



Wyong  
Shire  
Council  
CENTRAL COAST

Wyong Shire Council

# Business Paper

## EXTRAORDINARY COUNCIL MEETING

**19 February 2015**

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# MEETING NOTICE

The EXTRAORDINARY COUNCIL MEETING  
of Wyong Shire Council  
will be held in the Council Chamber,  
Wyong Civic Centre, Hely Street, Wyong on  
THURSDAY 19 FEBRUARY 2015 at 6.30pm,  
for the transaction of the business listed below:

OPENING PRAYER

ACKNOWLEDGEMENT OF COUNTRY

RECEIPT OF APOLOGIES

## 1 PROCEDURAL ITEMS

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## 4 QUESTIONS ON NOTICE ASKED

At the conclusion of the meeting and at the discretion of the Mayor, Council may meet with staff in an informal, non-decision making mode for a period of no more than 30 minutes.

Michael Whittaker  
GENERAL MANAGER

19 February 2015

To the Extraordinary Council Meeting

## **1.1 Disclosure of Interest**

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TRIM REFERENCE: F2004/06390 - D11860930

MANAGER: Lesley Crawley, Manager Corporate Governance

AUTHOR: Sonia Witt; TL Governance and Councillor Services

The provisions of Chapter 14 of the *Local Government Act, 1993* regulate the way in which Councillors and nominated staff of Council conduct themselves to ensure that there is no conflict between their private interests and their public trust.

The Act prescribes that where a member of Council (or a Committee of Council) has a direct or indirect financial (pecuniary) interest in a matter to be considered at a meeting of the Council (or Committee), that interest must be disclosed as soon as practicable after the start of the meeting and the reasons for declaring such interest.

As members are aware, the provisions of the Local Government Act restrict any member who has declared a pecuniary interest in any matter from participating in the discussions, voting on that matter, and require that member to vacate the meeting.

Council's Code of Conduct provides that if members have a non-pecuniary conflict of interest, the nature of the conflict must be disclosed. The Code also provides for a number of ways in which a member may manage non pecuniary conflicts of interest.

### **RECOMMENDATION**

***That Council now disclose any conflicts of interest in matters under consideration by the Committee at this meeting.***

19 February 2015

To the Extraordinary Council Meeting

## **1.2 Confirmation of Minutes of Previous Meeting held on 30 October 2014**

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TRIM REFERENCE: F2004/06390 - D11860938

MANAGER: Lesley Crawley, Manager Corporate Governance

AUTHOR: Sonia Witt; TL Governance and Councillor Services

### **SUMMARY**

Confirmation of minutes of the previous Central Coast Regional Organisation of Councils Meeting held on 30 October 2014.

### **RECOMMENDATION**

***That Council confirm the minutes of the previous meeting held on 30 October 2014.***

### **ATTACHMENTS**

- |          |   |           |
|----------|---|-----------|
| <b>1</b> | Central Coast Regional Organisation of Councils Meeting Minutes - 30 October 2014 | D11754649 |
|----------|---|-----------|

MINUTES OF THE  
**CENTRAL COAST REGIONAL ORGANISATION  
OF COUNCILS JOINT MEETING**

HELD AT CAROLINE BAY BRASSERIE & FUNCTION CENTRE,  
36 WEBB STREET, EAST GOSFORD  
ON 30 OCTOBER 2014  
COMMENCING AT 5:30 PM

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**PRESENT**

Cr Doug Eaton (Mayor)	Cr Lawrie McKinna (Mayor)
Cr Lynne Webster (Deputy Mayor)	Cr Jim Macfayden (Deputy Mayor)
Cr Bob Graham	Cr Deanna Bocking
Cr Ken Greenwald (arrived at 5.43pm)	Cr Gabby Bowles
Cr Lloyd Taylor	Cr Chris Burke
Cr Adam Troy	Cr Craig Doyle
Cr Doug Vincent	Cr Hillary Morris
	Cr Vicki Scott
	Cr Bob Ward
Mr Michael Whittaker	Mr Paul Anderson

**IN ATTENDANCE**

Mr Greg McDonald	Ms Judy Jaeger
Ms Maxine Kenyon	Mr Garry Hemsworth
Mr Scott Cox	Ms Janine McKenzie
Mr Brett Sherar	

The Mayor, Councillor McKinna, declared the meeting open at 5.35 pm.

**APOLOGY**

An apology for the inability to attend the meeting was received on behalf of Councillor Jeff Strickson due to illness, Councillor Luke Nayna due to work commitments and Councillor Greg Best due to personal reasons.

***RESOLVED unanimously on the motion of Councillor MCKINNA and seconded by Councillor EATON:***

***The CCROC accept the apologies and grant leave of absence from the meeting.***

**1.1 Disclosure of Interest**

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**RESOLVED unanimously on the motion of Councillor WEBSTER and seconded by Councillor MORRIS:**

**The CCROC receive the report on Disclosure of Interest and the fact that no disclosure was made be noted.**

**1.2 Confirmation of Minutes of Previous Meeting held on 19 March 2014**

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**RESOLVED unanimously on the motion of Councillor WEBSTER and seconded by Councillor MORRIS:**

**The CCROC confirm the minutes of the previous meeting held on 19 March 2014.**

**2.1 Proposed Meeting Dates and Times for the Central Coast Regional Organisation of Councils**

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

**1 That the CCROC note that the meeting dates and locations for the CCROC Executive Committee are as follows:**

- 4 December 2014 commencing at 4pm - GCC
- All future meetings be held each quarter

**2 That the CCROC note the that the meeting dates and locations for the Central Coast Organisation of Councils Joint Meetings are:**

- 30 October 2014 commencing at 5.30pm - GCC
- 18 December 2014 commencing at 5.30pm - WSC
- All future meetings be held each quarter

**3 That the CCROC recommend that Gosford City Council and Wyong Shire Council hold an Extraordinary Council Meeting following each CCROC Joint meeting.**

## **2.2 Draft Central Coast Water Corporation 2013/14 Financial Statements**

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**RESOLVED unanimously on the motion of Councillor WARD and seconded by Councillor EATON:**

- 1 That the CCROC notes that the CCROC Executive referred the draft Central Coast Water Corporation financial statements for 2013/14 (as presented) to the Member Councils for the Shareholders to execute all documents related to the draft 2013/14 financial reports as required by legislation on 2 October 2014.**
- 2 That the CCROC notes that the CCROC Executive referred the draft Central Coast Water Corporation financial statements for 2013/14 (as presented) to external audit on 2 October 2014.**
- 3 That the CCROC notes that the CCROC Executive set 30 October 2014 as the date for the presentation of the audited 2013/14 financial statements and external audit report in accordance with section 419(1) of the Local Government Act 1993.**

## **2.3 Final Central Coast Water Corporation 2013/14 Financial Statements**

---

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

- 1 The CCROC receives the External Audit Reports for the Central Coast Water Corporation Financial Statements for the Year Ended - 30 June 2014.**
- 2 The CCROC receives the Final Central Coast Water Corporation 2013/14 Financial Statements for the Year Ended - 30 June 2014.**
- 3 That the CCROC refers the Final Central Coast Water Corporation 2013/14 Financial Statements to Wyong Shire Council and Gosford City Council for adoption.**

## **2.4 Future Governance Arrangements for Joint Water Assets**

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

- 1 That the CCROC request both Councils to write to the Minister requesting dissolution of CCWC and the repeal of the CCWC Act.**
- 2 That the CCROC receive the report on Future Governance Arrangements for Joint Water Assets.**
- 3 That the CCROC note that the CCWC Board is no longer operating.**
- 4 That the CCROC create a joint committee for the management of the bulk water of the two Councils comprising of the CCROC Executive to meet at least quarterly.**



**3.1 Lower Hunter Water Plan**

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

***That the CCROC receive the report on the Lower Hunter Water Plan.***

**3.2 'Fit for the Future' State Government Response to the Independent Local Government Review Panel Final Report**

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***RESOLVED unanimously on the motion of Councillor MACFADYEN and seconded by Councillor VINCENT:***

***That the CCROC receive the report on 'Fit for the Future' State Government Response to the Independent Local Government Review Panel Final Report.***

**THE MEETING** closed at 5.47 pm.

**NEXT MEETING**

To be held at 5.30pm on Thursday 18 December 2014 at Wyong Shire Council.

19 February 2015

To the Extraordinary Council Meeting

## **2.1 Joint Water Budgets for 2014/15**

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TRIM REFERENCE: F2004/06390 - D11860965

MANAGER: Greg McDonald, Director

AUTHOR: Garry Casement; Manager Headworks Water and Sewer

### **SUMMARY**

A joint water capital works budget of \$8.46M for 2014/15 is proposed for endorsement. The budget is consistent with the four year price path allowances included in the pricing determination received from the Independent Pricing and Regulatory Tribunal (IPART). A joint water operating budget of \$11.88M is also proposed for adoption.

### **RECOMMENDATION**

- 1 That Council endorse a Joint Water capital works budget of \$8,464,216 for 2014/15, comprised of \$1,273,848 for Wyong projects and \$7,190,368 for Gosford projects.**
- 2 That Council endorse a Joint Water operating budget of \$11,882,842 comprising \$4,869,042 for Wyong expenditure and \$7,013,800 for Gosford expenditure.**

### **BACKGROUND**

The Councils share key water supply assets such as dams, water sources, pump stations, water treatment plants and transfer systems. The sharing and joint management of these assets provides significant supply benefits to the Central Coast community. The capital and operating costs of the joint assets are shared in accordance with the Joint Scheme Funding Agreement. Each council is regulated by the IPART, and pricing determinations for both councils includes provision for the joint water assets.

The CCROC at the meeting of 30 October 2014 resolved that a joint committee for the management of the bulk water of the two Councils comprising of the CCROC Executive to meet at least quarterly.

A report recommending the Joint Capital Works budget and Joint Water Budget was issued for the CCROC Executive meeting of 4 December 2014 being the first meeting of the CCROC in the capacity of managing bulk water issues.

Since that time the draft 2015/16 joint water capital works budget has also been prepared.

As the CCROC Executive meeting of 4 December did not take place an updated report is presented here.

**DISCUSSION****Joint Water Capital Works**

Under the Joint Scheme Funding Agreement, the cost of approved capital works are shared equally by the Councils. As such, investments made in joint assets that are most beneficial to the whole of the Central Coast are also those most beneficial to each of the councils.

Table 1 below provides the proposed 2014/15 budget and the draft budget for 2015/16 in the context of the current IPART determination.

**Table 1 Proposed Joint Water Capital Expenditure**

	2013/14 Actual	2014/15 Budget	2015/16 Draft Budget	2016/17 Forecast	Total
<b>Wyong</b>					
IPART Price path allowance	1,243,571	3,376,175	1,739,697	2,001,207	8,360,650
Proposed	2,526,599	1,273,848	569,000	3,165,040	7,534,487
<b>Gosford</b>					
IPART Price path allowance	4,002,933	7,584,116	2,163,735	2,857,214	16,607,998
Proposed	7,599,258	7,190,368	2,404,880	239,656	17,434,162
<b>Combined Price Path Allowance</b>	5,246,504	10,960,291	3,903,433	4,858,421	24,968,648
Total Proposed	<b>10,125,857</b>	<b>8,464,216</b>	<b>2,973,880</b>	<b>3,404,696</b>	<b>24,968,649</b>

The TAG has recently established a sub group to monitor, review and advise on the joint capital works program. A key activity of this group will be establishing a project prioritisation process to enable the overall capital works program to be managed within the IPART allowances. Significant reprioritisation of projects within each council's proposed joint works programs has taken place to take into account the amount of over expenditure on some projects and to accordingly adjust other projects to ensure the final expenditure stays within the IPART allowances for the determination period. Further reprioritisation of projects across the councils' proposed works programs will be undertaken to ensure the most necessary projects across the Central Coast are implemented.

The TAG is currently working on a progress report on the progress of all capital projects which will be brought to the next CCROC Executive meeting.

It is noted that in the recent past a number of urgent works related to equipment failures have been initiated. These include; pump /drive failures at the Mangrove Weir Pump Station, settling tank scraper failure at the Somersby Water Treatment Plant, failure of pumps at Mooney dam pump station, a leak in one of the filters and a sludge lagoon embankment at Mardi Water Treatment Plant, failure of the power factor correction equipment at the Wyong River pump station. The incorporation of these works will be included in the reprioritisation of projects across the councils to ensure that the overall capital program is contained within the IPART allowance.

## 2.1 Joint Water Budgets for 2014/15 (contd)

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### Joint Water Operating Budget

The operating budgets endorsed by the TAG for 2014/15 incorporating adjustments for the 2<sup>nd</sup> quarterly budget adjustments of both councils are presented in Table 2. The operating budget is less than the IPART provisions as no explicit provision has been made to purchase water from the Hunter for drought or emergency purposes.

**Table 2 – Proposed Joint Water Operating Budget 2014-15**

<b>Component</b>	<b>WSC</b>	<b>GCC</b>	<b>TOTAL</b>
Pump Stations	1,002,860	2,035,767	3,038,627
Mains and Reservoirs	169,284	418,680	587,964
Water Treatment Plants	2,764,689	2,723,804	5,488,493
Joint Water Supply Admin & Headworks	686,345	285,667	972,012
Dams and Weirs - Catchments	235,484	1,364,277	1,599,761
Drought Management	10,379	185,605	195,984
<b>Total</b>	<b>4,869,042</b>	<b>7,013,800</b>	<b>11,882,842</b>

It is noted that the operating costs for the various elements of the system reflect the physical attributes of the roles they play in the system. This can be seen in the pumping costs in which reflect the height and volume that is pumped by the various pumps located throughout the system. Likewise the number and nature of the dams impact the costs associated with them.

The Joint Scheme Funding Agreement reconciles the actual costs to each Council at the conclusion of the financial year based on the actual proportion of consumption in each LGA.

### ATTACHMENTS

Nil.

19 February 2015

To the Extraordinary Council Meeting

### **3.1 'Fit for the Future' Status Report**

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TRIM REFERENCE: F2004/06390 - D11860967

MANAGER: Michael Whittaker, General Manager

AUTHOR: Marie Hanson-Kentwell; Project Director

#### **SUMMARY**

Fit for the Future update to the CCROC Executive at the 4 December 2014 meeting.

#### **RECOMMENDATION**

*That Council receive the report on 'Fit for the Future' Status Report.*

#### **BACKGROUND**

The NSW State Government has announced a \$1 billion reform package for Local Government in NSW, to strengthen communities and support councils to become "Fit for the Future" The reform package is the State Government's response to the findings of a three year independent review of Local Government. The independent review highlighted the case for the southern area of Lake Macquarie around Morriset to be added to Wyong or a new Central Coast council, and noted the option for Gosford and Wyong councils to amalgamate.

NSW Councils are required to submit a proposal on how they intend to become 'Fit for the Future' by 30 June 2015. The Government has recently released two submission templates and a panel of Facilitators to assist councils that have agreed to explore the possibility of merging.

Following submission of the proposals in June 2015, the State Government will provide a response in December 2015.

#### **Fit for the Future Submission Templates**

On 31 October, the State Government released further information regarding the Fit for the Future process for Councils including the release of two submission templates:

Template 1 Council Merger Proposals – For councils intending to merge. Those Councils must undertake a cost benefit analysis of the proposed merger which may include a Merger Business Case. Councils completing Template 1 must have met the minimum public exhibition requirements for the proposal (28 days), consulted with staff and their submissions endorsed by a resolution of each council involved in the proposed merger.

Template 2 Council Improvement Proposal for Existing Structures – For councils that have sufficient scale and capacity and who do not intend to merge or become a Rural Council. Councils completing Template 2 must have completed a self-assessment of their current performance and their proposals endorsed by a resolution of Council.

The two templates were accompanied by template guidance material and a self-assessment tool: to assess each council's current performance against seven Fit for the Future benchmarks.

#### **Fit for the Future Facilitation**

To assist councils to prepare a structural change proposal by 30 June 2015, the Government is providing support to councils to discuss the options with each other, with the help of a skilled facilitator. Facilitators will only be made available to Councils that have agreed to consider a merger. The Office of Local Government (OLG) will procure a facilitator in consultation with the councils.

The Government has completed a procurement process for the creation of a panel of six expert merger and structural reform facilitators. Panel members have demonstrated their capacity to undertake complex facilitation processes and have a detailed understanding of the challenges facing NSW councils.

Facilitators will play two key roles in the Fit for the Future process:

- 1) To assist groups of councils explore the potential of merging; and
- 2) To assist councils who have undertaken a Merger Business Case to assess its findings and chart a way forward.

Facilitation is one of a number of services coordinated through the OLG One Stop Shop, to assist councils to develop their Fit for the Future roadmaps

Further information about other OLG One Stop Shop services will be made available in separate guides in the near future.

On 10 December 2014, Wyong Shire Council staff will host a Councilor workshop to be held at a Councilor Briefing session to discuss the Fit for the Future templates and the facilitation process.

#### **Ministerial Meeting**

On 10 November, a meeting called by the Hon. Paul Toole MP was held with Wyong Shire and Gosford City Councils' Mayors, to discuss the Fit for the Future initiative and the State's vision for the Central Coast region.

The Minister requested the Mayors seek in principle, endorsement of a cost benefit analysis of a merger between Gosford and Wyong Councils from their respective Councils, with the cost benefit analysis to be overseen by a facilitator.

At Wyong Shire Council's 12 November Council meeting, it's elected Council agreed in principle to the following recommendations:

- 1) That Council agree in principle to commissioning a cost benefit analysis on a merger between Gosford and Wyong councils, noting State Government funding for 50% of the cost, and 25% from each Council.
- 2) That Council agree to appoint a facilitator in conjunction with Gosford and the General Manager be authorised to appoint the facilitator

- 3) That Council request the General Manager to report back to the outcomes on the outcomes of recommendations 2 and 3.

Wyong Shire Council awaits the outcome of Gosford City Council's next ordinary meeting to be held on 25 November.

If Gosford's elected Council agree in principle to the same or similar recommendations, Wyong and Gosford must jointly select two preferred facilitators from the OLG's facilitator procurement panel. The Councils will then submit a request to the OLG to undertake the procurement of one of the two preferred facilitators.

#### **ATTACHMENTS**

Nil.

19 February 2015

To the Extraordinary Council Meeting

### **3.2 Your Future Central Coast: A Discussion Paper**

---

TRIM REFERENCE: F2004/06390 - D11860968

MANAGER: Scott Cox, Director

AUTHOR: Jenny Mewing; Strategic Planner

#### **SUMMARY**

This report considers the 'Your Future Central Coast' discussion paper published by the Department of Planning and Environment (DP&E). This report recommends that a submission be made outlining these matters which require additional consideration by NSW Planning and Environment in developing the Central Coast Regional Growth and Infrastructure Plan.

#### **RECOMMENDATION**

***That Council receive the report on Your Future Central Coast: A Discussion Paper.***

#### **BACKGROUND**

The DP&E released the 'Your future Central Coast' discussion paper for public comment. The discussion paper provides an analysis of the current scenario for the central coast, highlighting the existing strengths and weakness.

The discussion paper is the first step in the development of a Central Coast Regional Growth and Infrastructure (CCRG&I) Plan. The plan, once developed, will replace the existing Central Coast Regional Strategy (CCRS, 2006) and North Wyong Shire Structure Plan (NWSSP, 2012). Once adopted, the CCRG&I Plan will provide a framework to support expected population growth to 2031 and guide land use decisions by:

- Setting housing and employment targets;
- Identifying potential growth areas;
- Determine new regional infrastructure; and
- Guide more detailed local government planning.

The DP&E is seeking comments about what strategies and actions are needed to provide housing employment and natural resource management for the region.

The discussion paper identifies that by 2031, as a region, the Central Coast can be expected to:

- Have a population growth of 64,250 persons;
- Have 26% of the population aged over 65 years of age;
- Have a housing demand of 36,800 new homes; and
- Require an additional 30,750 new jobs to support the expected additional population.



## 3.2 Your Future Central Coast: A Discussion Paper (contd)

A comparison of the above figures, against those projected by the CCRS is provided in the following table:

	Regional Strategy Estimates (2008)		2031 Estimates		Change (2008 - 2031)	
	Wyong	Gosford	Wyong	Gosford	Wyong	Gosford
<b>Population</b>	70,000	30,000	41,652	23,852	40%	20%
<b>Dwellings</b>	39,500	16,500	23,400	13,400	41%	19%
<b>Jobs</b>	27,000	18,000	15,060	15,023	44%	17%

Table 1 Population, Dwelling & Employment Comparison, CCRS (2006) Vs Discussion Paper (2014)

The decrease in the projected population and dwelling targets is a response to the slower than anticipated growth rates between 2006 and 2011.

A draft submission has been prepared on behalf of Council responding to the public exhibition is attached.

Specific matters which have been raised in the submission relate to the following:

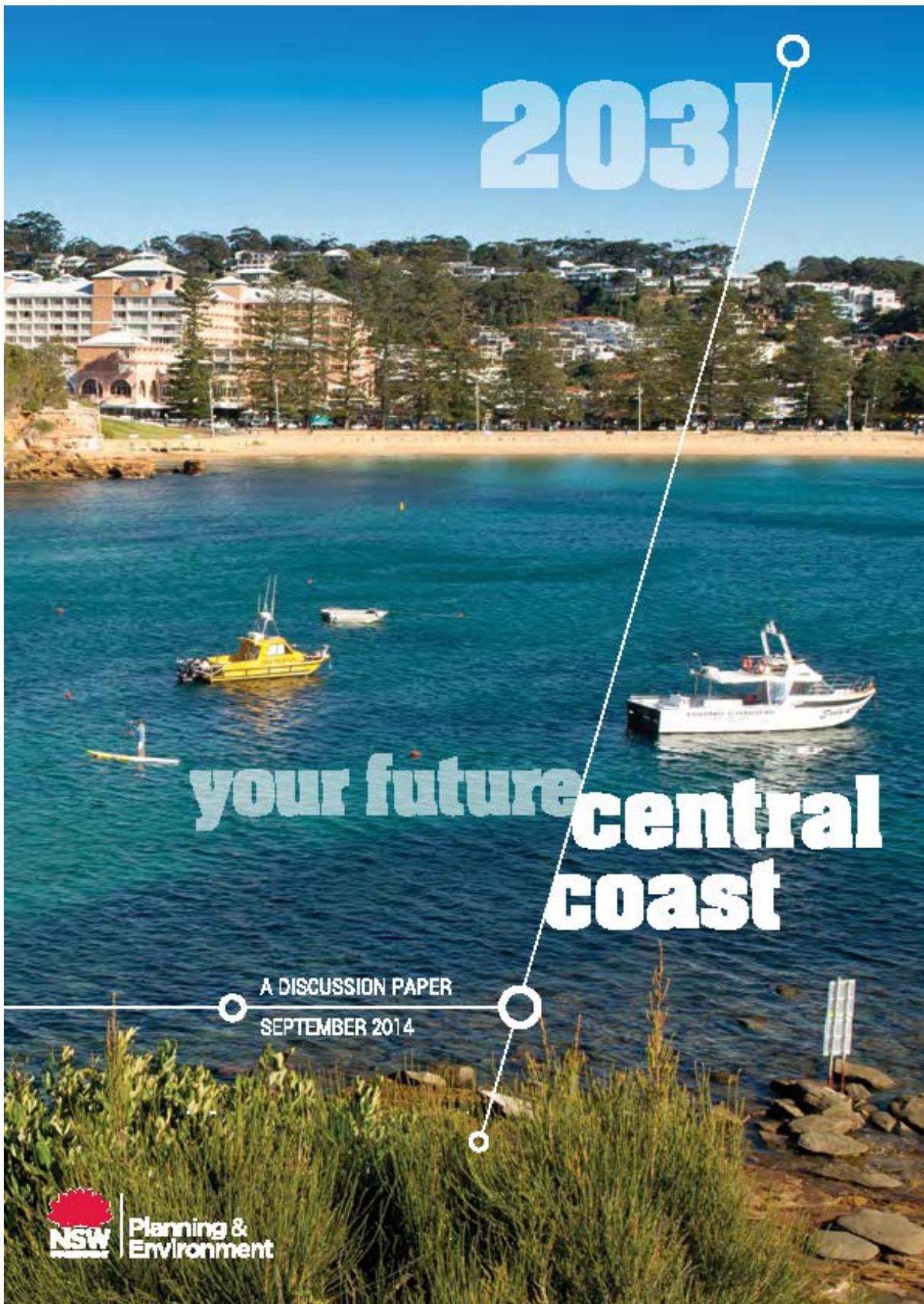
- Supporting development of affordable and good quality housing to meet the growing needs of the community.
- Support for growing and attracting employment generating businesses and industries to the Central Coast;
- Strengthening the performance of centres.
- The need for the provision of infrastructure which is affordable, delivered to encourage development and does not prohibit the viability of new development; and
- Potential sterilisation of otherwise developable land through infrastructure which has no real benefit for Wyong Shire (e.g. freight corridors) or unfeasible biodiversity offsetting requirements.

### CONCLUSION

The submission also identifies infrastructure and management priorities which will promote the future growth and prosperity of the Central Coast.

### ATTACHMENTS

- |   |  |           |
|---|--|-----------|
| 1 | Central Coast Discussion Paper   | D11777472 |
| 2 | Central Coast Regional Growth Plan Discussion Paper September 2014<br>Agriculture NSW Submission | D11763597 |





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September 2014

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## FOREWORD



The Central Coast has a unique environment with many beautiful waterways and natural areas. These features contribute to the Region's enviable lifestyle but also provide challenges to planning for the future growth of the Region. Balancing the growth of the Region will be crucial to protect the environment while providing enough housing and employment opportunities for the Region's growing and changing population.

The agricultural, retail, health, tourism and construction industries continue to be of significant economic importance to the Region, as well as to the State. The Region's proximity to both Newcastle and Sydney provides it with many opportunities and challenges for planning the Region's economy. The Region needs to build on its competitive advantages to increase economic development and provide more local jobs.

This Discussion Paper is the first step in the strategic planning process. We know that the community is best placed to tell us how the Central Coast should balance its growth to provide housing and jobs whilst protecting the environment. Rather than make assumptions on what people need from their Region over the next 20 years, we want the new plan to reflect the desires of Central Coast residents and businesses.

We will consult with communities, residents, businesses, all levels of government and industry on their vision for the Central Coast. We want to find out where and how people work, the kind of homes, neighbourhoods and centres they want to live in, the places that they visit and how the NSW Government can help to deliver this vision.

Understanding these issues will help create plans that link development and infrastructure and drive economic growth in the Region. In order to do this, we need to get our basic land use planning right. We need to provide more housing, greater housing choices and more local jobs. We must integrate our land use planning with transport and infrastructure planning so that new infrastructure investment supports growth in the Region. We also need to manage these changes while protecting our environment, heritage and quality of life.

The feedback that we receive from this Discussion Paper will set the direction for the new draft Central Coast Regional Growth and Infrastructure Plan (which will be placed on exhibition for further community consultation), so it's important that everyone gets involved and has their say.

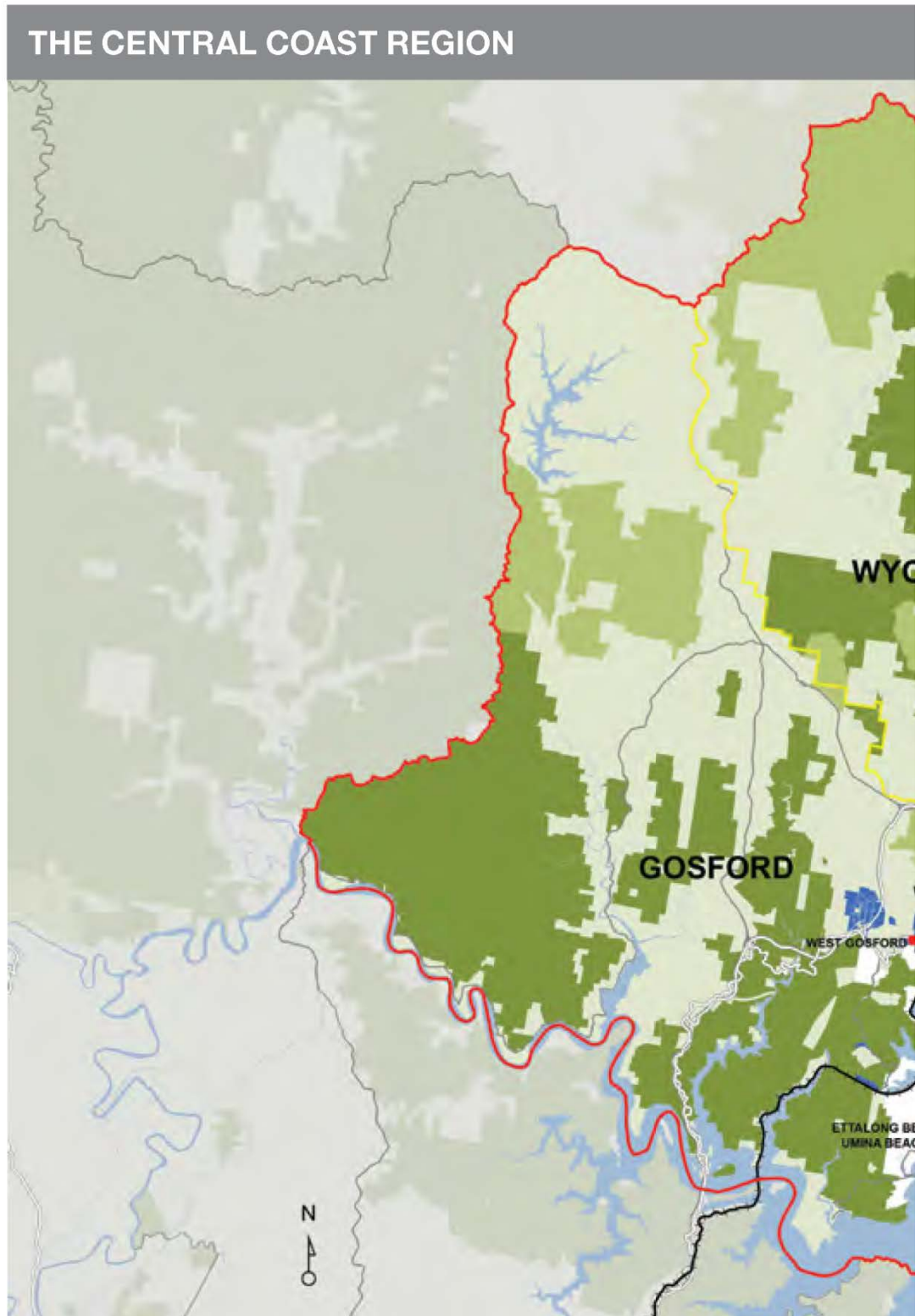
**Pru Goward**  
Minister for Planning

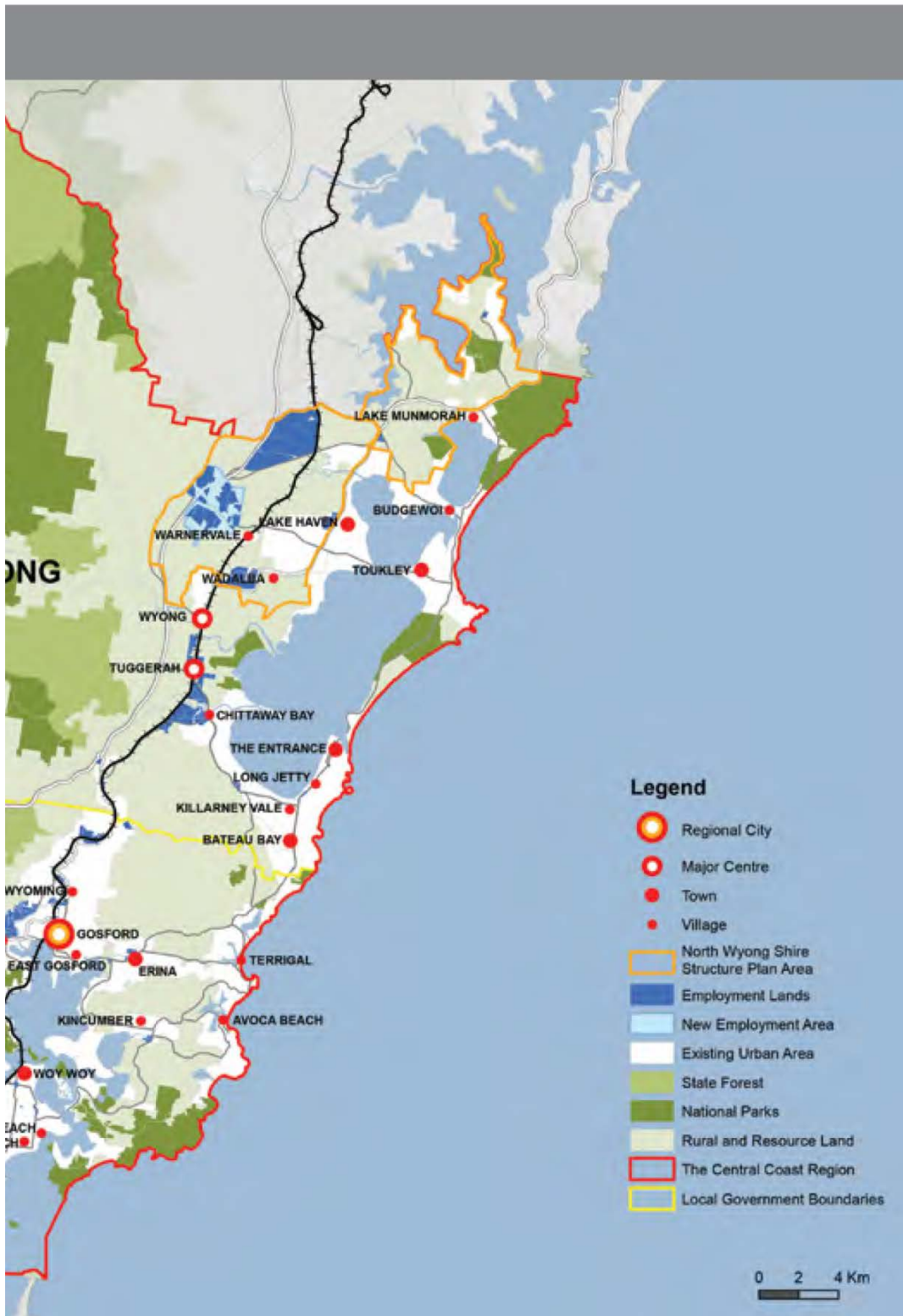
We are developing a Plan to facilitate and deliver the growth needed on the Central Coast over the next 20 years.

This Discussion Paper seeks your views on what strategies or actions will be needed to provide housing, employment and natural resource management to achieve balanced growth for the Region.

It is the first step in the development of a Central Coast Regional Growth and Infrastructure Plan.

This Discussion Paper allows us to consider the needs and desires of the people who live and work in this important Region as we develop the draft Regional Growth and Infrastructure Plan.









## 2

## SETTING THE SCENE

**Central Coast snapshot**

- Made up of Gosford and Wyong local government areas
- Area of 1,854 square kilometres
- 322,650 population in 2011
- 19,600 more people since 2006
- Population concentrated along coast and Brisbane Water and Tuggerah Lakes

The Central Coast is the ninth largest urban area in Australia.

Its appeal is obvious – liveable communities, enviable lifestyle, relatively affordable housing, close to Sydney and Newcastle, great services and natural attractions.

All of these elements have ensured the ongoing growth of the area with the local population increasing on average by 3,920 every year since 2006.<sup>1</sup>

Despite its attraction to new residents from outside the Central Coast and a growing local population, housing supply over the last five years has been well below what's needed with only an average of 790 new houses built annually for the last 5 years.

While recent development approval rates are promising, with a 37 per cent increase in housing approvals on the Central Coast between July and November 2013 compared with same period in 2012,<sup>2</sup> more needs to be done.

The reasons for this are many:

- Past planning decisions
- Changing economic conditions
- Difficulty bringing new housing to market

Bridging the housing supply gap, providing the right quantity as well as the right mix of new housing, developing centres which satisfy our needs, are all key issues facing the Central Coast community.

We also need to provide enough employment for a growing population and reduce the region's commuting rates.

The NSW Government is supporting sustained housing and jobs growth by reducing red tape, reducing costs, simplifying planning and focusing on the infrastructure needed to deliver growth.

The local councils of Gosford and Wyong are behind the push for more housing as well as more jobs locally.

A Regional Growth and Infrastructure Plan for the Central Coast is the first step in realising these commitments and goals.

Keeping the skills of the population in the area is also an important issue as we plan ahead. Many Central Coast residents commute daily to other areas and while this will continue, we want to make sure we are expanding the local economy to provide new job opportunities close to home.



**26%** The proportion of the Central Coast population that will be over the age of 65 by 2031

This will help boost the area's strong and varied base across important industries such as manufacturing, retail, agriculture, tourism, construction and service industries, including health and business services.

