

# Economic Development Steering Group

## Business Paper

**date of meeting:** Wednesday 13 March 2019

**location:** Function Room  
Port Macquarie-Hastings Council  
17 Burrawan Street  
Port Macquarie

**time:** 8:30am

# Port Macquarie-Hastings Economic Development Steering Group

## CHARTER

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### 1.0 INTRODUCTION

The Port Macquarie-Hastings Economic Development Steering Group will provide a forum in which Local Government, business and industry leaders can discuss and debate, plan and progress local and regionally significant economic outcomes that continue the growth of the economy in the Local Government Area.

The Steering Group is to be an interactive group that provides a forum for developing the strategic economic development direction for the Local Government Area. The Steering Group is committed to collaboration, innovation and development of a 'whole-of-place' approach for the purpose of promoting local product, industry and investment on a State, National and global market.

### 2.0 OBJECTIVES

The objectives of the Port Macquarie-Hastings Economic Development Steering Group are to:

- 2.1 Assist Council in the implementation and review of the Economic Development Strategy.
- 2.2 Assist Council in monitoring the success of the Economic Development Strategy against established criteria.
- 2.3 Engage with and provide input to Council on other economic development matters which are relevant to the Local Government Area.
- 2.4 To provide and receive two-way feedback from business and industry.

The Steering Group has no delegation to allocate funding on behalf of Council. The Steering Group may make recommendations to Council about how funding should be spent in relation to the above-mentioned objectives, however those funds will only be applied and expended following a formal resolution of Council.

### 3.0 MEMBERSHIP

A formal Expression of Interest process will be undertaken across the Local Government Area as a way of determining the independent representatives on the Steering Group. Members of the Steering Group will be representative of all business interests across the Local Government Area rather than a single business issue and be able to demonstrate conceptual and forward-thinking skills. Applications from both individuals and also representatives from business groups, as shown below and in no particular order, and who meet the selection criteria will be encouraged:

- Port Macquarie Chamber of Commerce
- Wauchope Chamber of Commerce
- Camden Haven Chamber of Commerce & Industry
- Greater Port Macquarie Tourism Association
- Food Production
- NSW Business Chamber
- Industry Mid North Coast
- Port Macquarie Hastings Education and Skills Forum
- Hastings Construction Industry Association.

Council representatives will be:

- Mayor and selected Councillors (as determined by Council)
- General Manager
- Director Community and Economic Growth
- Group Manager Economic Development
- Other senior Council staff as required.

Other members, including State and Federal Government representatives and specific constituent groups within various sectors may be invited to attend meetings on certain issues or to progress an agreed outcome, as approved by the Steering Group.

The number of members appointed to the Steering Group will be in line with the industry sectors, business groups and Council membership as detailed in this Clause.

Steering Group members will serve for a period of two (2) years after which Council will call expressions of interest for the next two (2) year period. Existing Steering Group members will be eligible to re-apply for a position and serve additional terms. Any changes in the composition of the Steering Group will be approved by Council.

#### **4.0 QUORUM**

The quorum for the Steering Group will be half of the members plus one. A quorum must include a minimum of one (1) Councillor and one (1) Council staff member being present.

#### **5.0 TERM OF THE STEERING GROUP**

A review of the Steering Group will be undertaken every two (2) years to ensure the purpose, membership and operations are appropriate.

#### **6.0 APPOINTMENT OF CHAIRPERSON**

The Chairperson of the Steering Group will be appointed by the Council.

The Deputy Chairperson will be elected by the Steering Group.

## **7.0 ADMINISTRATIVE ARRANGEMENTS**

Meetings will be held monthly (or more regularly if required).

Meetings will generally be held at the main administration office of Port Macquarie-Hastings Council.

The Director Community and Economic Growth is responsible for ensuring that the Steering Group has adequate secretariat support.

All Steering Group agendas and minutes will be made available to the public via Council's web site, unless otherwise restricted by legislation.

## **8.0 OBLIGATIONS OF MEMBERS**

In performing their Steering Group duties, members shall:

- 8.1 Commit to working towards advancement of the economic base of the Local Government Area.
- 8.2 Act honestly and in good faith.
- 8.3 Act impartially at all times.
- 8.4 Participate actively in the work of the Steering Group.
- 8.5 Exercise the care, diligence and skill that would be expected of a reasonable person in comparable circumstances.
- 8.6 Councillors, Council staff and members of this Steering Group must comply with the applicable provisions of Council's Code of Conduct in carrying out the duties as Council officials. It is the personal responsibility of Council officials to comply with the standards in the Code of Conduct and regularly review their personal circumstances with this in mind.
- 8.7 Comply with this Charter document at all times; and
- 8.8 Facilitate and encourage business and industry engagement with Steering Group and Council initiatives to support good economic outcomes for our community.

