Infrastructure Partnerships Australia is a national forum, comprising public and private sector CEO Members, advocating the public policy interests of Australia’s infrastructure industry.

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Foreword |

The election of the O’Farrell Coalition Government in New South Wales offers significant opportunities to get the State’s infrastructure programme back on track.

Infrastructure Partnerships Australia (IPA) has prepared this brief analysis of the key commitments and priorities of the incoming government to assist our members and the broader infrastructure sector.

In broad terms, the Coalition has shown a welcome appetite and evolved understanding of the key issues and reform opportunities that are required to support a more robust infrastructure programme in New South Wales.

Over the past several years, Infrastructure Partnerships Australia has enjoyed a sustained and active infrastructure policy engagement with Mr O’Farrell and his senior Ministers.

Of particular note are the commitments to reform the structure and processes of government toward a robust, long-term plan for the State’s infrastructure. This renewed approach centres on the establishment of Infrastructure NSW. This body will be an executive agency reporting directly to the Premier and will oversee the selection, prioritisation and in rare cases, the delivery of major infrastructure projects.

Done well, Infrastructure NSW offers the opportunity to deliver a long-term and transparent project pipeline – spelling out the investment priorities of the State over a 20 year time frame.

The new Government has also announced that it will create a dedicated infrastructure fund to progress the projects identified by Infrastructure NSW. This capital fund, which will be called the Restart NSW fund, will be resourced from the proceeds of asset sales, efficiencies across government and windfall revenues.

In terms of major projects, the Coalition has also made significant commitments about its first term agenda. Projects include:

1. **A new convention centre PPP in Darling Harbour**: The Coalition has already released a pre feasibility and subsequent expert panel’s report about the shape, procurement strategy and timings for the project – which will progress to EOI stage within six months of the election. These documents are both available on IPA’s website – www.infrastructure.org.au

2. **The North West Rail Link**: The North West Rail Link – first committed to in 1998 – forms the centrepiece of the new Government’s public transport agenda. Estimated at a cost of around $7.2 billion, the project could be delivered as a design and construct, or possibly, as a PPP.

3. **A major motorway for Sydney**: The new Government has committed to advance the next major motorway project in Sydney. Candidates include the M5 East duplication, M4 East or the F3-M2 motorway. The Coalition has stated that it will wait for advice from Infrastructure NSW about the sequence in which these motorways should be considered for delivery.
Clearly, the State’s balance sheet capacity remains one of the greatest challenges in delivering these and other major projects. Undoubtedly, the proposed economic audit will highlight opportunities for New South Wales to deliver better services more efficiently – and also examine how the State’s long-term project priorities can be funded.

We hope you find this summary useful and we look forward to working closely with the O’Farrell Government to drive better infrastructure outcomes in New South Wales.
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MAJOR COALITION COMMITMENTS AT A GLANCE

1. Establish Infrastructure NSW to independently assess and advise on major projects
2. Establish a new fund, Restart NSW, to fund major infrastructure as prioritised by Infrastructure NSW
3. Establish an Integrated Transport Authority with an independent board
4. Deliver a new Sydney Convention Centre at Darling Harbour through a PPP
5. Build the $7.2b North West Rail Link and complete the $2.1b South West Rail Link
6. Begin either the M4 East, F3-M2 or the M5 East Duplication within four years
7. Widen the M5 South West Motorway through a concession extension
8. Franchise the operations of Sydney Ferries
9. Offer the Sydney desalination plant on a long-term lease to the private sector
10. Build light rail in the Inner West; investigate links in the CBD and beyond
11. Undertake a feasibility study for Bus Rapid Transit (BRT) to the Northern Beaches
12. Undertake a full review and rewrite of the Environmental Planning & Assessment Act, including a repeal of Part 3A in favour of a new major infrastructure approval pathway
13. Deliver an integrated smartcard ticket for public transport
14. Increased health funding, including for a new Northern Beaches Hospital
Infrastructure prioritisation, delivery, and planning

a) Infrastructure NSW

The Coalition’s proposal to establish Infrastructure NSW incorporates a range of successful principles and processes from bodies such as Partnerships Victoria, Major Projects Victoria, Partnerships UK and Partnerships BC, as well as Infrastructure Australia.

