

7 July 2023

Infrastructure Investment Program Strategic Review  
IIP Review – Land Transport Infrastructure Division  
Department of Infrastructure, Transport, Regional Development, Communications and the Arts  
GPO Box 594  
CANBERRA ACT 2601

Via email: IIP.Review.Submissions@infrastructure.gov.au

Dear Ms Gardiner-Barnes, Mr Mrdak and Mr Waldock,

**Submission to the IIP Strategic Review**

I write with regard to the 90-day independent Strategic Review of the Infrastructure Investment Program (IIP) announced by the Hon. Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government on 1 May 2023.

The \$120 billion 10 year infrastructure investment pipeline adopted by the former Coalition Government included many worthy land transport projects that had been identified in partnership with state and territory governments, local councils, freight industry stakeholders and communities.

There are projects on the IIP which will provide significant benefit to communities in the electorate of Nicholls, including:

- Goulburn Valley Highway - Shepparton Bypass Stage 1
- Echuca to Robinvale - Future Priorities
- Road Safety Program additional funding – VIC
- Toowoomba to Seymour - Victoria - Future Priorities
- Unallocated VIC Rural and Regional Roads Package (Off-Network)

As a region with a strong manufacturing sector there is also significant benefit from:

- Improving connectivity to Port of Melbourne - Business Case

The Goulburn Valley Highway - Shepparton Bypass route was identified and approved in 1995. The lack of progress, and significant one-off cost led to a new strategy to break the project into stages, starting with the most critical infrastructure, a flood proof second river crossing over the Goulburn River and removal of east-west traffic from the cities of Shepparton and Mooroopna.

The October 2022 flood amplified the need for a climate proof second river crossing.

In its submission to the Victorian Parliamentary Inquiry into the 2022 Flood Event in Victoria Greater Shepparton City Council said:

*The October 2022 flood event has highlighted once again the inadequacy of our existing road infrastructure. There is now an urgent need to realise Stage 1 of the Goulburn Valley Highway 9. Shepparton Bypass that will provide for a second river crossing over the Goulburn River providing flood immunity. During the flood event the only existing Goulburn River crossing option along the Midland Highway (the Causeway between Mooroopna and Shepparton that currently takes over 30,000 vehicles per day) was inundated with water leading to a multi-day closure, effectively severing access between Shepparton and Mooroopna. This road closure caused significant impacts on rescue and recovery, supply issues, resourcing of people for response and movement of critical workers. A number of bridge closures and changed conditions has had a significant impact on east-west freight movements across the state. Other cities in regional Victoria with significant flooding issues generally have alternative crossings over major rivers. Having a second river crossing in Shepparton will aid in providing safety and security for our community, particularly in emergency situations. The loss of the Causeway connection required Council to effectively manage two emergency responses – on each of the Mooroopna/Tatura, and Shepparton sides of the Goulburn River. This response relied on the availability of local staff, and sourcing support from businesses and the community on each side of the Goulburn River. These impacts were further exacerbated by closures and changed conditions for the Murchison Bridge in the southern end of the municipality. McCoy's bridge just north of the municipal border with Moira Shire Council also experienced closures and flood impacts, further emphasising the need for a flood-resilient, second river crossing.*

The Committee for Greater Shepparton conducted broad consultation with its membership base, including major manufacturing businesses and in its *2022 Flood Impacts Report* (May, 2023) broad stated:

*2.3.1 Climate-proof critical freight and transport networks by building a second river crossing at Shepparton-Mooroopna to enable delivery of response and relief services, and the safe movement of people, workforce, and freight. As evidenced in the Report, participants across the board recognised that the majority of challenges experienced during the floods would not have occurred if an alternate local river crossing was available. This was consistent across all sectors from freight and agriculture, to health, education and aged care and reinforced the reliance on the causeway for local, regional, and national business operations.*

The report included the following case study which highlights the impact felt broadly across the regions agriculture and manufacturing sectors:

#### ***Case Study: The Bega Group – Tatura Milk***

##### ***Business overview***

*Tatura Milk Industries is part of the Bega Group. The Bega Group employs more than 3,800 people and operates 20 manufacturing sites across Australia and are supplied by around 4,000 suppliers.*

*Tatura Milk is a major dairy manufacturing plant operating 24 hours/7days and manufactures cream cheese, infant powders, milk powders, milk protein concentrate, lactoferrin and frozen cream.*

*Location: 236 Hogan Street Tatura Victoria 3631.*

### **Significance of the organisation**

*Significant local employer – 350 employees impacted by flooding.*

#### *Overview of direct impacts*

- *Road closures (including causeway between Shepparton and Mooroopna) prevented >50% of staff attending factory site for >9 days and prevented milk tankers collecting and delivering milk to factory.*
- *Milk dumped on farm by suppliers (and paid for by Bega).*
- *Loss of Power due to Mooroopna Substation Flooding resulted in complete loss of electricity to factory for 3 days, and limited electricity supply for another 6 days. During these 6 days when power was limited, we were constantly managing electricity load/use to prevent black outs in Tatura.*
- *Loss of production due to lack of staff and impacted milk supply.*
- *Staff paid to stay at home.*
- *Factory could not operate and lost refrigeration capacity, therefore over milk and cream onsite had to be transported to other Bega sites and competitors for processing into lower grade products.*
- *Even when the causeway was opened for milk tankers after a few days, our employees could not get across and we did not have enough electricity to run the factory and process milk.*

The Shepparton Bypass Stage 1 provides additional safety/freight efficiency/congestion benefits and has been strongly supported by Greater Shepparton City Council, the Committee for Greater Shepparton, the Shepparton Bypass Committee, major manufacturers and agriculture producers, the transport industry, community groups and residents.

\$10 million was allocated in the 2017 Victorian state budget for planning and some further acquisition. In 2019 the Federal government announced that they would contribute \$208 million towards stage 1.

