Pathway 1 will be allocated to Pathway 2. Pathway 1 is expected to be completed by July 2014 and Pathway 2 November 2014.

Table 7 – Fabcot Pty Limited VPA funds spent compared to budget

Project	Financial Year	Budget	Spend @ Jun 14	Balance
Pathway 1	2013-14	\$206,506	\$121,610	\$84,896
Pathway 2	2014-15	\$308,138		\$308,138

RESTRICTED ASSET – DEVELOPER CONTRIBUTIONS

Council's currently has a restricted asset totalling \$40.4m which represents the developer contributions received with interest income that has not yet been spent as at 30 June 2014. The break up is as follows:

Contribution Type	Restricted Asset Value
S93F	\$1,039,009
S94 - General	\$2,467,216
S94 - Drainage	\$9,724,753
S94A	\$1,033,877
S64 - Water	\$11,176,097
S64 - Sewer	\$14,939,348
Total	\$40,380,300

DEVELOPER CREDITS – NON-CASH CONTRIBUTIONS

Council's current unfunded liabilities (non-cash contributions) total \$15.3m as at June 2014. This includes s94 credits totalling \$14.2m and s64 credits totalling \$1.1m.

4.1 End of Financial Year Update on Environmental Planning & Assessment and Local Government Act Developer Contributions (contd)

A summary of the movement in non-cash contributions for the 2013-14 financial year is provided below.

Summary of Developer Credits	
Opening Balance @ 1-7-2013	\$16,974,948
Contributed Assets	\$1,020,486
Non-Cash Contributions	(\$3,031,158)
Interest & Indexation	\$290,146
Closing Balance @ 30-6-2014	\$15,254,422

ATTACHMENTS

Nil.

4.2 Draft Minutes of the Tuggerah Lakes Estuary, Coastal and Floodplain Management Committee - 7 August 2014

TRIM REFERENCE: F2004/07986 - D11647047

MANAGER: Andrew Pearce, Director

AUTHOR: Jade Maskiewicz; Councillor Services Officer

SUMMARY

Confirmation of minutes of the previous Tuggerah Lakes Estuary Management, Coastal and Floodplain Management Committee held on Thursday 7 August 2014.

RECOMMENDATION

That Council receive the Minutes of the Tuggerah Lakes Estuary, Coastal and Floodplain Management Committee meeting held on 7 August 2014.

BACKGROUND

A meeting of the Tuggerah Lakes Estuary Management, Coastal and Floodplain Management Committee held on Thursday 7 August 2014.

Council has not delegated its authority to the Committee to make decisions on its behalf nor does the Committee have the authority to direct staff. Accordingly any recommendations of the Committee requiring the authorisation of Council will be reported to Council separately.

ATTACHMENTS

- 1 MINUTES - Tuggerah Lakes Estuary, Coastal & Floodplain Management Committee Meeting - 7 August 2014 D11266420

WYONG SHIRE COUNCIL

**MINUTES OF THE
TUGGERAH LAKES ESTUARY, COASTAL AND FLOODPLAIN
MANAGEMENT COMMITTEE OF COUNCIL**

**HELD IN THE COMMITTEE ROOMS
WYONG CIVIC CENTRE, HELY STREET, WYONG
ON 07 AUGUST 2014
COMMENCING AT 5.00PM**

PRESENT

Councillor A Troy (Wyong Shire Council) – Co-Chairperson
Councillor L Taylor (Wyong Shire Council) – Co-Chairperson
Mr Bob Davies (Community Member)
Mr Ken Derry (Community Member)

IN ATTENDANCE

Mr Andrew Pearce (Wyong Shire Council)
Mr Luke Sulkowski (Wyong Shire Council)
Mr Peter Sheath (Wyong Shire Council)
Mr Neil Kelleher (Office of Environment and Heritage)
Ms Lara Davis (Office of Environment and Heritage)
Ms Jade Maskiewicz (Wyong Shire Council)

APOLOGIES

Mayor D Eaton (Wyong Shire Council)
Councillor L Webster (Wyong Shire Council)
Ms Marlene Pennings (Community Member)

The meeting was declared open by Councillor Troy at 5.03pm.

1.1 Disclosure of Interest

RESOLVED unanimously on the motion of Councillor TROY and seconded by Councillor TAYLOR:

That the Committee receive the report on Disclosures of Interest and note that there were no disclosures.

1.2 Confirmation of Minutes of Previous Meeting

RESOLVED unanimously on the motion of Councillor TAYLOR and seconded by Mr Bob DAVIES:

That the Committee confirm the minutes of the previous Tuggerah Lakes Estuary, Coastal and Floodplain Management Committee meeting held on 3 July 2014.

BUSINESS ARISING FROM THE MINUTES

There was no business arising from the minutes.

1.3 Address by invited Speakers

Jennifer Davis, District Fisheries Officer, Central Coast Fisheries Compliance, representing NSW Department of Primary Industries, addressed the meeting at 5.05pm, answered questions and retired at 5.45pm.

RESOLVED unanimously on the motion of Councillor TROY and seconded by Councillor TAYLOR:

- 1 That the Committee receive the report on Invited Speakers.**
- 2 That the Committee agree meeting practice be varied to allow reports to be dealt with following an Invited Speaker's address.**

2.1 Coastal Zone Management

RESOLVED unanimously on the motion of Councillor TROY and seconded by Mr Bob DAVIES:

That the Committee receive the report on Coastal Zone Management.

2.2 Report on Lake Management Operations

RESOLVED unanimously on the motion of Councillor TROY and seconded by Mr Ken DERRY:

That the Committee receive the report on Report on Lake Management Operations.

2.3 Floodplain Risk Management

RESOLVED unanimously on the motion of Councillor TAYLOR and seconded by Councillor TROY:

That the Committee receive and note the Floodplain Risk Management Report.

2.4 Gross Pollutant Traps

RESOLVED unanimously on the motion of Councillor TAYLOR and seconded by Mr Bob DAVIES:

That the Committee receive the report on Gross Pollutant Traps.

2.5 Status Report on Outstanding Actions

RESOLVED unanimously on the motion of Councillor TROY and seconded by Councillor TAYLOR:

That the Committee confirm the Status Report on Outstanding Actions for the Tuggerah Lakes Estuary Coastal & Floodplain Management Committee Meeting.

**WYONG SHIRE COUNCIL
TUGGERAH LAKES ESTUARY, COASTAL AND FLOODPLAIN MANAGEMENT COMMITTEE
ACTION LOG**

Item #	Meeting Date	Report Title	Action	Responsibility	Status/ Notes
2.3	7 August 2014	Floodplain Risk Management	Amendments to be made to the development control matrix within the Porters Creek Floodplain Risk Management Plan and report back to the Committee.	Peter Sheath Acting Manager Waterways and Asset Management	
2.3	7 August 2014	Floodplain Risk Management	Tumbi Umbi Floodplain Risk Management Plan and Tuggerah Lakes Floodplain Risk Management Plan to be reported back to the Committee at the conclusion of the exhibition period.	Peter Sheath Acting Manager Waterways and Asset Management	

**WYONG SHIRE COUNCIL
TUGGERAH LAKES ESTUARY, COASTAL AND FLOODPLAIN MANAGEMENT COMMITTEE
COMPLETED SINCE 3 JULY 2014**

Item #	Meeting Date	Report Title	Status/ Notes
2.1	1 May 2014	Report on Lake Management Operations	Andrew Pearce presented this information at 3 July 2014 Committee meeting.
2.1	5 June 2014	Lake Management Operations	Luke Sulkowski presented this information as part of the Coastal Zone Management report at 3 July 2014 Committee meeting.

3.0 GENERAL BUSINESS

GB57/14 Positive Feedback

Mr Andrew Pearce

Mr Andrew Pearce provided examples of positive feedback received in relation to the lakes. He also advised there would be a compliments report included in the Business Paper for the next Ordinary Meeting to be held 13 August 2014.

GB58/14 Wetlands Maintenance Update

Mr Luke Sulkowski

Mr Luke Sulkowski provided an update with regards to maintenance works being conducted at Aston Wilde Avenue Chittaway Bay, Mainsail Court Lake Munmorah and Myrtle Brush Park Killarney Vale. He displayed photographs of each location and advised this information was also included in a Councillor Business Update which has been previously circulated.

THE MEETING terminated at 7.03pm.

4.3 Results of Water Quality Testing for Beaches and Lake Swimming Locations

TRIM REFERENCE: F2004/06822 - D11189872

MANAGER: Jamie Loader, Manager

AUTHOR: Tabitha Kuypers; Environmental Assurance Protection Officer

SUMMARY

Reporting the results of bacteriological tests for primary recreation water quality for the beaches in Wyong Shire and lake swimming sites in the Tuggerah Lakes catchment for the month of July 2014.

RECOMMENDATION

That Council receive the report on Results of Water Quality Testing for Beaches and Lake Swimming Locations.

Primary Recreation Water Quality Monitoring Program

Wyong Shire beaches are regularly monitored for swimming safety in accordance with the latest National Health and Medical Research Council (*NHMRC Guidelines for Managing Risks in Recreational Water (2008)*). These guidelines allow for beaches to be awarded a star rating based upon the potential for sewage and stormwater contamination. These star ratings are awarded as detailed in the Table 1 below.

Wyong Shire Council has been in partnership with the Office of Environment and Heritage (OEH) in implementing the "Beachwatch" program during the bathing season of summer, October through to April. During summer weekly samples are taken.

Council is currently in the Winter season for sampling - April through to September. Although the OEH Beachwatch program becomes inactive during the winter season, Council continues to sample once a month to assess any changes in water quality.