## Port Macquarie-Hastings Economic Development Steering Group

### ATTENDANCE REGISTER

Member	08/08/18	12/09/18	10/10/18	14/11/18	06/02/19
Councillor Rob Turner (Chair)	✓	✓	✓	A	✓
Councillor Geoff Hawkins (Deputy Chair)	A	✓	✓	✓	✓
Councillor Mike Cusato - Chair of External Grants and Revenues Portfolio	✓	X	A	A	X
Kelly King (Hastings Business Women's Network)	A	✓	✓	✓	X
Paul Dawson (Greater Port Macquarie Tourism Association)	✓	✓	✓	✓	✓
Anthony Thorne (Hastings Construction Industry Association)	✓	✓	✓	✓	✓
Professor Heather Cavanagh Greg Linsdell (alternate) (Higher Education)	✓	A	✓	A	✓
John Saunders Susan East (Camden Haven Chamber of Commerce)	✓	✓	A	✓	✓
Haydn Oriti (Port Macquarie Chamber of Commerce)	✓	✓	✓	✓	✓
Greg Freeman (Individual)	✓	✓	✓	A	✓
Peter Halliwell (Individual)	✓	✓	✓	✓	✓
Craig Swift-McNair (General Manager, PMHC) Rebecca Olsen (Acting)	✓	✓	A	✓	✓
Jeffery Sharp (Director Strategy & Growth) Holly McBride (Acting)	✓	✓	✓	A	✓
Liesa Davies (Group Manager Economic Development) Jane Ellis (Acting)	✓	✓	✓	✓	✓

**Key:** ✓ = Present

A = Absent With Apology

X = Absent Without Apology

# Economic Development Steering Group Meeting

Wednesday 13 March 2019

## Items of Business

<b>Item</b>	<b>Subject</b>	<b>Page</b>
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**Item: 01****Subject: ACKNOWLEDGEMENT OF COUNTRY**

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"I acknowledge that we are gathered on Birpai Land. I pay respect to the Birpai Elders both past and present. I also extend that respect to all other Aboriginal and Torres Strait Islander people present."

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**Item: 02****Subject: APOLOGIES**

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**RECOMMENDATION**

That the apologies received be accepted.

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**Item: 03****Subject: CONFIRMATION OF PREVIOUS MINUTES**

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**RECOMMENDATION**

That the Minutes of the Economic Development Steering Group Meeting held on 6 February 2019 be confirmed.

**PRESENT**

**Members:**

Councillor Rob Turner (Chair)  
Councillor Geoff Hawkins (Deputy Chair)  
Paul Dawson (Greater Port Macquarie Tourism Association)  
Anthony Thorne (Hastings Construction Industry Association Inc.)  
Professor Heather Cavanagh (Higher Education)  
Susan East (Camden Haven Chamber of Commerce)  
Haydn Oriti (Port Macquarie Chamber of Commerce)  
Greg Freeman (Individual)  
Peter Halliwell (Independent)

**Other Attendees:**

Craig Swift-McNair (General Manager)  
Holly McBride (Acting Director Strategy & Growth)  
Liesa Davies (Group Manager Economic Development)  
Lucilla Marshall (Group Manager Community Place)

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The meeting opened at 9:10am.

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**01 ACKNOWLEDGEMENT OF COUNTRY**

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The Acknowledgement of Country was delivered.

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**02 APOLOGIES**

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Nil.

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**03 CONFIRMATION OF MINUTES**

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**CONSENSUS:**

That the Minutes of the Economic Development Steering Group Meeting held on 14 November 2018 be confirmed.

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#### **04 DISCLOSURES OF INTEREST**

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There were no disclosures of interest presented.

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#### **05 BUSINESS ARISING FROM PREVIOUS MINUTES**

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CONSENSUS:

That the business arising schedule be noted.

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#### **06 HEALTH AND EDUCATION PRECINCT PLANNING**

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The Group Manager Community Place provided an overview of the draft HEP Masterplan (on public exhibition until 21 February 2019). The Group discussed and provided feedback on the plan noting the precinct's important as a future engine room for economic growth.

CONSENSUS:

1. The Group continue to advocate, collectively and individually, for the finalisation and implementation of the Masterplan.
  2. Members of the Group consider further review and comment via submission before the 21 February deadline.
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#### **07 NEXT MEETING**

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CONSENSUS:

That the Group note the next meeting will be a joint meeting of the Economic Development Steering Group & Cultural Steering Group on Wednesday 13 February 2019 in the Function Room, PMHC Headquarters at 8.00am.

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**08 GENERAL BUSINESS**

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Nil.