On August 16, 2022 Victorian Premier Daniel Andrew told the Victorian Parliament:

*I would say to the member for Shepparton— she is a passionate advocate for Shepparton— we have delivered the hospital, rail upgrades, road upgrades and the school upgrade there, one of the most amazing educational precincts in our nation. We have done planning. We have done lots of work in partnership with the member for Shepparton on the bypass. I hope that she and I can advocate to the new commonwealth government, a commonwealth government that wants to get things done, for that project and maybe other projects. We are part of that project in the planning work. In fact every dollar that has been spent on that project has come from our government, not pretenders who just lost government in Canberra. Let us work with them to see if we can get things done.*

The case for this project is compelling and the community has accepted that a staged approach is the best option to achieve the full bypass over time.

The demands on infrastructure are great, but this project has already waited more than 20 years and has been reshaped to achieve the most critical part first. The completion of a business case by the Victorian Government and \$208 million committed by the Australian Government should provide the impetus to get this project moving, especially in light of the October 2022 flood impacts on regional and interstate freight movements, manufacturing, agricultural production and public safety.

While I understand Minister King has determined the Government's 2022 land transport election commitments are to be exempt from examination under the Strategic Review's terms of reference, it is important to the integrity of this process that any independent qualitative assessment of the existing IIP projects should include an evaluation of the merits of those projects when compared to Labor's election commitments.

The Strategic Review's terms of reference also require the reviewers to make "reform" recommendations in relation to on-going, long-standing road safety and transport efficiency programs, including the Black spots program, Roads to Recovery, Bridges to Renewal and the Heavy Vehicle Safety and Productivity program. These important programs are relied on by local government road managers, including the Greater Shepparton City Council, Mitchell Shire Council, Strathbogie Shire Council, Moira Shire Council and Campaspe Shire Council in my electorate.

These important programs deliver worthwhile improvements to address identified road safety risk locations and sites that may be unsafe for heavy vehicles to access. Often the projects are relatively small in size and cost, but beyond the capacity of local road managers to fund.

Any recommendations of the review should not add to the complexity of local government to apply for or administer projects under these important programs.

Thank you for your consideration of the points above and I would be willing to make myself available to discuss these matters further if that would be of assistance to the review.

Yours sincerely,

s22(1)(a)(ii)



Sam Birrell MP  
Federal Member for Nicholls



Our Reference F02/A10/000001/SB:fk

12 July 2023

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IIP Review – Land Transport Infrastructure Division  
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The \$120 billion 10-year infrastructure investment pipeline adopted by the former Coalition Government included many worthy land transport projects that had been identified in partnership with state and territory governments, local councils, freight industry stakeholders and communities.

There are projects on the IIP which will provide significant benefit to communities in the Horsham Rural City Council area including:

- Western Highway Stawell to South Australian Border - Future Priorities
- Western Highway Stawell to South Australian Border - Horsham Junction Upgrade

While I understand Minister King has determined the Government's 2022 land transport election commitments are to be exempt from examination under the Strategic Review's terms of reference, it is important to the integrity of this process that any independent qualitative assessment of the existing IIP projects should include an evaluation of the merits of those projects when compared to Labor's election commitments.

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Yours sincerely

s22(1)(a)(ii)

SUNIL BHALLA  
**Chief Executive Officer**



**Dan Tehan MP**  
Member for Wannon

House of Representatives - Parliament of Australia

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Dear Ms Gardiner-Barnes, Mr Mrdak and Mr Waldock,

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I write regarding the 90-day independent Strategic Review of the Infrastructure Investment Program (IIP) announced by the Hon. Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government on 1 May 2023.

The \$120 billion 10-year infrastructure investment pipeline adopted by the former Coalition Government included many worthy land transport projects that had been identified in partnership with state and territory governments, local councils, freight industry stakeholders and communities.

There are projects on the IIP which will provide significant benefit to communities in the electorate of Wannon including:

<b>PROJECT</b>	<b>Clth Funding</b>
• Cape Otway Road and Winchelsea-Deans Marsh Road Intersection Upgrade	\$6 M
• Green Triangle Bridge upgrades	\$9.4 M
• Green Triangle - Future Priorities	\$41.4 M
• Princes Highway - Victoria - Tranche 2	\$12 M
• Princes Highway Corridor - Victoria - Future Priorities	\$159.2 M
• Princes Highway West - Bridge Upgrade Glenelg River, Dartmoor	\$2.4 M
• Princes Highway West - Bridge Upgrade Shaw River, Yambuk	\$2.6 M
• Princes Highway West - Bridge Upgrade Surrey River, Narrawong	\$2.0 M
• Princes Highway West - Bridge Upgrade Warrnambool-Geelong Rail Line, Weerite	\$0.9 M
• Princes Highway West - Bridge Upgrade Warrnambool-Port Fairy Rail Line, Dennington	\$1.5 M
• Princes Highway West - Bridge Upgrade Mount Emu Creek, Panmure	\$0.4 M
• Princes Highway West - Bridge Upgrade Warrnambool-Geelong Rail Line, Allansford	\$1.9 M
• Princes Highway West - Overtaking Lane East of Terang (Eastbound and Westbound)	\$9.0 M
• Western Highway - Complete the Duplication Between Ballarat and Stawell	\$360 M



**Dan Tehan MP**  
Member for Wannon

*House of Representatives - Parliament of Australia*

The benefits of these road projects are three-fold, they provide:

1. Significant safety improvements, with our community members being able to travel safely on our roads;
2. The roads are all important for the productivity of our region and helping to improve freight efficiencies; and
3. Provide safety for our visiting tourism who help to drive our local regional economies.

These road projects have strongly been supported by their respective local councils including, Ararat Rural City Council, Corangamite, Colac Otway, Glenelg, Pyrenees Shire, Shire of Moyne, Southern Grampians, Surf Coast Shire, and Warrnambool City Council. Numerous road user groups also support these projects.