If results indicate high levels of sewage and stormwater contamination, further investigations are triggered to determine the source of its origin. Council have continued to apply Beachwatch's acceptable indicator levels for faecal contamination "enterococci" of 200cfu/100ml and apply our results to their star rating, see Table 1 below.

Additionally, Council is still required to monitor the ocean outfalls five times a month, year round. This monitoring and sampling regime is undertaken in accordance with the EPA Environmental Protection License's, this sampling is carried out at ten sites around Norah Head and Wonga Point.

Council also monitors by way of water quality testing, lake locations that are not designated swimming locations to detect changes in water quality.

4.3 Results of Water Quality Testing for Beaches and Lake Swimming Locations (contd)

As a part of the National Health and Medical Research Council - Guidelines for Managing Risks in Recreational Water 2008 (NHMRC 2008), OEH's Beachwatch program required that all sites be re-evaluated to identify their potential pollution sources and the risk that they may pose to human health. Any potential pollution sources identified in the re-evaluation lead to management strategies being developed for each site so that risk to human health can be minimised. Advisory signs have been erected at all lake sampling sites advising "This area can be affected by Stormwater Pollution for up to 3 Days after heavy rain. Swimming during this period is NOT Recommended". The signs have been erected to advise the public that there is a potential for poor water quality at the site due to the stormwater inundation after heavy rain. It does not mean that the water quality is poor at all times.

Summary of results for July 2014 (Winter Program)

All of the sites sampled were classified as "good". Under the NHMRC (2008) star rating system, all sites sampled were considered suitable for swimming (see Table 2 below).

Table 1: Beachwatch average star rating

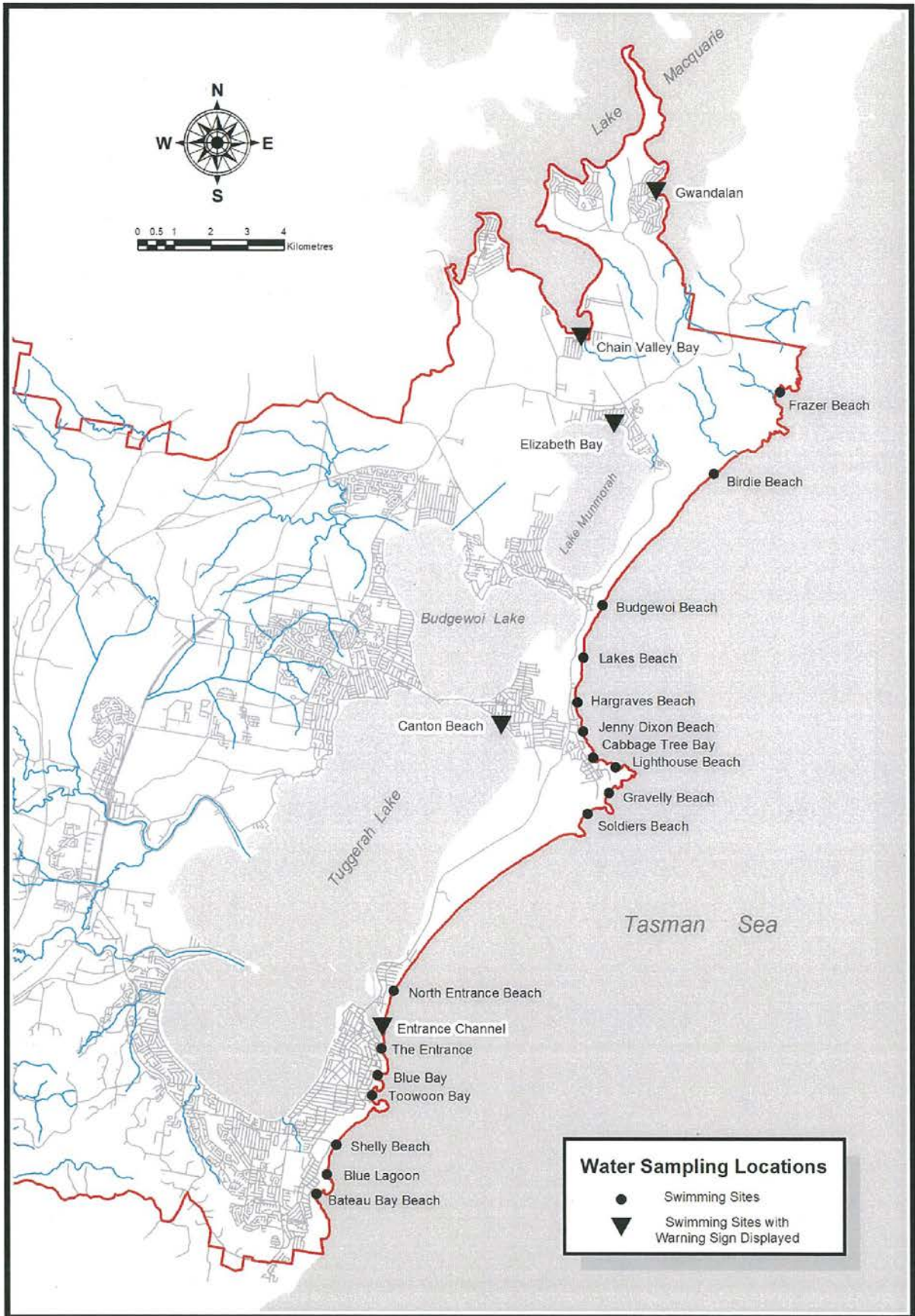
Swimming Site	Site Type	Rating	Stars
North Entrance Beach	Ocean Beach	Good	****
The Entrance Channel	Estuarine	Good	****
The Entrance Beach	Ocean Beach	Good	****
Blue Bay	Ocean Beach	Good	****
Toowoan Bay	Ocean Beach	Good	****
Shelly Beach	Ocean Beach	Good	****
Blue Lagoon	Ocean Beach	Good	****
Bateau Bay	Ocean Beach	Good	****
Chain Valley Bay	Lagoon/Lake	Good	****
Gwandalan	Lagoon/Lake	Good	****
Frazer Beach	Ocean Beach	Good	****
Birdie Beach	Ocean Beach	Good	****
Lake Munmorah - Tom Burke Reserve	Lagoon/Lake	Good	****
Budgewoi Beach	Ocean Beach	Good	****
Lakes Beach	Ocean Beach	Good	****
Hargraves Beach	Ocean Beach	Good	****
Jenny Dixon Beach	Ocean Beach	Good	****
Canton Beach	Lagoon/Lake	Good	***
Cabbage Tree Bay	Ocean Beach	Good	****
Lighthouse Beach	Ocean Beach	Good	****
Gravelly Beach	Ocean Beach	Good	****
Soldiers Beach	Ocean Beach	Good	****

Table 2: NHMRC Star Rating Interpretation

Star Rating		Enterococci (cfu/100mL)	Interpretation
****	Good	≤ 40	NHMRC indicates site suitable for swimming.
***	Fair	41 – 200	NHMRC indicates site is suitable for swimming.
**	Poor	201- 500	NHMRC indicates swimming at site is not recommended.
*	Bad	>500	NHMRC indicates swimming at site is not recommended.

ATTACHMENTS

1 Water Sampling Sites D03238043



4.4 Works in Progress - Water Supply and Sewerage

TRIM REFERENCE: F2004/07830 - D11229992

MANAGER: Daryl Mann; Manager Water and Sewerage Operations

AUTHOR: Vanessa Trzcinka; Technical Operations Engineer Water and Sewerage Operations

SUMMARY

Water supply and sewerage works in progress and completed for July 2014.

RECOMMENDATION

That Council receive the report on Works in Progress - Water Supply and Sewerage.

WATER SUPPLY

The table below is a status report of current major new and upgrade water projects.

Item Description	Est. Cost \$	Start Date	% Spent	% Comp	Est. Comp Date	Comments
Water Meter Replacement Programme	\$1.0M	July 2013	95%	98%	Dec 2014	All identified 80-100mm, 40-50mm and 20-25mm water meters have been replaced. There remains a further 230 meters which are in difficult locations that will be completed by Council by end of December 2014. This is being funded by the Water and Sewerage Capital Works Program. Program accelerated with 2014/15 funds brought forward.
Mardi WTP Process Improvement Works	\$275,000	July 2013	95%	95%	August 2014	Upgrading of dosing and processing equipment required to improve treated water quality and process reliability completed. The installation of the remaining pre-lime and carbon dioxide dosing work to be completed by Aug 2014. This is being funded by the Water and Sewerage Capital Works Program.

Item Description	Est. Cost \$	Start Date	% Spent	% Comp	Est. Comp Date	Comments
Mardi Dam Fire Trails	\$400,000	July 2014	5%	5%	June 2015	<p>Work has commenced to upgrade fire trails within the Mardi Dam catchment area. This will improve bush fire management systems in order to protect essential water supply assets and the drinking water quality. The work includes vegetation management of existing trails and the construction of new trails.</p> <p>This represents the W&S share of the work that is being funded under the Water and Sewerage Capital Works Program.</p>

SEWERAGE

The table below is a status report of current major new and upgrade sewerage projects.

Location	Est Cost \$	Start Date	% Spent	% Comp	Est Comp Date	Comments
TO06 SPS Rising Main	\$1.1m	May 2014	20%	20%	Nov 2014	<p>Construction of an upgrade / replacement sewer rising main at Toukley.</p> <p>This is being funded by the Water and Sewerage Capital Works Program.</p>
Various suburbs throughout Council area	\$1.2M	July 2014	10%	10%	Jun 2015	<p>Contract sewer main inspection & maintenance programme to improve system reliability and to reduce blockages and possible overflows. Work commenced on 10 November 2013 and is ongoing in 2014/15.</p> <p>This is being funded by the Water and Sewerage Capital Works Program.</p>

PROCESS**Water Treatment**

All treated water produced by Mardi Water Treatment Plant, for the period 1 July to 31 July 2014 met the health requirements of the Australian Drinking Water Guidelines produced by the National Health and Medical Research Council.