The ideal location of the Central Coast between Sydney and Newcastle means it will continue to grow and we need to work together to ensure that this growth is sustainable. This will ensure future generations can continue to enjoy the Region's attractive environment and live and work in homes and centres that suit their immediate and future needs.

## 3

WHY THE CENTRAL COAST  
NEEDS A REGIONAL GROWTH  
AND INFRASTRUCTURE PLAN**Regional Growth and  
Infrastructure Plans**

- Set a shared vision with communities
- Respond to growth sustainably
- Plan new housing, jobs and infrastructure for 20 years

Regional Growth and Infrastructure Plans are strategic plans for an area, such as the Central Coast, and are prepared using a wide range of studies and evidence as well as detailed input from local councils and their communities.

These plans set the vision for up to twenty years and facilitate good development over that time by identifying areas where housing and employment growth is best placed to occur.

Importantly, these plans are developed following significant engagement with local communities and their councils, to arrive at a shared vision for the future based on evidence.

Once agreed, the Regional Growth and Infrastructure Plans will provide a framework to support expected population growth and guide land use decisions for 20 years and:

- Set housing and employment targets
- Identify potential growth areas
- Propose new release and infill development around transport corridors and town centres

- Determine existing and new regional infrastructure needed to support growth
- Guide more detailed local planning by local government
- Gathering, sharing and discussing the evidence is the first step in developing a Regional Growth and Infrastructure Plan.

The Discussion Paper identifies the issues and supporting evidence, so that the local community, councils and stakeholders can actively participate in the decisions needed for the Regional Growth and Infrastructure Plan.

The pool of evidence clearly shows some very important issues facing the Central Coast over the next twenty years, all of which are explored in this document:

- An increase of 64,250 new residents over the next 20 years<sup>3</sup>
- A need to increase housing supply to improve choice and affordability
- A projected demand of 36,800 new dwellings<sup>4</sup>
- Demand for 30,750 new jobs and more than this if we want to increase the level of local employment<sup>5</sup>
- Demand for new infrastructure, beyond current and planned services
- Protection of the environment and natural assets.



## Key Challenges Facing the Central Coast

- How do you see your Central Coast in 20 years?
- What do you see as the challenge to growth?
- What is the economic future of the Region?
- How does the Central Coast get there?

The population of the Central Coast is expected to grow by almost 20 per cent (64,250 people) between now and 2031. Population growth presents challenges that have the potential to impact on the lifestyle of Central Coast residents and the economy.

The region is already facing challenges caused by:

- a low take-up of public transport due to the Region's geography
- high levels of out-commuting for work
- limited housing supply and low housing affordability
- an historic lack of infrastructure provision, including physical infrastructure such as roads and public transport, as well as social and cultural infrastructure.

The coastal waterways and rugged topography of the Central Coast have led to dispersed settlement and difficulties in connecting residential and employment centres. This has resulted in a high dependence on private cars for transport. Only 4 per cent of people who work in the Region travel to work on public transport and only 28 per cent who work outside the region travel by public transport. The Regional Growth and Infrastructure Plan provides opportunities to better align transport and land use planning to respond to this challenge. In particular, there is a need to consider how employment centres on the Central Coast can be linked to improve public transport.

The lack of local jobs has led to two issues: a higher than average unemployment rate (for example, youth unemployment in some areas reaching above 30 per cent) and a high rate of out-commuting where 26 per cent of Central Coast residents travel out of the Region for work.

A priority of the Plan will be to increase the proportion of Central Coast residents working in the Region by facilitating 30,750 new jobs between now and 2031. A measurable target for the maximum rate of out-commuting will be set.

The supply of new housing has not kept pace with demand in the Region. In the last five years, the average yearly construction of new housing was 790 dwellings, which is well below the 1,840 dwellings needed annually to support projected growth. Of this housing, 75 per cent was built in existing areas, as greenfield development rates have fallen to 200 dwellings per year. The lack of supply is impacting on the affordability of housing in the Region – only 9 per cent of homes for purchase were available for low income earners. However, recent trends are showing a more promising upswing where there was a 37 per cent increase in the number of homes approved between July and November last year compared to the same period in 2012.

The backlog in delivering infrastructure to support growth has been a key challenge for the Central Coast for two decades. Whilst investment in infrastructure has been made, high population growth has meant that it has not kept pace with demand. The Regional Growth and Infrastructure Plan offers an opportunity to better align land use and infrastructure provision by identifying key infrastructure improvements. The Plan also offers opportunities for higher levels of growth in the Region, if some of the infrastructure backlog challenges are resolved.

A Regional Growth and Infrastructure Plan can tackle these challenges head on. It can outline the actions that need to be taken – and the stakeholders responsible – to galvanise the economy and deliver the housing, jobs, services and infrastructure a much larger population will need.

A plan that is championed by all the key stakeholders – government, community, councils and business, can ensure the region prospers as it grows.

## Housing for current and expected growth

### In the next 20 years:

- The population is projected to grow to 386,900
- As many as 64,250 new residents
- Creating potential demand for 36,800 new dwellings

Modelling undertaken in 2014 projects the Region's population will grow from 322,650 in 2011 to as much as 386,900 by 2031. That means as many as 64,250 new residents of the Central Coast, needing new homes and jobs.<sup>6</sup>

It is estimated the area will need to deliver 36,800 new dwellings to meet the projected population growth,<sup>7</sup> well over the rate of housing currently being delivered.

What is driving this growth?

- Local population growth (35 per cent of annual growth by 2031) as well as people moving into the area (65 per cent of annual growth by 2031)<sup>8</sup>
- The attraction of liveable communities and lifestyle
- New residents attracted to the area by relatively affordable housing
- Proximity to Sydney and Newcastle metropolitan areas
- Changes in demographics – ageing population, increase in life expectancy and young people leaving home.

In the draft Regional Growth and Infrastructure Plan to be developed and released for public consultation, a range of options for how new housing can be delivered will be explored, including a focus on infill development. The community will be asked to comment on these options.

It is important as we manage this future growth that we balance it with the protection of the Region's biodiversity, productive rural and resource lands as well as understanding current and future infrastructure needs.

The Central Coast Regional Growth and Infrastructure Plan will also:

- identify priority centres and development areas for short, medium and long term growth and infrastructure investment
- identify opportunities to improve housing affordability and the supply of affordable housing
- outline the next steps to achieve the vision for the region's centres and development areas
- build on work undertaken by Government and development industries to promote development in and around existing centres.

## Increasing local employment opportunities

### In the next 20 years:

- Population growth will drive employment demand
- It is projected that we will need to create more than 30,750 new jobs
- Plan and deliver employment generating land

A growing population not only means new housing but also new jobs. Increasing local employment by building on the Region's strengths and diversifying its economy will address this issue. Preliminary modelling shows that 30,750 new jobs will be needed to 2031 to meet the growing population.<sup>9</sup>



# 3,950

The number of new dwellings built in the Region in the last five years

To help continue to reduce the percentage of people who commute outside the area for work even more jobs are needed.

While the percentage of employed adults who commute out of the Region for work has reduced from around 30 per cent in 2001 to around 26 per cent in 2011, it remains high.<sup>10</sup>

The Regional Growth and Infrastructure Plan will:

- establish new regional level employment targets which aim to reduce the Region's current commuting rates
- respond to trends in recent employment planning and development
- identify future roles for centres and other employment areas within the Region
- support local industries such as health care, tourism, construction and agriculture
- look at how to facilitate the development and redevelopment of centres and key employment areas
- assist in addressing the shortage of industrial land in coastal areas
- support public and private action to generate employment.

## Infrastructure needed for growth

### In the next 20 years we need to:

- Match growth with infrastructure
- Continue exploring new ways to deliver services

New housing and new residents mean additional demands on existing infrastructure and the need for new services to be developed over time.

Understanding the infrastructure needed to support population growth is critical. The Regional Growth and Infrastructure Plan will consider regional infrastructure requirements such as energy, waste, water and sewer systems, education, information and communications technology, health and emergency services and road and rail.

Regional infrastructure planning will be a core part of the Regional Growth and Infrastructure Plan. It will include identifying the existing infrastructure capacities and shortfalls, future needs in response to planned population and jobs growth, looking at opportunities to maximise use of existing infrastructure and services, and identifying when and where new infrastructure will be required.

Improved rail and road access will benefit existing and future residents, commuters and create local employment opportunities. The proposed M1 (formerly F3 Freeway) to M2 link will be a significant region shaper for the Central Coast by improving connections between the Central Coast and parts of Sydney. Additional long-term opportunities that have the potential to change the Region are the Australian Government's high-speed rail network concept and Wyong Shire Council's concept for a regional airport.

### Protecting biodiversity, rural and resource lands and building resilience to natural hazards

#### In the next 20 years:

- We must balance growth and environment protection
- Provide greater access to natural areas, enhancing tourism and recreation opportunities, lifestyle and wellbeing
- Manage natural hazards including bushfire and floods

The Central Coast's natural environment is highly valued by its residents and provides a multitude of economic opportunities. Identifying and protecting conservation areas of regional significance – including the many waterways, foreshore areas that contribute to health of the waterways and key biodiversity corridor networks and linkages – will help to maintain the Region's environmental attributes.

Providing public access to foreshore areas in a sensitive manner will benefit the health and wellbeing of existing residents and promote a broader range of tourism and employment opportunities.

Where biodiversity impacts are unavoidable to achieve regional growth priorities, offset mechanisms will be put in place.

The Central Coast's attractive environment also presents challenges in relation to natural hazards management and planning. Extensive vegetated areas present bushfire hazards, ocean foreshores are subject to storm damage and inundation and coastal plains and floodplains are affected by flooding.

The Central Coast's rural areas are also highly valued by residents. These areas provide important agricultural, extractive resources, cultural, landscape, biodiversity, tourism industry and water supply values. How rural and resource lands are used and managed affects the Region's ability to locally produce food, supply safe drinking water, generate affordable energy or produce raw materials for construction.

The proximity of the Central Coast to Sydney and the Hunter provides opportunities to increase the value and importance of the Region's agricultural areas and has placed higher demands on its extractive resources.

The NSW Government has already responded to community concerns by banning new coal seam gas exploration for large areas of the Central Coast Region and identifying parts of the Central Coast's agricultural areas as Biophysical Strategic Agricultural Land.

The Regional Growth and Infrastructure Plan will identify a framework for the ongoing planning of these areas in a partnership between Government, landowners and industry.



## 4

MAKING NSW  
NUMBER ONE

The key objectives of NSW 2021 underpin this document, namely the creation of liveable communities, investment in infrastructure and boosting economic growth.

The NSW Government is committed to delivering evidence-based, strategic planning that will help us deliver on key goals of NSW 2021.

The Central Coast Regional Growth and Infrastructure Plan is one tool to deliver these statewide objectives through an agreed government and community vision for the Region.

It is a vision that will also benefit from the important planning work that has already been undertaken at a local and state level ensuring previous work is best utilised.

### Integrated planning

Bringing together important plans and work already undertaken will form the foundation of the Regional Growth and Infrastructure Plan.

These important strategies and plans include:

- *NSW 2021*, the Government's 10-year plan to rebuild the economy, provide quality services, renovate infrastructure, restore Government accountability and strengthen our local environment and communities
- the *State Infrastructure Strategy*, the 20-year strategy to identify and prioritise the delivery of critical public infrastructure that drives productivity and economic growth, presenting strategic options for delivering infrastructure in an efficient way
- the *Long Term Transport Master Plan*, the 20-year plan to return quality services through the development of a world-class transport system for NSW
- the recently released *Central Coast Regional Transport Plan*, the 20-year plan for transport infrastructure and services on the Central Coast
- the *Central Coast Regional Action Plan*, developed with input from communities across the region to identify the actions the NSW Government will prioritise over the next two years

- Regional Development Australia's Central Coast Regional Plan 2012-2017
- the new approach to strategic planning which is based around community participation, strategic focus, policies and decisions based on sound evidence and linking growth to infrastructure.

### Community Strategic Plans and local planning strategies

Both Central Coast councils have recently undertaken important strategic planning work including their Community Strategic Plans and local planning strategies based on detailed community engagement.

These plans identify broad goals and aspirations for the future and the local planning strategies outline the settlement, development and conservation outcomes to achieve these aspirations. These will inform the Central Coast Regional Growth and Infrastructure Plan and improve integration between State agency and local government planning.

### National Urban Policy

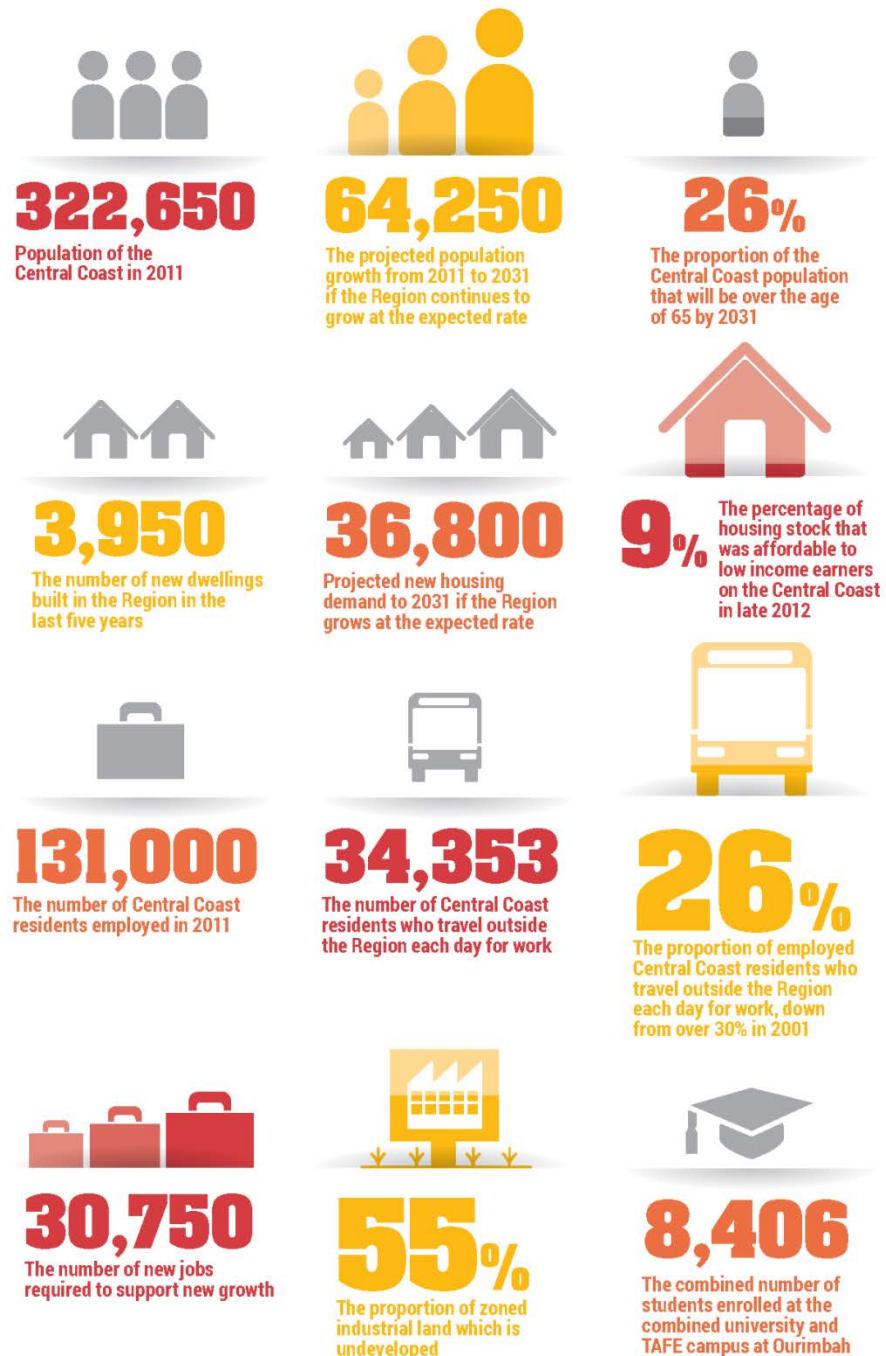
The NSW Government has endorsed the Australian Government's National Urban Policy (2011), which presents a framework to guide land use policy development and investment in cities.

The Central Coast Regional Growth and Infrastructure Plan will be developed in line with this framework to ensure it supports nationally agreed principles and outcomes. Further details can be found at Attachment A.



### Planning for the future

Here are some of the important things we know about the Central Coast and need to think about when setting the vision and planning for growth for the next 20 years.



### The principles that guide our planning

Guiding the preparation of the new Central Coast Regional Growth and Infrastructure Plan are these principles:

- securing the delivery of more housing, greater choice and more affordable options in line with market needs
- facilitating economic growth, strengthening local employment, reducing unemployment and the number of workers commuting outside the Region
- collaborating with the local councils and the community to develop a shared vision
- cutting red tape and building in the flexibility necessary for balanced growth
- supporting the development of centres with services, infrastructure and capacity for growth
- linking land use, transport and infrastructure planning and making it easier to travel within the Central Coast and adjoining regions
- encouraging a high standard of design, good energy efficiency and access to excellent public spaces and recreation opportunities
- balancing development with protection of the environment and agricultural lands
- protecting our Aboriginal and non-Aboriginal cultural heritage
- building resilience to natural hazards, climatic events and helping the community to understand and minimise the impacts of a changing climate.

### A new approach to planning

This Discussion Paper is one element of the NSW Government's fresh approach to strategic planning. Under this approach communities will have genuine and early opportunities to set long-term planning outcomes for their regions and Regional Growth and Infrastructure Plans will be developed in place of existing Regional Strategies.

The Central Coast Regional Growth and Infrastructure Plan will create a strategic vision and a framework to set the foundation for growth on the Central Coast and be informed by both Councils' recently finalised LGA-wide LEPs. Future reviews of these plans and related local strategies will ensure consistency with the new approach to strategic planning.

### Research that will shape our plans

Population, housing and employment projections support the exhibition of this Discussion Paper. In addition, new research will underpin the development of the Central Coast Regional Growth and Infrastructure Plan and be publicly available during the exhibition of the draft Regional Growth and Infrastructure Plan, including:

- the key drivers for the Central Coast's housing and employment markets
- the feasibility and viability of development in new development areas and centres
- the characteristics of the Region and opportunities for growth
- an audit of key enabling infrastructure (existing and planned) and its capacity to support growth
- alternative growth scenarios and infrastructure requirements.

### HAVE YOUR SAY

- Do you agree with the principles established for the preparation of the Regional Growth and Infrastructure Plan and should there be any others?

## 5

HOUSING OUR  
GROWING POPULATION

The Central Coast faces a number of challenges that affect the supply of new housing.

### Housing demand and supply

#### Key Issues

- Population projected to increase by 64,250 by 2031
- By 2031, 35 per cent of the Region's population growth will be from natural increase and 65 per cent will be from new residents moving into the Region
- It is projected that 26 per cent of the population will be 65 or older by 2031
- We are likely to need 36,800 new dwellings by 2031
- Recent new housing supply has been averaging 790 dwellings per year
- Current predictions show we will need to more than double housing supply to approximately 1,840 new dwellings per year to meet demand

Historically, drivers of the Central Coast's housing market have been its relative affordability by comparison to Sydney, its attractive lifestyle, improvements in physical connections to Sydney and attraction of the area to young families and retirees relocating from Sydney. Housing demand from these groups is expected to remain strong with 65 per cent of annual population growth in 2031 expected to be from people moving to the Region.<sup>11</sup> More recently, growth from within the existing population through higher birth rates and increasing life expectancy and increasing rates of new household formation have driven housing demand.

In the five years to 2011, the Central Coast's population grew by approximately 19,600 people – an average of 3,920 each year.<sup>12</sup> The Region's population is expected to increase by 64,250 between 2011 and 2031.<sup>13</sup> During that time the percentage of the Region's population aged over 65 years is expected to increase from 19 per cent in 2011 to 26 per cent in 2031 and the number of people per occupied dwelling is expected to drop from 2.5 in 2011 to 2.3 in 2031.<sup>14</sup> This means that more dwellings will be needed to house the same number of people.

The Regional Growth and Infrastructure Plan must ensure new housing capacity meets the changing needs and preferences of the growing population. ABS data shows an average of 790 new houses have been completed per year over the last five years<sup>15</sup> which is well below the average 1,840 dwellings required annually to meet the current regional growth projections.<sup>16</sup>

The slowdown in new housing production has been most noticeable in new or greenfield development areas where average dwelling completions were less than 200 per year over the last five years.<sup>17</sup> The 2008 Regional Strategy required an annual average of over 750 new dwellings each year in these areas.



# 36,800

**Projected new housing demand to 2031 if the Region grows at the expected rate**

According to industry, several factors have contributed to reduced housing production in greenfield areas:

- reduced availability of finance for the development industry in regional areas
- higher land, construction and development contribution costs
- less demand for the type of housing that has traditionally been built in release areas.

Current estimates predict the need for 36,800 new dwellings to 2031.<sup>18</sup> The type of housing built must meet community need. New research into the Central Coast housing market will test the current housing predictions; identify how to overcome barriers to housing development; determine an appropriate 20-year growth target and appropriate housing mix; and investigate whether current development controls will support these targets.





# 9%

The percentage of housing stock that was affordable to low income earners on the Central Coast in late 2012

Reduced housing production has contributed to decreasing housing affordability overall and less affordable housing options for middle and low income families. A 2012 housing affordability and choice study prepared for Wyong Shire Council found around 14,000 low-moderate income households in Wyong LGA were in housing stress (that is, more than 30 per cent of gross household income spent on rental or mortgage costs).<sup>19</sup> Other factors that contribute to reduced housing availability in the Region are:

- Many Central Coast houses are purchased as second, unoccupied homes,<sup>20</sup> as demonstrated by high vacancy rates on Census nights (13 per cent in 2011 compared with 9.7 per cent for NSW)<sup>21</sup>
- A high number of dwellings constructed in the region are three to four bedroom detached dwellings that are less affordable for low income families and less suitable for smaller households and the elderly. Almost 75 per cent of houses on the Central Coast have three or more bedrooms compared to 69 per cent for NSW.<sup>22</sup>

While access to housing and construction finance has been difficult in recent times, better planning processes, prioritising infrastructure provision and reduced development costs can remove barriers to the construction of new housing. The Regional Growth and Infrastructure Plan will address these issues.

Previous regional plans have limited new residential development and the majority of employment opportunities to the east of the M1 Pacific Motorway. Work to support the Regional Growth and Infrastructure Plan will consider whether development opportunities exist west of the M1 Pacific Motorway, whether these are appropriate and whether these are required to meet the expected growth or housing demand.

## Greenfield and infill development

The 2008 Regional Strategy aimed for 70 per cent of new housing in existing urban areas and 30 per cent in greenfield areas, which in part reflected the lack of greenfield housing opportunities in the Gosford LGA. While housing production in the last five years has been below historic levels, 75 per cent of new dwellings have been developed in existing urban areas and 25 per cent in new development areas.<sup>23</sup>

Similar increases in development in existing areas have been experienced in the Sydney Metropolitan and Lower Hunter Regions, reflecting higher demand for housing in established areas that provide better access to services and infrastructure, and limited supply of new housing in greenfield areas. While it will take time to assess if this represents a short-term shift in housing demand or a long-term shift in preference, providing a variety of new housing in both existing areas and new residential areas will benefit both the supply and choice of housing in the Central Coast.



### Greenfield housing supply

The 2008 Regional Strategy identified that all of the Region's new development areas will be in the northern areas of Wyong LGA, as few opportunities exist within Gosford LGA. Gosford City Council is currently reviewing planning in the Erina Valley and other development opportunities may exist on the urban fringe or new sites for rural residential development, housing or employment.

The 2012 North Wyong Shire Structure Plan identifies short, medium and long-term priority release areas in the northern areas of Wyong LGA based on the priority of focusing development and infrastructure investment in and around the Warnervale Town Centre and Wyong Employment Zone and accounting for potential coal mining in the northern parts of Wyong LGA. The Structure Plan will be incorporated into the Regional Growth and Infrastructure Plan, along with new development sites identified through the Regional Growth and Infrastructure Plan process.

Evidence elsewhere in regional NSW has demonstrated that zoning significant amounts of land for residential development does not necessarily translate into higher housing production. The identification of new residential land on the Central Coast needs to respond to market preferences and the delivery of enabling infrastructure needs to be prioritised to ensure land is development ready.

### Identifying impediments to meeting market demand for housing

On the Central Coast and in the adjoining Lower Hunter Region, the following issues appear to be impacting housing supply:

- **Infrastructure and servicing:** The delivery of economic and social infrastructure needs to both stimulate and support housing delivery. The coordination of infrastructure and services across multiple landowners is a key issue for new release areas on the Central Coast.
- **Project feasibility:** A range of new and changing economic circumstances affect the market viability of many housing projects, including changing development costs, shifting markets and buyer preferences and difficulties in financing new housing projects.
- **Site location and market preferences:** Development rates are currently well below long-term trends, particularly for new development areas. This is likely to be due to a combination of changing housing markets, buyer location preferences and infrastructure delivery challenges.
- **Biodiversity offsetting:** The development of new housing and employment land sites that contain native vegetation has been affected by the need to resolve biodiversity offsetting environmental legislation requirements.



### Our recent and current focus

The NSW Government and both Councils have developed new planning controls for centres on the Central Coast, including Gosford, Warnervale Town Centre, Tuggerah, Wyong, The Entrance-Long Jetty and Toukley. Similar planning is underway for other centres including Budgewoi and Erina.

Both Councils have implemented strategies to facilitate redevelopment in centres, including height bonus schemes and discounts for local development contributions. The Central Coast Regional Development Corporation has also undertaken detailed planning for the Gosford Waterfront to support commercial, residential, cultural and recreation facilities to revitalise Gosford Regional City. The Regional Growth and Infrastructure Plan will support this work.

The NSW Government has worked with both Councils to provide zoned capacity for more than 6,840 new houses and 9,320 new jobs in existing and new development areas since the release of the 2008 Regional Strategy. Additional capacity has been provided under the new LGA-wide LEPs finalised in 2014.

The Department of Planning and Environment has developed the Urban Feasibility Model (UFM) which will be used to develop a detailed assessment of development capacity and viability under the new LEPs. The UFM is a GIS based modelling tool which uses area-specific sales data and has been developed in consultation with the development industry and Councils.

The North Wyong Shire Structure Plan identifies capacity for an additional 12,750 new dwellings in this area. Work to implement the Structure Plan includes the detailed planning and facilitation of development for Warnervale Town Centre and funding for a new intersection to the site via the NSW Government's \$500 million Housing Acceleration Fund.<sup>24</sup>

The Central Coast Regional Growth and Infrastructure Plan will incorporate key outcomes of the North Wyong Shire Structure Plan and identify any new growth opportunities such as Wyong Shire Council's recent identification of possible new rural-residential areas west of the M1 Pacific Motorway. Similarly, additional land around the Somersby and Mount Penang areas may have potential for more development.

The Central Coast Regional Growth and Infrastructure Plan will clearly identify actions and responsibilities to support the development of new housing and redevelopment of existing areas, consider new development opportunities and ways to resolve blockages which impact on housing supply.

NSW 2021 includes targets to improve housing affordability and the Regional Growth and Infrastructure Plan will help to achieve these by:

- setting dwelling targets for Central Coast LGAs and working with the Councils to ensure targets are achievable through LEPs and sufficient capacity is provided for additional housing in the right locations
- providing five and 10-year forecasts of dwelling production to infrastructure providers and aligning infrastructure delivery with housing delivery
- applying an urban feasibility model to test different growth options in order to identify feasible development outcomes.

The NSW Government has established an Affordable Housing Taskforce and a Cabinet Taskforce on housing supply to develop affordable housing initiatives and to resolve blockages to housing supply.

### HAVE YOUR SAY

The Central Coast Regional Growth and Infrastructure Plan will set targets for the number of new houses required, the type of housing required and where best to build these to support the Region's growing population. You can help us by answering these questions:

- What sort of housing will best suit your current and future needs and why?
- How can Government support renewal of centres and what types of housing is best suited to these areas?



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## 6

## PROVIDING JOBS AND ECONOMIC OPPORTUNITIES

NSW 2021 focuses on strategic growth in our regions by promoting investment in priority regional infrastructure to grow enterprises and job opportunities.

### Economic opportunities

#### Key Issues

- 30,750 new jobs will be needed by 2031
- 26 per cent of workers travel outside the region to work
- Key industries include construction, retail, education, health and social services, manufacturing, logistics, agriculture and tourism
- 55% of the Region's 2,030 hectares of zoned industrial land is not developed

The Central Coast economy has strengths in housing construction, retail, education, health and community services, manufacturing, logistics and tourism.<sup>25</sup> Developing these strengths and focusing on opportunities such as food production innovation and research, business services and professionals, health clusters and services for the ageing population will fortify the Region's economy.<sup>26</sup>

The largest employment sectors in the Central Coast in 2011/12 were health care and social assistance (20,162 employees), followed by the retail trade (18,794 employees), accommodation and food services (12,132 employees) and construction (11,991 employees).<sup>27</sup> Industries with significant growth potential include agriculture, which had an output of \$157 million in 2010/11 (up from \$127 million in 2005/06), and tourism and hospitality, which had sales of \$473.7 million in 2011/12.<sup>28</sup>

Preliminary modelling indicates 30,750 new jobs will be needed to 2031 based on factors such as the ageing population and decreasing participation rates for people of working age.<sup>29</sup> The Regional Growth and Infrastructure Plan will facilitate more local jobs, above the projected rates, to reduce the percentage of the workforce that commutes out of the Region for work.

The planning system alone cannot create jobs but can support economic growth that leads to job creation. A range of strategies will be required to support economic growth and development to support employment targets. The 2008 Regional Strategy recommended the preparation of a Regional Economic Development and Employment Strategy (REDES). Prepared in partnership by the NSW, Australian and local government, with industry involvement, the REDES identifies planning and non-planning actions to support jobs growth.<sup>30</sup> The Regional Growth and Infrastructure Plan will support the ongoing implementation of the REDES.

### The Central Coast REDES

The REDES process has been led by the Department of Trade and Investment, Regional Infrastructure and Services, Gosford City Council and Wyong Shire Council, Department of Premier and Cabinet, and Regional Development Australia, which coordinates activity to implement REDES. The REDES is a coordinated government and industry approach to support economic development and employment creation on the Central Coast, based around seven strategies:

- attracting new businesses and supporting existing businesses
- improving training and skills development opportunities
- increasing research, knowledge and innovation
- ensuring appropriate planning processes and land supplies
- planning for regional economic centres
- providing new infrastructure
- marketing the region as an attractive location.

The REDES actions and outcomes will be monitored and adjusted over time to make sure they remain relevant and a priority for the project partners. An Executive Committee comprising the Minister for the Central Coast, the General Managers of Wyong and Gosford Councils and chair of Regional Development Australia Central Coast oversee the implementation of the REDES through a rolling 18 month action plan.

Both Councils are investigating opportunities to encourage employment-generating developments, including possible university campuses in Gosford and Warnervale, a potential theme park at Warnervale and a regional airport.

### Economic challenges

In 2011, the Central Coast had 131,000 employed residents, an increase of 8.5 per cent during the preceding five year period compared to 7.8 per cent for the rest of NSW.<sup>31</sup> While the proportion of the workforce commuting has decreased from over 30 per cent in 2001 to 26 per cent in 2011,<sup>32</sup> the Central Coast economy maintains a strong relationship with Sydney and the Lower Hunter to a lesser extent.

Other economic challenges for the Region's economy include:

- potential loss of manufacturing activity due to broader economic factors (such as loss of jobs to emerging nations, high Australian dollar)
- out-migration of young adults aged 19 to 29 for education, employment and lifestyle opportunities
- a narrow jobs base and economic reliance on population-related services such as health, retail and construction
- lower levels of skills and education attainment relative to NSW and Sydney
- a higher incidence of part-time employment and underemployment compared to Sydney and NSW
- lower labour force participation rates compared to Sydney and NSW due to the Region's age profile
- higher rates of unemployment, particularly youth unemployment, compared to Sydney and NSW.<sup>33</sup>

### Distribution of new employment

The 2008 Regional Strategy identified an employment distribution to 2031 of 18,000 (40 per cent), of new jobs in Gosford LGA with the remaining 27,000 (60 per cent), in Wyong LGA. Key areas identified for job growth were Gosford City (6,000 new jobs), Tuggerah-Wyong (5,500 new jobs) and centres and industrial areas within the North Wyong Shire Structure Plan area (10,500 jobs). In the 5 years since 2008 there has been redevelopment activity and employment growth in centres such as Erina, Tuggerah and Umina and a push for commercial development outside of traditional centres, in centres such as North Wyong and West Gosford.

Investigations to support the Regional Growth and Infrastructure Plan will identify where employment is currently located and where future employment growth is expected to occur. The NSW Government supports growth in centres that provide housing and employment options close to jobs, transport, services and facilities.

The Regional Growth and Infrastructure Plan will be informed by recent centre planning and development and will identify expected areas for growth, how growth could occur and successful redevelopment actions that can be replicated elsewhere in the Region. It will also aim to identify:

- factors that supported growth in centres such as Erina, Umina and Tuggerah
- barriers to centre development
- whether certain centres should be the focus of future growth
- how best to support development in existing and planned centres
- emerging expectations of business in relation to the provision of quality employment lands and floor space.

### Land for industrial and commercial development

Since 2008, almost 280 hectares of new industrial land has been rezoned in the Wyong Employment Zone and several major developments have already located in this area, including the \$100 million Woolworths distribution centre and several other food manufacturing and logistics businesses. Gosford City Council and Wyong Shire Council are working on plans to provide additional employment capacity in areas such as Somersby Industrial Area, Warnervale and North Wyong.

In 2011 the Central Coast had 2,030 hectares or 13 per cent of all zoned industrial land in the combined Sydney and Central Coast Regions.<sup>34</sup> Of this, Wyong LGA has around 1,450 hectares of industrial land (70 per cent of the Region's supply) and Gosford LGA has around 580 hectares (30 per cent of supply).<sup>35</sup>



# 30,750

The number of new jobs required to support new growth

Fifty five per cent, or 1,120 hectares, of zoned industrial land in the Central Coast is undeveloped,<sup>36</sup> with the largest concentrations in the Wyong Employment Zone and Bushells Ridge in Wyong LGA. The complex challenges relating to the funding and delivery of infrastructure (for example, roads, drainage and stormwater) and the need for multiple approvals and offsets for biodiversity issues need to be carefully considered in order to support employment growth.

Wyong Shire Council is changing the land use zoning of employment land in the North Wyong and Warnervale areas to allow a range of development including commercial offices. The relationship between commercial development in these areas and nearby centres, including the Warnervale Town Centre, must be managed carefully to ensure centres develop as planned. The Regional Growth and Infrastructure Plan will respond to these new developments and provide guidance for similar proposals in the future.

### Our current focus

NSW 2021 has a clear objective to rebuild the economy. This requires policy settings to build business confidence and attract investment. The NSW Government's focus is to decentralise population and employment growth to encourage strategic growth in the regions. Actions to achieve this include:

- delivering the Jobs Action Plan to help meet the target of 40,000 new jobs in regional NSW by 2021
- developing Regional Action Plans to harness business opportunities, match skills to regional industries and address impediments to growth

- supporting regional business growth through tailored programs and local facilitation services
- working with Regional Development Australia committees and the Australian Government to promote regional industry opportunities.

Measures such as prioritising infrastructure investment through Infrastructure NSW will also lift business confidence. The REDES is a good example of how all levels of Government can work together to support jobs growth. The Department of Planning and Environment will engage with key industries (for example, agriculture, tourism, development / construction, health and social services) to identify how the Regional Growth and Infrastructure Plan can assist these industries to grow.

### HAVE YOUR SAY

The Central Coast Regional Growth and Infrastructure Plan will set targets for the number of new jobs and planning actions to achieve this goal and where best to locate these jobs. You can help us by answering these questions:

- How can we support business growth in our tourism, agriculture, health and construction industries?
- What other employment opportunities should we plan for and promote (for example possibly university campuses, major recreation facilities and a regional airport)?
- Where do you think the best locations are for future employment growth?



## 7

PROVIDING EFFICIENT  
TRANSPORT NETWORKS

The Central Coast is linked by an extensive road network and car travel is the Region's dominant mode of transport. Public transport connects people to centres, services and wider bus and rail networks for travel within the Region and beyond.

### Integrating land use and transport **Public transport**

#### Key Issues

- Only 4% of people travelling to work inside the Region do so by public transport
- Freight volume between Hornsby and Gosford on the M1 Pacific Motorway is expected to increase by 79% by 2031

The Central Coast's dispersed nature of settlement and natural features limits the number of alternative east-west and north-south road connections. This places a high reliance on the State road network and means local and interregional traffic use the same roads which reduces the effectiveness of bus public transport and contributes to the Region's high level of car dependency.

Further, high car use has been influenced by the location of employment areas, residential areas, and social infrastructure outside existing urban areas and away from existing public transport corridors.