Unfortunately, due to the weather and heavy vehicle usage the declining state of the roads in the electorate of Wannon have helped contribute to the Victorian regional road toll being at a 16-year high. It is distressing to see that the poor conditions of our roads and their subsequent repair could help with preventing these road traumas. It is also adding to peoples cost of living pressures with constant damage occurring to tyres, rims and windscreens.

While I understand Minister King has determined the Government's 2022 land transport election commitments are to be exempt from examination under the Strategic Review's terms of reference, it is important to the integrity of this process that any independent qualitative assessment of the existing IIP projects should include an evaluation of the merits of those projects when compared to Labor's election commitments.

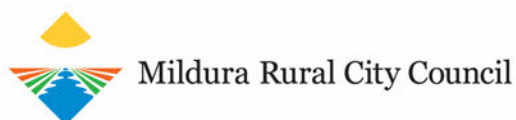
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Thank you for your consideration of the points above and I would be willing to make myself available to discuss these matters further if that would be of assistance to the review.

Yours sincerely,

s22(1)(a)(ii)

Dan Tehan MP  
Member for Wannon



Mildura Rural City Council

File: 07/03/02

14/07/2023

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The \$120 billion 10-year infrastructure investment pipeline adopted by the former Coalition Government included many worthy land transport projects that had been identified in partnership with state and territory governments, local councils, freight industry stakeholders and communities.

There are projects on the IIP which will provide significant benefit to communities in the Mildura Rural City Council area including:

- Sunraysia Highway Ballarat to Ouyen - Future Priorities
- Calder Highway Melbourne to Mildura- Future Priorities
- Calder Highway Melbourne to Mildura - Overtaking Lanes

While I understand Minister King has determined the Government's 2022 land transport election commitments are to be exempt from examination under the Strategic Review's terms of reference, it is important to the integrity of this process that any independent qualitative assessment of the existing IIP projects should include an evaluation of the merits of those projects when compared to Labor's election commitments.

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To: Department of Infrastructure, Transport,  
Regional Development, Communication  
and the Arts

14 July 2023

File: 07/03/02

Page 2

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Yours sincerely

s22(1)(a)(ii)

**MARTIN HAWSON**  
**CHIEF EXECUTIVE OFFICER**

Copy to: Dr Anne Webster MP, Member for Mallee

MH/hj





# Darren Chester

Federal Member for Gippsland

July 14, 2023

Infrastructure Investment Program Strategic Review  
IIP Review – Land Transport Infrastructure Division  
Department of Infrastructure, Transport, Regional Development,  
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Dear Ms Gardiner-Barnes, Mr Mrdak and Mr Waldock,

I write in regard to the 90-day independent Strategic Review of the Infrastructure Investment Program (IIP) by the Minister for Infrastructure, Transport, Regional Development and Local Government, Hon. Catherine King MP on May 1, 2023.

By way of background, I wrote to the Minister to formally request an opportunity for a confidential and off-the-record conversation with one, or more, of the review team to provide input from the perspective of a former Infrastructure Minister and representative of regional, rural and remote communities. I have a long-standing interest in infrastructure development, particularly as it relates to road safety, productivity and the visitor economy, and believe my experience as a government and opposition MP could benefit the review outcomes.

From a regional Victorian perspective I am acutely aware of the level of dysfunctionality and bureaucratic buck-passing which has become entrenched in the state-federal infrastructure program.

Lives are being lost and much-needed productivity and connectivity gains are being sacrificed while bureaucrats fail to reach agreement on funding contributions and profiles for projects which have overwhelming community support.

At the same time, I have serious concerns about the Minister's rhetoric in relation to this review which seems dismissive of smaller projects and the Federal Government's critical role in whole-of-corridor strategies to reduce road trauma.

The new government has abandoned localism as it applies to identifying regional infrastructure priorities as reflected in its decision to abolish the Roads of Strategic Importance program, cease future funding for Local Roads and Community Infrastructure program, and include Roads to Recovery among other sub-programs within the scope of this review.



The Minister has repeatedly indicated in her public commentary, that she is concerned that projects were announced by the former Coalition Government without adequate funding allocations or a willing partner.

I'm not sure how the adequate funding allocation argument can be applied for example to the \$300 million Princes Highway corridor announcement for Victoria. It was a capped bucket of funding from which individual projects could be funded and it was my understanding, when the Coalition left Government, that there was significant headroom in that program.

The fact that we couldn't get the Victorian State Government to accept its share of responsibility and provide 20% funding led to the previous Commonwealth Ministers agreeing to fund 100% of some important road safety initiatives.

I agree entirely that this may not have been the ideal situation but it was better than endless arguments by bureaucrats and my constituents continuing to navigate intersections with poor crash histories. It also resulted in the previous government seeking willing partners among local government to actually get projects started.

Across Australia, the \$120 billion 10-year infrastructure investment pipeline adopted by the former Coalition Government included many worthy regional land transport projects that had been identified in partnership with the state and territory governments, local councils, freight industry stakeholders and communities.

There are projects on the IIP which would provide significant benefit to communities in the electorate of Gippsland, including:

- Princes Highway East – Lakes Entrance East – Princes Highway Safety Upgrades (\$4 million)
- Princes Highway East – Lakes Entrance West – Princes Highway Safety Upgrades (\$2.4 million)
- Princes Highway East – Marine Parade Improvement Works, Lakes Entrance (\$6.5 million)
- Princes Highway East – Princes Highway and McEacharn Street Intersection Upgrade, Bairnsdale (\$9 million)
- Mallacoota-Genoa Road Upgrade (\$10 million)

More detail about each of these projects is as follows:

**Princes Highway East – Lakes Entrance East – Princes Highway Safety Upgrades**

Lakes Entrance east: Princes Highway safety upgrade

**Total cost:** \$5 million

**Total Australian Government Funding:** \$4 million

**Status:** Detailed scope of works being developed by Regional Roads Victoria (RRV), East Gippsland Shire Council (EGSC) and Lakes Entrance Action and Development Association (LEADA).