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The meeting closed at 10:10am.

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Item: 04  
Subject: DISCLOSURES OF INTEREST

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**RECOMMENDATION**

**That Disclosures of Interest be presented**

**DISCLOSURE OF INTEREST DECLARATION**

Name of Meeting: .....  
Meeting Date: .....  
Item Number: .....  
Subject: .....  
.....

I, ..... declare the following interest:

**Pecuniary:**  
Take no part in the consideration and voting and be out of sight of the meeting.

**Non-Pecuniary - Significant Interest:**  
Take no part in the consideration and voting and be out of sight of the meeting.

**Non-Pecuniary - Less than Significant Interest:**  
May participate in consideration and voting.

For the reason that: .....  
.....

Name: .....

Signed: ..... Date: .....

*(Further explanation is provided on the next page)*

**Further Explanation**

(Local Government Act and Code of Conduct)

A conflict of interest exists where a reasonable and informed person would perceive that a Council official could be influenced by a private interest when carrying out their public duty. Interests can be of two types: pecuniary or non-pecuniary.

All interests, whether pecuniary or non-pecuniary are required to be fully disclosed and in writing.

**Pecuniary Interest**

A pecuniary interest is an interest that a Council official has in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to the Council official. (section 442)

A Council official will also be taken to have a pecuniary interest in a matter if that Council official's spouse or de facto partner or a relative of the Council official or a partner or employer of the Council official, or a company or other body of which the Council official, or a nominee, partner or employer of the Council official is a member, has a pecuniary interest in the matter. (section 443)

The Council official must not take part in the consideration or voting on the matter and leave and be out of sight of the meeting. The Council official must not be present at, or in sight of, the meeting of the Council at any time during which the matter is being considered or discussed, or at any time during which the council is voting on any question in relation to the matter. (section 451)

**Non-Pecuniary**

A non-pecuniary interest is an interest that is private or personal that the Council official has that does not amount to a pecuniary interest as defined in the Act.

Non-pecuniary interests commonly arise out of family, or personal relationships, or involvement in sporting, social or other cultural groups and associations and may include an interest of a financial nature.

The political views of a Councillor do not constitute a private interest.

The management of a non-pecuniary interest will depend on whether or not it is significant.

***Non Pecuniary – Significant Interest***

As a general rule, a non-pecuniary conflict of interest will be significant where a matter does not raise a pecuniary interest, but it involves:

- (a) A relationship between a Council official and another person that is particularly close, for example, parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descendant or adopted child of the Council official or of the Council official's spouse, current or former spouse or partner, de facto or other person living in the same household.
- (b) Other relationships that are particularly close, such as friendships and business relationships. Closeness is defined by the nature of the friendship or business relationship, the frequency of contact and the duration of the friendship or relationship.
- (c) An affiliation between a Council official an organisation, sporting body, club, corporation or association that is particularly strong.

If a Council official declares a non-pecuniary significant interest it must be managed in one of two ways:

1. Remove the source of the conflict, by relinquishing or divesting the interest that creates the conflict, or reallocating the conflicting duties to another Council official.
2. Have no involvement in the matter, by taking no part in the consideration or voting on the matter and leave and be out of sight of the meeting, as if the provisions in section 451(2) apply.

***Non Pecuniary – Less than Significant Interest***

If a Council official has declared a non-pecuniary less than significant interest and it does not require further action, they must provide an explanation of why they consider that the conflict does not require further action in the circumstances.

**SPECIAL DISCLOSURE OF PECUNIARY INTEREST DECLARATION**

<b>By</b> <i>[insert full name of councillor]</i>	
<b>In the matter of</b> <i>[insert name of environmental planning instrument]</i>	
<b>Which is to be considered at a meeting of the</b> <i>[insert name of meeting]</i>	
<b>Held on</b> <i>[insert date of meeting]</i>	
<b>PECUNIARY INTEREST</b>	
Address of land in which councillor or an associated person, company or body has a proprietary interest ( <i>the identified land</i> )	
Relationship of identified land to councillor <i>[Tick or cross one box.]</i>	<input type="checkbox"/> Councillor has interest in the land (e.g. is owner or has other interest arising out of a mortgage, lease trust, option or contract, or otherwise).  <input type="checkbox"/> Associated person of councillor has interest in the land.  <input type="checkbox"/> Associated company or body of councillor has interest in the land.
<b>MATTER GIVING RISE TO PECUNIARY INTEREST</b>	
Nature of land that is subject to a change in zone/planning control by proposed LEP ( <i>the subject land</i> ) <sup>iii</sup> <i>[Tick or cross one box]</i>	<input type="checkbox"/> The identified land.  <input type="checkbox"/> Land that adjoins or is adjacent to or is in proximity to the identified land.
Current zone/planning control <i>[Insert name of current planning instrument and identify relevant zone/planning control applying to the subject land]</i>	
Proposed change of zone/planning control <i>[Insert name of proposed LEP and identify proposed change of zone/planning control applying to the subject land]</i>	
Effect of proposed change of zone/planning control on councillor <i>[Tick or cross one box]</i>	<input type="checkbox"/> Appreciable financial gain.  <input type="checkbox"/> Appreciable financial loss.