Focusing a higher proportion of growth in and around centres, key growth corridors and areas accessible to centres will support an expanded and more frequent bus network, provide better connections to the rail network, and increase public transport participation rates. The Regional Growth and Infrastructure Plan will ensure future land use decisions consider access to the transport network and manage the Region's level of car dependence.

Transport for NSW and the Department of Planning and Environment will work together to improve land use and transport planning by aligning the Central Coast Regional Transport Plan and the Regional Growth and Infrastructure Plan to respond to specific land use and transport challenges.

In 2011, 72 per cent of people travelling to work outside the Region did so by car and 28 per cent travelled to work by public transport.<sup>37</sup> On the Central Coast, private vehicle use accounted for 96 per cent of trips to work and only four per cent of people travelled to work by public transport.<sup>38</sup>

Many public transport services in the Central Coast are underutilised. NSW 2021 commits to deliver more express train services for the Central Coast<sup>39</sup> and the recently implemented train timetables deliver 10 extra weekly peak services and around 1,200 extra seats to Sydney each morning.<sup>40</sup> The 2012 Central Coast Regional Action Plan also established a target of improving public transport connectivity across the Central Coast to make public transport a more attractive option.<sup>41</sup>

Bus services will be able to compete with private car use if adequate access is given to rail services, if services are integrated, and with better bus/rail interchanges. Improved pedestrian and cycling networks will offer healthy transport alternatives for short local trips and the journey to work.

Future opportunities to increase public transport may include park-and-ride facilities, changes to parking policies, more bus priority works, more frequent and express bus services into Gosford and Tuggerah-Wyong and improved marketing and promotion of public transport services.

As people age and their independent mobility decreases, dependence on public transport and community transport services increases.<sup>42</sup> Given the ageing of the Region's population, this will be a significant issue for the Region's transport system. Flexible transport, community transport and taxi services must be able to assist connectivity and mobility into the future.

## Roads

From 2006 to 2011, there was a slight reduction in the number of commuters departing the Central Coast by private transport, down from 74.7 per cent to 72.2 per cent.<sup>43</sup>

The NSW Government is working with Wyong Shire Council, UrbanGrowth NSW and landowners to deliver the new Warnervale Town Centre and is funding the construction of a new intersection to provide access to the new centre and a proposed new transport interchange. Wyong Shire Council also has a proposal for a new road to link these areas directly to Wyong which will, when built, provide significant benefits for housing and employment areas in the broader Warnervale area.

The NSW Government has made a number of major investments in the Central Coast road network, including the just completed \$85 million duplication of the Central Coast Highway between Matcham Road and Ocean View Drive at Wamberal. Construction of the \$170 million upgrade to the Central Coast Highway, Brisbane Water Drive and Manns Road intersection at West Gosford is underway, and planning has commenced for:

- M1 Pacific Motorway: widening from Wyong Road to Doyalson Link Road and from Kariong Interchange to Somersby Interchange, which includes upgrading three of the Kariong Interchange ramps
- Pacific Highway: upgrades from Narara to Lisarow, and through Wyong town centre
- Wyong Road: Upgrade at Pacific Highway, Enterprise Drive and Mingara Drive to Tumby Road upgrade
- Terrigal Drive: Charles Kay Drive intersection and Jessie Hurley Drive intersection upgrades.

Upgrades and improvements in recent years include improvements to the Central Coast Highway at Erina and Erina Heights, Pacific Highway at Ourimbah, Avoca Drive and the widening of the M1 Pacific Motorway between Mount Colah and Cowan, along with the establishment of an emergency contraflow system and upgrade of the M1 Tuggerah Interchange.

Upgrades to the Sydney road network such as the proposed M1 Pacific Motorway to M2 link will also benefit commuters to and from the Central Coast and provide additional opportunities for businesses on the Central Coast to provide goods and services to the Sydney Metropolitan Region.

## Freight movements

Road and rail infrastructure are the focus of freight movements which are expected to increase and an efficient freight network will be critical to support business development in centres and employment areas. Freight volume on the M1 Pacific Motorway between Hornsby and Gosford is expected to increase by 79 per cent from 2011-31. The NSW Government will aim to increase the share of rail for freight in order to reduce pressure and congestion on the Region's roads.<sup>44</sup>

The rail freight corridor is shared with the passenger rail network. The NSW Government and Australian Government are currently delivering increased capacity and reliability through the \$1 billion investment in the Northern Sydney Freight Corridor (NSFC). The NSFC program currently comprises four projects: North Strathfield rail underpass; Epping to Thornleigh third track; Gosford passing loops (work underway); and the completed Hexham passing loop. These improvements will double the corridor's carrying capacity.

Additional coal freight and loading capacity upgrades are expected in the adjoining Lower Hunter Region, including the upgrade to Newcastle's port facilities. Transport for NSW has initiated the Wyong to Newcastle Coal Rail Enhancement Program to increase coal transport capacity between the Central Coast and Lower Hunter's power stations and coal mines in the northern parts of the Central Coast and Newcastle.<sup>45</sup>





# 26%

The proportion of employed Central Coast residents who travel outside the Region each day for work

## Water transport

Water transport has played an historic role in the development of the Central Coast and ferry services operate between several centres on Brisbane Water, along the Hawkesbury River and between Ettalong and Palm Beach in the south. Given the Region's geography, water transport will continue to form part of the region's transport offer.

## New region-shaping infrastructure

The High Speed Rail Study Phase 2 Report was released in April 2013 by the Australian Government and includes a preferred Sydney-Newcastle corridor that broadly follows the M1 Pacific Motorway corridor through the Central Coast with a potential station at Ourimbah<sup>6</sup>. This location would avoid impacts on urban areas and link the Region's road and rail networks. The Regional Growth and Infrastructure Plan will enable the corridor to be realised, if required. The Department of Planning and Environment and Transport for NSW will continue to work with the Commonwealth Department of Infrastructure and Regional Development to identify and protect a future high speed rail corridor.

Wyong Shire Council supports a concept for a regional airport in the northern part of Wyong LGA and investigations into project need, location, funding and implications for regional and local land use planning will take place. These investigations may consider alternative sites and opportunities for the existing Warnervale airport.

## Infrastructure links with adjoining regions

To the south, the Central Coast already has strong education, health, cultural, entertainment and transport links to Sydney and its proximity will ensure these links continue.

To the north, parts of Lake Macquarie LGA will have a closer relationship with the Central Coast, particularly as new areas develop at Wyee, on the Wallarah Peninsula, Warnervale Town Centre and Lake Munmorah. The Warnervale Town Centre, Morisset

and Swansea will service the population of these areas, as will facilities such as the Wyong Hospital at Hamlyn Terrace.

## Our current focus

The Central Coast Regional Growth and Infrastructure Plan, the NSW Long Term Transport Master Plan and the Central Coast Regional Transport Plans will be aligned to improve and integrate land use and transport planning. The Regional Transport Plan supports the current projected population growth and priorities for redevelopment including Gosford City Centre, Tuggerah and plans for the new Warnervale town centre. The Regional Transport Plan also supports improved connections within the Region and to the adjoining regions. The Regional Growth and Infrastructure Plan will look to focus growth to make the best use of transport infrastructure and identify new growth priorities which can inform future revisions of the Regional Transport Plan.

## HAVE YOUR SAY

The Regional Growth and Infrastructure Plan will integrate with State and regional transport plans for the Central Coast. You can help us by answering these questions:

- How can we improve transport access to and within our centres and employment areas?
- How can we improve connections between the Central Coast and other Regions?
- How can we encourage more people to use alternative forms of transport, including public transport?



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## 8

PROVIDING THE  
INFRASTRUCTURE  
WE NEED

Provision of adequate infrastructure influences the State's economic competitiveness, the efficient functioning of places and quality of life.

### Key Issues

- Additional electricity, transport, communications, waste, health and education and community infrastructure will be required to support our growing population
- The Region's aging population will place new pressures on our health and transport systems

The aims of NSW 2021 to build infrastructure to achieve economic growth are supported by a focus on infrastructure for places such as regions, towns, cities and suburbs rather than by sector or funding source. This place-based approach provides a better basis to coordinate housing, employment and economic growth.

Planning for the Central Coast's infrastructure provides the opportunity to deliver a range of housing, economic and social outcomes such as supporting the role of and redevelopment of centres or enabling the development of employment areas.

The Region's economic infrastructure has traditionally centred on major transport connections to surrounding regions, key centres such as Gosford Regional City, Tuggerah-Wyong, town centres (for example, The Entrance, Woy Woy and Erina) and dispersed employment areas and manufacturing nodes. Transport infrastructure improvements have been critical to the Region's development and its economy.

Aligning infrastructure with the Region's development priorities will assist future infrastructure sequencing and land release programming. This includes identifying strategic infrastructure corridors such as possible future transport connections as well as electricity transmission lines. Future staging of infrastructure development will consider the most

efficient areas to upgrade, having regard to constraints and the need to avoid compromising opportunities for growth in other areas.

Strategic planning in adjoining regions provides the opportunity to improve inter-regional relationships and connections. The preparation of regional plans for Sydney (Metropolitan Strategy for Sydney and Subregional Delivery Plans) and the Lower Hunter, provide the opportunity to:

- recognise and improve the infrastructure that connects the Central Coast to other regions
- identify development and economic outcomes for the benefit of the Central Coast and adjoining regions
- develop and apply consistent policies to manage similar issues across regions.

### Information and communications infrastructure

Investment in infrastructure to support information and communications technology (ICT) can benefit health and aged care services, education and training facilities and home-based businesses, and promote innovation in knowledge services. With several areas in the Central Coast forming part of the early stages of the National Broadband Network (NBN) rollout, the Region is well placed to provide a base for workers who telework full or part-time for jobs based in Sydney. Telework has the potential to provide more flexible work opportunities for parents, decrease travel and slow the decline in the labour force due to an ageing population.<sup>47</sup>

An example of a technology enabled opportunity is the recently launched Digital Learning Hub with the Gosford TAFE campus. The tool, iTAFE has been developed by TAFE NSW, with the assistance of partners involved with the REDES and will also provide the opportunity for telecommuting.<sup>48</sup>

The growth of ICT infrastructure will help promote the Region as a centre for research and knowledge-based industries. The proposed ICT-based business park at North Wyong, based around the recently constructed data storage unit and reported to be the first of its kind in the South Pacific, is an example of the types of opportunities for the Region in the growing digital economy.<sup>44</sup>

Wherever possible, future office-based developments should be located within centres to increase economic activity and support centre redevelopment and revitalisation. The growth in office-based employment in centres will support other economic and community activities and allow for more efficient delivery of infrastructure and services.

### Infrastructure to help revitalise centres

The revitalisation of key centres is consistent with the NSW 2021 goal of building liveable centres which are great places to live and work. While centre development uses existing infrastructure more effectively, it will still be important to identify and prioritise where new and upgraded infrastructure is required to support centre growth.

Gasford Regional City and Tuggerah-Wyong are the Region's commercial hubs. In 2006, they accounted for over 23,500 jobs and these centres are expected to accommodate a significant share of the Region's office-based jobs to 2031.





# 8,406

The combined number of students enrolled at the combined university and TAFE campus at Ourimbah

Several proposed development and infrastructure projects in Gosford will encourage revitalisation, including the Gosford Waterfront and performing arts centre projects, Gosford City Council's proposed library complex and campus of the University of Newcastle. The revitalisation of the Gosford City Centre will support and enhance commercial business opportunities and provide a range of inner-city living opportunities.

Several other centres have redevelopment and infrastructure plans including Tuggerah-Wyong and The Entrance. Work is underway to plan for the future development of Erina. Wyong Shire Council's Key Iconic Development Site program has identified a number of redevelopment sites in the LGA and aims to encourage development by allowing significant increases in permissible height in return for community benefits. Several other Council projects are expected to provide the catalyst for additional development and community activity, including the Wyong Art House.

### Social infrastructure

Planning for efficient social infrastructure and services will need to respond to the Region's growth and changing demographics. For example, the ageing population is likely to increase the demand for health services related to chronic diseases such as heart disease, stroke and cancer.

The Region is serviced by two acute care hospitals, Gosford and Wyong; sub-acute facilities at Woy Woy and Long Jetty; private hospitals in North Gosford and Berkeley Vale; and ten community health centres.

The Central Coast Local Health District's Clinical Services Plan (CSP) will guide high quality delivery of health care for the Central Coast until 2022. The CSP identified a short-term need for expansions to the health workforce, acute and sub-acute beds, ambulatory treatment places and community health services and a need for significant capital and infrastructure development over the next ten years to cater for population growth.<sup>50</sup>

Ongoing investment in public and private education infrastructure will also need to continue. In 2012, enrolments at the combined Ourimbah campuses comprised 4,291 students for the University of Newcastle's Central Coast campus, 4,115 for Hunter TAFE's Ourimbah campus and most of Central Coast Community College's 11,781 short and long-course enrolments. Future higher education opportunities include the University of Newcastle proposal to provide additional education and research facilities in Gosford Regional City and discussions between both Councils and private universities about new facilities in the Region.

### Growth infrastructure

The Central Coast may require additional electricity, transport, communications, waste, health, education and community infrastructure to service the growing population. Further investigations by Government agencies, the Councils and private infrastructure providers will identify the capacity of infrastructure and the implications of future growth on planned and existing infrastructure. This will occur during development of the Regional Growth and Infrastructure Plan.

In 2012, the Department of Planning and Environment commenced work on a program to develop infrastructure plans for urban release areas to plan and deliver infrastructure to support growth. The program will plan for the package of essential infrastructure to support development, based on sound evidence of infrastructure needs and priorities, aligned with existing budget and planning processes. The Regional Growth and Infrastructure Plan will identify what areas require new infrastructure plans.

The new infrastructure plans will include contestability assessments to involve the private sector earlier in the planning process and ensure that, where these works are required to support growth, opportunity exists for the delivery of these works to be provided by public or private providers. This will assist with ensuring the most efficient provision and funding of infrastructure.

While significant planning has gone into the release of the Wamervale Town Centre, additional work is required to identify the private, State and local government infrastructure required for future greenfield development areas in Wyong LGA. Future growth areas must be prioritised to inform infrastructure investment decisions. An example of a major project that could assist new development includes Wyong Shire Council's proposed new road linking Wamervale to North Wyong.

### Water infrastructure

*Water Plan 2050* is the long-term plan for managing the Region's water resources. Its implementation is overseen by the Central Coast Water Corporation which is owned by Gosford and Wyong Councils. The Plan outlines the key system upgrades such as the Mardi-Mangrove Creek dam pipeline link, demand reduction strategies and options to access more water to develop a water supply system that will service a population beyond 2031.<sup>51</sup>

### Our current focus

Infrastructure NSW is assisting the NSW Government to identify and prioritise the delivery of critical public infrastructure. This planning:

- identifies the gaps and deficiencies in the Region's existing infrastructure and provides efficient infrastructure to support demand
- ensures strategically located employment lands are service ready and developable
- promotes economic-led development through infrastructure, including high speed broadband and other ICT infrastructure
- recognises certain infrastructure investments, particularly those that encourage growth and diversity of centres can also help to foster innovation and entrepreneurship and boost local employment.

In 2012 the Department of Planning and Environment commenced a more detailed growth infrastructure program for new development areas. The Regional Growth and Infrastructure Plan will be supported by a comprehensive infrastructure planning process which will include recommendations on how this infrastructure can be delivered. This work will form the basis of an infrastructure plan for the Region.

### HAVE YOUR SAY

The Central Coast Regional Growth and Infrastructure Plan will improve the planning and timely provision of infrastructure in the Central Coast and align the planning of land use and transport. You can help us by answering these questions:

- What infrastructure priorities should we focus on to support future growth?
- What other infrastructure would assist in the delivery of further employment and housing?
- How do you think the private sector could contribute to meeting infrastructure needs?

## 9

BUILDING ON OUR  
ATTRACTIVE LIFESTYLE

To remain a place where people are proud to live, the Central Coast must provide and maintain access to our natural environment and build on its housing, employment, education, social and recreational opportunities.

**Key Issues**

- Housing supply and affordability are key issues for our growing population
- In 2006, 30% of households in the Region were low income earners
- In 2012, only 9% of homes available for purchase were affordable for low income earners

The Central Coast Regional Growth and Infrastructure Plan will integrate considerations of equity, liveability and social inclusion into planning decisions. This includes housing affordability and social equity – challenging issues to address through a strategic land use and planning framework.

**Social inclusion**

Measures of liveability, wellbeing and social inclusion are as important as measures of economic and environmental outcomes to ensure quality of life. Concentrations of disadvantage do occur in the Region, particularly where transport options are limited and access to services is poor. More frequent social interaction and engagement with cultural activities will occur with better access to centres and quality affordable housing close to transport, shopping, community services and open space.



# 322,650

Population of the Central Coast in 2011

The Central Coast Regional Growth and Infrastructure Plan will consider how urban areas, transport, housing affordability, housing design and environmental quality contribute to a socially-inclusive Region. To do this, it will promote planning that:

- considers social impacts alongside environmental and economic impacts
- considers the specific needs of particular groups of people
- ensures provision of appropriate social infrastructure and services early in the planning process.

**Housing affordability**

While the Central Coast compares reasonably well against the rest of NSW for housing affordability, it remains a concern, particularly for low and very low income earners which in 2006 accounted for more than 30 per cent of households in the Region:

- In 2006 53 per cent of low income earners were in rental stress and 53 per cent of low income earners who purchased were in house purchase stress<sup>52</sup>
- A 2012 Wyong Shire Council housing affordability study predicted that by 2031, based on current trends, there could be 21,000 households in housing stress in Wyong LGA<sup>53</sup>
- In September 2012 only nine per cent of purchase stock was affordable for low income household.<sup>54</sup>

The construction of villas, townhouses and apartments around well serviced centres can give more residents direct access to a range of higher order services and facilities. Increasing the population around centres can also support shopping, office and community services within the centres.





### Healthy places to live

The design and construction of places where people live and work can impact the liveability of a place and overall health and wellbeing. For example, access to a range of recreation opportunities and cycling facilities can improve physical and emotional health and support increased economic activity by providing benefits to the tourism industry. The NSW Government has supported the development of walking, cycling, open space and recreation opportunities on the Central Coast through grant funding programs such as the Metropolitan Greenspace and the NSW Coastline Cycleway programs.

The Regional Growth and Infrastructure Plan will support best practice planning to encourage walking, cycling and public transport, particularly for local trips.

### Our current focus

NSW 2021 aims to strengthen the local environment and communities and increase participation in arts and cultural activities. It also aims to, by 2016, increase the proportion of the NSW population involved in local community organisations to exceed the national average and increase participation in sport, recreational, arts and cultural activities in rural and regional areas by 10 per cent.

Through NSW 2021, the NSW Government is:

- setting the future direction for supporting arts and cultural initiatives across NSW by developing an Arts and Cultural Policy, Framing the Future: Developing an Arts and Cultural Policy for NSW as part of the Visitor Economy Industry Action Plan
- investing in regional arts and cultural development, especially in areas of specific need
- investing in regional libraries and creating wireless internet hotspots in rural and regional libraries

- looking at opportunities to improve spectator experiences at stadiums such as the Central Coast Stadium through the NSW Stadia Strategy<sup>66</sup>
- increasing opportunities for people to look after their neighbourhoods, get involved in their communities and participate in cultural, sporting and recreation activities
- supporting the development of Aboriginal tourism experiences and businesses via the Destination NSW: Aboriginal Tourism Action Plan 2013-2016<sup>66</sup>
- developing partnerships to enhance the participation of people with a disability in arts, cultural activity and professional development
- developing guidelines that assist local councils to design and plan for healthy, safe, culturally vibrant and inclusive places
- funding programs that help to protect and enhance open space.

Both Councils' cultural plans aim to promote cultural activity and development across the Region including proposals for performing arts centres at Wyong, the Wyong Art House and a regional performing arts centre at Gosford.

### HAVE YOUR SAY

The Regional Growth and Infrastructure Plan will identify a preferred growth strategy that will protect the area's amenity and provide jobs and housing for existing and future residents. You can help us by answering these questions:

- What would make the Central Coast a better place to live?
- How can we improve the supply of affordable housing and make new housing more affordable?

## 10

## PROTECTING OUR ENVIRONMENT AND HERITAGE AND BUILDING RESILIENCE TO NATURAL HAZARDS

The Central Coast's natural environment defines the Region and has shaped its housing and employment growth.

### Key Issues

- The Region has over 81 kilometres of ocean coastline and extensive inland waterways, including the Hawkesbury River, Brisbane Water and Tuggerah Lakes
- The Region is home to 11 endangered ecological communities, 1 critically endangered ecological community and 137 threatened plant and animal species
- Natural hazards such as bushfires, coastal erosion, floods and storms affect the Region

The challenge for the Central Coast is to manage the competing land use demands and balance future growth against a need to care for our Aboriginal culture as well as coastal lakes, estuaries, aquifers, threatened species, vegetation communities, habitat corridors, and air and soil quality.

The Central Coast has a diverse range of landscapes, from beautiful beaches, a rocky coastline, coastal valleys and plains to a rugged hinterland with areas of rich farmlands. These landscapes support an equally diverse range of ecosystems, and make the Region a beautiful place to live in, work in and visit.

The majority of the population lives along the coastline and around Brisbane Water, the Tuggerah Lakes and the coastal lagoons. These areas are likely to have been heavily used by the traditional Aboriginal custodians and were the focus of early transport and settlement.

The ability of urban areas to adapt to a changing climate and managing the impact of development on sensitive waterways and heritage values are critical to sustainable development. An understanding of these impacts and their implications for continuing growth is a major consideration for the Central Coast Regional Growth and Infrastructure Plan.

The identification of priority conservation areas and habitat areas will help to conserve the Region's biodiversity, provide amenity and assist climate change adaptation. The appropriate management and ownership of these lands remains a challenge. Previous land use and corridor planning by both Gosford and Wyong Councils has identified conservation areas and informed local planning for new development areas, including the North Wyong Shire Structure Plan area.

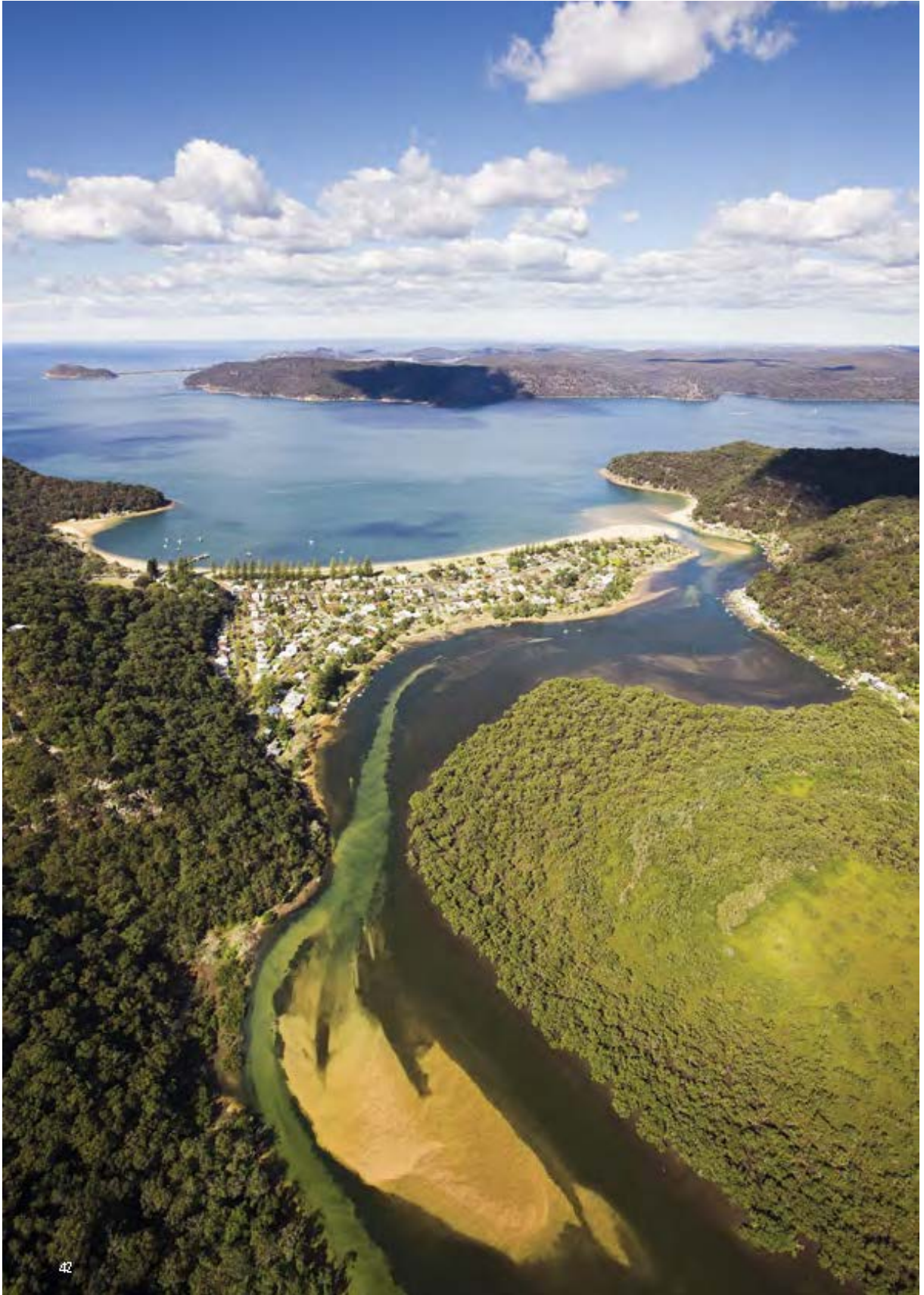
Managing land use within the drinking water catchments to ensure long-term security of water supply is another important issue.

Environmentally, the south western corner of the Central Coast shares a common catchment with Sydney and drains into the Hawkesbury River and Broken Bay. Historically, the waterways provide important transport links to Sydney and, while no current proposals exist, the potential remains for these links to be developed. Areas in the north east of the Region drain into Lake Macquarie, impacting the waterway's health and management. Connections exist along the region's Lake Macquarie LGA boundary with major biodiversity corridors occurring on the Wallarah Peninsula in the east and at Kiar in the west.

### Natural hazards and a changing climate

The Central Coast is subject to natural hazards including bushfires, coastal erosion, floods and storms. These natural hazards impact the urban and natural environment when not appropriately identified and managed. Many natural hazards are known and plans to manage the impact on the urban and natural environment are in place.

Planning future development in and around the Warnervale and Wadalba release areas has been informed by natural hazard risks, including a combination of flood plain risk management plans and bushfire management plans.



Areas expected to be the most susceptible to flooding, inundation from sea level rise and more extreme weather events are those around Brisbane Water, Tuggerah Lakes and on the shores of Lake Macquarie. These are long-established urban areas and have significant investment in public and private development and infrastructure.

NSW 2021 sets out clear goals on the response to climate risk and variability. These goals recognise the NSW Government's view that the best response to a changing climate is to ensure local communities have the best available resources to assess climate risks.

The Department of Planning and Environment is developing tools to give local communities better access to scientific data on the changing risks and natural hazards. These tools will allow people to become more involved in looking after their own neighbourhoods and to input into strategies to minimise the impacts of a changing climate. It will be important for the Councils to understand which areas could be most heavily affected by sea level rise and how these changes will impact on existing and proposed housing, employment, infrastructure and biodiversity.

### Protecting the environment

The Central Coast has a range of environments protected in national parks, state conservation areas and other reserves. Previous regional and local plans have identified additional natural areas that warrant protection. The North Wyong Shire Structure Plan identified a proposed biodiversity network between Wallarah/Crangan Bay in the east and Wyee/Kiar in the west. This network would provide important habitat and facilitate movement of wildlife through a variety of landscapes from the coast to the hills in the west.

The Central Coast has records of 137 species of plants or animals listed under the *Threatened Species Conservation Act 1995*, 11 endangered ecological communities and one critically endangered ecological community. Council mapping of sensitive areas in each LGA includes flora and fauna protected under State and Commonwealth legislation.

The Department of Planning and Environment is reviewing biodiversity offsetting processes to develop an efficient solution that continues to provide offsets for impacts to biodiversity where impacts can't be avoided, while facilitating development in line with identified growth needs.

### Protecting our heritage and engaging with the Region's traditional owners

Engaging with local Aboriginal residents will ensure Aboriginal heritage is identified, considered and protected in a sensitive and respectful way.

The Darkinjung Local Aboriginal Land Council (LALC) is the Region's largest private landowner and there are opportunities to assist it to achieve the development and conservation aspirations for its land while supporting the aims of the Regional Growth and Infrastructure Plan. Both the NSW Government and the Councils work with the LALC to identify future development opportunities for its land and how to achieve regional conservation priorities. This approach is a unique opportunity and could form a guide for similar models of engagement elsewhere in NSW.

### Our current focus

Land use planning must remain responsive to ensure appropriate environmental management and to factor natural hazards into planning decisions. Local councils and their communities are best placed to understand the impact of natural hazards on public and private land, and on assets, infrastructure and people.

Allowing for councils and local communities to plan for a changing climate requires the provision of reliable information at a regionally-specific and locally-specific scale. To assist this, the NSW Government will provide technical guidance, based on the best available expert advice, through agency websites.

A risk-based approach will consider the vulnerabilities of existing and future development while maximising the safe and sustainable use of land so prosperity and growth are available to all communities.

### HAVE YOUR SAY

The Central Coast Regional Growth and Infrastructure Plan will shape the pattern of growth in a way that protects the Region's important environmental and heritage values. You can help us by answering these questions:

- How should we protect our natural areas?
- How should we manage environmental values on private land, including land near waterways?
- How can we improve planning for areas affected by natural hazards?



## PROTECTING PRODUCTIVE RURAL AND RESOURCE LANDS

Agriculture and extractive industries are important to the Region's economy and have influenced its growth and development. The Central Coast's rural and resource lands also provide important cultural, landscape, biodiversity, tourism and water supply values.

### Key Issues

- The Region generated \$157 million from agricultural production in 2010/11 (up from \$127 million in 2005/06)
- The Region has significant energy and extractive resource reserves

Local production is under pressure from the expanding urban footprint and greater demand for rural living opportunities. The combination of agriculture, resource extraction, rural living and tourism can lead to land use conflict and the Regional Growth and Infrastructure Plan will outline a partnership approach between the NSW Government, Councils and the community for planning these areas.

The rural and agricultural areas at the fringes of the Central Coast's towns, suburbs and in the west of the Region provide food and drinking water for the growing population. The rich reserves of construction sand, brick clays, gravel and timber in these areas have also supported the economic growth and development of the Region, and wider areas.

Today, the Central Coast's rural and resource lands provide:

- a reliable supply of food and amenity horticultural products close to market
- significant agricultural resource potential
- scenic landscape and biodiversity values which help to define the Region
- construction materials for Sydney and the surrounding regions
- a significant contribution to the Region's water supply, particularly in times of low rainfall
- recharge areas for groundwater resources.

How rural and resource lands are managed and utilised affects the Region's ability to locally produce food, supply safe drinking water, generate affordable energy or produce raw materials for construction. The Regional Growth and Infrastructure Plan will seek to protect these functions and manage the land so this can occur. This work will be carried out in a partnership between local and State government.

### Food and water security

The food industry faces pressure to increase production, processing and distribution while facing challenges from climate change, diminishing water supplies, soil degradation, competing uses for traditional agricultural land, rising production costs and changing biosecurity and food safety risks.

The Central Coast has traditionally supplied the Sydney Region with poultry products, fruit and vegetables, nursery plants and cut flowers. The proximity of the Central Coast to Sydney and the Hunter could increase the value and importance of the Region's agricultural areas. The Regional Growth and Infrastructure Plan will identify productive and sustainable agricultural land complementing the recently completed Biophysical Strategic Agricultural Land mapping, to ensure future food supply.

Securing long-term access to safe and reliable drinking water is critical to future planning. The Central Coast benefits from reliable rainfall, significant groundwater resources and a large surface water catchment. Managing land use in these areas will ensure water is also available for environmental flows in the required quantities and quality.

The NSW Office of Water's 2009 *Water Sharing Plan for the Central Coast Unregulated Water Sources* establishes the rules for protecting the environment, managing extractions, managing license holders' water accounts, and managing water trading for most of the Central Coast. The Ourimbah Creek and Jiliby Creek water sharing plans are scheduled to be merged in 2014 and the broader plan is due for extension or replacement in July 2020.<sup>57</sup>

### Energy resources

Coal mining and energy production has occurred in the Central Coast's north since the 1960s. Significant coal and natural gas resources remain under the Region. Coal and gas resources also span the boundary between the Central Coast and Lower Hunter Regions; several coal mines operate across this boundary.

Currently, the most viable remaining coal resources lie under the central, northern and western parts of Wyong LGA.<sup>58</sup> Surface development will need to continue to be managed to limit subsidence impacts and maintain potential future access to these valuable coal resources.

The NSW Government has amended the Mining State Environmental Planning Policy (SEPP) to introduce a Gateway process that will apply to State Significant mining and coal seam gas proposals on mapped Biophysical Strategic Agricultural Land (BSAL), including land on the Central Coast. The Gateway process is an upfront, independent scientific assessment of the impacts of a mining or coal seam gas proposal on BSAL. The Mining SEPP has also been amended to identify existing residential areas and several new growth areas on the Central Coast as coal seam gas exclusion zones.

### Extractive resources

The proximity of the Region's construction material resources to Sydney and the Hunter means they are of strategic significance. Resources include sandstone, some of which is crushed to make construction sand; hard rock aggregate (basalt); clay used for roof tiles and as an additive for brick making; and course aggregate which is crushed to make gravel. Infrastructure supports the removal, processing and transport of these resources.

Offshore marine sand resources may become viable for future extraction, particularly if onshore resources are exhausted or become too difficult to extract. There may also be offshore gas and petroleum resources. The Australian Government regulates proposals outside of State waters (beyond the three nautical mile limit).<sup>59</sup>

### Our current focus

Existing planning recognises the importance of protecting agricultural lands and rural landscapes, but can go further by better identifying the values of different rural activities and how the planning process can protect or enhance these values for the Region's growth.

Existing planning also recognises the need to balance future development opportunities with a need to provide access to valuable energy resources and construction materials. Our current focus has been to minimise impacts of resource extraction on urban and future urban areas and areas with high biodiversity or agricultural production values and to ensure impacts of resource extraction outside these areas are appropriately managed.

### HAVE YOUR SAY

The Central Coast Regional Growth and Infrastructure Plan must provide new land for housing while also preserving and valuing land for the environment, agriculture and resources. You can help us by answering these questions:

- What key environmental attributes should we protect?
- How should we protect and value agricultural land?
- How should we protect and value extractive resources?

## 12

## DELIVERING THE PLAN

The Central Coast Regional Growth and Infrastructure Plan will benefit from a clear governance framework to oversee the delivery of outcomes, more detailed implementation and reporting requirements.

### Key Issues

- The Regional Growth and Infrastructure Plan will be delivered through a collaborative approach with Gosford and Wyong Councils, the community and key stakeholders
- The Regional Growth and Infrastructure Plan will include a schedule of infrastructure works needed to support growth

The Regional Growth and Infrastructure Plan will be implemented through mechanisms such as local strategic and statutory plans, infrastructure plans (State and local) and tools to monitor the delivery of housing and employment lands. It will be delivered through a collaborative approach with the Region's Councils, supported by engagement with the community and stakeholders.

### Infrastructure planning and delivery

The planning and delivery of infrastructure in NSW is shared between State Agencies, local government, Australian Government agencies and participation from other parties including developers and private investors.

The Regional Growth and Infrastructure Plan will include an infrastructure plan which has been agreed by the agencies responsible for delivery. This will enable a more coordinated approach to infrastructure delivery within the Region and deliver the NSW Government's priorities of delivering new jobs and housing while achieving value for money.

Infrastructure projects within the Regional Growth and Infrastructure Plan will include those identified in key strategies such as infrastructure NSW's State Infrastructure Strategy as well as Transport for NSW's Central Coast Regional Transport Plan.

The NSW Government has led the planning and delivery of the Warnervale Town Centre by coordinating with several Government agencies, Council, UrbanGrowth NSW and landowners to collaborate delivery of the project. This work has been instrumental in securing funding for a new intersection to service the Town Centre. Similar

groups operate under REDES and aim to facilitate development of several key sites in the Region.

Similar models could be developed and applied to the development and redevelopment of other areas to improve the delivery of more housing and employment opportunities.

### Accountability and certainty

The Central Coast Regional Growth and Infrastructure Plan will identify clear lines of responsibility and will be supported by a NSW Government commitment for these actions to be delivered on time. This requires clear arrangements to measure and report on progress and a commitment to transparency when reporting on the NSW Government's performance.

The Plan may establish a governance arrangement to formalise the shared responsibility and cooperation between the State and local government in the delivery of outcomes for the Region. In this way, the community will be able to hold the NSW Government accountable for achieving the Plan's commitments.