**Project description:** The Princes Highway in Lakes Entrance is undergoing a significant safety upgrade with road realignment, pedestrian crossings, intersection treatments and shared pathway improvements funded by three levels of government.

Current funded works will not complete the project and the eastern approach to the CBD requires significant safety upgrades between Eastern Beach Road and Clarkes Road.

The primary aim of the project is to enhance safety by de-conflicting pedestrians and cyclists from industrial activity alongside the highway and a major intersection upgrade at Eastern Beach Road.

RRV, EGSC and LEADA have consulted with local business owners and adjoining landowners on a package of works which would include:

1. Install traffic signals at Eastern Beach Road/Princes Highway intersection
2. Widen highway shoulders
3. Re-align existing shared pathway and install pedestrian refuge alongside highway to de-conflict with existing industrial activity
4. Upgrade existing pathway and install linking boardwalk to re-direct pedestrian traffic away from congested area.
5. Upgrade car parking to accommodate long vehicles

The proposed upgrades would enhance safety for school children accessing nearby St Brendan's Primary School and the soon to be developed retirement living village and provide an off-Highway alternative, particularly during the peak holiday season, for pedestrians and cyclists seeking to access the foreshore and CBD from the eastern end of Lakes Entrance.

The installation of traffic signals at Eastern Beach Road would reduce the frequency of collisions and provide safer access for long vehicles turning off the highway to access one of the largest caravan parks in Lakes Entrance.

This project is a priority for both East Gippsland Shire Council and Regional Roads Victoria senior staff who have met with me on site and agree it's a high-risk intersection with particular concerns for pedestrians.

It is completely untenable for me that the lives of children, old people and other vulnerable roads users will be put at risk because of a budgetary decision to push this project beyond 2027. I have repeatedly asked for a holistic approach to motorists and pedestrian safety at this intersection and fear that we will experience serious injuries or loss of life unless action is taken.

The original \$4 million Federal Government commitment will not complete this project now, and I have requested Minister King asks her department to consider the merits of using some of the headroom from the original \$300 million to work with the State Government on an expanded scope of works.

#### **Princes Highway East - Lakes Entrance West – Princes Highway safety upgrade**

**Total cost:** \$3 million

**Total Australian Government Funding:** \$2.4 million

**Status:** Detailed scope of works is being developed by RRV.

**Project description:** Intersection safety upgrade and improved pedestrian safety treatments. The construction of a viewing platform and new lookout has increased traffic pressures at the intersection of Hazel Road and the Princes Highway on the western approach to Lakes Entrance.

EGSC and the Federal Government are partnering in a \$1.5 redevelopment of visitor facilities at Rotary Park, which will include additional toilet upgrades and a road safety treatment to allow longer vehicles to safely access the new tourist attraction.

For more than 20 years, residents of Lakes Entrance have sought to upgrade the pathway from Kalimna to the township, to provide safe access, primarily for pedestrians. Currently, the pathway is falling into disrepair with significant trip hazards and a road safety barrier at risk of causing significant injury to pedestrians.

RRV will deliver the program of works which will include:

1. Intersection safety upgrade – Installation of raised concrete islands
2. Pedestrian access improvements between Kalimna and Bullock Island roundabout, alongside the Princes Highway – widening and resurfacing a section of pathway
3. Replacement of the barrier fence and safety treatment to the road safety barrier.

This project has been repeatedly delayed because of a failure to secure 20% funding from the State Government.

### **Princes Highway East – Marine Parade Improvement Works Tranche 2**

**Total Cost:** \$6.5 million

**Total Australian Government Funding:** \$5.3M

**Status:** Tranche 1 detailed design is in progress, with East Gippsland Shire Council commencing Project Reference Group Meetings

**Project Description:** A preliminary consultation has indicated an expanded scope of works is required to deliver intersection upgrades, road widening, asphalt resurfacing, kerb and channel replacement and pedestrian safety upgrades.

The Marine Parade project is the next stage of a major redevelopment on The Esplanade in Lakes Entrance to improve pedestrian safety and allow for the increased traffic which occurs during the peak season.

Earlier this year a young pedestrian was struck by a vehicle and airlifted to Melbourne as a result of his injuries caused by the lack of pedestrian and road safety upgrades.

Despite repeated attempts by the local Shire to engage with the Department on an expanded scope of works within the headroom of the initial commitment, there has been no progress since the new government took office.

### **Princes Highway East – McEacharn Street Intersection Upgrade, Bairnsdale**

**Total Cost:** \$9.74 million

**Total Australian Government Funding:** \$9.74 million

**Status:** Detailed design complete.

**Project Description:** The intersection at McEacharn Street and the Princes Highway, Bairnsdale is a notorious bottleneck for local traffic movement in Bairnsdale, this intersection has increasingly become dangerous and difficult to negotiate, with the risk of injury high.

Extensive consultation and design works have already been undertaken, with this important road safety initiative due to start work this year.

The works to be carried out by RRV will include:

1. Relocation of a utilities
2. Construction of roundabout

More than two years since this funding was announced, construction has not started and remains in jeopardy as a result of this review process.



**Mallacoota Genoa Road****Total cost:** \$10 million**Total Australian Government Funding:** \$10 million**Status:** Detailed scope of works to be developed by EGSC and RRV.**Project description:** The main access road linking Mallacoota to the Princes Highway has not received any major upgrades over the past 20 years. RRV is proposing shoulder widening, general safety upgrades, hazard removal, strategic safety barrier installations and CBD drainage/shared pathway enhancements in partnership with EGSC.

Mallacoota was the community most adversely impacted by the summer bushfires and the road safety improvements would enhance the resilience of this key access route in emergency situations, as well as delivering economic benefits through the visitor economy.