Infrastructure NSW will be the Government’s central advisory body on infrastructure. It will have both strategic and operational oversight responsibilities and will be charged with overseeing the formulation of a unifying infrastructure plan for New South Wales.

Primary responsibilities of the body will include advising on project procurement, contracting arrangements, delivery and funding models and ‘best practice’ infrastructure delivery, as well improving the State’s bids for project funding from Infrastructure Australia.

Figure 1: Functional structure of Infrastructure NSW

Source: Infrastructure NSW: Making the right infrastructure decisions and delivering better projects. (NSW Coalition:2010).
Infrastructure NSW will be tasked to prepare a 20-year State Infrastructure Strategy. Sitting within the 20 year plan will be a succession of detailed five year infrastructure plans which are linked to the available funding envelope. The five year plan will also inform detailed sectoral State Infrastructure Strategy Statements. These plans will form the basis of a pipeline of future infrastructure projects within the State. The State Infrastructure Strategy will be tabled in Parliament and debated, and approved by the Premier and the Cabinet Infrastructure Committee.

Infrastructure NSW will be overseen by a Board drawn from Directors’ General and the private sector; with a majority from outside of government – including the agency’s Chairman. The organisation will be run by a Chief Executive who will also serve as the State’s Coordinator General. The Infrastructure NSW Board will report directly to the Premier.

The Board of Infrastructure NSW will also advise on the investment of the Coalition’s proposed infrastructure fund, Restart NSW, with the ability to draw capital from the fund to underpin infrastructure recommendations to government.

b) Cabinet reporting framework

The Coalition proposes to introduce a Cabinet reporting framework for all major infrastructure and service commitments. The process will include:

- independent verification of Treasury costings;
- clear statements on the impact of costings on forward budgets;
- quarterly or monthly project progress updates direct to Cabinet, detailing time and any project cost variations; and
- quarterly Treasury fiscal reports to Cabinet.

c) Public Service Commission

The NSW Coalition has committed to re-establish the NSW Public Service Commission to improve the integrity, performance and accountability of the State’s public sector workforce. The NSW Public Service Commission will drive improvement through the following initiatives:

- monitoring, auditing and enforcing compulsory public advertisement of all public sector positions;
- reviewing and reporting on agency performance against standards for public sector recruitment and selection processes; and
- conducting independent investigations into employment actions to ensure they have been objective and fair and not subject to patronage.

The Public Service Commission will be headed by a full-time commissioner who will report to the Premier and produce an annual report to Parliament on the state of the NSW public service.
d) **Regional New South Wales**

The Coalition has committed to a range of policies to actively encourage greater decentralisation, including tasking Infrastructure NSW to assist in planning for major regional infrastructure projects.

The new Government has also committed that one third of the Restart NSW fund (see section 3) will be earmarked for investment in regional New South Wales, which is expected to help create 40,000 new jobs in regional areas.

e) **Planning legislation and metropolitan planning**

The Coalition has committed to a full review and overhaul of the Environmental Planning and Assessment Act – including a commitment to revoke the controversial Section 3A. The review will be conducted by an independent expert panel, with the aim of enacting legislation around the middle of the first term.

While Section 3A will be revoked, it is widely expected that the State will retain a major infrastructure approval pathway to ensure that major projects can be advanced efficiently.

The Coalition also does not intend for the previous Government’s revised Sydney Metropolitan Plan to stand as the overarching plan for Sydney. Mr O’Farrell has said the Coalition would consider changing the allocation of new dwellings to a 50 per cent greenfield, 50 per cent infill mix, as part of an overhaul of the State’s planning laws, which would be conducted ‘after consultation’.