The Plan will create greater certainty for communities and investors. It will set out a clear strategic vision to guide and inform local government in local level planning and will establish the shared responsibility for delivering the Central Coast's growth and change to 2031. The Plan must also be allowed to respond to changes in demand and pressure for growth in a way that reflects and respects the vision for growth and conservation of the natural environment.

### HAVE YOUR SAY

The Central Coast Regional Growth and Infrastructure Plan will provide a new approach to implementation. You can help us by answering these questions:

- What short, medium and long-term actions and accountabilities should a Regional Growth and Infrastructure Plan implementation strategy include?
- How can we ensure the growth outcomes identified in the Regional Growth and Infrastructure Plan are delivered?

# ATTACHMENT A

## National Urban Policy Principles

EFFICIENCY	Our cities and the social and economic infrastructure and services that support them should be planned and managed to maximise their efficient use
VALUE FOR MONEY	Investments in our cities should be cost effective to return maximum benefits to communities and investors
INNOVATION	The planning, design, construction and management of our cities requires creative ideas and solutions to meet the current and future challenges
ADAPTABILITY	Our cities need to be adaptable to changes in the economy, population, demographics, technology and the environment
RESILIENCE	Our cities need to be resilient to events such as natural disasters, the effects of climate change and global socio-economic processes
EQUITY	Our cities should support the equitable distribution of access to resources and opportunities, including education, jobs, housing, services and facilities
AFFORDABILITY	Households should have affordable options for where they live and work, how they travel and access services and facilities, and for leisure opportunities
SUBSIDIARITY	Planning and services should be delivered by the most local level of government that has sufficient scale and capability to reasonably deliver them
INTEGRATION	Policies and programs need to be integrated across the different levels of government, across portfolios and with industry and communities
ENGAGEMENT	Planning, policies and programs need to be informed by the views of all sectors of the community



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# SHARING IDEAS FOR THE CENTRAL COAST

The NSW Government is asking communities across NSW to have their say on how to shape their future. By commenting on the issues outlined in this Discussion Paper you have the opportunity to influence how the Central Coast develops and grows.

The Department of Planning and Environment in consultation with other agencies will review and consider your comments as a draft Central Coast Regional Growth and Infrastructure Plan is prepared. This will also be subject to extensive community consultation.

Although stakeholders' priorities for the Central Coast may differ, it is important everyone gets involved and has their say on how the Region can continue to grow and be enjoyed by future generations.

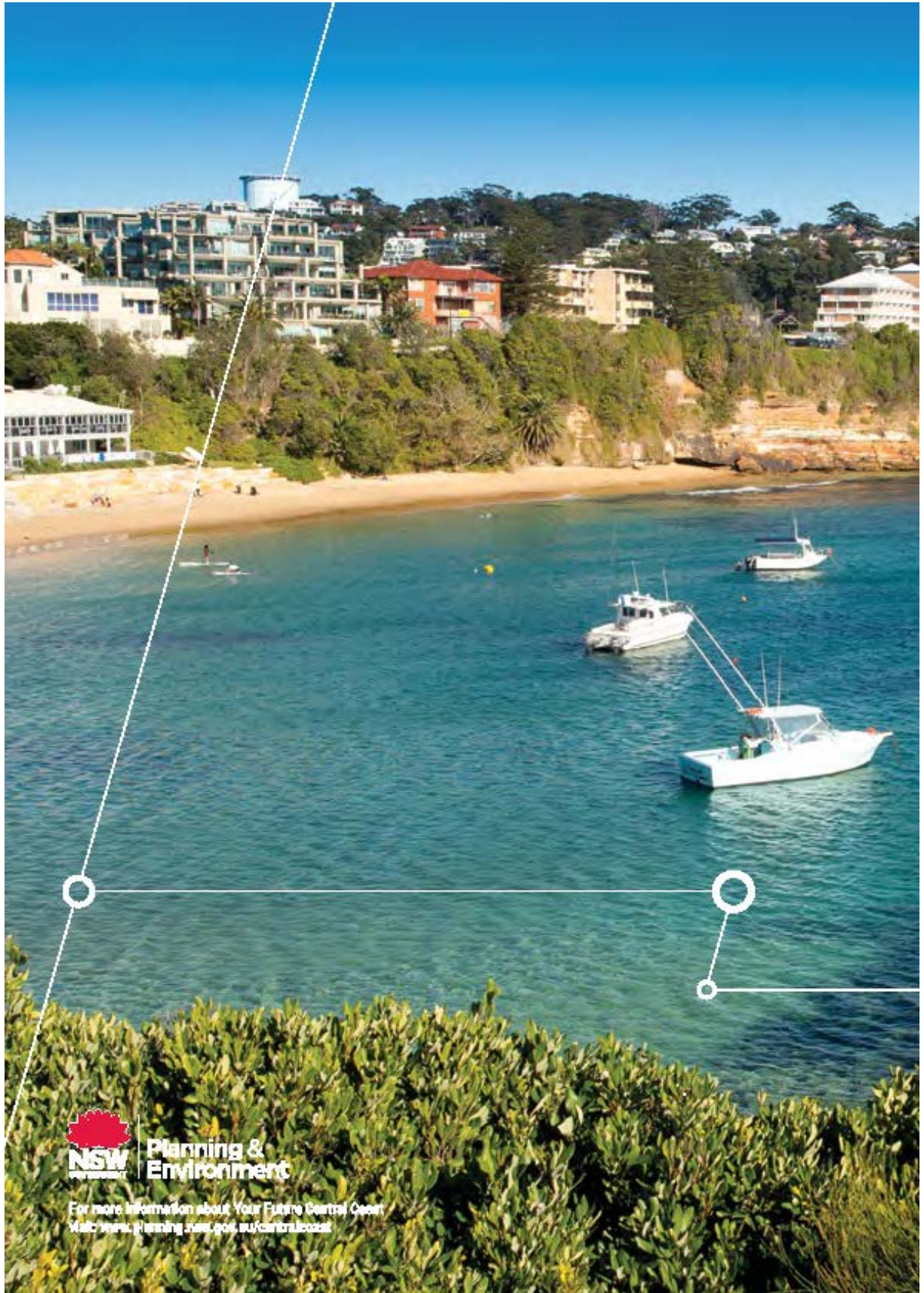
The Discussion Paper will be on exhibition until 16 November 2014.

To get involved, visit [www.planning.nsw.gov.au/centralcoast](http://www.planning.nsw.gov.au/centralcoast)

You can provide your feedback online, or you can send us a submission by 16 November 2014 to:

- **Email:** [centralcoast@planning.nsw.gov.au](mailto:centralcoast@planning.nsw.gov.au)  
(Write 'Central Coast over the next 20 years: A Discussion Paper' in the subject line)
- **Post:** Central Coast over the next 20 years: A Discussion Paper  
The Department of Planning & Environment  
PO Box 1148  
Gosford NSW 2250

All submissions will be publicly available on the Department of Planning & Environment website. If you do not want your personal details to be made public, please state this in your submission. A Submissions Report will be issued after exhibition.



INT14/100395

**Central Coast Regional Growth and Infrastructure Plan (RGIP)**

**Discussion Paper, September 2014**

**Department of Primary Industries - Agriculture NSW**

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*Context*

DPI is primarily interested in maintaining agricultural capacity in the region.

These comments are restricted to Section 11 of *Your Future –Central Coast –A Discussion Paper - Protecting Productive Rural and Resource Lands*.

Agriculture and horticulture have been rural industries in the NSW Central Coast region since the early 19<sup>th</sup> Century, with commodities changing over time in response to market forces. Agricultural activity is predominantly located in the Central Coast Plateau region and Wyong valleys to the west of the M1 freeway. Agriculture can make a significant contribution to employment, the local economy and the rural amenity. Growth in agriculture requires active planning, just as it does in other industries.

The most recent analysis of agricultural production data (ABS 2011) shows that the Central Coast Region, comprising Gosford and Wyong LGAs (Attachment 1), makes a significant contribution to the Greater Sydney and NSW economy and employment. In 2011, agricultural production for the region was \$157m with 326 businesses operating on 13,666ha. Table 1 details the value of the different agricultural industries.

Gosford & Wyong LGAs ABS Agricultural Census 2011	Farm gate value of agricultural commodities \$ mill	% of Sydney Region production	% of NSW production
<b>Total</b>	157.3	21	1
<b>Turf</b>	35.5	64	44
<b>Poultry</b>	108	36	16
<b>Cut Flowers</b>	13.1	36	24
<b>Fruit</b>	5.4	32	1
<b>Nurseries</b>	15.9	20	9
<b>Vegetables</b>	7.1	4	1
<b>Eggs</b>	1.2	2	1

The Central Coast is an important contributor to the employment sector through its agricultural industries. The value of agricultural production for the Central Coast Plateau area has increased by \$45m

each five years since 2001. This presents a significant employment growth opportunity for the region. In addition, the food distribution and processing sectors significantly contribute to local employment. Wyong has experienced a significant decrease in agriculture by value with the substantial loss of poultry production from the area as a result of urbanisation.

The Department of Planning (2008) Central Coast Regional Strategy (2006-2031) recognises the importance of maintaining and protecting the region's valuable rural and resource lands to the west of the M1 and notes this as a key challenge.

Biophysical Strategic Agricultural Land (BSAL) is land with high quality soil and water resources capable of sustaining high levels of productivity. The Central Coast contains BSAL including within the Yarramalong Valley of Wyong Shire (Attachment 2).

#### **Regional Advantages:**

The Central Coast has environmental and economic advantages that support agriculture. The temperate climate, reliable high quality water supplies, moderate slopes and well-drained soils provide important agricultural lands within the region suitable for cropping, vegetable production, protected cropping (hydroponic and greenhouse vegetables, flowers and nurseries) and grazing. The close proximity and access to both the Sydney and Newcastle Markets and processing centres provided by the M1 allows for the production of highly perishable fresh products such as flowers, turf and live chickens.

Agricultural and horticultural training in the region is well supported from school through to tertiary levels. The major high schools in the region have agricultural HSC subjects and after hours AgFarm activities. Agricultural education and training services are provided by the University of Newcastle, TAFE and by DPI at Ourimbah. The recently constructed Kariong Mountains High School specialises in biosciences and horticulture.

#### *Issues*

##### **Poor recognition or acknowledgment of the significance of agricultural land to the region:**

- Total economic value of agriculture for the region is \$157m, which is 20% of total Sydney region value of production
- Agricultural production as a percentage of Sydney production has doubled in the past 10 years.
- 780 people are directly employed full time in agricultural industries. This does not include business owners and operators or casual and seasonal staff such as fruit pickers and packers.
- There are at least 370 separate agricultural enterprises occupying an area greater than 13,600 ha.
- The Central Coast plateau accounts for over 10,000 ha of productive agricultural land which contributes significantly to the local amenity and tourism values of the region.

##### **The region produces:**

- 44% of NSW turf for commercial and domestic landscaping
- 24% of NSW cut flowers
- 16% of NSW poultry
- 10% of NSW nurseries

**The threats to this production include:**

- Threats to sustainability of groundwater reserves from extractive industries
- Urban and rural residential encroachment
- Uncertainty regarding guaranteed long term agricultural land use zoning
- Impediments to expansion from
  - Onerous council development controls
  - Risks of land use conflict
  - High cost of preparing development proposals
  - Investment requires long term certainty regarding the 'right to farm'

These threats are significant and real and have been demonstrated by the 45% decrease in poultry production in the Wyong LGA from 2001. This represents a loss of \$10.5m to the local economy.

**Protecting productive rural and resource lands**

As stated in the Central Coast Regional Strategy 2008, all agricultural lands to the west of the M1 should be retained. Agricultural resources are finite and conversion to other land uses is irreversible.

**What key environmental attributes should we protect?**

- All agricultural land on the Central Coast plateau and the Wyong valleys
- Surface and ground water supplies that support agriculture

**How should we protect and value agricultural land?**

- Identify Important Agricultural Land (IAL) through mapping and recognise the existence of BSAL
- Recognise the economic, environmental and social significance of agricultural land
- Recognise the contribution well managed agricultural operations to ecosystem services, rural landscapes, heritage, rural communities and food security

**How should we protect and value extractive resources?**

- Where extractive industries are developed on agricultural land, the rehabilitation of the land post extraction should enable opportunities for agriculture.

***Recommended planning approaches***

**Sustain and promote agricultural industries**

Agriculture on the Central Coast makes a significant contribution to the regional and state economy. Agricultural production is increasing and has the potential to be an on-going significant local employer.

DPI recommends that the RGIP:

- Recognise the value of agricultural industries in the region.
- Identify and map priority areas for agricultural industries and areas suitable for expansion. This includes high value agricultural industries that are solely dependent on highly productive soils.
- Prioritise agricultural access to Important Agricultural Lands; lands that are suited to high value intensive agricultural development.



- Develop consistent and clear planning controls that support agricultural activities and associated secondary industries, supply chains and distribution networks. Planning controls need to be flexible to support intensification and diversification in response to market and climatic forces.
- Limit the conversion of agricultural land to other uses.
- Where non-compatible uses are proposed near agriculture, reverse sensitivity analysis is undertaken, to limit the potential for land use conflict and subsequent operational restrictions on agriculture businesses

### *Supporting evidence*

Several strategic planning documents support the continued growth of agricultural industries within the region.

- Department of Planning (2008) *Central Coast Regional Strategy* establishes the necessary framework development and growth of the Central Coast. This document notes the importance of protecting the rural lands to the west of the M1 freeway.
- NSW Agriculture (1998) *Strategic plan for sustainable agriculture – Sydney Region*.
- Agriculture in the Sydney Region: Working Group Report was developed to inform the development of the Metropolitan Plan for Sydney 2036 with a particular focus on helping planning authorities understand key agricultural needs to consider when developing strategic regional plans for peri urban areas, such as the Central Coast.

Developed as a result of extensive agricultural industry and community consultation commencing with the Sydney's Agriculture – Planning for the Future forum 2008<sup>1</sup>, the working group report identifies key land use planning issues affecting continued agricultural industry development and investment in peri urban areas that are also of direct relevance to the Central Coast Region.

- NSW Industry and Investment and Central Coast Plateau Chamber of commerce 2009 *Economic profile of Agriculture on the Central Coast Plateau*.

Resource analysis and mapping that confirms the value of cropping land and high value industries:

- An Agricultural Survey of Certain Lands in the Olney Area, NSW 1982
- A Study of Agricultural Land on the Central Coast Plateau in Relation to Regional Planning Hawkins and Haddad 1991 with associated GIS data of agriculture land classes.
- Agricultural Land Classification Atlas (also in GIS format), Sydney Basin, NSW 1995.
- DECC Soil Constraint Mapping of Hawkesbury Nepean Catchment 2008.
- Soils of the Plateau of the Central Coast NSW, 2011.
- Land cover and land use mapping of Sydney rural lands NSW 2012.

### **Reduce land use conflict for agricultural lands**

In addition to responding to climate variability, commodity price fluctuations and a range of other externalities, agricultural industries are also constrained by other incompatible land uses. Land use

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<sup>1</sup> [http://www.dpi.nsw.gov.au/\\_\\_data/assets/pdf\\_file/0009/274914/sydneys-agriculture-planning-for-the-future-forum-outcomes-report.pdf](http://www.dpi.nsw.gov.au/__data/assets/pdf_file/0009/274914/sydneys-agriculture-planning-for-the-future-forum-outcomes-report.pdf)

conflict is often the result of incremental development decisions that reach a point of impact and usually result in restriction of agricultural activities.

Provided agricultural activities are carried out legally and according to consent conditions or industry codes of practice, it is unreasonable that new adjacent land holders should be in a position to demand modifications that impose additional constraints on agricultural activities.

DPI recommends that the RGIP:

- Ensure strategic identification of new urban and employment lands is based on sound evidence and targets areas of low agricultural value
- Identify and appropriately zone agricultural productive lands
- Maintain continuity of agricultural areas, avoid fragmentation and mixed rural residential and agricultural zonings.
- Provide provisions for impact assessment of non-primary production developments upon existing agricultural operations to reverse sensitivity is assessed, ie the impacts that routine existing agricultural activities may have on the development.  
[http://www.tba.co.nz/kete/PDF\\_files/ITP406\\_reverse\\_sensitivity\\_analysis.pdf](http://www.tba.co.nz/kete/PDF_files/ITP406_reverse_sensitivity_analysis.pdf)

### Supporting evidence

Published evidence on the scope for land use conflicts and site specific approaches such as recommended buffers / separation distances, communication, counselling and supporting good neighbour relations includes:

- The Department of Natural Resources, and the Department of Local Government and Planning, Queensland (1997) *Planning Guideline for Separating Agricultural and Residential Land Uses*.  
<http://www.dsdp.qld.gov.au/resources/policy/plng-guide-sep-ag.pdf>.  
This practical guideline provides advice on conflict risks and recommended buffers to minimise that risk.
- *Living and Working In Rural Areas handbook* (2007)  
([http://www.dpi.nsw.gov.au/research/alliances/centre\\_for\\_coastal\\_agricultural\\_landscapes/living-and-working-in-rural-areas](http://www.dpi.nsw.gov.au/research/alliances/centre_for_coastal_agricultural_landscapes/living-and-working-in-rural-areas)). Reviews land use conflict risks and contains tools, resources and checklists to help reduce and avoid rural land use conflict and pressures on key natural resource assets. It also identifies strategic land use planning and development control responses, such as clustering compatible land uses and providing effective separation between conflicting land uses and other options such as mediation and negotiation. Whilst developed for the NSW North Coast it is also applicable to NSW rural lands generally.
- A series of NSW DPI rural development guidelines that are available at  
<http://www.dpi.nsw.gov.au/agriculture/resources/lup/development-assessment>
- The Strategic Regional Land Use Policy (SRLUP) was introduced to respond to the land use conflicts between agriculture and state significant mining and petroleum development proposals, by requiring additional gateway assessment of potential risks.

Evidence for more strategic approaches includes;

- Various NSW DPI Planning Policies and guidelines available at  
<http://www.dpi.nsw.gov.au/agriculture/resources/lup/strategic-planning>
- Dept of Planning, Background paper; *Need for improved land use planning for agricultural land in NSW*, August 2005 (p 7) 'The strategic planning process provides the context to:
  - identify the long term future land use needs of agriculture;
  - protect the agricultural land resource and inherent environmental, aesthetic, social, cultural and heritage values;
  - determine appropriate minimum allotment sizes in order to limit the fragmentation of agricultural land;
  - manage potential for rural land use conflict;
  - provide increased security and certainty for the industry; and

- *establish, with community and government agency consultation, the desirability and suitability of non-agricultural development such as rural residential subdivision and accordingly direct these alternative land uses to areas capable and suitable for development.'*
- WA State Planning Policy 2.5 Agricultural and Rural Land Use Planning  
<http://www.planning.wa.gov.au/publications/1167.asp>
  - '1 *Protect agricultural land resources wherever possible by:*
    - (a) *discouraging land uses unrelated to agriculture from locating on agricultural land;*
    - (b) *minimising the ad hoc fragmentation of rural land; and*
    - (c) *improving resource and investment security for agricultural and allied industry production...*
  - 3 *Minimise the potential for land use conflict by:*
    - (a) *providing adequate separation distance between potential conflicting land uses;*
    - (b) *introducing management requirements that protect existing agricultural land uses;*
    - (c) *identify areas that are suitable and capable for intensive agricultural pursuits as agricultural priority areas; and*
    - (d) *avoid locating new rural settlements in areas that are likely to create conflict with established or proposed agricultural priority areas''*

#### **Provide support ancillary agricultural activities**

In an effort to diversify, be increasingly competitive and productive, farmers are becoming more involved in value adding, marketing and retailing activities. These activities increase local tourism, promote local brands and make the region unique.

DPI recommends that the RGIP:

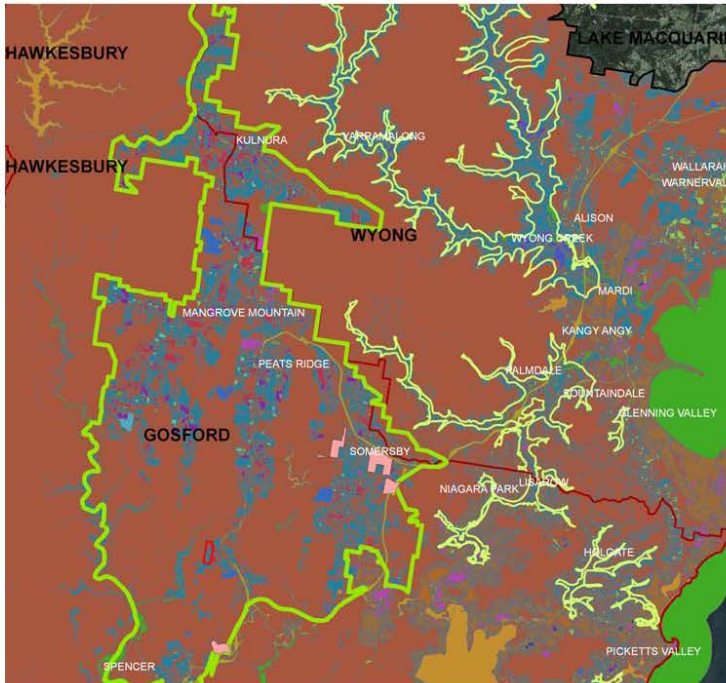
- Accommodates activities such as farmers markets, farm stays, farm gate trails and food, flower and wine events

#### ***Supporting evidence***

In addition to the above documents, these resources provide support for agribusiness development

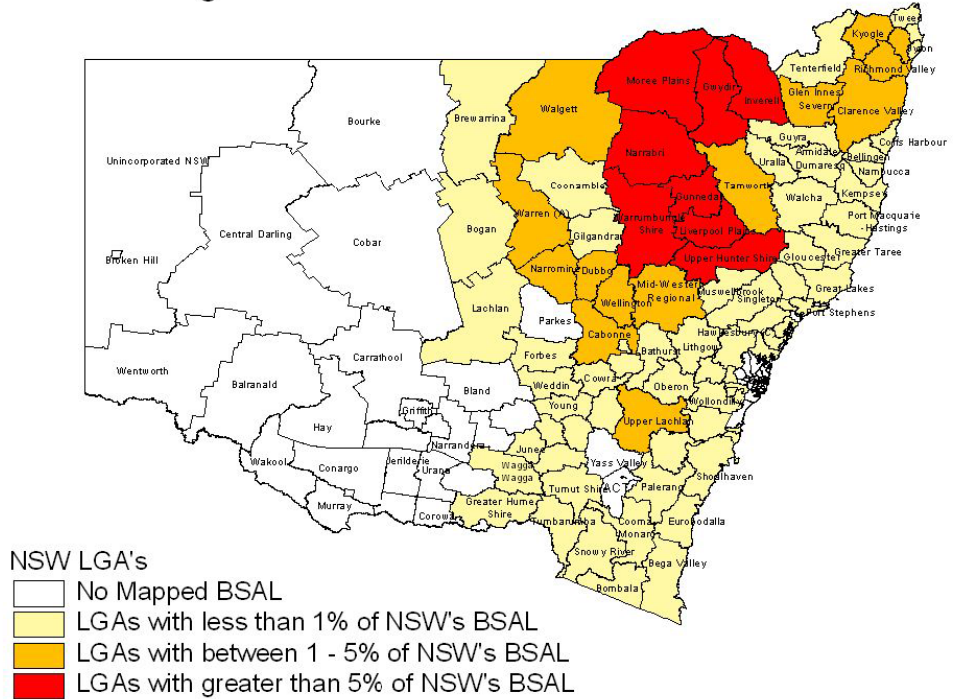
- *Central Coast Tourism Plan 2006* Central Coast Plateau Inc. commissioned the tourism plan with funding support provided by the Department of State and Regional Development, Gosford City Council and the Mangrove Mountain Memorial Club.

*Attachments*



Attachment 1: Central Coast Plateau (lime green outline) and Biophysical Significant Agricultural Lands (yellow outline) are key agricultural areas west of the M1.

Percentage of NSW's BSAL that occurs in each LGA



Attachment 2: Demonstrates the rarity of BSAL in coastal LGAs

19 February 2015

To the Extraordinary Council Meeting

### **3.3 Dissolution of Central Coast Water Corporation Board and repeal of the Central Coast Water Corporation Act**

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TRIM REFERENCE: F2004/06390 - D11860969

MANAGER: Daryl Mann, Manager

AUTHOR: Garry Casement; Manager Headworks Water and Sewer

#### **SUMMARY**

The Councils have requested that the Central Coast Water Corporation Board be dissolved and that the Central Coast Water Corporation Act be repealed.

#### **RECOMMENDATION**

***That Council receive the report on Dissolution of Central Coast Water Corporation Board and repeal of the Central Coast Water Corporation Act.***

#### **BACKGROUND**

The CCROC the meeting of 30 October 2014 resolved to request both Councils to write to the Minister requesting dissolution of the CCWC and the repeal of the CCWC Act.

A letter signed by both Mayors was provided to Minister Humphries at a meeting with Mayor Eaton on 10 November 2014. A copy of the letter is provided in Attachment 1.

#### **ATTACHMENTS**

- |   |  |           |
|---|--|-----------|
| 1 | Mayoral letter to Minister requesting dissolution of the Central Coast Water Corporation Board and repeal of the Central Coast Water Corporation Act | D08296425 |
|---|--|-----------|



**Office of the Mayor**  
**Cr Doug Eaton**  
**Mayor of Wyong**

Phone: (02) 4350 5211  
Email: [Doug.Eaton@wyong.nsw.gov.au](mailto:Doug.Eaton@wyong.nsw.gov.au)



F2004/006782

27 May 2014

The Hon. Kevin Humphries, MP  
Minister for Natural Resources, Lands and Water  
Level 33, Governor Macquarie Tower  
1 Farrer Place  
SYDNEY NSW 2000

Dear Minister

**WATER MANAGEMENT ACT 2000**  
**REMOVAL OF WYONG SHIRE COUNCIL AS A WATER SUPPLY AUTHORITY**

Schedule 3 of the *Water Management Act 2010* lists Wyong Council as a water supply authority (WSA). Gosford and Wyong Councils were declared WSAs arising out of a 1987 Interdepartmental Committee report on the legislative and administrative arrangements for the Gosford/Wyong water supply. This declaration was designed to give the Councils greater flexibility to deal with urban growth issues arising from the Councils' proximity to Sydney than was available under the *Local Government Act 1919* in place at the time.

No other Council in NSW has been declared a WSA. All other Councils providing water and/or sewerage services (Local Water Utilities - LWU) operate under the *Local Government Act 1993* (with the 1993 Act addressing the issues of concern in the 1919 Act that resulted in Wyong being declared a WSA in 1987).

An outcome of being a WSA is that Wyong Council is subject to greater and more extensive regulation than all other LWUs. Wyong must still comply with NSW Office of Water (NOW) Best Practice Guidelines and obtain Ministerial approval to construct certain works in the same way that other LWU do. However in addition to the regulatory requirements for all other LWU, Wyong has the additional burden of having its prices regulated by the Independent Pricing and Regulatory Tribunal (IPART).

Sydney Water Corporation and Hunter Water Corporation, as "Major Utilities" are also regulated by IPART. These utilities, however, are not regulated by NOW. In addition these utilities, as state government corporations, receive certain benefits and funding for community service obligations that Wyong Council, as a LWU, does not receive.

The NOW Best Practice Guidelines sets pricing principles based on full cost recovery including provision for the cost of asset consumption and the cost of capital. IPART uses a building block model based on a Regulatory Asset Base (RAB) concept, with Wyong Council's RAB being approximately 40% of its asset book value. As a consequence the typical residential water and sewerage charges that Wyong is permitted to levy are significantly lower than the median for all LWUs with more than 10,000 customers. This situation is also reflected in the National Water Commission's National Performance Report for utilities with between 50,000 and 100,000 customers. Under the current regulatory framework Wyong Council's water and sewerage business is incurring significant losses and is not financially sustainable.

The latest NOW Triple Bottom Line report gave Wyong the lowest possible ranking for return on assets, economic real rate of return and net profit. These low ratings are a direct result of the regulatory framework. In addition the report indicates that Wyong Council's 2012/13 operating cost



**Attachment 1 Mayoral letter to Minister requesting dissolution of the Central Coast Water Corporation Board and repeal of the Central Coast Water Corporation Act**

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per property for both water and sewerage is some 25% less than the state-wide median. While this could be viewed by some as an indicator of efficiency, Council believes that in this instance it reflects insufficient cost recovery.

There is no current compelling reason why Wyong Council should remain a WSA rather than being treated on an equal basis with all other LWU. As such we are requesting the elimination of this regulatory anomaly by removing Wyong as a WSA.

I would appreciate meeting with you in the first instance to further discuss this matter and how this discriminatory anomaly can be best addressed.

Yours sincerely

Doug Eaton  
**Mayor**





19 February 2015

To the Extraordinary Council Meeting

### **3.4 Joint Water Technical Advisory Group**

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TRIM REFERENCE: F2004/06390 - D11860971

MANAGER: Daryl Mann, Manager

AUTHOR: Garry Casement; Manager Headworks Water and Sewer

#### **SUMMARY**

The Joint Water Technical Advisory Group (TAG) meets on a bi-monthly basis to consider joint water issues. A copy of the TAG reports and minutes from the October 2014 meeting are provided for information.

#### **RECOMMENDATION**

*That Council receive the report on Joint Water Technical Advisory Group.*

#### **BACKGROUND**

The reports considered at the TAG meeting of 9 October 2014 are provided in Attachment 1.

The minutes from the meeting are provided in Attachment 2

#### **ATTACHMENTS**

- |   |                                  |           |
|---|----------------------------------|-----------|
| 1 | TAG Agenda October 2014 meeting  | D11772245 |
| 2 | TAG Minutes October 2014 meeting | D11772252 |

# TAG MEETING



CENTRAL COAST

Thursday 9<sup>th</sup> October, 9.30am  
 Wyong Shire Council Chambers  
 3<sup>rd</sup> Floor Treefrog Meeting Room  
 MEETING NO 5/14

## AGENDA

Gosford City Council	Wyong Shire Council
Stan Antczak (Chair) <i>Director Construction and Operations</i>	Greg McDonald <i>Director Infrastructure Operations</i>
Garry Hemsworth <i>Manager Asset Operations</i>	Daryl Mann <i>Manager Water &amp; Sewer</i>

### Guests

Brett Andrew, Garry Casement, Greg Cashin, David Davies, Liz Knight, Adam Nesbitt, Phil Rudd, Brian Martin

1.	Welcome
2.	Adoption of Minutes (Attachment A)
3.	Carry over or unresolved items from previous meetings (Attachment B)
4.	New Business (With Reports) <ul style="list-style-type: none"> <li>4.1 2014/15 Joint Water Budgets (Attachment C)</li> <li>4.2 2013-14 Joint Water Operations Expenditure (Attachment D)</li> <li>4.3 2013-14 Joint Water Capital Works Expenditure (Attachment E)</li> <li>4.4 Groundwater Strategy (Attachment F)</li> <li>4.5 Boomerang Creek Tunnel Inspection and Maintenance (Attachment G)</li> <li>4.6 Comprehensive Dam Safety Review Mardi Dam (Attachment H)</li> <li>4.7 Drinking Water Quality Report (Attachment I)</li> <li>4.8 Storage, Demand and Climate Outlook (Attachment J)</li> </ul>
5.	Standing Items <ul style="list-style-type: none"> <li>5.1 Budget Review Joint Activities</li> <li>5.2 Reports for Next Meeting</li> </ul>
6.	General Business
7.	Next Meeting - 11 December 2014 in Gosford.

# TAG MEETING

Thursday 14<sup>th</sup> August, 9.30am

Gosford City Council Chambers - 8<sup>th</sup> Floor Meeting Room

MEETING NO 4/14

## MINUTES

### ATTENDANCE

Gosford City Council	Wyong Shire Council
Stan Antczak (Chair) <i>Director Construction and Operations</i>	Daryl Mann <i>Manager Water &amp; Sewer</i>
Garry Hemsworth <i>Manager Asset Operations</i>	

### Apologies

Adam Nesbitt, David Davies, Greg McDonald

### Additional Attendees

Greg Cashin, Garry Casement, Brett Andrew, Elizabeth Knight, Phil Rudd, Brian Martin, Dianne Pank (minute taker), Jenny Back (observer)

### Welcome

- 1.1. Meeting No 4/14 commenced at 9:30am.
- 1.2. Stan Antczak introduced new GCC staff to the TAG Meeting and briefly explained roles and responsibilities.

### Confirmation of Previous Minutes

- 2.1 *The minutes of Meeting held on 12 June 2014 were adopted.*

### Items for discussion

- 3.1 *Carryover of unresolved items from previous meetings*

**(Action 3/2014) Operational strategy review**

Review of the system model is currently being undertaken as a part of the operational strategy review. Review due January 2015

**(Action 7/2014) Preliminary budget endorsement by September for 2015/16 and beyond**

Noted

**(Action 8/2014) Budget endorsement by December for 2015/16 and beyond**

Noted

**(Action 11/2014) Safety requirements for tunnel entry**

Report 4.3

**(Action 18/2014) Document changes to Mardi Dam maximum operating level**

New operating levels incorporated into WSC SCADA. New operating procedure to ensure Dam not filled above 91% prepared. Provisions have been made in model to limit operation of Mardi Dam to 91%.

Excavation of high area in spillway to be undertaken in next 6 months

**4 NEW BUSINESS – TAG REPORTS****4.1 2013-14 Joint Water Operations Budget**

It was resolved that:

*The TAG noted and endorsed the Joint Opex financial report.*

**4.2 2013-14 Joint Water Capital Works Budget**

It was noted that alignment of both Council's programmes is not feasible at present due to the differing approaches to the carryover of funds. It was also noted that any changes made by the Council's need to be transparent.

It was resolved that:

- 1 *The TAG noted and endorsed the Joint Capex financial report.*
- 2 *A meeting be set up between both Council's to discuss the budget with the General Managers, Greg Cashin and Garry Hemsworth.*

#### **4.3 Access to Boomerang Creek Tunnel Safety Requirements**

Brian Martin discussed the report and referred to the recommendations in the report from the Mines Rescue expert. The report advised that a specific risk assessment will need to be prepared by the proposed inspection team together with input from mine safety and geotechnical experts.

It was resolved that:

- 1 *The TAG noted the report*
- 2 *Review previous inspection reports and provide to the next TAG meeting a clear set of recommendations regarding the surveillance of tunnel performance including inspection of the tunnel and timing of inspection.*

#### **4.4 Deferring Mangrove Creek Dam Activities – Dam Safety Committee Advice**

It was resolved that:

- 1 *The TAG noted the report*
- 2 *To note the NSW Dams Safety Committee concurrence with Council and JWS proposal to:*
  - i) *defer MCD Spillway Upgrade's Work Option Study, Concept Design, and Detailed Design until the next IPART Period; and*
  - ii) *for Geological investigation to be deferred to 2016/17 in the current IPART Period.*

#### **4.5 Drinking Water Quality Report**

Greg Cashin confirmed that the Wyong draft Drinking Water Management Plan and associated critical control point procedures (CCPs) had been submitted to the Department of Health's consultants

It was resolved that:

*The TAG noted the information.*

#### **4.6 Storage, Demand and Climate Outlook**

It was resolved that:

*The TAG noted the report.*

#### **4.7 Request for WaterWatch Sponsorship**

Garry Casement explained the program and advised that no specific budget had been approved for any WaterWatch sponsorship this year. Sponsorship of \$5,000 had been previously provided for the program from both councils (total from the Councils of \$10,000).

Greg Cashin mentioned that the report was mainly for downstream works and was more aligned with the environmental departments of Council.

It was resolved:

- 1 *That a letter be sent to CEN advising that both Councils had not budgeted for sponsorship this year so will be unable to provide any sponsorship though will endeavour to include in next year's budget. The letter is to include a recommendation that CEN consider other grant funding opportunities provided by the Councils.*

#### **4.8 Communication, Education and Engagement Update**

Liz Knight advised that the Communications report will now be submitted to the TAG every second meeting.

It was resolved that:

*The TAG noted the information and approved the 2014/15 Work Plan (Attachment 3)*

#### **4.9 Integrated Water Cycle Management Plans**

Greg Cashin advised that Wyong Council is not in a position to comply with the preparation of an Integrated Water Cycle Management Plan (IWCMP) as no provision for such a plan was made in the current IPaRT price determination. Greg advised that a letter had been sent to the Office of Water noting the above and that an IWCMP could be undertaken in the next price path subject to inclusion of appropriate funding provision in the next price determination

Liz Knight mentioned that Gosford are in the same position and should follow through with a similar letter and asked for a copy of the letter Wyong sent to the Office of Water.

Greg Cashin will pass on the response from the Office of Water to Gosford Council when received.

It was resolved that:

*The TAG endorse the deferral of the IWCM plans until the cost of preparing the plans are incorporated into the price determination.*

#### **4.10 Operational Budget 2014/15 for Dam Safety Items**

The report recommended that TAG approve a Budget Adjustment to provide a \$200,000 Operational Budget for 2014/15 Dam Safety Review Items to enable compliance requirements to be met.