**Councillor's Name:** .....

**Councillor's Signature:** ..... **Date:** .....



### Important Information

This information is being collected for the purpose of making a special disclosure of pecuniary interests under sections 451 (4) and (5) of the *Local Government Act 1993*. You must not make a special disclosure that you know or ought reasonably to know is false or misleading in a material particular. Complaints made about contraventions of these requirements may be referred by the Director-General to the Local Government Pecuniary Interest and Disciplinary Tribunal.

This form must be completed by you before the commencement of the council or council committee meeting in respect of which the special disclosure is being made. The completed form must be tabled at the meeting. Everyone is entitled to inspect it. The special disclosure must be recorded in the minutes of the meeting.

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- i. Section 443 (1) of the *Local Government Act 1993* provides that you may have a pecuniary interest in a matter because of the pecuniary interest of your spouse or your de facto partner or your relative<sup>iv</sup> or because your business partner or employer has a pecuniary interest. You may also have a pecuniary interest in a matter because you, your nominee, your business partner or your employer is a member of a company or other body that has a pecuniary interest in the matter.
  - ii. Section 442 of the *Local Government Act 1993* provides that a **pecuniary interest** is an interest that a person has in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to the person. A person does not have a pecuniary interest in a matter if the interest is so remote or insignificant that it could not reasonably be regarded as likely to influence any decision the person might make in relation to the matter or if the interest is of a kind specified in section 448 of that Act (for example, an interest as an elector or as a ratepayer or person liable to pay a charge).
  - iii. A pecuniary interest may arise by way of a change of permissible use of land adjoining, adjacent to or in proximity to land in which a councillor or a person, company or body referred to in section 443 (1) (b) or (c) of the *Local Government Act 1993* has a proprietary interest..
  - iv. **Relative** is defined by the *Local Government Act 1993* as meaning your, your spouse's or your de facto partner's parent, grandparent, brother, sister, uncle, aunt, nephew, niece, lineal descendant or adopted child and the spouse or de facto partner of any of those persons.

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**Item: 05****Subject: BUSINESS ARISING FROM PREVIOUS MINUTES**

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<b>Item:</b>	07	<b>Date:</b>	10/10/2018
<b>Subject:</b>	Business Confidence Survey – Detailed Analysis		
<b>Action Required:</b>	NBNCO be invited to present/respond at November meeting.  That staff review the 2019 Business Confidence Survey to determine if response options are appropriate (for example, should operating costs and profitability be grouped) and consider an open question such as “what is important to you?”		
<b>Current Status:</b>	NBN Co will join the meeting at 9:30am to provide an update on their activities locally and discuss feedback from local business.		

<b>Item:</b>	09	<b>Date:</b>	14/11/2018
<b>Subject:</b>	Smart Regional City Planning - Innovation		
<b>Action Required:</b>	2. Agree further opportunity be taken to discuss innovative ecosystems and the local innovation environment at a future meeting.		
<b>Current Status:</b>	Scheduled for 10 April 2019 Meeting		

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Item: 06

Subject: HIGH SPEED RAIL

Presented by: Strategy and Growth, Holly McBride

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## RECOMMENDATION

**That the Group consider the NSW Government's plans for Fast Rail Network Strategy and local implications.**

### Discussion

In December 2018, the NSW Government announced a proposed high speed rail network, and appointed rail expert, Professor Andrew McNaughton, to lead an expert panel. The panel is tasked with providing advice to the Premier and Deputy Premier on how the government should best deliver a fast rail network to connect the state.

The four routes identified by the state government are:

- Northern Route including the Central Coast and Newcastle.
- Southern Inland Route including Goulburn and Canberra.
- Western Route including Lithgow, Bathurst and Orange / Parkes.
- Southern Coastal Route including Wollongong and Nowra.

Noting the Panel's likely upcoming engagement on the project and preparation of the NSW Fast Rail Network Strategy, Steering Group members are asked to consider the attached information brochure and discuss how the project might contribute locally.