Sewage Treatment

The effluent discharged from Toukley Sewage Treatment Plant and Bateau Bay Sewage Treatment Plant for the period 1 July 2014 to 31 July 2014 has met Environmental Protection Authority Licence requirements.

Sewage Overflows

There were 11 minor sewer overflows reported to the Council's Environmental Hotline in July 2014, most were related to minor tree root blockages where the normal clean up and reporting were completed. Of these, 6 incidences were reported to the Office of Environment and Heritage, NSW Health, Work Cover and Fire and Rescue.

Follow up reporting has been submitted for each incident through Councils internal environmental reporting procedures.

WATER STORAGE

Sunday, 3 August 2014				
DAM STORAGES (ML)				
Storage	Capacity Full	Volume in	Percent Full [%]	Storage Change
Mangrove Dam	190,000	112,118	59.0	Down 664
Mardi Dam	7,400	2,708	36.6	Down 139
Mooney Dam	4,600	1,755	38.2	Down 54
Total	202,000	116,581	57.7	Down 857
Total Dam Storage this time last month was				58.5 Percent
Total Dam Storage this time last year was				62.6 Percent
GROUNDWATER & HUNTER TRANSFERS (ML)				
Period	Groundwater	From Hunter	To Hunter	
Week to Date	0.4	1.9	0.0	
This year to date	11.1	155.8	148.2	
RAINFALL(mm)				
Period	Somersby WTP	Mardi WTP	Mangrove Dam	
Week to Date	0	3	0	
Previous Week	17	9	14	
Current week last year	10	9	4	
This year to date	558	481	426	
Same period last year	1,235	1,040	817	
Water Usage (ML)				
Period	Usage			
Week to Date	521			
Previous Week	493			
Percent change from previous week	5.7 % more			
Current week last year	510			
Percent change from same week last year	2.3 % more			
This year to date	17,323			
Same period last year	16,188			
Percent change from same period last year	7 % more			
MARDI- MANGROVE DAM TRANSFERS (ML)				
Period	To Mangrove Dam		From Mangrove Dam	
	From Mardi Dam		To Mangrove Creek	To Mardi Dam / WTP
Last week	0		150	0
This year to date	3,236		4,378	1,382
Total to date *	33,046		8,217	8,096

* Post M2M Commissioning

ATTACHMENTS

Nil.

4.5 Activities of the Development Assessment and Building Certification Compliance and Health Units

TRIM REFERENCE: F2004/07830 - D11559959
 MANAGER: Scott Cox, Director
 AUTHOR: Jane Doyle; Development Assistant

SUMMARY

The report includes information and statistics regarding the operations of the Development Assessment Unit and the Building Certification and Health Unit which covers the submission and determination of development, construction and subdivision applications for the month of July 2014.

RECOMMENDATION

That Council receive the report on Activities of the Development Assessment and Building Certification Compliance and Health Units for the month of July 2014.

Development Applications Received and Determined – Development Assessment Unit July 2014

Type:	Number Received:	Estimated Value \$:	Number Determined:	Estimated Value \$:
Commercial	7	2,081,022	8	12,316,894
Industrial	-	-	1	207,130
Residential (Multiple Dwellings/Dual Occupancy)	5	42,015,000	5	3,961,049
Other Applications	2	32,000	2	180,000
Subdivisions	1	5,000	3	1,375,000
Section 96 Applications	16	-	10	-
Total	31	44,133,022	29	18,040,073

Note: One applications lodged in the "Multiple Dwelling" Category was for Mixed use development comprising 135 apartments, food and drink premises and car parking at The Entrance valued at \$40.5M. Determined in the "Commercial" Category was alterations and additions to an existing education establishment at Warnervale valued at \$5.3M.

4.5 Activities of the Development Assessment and Building Certification Compliance and Health Units (contd)

Development Applications Received and Determined – Building Certification and Health Unit – July 2014

Type:	Number Received:	Estimated Value \$:	Number Determined:	Estimated Value \$:
Commercial	2	119,690	1	1,200,000
Industrial	-	-	-	-
Residential-Multiple Dwellings (Dwellings)	31	8,663,276	26	7,314,549
Residential (Alterations and Additions)	54	2,946,284	57	3,054,125
Other Applications	-	-	-	-
Section 96 Applications	4	-	7	-
Total	91	11,729,250	91	11,568,674

Subdivision Applications Received and Determined July 2014

Type:	Number Received:	Number of Lots:	Number Determined:	Number of Lots:
Commercial	-	-	-	-
Industrial	1	5	-	-
Residential	-	-	3	35
Rural	-	-	-	-
Total	1	5	3	35

Net Median Turn-around Time – July 2014

The net median turn-around time in working days for development applications determined within the Development Assessment Unit during July 2014 was 24 days. The net median turn around time in working days for Section 96 applications was 10 days.

The net median turn-around time in working days for development applications determined in the Building Certification Compliance and Health for July 2014 was 11 days. The net median turn-around time in working days for Section 96 applications was 9 days.

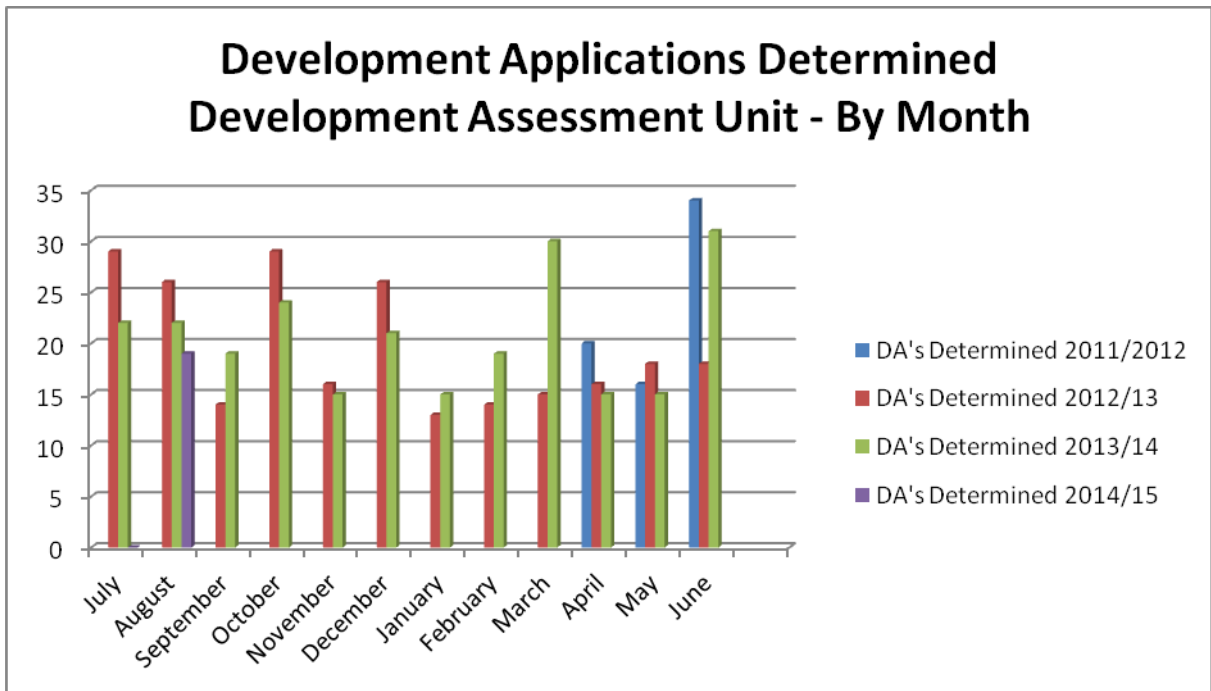
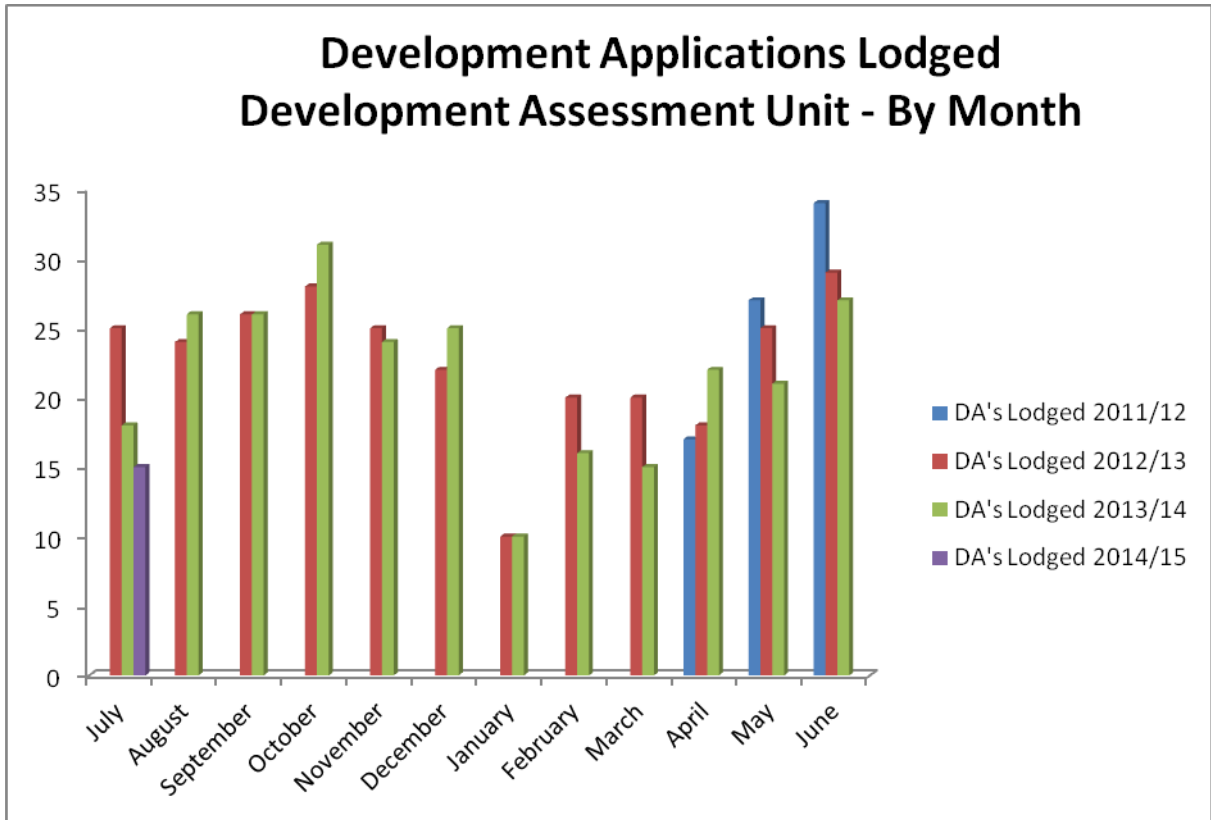
Other Approvals and Certificates