Brett Andrew noted that further investigation as to the provisions incorporated into the IPaRT pricing determination is required prior to consideration of a budget adjustment.

It was resolved that:

*The report be brought back to the next TAG meeting regarding the funding of dam safety items.*

**5 Standing Items**

**5.1 Budget Review**

Covered in Items 4.1 and 4.2

**5.2 Reports for next Meeting**

No specific report requested.

**6 General Business**

- 6.1 Greg Cashin advised GCC that WSC have issues with Cardno and are considering removing them from the Pumps and Pipes Panel.

**Next Meeting – 9<sup>th</sup> October at Wyong Shire Council**

**MEETING CLOSED 11.00AM**

Item	Action	Responsibility 1	Due	Status /Notes	Open/ Closed
<b>3/2014</b>	A sub group of the TAG to review the operational strategy for endorsement of the TAG	Garry Casement	30/01/2015	A meeting was held with Adam Nesbitt, David Davies, Garry Casement & Mark Lee. Review continuing. Working Group to complete review January 2015.	Open
<b>7/2014</b>	2015/16 and subsequent year Joint Water preliminary capex budgets be submitted to the TAG and endorsed by 30 September of the prior financial year	Pam McCann / Greg Cashin	30/09/2014	Noted	Open
<b>8/2014</b>	2015/16 and subsequent year Joint Water capex budgets be submitted to the TAG by 30 December of the prior financial year	Pam McCann / Greg Cashin	1/12/2014	Noted	Open
<b>18/2014</b>	Document changes to Mardi Dam maximum operating level, remove high area of spillway and extend sill. Incorporate reduced maximum operating level into modelling.	Daryl Mann / Garry Casement	30/12/2014	New operating levels incorporated into WSC SCADA, New operating procedure to ensure Dam not filled above 91% prepared. Provisions have been made in model to limit operation of Mardi dam to 91%. Construction work being managed by Chris Kimpton	Open
<b>20/2014</b>	Brian Martin to check previous inspection reports on Boomerang Creek Tunnel and bring to next TAG meeting a clear set of recommendations as to the surveillance of tunnel performance including inspection of the tunnel and timing of inspection.	Brian Martin	9/10/2014		Open



**WATER & SEWER  
TECHNICAL ADVISORY GROUP**

**DATE: 9 October 2014**

**MEETING No: 5/14**



**AGENDA ITEM 4.1 2014/15 JOINT WATER BUDGETS**

Author: Greg Cashin, Commercial Manager W&S, WSC

**TEXT**

Proposed Joint Water operating and capital budgets for 2014/15 are submitted for endorsement.

**ANALYSIS**

**Operating budget**

The proposed Joint Water operating budget for 2014/15 is set out in Table 1 below.

**Table 1 – Joint Water Operating Budget 14-15**

Component	WSC	GCC	TOTAL
Wp Stations	1,314,544	2,097,300	3,411,844
Lakes and Reservoirs	374,903	399,600	774,503
Water Treatment Plants	3,436,917	2,723,800	6,160,717
Joint Water Supply Admin & Headworks	684,646	547,600	1,232,246
Dams and Weirs - Catchments	235,068	1,074,700	1,309,768
Wastewater Management	10,379	170,800	181,179
<b>Total</b>	<b>6,056,458</b>	<b>7,013,800</b>	<b>13,070,258</b>

The above budget expenditure excludes water purchases from the Hunter. The 2014/15 amount included for these purchases in the pricing submission is \$243,000. Given current storage levels the amount is unlikely to be required to boost supplies, and it is suggested that no formal budget provision be provided for purchases. Purchase may be required in an emergency situation, however it is noted that the transfer price has been set at marginal cost. Water quality transfers continue to occur on a cost neutral basis.

The budget also excludes corporate overheads, which are addressed internally by each Council and do not form part of the joint budget or annual reconciliation process.

For the convenience of reporting against budget, the above amounts include each Council's standard on-cost allowances rather than the 38.06% agreed by the Councils under the Joint Scheme Pricing Agreement. The effect of this on monthly budget tracking and reporting is not material. Reconciling the on-cost to the joint figure is a cumbersome exercise and it is proposed that this be effected at the annual reconciliation only.

## Capital budget

The proposed capital budget for 2014/15 and the forecast expenditure for the remaining years of the price path is shown in Table 2 below. Details of the proposed budget composition is included in the attachments.

The proposed capital budgets are consistent with the pricing determination.

**Table 2 – Joint Water Capex Forecasts**

	<b>2013/14 actual</b>	<b>2014/15 budget</b>	<b>2015/16 forecast</b>	<b>2016/17 forecast</b>	<b>Total</b>
Price path allowance	5,246,504	10,960,291	3,903,433	4,858,421	24,968,648
GCC proposed	7,599,258	7,190,368	2,404,880	239,656	17,434,162
WSC proposed	2,526,599	1,273,848	2,070,000	2,945,000	8,815,447
<b>Total proposed</b>	<b>10,125,857</b>	<b>8,464,216</b>	<b>4,474,880</b>	<b>3,184,656</b>	<b>26,249,609</b>

## RECOMMENDATION

It is recommended that:

1. The TAG endorse the proposed 2014-15 joint water operating budget of \$13,070,258, comprising \$6,056,458 for WSC and \$7,013,800 for GCC.
2. The TAG endorse the proposed 2014-15 joint water capital budget of \$8,464,216, comprising \$1,273,848 for WSC managed works and \$7,190,368 for GCC managed works.
3. The endorsed budgets be formally submitted to each Council for adoption.
4. The TAG note the forecast capex proposals for 2015-16 and 2016-17.

## ATTACHMENTS

1. GCC Capex Program 2014-17
2. WSC Capex Program 2014-17

CAPITAL EXPENDITURE BUDGETS 2014-2017						
	Job No/Project Name	As at 22 September 2014				
		2014 Actual	2015	2016	2017	4 Yr Total
30706.300	JWS MINOR CAPITAL PROJECTS DAMS & WEIRS	\$ 53,544	\$ -	\$ -	\$ -	\$ 53,544
30706.909	JWS DUBBO GULLY PLAN OF MGMT IMPLEMENTAT	\$ -	\$ -	\$ -	\$ -	\$ -
30706.919	CLOSED JWS MANGROVE DAM-MECH/ELEC	\$ -	\$ -	\$ -	\$ -	\$ -
30706.925	JWS MANGROVE CK DAM-UPGRADE FIRE TRAILS	\$ 199,915	\$ 80,000	\$ 47,085	\$ -	\$ 327,000
30706.954	JWS ACQ OF LOT 2 DP1027905 & LOTS 64&65	\$ -	\$ -	\$ -	\$ -	\$ -
30706.957	JWS MANGROVE CRK WEIR WPS ROCK STABILITY	\$ -	\$ -	\$ -	\$ -	\$ -
30706.959	JWS - DAMS - COMMS & EARLY WARNING SYSTE	\$ 2,363	\$ 20,000	\$ -	\$ -	\$ 22,363
30706.960	JWS - UPPER MOONEY DAM CREST REMEDIATION	\$ -	\$ 54,959	\$ 13,079	\$ -	\$ 68,038
30706.961	JWS - MANGROVE WEIR REMEDIATION	\$ 8,075	\$ 391,332	\$ -	\$ -	\$ 399,407
30706.963	JWS - UPPER MOONEY DAM	\$ -	\$ -	\$ -	\$ -	\$ -
30706.964	JWS UPPER MOONEY DAM PS ROCK STABILITY	\$ 2,659	\$ 50,000	\$ -	\$ -	\$ 52,659
31706.300	JWS MINOR CAPITAL PROJECTS WPS	\$ 83,785	\$ -	\$ -	\$ -	\$ 83,785
31706.900	JWS WATER PUMP STATIONS MAJOR(CIVIL-GOS)	\$ -	\$ -	\$ -	\$ -	\$ -
31706.901	JWS WATER PUMP STATIONS MAJOR ELEC	\$ 393,986	\$ 5,489,898	\$ 2,344,716	\$ -	\$ 8,228,600
31706.914	JWS REPLACE HIGH VOLTAGE RELAY	\$ 45,002	\$ -	\$ -	\$ -	\$ 45,002
31706.916	JWS MANGROVE & MOONEY WPS HV TRANSFORMER	\$ -	\$ -	\$ -	\$ -	\$ -
32702.900	JWS - TRANSFER MAINS	\$ 59,866	\$ -	\$ -	\$ -	\$ 59,866
32704.900	JWS RES-PROGRAM BUDGET	\$ -	\$ -	\$ -	\$ -	\$ -
32704.904	JWS - RESERVOIRS	\$ 20,270	\$ -	\$ -	\$ -	\$ 20,270
33704.917	JWS WTP PAINTING	\$ -	\$ -	\$ -	\$ -	\$ -
33704.922	JWS SWTP INSTRUMENTATION	\$ 351	\$ -	\$ -	\$ -	\$ 351
33704.924	JWS - WTP-S RENEWAL PROGRAM	\$ -	\$ 35,000	\$ -	\$ -	\$ 35,000
33706.900	JWS WATER TREATMENT (CIVIL)	\$ 3,130	\$ -	\$ -	\$ -	\$ 3,130
33706.914	JWS WTP SOMERSBY TREATMENT PLANT PROCESS	\$ 58,861	\$ -	\$ -	\$ -	\$ 58,861
33706.918	WTPSTAGE 1 SED TANK	\$ 92,603	\$ -	\$ -	\$ -	\$ 92,603
33706.920	JWS FITTING 14 TURBIDITY AT SOMERSBY WTP	\$ 7,422	\$ -	\$ -	\$ -	\$ 7,422
33706.922	JWS SWTP FILTER UPGRADE	\$ 2,930,195	\$ 75,000	\$ -	\$ -	\$ 3,005,195
33706.923	JWS SWTP STAGE 1 SLUDGE SCRAPERS	\$ 514,055	\$ -	\$ -	\$ -	\$ 514,055
33706.924	JWS SWTP ELECTRICAL/PLC UPGRADE	\$ 2,280,177	\$ 630,000	\$ -	\$ -	\$ 2,910,177
33706.925	JWS SWTP RECIRCULATION FACILITY	\$ 26,781	\$ 234	\$ -	\$ -	\$ 27,015
33706.926	JWS SWTP PUMPS & PIPEWORK	\$ 427,306	\$ 937	\$ -	\$ -	\$ 428,243
33706.928	JWS SWTP INSTRUMENTATION	\$ 62,066	\$ 35,000	\$ -	\$ -	\$ 97,066
33706.929	JWS BACKUP SUPPLY SOMERSBY WATER SYSTEM	\$ -	\$ -	\$ -	\$ -	\$ -
35631.900	JWS - GW - PROGRAM BUDGET	\$ -	\$ -	\$ -	\$ -	\$ -
35702.921	JWS BALICKERA PRE-TREATMENT FACILITIES	\$ -	\$ -	\$ -	\$ -	\$ -
35702.928	JWS MARDI HIGHLIFT PS ASSOC.WORKS GCC	\$ 197,699	\$ 3,687	\$ -	\$ -	\$ 201,386
35702.929	JWS LOWER MOONEY DAM REMEDIAL	\$ -	\$ 140,000	\$ -	\$ 239,656	\$ 379,656
35702.935	JWS MARDI HIGHLIFT PS ASS WORKS ELEC GCC	\$ -	\$ -	\$ -	\$ -	\$ -
35726.935	JWS GW NARARA VALLEY RAW WATER TRANSPORT	\$ 714	\$ -	\$ -	\$ -	\$ 714
35727.940	JWS GW WOY WOY TREATMENT	\$ -	\$ -	\$ -	\$ -	\$ -
35727.960	JWS GW WW TP C12 CONTACT TANKS AND FAT	\$ 78,732	\$ 184,321	\$ -	\$ -	\$ 263,053
35731.900	JWS POTABLE GROUNDWATER	\$ 2,508	\$ -	\$ -	\$ -	\$ 2,508
35751.915	JWS WQ915 - SWFP PROCESS MODIFICATIONS	\$ 47,153	\$ -	\$ -	\$ -	\$ 47,153
35751.940	JWS WESTRN TFR MAIN NEW PIPEWRK - CLOSED	\$ 40	\$ -	\$ -	\$ -	\$ 40
	<b>TOTAL CAPITAL EXPENDITURE</b>	<b>\$ 7,599,258</b>	<b>\$ 7,190,368</b>	<b>\$ 2,404,880</b>	<b>\$ 239,656</b>	<b>\$ 17,434,162</b>

Capital Works expenditure 2013-14  
August 2014

## WSC Joint Water

Project #	Project Description	Spent YTD	Budget YTD	Original Budget	Adopted Changes	2014/15 Revised Budget	Pending Changes	Full Yr bud after changes	14/15 Budget Remaining (after changes)	14/15 Latest Forecast Expenditure	Total Authorised Budget	Previous Expenditure this price path	Actual Expenditure this price path	Forecast Expenditure		Forecast Total Expenditure	
														15/16	16/17		
<b>Treatment Plants</b>																	
15797	Lime Plant Installation - Mardi	31,306	19,237	60,000	-	60,000	-	60,000	28,694	60,000	240,000	479,364	510,670	-	-	539,364	
16332	Mardi Treatment Plant Sludge Lagoon	-	18,900	189,000	-	189,000	-	189,000	189,000	189,000	249,000	3,540	3,540	60,000	-	252,540	
16244	Mardi WTP Inlet valves to filters	-	12,078	50,000	-	50,000	-	50,000	50,000	50,000	130,000	47,923	47,923	-	-	97,923	
16230	Water Quality Strategy	3,378	72,108	200,000	-	200,000	-	200,000	196,622	200,000	305,000	58,520	61,898	200,000	-	458,520	
13965	Mardi WTP Fencing										4,971	4,971	4,971	-	-	4,971	
15795	Mardi Filter replacement										45,094	45,548	45,548	-	-	45,548	
15866	Noise Barrier at MWTP										29,057	26,682	26,682	-	-	26,682	
16464	Mardi WTP supernatant pump										-	1,509	1,509	-	-	1,509	
16714	Mardi WTP Outlet valves to filters	-	-	-	-	-	-	-	-	-	200,000	-	-	-	-	-	
16719	Mardi Coarse Screens (fish)	-	-	10,000	-	10,000	-	10,000	10,000	10,000	150,000	-	-	140,000	-	150,000	
16715	Sludge disposal system	-	-	-	-	-	-	-	-	-	1,000,000	-	-	-	850,000	850,000	
16863	CO2 Inlet Dosing Mardi WTP	-	37,126	80,000	-	80,000	-	80,000	80,000	80,000	-	-	-	-	-	80,000	
16858	Mardi WTP Pipe Gallery Electric Crane	-	-	35,000	-	35,000	-	35,000	35,000	35,000	-	-	-	-	-	35,000	
16857	Water Treatment Plant Security	-	-	44,000	-	44,000	-	44,000	44,000	44,000	-	-	-	-	-	44,000	
	Mardi Flocculators										250,000	-	-	-	250,000	250,000	
	Water Quality Works (from WQ strategy)										2,700,000	-	-	1,200,000	1,500,000	2,700,000	
	Mardi building refurbishment										150,000	-	-	-	150,000	150,000	
	Mechanical refurb program budget										100,000	-	-	50,000	50,000	100,000	
	Electrical refurb program budget										100,000	-	-	50,000	50,000	100,000	
<b>Dams</b>																	
16229	Road Repairs and upgrade of fire trails in Mardi Dam	2,158	35,919	410,000	-	410,000	-	410,000	407,842	410,000	500,000	98,414	100,572	-	-	508,414	
16227	Boat shed and launching gear at Dam										1,328	2,107	2,107	-	-	2,107	
15080	Mardi Dam Contingency works	3,629	12,500	40,000	-	40,000	-	40,000	36,371	40,000	660,000	579,526	583,155	20,000	20,000	659,526	
<b>Pumping stations</b>																	
16231	WPS02 & WPS11 Improvement Works										480,000	9,881	9,881	-	-	9,881	
16231	WPS02 Improvement Works	3,328	7,500	40,000	-	40,000	-	40,000	36,672	40,000			3,328	100,000		140,000	
16868	WPS11 Improvement Works	-	18,093	60,000	-	60,000	-	60,000	60,000	60,000			-	250,000		310,000	
13743	WPS17 Construction	39,543	20,000	20,000	-	20,000	-	20,000	19,543	20,000	1,030,000	969,344	1,008,887	-	-	989,344	
16387	WPS 04 - new switchboard	856	6,551	35,000	-	35,000	-	35,000	34,144	35,000	40,000	28,705	29,561	-	-	63,705	
16388	WPS 11 - replace overhead crane										10,000	19,025	19,025	-	-	19,025	
16568	Retaining wall WPS 23 Mardi	38,705	-	-	-	-	-	-	38,705	38,705	40,000	54,540	93,245	-	-	93,245	
16597	WPS 1A VSD Repair										-	69,736	69,736	-	-	69,736	
16621	Interpretive Signage at WPS1A	491	491	848	-	848	-	357	491	-	491	-	9,772	10,263		10,263	
	WPS mech/elec refurb (program budget)										50,000	-	-	-	50,000	50,000	
	WPS civil refurb (program budget)										25,000	-	-	-	25,000	25,000	
<b>Pipelines</b>																	
13822	Mardi to Mangrove Land Acquisitions	44	-	-	-	-	-	-	-	44	44	150,000	57,902	57,946	-	-	57,946
	<b>Total</b>	<b>123,438</b>	<b>260,503</b>	<b>1,273,848</b>	<b>-</b>	<b>1,273,848</b>	<b>-</b>	<b>357</b>	<b>1,273,491</b>	<b>1,150,053</b>	<b>1,312,240</b>	<b>8,639,450</b>	<b>2,567,008</b>	<b>2,690,446</b>	<b>2,070,000</b>	<b>2,945,000</b>	<b>8,894,248</b>

**WATER & SEWER  
TECHNICAL ADVISORY GROUP**

**DATE: 9 October 2014**

**MEETING No: 5/14**



**AGENDA ITEM 4.2 2014-2015 JOINT WATER OPERATIONS EXPENDITURE - AUGUST**

Author: Garry Casement

**TEXT**

This report provides expenditure details for the operating for items undertaken by each council are subject to the Joint Scheme Funding Agreement.

**ANALYSIS**

A summary of the combined Gosford and Wyong Operating budgets and year to date expenditure is provided in table 1 below.

Table 1

Operations and Maintenance (combined GCC & WSC)	2014/2015		
	Current Budget \$000's	YTD Actual \$000's	Full Year Forecast \$000's
Temp Stations	3,112	288	3,412
Lakes/reservoirs	775	57	775
Treatment Plant	6,161	1,030	6,161
Raw Water Supply Admin & Headworks	1,232	56	1,232
Dams and Weirs	1,310	249	1,310
Risk Management/Contingency Plans	181	33	181
<b>Total</b>	<b>12,770</b>	<b>1,713</b>	<b>13,070</b>

For more detailed information see the attached separate reports from each council.

**RECOMMENDATION**

TAG note and endorse the Joint Opex financial report.

**ATTACHMENTS**

Wyong Opex Report  
Gosford Opex Report

<b>Wyong Shire Council</b>									
<b>Joint Water Opex (excluding Hunter purchases)</b>									
<b>For Period August 2014</b>									
<b>Product</b>	<b>Annual Budget</b>	<b>This Period Actuals</b>	<b>This Period Original Budget</b>	<b>This Period Var Orig Budget</b>	<b>YTD Actuals</b>	<b>YTD Original Budget</b>	<b>YTD Var Orig Budget</b>	<b>Original Budget</b>	<b>Approved Budget Variances</b>
<b>Operating Expenses</b>									
05.01.01.01 - Water Pump Stations	1,314,544	84,255	106,883	22,628	124,849	210,488	85,640	1,314,544	0
05.01.01.02 - Water Reticulation Mains	345,206	8,072	29,076	21,004	17,885	55,370	37,485	345,206	0
05.01.01.03 - Water Reticulation Reservoirs	29,697	0	2,376	2,376	111	4,751	4,640	29,697	0
05.01.01.04 - Water Treatment Plants	3,436,917	244,653	288,188	43,535	613,671	551,147	(62,524)	3,436,917	0
05.01.01.05 - Joint Water Supply Admin & Hea	684,646	26,370	71,228	44,859	53,358	111,086	57,728	684,646	0
05.01.01.06 - Dams and Weirs - Catchments	235,068	51,804	21,723	(30,081)	59,764	37,881	(21,883)	235,068	0
05.01.01.07 - Drought Management	10,379	0	830	830	0	1,661	1,661	10,379	0
<b>Total Operating Expenses</b>	<b>6,056,458</b>	<b>415,153</b>	<b>520,304</b>	<b>105,151</b>	<b>869,638</b>	<b>972,385</b>	<b>102,747</b>	<b>6,056,458</b>	<b>0</b>
<b>JWS Hunter water purchases</b>									
<b>For Period August 2014</b>									
Water purchases YTD	\$16,355								
Water sales YTD	\$2,128								

**JWS**  
**Operational Expenditure - Gosford**

August 2014

Reporting month % year

17%

ID No	Operations and Maintenance	Notes	2014/2015				
			Original Budget \$000's	Current Budget \$000's	YTD Actual \$000's	Act % Bud	Full Year Forecast \$000's
002	Pump Stations		1,797.3	1,797.3	163.4	9%	2,097.3
004	Treatment Plant		2,723.8	2,723.8	415.9	15%	2,723.8
003	Mains/Reservoirs		399.6	399.6	39.2	10%	399.6
001	Dams/Weirs		1,074.7	1,074.7	189.4	18%	1,074.7
009	Contingency Plan Operating Costs		170.8	170.8	32.7	19%	170.8
010	Central Coast Water Corporation Costs		0.0	0.0	0.0	0%	0.0
007	Administration - includes Communications & Easement Costs		547.6	547.6	2.5	0%	547.6
	<b>Sub Total</b>	(1)	<b>6,713.9</b>	<b>6,713.9</b>	<b>843.1</b>	<b>13%</b>	<b>7,013.9</b>

ID No	Other Expenses	Notes	2014/2015				
			Original Budget \$000's	Current Budget \$000's	YTD Actual \$000's	Act % Bud	Full Year Forecast \$000's
092	Financing Costs						
	Employee Costs & Administration Expenses						
005	Purchase of water - Hunter		121.7	121.7	0.0	0%	121.7
	Board Expenses					-	
	Water Plan 2050					-	
	Investigation Projects					-	
	Supply and Scheme Analysis					-	
	School Water Education Programs						
	Legal					-	
	Wyong River Environmental Flows Study					-	
	Other Expenses						
	<b>Sub Total</b>		<b>121.7</b>	<b>121.7</b>	<b>0.0</b>	<b>0%</b>	<b>121.7</b>
	<b>Total Operations</b>		<b>6,835.6</b>	<b>6,835.6</b>	<b>843.1</b>	<b>12%</b>	<b>7,135.6</b>

**Notes:**

1. Amended budgets to follow to allow for the increase in electricity costs across the board.

**WATER & SEWER  
TECHNICAL ADVISORY GROUP**

**DATE: 9 October 2014**

**MEETING No: 5/14**



**AGENDA ITEM 4.3 2014-2015 JOINT WATER CAPITAL WORKS EXPENDITURE AUGUST**

Author: Brett Andrew / Greg Cashin

**TEXT**

The report provides expenditure details for the capital works undertaken by each council that subject to the Joint Scheme Funding Agreement.

**ANALYSIS**

Financial attachments.

**RECOMMENDATION**

TAG note and endorse the Joint Capex financial report.

**ATTACHMENTS**

Wyong Capex report  
Gosford Capex report



## Capital Works expenditure 2013-14

August 2014

## WSC Joint Water

Project #	Project Description	Spent YTD	Budget YTD	Original Budget	Adopted Changes	2014/15 Revised Budget	Pending Changes	Full Yr bud after changes	14/15 Budget Remaining (after changes)	14/15 Latest Forecast Expenditure	Total Authorised Budget	Previous Expenditure this price path	Actual Expenditure this price path	Forecast Expenditure		Forecast Total Expenditure
														15/16	16/17	
<b>Treatment Plants</b>																
15797	Lime Plant Installation - Mardi	31,306	19,237	60,000	-	60,000	-	60,000	28,694	60,000	240,000	479,364	510,670	-	-	539,364
16332	Mardi Treatment Plant Sludge Lagoon	-	18,900	189,000	-	189,000	-	189,000	189,000	189,000	249,000	3,540	3,540	60,000	-	252,540
16244	Mardi WTP Inlet valves to filters	-	12,078	50,000	-	50,000	-	50,000	50,000	50,000	130,000	47,923	47,923	-	-	97,923
16230	Water Quality Strategy	3,378	72,108	200,000	-	200,000	-	200,000	196,622	200,000	305,000	58,520	61,898	200,000	-	458,520
13965	Mardi WTP Fencing										4,971	4,971	4,971	-	-	4,971
15795	Mardi Filter replacement										45,094	45,548	45,548	-	-	45,548
15866	Noise Barrier at MWTP										29,057	26,682	26,682	-	-	26,682
16464	Mardi WTP supernatant pump										-	1,509	1,509	-	-	1,509
16714	Mardi WTP Outlet valves to filters	-	-	-	-	-	-	-	-	-	200,000	-	-	-	-	-
16719	Mardi Coarse Screens (fish)	-	-	10,000	-	10,000	-	10,000	10,000	10,000	150,000	-	-	140,000	-	150,000
16715	Sludge disposal system	-	-	-	-	-	-	-	-	-	1,000,000	-	-	-	850,000	850,000
16863	CO2 Inlet Dosing Mardi WTP	-	37,126	80,000	-	80,000	-	80,000	80,000	80,000	-	-	-	-	-	80,000
16858	Mardi WTP Pipe Gallery Electric Crane	-	-	35,000	-	35,000	-	35,000	35,000	35,000	-	-	-	-	-	35,000
16857	Water Treatment Plant Security	-	-	44,000	-	44,000	-	44,000	44,000	44,000	-	-	-	-	-	44,000
	Mardi Flocculators										250,000	-	-	-	250,000	250,000
	Water Quality Works (from WQ strategy)										2,700,000	-	-	1,200,000	1,500,000	2,700,000
	Mardi building refurbishment										150,000	-	-	-	150,000	150,000
	Mechanical refurb program budget										100,000	-	-	50,000	50,000	100,000
	Electrical refurb program budget										100,000	-	-	50,000	50,000	100,000
<b>Dams</b>																
16229	Road Repairs and upgrade of fire trails in Mardi Dam	2,158	35,919	410,000	-	410,000	-	410,000	407,842	410,000	500,000	98,414	100,572	-	-	508,414
16227	Boat shed and launching gear at Dam										1,328	2,107	2,107	-	-	2,107
15080	Mardi Dam Contingency works	3,629	12,500	40,000	-	40,000	-	40,000	36,371	40,000	660,000	579,526	583,155	20,000	20,000	659,526
<b>Pumping stations</b>																
16231	WPS02 & WPS11 Improvement Works										480,000	9,881	9,881	-	-	9,881
16231	WPS02 Improvement Works	3,328	7,500	40,000	-	40,000	-	40,000	36,672	40,000			3,328	100,000		140,000
16868	WPS11 Improvement Works	-	18,093	60,000	-	60,000	-	60,000	60,000	60,000			-	250,000		310,000
13743	WPS17 Construction	39,543	20,000	20,000	-	20,000	-	20,000	19,543	20,000	1,030,000	969,344	1,008,887	-	-	989,344
16387	WPS 04 - new switchboard	856	6,551	35,000	-	35,000	-	35,000	34,144	35,000	40,000	28,705	29,561	-	-	63,705
16388	WPS 11 - replace overhead crane										10,000	19,025	19,025	-	-	19,025
16568	Retaining wall WPS 23 Mardi	38,705	-	-	-	-	-	-	38,705	38,705	40,000	54,540	93,245	-	-	93,245
16597	WPS 1A VSD Repair										-	69,736	69,736	-	-	69,736
16621	Interpretive Signage at WPS1A	491	491	848	-	848	357	491	-	491	-	9,772	10,263	-	-	10,263
	WPS mech/elec refurb (program budget)										50,000	-	-	-	50,000	50,000
	WPS civil refurb (program budget)										25,000	-	-	-	25,000	25,000
<b>Pipelines</b>																
13822	Mardi to Mangrove Land Acquisitions	44	-	-	-	-	-	-	44	44	150,000	57,902	57,946	-	-	57,946
	<b>Total</b>	<b>123,438</b>	<b>260,503</b>	<b>1,273,848</b>	<b>-</b>	<b>1,273,848</b>	<b>-</b>	<b>1,273,491</b>	<b>1,150,053</b>	<b>1,312,240</b>	<b>8,639,450</b>	<b>2,567,008</b>	<b>2,690,446</b>	<b>2,070,000</b>	<b>2,945,000</b>	<b>8,894,248</b>

## JWS Capital Expenditure - Gosford

August 2014

Reporting month % year

17%

GCC CAPITAL PROJECTS	Notes	2014/2015				
		Original Budget \$000's	Current Budget \$000's	YTD Actual \$000's	Act % Bud	Full Year Forecast \$000's
30706.300 - JWS MINOR CAPITAL PROJECTS DAMS & WEIRS		-	-	-	0%	-
30706.909 - JWS DUBBO GULLY PLAN OF MGMT IMPLEMENTAT		-	-	-	0%	-
30706.925 - JWS MANGROVE CK DAM-UPGRADE FIRE TRAILS		129,085	129,085	68,972	53%	80,000
30706.959 - JWS - Dams - Comms& Early warning system		20,000	20,000	-	0%	20,000
30706.960 - JWS - Upper Mooney Dam Crest Remediation		54,959	54,959	-	0%	54,959
30706.961 - JWS - Mangrove Weir Remediation		391,332	391,332	5,076	1%	391,332
JWS UPPER MOONEY DAM		142,492	142,492	684	0%	50,000
JWS ELECTRICAL UPGRADES		5,193,117	5,193,117	106,158	2%	5,489,898
32702.900 - JWS - Transfer Mains		-	-	-	0%	-
32704.900 - JWS - Reservoirs Program Budget		-	-	-	0%	-
32704.904 - JWS - Reservoirs (Cathodic Protection & Lining Rehab program)		-	-	-	0%	-
SOMERSBY WTP WORKS		2,522,808	2,522,808	248,404	10%	776,171
JWS GROUNDWATER		184,321	184,321	46,870	25%	184,321
JWS MARDI HIGHLIFT ASS. WORKS		-	-	3,687	0%	3,687
35702.929 - JWS LOWER MOONEY DAM REMIDIAL/REMOVAL		140,000	140,000	-	0%	140,000
<b>GRAND TOTALS</b>	<b>1</b>	<b>8,778,114</b>	<b>8,778,114</b>	<b>479,850</b>	<b>5%</b>	<b>7,190,368</b>

**Notes:**

1. An amended budget reduced to align the IPART period allowed capital spend of \$16.6m is to follow.

**WATER & SEWER  
TECHNICAL ADVISORY GROUP**

**DATE: 9 October 2014**

**MEETING No: 5/14**



CENTRAL COAST

**AGENDA ITEM 4.4 GROUNDWATER BOREFIELD STRATEGY REVIEW**

Author: Garry Casement

**TEXT**

This report provides an update as to the progress of the Groundwater Working Group and provides proposed future operational status for the various groundwater borefields.

**BACKGROUND**

The borefields were developed by GCC and WSC during the millennium drought. Summary details are provided in Table 1 below.

**Table 1 Borefield Details**

Item	Woy Woy	Narara	Mangrove	Somersby	Ourimbah/ Bangalow
No. bores:					
- Production	14	4	3	3	10
- Monitoring	61	15	10	1 (Balance Tanks)	49
Total	75	19	13	2	59
Extraction limit	1470 ML/a	450 ML/a	410 ML/a	70 ML/a	500 ML/a
Licence expiry date:					
- Production	Nov 2015	Nov 2015	Nov 2015	Check	Dec 2014
- Monitoring	Perpetuity	Perpetuity	Perpetuity	Perpetuity	Perpetuity
Current borefield status	Operational, although not operating currently whilst WWBWTP not operating	Non-operational. Though PC1 bore used for tanker filling	Non-operational	Non Operational	Ourimbah Non Operational – Bangalow operational currently run to exercise pumps and Irrigate sports fields

Current system modelling indicates the groundwater supplies should be in production when the total water supply storage levels drop to 50%.

Experience in operating the bores has identified a number of issues with some of the bores as detailed in table2 below.

**Table 2 Summary of borefield operational issues**

Woy Woy	Bore field never run for a substantial period at full capacity preventing the sustainable yield of the system to be verified.
Narara	No longer have access to Narara Agriculture station dam which supplemented the yield from the bores. The licenced allocation for extractions from Narara Agriculture station dam was 29ML/a. Significant operational issues are involved in switching a potable water main to a raw water main (to transfer water from the borefield to Somersby WTP) and back to a potable water main.
Mangrove	Infrastructure damaged by floods and repairs have not been completed.
Somersby	When operated, the bores produced very low yields and had high iron content
Ourimbah/Bangalow	Ourimbah RTA site - limited yields achievable, extractions affect yields in Bangalow bores, no legal right to occupy site, major operational issues as bores require diesel generator. Bangalow has two good producing bores

## ANALYSIS

Due to the high operating costs, current water supply levels and issues associated with the bores the TAG resolved that a review be undertaken to identify the short medium and long term operational status for each of the borefields

The working group developed a four (4) level status regime for the bore fields which was presented to the TAG meeting of 6 November 2013.

The four (4)-level status regime adopted is:

- A Operational (= current 'production' phase)
- B Non-operational – standby (= current 'non-production' phase); maintained in 'ready for operation' state with reduced (minimal) monitoring requirements.
- C Non-operational - store: not required in near future (eg. 1 or more years), but can be re-commissioned in longer term. No monitoring unless specifically required for particular bores/borefield.
- D Decommissioned

An assessment by the Working Group with input from Larry Cook Consulting Pty Ltd (consultant hydrogeologist who assisted in the establishment of the borefields) has developed a proposed schedule for the future status of the borefields. The proposed borefield status is provided in Table 3.

**Table 3 Recommended statuses for of each of the borefields**

<b>Borefield</b>	<b>Proposed Operational Status</b>	<b>Comments</b>
Woy Woy	Operational	Largest borefield on Central Coast and has a dedicated treatment plant to treat and supply to reticulation. Provides an alternative water source to Woy Woy in the event Somersby WTP is not operating. Woy Woy water treatment plant has been undergoing rectification works.
Narara	Non Operational - store	Operation of the Narara Borefield requires the temporary isolation and dedication of a treated water main to transfer raw water to Somersby for treatment This is a significant operational issue requiring main cleaning and disinfection each time it is switched from ground water to potable water transfers.
Mangrove	Non Operational - Store	Electrical equipment for the borefield has been flood damaged. The estimated cost to repair is \$100,000. It is proposed to undertake the repair when the bores are required during drought management.
Somersby	Non Operational Store	Due to low yield and iron issues place in Non-operational store status.
Ourimbah	Decommission	The yield from this field is low and hydraulically linked to the Bangalow field. Water extracted from the Ourimbah field reduces extraction levels from the Bangalow field. There are significant operational issues as there is no power supply to the site. Power is provided by a diesel generator. Council does not have legal occupancy of the site (owned by RMS). It is proposed that all production bores be decommissioned with the exception of bore 12 which is proposed to be converted into a monitoring bore. Due to the hydraulic linkage to the Bangalow field it is likely that selected monitoring bores will need to be retained to monitor the impact of the Bangalow field on the Ourimbah area.
Bagalow	Operational	It is proposed that the high yielding bores 1 and 4 remain operational and be available for irrigation of playing fields under normal circumstances. Operation of the bores to be switched to town water as required. Propose that bores 2 and 3 become non-operational – store Due to potential that bore 6 is contributing to ground settlement it is proposed that it be converted to a monitoring bore. Note it is proposed that the full water allocation of 500ML/a for the combined Ourimbah / Bagalow borefield be retained.

The assessment for the proposed bore status included a high level review of the type and extent of monitoring which would be considered appropriate. Following agreement on the future borefield status, it is proposed that detailed draft monitoring programs be developed for discussion with the NSW office of Water (NOW). Following agreement with NOW the necessary modifications to the monitoring program and licences will take place.

## RECOMMENDATION

1. That the TAG note the report
2. That the TAG adopt the proposed status for each borefield detailed in Table 3.

## ATTACHMENTS

Nil

**WATER & SEWER  
TECHNICAL ADVISORY GROUP**

**DATE: 9 October 2014**

**MEETING No: 5/14**



**AGENDA ITEM 4.5 BOOMERANG CREEK TUNNEL INSPECTION AND MAINTENANCE  
(Action Item 20/2014)**

Authors: Brian Martin/ Garry Casement

**JE**

In relation to the Access to Boomerang Creek Tunnel Safety Requirements update report presented to the August 2014 meeting the TAG resolved the following.