In addition, the Planning Assessment Commission’s authority over residential developments will be returned to local councils. The NSW Coalition has also announced that it will oppose plans to compulsorily acquire residential properties to be sold to developers.

In addition, the Coalition will scrap the Homebuyers Tax (or the ad valorem tax) on home purchases.

f) **Fast-tracked land release**

The Coalition will target the release of 10,000 blocks by Landcom over four years, with profits raised from the land release to go into the New Homes Infrastructure Trust which will be dedicated to fund local urban infrastructure such as water, sewerage and roads.

The fast-track of the release of the blocks will be done by:

- Accelerating the release of land currently in Landcom's inventory;
- promoting the faster release and sale of land through existing Joint Ventures with the private sector; and
- seeking to work with small landholders to consolidate land parcels into larger developments.
Funding and financing

a) **Restart NSW**

The new Government has committed to establish a new capital fund to be called Restart NSW, which will be dedicated to funding major infrastructure projects. The starting value of the fund has yet to be determined, however it will draw ongoing revenue from above-budget tax revenues, savings measures, additional government borrowing and proceeds from the long-term lease of the Sydney Desalination Plant at Kurnell – which is expected to raise around $1.2 billion. The fund will also be capitalised through the use of ‘Waratah Bonds’, a retail T-Corp issuance aimed at tapping self managed superannuation funds in particular.

The fund’s investments will be informed by the recommendations and priorities identified by *Infrastructure NSW*.

*Restart NSW* will fund infrastructure projects including:

- public transport;
- roads, specifically addressing urban congestion, black spots and missing links;
- freight and intermodal facilities;
- water infrastructure;
- hospitals and health infrastructure; and
- improvements to workplaces for ‘frontline workers’ including law and justice officers, teachers and nurses.

One-third of the *Restart NSW* funding will be preserved for projects in regional New South Wales – meaning outside Sydney, Newcastle and Wollongong – to further the Coalition’s decentralisation agenda.

b) **Economic ‘Commission of Audit’ and 2011 Budget**

The Coalition has committed to conducting a full audit of the State Government’s financial position within nine months of taking office – with an interim report to be issued before the first budget in 2011. It is expected that commissioning this audit will be among the first acts of the new government. The Coalition has already identified $140 million in savings to be made through adjustment of public sector travel entitlements.

The Coalition has announced that it will delay its first budget until September 2011, following the completion of the interim Commission of Audit.

c) **New Homes Infrastructure Trust**

This trust will be funded by the proceeds of the fast-tracked sale of 10,000 Landcom lots in Western Sydney, and will be used to fund urban infrastructure in new areas (see section 2e).

d) **$350 million Hunter Infrastructure and Investment Fund**
The Coalition has committed to establishing a $350 million fund, overseen by an independent board comprising people drawn from the local community. The Fund will include proceeds from ‘the cancellation of the Tillegra Dam project’, and will go towards local infrastructure priorities.

The previous Labor Government has said Hunter Water customers who paid additional levies to fund the cancelled Tillegra Dam project will be refunded.

e) *Royalties for Regions*

The Coalition has announced it will introduce a 'Royalties for Regions' style programme to upgrade infrastructure in resource-related areas - and will toughen conditions on new resource projects. The new Deputy Premier Andrew Stoner has said the scheme will inject up to $160 million in its first term into infrastructure projects in mining communities.

f) *AAA credit rating*

Any additional borrowing will be undertaken in compliance with the Coalition’s commitment to maintain the AAA credit rating.
Transport and Roads commitments

a) **North West Rail Link**

The single most substantial infrastructure commitment from the Coalition Government is the promise to build the $7.2 billion North West Rail Link. The Coalition has committed to commencing the project within this term of government.