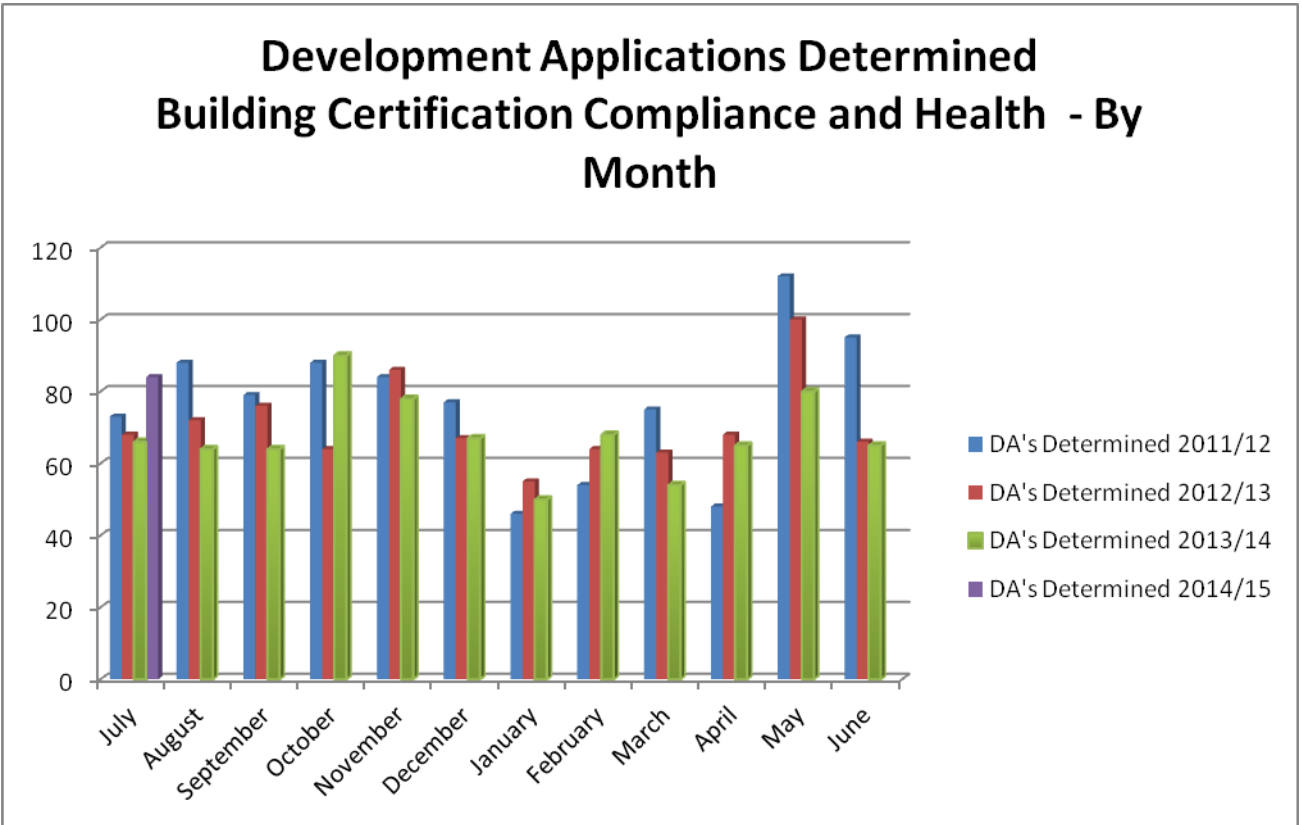
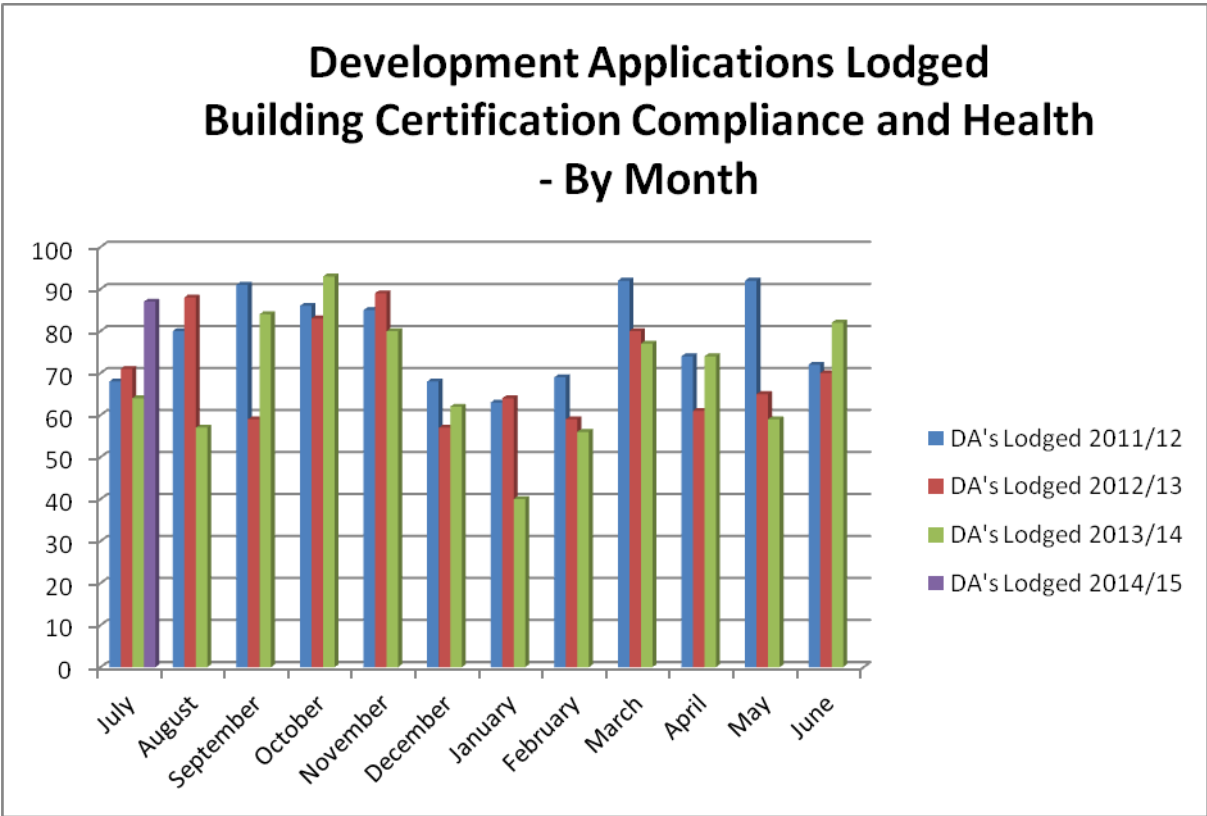
Type:	Number Determined July 2014
Section 149 D Certificates (<i>Building Certificates</i>)	10
Construction Certificates	62
Complying Development Certificates	18