The TAG noted the report

Review previous inspection reports and provide to the next TAG meeting a clear set of recommendations regarding the surveillance of tunnel performance including inspection of the tunnel and timing of the inspection.

**BACKGROUND**

Boomerang Creek Tunnel (BCT) was constructed in 1990 & 1991.

The tunnel operation and maintenance manual states that the tunnel should be inspected at intervals determined by the Operations Manager, with the primary aim to observe the behaviour of the rock and the linings and taking early preventative action if there has been deterioration. The manual also states that, during tunnel inspection or every three years, to carry out safety checks involve draining the tunnel, operating tunnel ventilation, and service & maintenance of valves seals at both ends (including internal for upstream BVs).

Since commissioned, the tunnel has been inspected on three separate occasions: the 28/7/92; 2004; and 16/4/08.

The 2008 BCT Inspection Report states that there had been some deterioration of the non-lined sections of the tunnel since the previous inspection [1994, 14 years earlier]. However, most of the tunnel had experienced only minor new spalling, with little to no change in tunnel condition since 2004. The exceptions were: i) Chainage 3850m- 4160m (with several intervals of major crown spalling and large piles of debris on invert); ii) Ch 4160-5355m (new spalls to 0.1m thickness in several short intervals); and iii) Ch 7980-8245m (several short intervals [up to 9m long] of spalling up to 0.15m plus thickness).

The 2008 inspection report noted a number of locations where the temporary roof mesh (installed to provide safety- from rockfalls- for tunnel construction workers) was in a state of advanced deterioration while also supporting dislodged rockfall material. In the future, the condition of the mesh and its loads will cause failures, and will place an increasing risk on those required to walk down the tunnel. See 2008 photos below showing areas of rock loading on corroded mesh, and other photos of unlined tunnel with rockfall.

The NSW Public Works August 2006 BCT- Effects of Long Term Dewatering report provides some details on the mesh which was designed to provide short term rock support to protect the construction workers during the original construction.. Due to its temporary nature the mesh was not protected from corrosion. The report indicates that a total length of approximately 940m of temporary mesh was installed. Of this, there is perhaps a total length of 400m that was sagging under the weight of dislodged rock during the 2008 inspection.



Note that the BCT is affected by high insitu stresses that counteract the development of the stable [circular] arch that occurs if no pre-existing stresses. In phone discussion, the NSW Public Works geologist advised that this tunnel could be expected to be “typically-stable” in a circular section with “V” shaped extensions to 1-1.5m both above obvert and below invert. Any cracked material above obvert would fall, while that below invert basically stays in place.

In 2012, as part of the Mangrove Creek Dam Comprehensive Dam Safety Review, Entura Hydro Tasmanian prepared the Boomerang Creek Tunnel – Risk Based Strategy concerning future inspections and remedial actions report. In it, Entura recommended a 20 year inspection cycle. Notwithstanding this recommended inspection cycle and the fact an inspection was completed in 2008 (and was completed to a suitable standard for inspection at 20-year intervals), Entura also recommended an inspection of BCT in 2014.

Further advice was obtained from Entura regarding a review of the recommendation to inspect the tunnel in 2014.

In essence, Entura advised that it is not averse to JWS making a risk-based decision on whether or not BCT Inspection & maintenance can be deferred beyond 2014. The increased risks to personnel undertaking the maintenance and for corroded sections of mesh or small rock particles to cause damage to other parts of the system should be assessed as part of that decision. Even



so, Entura believe that leaving BCT maintenance a further ten years is not good practice and still favours that 1<sup>st</sup> maintenance activity is done sooner rather than later.

In addition advice has also been sought from NSW Public Works who managed the construction of the tunnel.

The advice from Public Works was that:

- i) personnel safety would be improved by removing the overhead corroded mesh that is containing dislodged rock- and the mesh doesn't need to be replaced;
- ii) rock bolts that lose their head plate to corrosion would (generally) not need to be replaced;
- iii) rockfalls are not likely to adversely affect tunnel hydraulics;
- iv) inferred [not stated] that it may be possible to leave some or all the rockfall material in the tunnel

The TAG working group reviewed the advice from Entura and NSW Public works on 21/3/14 and recommended the following:-

1. An investigation should be undertaken as soon as practical to assess if there are signs that rockfall / debris / sediment are migrating out of the tunnel to other parts of the system where it may damage valves or block pipe low points. It was noted that the velocities in the tunnel are low and not expected to transport large rocks or steel.
2. Check that the design of the Mardi to Mangrove link addressed pressure impact on the tunnel and associated works
3. That subject to 1 above being satisfactory the next inspection/maintenance period could be deferred for several years (up to 10 years).
4. Personnel should no longer walk under overhead corroded mesh that contains dislodged rock
5. Investigate with a view to design and implement a pressure monitoring system for the tunnel in the short term. (The intent of the system is to identify increases in head los indicating reduced hydraulic capacity of the tunnel and possible tunnel blockage issues)
6. Preparations be made for the next inspection/ maintenance activity to be undertaken in a future IPART determination period by:-
  - a. Seeking advice from tunnelling / mining experts on the best methodology addressing access, safety, ventilation and including indicative costs.
  - b. Make appropriate budget allowance and program for the works in future IPART periods.

In relation to the working group recommendations the following update is provided:-

1. Daryl Mann who was a member of the 2008 inspection team has advised that no material had built up at the tunnel/ steel lining transition (step up at the end of the tunnel). This is a clear indication that material had not migrated out of the tunnel.
2. Consideration of impacts of transient pressures (water hammer) on the tunnel was conducted during the design of the Mardi to Mangrove transfer system.

3. At the TAG meeting of 12 June 2014 some members of the TAG indicated a preference to undertake the next inspection during the next IPART period
4. No information yet obtained alters the current position that personnel should no longer walk under overhead corroded mesh that contains dislodged rock
5. Initial investigations indicate there is potential to utilise the pressure transducer at the Bunning Creek end of the tunnel in conjunction with the water level in Mangrove Creek Dam to identify unexpected headloss in the tunnel when pumping. This may be an indicator that significant debris is impeding water flow in the tunnel and could be an indicator of tunnel issues developing.  
The SCADA system currently incorporates a pump shutdown trigger in the event there is a no flow event (ie total blockage)
6. A report was provided to the TAG meeting of 14 August 2014 providing preliminary advice from Mines Rescue Pty Ltd regarding safety issues associated with entering BCT.

In summary this advice included:-

- Reference to Work Health and Safety Regulation 2011 which includes the need for effective communications for remote/isolated activities.
- That a risk assessment regarding tunnel entry will be required by appropriate geotechnical/mining/tunnel/mine safety experts prior to entering the tunnel.

Given the specialist nature of issues involved and potential risks involved the planning and implementation of a tunnel inspection requires specialist skills and expertise that are not contained within council resources.

## RECOMMENDATIONS

- 1) That a tunnel inspection be scheduled to be undertaken during the 2018-21 IPART period and that a preliminary target year for the inspection be FY2018.
- 2) Include the tunnel inspection and a tunnel maintenance provision in the 2018-21 IPART submission
- 3) Undertake sufficient planning activities to develop a cost estimate for the 2018-21 IPART submission Including:
  - a. Commission tunnelling/mining experts to provide a report on
    - i. Necessary safety requirements for undertaking an inspection particularly on tunnel isolation, roof stability, ventilation, communication, emergency rescue. Preliminary work procedure(s) and draft risk assessment(s) to be included in report.
    - ii. Provide advice on the need to remove the temporary roof mesh which is currently or potentially posing an unacceptable safety risk to future inspections. Advice to also include proposed methodology for the removal of the mesh.

- iii. Methods/equipment in the event rock debris needs to be spread in floor of tunnel or removed from tunnel.

Report to take into consideration previous tunnelling inspection reports, photographs and geological information such as the WAE line sheets.

- b. Prepare a detailed cost estimate for the tunnel inspection incorporating inspection planning, tunnel isolation (divers, crane etc), dewatering, ventilation, inspection team, inspection report, project management and contingency.
  - c. Prepare a provisional cost estimate for maintenance activities that may be required following the tunnel inspection – (this should include advice regarding removal of temporary mesh)
- 4) Implement differential pressure monitoring between Mangrove Creek Dam water level and pressure at the Bunning Creek end of the tunnel.

**ATTACHMENTS**

Nil

**WATER & SEWER  
TECHNICAL ADVISORY GROUP**

**DATE: 9 October 2014  
MEETING No: 5/14**



**AGENDA ITEM 4.6 MARDI DAM SAFETY REVIEW**

Author: David Davies

**TEXT**

a NSW Dam Safety Committee (DSC) requirement that prescribed dams are periodically subject to a dam safety review.

**BACKGROUND**

The dam safety committee generally requires that a dam be subject to a safety review if the following things have occurred

- Safety incident – e.g. appearance of turbid seepage
- Extreme event e.g. earthquake
- New practice e.g. new methods of safety analysis
- New flood load – e.g. Bureau of Meteorology issue new procedure for the estimation of extreme rainfall
- New seismic loads – e.g. seismologists issue revised earthquake loads based on new data
- Development downstream – increase in the level of development downstream
- New operating rules
- More than 15 years since last safety review.

The DSC has requested Wyong Shire Council undertake a Comprehensive Dam Safety Review including an assessment of the seismic liquefaction potential of the dam's foundation. The Dam Safety Committee had requested the Comprehensive Dam Safety Review (CDSR) be submitted in July 2012. The DSC also requires all CDSRs to be accompanied by an independent peer review of the CDSR.

The last time Mardi Dam was subject to a dam safety review was in the 1980's. This review resulted in a significant upgrading of the foundation drainage system and addition of weighting to the embankment.

**WORK**

The Council has undertaken a number of activities as a prelude to the completion of a CDSR including:-

- Decommissioned the dam outlet system which was a recognised existing dam safety issue. This involved the construction of a new outlet system, grouting the old outlet pipe under the dam embankment and partially deconstruction the old tower.
- Preparation of a revised Dam Break Study
- Preparation of a revised Dam Safety Emergency Plan

The Dambreak Analysis for Mardi Dam estimated the population at risk (PAR) for a Probable Maximum Flood (PMF) dambreak at 2968 people resulting in an Extreme consequence category for Mardi Dam.

Mardi Dam underwent a minor raising in 1997 to meet flood capacity requirements of the day. Recent flood routing undertaken as part of the revised Dam Break Study identified a flood capacity issue under Probable Maximum Flood (PMF) conditions. Under the revised PMF analysis, Mardi dam overtops by approximately 40 mm. The current criteria for an Extreme Hazard embankment dam is to have 600mm freeboard under PMF conditions. To ensure council is operating Mardi dam in accordance with the necessary PMF capacity, the top operating level has been adjusted to 91% capacity to allow any PMF to be attenuated.

Council is currently compiling all relevant information and data held on Mardi Dam as inputs to the CDSR. Council has yet to find significant geotechnical information on the dam. To date essentially all work undertaken on Mardi dam from initial design, through to construction and management of the various dam upgrades have had significant involvement of NSW Public Works. Council has been working with NSW Public works to compile a complete Mardi Dam data/ information set to be held by WSC.

Whist the information is being compiled and a brief is being prepared for the CDSR it is proposed that NSW Public Works undertakes the required liquefaction analysis of the dam's foundation as an input to the CDSR.

The reasons behind the proposed engagement of NSW Public works for the liquefaction assessment are:-

- NSW public works designed and managed the upgrade to the foundation drainage system during 1988- 1990. The design data and information utilised from this work is likely to be very valuable in the liquefaction assessment,
- some of the key design staff from the 1988-1990 work are still available to be involved in the assessment,
- to utilise this engagement to obtain all geotechnical information held by NSW PW so council's records are complete.
- There is a potential risk that a consultant without access to all the relevant geotechnical data and understanding of the upgraded foundation drainage system could take an unnecessarily conservative approach to the analysis.

The estimated cost of undertaking the liquefaction assessment based on utilisation of existing geotechnical information and the need to prepare a seismic hazard assessment is \$80,000. This amount has not been explicitly budgeted for however Council has little option other than to proceed with the work.

It is noted that the seismic hazard assessment recently prepared for Mangrove Creek Dam is unable to be used due to the differing geological conditions at and between Mardi and Mangrove Creek dams.

It is proposed that once all the relevant information including the liquefaction analysis has been compiled that tenders be sought for:-

- Comprehensive Dam Safety Review
- Peer review of the Comprehensive Dam Safety Review.

Based on the cost of the recent Dam Safety Review for Mangrove Creek Dam, the estimated cost of these works is in the order of \$230,000.

### **RECOMMENDATION**

That the TAG

1. Note the report
2. Endorse the preparation of the liquefaction assessment
3. Endorse the preparation of the brief for the Comprehensive Dam Safety Review
4. Endorse the preparation of the brief for the peer review of the Comprehensive Dam Safety Review

### **ATTACHMENTS**

Nil

**WATER & SEWER  
TECHNICAL ADVISORY GROUP**

**DATE: 9 October 2014**

**MEETING NO: 5/14**



**AGENDA ITEM 4.7 DRINKING WATER QUALITY REPORT**

Author: E Knight / Stephen Mauger

**TEXT**

In accordance with a TAG request on 19 February 2014, a report on water quality is to be provided from both Councils on a regular basis.

Australian Drinking Water Guidelines provides guidance on water quality compliance assessment and reporting. The Guidelines recommend that reports should include summaries of monitoring data, performance evaluation and commentary on any exceptional events during the reporting period. Compliance is generally assessed over rolling 12 month period.

The report presents verification sample results collected and analysed from end user sample tests as part of the NSW Health Drinking Water Quality Monitoring Program and notable operational events.

**ANALYSIS**

From 1 October 2013 to 29 September 2014, water supplied to customers from Gosford Council complied with the Australian Drinking Water Guidelines 2011.

The report shows an exceedance of the aesthetic guideline for chlorine. This is a result of a data entry error of NSW Health (136 rather than 1.36mg/L). A correction request has been sent to NSW Health. However, after correction of this data error, the average (1.13mg/L) and 95th percentile (4mg/L) remain above the aesthetic guideline level for chlorine. There is significant variability in chlorine levels throughout the system. Addressing the adequacy and stability of chlorine residuals throughout the distribution system is a key objective of the rechlorination project.

From 30 September 2013 to 29 September 2014, water supplied to customers from Wyong Council complied with the Australian Drinking Water Guidelines 2011 with the exception of the following:-

- The health guideline for lead (0.0100 mg/L) was exceeded on one occasion with a reading of a 0.011mg/L. The exceedance was detected at the Lake Munmorah Sewer pump station in January 2014. This site is serviced by a large diameter copper pipe approx. 35m in length with no other services attached. Water samples were taken from neighbouring properties with no lead detected. (less than detection limits)
- Only 93.18% of daily fluoride samples were within range (the guideline value is 95%). All out of range samples were for under dosing of fluoride and were associated with increases in plant production.

## Wyong

Raw Water Quality: Moderate rainfall toward the end of August through to early September saw raw water turbidity increase to a peak of 10.4NTU. The plant continued to produce high quality water during this period with the operators making adjustments to the chemical dosing as required. Ongoing monitoring of raw water quality is ongoing and remains a high priority. Changes in the process at Mardi WTP over the last 2 years including enhanced coagulation, coated media process for manganese removal and dosing of polymer to the inlet of the filters has seen the plant process be robust enough to cope with changes in raw water quality. Other options that are available to us in the event of extreme raw water quality events are sourcing water directing from Mangrove Creek Dam or sourcing potable water from Gosford and/or the Hunter. Attached are graphs showing raw water and produced water quality for the calendar year.

Fluoridation:- New fluoridation plant was commissioned on the 19<sup>th</sup> August. The plant has been dosing fluoride within ADWG ranges 100% of the time since commissioning. Installation, controls and alarms have been integrated into the operation of the plant in accordance with the NSW Health Fluoridation Code of Practice.

Chlorine residuals: Recent monitoring has identified very low chlorine residual present throughout the entire system. Consideration is being given to raising the target chlorine residual to above 0.8mg/L, as there have been no chlorine odour complaints recently. TOC and DOC levels have been good from the treatment plant. Investigations into recent changes in the system are underway to identify contributing factors to the low chlorine residuals.

Water Transfers: It is noted that low chlorine residuals are impacting on transfers between Gosford and Wyong. Further investigation and discussion is required.

Reservoir set points: Adjustment of reservoir set points to minimise water age and power usage remains an ongoing investigation.

Coliform Detection: The level of coliforms detected has been low lately. It is anticipated that low levels will continue during the colder months.

Water Treatment Review: Hunter Water Australia have been engaged to carry out an investigation and options analysis for Mardi WTP. This engagement is currently underway.

## RECOMMENDATION

The TAG note the information.

## ATTACHMENTS

Gosford City Council – Drinking Water Quality – Compliance Monitoring Results  
Wyong Shire Council – Drinking Water Quality – Compliance Monitoring Results  
Graphs showing raw water and produced water quality for the calendar year



GOSFORD CITY COUNCIL - DRINKING WATER QUALITY  
COMPLIANCE MONITORING RESULTS<sup>1</sup>

01 OCTOBER 2013 TO 29 SEPTEMBER 2014

Microbiological sampling and analysis						
Parameter	Units of measure	Guideline Value <sup>2</sup>	Guideline Basis	Result		Performance standard met
E.coli	orgs/100mL	0	Health	100% of test results contain no E.coli		Yes
Physical and chemical sampling and analysis						
Parameter	Units of measure	Guideline Value <sup>2</sup>	Guideline Basis	Average	95th percentile	Performance standard met
Aluminium	mg/L	0.2	Aesthetic	0.0204	0.0400	Yes
Antimony	mg/L	0.003	Health	0.0005	0.0005	Yes
Arsenic	mg/L	0.01	Health	0.0008	0.0010	Yes
Barium	mg/L	2	Health	0.0134	0.0220	Yes
Boron	mg/L	4	Health	0.0500	0.0500	Yes
Cadmium	mg/L	0.002	Health	0.0003	0.0003	Yes
Calcium	mg/L	NA	NA	14.2417	19.0000	Yes
Chloride	mg/L	250	Aesthetic	39.2500	52.0000	Yes
Chlorine	mg/L	5(0.6)	Health (Aesthetic)	1.4749	1.8500	No
Chromium	mg/L	0.05	Health	0.0025	0.0025	Yes
Copper	mg/L	2 (1)	Health (Aesthetic)	0.0488	0.0990	Yes
Fluoride	mg/L	1.5 (0.9-1.5)	Health (*)	1.0292	1.1300	Yes
Iodine	mg/L	0.5	Health	0.0192	0.0300	Yes
Iron	mg/L	0.3	Health	0.0142	0.0800	Yes
Lead	mg/L	0.01	Health	0.0011	0.0020	Yes
Magnesium	mg/L	NA	Health	4.1592	5.0100	Yes
Manganese	mg/L	0.5 (0.1)	Health (Aesthetic)	0.0071	0.0170	Yes
Mercury	mg/L	0.001	Health	0.0001	0.0001	Yes
Molybdenum	mg/L	0.05	Health	0.0025	0.0025	Yes
Nickel	mg/L	0.02	Health	0.0050	0.0050	Yes
Nitrate	mg/L	50	Health	1.6583	3.0000	Yes
Nitrite	mg/L	3	Health	0.0500	0.0500	Yes
pH	pH units	6.5-8.5	Health	7.8250	8.1000	Yes
Selenium	mg/L	0.01	Health	0.0010	0.0010	Yes
Silver	mg/L	0.1	Health	0.0010	0.0010	Yes
Sodium	mg/L	180	Health	36.4167	45.0000	Yes
Sulfate	mg/L	500 (250)	Health (Aesthetic)	34.8333	48.0000	Yes
Total Dissolved Solids (TDS)	mg/L	600	Aesthetic	147.0000	164.0000	Yes
Total Hardness as CaCO <sub>3</sub>	mg/L	200	Aesthetic	52.6833	66.0000	Yes
True Colour	HU	15	Aesthetic	0.7083	1.0000	Yes
Turbidity	NTU	5	Aesthetic	0.3208	0.9000	Yes
Zinc	mg/L	3	Health	0.0317	0.0800	Yes

<sup>1</sup> From end user sample points as part of NSW Health Drinking Water Monitoring Program to verify operational effectiveness

<sup>2</sup> Australian Drinking Water Guidelines 2011. H.U = Hazen Units. N.T.U = Nephelometric Turbidity Units. mg/L = milligrams per litre (or parts per million). NA = not applicable.

\* Fluoridation of Public Water Supplies Act 1957 requires that > 95% of all routine samples fall within 0.90 to 1.50 mg/L.

**WYONG SHIRE COUNCIL - DRINKING WATER QUALITY  
COMPLIANCE MONITORING RESULTS<sup>1</sup>**

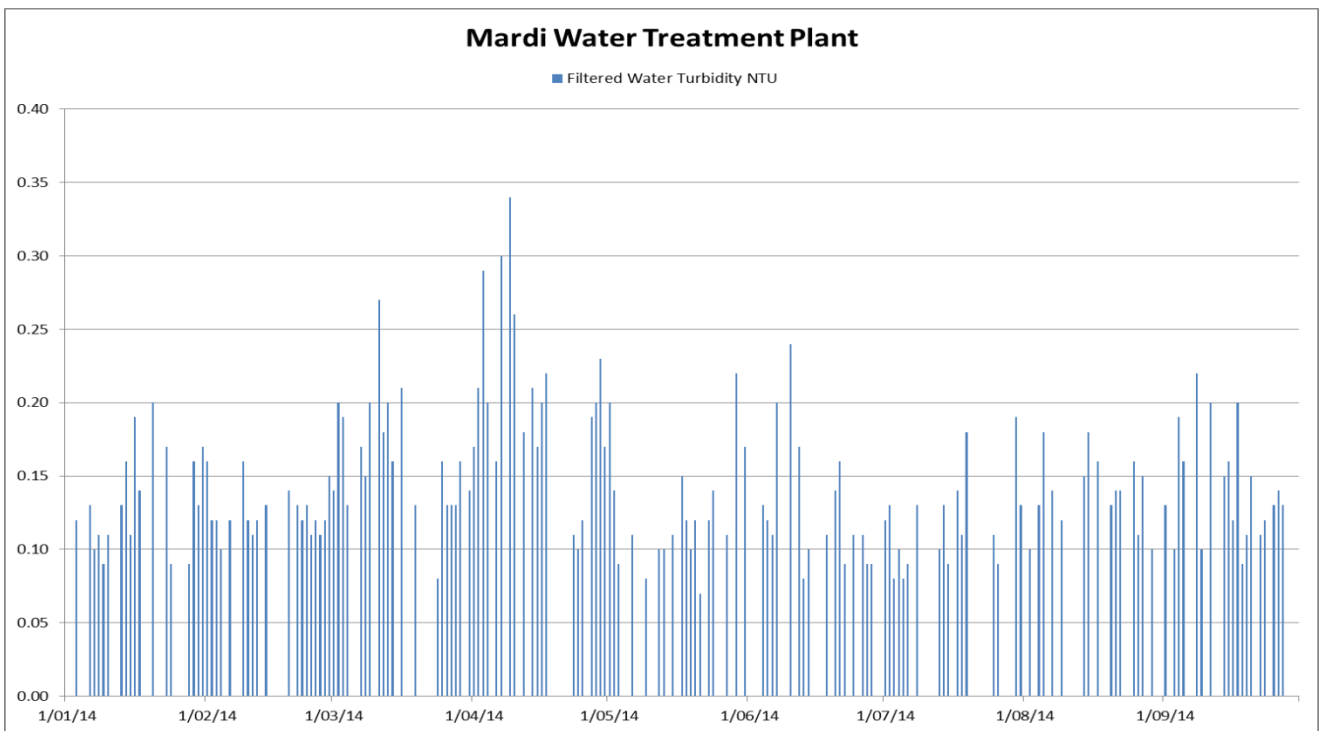
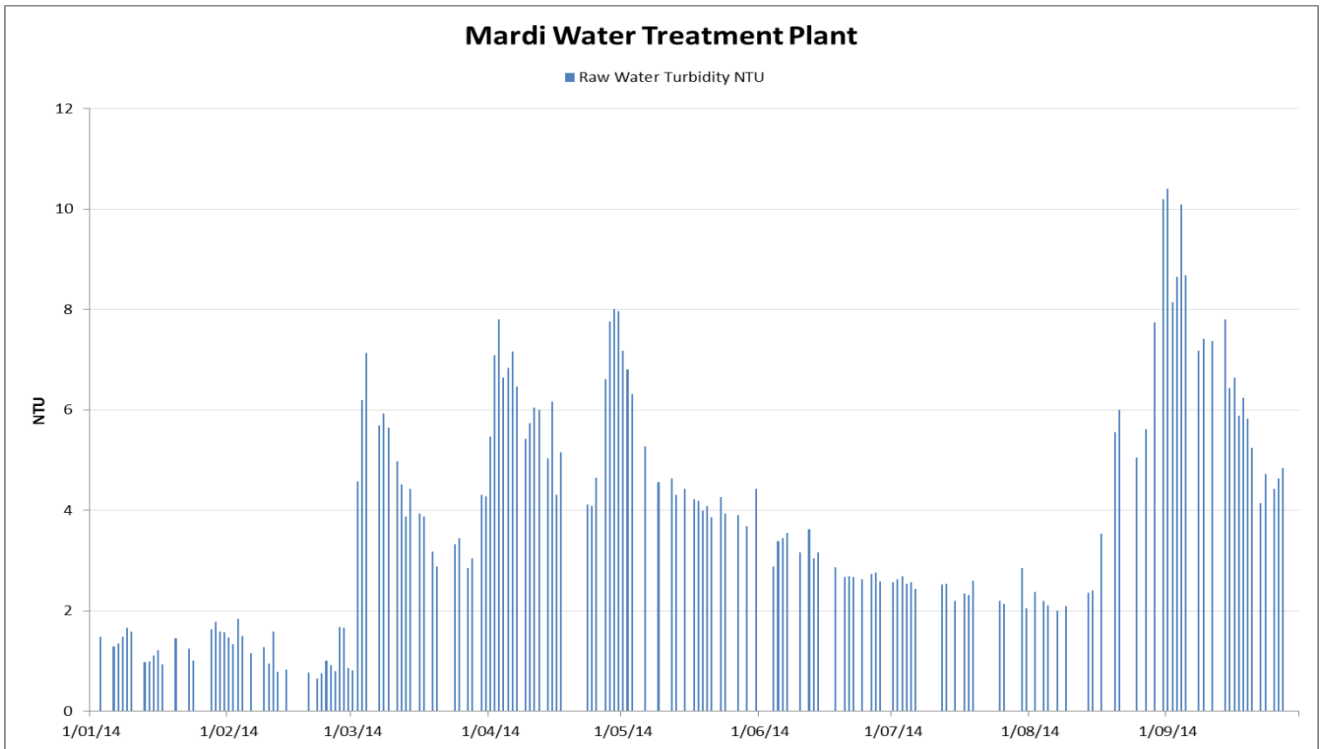
**30 SEPTEMBER 2013 TO 29 SEPTEMBER 2014**

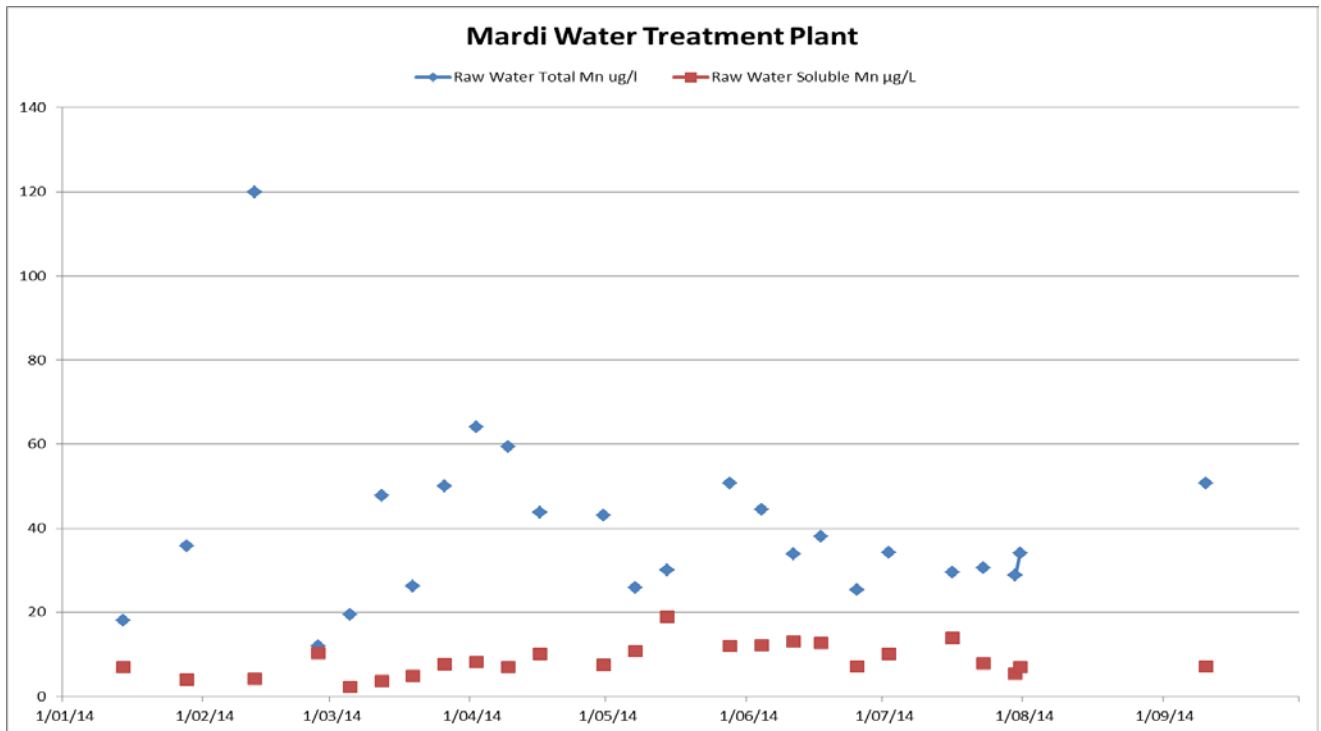
Microbiological sampling and analysis						
Parameter	Units of measure	Guideline Value <sup>2</sup>	Guideline Basis	Result		Performance standard met
E.coli	orgs/100mL	0	Health	100% of test results contain no E.coli		Yes
Physical and chemical sampling and analysis						
Parameter	Units of measure	Guideline Value <sup>2</sup>	Guideline Basis	Average	95th percentile	Performance standard met
Aluminium	mg/L	0.2	Aesthetic	0.0568	0.1400	Yes
Antimony	mg/L	0.003	Health	0.0005	0.0005	Yes
Arsenic	mg/L	0.01	Health	0.0009	0.0010	Yes
Barium	mg/L	2	Health	0.0341	0.0410	Yes
Boron	mg/L	4	Health	0.0500	0.0500	Yes
Cadmium	mg/L	0.002	Health	0.0003	0.0003	Yes
Calcium	mg/L	NA	NA	20.6143	25.9000	Yes
Chloride	mg/L	250	Aesthetic	55.7857	64.0000	Yes
Chlorine	mg/L	5(0.6)	Health (Aesthetic)	0.3008	0.9900	Yes
Chromium	mg/L	0.05	Health	0.0025	0.0025	Yes
Copper	mg/L	2 (1)	Health (Aesthetic)	0.2164	1.5410	Yes
Fluoride	mg/L	1.5 (0.9-1.5)	Health (*)	1.0564	1.1600	No
Iodine	mg/L	0.5	Health	0.0307	0.0500	Yes
Iron	mg/L	0.3	Health	0.0225	0.1100	Yes
Lead	mg/L	0.01	Health	0.0024	0.0110	No
Magnesium	mg/L	NA	Health	4.8271	5.3800	Yes
Manganese	mg/L	0.5 (0.1)	Health (Aesthetic)	0.0075	0.0470	Yes
Mercury	mg/L	0.001	Health	0.0001	0.0001	Yes
Molybdenum	mg/L	0.05	Health	0.0025	0.0025	Yes
Nickel	mg/L	0.02	Health	0.0071	0.0200	Yes
Nitrate	mg/L	50	Health	0.7786	1.5000	Yes
Nitrite	mg/L	3	Health	0.0500	0.0500	Yes
pH	pH units	6.5-8.5	Health	7.7286	8.2000	Yes
Selenium	mg/L	0.01	Health	0.0010	0.0010	Yes
Silver	mg/L	0.1	Health	0.0010	0.0010	Yes
Sodium	mg/L	180	Health	27.5000	31.0000	Yes
Sulfate	mg/L	500 (250)	Health (Aesthetic)	22.0714	30.0000	Yes
Total Dissolved Solids (TDS)	mg/L	600	Aesthetic	149.1429	163.0000	Yes
Total Hardness as CaCO <sub>3</sub>	mg/L	200	Aesthetic	71.3571	84.2000	Yes
True Colour	HU	15	Aesthetic	2.1429	4.0000	Yes
Turbidity	NTU	5	Aesthetic	0.4643	2.5000	Yes
Zinc	mg/L	3	Health	0.0396	0.1700	Yes

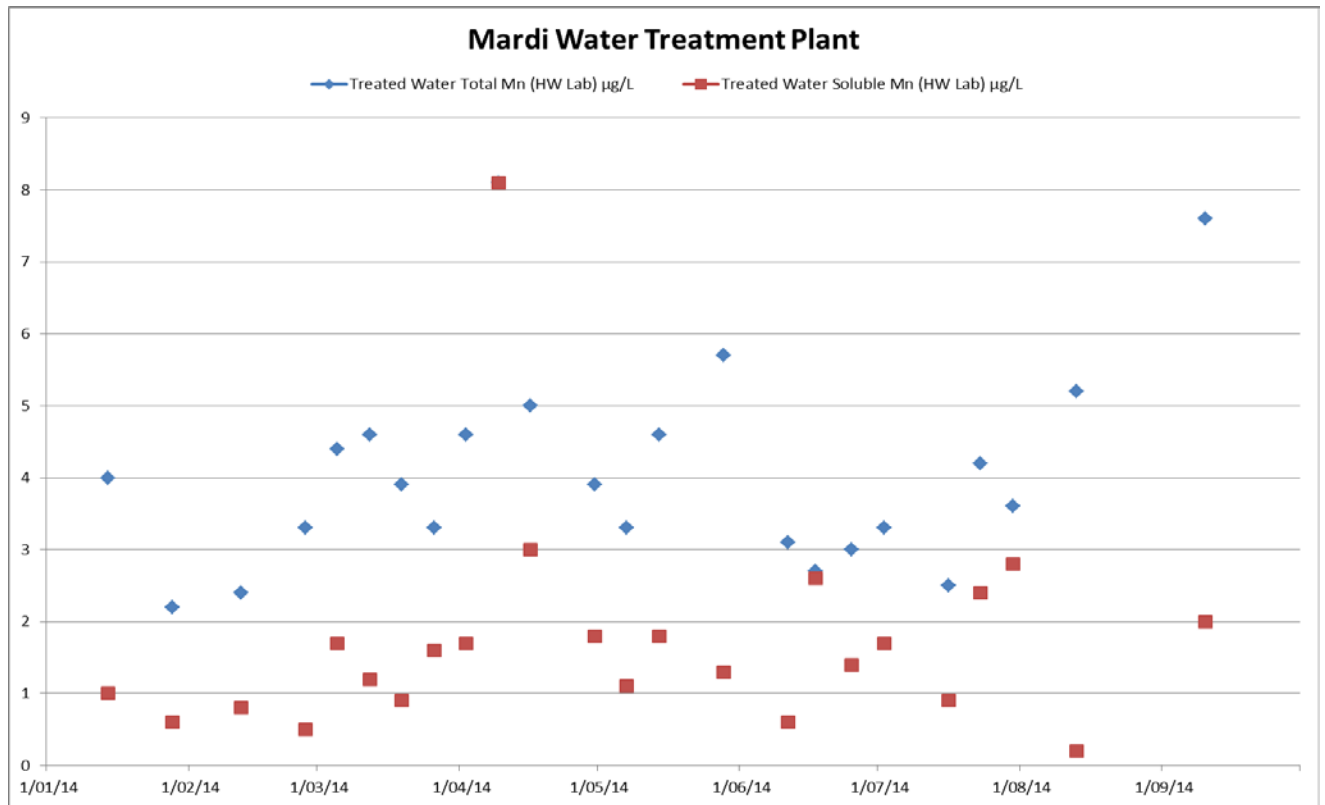
<sup>1</sup> From end user sample points as part of NSW Health Drinking Water Monitoring Program to verify operational effectiveness