After the bushfires, the road was closed for several weeks, severely compromising the relief and recovery effort and adding to the economic damage to the community.

Upgrading the access road to Mallacoota will stimulate increased visitation and improve safety for locals.

EGSC plans to improve the functionality of the CBD and enhance pedestrian safety with drainage works and a shared pathway alongside the main access road.

Again, a complete lack of urgency from the State Government has resulted in no construction on the ground more than two years after this funding was secured.

These are some examples of relatively small-scale initiatives that are critically important to road safety and productivity but will never be funded without a significant Commonwealth contribution.

Further to the above-mentioned road safety projects at risk in my electorate, it is my understanding that the Strategic Review's terms of reference also require the reviewers to "reform" recommendations in relation to vital on-going, long-standing road safety and transport efficiency programs, including Roads to Recovery, Bridges to Renewal, the Black Spots Program and the Heavy Vehicle Safety and Productivity Program. If these programs are cut, there will be a significant threat to road safety.

It's well-known that regional motorists are disproportionately represented in road trauma statistics and the majority of crashes occur in close proximity to a person's home. Commonwealth funded rural and regional road safety projects are life-saving endeavours that should be quarantined from funding cuts.

I would also question whether there has been an updated 'statement of expectations' sent to local government since my 2017 letter where I emphasised the need to focus on reducing road trauma. At a time when regional road trauma continues to cause enormous social and economic harm, I believe there has been a failure to maintain the momentum for a national focus on this issue in recent years.

The IIP should have an increased focus on saving lives in our regions, not just saving minutes for city commuters.

Additionally, one of the most successful programs for rural and regional councils for which they could access money for road projects, the Local Roads and Community Infrastructure Program, has received no ongoing commitment. The LRCIP gave power back to local

government, letting them set their own priorities without the inevitable cost-shifting which occurs when the Commonwealth deals exclusively with State Governments.

Local Councils are best placed to know what local community infrastructure would be required in their communities.

LRCIP saw projects like sporting ground upgrades, new skate parks, pump tracks, library improvements and road upgrades in my community of Gippsland. It was more cost effective and delivered results in a more timely manner than the frustrating delays I have described previously.

Considering the Department has stated that this review will take a 'programmatic approach' it would be remiss of me not to mention its success.

All these important programs are relied on by local government to address identified road safety risk locations and sites that may be unsafe for heavy vehicles to access. Often the projects are relatively small in size and cost, but beyond the capacity of local road managers to fund. Any recommendations of the review should not add to the complexity of local government to apply for or administer projects under these important programs.

Gippsland has been severely disadvantaged by drought, bushfire, floods, the coronavirus pandemic and more recently the accelerated closure of local industries.

The people in my community are fatigued. They shouldn't need to fight again to secure much needed funding for basic road safety projects and community infrastructure.

If those infrastructure projects and programs, particularly in regional areas, involving intersection upgrades and highway safety improvements do not go ahead, people will be killed and injured on those roads.

While I understand Minister King has determined the Labor Party's 2022 land transport election commitments are to be exempt from examination under the Strategic Review's terms of reference, it is important to the integrity of this process that any independent qualitative assessment of the existing IIP projects should include an evaluation of the merits of those projects when compared to Labor's election commitments.

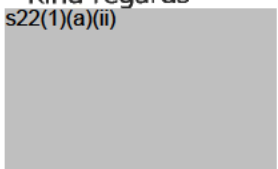
I fear this review process is simply putting at risk projects that I have been working on to improve infrastructure outcomes for our region for several years.

Every project is getting more expensive while we wait for the outcomes of this review.

Thank you for your consideration of the points above and again, I would be willing to make myself available to discuss these matters confidentially if that would be of assistance to the review.

Kind regards

s22(1)(a)(ii)



DARREN CHESTER



17 July 2023

**Re: Cardinia Shire Councils Submission to the Independent Strategic Review of the Infrastructure Investment Program: Pakenham Roads Upgrade Project.**

**Context**

Cardinia Shire has been a powerhouse for population, housing, and economic growth in Victoria in recent years. It is one of the fastest growing municipalities in Australia and is situated in the Greater South East Melbourne region which is predicted to grow to a population of 2 million people over the next decade. A recent report by the Victorian Skills Commissioner found that the Greater South East Melbourne region is the largest and fastest growing amongst the six metropolitan regions that make up Melbourne's economy. The Greater South East Melbourne region is home to more than 500,000 jobs and 83,500 businesses.

According to the Australian Bureau of Statistics in 2021-22 Victoria recorded an increase in GSP of 5.6%, the strongest of any state and territory. The Greater South East Melbourne region plays an important role in this economic growth with key existing industrial and employment precincts and industrial land still to be developed in Pakenham and the Cardinia Shire.

There are however risks that come with this rapid growth, a major one is that critical infrastructure is not keeping pace with population and housing growth. More people are moving to Cardinia Shire and Pakenham as it has a supply of new homes being built and residential land being developed, but the roads and transport infrastructure are showing signs of stress.

The Pakenham Roads Upgrade project is seeking to address some of this infrastructure pressure, with the project to deliver:

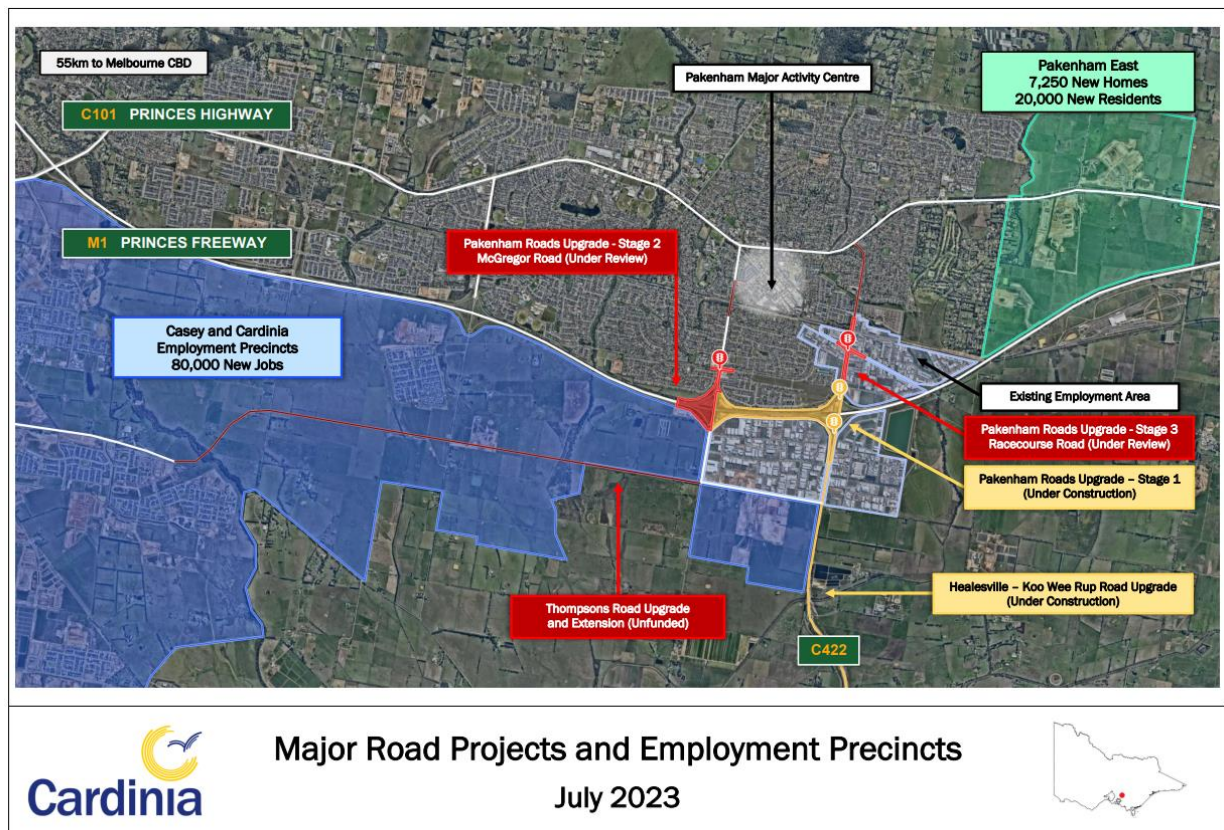
- reduced bottlenecks and improved traffic flow
- safer outcomes for all road users
- more walking and cycling options
- better connections to and from the Princes Freeway and the rapidly expanding Pakenham Employment Corridor, as well as to the Pakenham Major Activity Centre.

With housing availability currently, a key national issue and priority for State and Federal governments, Cardinia Shire and Pakenham play an important role in providing land and access to new homes. Across the Shire there are currently 20,509 developed residential lots and a further 18,039 lots undeveloped. Our data shows that an average of 3 families a day are moving into our community.

This growth needs to be supported with critical infrastructure to ensure that the people who have and will continue to make Pakenham, Cardinia Shire, and Greater South East Melbourne their home are adequately supported by the Australian Government. The infrastructure needs for the region are significant and include road upgrades, improved public transport linkages and investment to ensure the activation of residential and industrial land.

Up until now, governments' approach to this infrastructure challenge has been piecemeal and reactive. Cardinia Shire believes that this review presents an opportunity to update and improve the existing business case that has been done for the Pakenham Roads Upgrade to better account for the need for greater housing availability and the fast-tracked approval of both the Pakenham East Precinct Structure Plan (PSP) and the Pakenham South Employment Precinct both of which were approved by the State Minister for Planning after the completion of the business case.





This annotated aerial map identifies all three stages of the Pakenham Roads Upgrades project and its critical links to the Pakenham Major Activity Centre, the Pakenham East PSP and the state significant industrial land which incorporates the Pakenham South Employment Precinct.

## Project Overview

Pakenham is growing rapidly, with 57,000 residents almost half of our population residing in this community alone. The population is forecast to increase by 32% or to a total of 75,193 by 2031. This will further impact an already heavily congested traffic network.

The Pakenham Roads Upgrade is part of a wider investment in improving transport infrastructure in Pakenham including level crossing removals at Racecourse Road, McGregor Road and Main Street, an extension of the existing train line to Pakenham East, a new train station at Pakenham and upgrades to Healesville-Koo Wee Rup Road.

This key project that would ensure that infrastructure investment are well connected and keeping pace with and meeting the needs of the growing community. Stage 1 of the project is already underway, the Independent Strategic Review into Infrastructure Investment Program is specifically considering if Stage 2 and Stage 3 of the project should continue.

## Stage 2 - McGregor Road: \$94 million

The McGregor Road Upgrade includes:

- adding an extra lane on McGregor Road between the Princes Freeway and Webster Way
- upgrading the intersection of McGregor Road, Henry Road and Webster Way
- widening the western freeway ramps and reinstating traffic lights to manage vehicles entering the freeway.