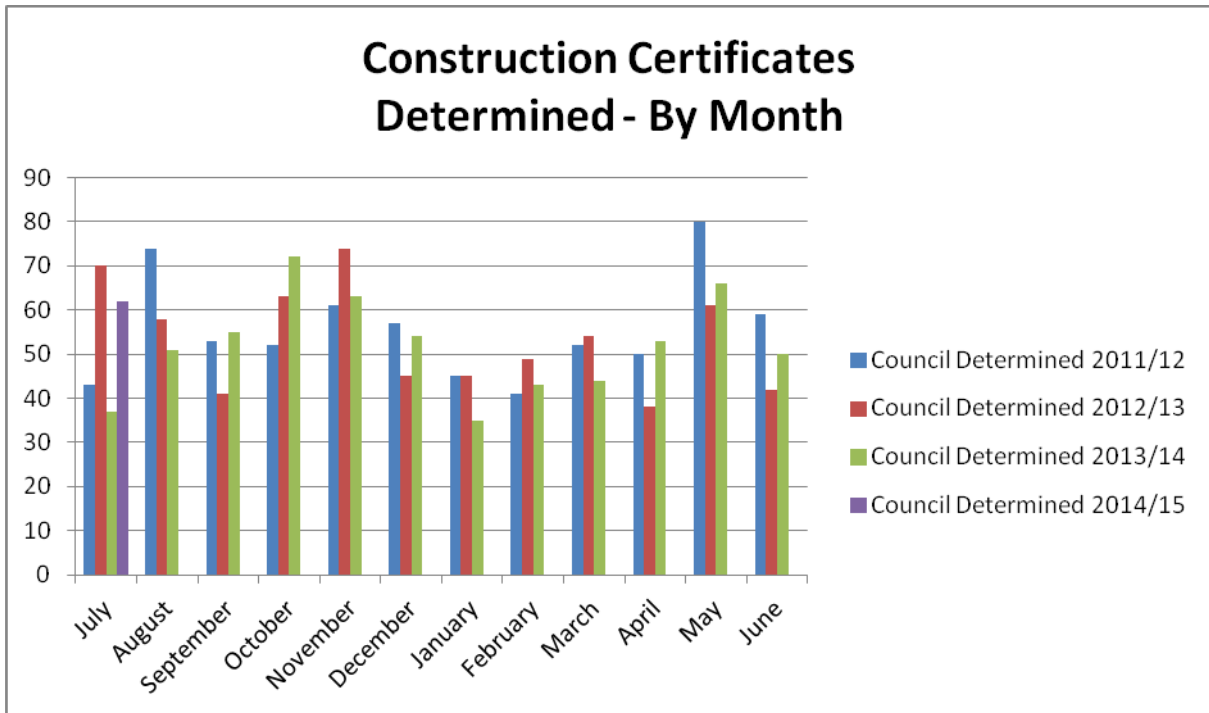
**4.5 Activities of the Development Assessment and Building Certification
Compliance and Health Units (contd)**

ATTACHMENTS

- 1 Graphs: Development Applications Lodged, Determined, Construction Certificates Determined D11635737







4.6 Investment Report for July 2014

TRIM REFERENCE: F2004/06604 - D11649600
MANAGER: Stephen Naven, Chief Financial Officer
AUTHOR: Devini Susindran; Financial Accountant

SUMMARY

This report details Council's investments as at 31 July 2014.

RECOMMENDATION

That Council receive the Investment Report for July 2014.

BACKGROUND

WSC's investments are made in accordance with the Local Government Act (1993), the Local Government (General) Regulation (2005), Council's Investment Policy, Ministerial Investment Order issued February 2011 and Division of Local Government Investment Policy Guidelines published in May 2010.

CURRENT STATUS

Cash and Term Deposit Funds

Cash flows in July were managed through term deposit maturities, with a net outflow of \$8,976k predominantly for supplier payments associated with projects completed at year end.

Table 1 - Movement in Cash and Term deposits

Institution	Term (Approx. Months)	Interest Rate %	Maturity	Investment / (Redemption) \$'000
Movement in Term Deposits				
Rural Bank	11	3.90%	Jul 2014	(\$5,000)
CBA	13.5	3.65%	Jul 2014	(\$1,870)
Total Term Deposit Movement				(\$6,870)
Movement in cash at call				
AMP		3.15%		-
Westpac		2.60%		(\$2,140)
Interest earned on all call accounts				\$34
Total Cash at Call Movement				(\$2,106)
Total Cash & Term Deposit Movement				(\$8,976)

Total Portfolio

Total net return for July 2014 was \$462k in interest earnings.

Table 2 - Net Return

	Full Year 2013-14 \$'000	Jul 2014 \$'000	FY 2014-15 \$'000
Net Capital Gain/(Loss) Realised	(197)	-	-
Income Distribution on Managed Funds	321	-	-
Net Earnings From Managed Funds *	124	-	-
Interest Earnings on Call Deposits Received	402	34	34
Interest Earnings on Term Deposits received at Maturity	5,999	428	428
Total Interest Earnings	6,401	462	462
Total return for the period	6,525	462	462

* Until October 2013, Council's portfolio included investments in managed funds held under the "grandfather" provisions of the current Ministers Order. The investment in Blackrock Care and Maintenance Fund was liquidated in October 2013.

Full year returns to July of 4.01% is favourable compared to benchmark bank bill swap (BBSW) full year Bank Bill Index of 2.94% and Council guidelines of BBSW + 10 basis points.

Table 3 - Investment Portfolio by Risk Category

Investment Class	July 2014 Portfolio \$ '000	FY Return \$ '000	FY Return %
Cash at Call	15,375	34	2.50
Term Deposits	121,043	428	4.21
Total Investments	136,418	462	4.01

Additional funds were held in Cash at Call to meet committed expenditure and excess funds will be re-invested in August 2014.

Council investments are evaluated and monitored against a benchmark appropriate to the risk (Standard and Poor's BBB long term or above) and time horizon of the investment concerned. The investment strategy includes rolling maturity dates to ensure that Council has sufficient funds at all times to meet its obligations. A summary of the Term Deposit maturities are listed in Table 4 below.

Table 4 - Term Deposits Maturities

Time Horizon	Value \$ '000
At Call	15,375
Term Deposits	
0 - 3 months	35,000
4 - 6 months	26,000
7 - 12 months	35,043
1 - 2 years	10,000
2 - 3 years	10,000
3 - 4 years	-
4 - 5 years	5,000
Total Term Deposits	121,043
Total Portfolio	136,418

The target maximum allocation limit in each investment risk category and the current spread of investments is listed in Table 5.

The portfolio is still overweight in A1 but moving more into A2 within policy guidelines in order to obtain the best rates offered.

Table 5 - Portfolio Credit Framework

Investment Category Short Term	Target Maximum Allocation	Portfolio Allocation June 2014
A1	10.0%	44.29%
A2	75.0%	52.05%
A3	10.0%	2.93%
Unrated	15.0%	0.73%
TOTAL		100.00%

The Investment Guidelines allow the General Manager to approve a variation to the investment Strategy if the investment is to the Council's advantage. The General Manager has approved the variations listed in Table 6 as they presented the best investment return relative to risk at the time of investment.

Table 6 – Variations to the Investment Guidelines approved by General Manager

Date of Approval	Institution	Value	Return	Maturity	Counter party risk %		
					At Approval	Guide lines	At Current Month End
4/3/14	ING	\$5m	3.80%	3/12/14	19.01%	15%	18.33%
4/3/14	ING	\$5m	3.80%	12/1/15	19.01%	15%	18.33%

The Counter party risk percentages fluctuate subject to changes to the value of the portfolio and maturities with investments with NAB now within guidelines.

Investment transactions and earnings for July 2014 consisted of net withdrawals of \$8.97m with movements for the month ending July 2014 shown in Table 7 - Portfolio Movements.

Table 7 - Portfolio Movements

	Full Year 2013-14 \$'000	July 2014 \$'000	FY 2014-15 \$'000
Movement in Assets			
Opening Balance	154,992	145,394	145,394
Net movement in Managed fund to Liquidation in Oct'13	(4,688)	-	-
Net Cash/Investments (Withdrawals)	(4,910)	(8,976)	(8,976)
Closing Balance	145,394	136,418	136,418

Portfolio Interest and Investment Returns

Year to date returns as at 31 July 2014 on Council's investment portfolio of deposit accounts, term deposits and managed funds, show a \$86k or 15.57% *unfavourable* variance when compared to the budget for the year to July 2014.

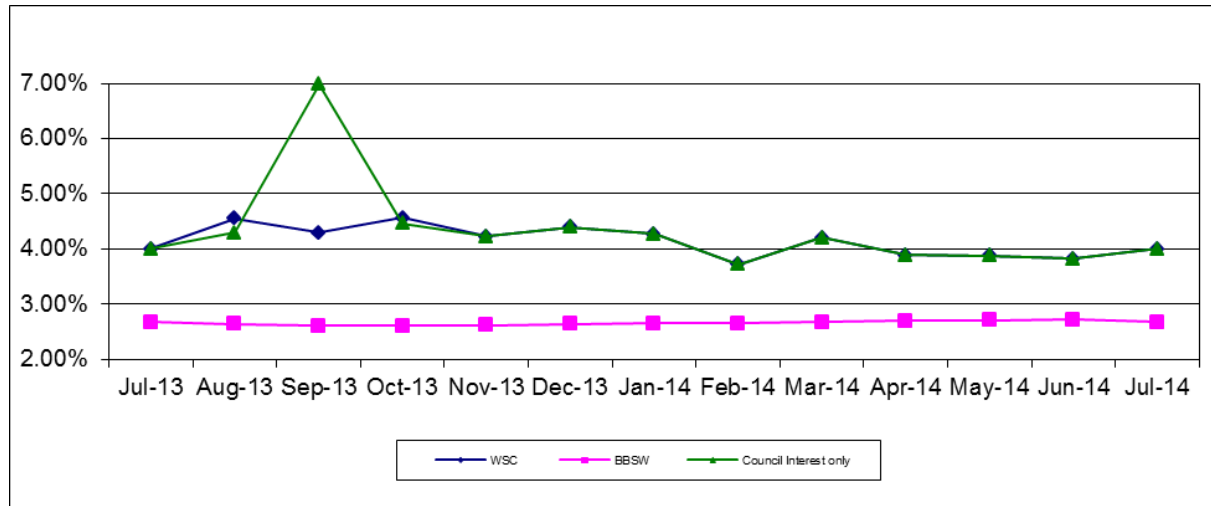
Table 8 - Annual Investment Portfolio Performance as at 31 July 2014

Investment Source	FY Actual Interest Income \$ '000	FY Adopted Budget \$ '000	FY Variance to Budget \$ '000
	A	B	C=A-B
General	252	312	(60)
Water	75	80	(5)
Sewerage	135	156	(21)
Total	462	548	(86)

Interest rates in the month, ranged from 3.40% to 5.20% with the exception of WorkCover deposit with ANZ at 3.30% and Heritage Bank at 7.25%, all of which exceeded the July Bank Bill Swap Rate (BBSW) benchmark of 2.65%.