It is expected that the North West Rail Link will take a similar alignment to the long-promised projects’ most recently proposed alignment. The project forms a 23km rail link between Epping and Rouse Hill and includes:

- 16km of railway in tunnels;
- 4km of railway on the surface;
- six new stations (with potentially a seventh at Tallawong Rd); and
- a new train stabling facility.

Industry market sounding could proceed on this rail line very quickly - potentially within the next few months. It is likely the project will be progressed either as a traditional design and construct or potentially, through a Public Private Partnership arrangement. It is understood that the Coalition will also seek Commonwealth support for the project, including through the reallocation of the $2 billion currently earmarked for the Parramatta to Epping Rail Link, although this is subject to negotiation with the Commonwealth and Infrastructure Australia.

![Figure 2: Indicative Alignment for the North West Rail Link](image)

Source: NSW Government submission to *Infrastructure Australia*
b) **Integrated Transport Authority**

The Coalition Government has committed to establish an Integrated Transport Authority to 'improve the delivery of public transport services by better co-ordinating different transport modes, and enabling more efficient delivery of major transport infrastructure projects.'

The Integrated Transport Authority would be responsible for transport policy including planning, infrastructure, fares, ticketing and customer information. It will be responsible for ensuring different transport modes are integrated.

Under this structure, the operational transport agencies, such as CityRail, Sydney Buses and Sydney Ferries, will be solely focused on front line service delivery while the Integrated Transport Authority will be responsible for planning and policy considerations.

An independent Board will oversee the new Authority. The Board will, according to the Coalition, be at ‘arms length’ from the day-to-day running of transport services, but will play a critical role in keeping the State Government accountable on transport policy and providing expert advice. The composition and membership of the Board is not yet known.

Specifically, the new Authority will:

- provide a central point of management for the provision of public transport services across Sydney and New South Wales;
- be responsible for transport planning including the development of workable transport interchanges;
- deliver co-ordination between transport modes;
- provide a central point of accountability for the planning and delivery of major transport infrastructure projects; and
- provide accessible real-time information about services and ticketing.

c) **South West Rail Link**

The NSW Coalition has committed to finish the South West Rail Link. This line, which is contracted and currently underway, was also a commitment of the Labor Government, meaning little change from the previous plan is expected.

The South West Rail Link is a new 11.4km rail line from Glenfield to Leppington, with two new stations located at Edmonson Park and Leppington, including commuter car parking, and a train stabling facility at Rossmore.

d) **Sydney Orbital Network**

Premier O’Farrell has previously said he would commence work on a circa $10 billion M4 East extension, $4.5 billion M5 East duplication, or $4 billion F3-M2 connection in the Government’s first term.

The Premier also said it was a ‘no-brainer’ that government has to complete the Sydney road network, including the M4, M5, F6 and the F3-M2 links. *Infrastructure NSW* will be
charged to advise the Government on the priority of each project and ensure that these are staged within the long-term infrastructure plan.

Figure 3: Map of the Sydney Orbital Motorway Network

In addition, the Coalition has committed to fast-track an agreement with the owners of the M5 South West Motorway (Interlink) to widen this portion of the orbital network. The project is reported to cost approximately $350 million, and could be funded by Interlink in exchange for an extension of the concession, subject to negotiations.

The Coalition has also announced a plan to establish a Motorway Priority Breakdown Response Team to quickly clear up accidents and other incidents which delay traffic.

e) Sydney Ferries

The Coalition has committed to franchising Sydney Ferries’ operations and potentially, maintenance to the private sector. The model used would be similar to the Brisbane City Council – TransdevTSL arrangement. The Government has estimated it will provide a cost saving of $40 million over four years. The state is expected to retain ownership of the vessels while the private sector will run services.

The commitment follows the previous Walker Inquiry into Sydney Ferries, which recommended that Government enter into a contract with the private sector to deliver ferry services.