### Attachments

1 [View](#). NSW Government "A Fast Rail Future for NSW" brochure





# A Fast Rail Future for NSW

## Our vision for NSW

**The NSW Government has a vision for vibrant and growing regional economies, providing NSW residents with more jobs, greater opportunities and better quality of life.**

Many of our state's regional areas have room to grow and are keen to draw in more investment, generate job opportunities and attract skilled workers. The government wants to make it easier and provide more choice for people to live and work in regional NSW.

In July 2018, the government released *A 20-Year Economic Vision for Regional NSW*, a comprehensive vision for regional NSW for the next 20 years and beyond. One of the key elements of the vision is better connectivity between regional centres, and from cities and international gateways.

## Designing a fast rail network

The NSW Government has appointed Professor Andrew McNaughton to lead an expert panel to provide advice to the Premier and Deputy Premier on how the government should best deliver a fast rail network to connect the state. The panel will identify opportunities for regional growth and improved services, and present the blueprint for how the government will deliver the network.

Four potential routes have been identified as the starting point for investigation into a NSW fast rail network. The panel will consider the possible network and advise on staging and delivery options.



### A NSW focus for fast rail

Long-distance fast and high-speed rail studies have been undertaken in Australia over many years. These studies have usually focused on linking the major Eastern Seaboard cities of Sydney, Brisbane, Canberra and Melbourne. These studies focused on rail as a competitor to air and road transport options. Most of the studies found that the costs and required ticket prices of an interstate high-speed rail network would be insurmountably high compared to likely customer volumes.




Until now, limited work has been done on the potential for a fast rail network connecting regional cities within NSW. The Fast Rail Network Strategy will, for the first time, provide a comprehensive assessment focused on connecting regional cities.

### Improving connectivity in regional NSW

The objectives of the Fast Rail Network Strategy will reflect *A 20-Year Economic Vision for Regional NSW*. Thousands of people travel along passenger rail corridors in NSW every day, moving within regions, or between major regional centres and Sydney. Passengers travel for work, education, tourism, and to attend events or access services. Our major regional centres and communities along rail corridors are important and vibrant parts of NSW. They offer diverse and affordable housing, access to employment and education, and lifestyle opportunities. The strategic planning and delivery of faster rail connections within regional NSW will increase the number of commuters, connect more people with regional NSW and alleviate growth pressures in Sydney.

### Potential travel times from Sydney

The delivery of fast rail has the potential to slash travel times by up to 75 per cent. A selection of approximate travel times could be:

	Current	Faster rail <200 km/h	High-speed rail >250 km/h
			
Canberra	4:07 hours	3:00 hours	1.00 hours
Newcastle	2:35 hours	2:00 hours	0.45 hours
Nowra	2:39 hours	2:00 hours	0.45 hours
Goulburn	2:31 hours	1:45 hours	0.30 hours
Wollongong	1:25 hours	1:00 hours	0.30 hours
Gosford	1:19 hours	1:00 hours	0.30 hours

### Learning from international experience

**Japan:** The Shinkansen, or bullet train, opened in 1964 and was the world’s first high-speed rail line. The network has grown in phases and continues to expand after more than 50 years. The network has changed the pattern of business in Japan and increased tourism. It is estimated to have a US\$19 billion economic impact per year.

**France:** The TGV opened in 1981 and connects more than 150 cities and towns in France, as well as cities in neighbouring countries. The combination of dedicated high-speed lines and mixed conventional lines has enabled the incremental growth of the network, increasing connectivity and improving regional services.

**United Kingdom:** High Speed 1 (HS1) in the UK has transformed the prosperity of small towns and cities 100-150 kilometres from London. HS1 has been a catalyst for growth in the regions it serves, increasing the regional talent pool, and attracting investment and business into the regions.



# From strategy to delivery

The government is committed to moving from high-level vision to planning and on to delivery.

The Fast Rail Network Strategy will present a blueprint for how the network could be delivered. Having a strategy will ensure future investment decisions on fast rail are well considered.

Preparing the Fast Rail Network Strategy in 2019 is the first significant step in taking the network from vision to delivery.

**The government will commence work on the first stage of our fast rail network in the next term of government.**



### Short to medium-term focus

Upgrades and optimisation of existing rail routes and new fleet, with services of at least 200 km/h

- Dedicated track improvements on existing routes will enable faster journey speeds, improve reliability and enhance comfort. These track improvements could include junction rearrangements, curve easing, deviations, passing loops and level crossing removals.
- There are also opportunities for new technology and train options that may reduce journey times.