Benchmark - Monthly Returns (Annualised)

Council's overall investment return compared to the benchmark BBSW Index on a 12 monthly basis is as follows:

Graph 1 - Annualised Monthly Return – Comparison to Benchmark

Note: The spike in yield for September 2013 is from an interest distribution received from the liquidated managed fund prior to its disposal. Overall WSC income was flat during September 2013 as a corresponding capital loss on liquidating this investment transpired.

Comparison to Neighbouring Councils

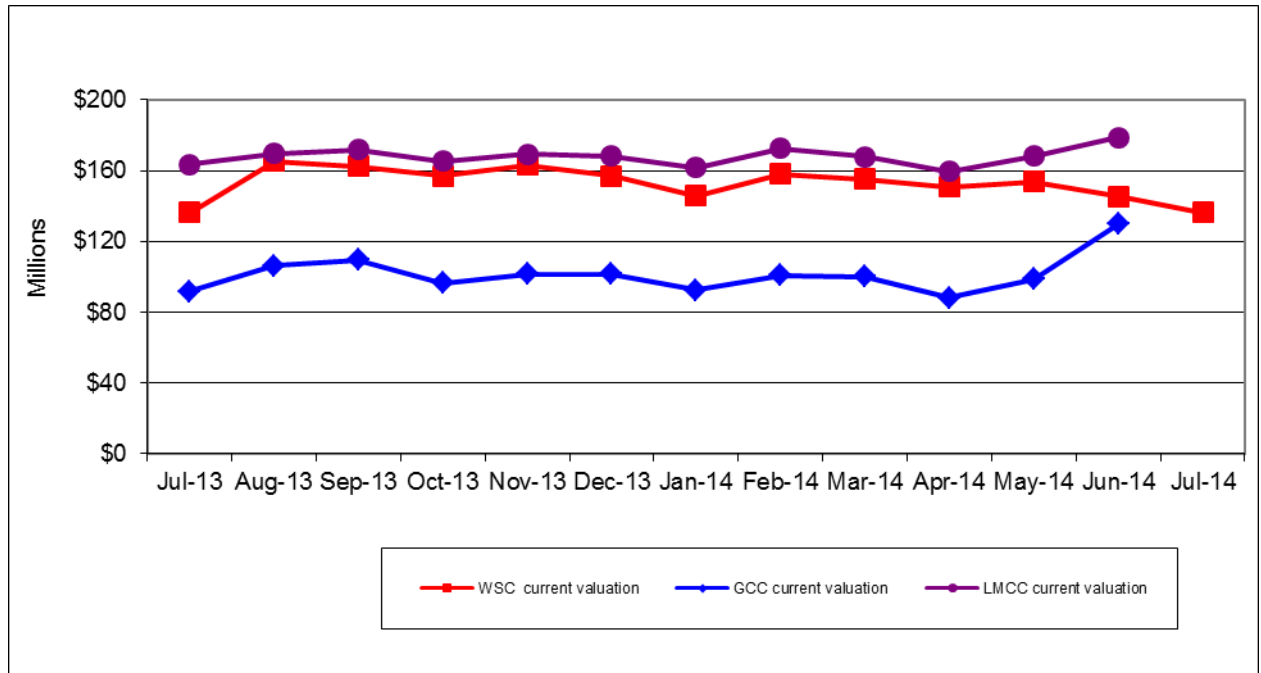
Portfolio Valuation

WSC's investment portfolio reflects our strong cash position which is comparable with Lake Macquarie City Council and above Gosford City Council's portfolio as summarised in table 9 below. Graph 2 shows the monthly portfolio balances over a 12 month period for all three Councils.

There is a lag in the information available for neighbouring Councils and reports for June were not available at the time of writing this report.

Table 9 – Summary of Investment Portfolio Balances

Month / Council	Wyong Shire Council \$'000	Gosford City Council \$'000	Lake Macquarie Council \$'000
Mar 2014	\$155,207	\$100,209	\$167,882
Apr 2014	\$150,823	\$87,999	\$159,345
May 2014	\$153,752	\$98,816	\$168,356
June 2014	\$145,394	\$129,648	\$178,850
Jul 2014	\$136,418	Not available	Not available

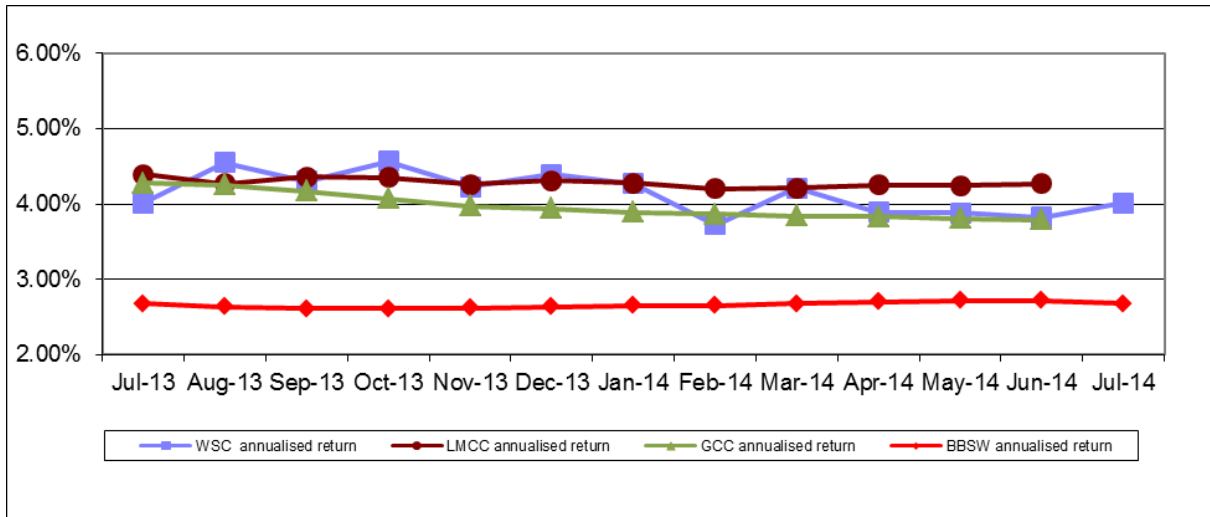
Graph 2 – Portfolio Valuations – Comparison to Neighbouring Councils**Portfolio Returns**

WSC's investment yield compares favourably to neighbouring Councils as outlined in table 10 below. Graph 3 shows the monthly annualised portfolio returns over a 12 month period for all three Councils compared to BBSW.

Table 10 – Summary of Annualised Investment Portfolio Returns

Month / Council	BBSW	Wyong Shire Council	Gosford City Council	Lake Macquarie Council
Mar 2014	2.68%	4.21%	3.84%	4.21%
Apr 2014	2.70%	3.89%	3.83%	4.25%
May 2014	2.72%	3.88%	3.81%	4.24%
June 2014	2.72%	3.83%	3.79%	4.27%
July 2014	2.68%	4.01%	Not available	Not available

Graph 3 – Portfolio Return – Comparison to Neighbouring Councils



INVESTMENT STATEMENT

In accordance with the Local Government (General) Regulation 2005, Part 9, Division 5, Clause 212, it is certified that the investments held as at 31 July 2014 have been made in accordance with the Act, the Regulations and Council's Investment Policies.