The franchising of the ferry service will be an immediate priority for the Coalition. While Sydney Ferries is a relatively small component of the transport network, it is a highly visible and inefficient one. Additionally, the ferry franchising may be a watershed for future reforms in areas such as the State Transit Authority and potentially, heavy rail in the medium term.
The Coalition’s plan also includes introducing new services and upgrading ferry wharves. The new Government will provide an additional $7.5 million to the Commuter Wharf Upgrade Program over four years bringing the total Budget allocation of the fund to $60 million. The Coalition has also committed to re-instating services from the Lower North Shore which were cancelled in the last timetable change.

f) Pacific Highway upgrade

New South Wales Deputy Premier Andrew Stoner says the Pacific Highway will be exempt from any spending cuts, and has said the Coalition is committed to continuing the upgrade of the Pacific highway, and fast tracking the process to ensure it is completed by 2016.

This will require a substantial increase in investment from the both the State and Federal Governments if this commitment is to be met.

g) Light Rail

The Coalition will continue the extension of the light rail to Dulwich Hill as currently planned. The Coalition has also committed to complete feasibility studies for an extension of the light rail network from Central to the University of New South Wales and Sydney University, and from Central Station to Circular Quay.

The Coalition would not identify exact routes until the feasibility studies were completed, however they are committed to investigating light rail from ‘Central past the Sydney Cricket Ground, past the entertainment precinct, past the racecourse, ...to the university and health precinct.’

The Coalition’s commitments on light rail are:

1) Immediately incorporate existing light rail services from Central to Lilyfield into the MyZone ticketing system to encourage more commuters to consider multi-modal transport options.

2) Ensure that light rail is part of the proposed Electronic Ticketing System.

3) Investigate the role of light rail in the CBD. Central to Circular Quay will form the spine of this network, subject to feasibility, with an intention to incorporate the network to Haymarket, Barangaroo and other major CBD locations. Integration with other modes of transport will be critical to the final route and station destinations.

4) Extend the existing light rail service in the Inner West from Lilyfield to Dulwich Hill.

5) Conduct a feasibility study to extend the light rail network from Central to the University of NSW. The precinct between Central Railway Station and UNSW incorporates some of the State's most significant, sporting, entertainment, health and education precincts yet lacks an integrated mass transit option.

6) Conduct a feasibility study to extend the light rail network from Central Railway Station to Sydney University.
h) **Speed limit audit**

The Coalition has committed to undertake a state-wide audit of speed limits aimed at cutting the number of confusing speed zones on major roads. The policy would also include a review of mobile and fixed speed cameras.

i) **Second Sydney Airport**

Mr O’Farrell has said he is ‘not one of those who believe we are going to end up with a second airport in Sydney’s basin’, and that he thinks ‘ultimately the future of Sydney airports is going to involve high-speed rail to our south and north.’

j) **Fares and ticketing**

The Coalition has committed to introducing an integrated, electronic ticket ‘as soon as physically possible’. A contract to deliver integrated ticketing already exists, having been awarded to the Pearl Consortium, headed by Cubic, but details on the timeframe and specifics of this are not yet publically available.

The Coalition has also announced a plan to offer discounts to commuters who buy monthly, quarterly or yearly public transport tickets, in an effort to encourage more people to buy longer tickets which could promote greater use of public transport and shorter queues at ticket booths and machines.

k) **Other road funding**

The Government will spend $200 million fixing more than 30 black spots across NSW such as Heathcote Rd, in Sutherland Shire, and the Golden Highway, from Dubbo to Newcastle.

The Coalition will contribute $250,000 towards the construction of a turning lane on the Newell Highway at Oxford Street in Forbes, and $750,000 towards the upgrade of the Burraway Road and Newell Highway intersection in Brocklehurst.

The Coalition has committed $45 million to upgrade the New England Highway, $15.4 million towards the upgrade of Narellan Road and the construction of a second Grafton bridge within four years.