### Medium to long-term focus

Dedicated high-speed rail, with new lines and routes, and possible speeds of over 250 km/h

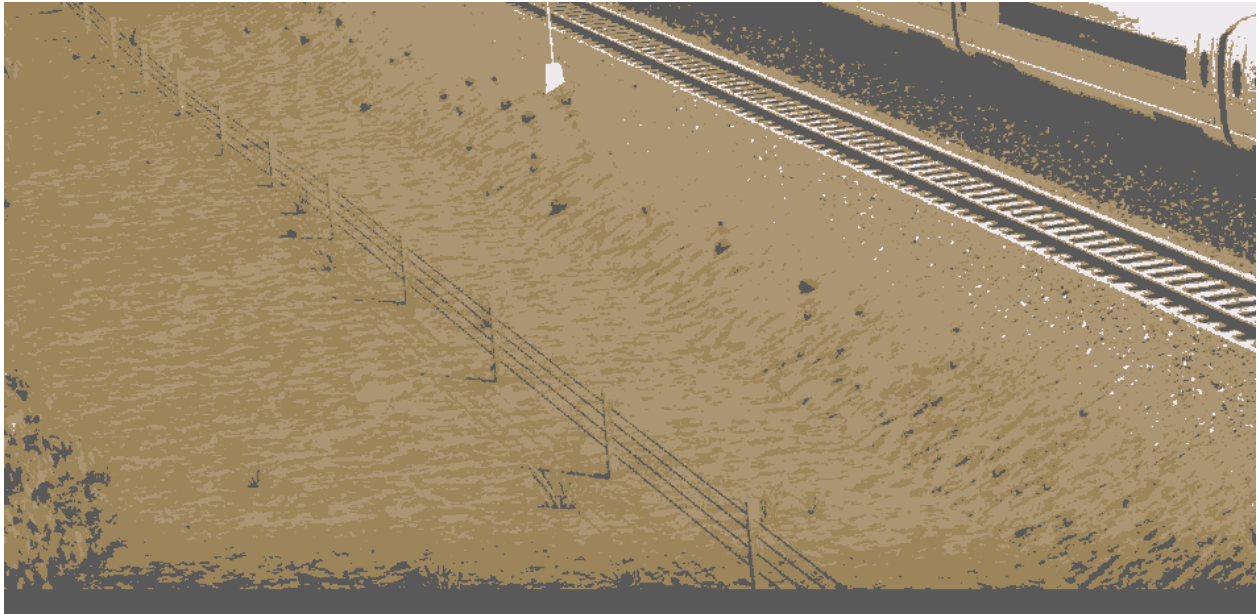
- A high-speed rail network would require a new dedicated and purpose-built line, and new rolling stock.

### A staged approach to delivery

International experience has demonstrated that fast rail networks can be delivered in stages. Each stage delivers immediate benefits while stepping closer to the game-changing vision. We will start delivering improvements that step us towards the vision for a fast rail future.



**Right:** Potential routes identified for investigation



## Funding fast rail

The Fast Rail Network Strategy will examine a range of funding options and smart staging to ensure each part of the fast rail network provides value for money and continues to progress the project.

Each funding option considered as part of the strategy will be assessed based on the estimated cost of the project in light of economic and other benefits to the community, and complementary revenue-generating opportunities. This is why it is essential for governments to map out options, identify priorities and plan for future stages of investment.

The NSW Government has an unmatched record for identifying and funding infrastructure. Our infrastructure program is designed to make communities more liveable, connected and productive today, while laying the foundations for the NSW of tomorrow. This investment pipeline, of \$87.2 billion over four years to 2021-22, is the largest program ever undertaken by any state in Australia.

This record infrastructure program is possible because, since 2011, the government has worked tirelessly to rebuild the state's economic fundamentals – bringing the budget back to strong surplus, eliminating government net debt and securing our Triple-A credit rating.

Off the back of this financial strength, we have reshaped the role of government as an enabler. There are more than 600 infrastructure projects underway or in planning and development, and long-term plans are in place through to the middle of the century.

The NSW Government will continue to invest in infrastructure to make our communities great places to live, now and into the future.

## Our other passenger rail programs for intercity and regional customers

### Regional rail fleet program

Procurement is underway on new diesel trains to replace the ageing XPT, Xplorer and Endeavour rail fleets. These trains service passengers travelling between Sydney, Canberra, Melbourne, Brisbane and major regional centres. They will be serviced by a new maintenance centre in Dubbo. The government is proceeding with this major investment, which will complement the future fast rail network.

### New intercity fleet

Brand new intercity trains will replace the 40-year-old silver sets that currently operate electric rail services between Sydney and the Central Coast, Newcastle, the Blue Mountains and the Illawarra. These new trains will provide more comfortable and modern features for intercity customers. The first of these trains will be arriving in 2019.