ATTACHMENTS

- 1 Summary of Investment by Type - July 2014 D11651344

Wyong Shire Council Summary of Investments - By Type As at 31 July 2014									
FUND MANAGER	TYPE OF INVESTMENT	RATINGS		MATURITY	PORTFOLIO BALANCE 30.06.14 \$	PORTFOLIO BALANCE 31.07.14 \$	AS A % OF TOTAL PORTFOLIO	INCOME FOR MONTH OF JULY \$	INTEREST RATES %
		Short Term	Long Term						
CASH AT CALL:									
Westpac	Corporate Investment Account	A1	AA	Daily	12,565,867	10,445,693		19,826	2.60
AMP	Business Saver Account	A1	A	Daily	4,915,227	4,929,212		13,985	3.15
Total Cash At Call					17,481,094	15,374,905	11.27%	33,811	
TERM DEPOSITS & BONDS									
<u>Short term deposits & bills (less than 90 days)</u>									
Rural Bank	Term Deposit	A2	A	15/07/2014	5,000,000			7,479	3.90
CBA	Term Deposit	A1	AA	30/07/2014	1,870,000			5,423	3.65
ING	Term Deposit	A1	A	19/08/2014	5,000,000	5,000,000		16,816	3.96
NAB	Term Deposit	A1	AA	28/08/2014	5,000,000	5,000,000		16,732	3.94
NAB	Term Deposit	A1	AA	9/09/2014	5,000,000	5,000,000		16,647	3.92
NAB	Term Deposit	A1	AA	22/09/2014	5,000,000	5,000,000		16,732	3.94
Bendigo/Adelaide	Term Deposit	A2	A	22/09/2014	5,000,000	5,000,000		16,349	3.85
NAB	Term Deposit	A1	AA	13/10/2014		5,000,000		16,264	3.83
CUA	Term Deposit	A2	BBB	30/10/2014		5,000,000		16,774	3.95
					31,870,000	35,000,000	25.66%	129,216	
<u>Medium Term Deposits (up to 365 days)</u>									
NAB	Term Deposit	A1	AA	13/10/2014	5,000,000				3.83
CUA	Term Deposit	A2	BBB	30/10/2014	5,000,000				3.95
ING	Term Deposit	A1	A	12/11/2014	5,000,000	5,000,000		16,349	3.85
Suncorp	Term Deposit	A1	A	18/11/2014	5,000,000	5,000,000		15,118	3.56
ING	Term Deposit	A1	A	3/12/2014	5,000,000	5,000,000		16,137	3.80
CBA	Term Deposit	A1	AA	18/12/2014	5,000,000	5,000,000		15,288	3.60
ING	Term Deposit	A1	A	12/01/2015	5,000,000	5,000,000		16,137	3.80
Wyong Shire Credit Union	Term Deposit	UNRATED	UNRATED	31/01/2015	1,000,000	1,000,000		2,888	3.40
ME Bank	Term Deposit	A2	BBB	4/02/2015	5,000,000	5,000,000		16,137	3.80
Bendigo/Adelaide	Term Deposit	A2	A	24/02/2015	5,000,000	5,000,000		15,288	3.60
ANZ	Term Deposit	A1	AA	10/03/2015	43,000	43,000		121	3.30
CUA	Term Deposit	A2	BBB	23/03/2015	5,000,000	5,000,000		15,712	3.70
Bank of Queensland	Term Deposit	A2	BBB	13/04/2015	5,000,000	5,000,000		15,925	3.75
NAB	Term Deposit	A1	AA	27/04/2015	5,000,000	5,000,000		15,967	3.76
Bendigo/Adelaide	Term Deposit	A2	A	28/04/2015	5,000,000	5,000,000		16,010	3.77
Bendigo/Adelaide	Term Deposit	A2	A	27/05/2015	5,000,000	5,000,000		16,179	3.81
					71,043,000	61,043,000	44.75%	193,255	
<u>Non - Current</u>									
Bank of Queensland	Term Deposit	A2	BBB	25/11/2015	5,000,000	5,000,000		17,199	4.05
ING	Term Deposit	A1	A	26/11/2015	5,000,000	5,000,000		16,986	4.00
Bank of Queensland	Term Deposit	A2	BBB	2/08/2016	6,000,000	6,000,000		26,499	5.20
Heritage	Senior Bond	A3	BBB	20/06/2017	4,000,000	4,000,000		24,630	7.25
ANZ	Term Deposit	A1	AA	30/10/2018	5,000,000	5,000,000		20,681	4.87
					25,000,000	25,000,000	18.33%	105,995	
Total Term Deposit & Bonds:					127,913,000	121,043,000	88.73%	428,465	
TOTAL PORTFOLIO					145,394,094	136,417,905	100.00%	462,277	
Current					120,394,094	111,417,905			
Non-Current					25,000,000	25,000,000			
TOTAL PORTFOLIO					145,394,094	136,417,905			

4.7 Outstanding Questions on Notice and Notices of Motion

TRIM REFERENCE: F2013/02042-02 - D11350742
MANAGER: Lesley Crawley, Manager
AUTHOR: Jade Maskiewicz; Councillor Services Officer

SUMMARY

Report on Outstanding Questions on Notice and Notices of Motion.

RECOMMENDATION

That Council receive the report on Outstanding Questions on Notice and Notices of Motion.

ATTACHMENTS

- 1 Outstanding Questions on Notice and Notices of Motion - 27 August 2014 D11669947

No	Department	Responsible Officer	Question Asked / Resolution	Meeting Asked/ Councillor	Status
12.	Property and Economic Development.	Stefan Botha	<p>8.2 Notice of Motion - Waste Initiatives</p> <p>1 That Council <u>note</u> the recent announcement by the New South Wales Government of their 'Waste Less, Recycle More' program.</p> <p>2 That Council <u>note</u> the 'Supporting Local Communities – Local Government Program' that provides access to \$137.7 million over 5 years to reduce illegal dumping and littering.</p> <p>3 That Council <u>request</u> the General Manager to provide a briefing to Councillors which identify possible applications to the 'Supporting Local Communities – Local Government Program'.</p> <p>4 That Council <u>note</u> that the waste levy will cost Ratepayers \$12.5 million in 2013/14.</p> <p>5 That Council <u>write</u> to The Hon Robyn Parker MP, Minister for the Environment expressing ongoing concerns with the cost to Council of the Waste Levy.</p>	13 March 2013 Cr Nayna	<p>Resolution 3 – Currently waiting on EPA to provide more information – expected in the third quarter of 2014.</p> <p>Resolution 5 – Completed.</p> <p>The remaining resolutions are to be noted.</p>
36	Property and Economic Development.	Kathryn Heintz	<p>9.1 Notice of Motion - Councils Reduction in Red Tape</p> <p>1 That Council <u>indicate</u> its intention to rescind all controls over residential side and rear boundary fencing.</p> <p>2 That Council <u>acknowledge</u> that in Wyong Shire all dividing fence matters are controlled by the Dividing Fences Act 1991.</p> <p>3 That Council <u>insert</u> "Front Boundary Fences" within Schedule 2, Exempt Development, as part of major Amendment No.1 to the Wyong Local Environmental Plan 2012, subject to the following standards:</p> <p>a be not higher than 1.8 metres above ground level (existing); and</p> <p>b be located within, not over, the front boundary; and</p> <p>c be designed to preserve traffic sight line requirements at intersections; and</p> <p>d be not constructed of barbed or razor wire.</p>	24 July 2013 Cr Taylor	Response to be provided by end of 2014.

No	Department	Responsible Officer	Question Asked / Resolution	Meeting Asked/ Councillor	Status
56	General Managers Unit	Brian Glendenning	<p>Mayoral Minute – Central Coast Water Board General Meeting</p> <p>1255/13 <i>That Council <u>note</u> the Central Coast Water Corporation proposes to hold its Annual General Meeting at Gosford City Council on Thursday 14 November 2013 at 6.00pm to consider the audited financial statements and that clause 7.8 of the Constitution of the Central Coast Water Corporation permits Council to attend and vote at that proposed Annual General Meeting by proxy.</i></p> <p>1256/13 <i>That Council <u>appoint</u> the Mayor as Council's proxy at the proposed Annual General Meeting of Central Coast Water Corporation, with that appointment being for the purposes of clause 7.8 of the Constitution of the Central Coast Water Corporation.</i></p> <p>1257/13 <i>That Council <u>resolve</u> that the Council Seal be affixed to the attached instrument to effect the above appointment.</i></p> <p>1258/13 <i>That Council <u>request</u> the General Manager to invite all Councillors to attend the Annual General Meeting of the Central Coast Water Corporation once formal notice for that Meeting has been received.</i></p> <p>1259/13 <i>That Council <u>direct</u> the General Manager to investigate and report the governance options around the Wyong Water Authority.</i></p>	23 October 2013 Cr Eaton	<p>1255/13 - Completed</p> <p>1256/13 - Completed.</p> <p>1257/13 - Completed.</p> <p>1258/13 - Completed.</p> <p>1259/13 – Options are being investigated and a report will be prepared – Date of submission to Council to be advised.</p>
57	Development and Building Department	Jane Doyle	<p>7.1 - Notice of Motion – Proposed Amendments to Tree Policy</p> <p>1 <i>That Council <u>resolve</u> to allow the owners of residential land, of 1,000sq m or less, the right to remove a single tree in any 12 month period if the tree is deemed to be hazardous to life or property, by the owner.</i></p> <p>2 <i>That Council <u>note</u> that where more than 1 tree is identified to be hazardous, to life or property, removal will require Council approval.</i></p>	13 November 2013 Cr Best	A briefing will be held on 27 August 2014 and a report to be provided September 2014.

No	Department	Responsible Officer	Question Asked / Resolution	Meeting Asked/ Councillor	Status
			<p>3 That Council <u>request</u> the General Manager to provide a report to Council, outlining further possible amendments to Council's Tree Policy that will streamline processes, reduce red tape and achieve the following objectives:</p> <ul style="list-style-type: none"> a to reduce, real or perceived, hazards arising from trees to life or property including, bushfires, falling trees and branches, tree root damage and the like. b to minimise Council's exposure to claims and litigation arising from damage caused by trees and c to reduce the number of circumstances in which Council's approval is required for the removal of trees on private property. <p>4 That Council <u>request</u> the General Manager provide a report to Council that addresses possible amendments to the proposed Wyong LEP 2013 to provide that the removal of trees (in accordance with points 1 and 2 above) be Exempt Development.</p> <p>5 That Council <u>note</u> that these additions will be in addition to the 6 and 12 metre current policy for the removal of trees.</p>		
74	Property and Economic Development.	Jari Ihaleinan	<p>7.1 Notice of Motion – Shire Wide Spring Clean and Free Tip Access</p> <p>230/14 That Council <u>recognise</u> the urgent need to provide more flexible tipping options in an effort to curb escalating illegal dumping.</p> <p>231/14 That Council <u>direct</u> the General Manager to investigate and report around the following improvement initiatives to assist ratepayers and minimise the risk of illegal dumping in our Shire:</p> <ul style="list-style-type: none"> 213/1 Convert a number of the current free kerb side pick-ups to free tip access, thereby providing ratepayers with tangible tipping options. 213/2 The feasibility / logistics of 'whole area pick ups' similar to many Sydney LGAs to 	Cr Best 12 March 2014	Item to be tabled at next Audit & Risk committee meeting to be held 17 September 2014.