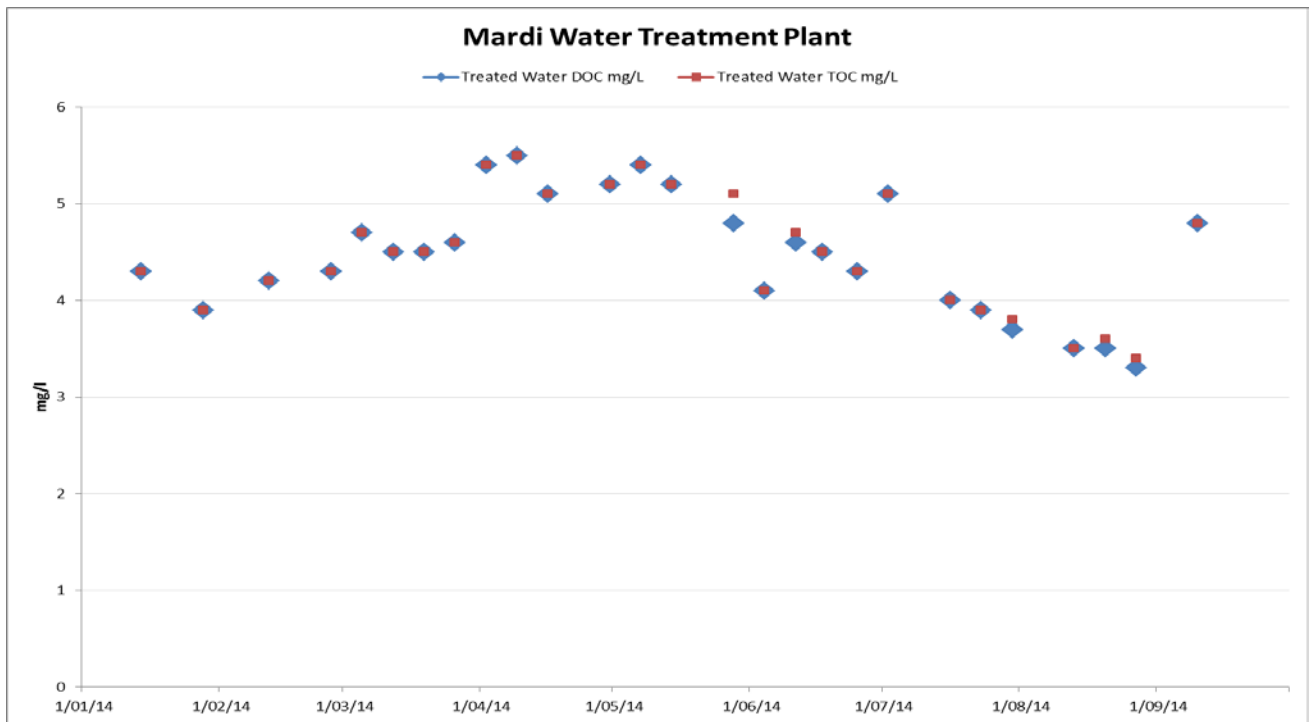
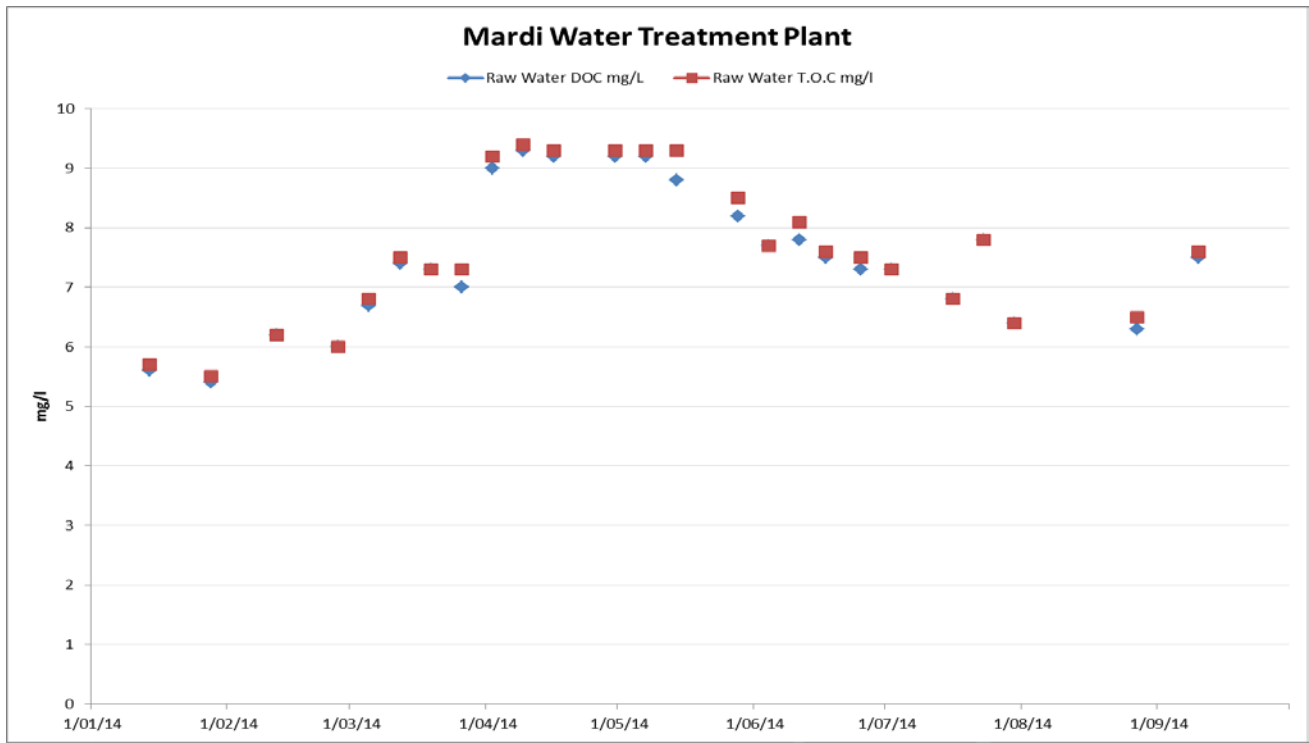
<sup>2</sup> Australian Drinking Water Guidelines 2011. H.U = Hazen Units. N.T.U = Nephelometric Turbidity Units. mg/L = milligrams per litre (or parts per million). NA = not applicable.

\* Fluoridation of Public Water Supplies Act 1957 requires that > 95% of all routine samples fall within 0.90 to 1.50 mg/L.









**WATER & SEWER  
TECHNICAL ADVISORY GROUP**

**DATE: 9 October 2014  
MEETING NO: 5/14**



**AGENDA ITEM 4.8 RECENT STORAGE LEVELS, DEMANDS AND CLIMATIC OUTLOOK**

Author: Garry Casement / Satpal Singh

**TEXT**

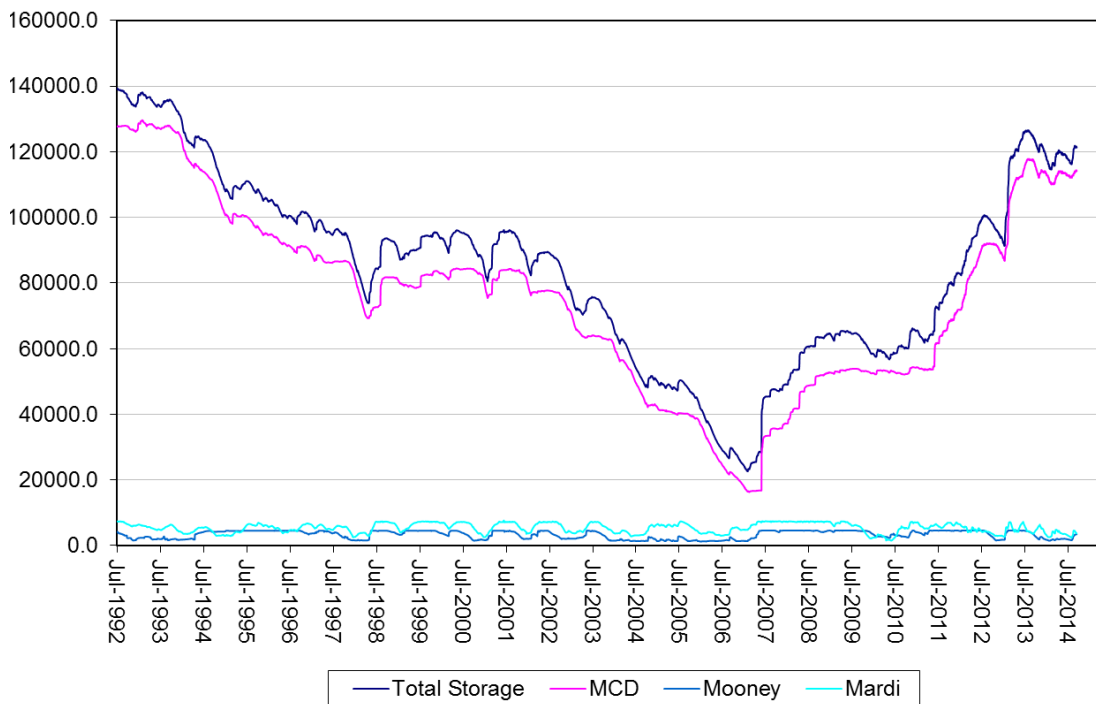
This report provides information on recent storage levels, demands and provides a climatic outlook for the period October to December.

**ANALYSIS**

**1 Storage Levels**

Total dam storage as at 28 September 2014 was 60.1%.

**Dam Storages**



The total storage of the Hunter Water system as at 26 September 2014 was 86.1%.

As at 28 September 2014 for this calendar year, the Central Coast has supplied 148.2 megalitres to Hunter Water and Hunter Water has supplied 200.7 megalitres to the Central Coast.

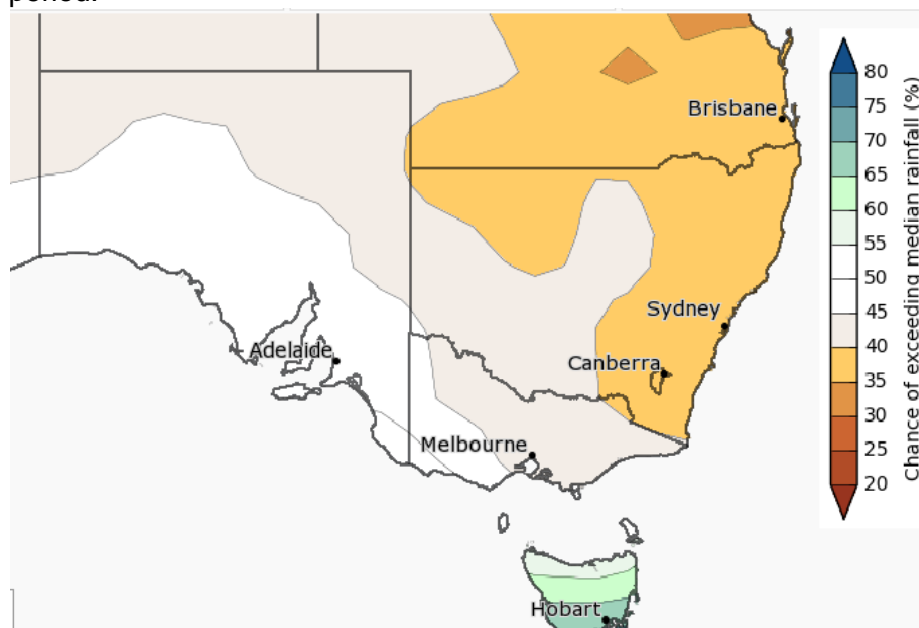
Groundwater bores have supplied 12.2 megalitres since 1 January 2014.

### Rainfall

Period	Rainfall [mm]		
	Gosford	Norah Head	Mangrove Dam
Total for 2013	1606	1397	1083
Long Term Annual Average	1359	1230	917
Total for 2014 (till 28/9/2014)	877	985	607

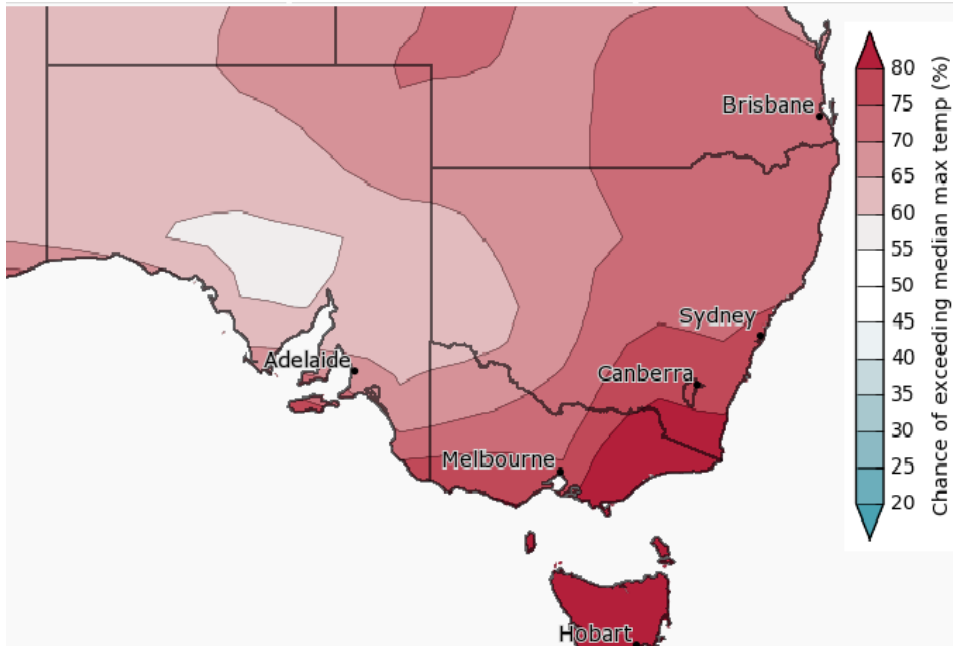
### Seasonal Outlook for Rainfall and Temperature

The latest seasonal rainfall outlook issued by the Bureau of Meteorology for the Central Coast region predicts a 35-40% chance of exceeding the median rainfall for the October to December period.

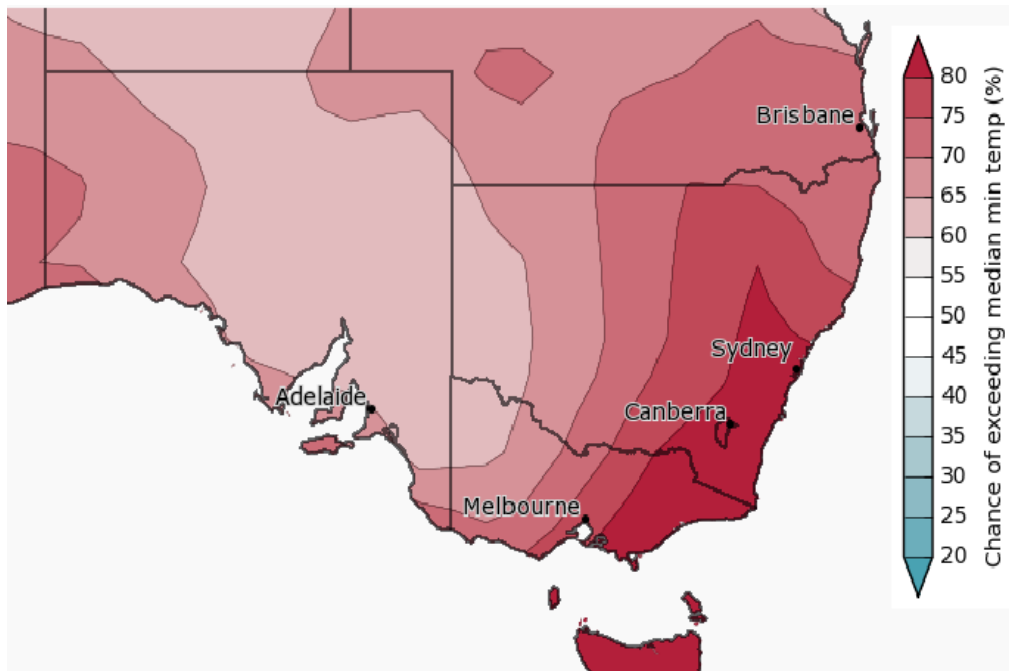


The seasonal projections for the Central Coast region also predict a 70 to 75 % chance of exceeding the median maximum temperatures for the October to December 2014 period.





The seasonal projections predict a 80% chance of exceeding the median minimum temperatures for the October to December 2014 period.



**El Niño / La Niña**

*Issued on Tuesday 23 September 2014*

Despite most ocean and atmospheric indicators falling short of El Niño thresholds, model outlooks and recent observations indicate that a late El Niño remains possible. The Bureau’s

ENSO Tracker indicates there is at least a 50% chance of El Niño developing over the coming months, which is double the long-term likelihood.

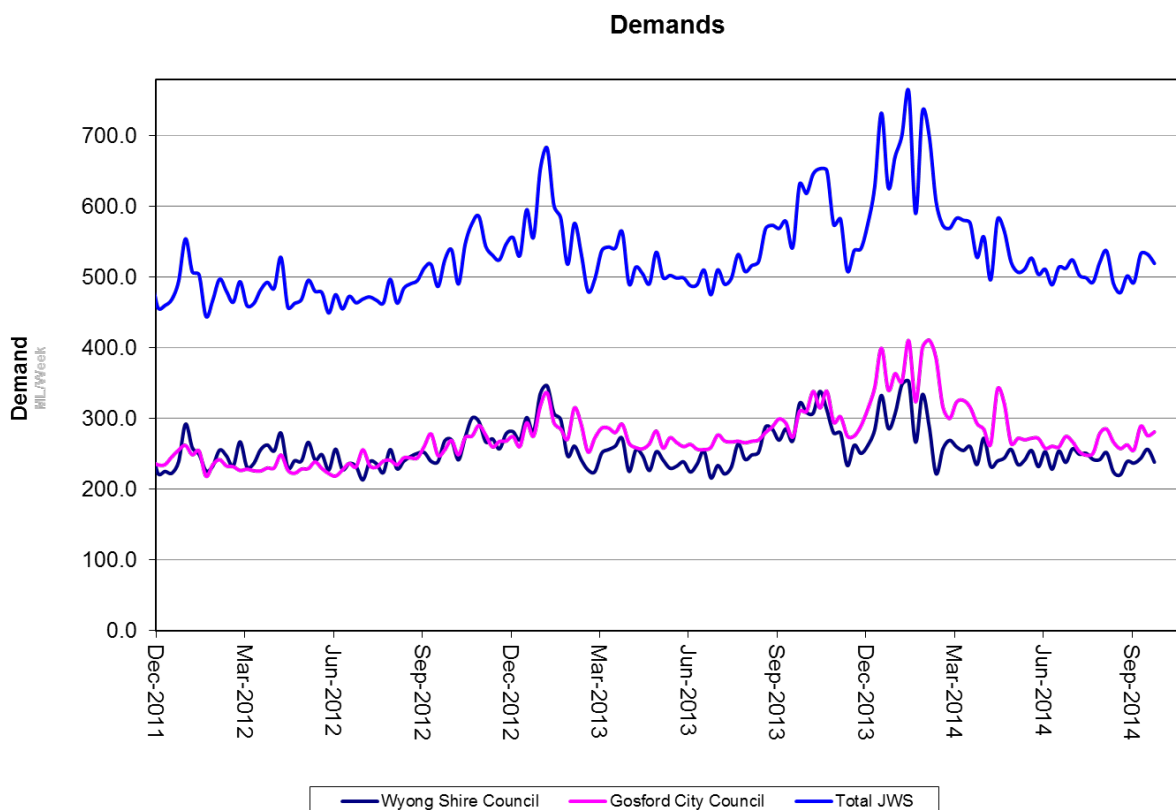
The Southern Oscillation Index (SOI) has now remained negative for several weeks, and some renewed warming has occurred across the equatorial Pacific Ocean over the past fortnight. Both support the possibility of El Niño becoming established in the months ahead.

Six of the eight international climate models surveyed by the Bureau indicate El Niño, or near-El Niño, conditions are likely for the southern summer.

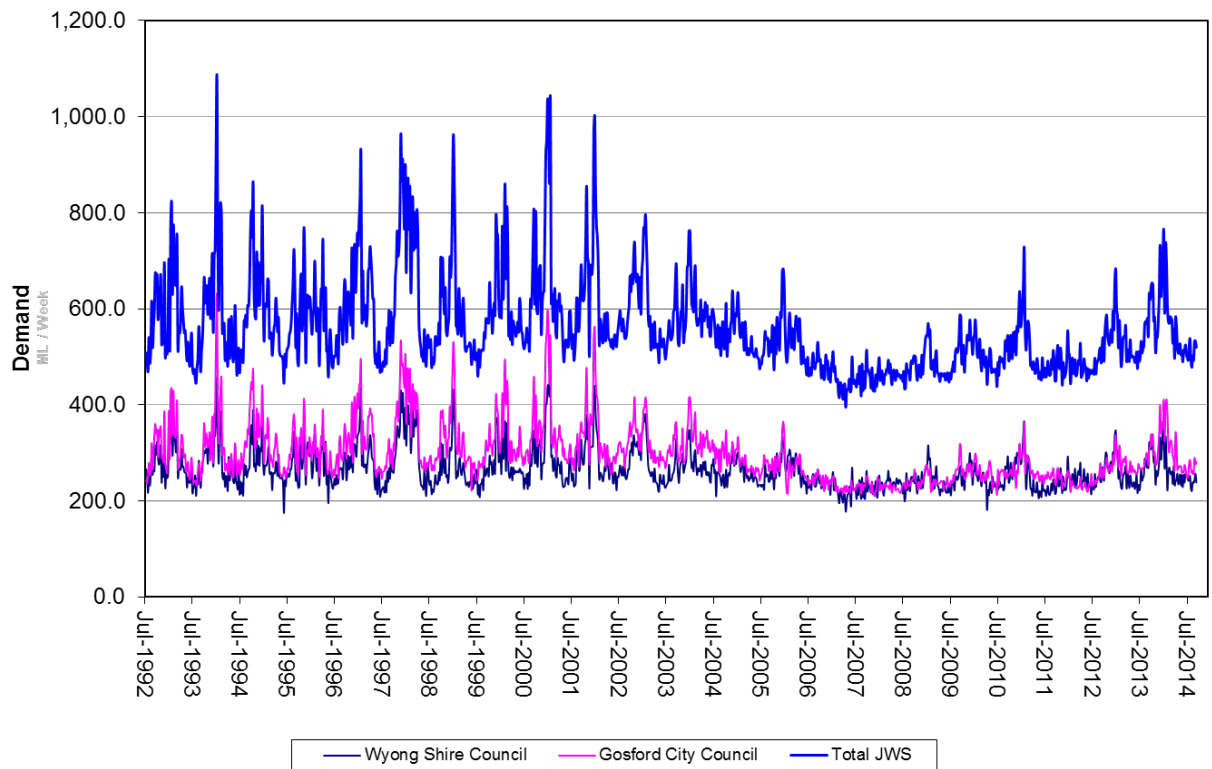
El Niño is often associated with below-average rainfall over large parts of southern and eastern inland areas of Australia and above-average daytime temperatures over southern Australia. Such impacts can often occur while an event is developing, as experienced in some locations over the past several months.

The Indian Ocean Dipole (IOD) in the tropical Indian Ocean continues to show signs that it has returned to a neutral state. Waters to the north of Australia and in the Timor Sea are now at near-average temperatures. All climate models surveyed by the Bureau indicate the IOD will continue to weaken, with neutral conditions likely to become well established during the coming months.

*Next update expected on 7 October 2014*



**Demands**



**RECOMMENDATION** - That the TAG note the report

**ATTACHMENTS** - NIL

# TAG MEETING



Thursday 9<sup>th</sup> October, 9.30am

Wyong Shire Council Chambers – 3rd Floor Meeting Room

MEETING NO 5/14

## MINUTES

### ATTENDANCE

Gosford City Council	Wyong Shire Council
<p>Stan Antczak (Chair) <i>Director Construction and Operations</i></p>	<p>Greg McDonald <i>Director Infrastructure and Operations</i></p> <p>Daryl Mann <i>Manager Water &amp; Sewer</i></p>

### Apologies

Garry Hemsworth, Elizabeth Knight, Phillip Rudd

### Additional Attendees

Greg Cashin, Garry Casement, David Davies, Brett Andrew, Adam Nesbitt, Brian Martin, Joe Weston, Dianne Pank (minute taker),

### Welcome

- 1.1. Meeting No 4/14 commenced at 9:35am.
- 1.2. Stan Antczak advised that Joe Weston will be assisting for the next few months and this is Brett Andrew's last meeting.

### Confirmation of Previous Minutes

- 2.1 *The minutes of Meeting held on 14 August 2014 were adopted.*

### Items for discussion

- 3.1 *Carryover of unresolved items from previous meetings*

**(Action 3/2014) Operational strategy review**

Meeting held in September concentrating on hours of pumping (off peak) on Mardi High Lift Pump, Mardi to Mangrove Pump Station, Lower Mangrove Pump Station and set points in dams. Review due January 2015

**(Action 7/2014) Preliminary budget endorsement by September for 2015/16 and beyond**

Drafts exchanged between Councils. Greg Cashin / Brett Andrew

Replace Pam McCann with Joe Weston

**(Action 8/2014) Budget endorsement by December for 2015/16 and beyond**

Wyong Shire Council to be finalised by 30 November 2014.

Replace Pam McCann with Joe Weston

**(Action 18/2014) Document changes to Mardi Dam maximum operating level**

- Currently operating dam at 91% TWL
- WSC project process (Roadmap) to be developed. Project to be considered at Gosford Wyong Capex Working Group.

**(Action 20/2014) Boomerang Creek Tunnel Inspection and Maintenance**

Refer Report 4.5 for meeting dated 9 October 2014.

## 4 NEW BUSINESS – TAG REPORTS

### 4.1 2014-15 Joint Water Operations Budget

It was recommended that \$243,000, associated with additional power costs, be considered in next year's budget.

The Gosford Wyong Capex Working Group continue to review / refine the budget.

It was resolved that:

- 1 *The TAG endorsed the proposed 2014-15 joint water operating budget of \$13,070,258, comprising \$6,056,458 for WSC and \$7,013,800 for GCC.*
- 2 *The TAG endorsed the proposed 2014-15 joint water capital budget of \$8,464,216, comprising \$1,273,848 for WSC managed works and \$7,190,368 for GCC managed works.*
- 3 *The endorsed budgets be formally submitted to each Council for adoption.*
- 4 *The TAG noted the forecast Capex proposals for 2015-16 and 2016-17.*

### 4.2 2014-15 Joint Water Operations Expenditure - August

It was resolved that:

*The TAG noted and endorsed the Joint Opex financial report.*

### 4.3 2014-15 Joint Water Capital Works Expenditure - August

Incorporation of the power factor correction into the electrical substation project to be considered by the Capex Working Group.

It was resolved that:

*The TAG noted and endorsed the Joint Capex financial report.*

### 4.4 Groundwater Borefield Strategy Review

It was resolved that:

- 1 *The TAG noted the report*
- 2 *The TAG endorsed the status for the following borefields as recommended in Table 3 of the report and summarised below.*

<i>Woy Woy</i>	<i>Operational</i>
<i>Narara</i>	<i>Non Operational - Store</i>
<i>Mangrove</i>	<i>Non Operational - Store</i>
<i>Somersby</i>	<i>Non Operational - Store</i>
<i>Bangalow</i>	<i>Operational</i>

*with the exception that the Ourimbah borefield decommissioning go to Council for approval and in the interim treat as Non-operational – Store.*

#### **4.5 Boomerang Creek Tunnel Inspection and Maintenance**

It was resolved that:

- 1 *The TAG endorsed the report.*
- 2 *Report to next TAG regarding separate schedule for Inspection and Maintenance of mechanical and steel components at each end of the tunnel.*
- 3 *Investigate the use of Remote Operated Vehicle (ROV) for tunnel inspections.*

#### **4.6 Comprehensive Dam Safety Review Mardi Dam**

It was resolved that:

- 1 *The TAG noted the report.*
- 2 *The TAG endorsed the preparation of the liquefaction assessment this year subject to availability of operational funding.*
- 3 *The TAG endorsed the Comprehensive Dam Safety Review and associated Peer Review to be scheduled for 15/16 operational budget.*

#### **4.7 Drinking Water Quality Report**

New fluoridation controls at Mardi Water Treatment Plant have been commissioned and fluoride dosing is now within the Australian Drinking Water Guidelines 2011.

Water transfers along the western transfer system were raised. GCC advised chlorine level issues impacted water transfers. It was noted that GCC was proposing rechlorination in the western transfer main as part of Stage 2 of the rechlorination project.

It was resolved that:

*The TAG noted the information.*

#### **4.8 Recent Storage Levels, Demands and Climatic Outlook**

It was resolved that:

*The TAG noted the information.*

**5 Standing Items****5.1 Budget Review**

This item to be removed from future reports.

**5.2 Reports for next Meeting**

- Boomerang Creek Tunnel Inspections & Maintenance – Separate Schedule

Reports to come back to TAG following consideration at the Capex Working Group.

- Mardi Dam Spillway
- Power Factor Correction
- Somersby Sludge Pump Station

**6 General Business**

- 6.1 Stan Antzcak to set up regular bi-monthly Capex Working Group meetings.
- 6.2 Greg McDonald informed Gosford staff of the W&S and R&D business review to commence at Wyong as a result of the recommendations from consultants Third Horizon.
- 6.3 Stan Antzcak advised that Stage 2 of the Gosford restructure was now underway.

**Next Meeting – 11<sup>th</sup> December at Gosford City Council**

**MEETING CLOSED 11.05AM**



## ACTION LIST

Item	Action	Responsibility 1	Due	Status /Notes
3/2014	A sub group of the TAG to review the operational strategy for endorsement of the TAG	Garry Casement	30/01/2015	Meeting held in September concentrating on hours of pumping (off peak) on Mardi High Lift Pump, Mardi to Mangrove Pump Station, Lower Mangrove Pump Station and set points in dams. Review due January 2015.
7/2014	2015/16 and subsequent year Joint Water preliminary capex budgets be submitted to the TAG and endorsed by 30 September of the prior financial year	Greg Cashin / Joe Weston	30/09/2014	Drafts exchanged between Councils.
8/2014	2015/16 and subsequent year Joint Water capex budgets be submitted to the TAG by 30 December of the prior financial year	Greg Cashin / Joe Weston	1/12/2014	Wyong Council to be finalised 30 November 2014
18/2014	Document changes to Mardi Dam maximum operating level, remove high area of spillway and extend sill. Incorporate reduced maximum operating level into modelling.	Daryl Mann / Garry Casement	30/12/2014	* Currently operating dam at 91% TWL * WSC project process (Roadmap) to be developed. Project to be considered at Capex Working Group
20/2014	Brian Martin to check previous inspection reports on Boomerang Creek Tunnel and provide to the next TAG meeting a clear set of recommendations regarding the surveillance of tunnel performance including inspection of the tunnel and timing of inspection.	Brian Martin	9/10/2014	Refer Report 4.5 for meeting adate 9th October 2014.

19 February 2015

To the Extraordinary Council Meeting

### **3.5 Status on Central Coast Regional Organisation of Councils Joint Meeting Recommendations**

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TRIM REFERENCE: F2004/06390 - D11860973

MANAGER: Lesley Crawley, Manager Corporate Governance

AUTHOR: Sonia Witt; TL Governance and Councillor Services

#### **SUMMARY**

Confirmation of the status of recommendations previously endorsed by the Central Coast Regional Organisation of Councils (CCROC) Joint Meeting.

#### **RECOMMENDATION**

***That Council receive the report on Status on Central Coast Regional Organisation of Councils Joint Meeting Recommendations.***

#### **BACKGROUND**

Wyong Shire Council and Gosford City Council have provided an update on the status of recommendations adopted by the CCROC Joint Meeting held on 30 October 2014.

This information is provided in the attachments provided.