Also committed is $100 million of funding for roads in Western Sydney, including $10 million for a new arterial road in Werrington.

l) **Other public transport commitments**

The Coalition has committed to fund the free ‘Parramatta Loop’ shuttle bus service through Parramatta, at a cost of $588,000 annually, with inflation and increased patronage factored into its four-year costings.

The Coalition has also promised to deliver 135 new express and semi-express train services per week for western Sydney and the Central Coast, including 80 for Campbelltown.
The Coalition has committed to examine the feasibility of a Rapid Bus Transit System to cut travel times between the city and the Northern Beaches.

The Coalition has committed to complete the $35 million Flinders Railway Station near Shellharbour, if the funds have been allocated in the budget.

Mr O’Farrell has also committed to not putting major cycleways on more of Sydney’s roads where they inconvenience motorists.

$60 million will also be allocated to accessible station upgrades, with one third of the funding for this coming from new advertising on trains.

Health commitments

a) Health funding

The Coalition has announced a $3 billion health funding plan, including $885 million in new funding to fast-track hospital upgrades, redevelopments and other health infrastructure priorities over the first four years.

Under the Coalition’s health plan, Blacktown, Wagga and the Northern Beaches would receive $125 million each; Tamworth Hospital would receive $100 million; Port Macquarie $75 million; and Dubbo $50 million.

Further detail on the capital programme for health is anticipated in the first 100 days of the O’Farrell Government.

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<td><strong>Total Hospitals and Health Infrastructure Funding</strong></td>
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b) **Federal health reforms**

Premier Barry O’Farrell has indicated that a Coalition Government may revisit the agreement signed by the former Labor Government committing to the federal health reforms. Mr O’Farrell has indicated that he would not be willing to surrender GST revenue, but would consider paying an agreed sum to be a part of the federal reforms.

c) **Wagga Wagga Base Hospital upgrade**

Mr O’Farrell has said that building of a new regional referral hospital at Wagga Wagga was the Coalition’s ‘flagship regional infrastructure project’. $125 million to fast-track the Wagga Base Hospital redevelopment has been committed by the Coalition, adding to the $90 million previously committed by the Keneally Government in the 2010 State Budget.

d) **New Northern Beaches Hospital – Frenchs Forest**

The Coalition has pledged to start building a hospital at Frenchs Forest within the first term. More than $400 million would be spent on the hospital, and $125 million worth of government funding for this project was committed at the Coalition’s campaign launch (see 6a).

e) **Hunter Health infrastructure**

The Coalition has promised to spend $33 million on health infrastructure in the Hunter region, including:

- An additional $20 million for a new hospital in Maitland, to be combined with existing funds to plan for and start development of a new hospital on a greenfield site;

- $8 million for land next to Calvary Mater Hospital in Newcastle, to enable construction of a new cancer research and treatment facility (The Calvary Mater Hospital have committed up to $20 million to build the facility once the land is made available);

- $4 million to upgrade the Mental Health Unit at Maitland Hospital and refurbish the Cessnock Hospital Emergency Department; and

- $1 million for various equipment purchases.
Social Infrastructure reform agenda and project commitments

a) *Convention & Exhibition Centre PPP*

The Coalition will commence procurement of a new, $700 million Sydney Convention & Exhibition centre within six months of their election to government, under a Public Private Partnership (PPP) model.

**Figure five: Artists impression of the proposed new convention & exhibition centre**

Source: Greg Crone, Managing Director, Crone Architects (2010)

The new Convention & Exhibition Centre will be built on the site of the existing Sydney Entertainment Centre and its car park, and include a new hotel and multi-user plenary hall with capacity for at least 10,000 people.

The Coalition aims to have the project delivered by 2015 - providing an opportunity for New South Wales to bid for the IMF-World Bank Annual Meeting, and compete directly with other Asia-Pacific conference destinations such as Singapore, Kuala Lumpur and Shanghai.

The PPP project is expected to be managed in the early stages by a dedicated public sector agency.