No	Department	Responsible Officer	Question Asked / Resolution	Meeting Asked/ Councillor	Status
			<p>provide a suburb wide spring clean option in the lead up to the 2014 Christmas break.</p> <p>213/3 Review, in partnership with Remondis, the kerb side pick-up booking process with a view to improved service delivery and systems efficiencies.</p>		
84	Community and Recreation Services	Brett Sherar	<p>5.1 Notice of Motion - Council Policy Results in Vandalism</p> <p>1 That Council <u>note</u> further reports of large scale public tree poisoning at Mazlin Reserve Norah Head.</p> <p>2 That Council <u>investigate</u> the complaints and report on this and other similar recent vandalism events.</p> <p>3 That Council <u>recognise</u> that policing this type of vandalism is often unproductive and that the catalyst for such acts may well be a consequence of past Council Policy.</p> <p>4 That Council <u>note</u> its previous resolution to undertake a common sense review of its Tree Policy for private land.</p> <p>5 That Council <u>undertake</u> a review of its Tree Policy for Public Lands with a view to developing a more balanced approach to future planting and species choice, particularly around the issue of 'View Sharing' and how that is legislated for in the area of construction and building."</p>	<p>Clrs Best, Taylor, Troy</p> <p>14 May 2014</p>	Response to be provided September 2014.
85	General Manager's Unit	Stephen Naven	<p>Q64/14 Central Coast Regional Development Corporation Funding</p> <p>"As jobs are so important to our region and we have seen the recent announcements of closures of Blue Tongue Brewery and Kellogg's in the Shire.</p> <p>Can the General Manager inform Council the funding supplied to the Central Coast Regional Development Corporation or predecessors from the two Councils, Wyong Shire and Gosford City, and the NSW State Government, from 2010 to the present and please advise?"</p>	<p>Clr Greenwald</p> <p>14 May 2014</p>	Response to be provided September 2014.

No	Department	Responsible Officer	Question Asked / Resolution	Meeting Asked/ Councillor	Status
89	Development and Building Department	Jane Doyle/Brett Sherar	<p>8.1 Notice of Motion - Littering in Wyong Shire</p> <p>609/14 That Council erect warning signs at sites subject to repeated littering as identified by the General Manager or his delegate.</p> <p>610/14 That Council include the maximum penalties for littering on the signage erected under point 1.</p> <p>611/14 That Council note that Council's Rangers will continue to have a targeted approach to littering including the regular monitoring of identified sites and the issue of Penalty Infringement Notices for all detected offences.</p>	<p>28 May 2014</p> <p>Cr Webster</p>	<p>609/14 – Signage to be ordered with installation to be carried out within the next month.</p> <p>610/14 – Noted</p> <p>611/14 – Noted</p>
90	Property and Economic Development.	Stefan Botha	<p>8.2 Notice of Motion - Asbestos Amnesty</p> <p>612/14 That Council note the prevalence of illegally dumped asbestos within the Wyong local government area, which presents significant potential health risks to the public and which Council cleans up at significant cost.</p> <p>613/14 That Council recognise the urgent need to reduce the incidence of illegal dumping of asbestos within the Wyong local government area.</p> <p>614/14 That Council direct the General Manager to prepare an Asbestos Amnesty program, such program to:</p> <ol style="list-style-type: none"> a. Enable people who reside in the Wyong local government area to safely dispose of asbestos waste from their permanent home at no cost for a specified period; b. Be subject to the NSW Environment Protection Authority granting relevant exemptions such that no waste levy or contributions are required to be paid by Council in respect to asbestos waste it receives pursuant to the Asbestos Amnesty program; c. Include a requirement for educating the public about the risks associated with the illegal dumping of asbestos and of the operation of the Asbestos Amnesty program. 	<p>28 May 2014</p> <p>Cr Best</p>	<p>Response to be provided September 2014.</p>

No	Department	Responsible Officer	Question Asked / Resolution	Meeting Asked/ Councillor	Status
			<p>615/14 That Council acknowledge that such an education and disposal program will have significant cost around its safe delivery.</p> <p>616/14 That Council request that the NSW Government partner with Council in the formulation and future implementation of the Asbestos Amnesty program, with that partnership to include the following:</p> <ol style="list-style-type: none"> a. the prompt consideration and determination of any request to the NSW Environment Protection Authority by Council seeking exemptions from any waste levy in respect to asbestos received by Council pursuant to the Asbestos Amnesty program; b. provision of financial assistance to Council to assist in the funding of the significant costs associated with the promotion and delivery of the Asbestos Amnesty program; c. providing assistance to Council in the formulation of the Asbestos Amnesty program, including technical assistance from the NSW Environment Protection Authority. <p>617/14 That Council direct that the proposed Asbestos Amnesty policy be reported to Council for consideration and adoption.</p> <p>618/14 That Council note that it is of the opinion that the Waste Levy was originally established to provide the region with improved waste management options and as only a fraction of this \$11M annual levy has been spent locally, the proposed 'Asbestos Amnesty' program is an excellent opportunity for the NSW Government to partner with Council and honour the original intent of the NSW Government's Waste Levy.</p>		
92	General Manager's Unit	Brian Glendenning	<p>Q69/14 Vandalism and Penalties</p> <p><i>"Mr Mayor,</i></p> <p><i>I note in a recent press article that wilful and wanton destruction of earthmoving equipment was carried out at</i></p>	28 May 2014 Cr Best	Investigations into this matter are continuing and a response will be provided at a future meeting.

No	Department	Responsible Officer	Question Asked / Resolution	Meeting Asked/ Councillor	Status
			<p><i>Council's Lake Haven cinema construction site, allegedly by a gang of youths that were captured on CCTV footage, causing thousands of dollars in damages.</i></p> <p><i>Council appreciates the good work of Staff and the Police in apprehending these individuals and recognises the hundreds and thousands of dollars Council has poured into CCTV surveillance across the shire.</i></p> <p><i>Mr Mayor, could staff please, at the appropriate time, advise Council of the outcome / any court determinations around these acts of vandalism? I do hope the court is in step with Community expectations?"</i></p>		
93	General Manager's Unit	Jean Pooley	<p>Q73/14 Annual Gardening Competition</p> <p><i>"Mr Mayor,</i></p> <p><i>I understand the 41st Annual Gardening Competition for 2014 will be announced on 17 September 2014.</i></p> <p><i>This outstanding community event that recognises some 21 categories of horticultural endeavours is an iconic event.</i></p> <p><i>I understand this event is partially funded by Council through an annual budgetary process.</i></p> <p><i>Mr Mayor I would appreciate if you could advise how this organisation can seek a permanent and ongoing budgetary allocation?"</i></p>	23 July 2014 Cr Best	Response to be provided at November 2014 Ordinary Meeting.
94	Property and Economic Development	Greg McDonald	<p>Q74/14 Open Pile Burning</p> <p><i>"Council adopted a new Policy for Control of Open Burning in 2013 and advertised the Notice of Approval to burn dead and dry vegetation in December last year. I am interested to learn of the effectiveness of this strategy as hazard reduction is an important key to limiting damage during the bushfire season.</i></p> <p><i>Could the General Manager please advise how many residents have notified the RFS regarding their intention to burn and how many times has the RFS responded to a pile burn where the resident has not notified the RFS?"</i></p>	23 July 2014 Cr Taylor	Response to be provided at a future meeting.

No	Department	Responsible Officer	Question Asked / Resolution	Meeting Asked/ Councillor	Status
95	Infrastructure and Operations Departments	Peter Murray Andrew Pearce	8.1 – Notice of Motion – Lake Haven Cinema and Shopping Centre Footpath access audit 926/14 That Council note the further expansion of Lake Haven Precinct. 927/14 That Council request the General Manager to review the adequacy of footpaths and disabled access services throughout the precinct and its pedestrian catchment. 928/14 That Council recognise the current significant budgetary allocation of \$489,000 in 2014/15 to the footpaths and disabled access facilities throughout the Shire. 929/14 That Council request the General Manager to report the findings of the precinct audit to Council. 930/14 That Council approach local job service providers to nominate work for the dole participants to assist with projects arising from the audit.	13 August 2014 Cr Best and Cr Troy	Staff are continuing to review options and will advise Councillors at a later date to be confirmed.
96	General Managers Department	Michael Whittaker	Q75/14 Community Consultation with Councillors <i>"I have been contacted by a concerned ratepayer who asks how can a ratepayer talk directly with a group of Councillors without having to be constrained by an official agenda such as the Ward Forum.</i> <i>Can the General Manager inform Council with the close down of the Community Precinct Committees what venue, if any exists, for the resident/ratepayer to talk in open session with Councillors on their local/subject issues they are concerned with without resorting to having to phone Councillors personally one by one or meet in a normal manner?"</i>	13 August 2014 Cr Greenwald	Response to be provided at a future meeting.

**QUESTIONS ON NOTICE AND NOTICES OF MOTION REMOVED SINCE
13 AUGUST 2014**

	Department	Question on Notice / Notice of Motion	Date Asked/ Councillor	Status
83	Development and Building Department	Q63/14 Anti-Social Behaviour in the Wyong CBD <i>"Mr Mayor, Can the General Manager inform whether there has been any marked increase in juvenile related anti-social incidents in the Wyong CBD area; and in the CBD in general if there are any trends relating to this?"</i>	Cr Greenwald	Response included on agenda for Ordinary Meeting 27 August 2014.

5.1 Answers to Question on Notice

TRIM REFERENCE: C2013/05532 - D11181429
AUTHOR: JL

5.1 Q63/14 - Anti Social Behaviour in the Wyong CBD

The following question was asked by Councillor Greenwald at the Ordinary Meeting held on 23 April 2014:

“Mr Mayor, Can the General Manager inform whether there has been any marked increase in juvenile related social incidents in the Wyong CBD area; and in the CBD in general if there are any trends relating to this?”

Council records do not indicate an increase in service requests for juvenile related social incidents in the Wyong CBD over the past twelve months. Wyong Police, whilst unable to provide any statistical trends, has advised that they have identified an increase in anti-social behaviour in and around Wyong Plaza and are currently working with Wyong Plaza security to address this increase.

ATTACHMENTS

Nil.