#### **ATTACHMENTS**

- |   |   |           |
|---|---|-----------|
| 1 | Status of Recommendations Endorsed by CCROC Joint Meeting - 30 October 2014 | D11783335 |
|---|---|-----------|

Report Title	Recommendation	Wyong Shire Council Status	Gosford City Council Status
Confirmation of Previous Minutes	That the CCROC Executive <u>confirm</u> the minutes of the previous meeting held on 3 March 2014.	To be adopted on 4 December 2014 CCROC Executive Meeting agenda.	
Proposed Meeting Dates and Times for the Central Coast Regional Organisation of Councils	<p>1 That the CCROC <u>note</u> that the meeting dates and locations for the CCROC Executive Committee are as follows:</p> <ul style="list-style-type: none"> <li>- 4 December 2014 commencing at 4pm -GCC</li> <li>- All future meetings be held each quarter</li> </ul> <p>2 That the CCROC <u>note</u> the that the meeting dates and locations for the Central Coast Organisation of Councils Joint Meetings are:</p> <ul style="list-style-type: none"> <li>- 30 October 2014 commencing at 5.30pm - GCC</li> <li>- 18 December 2014 commencing at 5.30pm - WSC</li> <li>- All future meetings be held each quarter</li> </ul> <p>3 That the CCROC <u>recommend</u> that Gosford City Council and Wyong Shire Council hold an Extraordinary Council</p>	<p>Council adopted at the 30 October 2014 Extraordinary Meeting;</p> <p><i>“RESOLVED unanimously on the motion of Councillor TAYLOR and seconded by Councillor TROY:</i></p> <p>1 <i>That Council <u>note</u> that the meeting dates and locations for the CCROC Executive Committee are as follows:</i></p> <ul style="list-style-type: none"> <li>- <i>4 December 2014 commencing at 4pm - GCC</i></li> <li>- <i>All future meetings be held each quarter</i></li> </ul> <p>2 <i>That Council <u>note</u> the that the meeting dates and locations for the Central Coast Organisation of Councils Joint Meetings are:</i></p> <ul style="list-style-type: none"> <li>- <i>30 October 2014 commencing at 5.30pm - GCC</i></li> <li>- <i>18 December 2014 commencing at 5.30pm - WSC</i></li> <li>- <i>All future meetings be held each quarter</i></li> </ul> <p>3 <i>That Council <u>adopt</u> to hold an Extraordinary Council Meeting following</i></p>	<p>Council adopted at the 30 October 2014 Extraordinary Meeting;</p> <p><i>“2014/587 RESOLVED that:</i></p> <p>1 <i>Council note that the meeting dates and locations for the CCROC Executive Committee are as follows:</i></p> <ul style="list-style-type: none"> <li>• <i>4 December 2014 commencing at 4pm - GCC</i></li> <li>• <i>All future meetings will be held each quarter</i></li> </ul> <p>2 <i>Council note that the meeting dates and locations for the Central Coast Organisation of Councils Joint Meetings are:</i></p> <ul style="list-style-type: none"> <li>• <i>30 October 2014 commencing at 5.30pm - GCC</i></li> <li>• <i>18 December 2014 commencing at 5.30pm - WSC</i></li> <li>• <i>All future meetings will be held each quarter</i></li> </ul> <p>3 <i>Gosford City Council and Wyong Shire Council hold an Extraordinary Council Meeting following each CCROC Joint meeting.”</i></p>

Report Title	Recommendation	Wyong Shire Council Status	Gosford City Council Status
	Meeting following each CCROC Joint meeting.	<i>each CCROC Joint meeting.</i>	
Draft Central Coast Water Corporation 2013/14 Financial Statements	<p>1 That the CCROC <u>notes</u> that the CCROC Executive referred the draft Central Coast Water Corporation financial statements for 2013/14 (as presented) to the Member Councils for the Shareholders to execute all documents related to the draft 2013/14 financial reports as required by legislation on 2 October 2014.</p> <p>2 That the CCROC <u>notes</u> that the CCROC Executive referred the draft Central Coast Water Corporation financial statements for 2013/14 (as presented) to external audit on 2 October 2014.</p> <p>3 That the CCROC <u>notes</u> that the CCROC Executive set 30 October 2014 as the date for the presentation of the audited 2013/14 financial statements and external audit report in accordance with section 419(1) of the Local Government Act 1993.</p>	<p>Council adopted at the 30 October 2014 Extraordinary Meeting;</p> <p><i>“RESOLVED unanimously on the motion of Councillor TAYLOR and seconded by Councillor TROY:</i></p> <p>1 <i>That Council <u>note</u> that the CCROC Executive referred the draft Central Coast Water Corporation financial statements for 2013/14 (as presented) to the Member Councils for the Shareholders to execute all documents related to the draft 2013/14 financial reports as required by legislation on 2 October 2014.</i></p> <p>2 <i>That Council <u>note</u> that the CCROC Executive referred the draft Central Coast Water Corporation financial statements for 2013/14 (as presented) to external audit on 2 October 2014.</i></p> <p>3 <i>That Council <u>note</u> that the CCROC Executive set 30 October 2014 as the date for the presentation of the audited</i></p>	<p>Council adopted at the 30 October 2014 Extraordinary Meeting;</p> <p><i>“2014/588 RESOLVED that:</i></p> <p>A <i>Council notes that the CCROC Executive referred the draft Central Coast Water Corporation financial statements for 2013/14 (as presented) to the Member Councils for the Shareholders to execute all documents related to the draft 2013/14 financial reports as required by legislation on 2 October 2014.</i></p> <p>B <i>Council notes that the CCROC Executive referred the draft Central Coast Water Corporation financial statements for 2013/14 (as presented) to external audit on 2 October 2014.</i></p> <p>C <i>Council notes that the CCROC Executive set 30 October 2014 as the date for the presentation of the audited 2013/14 financial statements and external audit report in accordance with section 419(1) of the Local Government Act 1993.”</i></p>

Report Title	Recommendation	Wyong Shire Council Status	Gosford City Council Status
		2013/14 financial statements and external audit report in accordance with section 419(1) of the Local Government Act 1993.	
Final Central Coast Water Corporation 2013/14 Financial Statements	<p>1 The CCROC <u>receives</u> the External Audit Reports for the Central Coast Water Corporation Financial Statements for the Year Ended - 30 June 2014.</p> <p>2 The CCROC <u>receives</u> the Final Central Coast Water Corporation 2013/14 Financial Statements for the Year Ended - 30 June 2014.</p> <p>3 That the CCROC <u>refers</u> the Final Central Coast Water Corporation 2013/14 Financial Statements to Wyong Shire Council and Gosford City Council for adoption.</p>	<p>Council adopted at the 30 October 2014 Extraordinary Meeting;</p> <p><i>“RESOLVED unanimously on the motion of Councillor TAYLOR and seconded by Councillor TROY:</i></p> <p>1 <i>That Council <u>receive</u> the External Audit Reports for the Central Coast Water Corporation Financial Statements for the Year Ended - 30 June 2014.</i></p> <p>2 <i>That Council <u>adopt</u> the Final Central Coast Water Corporation 2013/14 Financial Statements for the Year Ended - 30 June 2014.”</i></p>	<p>Council adopted at the 30 October 2014 Extraordinary Meeting;</p> <p><i>“2014/589 RESOLVED that:</i></p> <p>1 <i>Council receives the External Audit Reports for the Central Coast Water Corporation Financial Statements for the Year Ended - 30 June 2014.</i></p> <p>2 <i>Council receives the Final Central Coast Water Corporation 2013/14 Financial Statements for the Year Ended - 30 June 2014.</i></p> <p>3 <i>Council adopt the Final Central Coast Water Corporation 2013/14 Financial Statements.”</i></p>
Future Governance Arrangements for Joint Water Assets	<p>1 That the CCROC <u>request</u> both Councils to write to the Minister requesting dissolution of CCWC and the repeal of the CCWC Act.</p> <p>2 That the CCROC <u>receive</u> the report on Future Governance Arrangements for Joint Water Assets.</p> <p>3 That the CCROC <u>note</u> that the CCWC</p>	<p>Council adopted at the 30 October 2014 Extraordinary Meeting;</p> <p><i>“RESOLVED unanimously on the motion of Councillor TAYLOR and seconded by Councillor TROY:</i></p> <p>1 <i>That Council <u>write</u> to the Minister requesting dissolution of CCWC and the repeal of the CCWC Act.</i></p>	<p>Council adopted at the 30 October 2014 Extraordinary Meeting;</p> <p><i>“2014/590 RESOLVED that:</i></p> <p>A <i>Council write to the Minister requesting dissolution of CCWC and the repeal of the CCWC Act.</i></p> <p>B <i>Council receive the report on Future</i></p>

<b>Report Title</b>	<b>Recommendation</b>	<b>Wyong Shire Council Status</b>	<b>Gosford City Council Status</b>
	<p>Board is no longer operating.</p> <p>4 That the CCROC <u>create</u> a joint committee for the management of the bulk water of the two Councils comprising of the CCROC Executive to meet at least quarterly.</p>	<p>2 That Council <u>receive</u> the report on Future Governance Arrangements for Joint Water Assets.</p> <p>3 That Council <u>note</u> that the CCWC Board is no longer operating.</p> <p>4 That Council <u>establish</u> a joint committee for the management of the bulk water of the two Councils comprising of the CCROC Executive to meet at least quarterly."</p>	<p>Governance Arrangements for Joint Water Assets.</p> <p>C Council note that the CCWC Board is no longer operating.</p> <p>D A joint committee be created for the management of the bulk water of the two Councils comprising of the CCROC Executive to meet at least quarterly."</p>
Lower Hunter Water Plan	That the CCROC <u>receive</u> the report on the Lower Hunter Water Plan.	<p>Council adopted at the 30 October 2014 Extraordinary Meeting;</p> <p>"RESOLVED unanimously on the motion of Councillor TAYLOR and seconded by Councillor TROY:</p> <p>That Council <u>receive</u> the report on the Lower Hunter Water Plan."</p>	<p>Council adopted at the 30 October 2014 Extraordinary Meeting;</p> <p>"2014/591 RESOLVED that Council receive the report on the Lower Hunter Water Plan."</p>
'Fit for the Future' State Government Response to the Independent Local Government Review Panel Final Report	That the CCROC <u>receive</u> the report on 'Fit for the Future' State Government Response to the Independent Local Government Review Panel Final Report.	<p>Council adopted at the 30 October 2014 Extraordinary Meeting;</p> <p>"RESOLVED unanimously on the motion of Councillor TAYLOR and seconded by Councillor TROY:</p> <p>That Council <u>receive</u> the report on 'Fit for</p>	<p>Council adopted at the 30 October 2014 Extraordinary Meeting;</p> <p>"2014/592 RESOLVED that Council receive the report on 'Fit for the Future' State Government Response to</p>

<b>Report Title</b>	<b>Recommendation</b>	<b>Wyong Shire Council Status</b>	<b>Gosford City Council Status</b>
		<i>the Future' State Government Response to the Independent Local Government Review Panel Final Report."</i>	<i>the Independent Local Government Review Panel Final Report."</i>

19 February 2015

To the Extraordinary Council Meeting

### **3.6 Partnership Funding - Offshore Powerboat Racing**

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TRIM REFERENCE: F2004/06390 - D11860975

AUTHOR: Paul Anderson; CEO, Gosford City Council

#### **SUMMARY**

Receipt of proposal from Offshore Superboat Club Inc to hold a round of Superboat Championships in Gosford.

#### **RECOMMENDATION**

- 1 That Council accept the concept of Offshore Superboat Club Inc Proposal.**
- 2 That Council agree to recommend to the CCROC that it provides funding of \$20,000 from each Council to host the event at Gosford and seek the remaining \$10,000 from the NSW Government.**
- 3 That Council authorise the Mayor of Gosford to contact and liaise with NSW Government for additional \$10,000 funding within one month of CCROC motion being adopted.**

#### **BACKGROUND**

- Gosford City Council received proposal from Paul Gibbs, Secretary, Offshore Superboat Club Inc of the possibility of running a round of the Superboat Championships in Gosford. Refer to Letter, Attachment 1 and Adopt a Boat Glossary, Attachment 2
- Approximate cost \$50,000.00 plus GST to host a round of the Offshore Superboat Championships
- Some Venues use their Adopt A Boat Glossary (Attachment 2) model to help provide some of the funding, this shares the financial burden within the corporate community and also gets the community involved in the event. This Glossary, Attachment 2 has information in regards to TV Exposure and the one hour National show per event on Speedweek
- The proponent is flexible with the scheduling and propose 2016.

#### **ATTACHMENTS**

- |          |   |           |
|----------|---|-----------|
| <b>1</b> | Letter - GSC Mayor Lawrie McKinna - Offshore Superboat Club Inc | D11854114 |
| <b>2</b> | Adopt a Boat Proposal - 2015                                    | D11854118 |





**Offshore  
Superboat  
Club Inc.**

POSTAL  
1006 Edgecliff Drive  
Sanctuary Cove  
QLD 4212

PHONE  
0414 371 122

EMAIL  
[Shiftyracing@gmail.com](mailto:Shiftyracing@gmail.com)

WEB  
[www.superboat.com.au](http://www.superboat.com.au)

February 2<sup>nd</sup> 2015  
Mayor Lawrie McKinna  
Gosford city Council  
Ph 0427 682 071

Dear Lawrie,

My name is Paul Gibbs

I am Secretary of the Offshore Superboat Club Inc.

We conduct the rounds of the Offshore Superboat Championships on the east coast of Australia.

Stan Parker has contacted me and asked I send on some information regards the possibility of running a round of the Superboat Championships in Gosford, since Stan phoned me in early January and before I made contact we needed to have a look to make sure the Race Course could fit within the on water confines available.

Conn Saloumidis from our Dodge Ram team has had a visit to Gosford and we are confident a course could be run.

The costs to host a round of the Offshore Superboat Championships are \$50,000.00 plus GST.

However some of the Venues use our Adopt A Boat model to help provide some of the funding, this shares the financial burden within the corporate community and also gets the community involved in the event.

Attached is the Adopt a Boat for 2015.

We are flexible with a date for 2016 at this time but generally try and group race dates in the same locality to allow competitors one road trip with a pair of races a week apart.

The Adopt A Boat Glossary has information regards TV Exposure, we have a one hour National show per event on Speedweek.

I would be happy to discuss any of the possibilities with you!

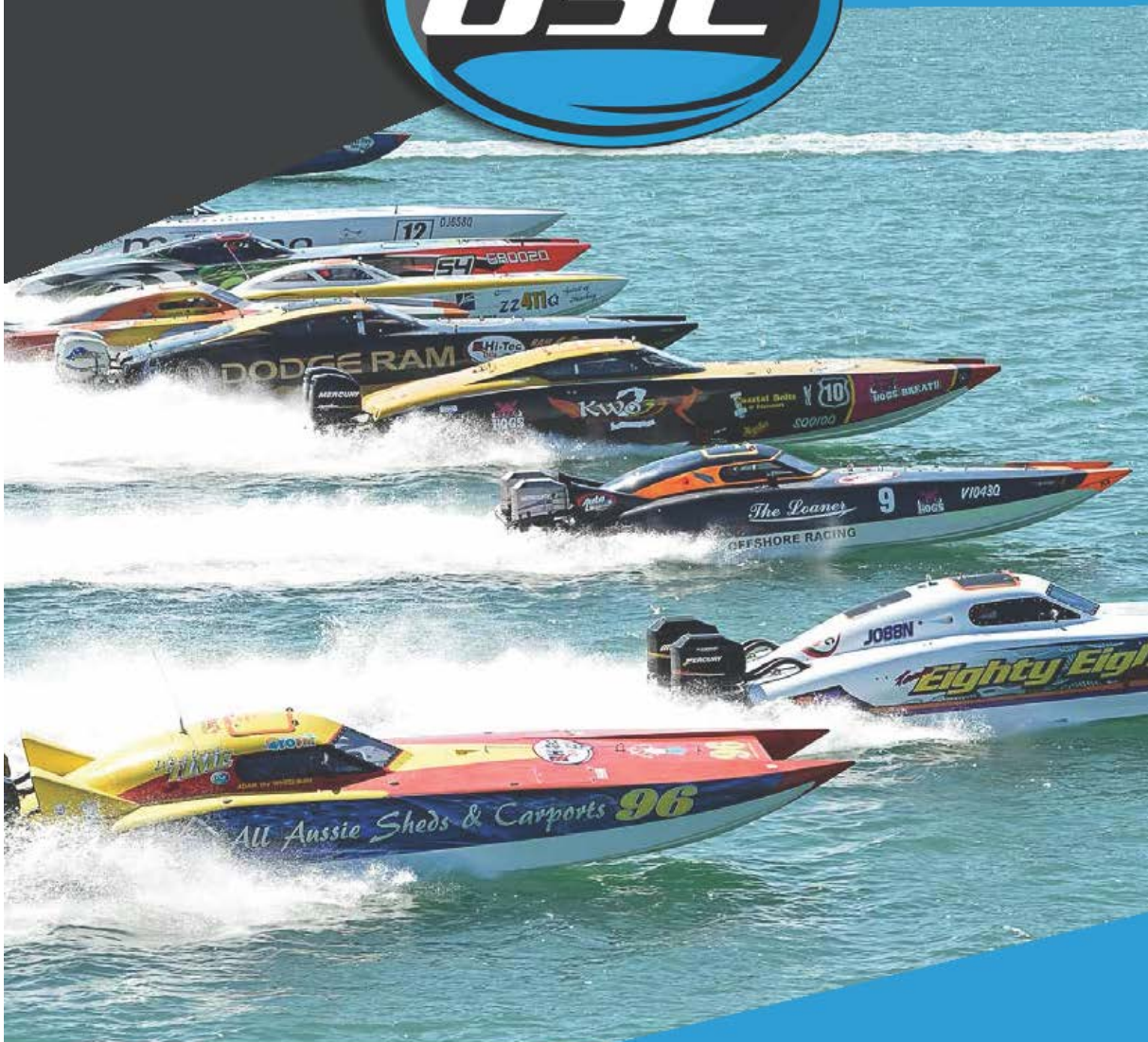
Sincerely yours,

Paul Gibbs

Secretary

0414 371 122

2015 Offshore Superboat Championships Adopt-A-Boat Proposal



[www.superboat.com.au](http://www.superboat.com.au)

### Letter from the President – Graham Fraser

Thank you for taking the time to consider our proposal.

The purpose of this presentation is to give you an insight into the opportunities presented by a partnership with the Offshore Superboat Championship Series for 2015.

For over 30 years we have been thrilling spectators from all over Australia with the exciting, fast paced action that is the Offshore Superboat Championship (OSC), previously known as the Australian Offshore Powerboat Club.

We have built our Championship into an Internationally recognised event, with supporters from all around the country and abroad. We are moving forward and building even greater hype and brand awareness each year and with the recent addition of the Supercat Extreme class, we seek partners that will grow with us.

We welcome you to become part of the action!

**Graham Fraser**  
President



### Introduction to Offshore Superboat Racing

An exhilarating spectacle, a sport where every second counts; 160mph (258kph) state of the art powerboats racing inches apart with pilots strapped into jet fighter canopies combine to produce the drama, danger and excitement that is the perilous world of the Offshore Superboat Championships.

The optimum in skill and courage entertains crowds in the thousands per event and a free-to-air TV audience in excess of 500,000, who immerse themselves in this ultimate sport and become absorbed in the electrifying atmosphere of the race weekend.

Offshore Superboat Racing is a sport where access is everything, where race fans can enjoy the hustle and bustle of the race pits, literally touch and feel the boats, enjoy the close contact, meet sporting heroes and languish in the race village atmosphere.





### Overview of the Sport

The Offshore Superboat Championships is an Internationally recognised event that has seen 4 different race classes compete for honours at speeds up to 258kph, in premier locations around Australia for the past 30 years.

OSC teams represent the most professional in marine racing, and are structured similarly to those in Formula 1 and V8 Supercars, with pilots, team principals, team managers, engineers, media advisors, and additional technical, operational and logistical personnel.



### The Classes

A field of 14 teams will compete in the 2015 Championships across 4 classes.

#### Supercat Extreme

3 competitive superboats  
43ft catamaran  
1800 Horsepower  
160mph / 258kph

#### Supercat 1000

3 competitive superboats  
32ft-40ft catamaran  
1000 Horsepower  
120mph / 193kph

#### Supercat 600

5 competitive superboats  
32ft catamaran  
600 Horsepower  
100mph / 161kph

#### Supercat 400

3 competitive superboats  
26ft catamaran  
400 Horsepower  
90mph / 145kph



### The Crew

Each boat has a two-man crew; the driver who navigates and steers the boat and a throttle man who dictates the speed and attitude, controlling the throttles and the trim.

Both pilots work closely with their pit crew to determine the race set-up – the type of propeller required for the conditions, gear ratio settings, fuel consumption and race tactics.

### The Championships

The high-octane action on the water is matched by the entertainment onshore where a mix of cafes and bars combine with the boat parades to create a festival atmosphere for the tens of thousands of spectators who attend the events to watch real racing at its limit.

- Up to 20 competitive superbosats
- A 6-8 nautical mile marine course taking public viewing areas into consideration
- A maximum of 14 laps, 1 hour duration or 2 x 30 minute and 40 minute races

#### Day 1 - Saturday - Public Viewing Day

- Street Parade – where possible
- Meet the Teams
- Practice and Pole Position Shoot Out

#### Day 2 - Sunday Sighting Lap

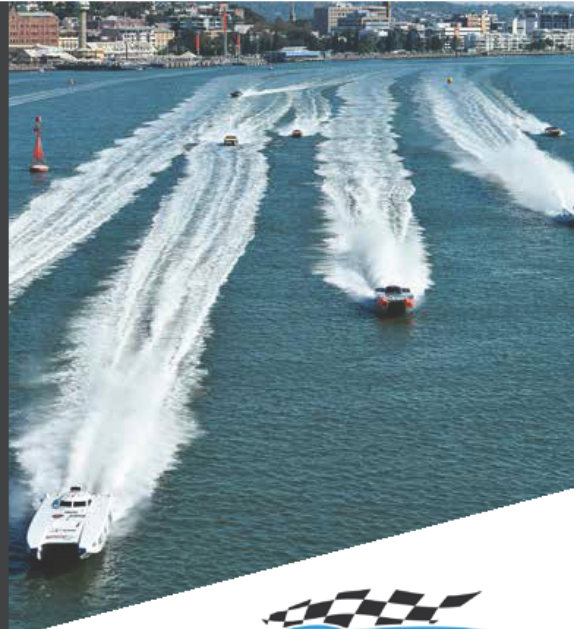
- Championship Race Podium Presentation

### Series Calendar

The Offshore Superboat Championship is currently held over a series of 6 races, across the beautiful East Coast of Australia, from April through to November.

#### 2015 Race venues include:

- Round 1) Newcastle (NSW) – 25 & 26 April
- Round 2) Mackay (QLD) – 13 & 14 June
- Round 3) Bowen (QLD) – 17 & 19 July
- Round 4) Coffs Harbour (NSW) – 15 & 16 August
- Round 5) Redcliffe (QLD) – 5 & 6 September
- Round 6) Hervey Bay (QLD) – 28 & 29 November





### Direction and Operations

The OSC is currently one of the most successful offshore superboat racing series in the world. With the most confirmed race rounds and largest number of teams in a series, the sport has seen extensive growth in spectatorship and sponsorship.

As the Championships are gaining momentum, it is important to take it to the next level across all areas. The OSC committee is made up of several members who organise the race rounds, establish race rules and codes of conduct to ensure each team aligns itself with the OSC to display a respectful and uniform public image.

It is a Championship that captivates audiences and spectators around the globe.



### Target Audience

The OSC has a large following and race rounds attract an array of audiences including motorsport and boating enthusiasts and families on holiday in these premier locations. The appreciation for the sport is evident through the surge in spectatorship with attendees increasing from 95,000 over 6 rounds in 2012 to 107,000 in 2013. The OSC has three core audiences: 18-35 year old males, 35-55 year old males with dependent children and motorsport enthusiasts.



## Marketing Initiatives

### Media Exposure / PR strategy

For 2015, the Offshore Superboat Championship has engaged the professional services of Media and Communication Consultant to promote and generate media presence and sponsorship for the 2015 Championship, with the core objectives of:

- ◆ Enticing local towns to host the rounds
- ◆ Driving spectators to each round
- ◆ Promoting the Championship series as the ultimate on-water racing event
- ◆ Targeting mainstream media outlets as well as industry related publications
- ◆ Driving the campaign via a high level of social media interaction
- ◆ Streamlining processes to create a more efficient and effective campaign

The strategic program will include but will not be limited to:

- ◆ Ongoing daily contact with mainstream, industry and local media
- ◆ Identification & development of media exposure opportunities
- ◆ Generation of regular media releases, including event previews and post event reports
- ◆ Engagement with Lifestyle, Travel & Business media
- ◆ Enhanced engagement with the boating, sport and motorsport media
- ◆ Exploration of product placement opportunities
- ◆ Maintenance of social media channels
- ◆ Work with sponsors to identify and leverage partnership opportunities



### Social Media

An overwhelming response of Facebook interaction occurred throughout the 2015 Series, with over 3,000 followers, fans appreciated the live updates and results posted during each race.

In 2015, the OSC will continue to build on the already established Facebook page with strategic posts to inform and entertain fans of the sport. A series of interactive posts and activities, as well as cross promotion with Local Council and Sponsors from each event will increase numbers with a target of 5,000 fans to be reached by years end.

### TV

The OSC series is broadcast across Australia and New Zealand over a series of 6 shows on Speed Week on SBS, Speed TV and NZ TV. Race rounds are also covered by local news networks.

Offshore Superboat television shows including cumulative audience figures.

SpeedWeek – SBS Australia :	360,000 to 430,000
SPEED TV – Foxtel Australia:	50,000 to 80,000
Sommet Sports – New Zealand:	35,000 to 60,000
MAV TV – North America:	350,000 to 400,000
MotorsportsTV App - Global:	35,000 to 40,000





### WEBSITE

Alongside the Facebook page, Superboat.com.au displays a wealth of information covering everything that is the OSC, including team profiles, to-the-minute race results, countdown calendar, as well as the latest photos, videos and media releases. Currently the website attracts an average of 1,500 unique visitors a month with a 40% return visitor rate. The website is consistently assessed to be upgraded with features that will assist functionality for users and the promotion of the sport and its sponsors.



### Adopt-A-Boat Sponsorship Opportunities

Through the adopt-a-boat program, regional organisations and businesses have the chance to 'adopt' a racing team and receive special recognition during the promotion and staging of each Championship round.

#### Platinum Sponsor: \$1,500 (ex-GST)

- ◆ Team photo with acknowledgement of your corporate sponsorship;
- ◆ Company logo displayed on-site for the duration of the event;
- ◆ 2 company logos to go on your sponsored boat for the weekend (400mm x 400mm vinyl sticker to be supplied by you)
- ◆ **ONLY ONE PLATINUM SPONSOR PER BOAT**
- ◆ National TV Coverage with your name on the Boat
- ◆ Photo opportunity with your sponsored team;
- ◆ Invitation for 4 staff to attend "Meet the Drivers" VIP Drinks on Friday Night
- ◆ Increased public awareness of your organisation;
- ◆ Recognition and PR opportunities regarding your involvement and commitment to this exciting regional event.





## The Teams

## SUPERCAT EXTREME

## NAVY HEALTH



<b>Crew:</b>	Driver:	Chris Frier
	Throttle man:	Brendan Frier
<b>Boat Details:</b>	Manufacturer:	Maritimo
	Engines:	Mercury Racing 750 HP V8 inboards x 2
<b>Team base:</b>		Mackay, Queensland

Formerly Team Navy, Friers Offshore Racing have partnered with the Royal Australian Navy in a unique branding exercise and will enter the 2015 season as Navy Health Offshore Superboat.

## MARITIMO HUNTER STORAGE



<b>Crew:</b>	Driver:	Darren Nicholson
	Throttle man:	Peter "Muddy" McGrath
<b>Boat Details:</b>	Manufacturer:	Maritimo
	Engines:	2 x Mercury 850 HP high performance inboards
<b>Team base:</b>		Gold Coast, Queensland

Maritimo turns up the heat with a second Maritimo Offshore boat competing in the rejuvenated Class1 category making for some exciting competition.



## SUPERCAT EXTREME



### MARITIMO AUSTRALIA



<b>Crew:</b>	Driver:	Travis Thompson
	Throttle man:	Ross Willaton
<b>Boat Details:</b>	Manufacturer:	Victory Cat
	Engines:	2 x Mercury 850 HP high performance inboards
<b>Team base:</b>	Gold Coast, Queensland	

Maritimo is the most experienced and acclaimed team on the water, holding many Australian, European and American racing titles.



## SUPERCAT 1000HP

### TEAM 3



<b>Crew:</b>	Driver:	Steve Jellick
	Throttle man:	Tom Barry-Cotter
<b>Boat Details:</b>	Manufacturer:	Victory Cat
	Engines:	2 x Mercury 525 HP high performance inboards
<b>Team base:</b>	Gold Coast, Queensland	

The Dubai built boat will be a hot contender in 2015 as one of the most experienced teams in the Championship series.

### GLOBAL RACING



<b>Crew:</b>	Driver:	Wayne Valder
	Throttle man:	Chris Hanley
<b>Boat Details:</b>	Manufacturer:	MTI
	Engines:	2 x Mercury 525 HP high performance inboards
<b>Team base:</b>	Gold Coast, Queensland	

After bringing his boat to Australia in 2013 for the Trans Tasman Challenge, Wayne Valder takes on the driving duty for Global Racing in 2015. The all Kiwi team will travel to Australia for each round, making it the most competitive International series to date.





## SUPERCAT 1000HP

### MAZLIN ELECTRICAL

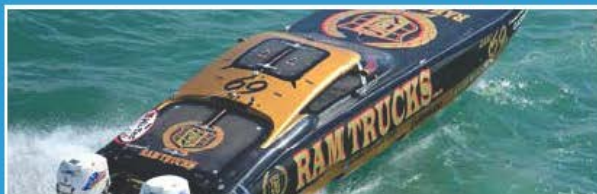


<b>Crew:</b>	Driver:	Graham Fraser
	Throttle man:	Carl Mazlin
<b>Boat Details:</b>	Manufacturer:	Victory Cat
	Engines:	2 x 525 HP V8 inboards
<b>Team base:</b>	Townsville, QLD	

These Townsville locals are no strangers to Offshore Superboat Racing. Be sure to keep an eye out for the fluoro green machine.

## SUPERCAT 600HP

### SUV DODGE RAM



<b>Crew:</b>	Driver:	Conn Saloumidis (Junior)
	Throttle man:	Conn Saloumidis
<b>Boat Details:</b>	Manufacturer:	SUV Blade (built by SUV in NSW)
	Engines:	2 x Evinrude 300 HP low emission outboards
<b>Team base:</b>	Sydney, New South Wales	

SUV has the most electronically advanced boat on the water, complete with digital dash displays and low emission Evinrude outboards. It is also possibly the sexiest boat in Offshore Racing.

## SUPERCAT 600HP

### SPIRIT OF MACKAY



<b>Crew:</b>	Driver:	Rob Millar
	Throttle man:	Ryan Millar
<b>Boat Details:</b>	Manufacturer:	Doug Wright Cat
	Engines:	2 x 280 HP Mercury race engines
<b>Team base:</b>		Mackay, Queensland

After running-in their new 30ft Doug Wright AMT in 2013, OSC President, Graham Fraser, will team up with Ryan Millar who will apply his ski boat racing background to driving the Spirit of Mackay through another Championship series.

### KWOZZY



#### CURRENT SUPERCAT 600HP OUTBOARD CHAMPIONS

<b>Crew:</b>	Driver:	Jim Harris
	Throttle man:	Paul Fowlds
<b>Boat Details:</b>	Manufacturer:	Blade Catamaran
	Engines:	2 x Mercury 300 HP outboards
<b>Team base:</b>		Gold Coast, Queensland

With over 30 years of combined racing experience, Jim and Paul, two Kiwis living in Ozzie (Kwozzy), know what it takes to win an Australian title and they will be out to dominate in 2015.





## SUPERCAT 600HP

### SARACEN



<b>Crew:</b>	Driver:	Brett Luhrman
	Throttle man:	Antony DeFina
<b>Boat Details:</b>	Manufacturer:	DeFina Catamaran
	Engines:	2 x Mercury 300 HP outboards
<b>Team base:</b>		Melbourne, Victoria

With a swag of titles under their belt, Saracen brings a wealth of experience to the competition and is a firm contender for the title.

### MANCINE COSMETICS

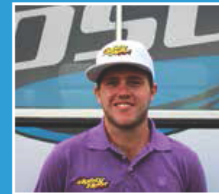


<b>Crew:</b>	Driver:	Brenton Price
	Throttle man:	Simon Isherwood
<b>Boat Details:</b>	Manufacturer:	32ft Doug Wright
	Engines:	2 x Mercury Racing 280 HP outboards
<b>Team base:</b>		Gold Coast, Queensland

Team owner and driver, Brenton Price, learned the art of offshore racing in 2013 in the lease boat "The Loaner". The newcomer is set to compete in 2015 with long time OSC member Simon Isherwood who will throttle the imported Doug Wright boat with super performing Merc 280hp outboards.

## SUPERCAT 600HP

### EIGHTY-EIGHT RACING



<b>Crew:</b>	Driver:	Gryff Ethell
	Throttle man:	Michael Ethell
<b>Boat Details:</b>	Manufacturer:	Shifty CAT Series 111
	Engines:	2 x Mercury 280 HP outboards
<b>Team base:</b>		Gold Coast, Queensland

Father and son team, Eighty-Eight, have an impressively quick boat and will be out in 2015 to set some equally impressive lap times.

## SUPERCAT 400HP

### THE LOANER



<b>Crew:</b>	Driver:	Chris Hæger
	Throttle man:	Karl Wall
<b>Boat Details:</b>	Manufacturer:	Gibbsy CAT
	Engines:	2 x Mercury 200 HP outboards
<b>Team base:</b>		Gold Coast, Queensland

Lease boat "The Loaner" will see experienced offshore racer, Karl Wall, throttle the boat for the youngest thrill seeker in the Championships, Chris Hæger, who will be making the Trans Tasman journey from New Zealand for each race to compete against the Aussies.





## SUPERCAT 400HP

### PHANTOM OFFSHORE RACING



<b>Crew:</b>	Driver:	Mick Walker
	Throttle man:	Garry Smith
<b>Boat Details:</b>	Manufacturer:	26Ft Shifty Cat
	Engines:	2 x Mercury 200 Xspro outboards
<b>Team base:</b>		Gold Coast, Queensland

Supercat 400 competitors are keen to welcome back Phantom to the Series, as they are an awesomely competitive team.





### Branding Benefits

Raceboats, mobile workshops, support vehicles and hospitality units create a unique supercharged atmosphere.

By determining to associate with the Offshore Superboat Championships, either at a Series, Event or Team level, you are able to reach an extremely valuable and difficult to reach target audience.

The OSC embraces the philosophies of 'added-value', 'bang for buck', 'experiential marketing', and 'measurability'. Such an approach ensures long-term, mutually beneficial partnerships.

### Contact Details

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### **3.7 Remaining Climate Change Funds**

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TRIM REFERENCE: F2004/06390 - D11860976

MANAGER: Andrew Pearce, Director

AUTHOR: Ian Johnson; Regulatory Services Engineer

#### **SUMMARY**

A report on the status of the Central Coast Climate Change Fund and the difficulties in applying remaining funds towards worthwhile Central Coast water supply projects.

#### **RECOMMENDATION**

***That Council request the Minister for the Environment, Heritage and Central Coast, Rob Stokes, remove the barriers to utilizing the remaining Central Coast Climate Change Funds for necessary works for the Central Coast Water Supply.***

#### **BACKGROUND**

In May 2006 the NSW Government established the Central Coast Water Savings Fund. This Fund which came into formal effect on 1 July 2006.

On 1 July 2007 the Central Coast Water Savings Fund was replaced by the Central Coast Climate Change Fund (CCF).

The name change was made to bring the process under the “umbrella” of the broader NSW Government Climate Change Fund initiative of which the CCF was an independent “stand alone” component. In view of this and for simplicity all subsequent discussion in this report will refer to the CCF.

The CCF (and the previous Central Coast Water Savings Fund) was initiated in a period of extended drought on the Central Coast and was set up to encourage investment in water efficiency through the provision of grant funding to selected local business and community organisations (including Wyong and Gosford Councils) to undertake specific water saving and efficiency projects.

The Climate Change Fund initiative in NSW is legislated under the Energy and Utilities Administration Act 1987 (the Act) which empowers the relevant Minister of the day to require, via a gazetted Order under Section 34J of the Act, that certain designated state water agencies make contributions to support the CCF when required to do so.

As both Wyong and Gosford Councils are listed as state water agencies under Section 3 of the Act the Councils are required to make contributions to support the CCF when so directed.

Although the Act was created in 1987 the provisions and application of the Act as it relates to the Central Coast was not activated until May 2006.

### 3.7 Remaining Climate Change Funds (contd)

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In May 2006 the first gazetted Ministerial Order was made requiring a \$2M contribution to the CCF. This contribution comprised \$950,000 and \$1,050,000 from Wyong and Gosford Councils respectively. The contribution was made to the NSW Government, whose designated agency, the Office of Environment and Heritage (OEH) was responsible to administer the operation of the CCF.

IPART, as the pricing regulator for both Wyong and Gosford Councils, has determined that any contributions to support the CCF were to be raised by each Council on a "per property" basis and recovered as part of the annual water service charge. For billing purposes the basis and quantum of the contribution was to be made explicit to the customer as, in IPART's view, the CCF contribution lay outside of the normal pricing process.

Essentially the above arrangement is a financial "pass through" with Wyong and Gosford Councils only acting as a collection agents and passing on the contributions to the NSW Government.

On receipt of contributions from the Councils OEH advertises for applications from Central Coast businesses and community organisations and the Councils for grant funding for water efficiency projects.

The purpose of projects that would be eligible for CCF grant funding is set out in Section 34F of the Act.

Contributions from each LGA are not ring fenced to be used in that particular LGA but are allocated on the basis of benefits to the broader Central Coast community. Assessment of applications is based on cost effectiveness in particular \$ per kilolitre water saved.

Grants are divided into two categories either contestable or non-contestable.

Contestable grants are open to applications from Central Coast businesses and community organisations but specifically exclude the Councils.

Non-contestable grants are restricted to applications from the two Councils.

In relation to contributions to the CCF the Councils, following the Ministerial Order system, have made payments in \$2M tranches in each of the years 06/07, 07/08, 08/09, 09/10,10/11 and 12/13.

Arising out of these contributions a total of \$12M has been contributed to the CCF.

To date (from the OEH webpage) grants have been allocated to 65 contestable projects and 16 non-contestable projects.

To date, out of the original \$12M contributions a sum of \$2.5M remains unexpended. The use of these unexpended funds is of concern and is the subject of this report.

The issue of unexpended funds was canvassed at a meeting between the two Councils and OEH representatives at Gosford City Council on 4 November 2013.

At that meeting the Councils expressed a view that the CCF had entered a diminishing returns stage given that further large or big ticket water saving/efficiency opportunities were minimal and that many projects were starting to represent a "bottom of barrel" scenario in terms of opportunities and benefits.

### 3.7 Remaining Climate Change Funds (contd)

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In view of this situation the Councils raised two possible future options with OEH representatives.

Option 1 involved the Councils taking over the operation and administration of the CCF and a change in emphasis from purely water saving/efficiency projects to longer term water security projects such as modifications to the Mangrove Creek Dam spillway which would increase available water storage.

Option 2 involved the termination of the CCF after the expenditure of currently unspent contributions on projects that met the criteria of the CCF and Act.

At the time OEH indicated that Option 1 would not be approved as the type of project envisaged by the Councils did not meet the objectives of the Act and CCF.

In view of the above situation and following formal approaches from both Councils to adopt Option 2, OEH, in a letter dated 18 June 2014, agreed to discontinue the CCF and advised that unexpended funds attributable to each Council would be returned to that Council.

The OEH letter also advised that to draw on the unspent funds the Councils were required to submit project grant funding applications to OEH for approval and that project proposals had to meet the criteria of the CCF and Act.

Following the OEH letter all unexpended funds were returned to the Councils at the end of the 13/14 financial year with Wyong and Gosford Councils receiving \$1.497M and \$1.05M respectively. These funds are currently held by the Councils.

To expend all the unused funds (\$2.5M total) the Councils submitted a joint project funding application to OEH on 12 September 2014. This application was based on a project to replace the current high voltage sub stations at Mooney Dam and Mangrove Creek weir as this infrastructure was approaching the end of its service life and failure of the infrastructure would result in significant loss of water access.

While this project at best only marginally conformed to CCF objectives the Councils argued that the project represented much better value for money than a suite of piecemeal micro water efficiency projects that tend to characterise the CCF.

The Councils also argued the Section 34H of the Act appeared to give the relevant Minister some flexibility and prerogative in determining and approving suitable projects.

Unfortunately OEH, in a letter dated 22 January 2015, has rejected the Council's joint application on the basis that "... although it has merit as a Council infrastructure project, it does not conform to the water saving objectives of the Climate Change Fund ..."

**CURRENT STATUS**

Given the rejection by OEH of the recent joint funding application no further actions have been undertaken pending a review of the options available to the Councils.

In relation to the current position of the Councils Wyong Council's General Counsel has reviewed the history to date of the operation of the CCF with a view to identifying the options available to the Councils. Preliminary legal advice indicates;

- that the Councils may be able to use the unexpended funds for energy saving and efficiency projects associated with water supply purposes
- that there does not appear to be a mechanism whereby the Councils could use the unexpended funds for projects not in accordance with the CCF guidelines and the Act.
- that to use the unexpended funds for purposes other than the intent of the CCF and the Act could require legislative changes
- there may be some potential for the Minister to exercise a broader interpretation of the type and purpose of projects conforming to the objectives of the CCF and the Act, than has occurred to date.

The issues outlined above have now resulted in a situation where it has become difficult for the Councils to source the remaining \$2.5M CCF funding for projects that offer not only better value for money but also offer longer term benefits for Central Coast residents.

This issue is being brought to the attention of CCROC for consideration for further action.

**ATTACHMENTS**

Nil.