The Coalition released a pre feasibility study by PwC and an expert report prepared by ANZ Chairman the Hon Warwick Smith, former Leighton executive Penny Bingham-Hall and IHG Chief Operating Officer Bruce McKenzie. Both documents on the project are available at [www.infrastructure.org.au](http://www.infrastructure.org.au)
b) **Education upgrades**

The Coalition Government has committed to create a new $40 million NSW Public School Upgrade Fund to fund maintenance needs identified by principals and school communities, and boost funding for basic maintenance by $20 million.

c) **Local infrastructure charges**

The Coalition has committed to revise the way infrastructure charges are managed in New South Wales, by:

- requiring disclosure of the way government infrastructure levies are formulated – and making this transparent to industry;
- considering proposals that offer better ways of delivering infrastructure that maintains or exceeds appropriate standards, delivers results and represents value for money; and
- convening a roundtable (including representatives of peak infrastructure and housing bodies, suppliers of utility infrastructure and services and local government) to assess where contestability can be most effectively applied.

d) **Police stations**

The Coalition has promised $69 million in funding for the upgrade and/or construction of five new police stations in the State.

**Energy policy**

a) **Electricity privatisation – Judicial Inquiry**

The new Government has committed to convene a Judicial Inquiry into the sale of the State’s generators. The reform of the remaining generation assets will not be undertaken until the Inquiry reports.

b) **Renewable Energy Buy Back Scheme**

The Coalition has committed to introduce market mechanisms that encourage investment in renewable energy. This will include the introduction of a renewable energy buy-back scheme or feed-in tariff.

c) **Reforms to mining and coal seam gas legislation**

Under their policy of Strategic Regional Land Use the NSW Coalition has promised to review the licensing assessment procedure for mining and coal seam gas extraction to make the process more stringent. This could also include new Aquifer Interference Regulations. Stricter processes will assist in the protection of strategic agricultural land and associated water resources.
d) **Solar Power**

The Coalition will redirect uncommitted capital from the NSW Climate Change Fund to cover the cost of Labor’s NSW Solar Bonus Scheme.

The Coalition will hold a Solar Summit to determine the true cost of the previous Government’s solar bonus scheme, identify any opportunities to limit the cost blowouts and establish a sustainable future for the NSW solar industry.

e) **Parliamentary Secretary for Renewable Energy**

The Coalition will appoint a Parliamentary Secretary for Renewable Energy who will be responsible for developing a 2020 NSW Renewable Energy Plan to aim for a 20 per cent renewable energy target by 2020.

f) **Amalgamating distributors**

The Coalition will amalgamate the State’s three electricity distributors into two entities – one metropolitan and one regional distributor – saving a potential $400 million in operating costs over four years, which would be spent on energy rebates.

**Water policy**

g) **Water Authorities and the Kurnell Desalination Plant**

The new Government has ruled out the disposal of either Sydney or Hunter water.

The Coalition has committed to offer a long term lease on the Sydney desalination plant to the private sector. The Coalition estimates the lease will generate $1.2 billion in proceeds, and has committed to allocate these proceeds to the ‘Restart NSW’ fund.

The Coalition will waive fixed water charges for general security licenses for farmers who have received no water allocation for two consecutive years, and will immediately commence a review of the water charging system.

The Coalition will fast-track sewerage connections for eight outer Sydney communities, including Bargo, Buxton, Yanderra, Cowan, Galston, Glenorie, Douglas Park and Wilton.
Links to Policies


Individual policy documents from the State Action Plan

**‘ONE: Rebuild the NSW economy through lower taxes and business growth’**


**‘TWO: Return quality services in areas such as health, transport, education and community safety’**


**‘THREE: Renovate the infrastructure that makes a difference to both our economy and people’s lives’**


‘FOUR: Restore accountability to government and give people a real say on issues that affect their lives’

• Election funding, FOI, government accountability http://www.nsw.liberal.org.au/restore-accountability

‘FIVE: Protect our local environment and return planning powers to the community’