### Stage 3 – Racecourse Road: \$209 million

The Racecourse Road Upgrade includes:

- adding an extra lane on Racecourse Road between Peet Street and Azola Drive
- upgrading the intersection at Bald Hill Road by replacing the roundabout with traffic lights
- upgrading the intersection at Railway Avenue and Campbell Street by adding traffic lights
- improving bus connections by reopening Railway Avenue for buses only to access the new Pakenham Station
- building new walking and shared use paths improving safety for pedestrians and cyclists and completing the missing link between Healesville-Koo Wee Rup Road in the south and the new Pakenham Station in the north

### Project Benefits

The Pakenham Roads Upgrade Project will have wide-reaching liveability and safety benefits for Cardinia Shire residents and the people travelling into the region for employment opportunities more broadly. When delivered in its entirety it will:

- improve safety
- reduce bottlenecks
- improve traffic flow and liveability of the Pakenham community
- provide more walking and cycling options
- provide better connections to and from the Princes Freeway reducing travel times
- provide improved access to the Pakenham Employment Corridor
- provide a north south connection into South East employment corridor
- provide improved access to the Pakenham Major Activity Centre supporting the local economy with improved visitation and access to cars off the Princes Freeway
- provide improved access to the future Pakenham Community Hospital
- provide improved access to the Pakenham Train Station
- provide a main throughfare for the Pakenham East PSP which will house 23,000 residents

Alongside these direct benefits the Pakenham Roads Upgrade also supports several complimentary policy objectives, in particular housing supply and urban planning. Investing in improved roads to better service the growing number of new homes being built allows for even greater housing development and is a better urban planning outcome.

The deliverability for this project and others like it across our region is high, Stage 1 is already underway as are other rail infrastructure upgrades being undertaken by the Victorian government. There is significant local interest in improving the traffic conditions and the demand for residential and industrial land is high.

This coupled with the recent fast-tracking of the development of the Pakenham East PSP and the Pakenham South Employment Precinct the community will see an addition of over 7000 homes and 3965 jobs Cardinia Shire shows that demand is unlikely to diminish. In a climate of a nationwide housing shortages these developments are significant and will require improved road infrastructure to support the growth.

There is a clear risk that residential growth will continue unabated in order to meet high demand and infrastructure will not keep pace, this has a detrimental effect on the quality of life for those Australians who are looking to own their own home and have a secure place to live in Cardinia Shire.

Our data shows that the reliance on the road network in our shire is already above the state average, 92.4% of our residents own a car compared with 87.6% statewide. With few public transport options, the road network is critical to residents, but also to businesses with these roads serving as a key thoroughfare to industrial precincts and through to regional economic activity centres the Port of Hastings, the Latrobe Valley and Greater Gippsland.

Pakenham and Cardinia Shire are centrally located and have strategic links to many nationally significant precincts and projects, including:

- connectivity to south east employment corridor which is State significant industrial land
- connectivity to the Port of Hastings and the recently announced renewable energy terminal, a key part of a net zero economy
- connectivity to regional Victoria the Latrobe Valley and Gippsland both areas playing an important role in renewable energy transition
- access to the Federally significant Future South East Airport, as identified in Plan Melbourne
- export benefits for the agriculture sector with the largest export of asparagus being in the corridor
- connectivity to the national freight network
- Improved access to Phillip Island, major international tourist destination
- Strong alignment to delivery of the National Road Safety strategy 2021-30.

Cardinia Shire is a strong growth corridor for housing and for industrial activity, it provides the links between regional economies and metropolitan Melbourne. This central location and proximity to Port of Hasting and the Latrobe Valley will become increasingly important in the transition to renewable energy and a net zero economy.

### Investment pipeline

Cardinia Shire Council fully supports an infrastructure pipeline that ensures nationally significant projects are appropriately assessed and funded. The 10-year pipeline should be looking to deliver infrastructure projects that anticipate growth rather than playing catch up.

The Pakenham Roads Upgrade was the result of combining several proposed road upgrade projects and was not initially considered as a single strategic infrastructure project. The Infrastructure Australia evaluation of the project notes that there is a lack of certainty around the economic benefits of the projects.

The advice from Infrastructure Australia is clear on some of the deficiencies in the existing economic work relating to the project but does not question the need for change. The narrow focus of some of the initial business case work is largely the result of the piecemeal and uncoordinated way that this project was developed.

From the Cardinia Shire perspective, a much broader and in-depth assessment is required for the project that would take into consideration the more recent developments in the area including as previously stated, the Pakenham East PSP and the current land release, The Pakenham South Employment Precinct, the Level Crossing upgrade work, the proposed Officer South industrial precinct, the future Community Hospital and the connection to the renewable terminal at the Port of Hastings.

Greater coordination in the development of key infrastructure projects is needed, the Infrastructure Australia evaluation for the Pakenham Roads Upgrade is evidence that work needs to be done by governments at all levels from the outset to ensure all the relevant information is assessed.

### Project Future

The Pakenham Roads Upgrade project has many of the elements required to be a Commonwealth government strategic priority. However, all current and future benefits need to be appropriately considered with project proponents given the support to deliver and contribute to the review process if required so it adequately explores the full scope and impact of this key project.

The need for the Pakenham Roads Upgrade project is clear, the benefits the project brings to the local community and the broader economy are evident. There is a significant risk that if this project does not continue then the road network will be under further stress and safety and productivity will diminish across the region.

The project is well supported by the community, with consultation on Stage 2 and 3 already completed by Major Road Projects Victoria (MRPV). That work found:

- 83% of respondents were supportive of the upgrades
- 89% had concerns while travelling through the area, mostly with traffic flow and congestion
- only 12% of walking and cycling path users said the current paths are good or very good, with no one rating them as excellent

The community also shared that they wanted the upgrade finished as fast as possible to improve traffic conditions in Pakenham. If this project does not go ahead and there is no plan to improve the road conditions and broader infrastructure in Pakenham and Cardinia Shire there will be community disappointment and frustration.

Many people move to Cardinia Shire because there is an affordable housing supply, especially for families. However, if the critical infrastructure does not keep pace with the housing supply it will be these families that suffer the consequences through unsafe traffic conditions, bottlenecks, long commutes, poor access to local services, and limited access to bike and walking paths.

It is our position that the benefits of this project should be reassessed to adequately include current and future benefits. On behalf of our residents, Cardinia Shire is ready to be an open and collaborative partner in this process to ensure this project gets built.

## Conclusion

The need for the Pakenham Roads project is not disputed. The work done by the Victorian State Government and Infrastructure Australia clearly demonstrates that Pakenham is a growth area of significance. The Victorian Government has already heavily invested in the area, allocating \$844 million to the Level Crossing Removal project alone.