Further information about the Fast Rail Network Strategy is available at [nsw.gov.au/fastrail](http://nsw.gov.au/fastrail)

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Item: 07

Subject: SMART REGIONAL CITY PLANNING - STATUS UPDATE AND  
CONSIDERATION OF 'PLANNING' KEY INDICATOR

Presented by: Strategy and Growth, Holly McBride

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## RECOMMENDATION

**That the Group note the further local analysis and comparisons regarding 'Planning', and consider this, as the third of the Australian Government Smart Cities Policy priorities, from a local future planning perspective.**

### Discussion

At the 9 May 2018 meeting, the Group resolved:

*Item 08*

- 1. It was agreed discussions on the Australian Government Smart City Policy Priorities will focus on documenting, and where possible benchmarking, the local status and current planned actions for each priority.*
- 2. Staff are to undertake further work in this regard relating to jobs and skills to support a discussion with the Local Skills Audit project at a future meeting.*

Four of the six key indicators from the Australian Government Smart Cities Policy priorities have now been discussed with the Group:

- Liveability;
- Innovation;
- Housing; and
- Jobs and Skills.

The Group Manager Economic Development & Communications will lead a discussion on next steps (including further consideration on Innovation, and the remaining indicator "Infrastructure"), with further local analysis and benchmarking on the 'Planning' indicator provided to support consideration of this matter.

### Attachments

Nil



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Item: 08

Subject: NBN CO UPDATE

Presented by: Strategy and Growth, Holly McBride

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### RECOMMENDATION

**That the Group welcome NBN's Local Manager NSW-North to the meeting to discuss feedback from local business regarding the NBN roll-out.**

### Discussion

At the 10 October EDSG meeting, in reviewing the 2018 Business Confidence Survey responses, the Group noted responses regarding the NBN and its impact on local business. It was resolved that the results be shared with NBN Co and they be invited to present at an upcoming meeting.

Ian Scott NBN Local Manager NSW–North, will join the meeting to present an update on their roll-out and local business interactions.

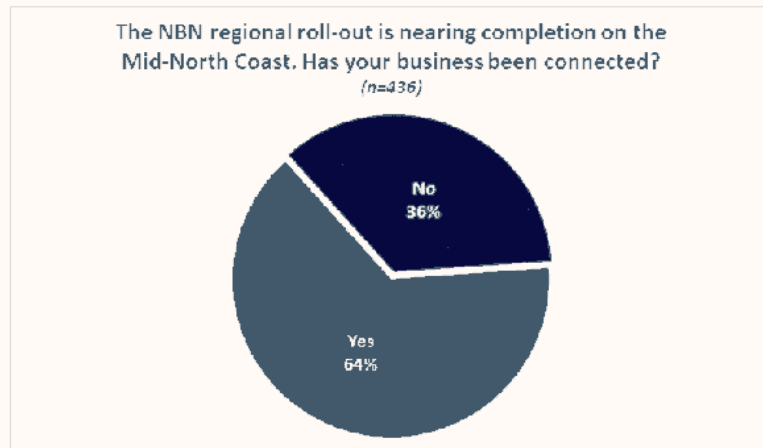
### Attachments

1 [View](#). 2018 Business Confidence Survey Results Extract

**Part 5: The NBN and its impact**

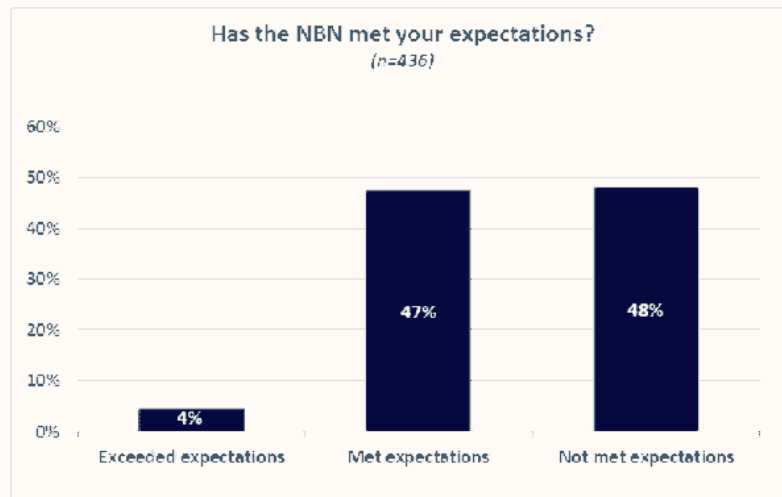
Businesses were next asked whether and how the NBN has impacted their business:

**Graph 5.1: Has your business been connected to the NBN?**



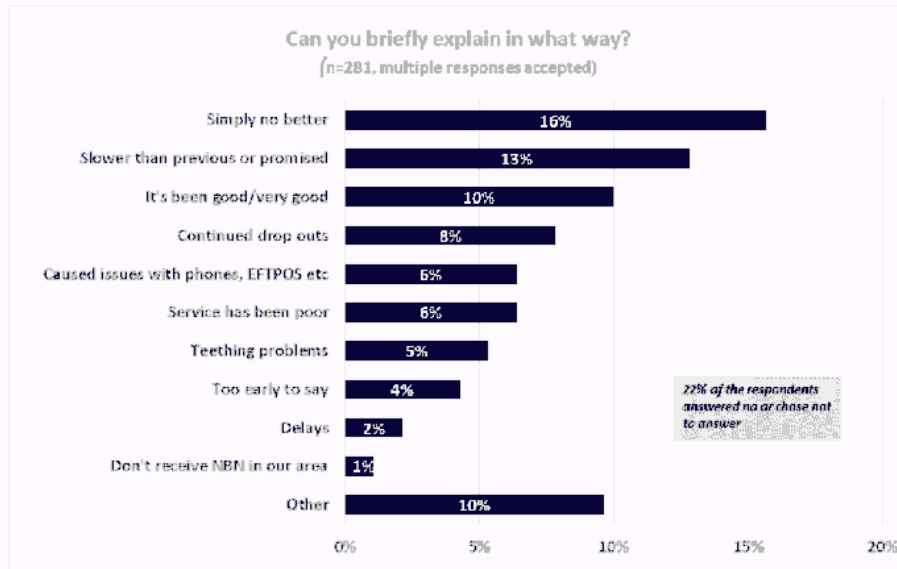
Almost two-thirds of businesses had been connected to the NBN (64%), with no differences by size of business or primary role of business.

**Graph 5.2: Has the NBN met your expectations?**



Perceptions of the NBN, among those connected, were polarised with 48% reporting that it had not met their expectations and 51% reported that it had met or exceeded expectations.

Graph 5.3: Can you briefly explain why the NBN has/has not met your expectations?

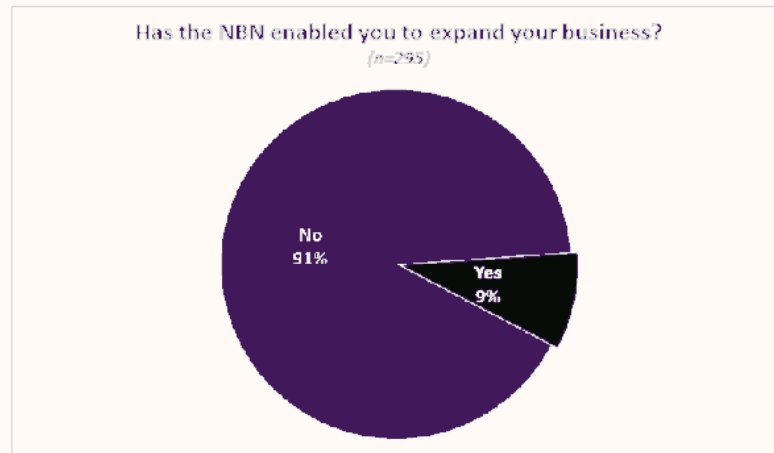


Among those who reported that it had met or exceeded their expectations, some stated that the internet was faster, has allowed them to improve their business (by being more reliable, offering a more consistent speed, allowing the business to now be on social media and allowed for increased access to services).

Among those who reported that it had not met their expectations, some stated that there has been no difference to the internet (reporting same number of interruptions to the service, similar speed and an inconsistent service). Many were also unhappy with the length of time it took to connect as well as the associated cost. And a number of respondents believed the NBN has caused issues with their phones, EFTPOS facilities etc.



Graph 5.4: Has the NBN enabled you to expand your business?



Just under one in ten of those who had had the NBN installed reported that it had enabled them to expand their business.

When asked in what way the NBN had allowed them to expand their business, these respondents reported improved social media usage, internal and external communications and use of the Cloud. Of the 26 respondents answering this question, the following validating comments were made:

- *It (has) affected changes to our medication system*
- *We have more social media site visits*
- *We can start communicating online and also advertising online.*
- *On Facebook*
- *Using and sharing through Cloud.*
- *Slightly, in that now more confidently communicate with video online and access video content*
- *FTTN does allow use of cloud base services with reasonable connectivity, a roll out of FTTP or FTTC would have provided a greater access for regional/remote workers not in capital city to high speed technologies.*
- *Better communication*

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**Item: 09**

**Subject: NEXT MEETING**

**Presented by: Strategy and Growth, Holly McBride**

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**RECOMMENDATION**

**That the Group note the next meeting will be on Wednesday 10 April 2019 in the Function Room, PMHC Headquarters at 8.30am.**

**Discussion**

Not applicable.

**Attachments**

Nil