There is no doubt in our minds that the Pakenham Roads Upgrade project has a place in the investment pipeline. We request that a comprehensive update of all benefits be considered, as part of your CBA analysis, and that you ensure including that:

- The demand growth of the projected population is reflective of the fast-tracked Pakenham East PSP, which was approved by the Victorian Planning Minister, in direct response to the COVID-19 pandemic. The fast-tracked Pakenham East PSP will see the Pakenham community's population increase by 23,000 residents, 7000 homes and 1500 jobs.
- The wide-reaching economic benefits of the agglomeration from business clustering and improved labour supply resulting from the Pakenham Major Activity Centre infrastructure investments and the Pakenham South Employment Precinct. All of which were approved by the Victorian Minister for Planning after the original business case was completed. This economic growth will see an additional 2465 local jobs become available in the area.

With these factors in mind, we are confident that the benefits of this project will far outweigh the cost, while delivering on the Commonwealth Government's policy objectives in housing supply, urban planning, and transition to a net-zero economy. The Pakenham Roads upgrades will also deliver tangible benefits to a growing number of Australians who call Pakenham, Cardinia Shire, and Greater South-East Melbourne their home.

s22(1)(a)(ii)

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s22(1)(a)(ii)

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**Yarra  
Ranges  
Council**

17 July 2023

The Hon. Catherine King MP  
Minister for Infrastructure, Transport and Regional Development  
Via email: [IIP.Review.Submissions@infrastructure.gov.au](mailto:IIP.Review.Submissions@infrastructure.gov.au)

Dear Minister King

### **Re. Infrastructure Investment Program Strategic Review**

Yarra Ranges Council is grateful for the opportunity to provide a submission to the Commonwealth Government's Infrastructure Investment Program (IIP) Strategic Review.

Yarra Ranges is a significant place in Victoria. Located on Melbourne's eastern edge, it endures as 'Melbourne's Playground' with its vibrant local economy and premier tourist destinations. Our region covers approximately 2,500km<sup>2</sup>, stretching from densely populated urban areas into the foothills, agricultural valleys and forested areas of the Great Dividing Ranges.

Our municipality supports a population of more than 156,000 residents, a rapidly growing visitor population that is set to double to 9 million per annum by 2033, as well as nationally significant industries including agriculture and tourism.

Council outlined various transport and road infrastructure priorities in its [submission](#) to the Department of Treasury during the Commonwealth Government's 2023-24 pre-budget consultation process.

This submission to the IIP Strategic Review further highlights key initiatives that closely align with the Commonwealth Government's objectives to target funding to high-value, strategic infrastructure projects that support communities and economies across Australia.

### **Road Infrastructure – addressing Unsafe, Unsealed Roads**

Yarra Ranges covers the largest area of any metropolitan council in Victoria, and so reliance on the road network is significant.

A lack of public transport options increases our community's reliance on motor vehicles to get from A to B. With a large Green Wedge primed for agriculture, local agribusinesses rely on our roads to transport prized produce to domestic markets and for exports. And every year, millions of tourists use our roads to visit a range of attractions.

But the extensive network of unsealed roads impedes evacuation and access in emergencies, creates safety risks for local drivers and visitors, and contributes to problems for our local waterways, flora and fauna. It also imposes significant costs for Council and ratepayers, at approximately \$4.5 million per year to grade and maintain unsealed roads.



Unsealed roads are particularly susceptible to damage, especially through storm events. For instance, the major storm that occurred in October 2022 resulted in more than 500 damaged roads and blocked drains, with repairs costing in the millions.

As such, unsealed road maintenance is a tenet of Yarra Ranges' climate adaptation efforts. Yarra Ranges Council leveraged its experience and expertise on these issues in its [submission](#) to the Commonwealth Government's Inquiry into the implications of severe weather events on the national regional, rural, and remote road network.

More recently, Cardinia Shire and Yarra Ranges Councils have partnered to develop a set of roads, **prioritised to support emergency preparedness and safety**, with the highest priority roads totalling \$20 million for each council.

This program aligns closely with the objectives of the Commonwealth Government to support climate adaptation and resilient infrastructure.

Roads were identified through a thorough investigation by both Councils, which considered: bushfire risk, flooding, storm damage, constant deterioration factors, steep terrain and/or substandard geometry, and a strategic lens that includes connectivity between arterial and collector roads and linkages that can serve as a sealed evacuation route in an emergency.

**The prioritised roads are provided as an addendum from page 4.**

This proposal follows two other road sealing initiatives developed by Council:

- **Roads for the Community Initiative** – which has operated since 2019 and was recently defunded. This program focuses on unsealed roads surrounding residences and schools. See [submission](#) to Department of Treasury's 2023/24 pre-budget consultations for program details, prepared in partnership with Cardinia Shire Council.
- **Roads for Agribusiness** – a proposed \$150 million program, focused on sealing roads that service agricultural businesses, supporting economic growth through increased productivity and jobs. See Yarra Ranges Council's [2022 Advocacy Agenda](#) for details.

## **Traffic Management Infrastructure**

Yarra Ranges Council regularly receives requests for traffic management infrastructure to reduce traffic speed along local streets and improve safety for pedestrians and cyclists. Council has identified and scoped 22 key projects with a cost of \$3.5 million which include the installation of road humps, raised pavements, raised school crossings, pedestrian infrastructure upgrades as well as parking and road upgrades.

Twelve of these projects have been prioritised using a priority matrix to provide the greatest benefit. In total, these projects are expected to cost approximately \$1 million.

## **Smart Parking Strategies**

Yarra Ranges Council has identified the need for smart parking strategies to effectively guide residents and visitors to existing parking spaces, reduce unnecessary circulating travel and alert drivers to available parking areas based on the needs of the user.

A trial of various smart parking technologies has been scoped with proposed implementation during summer in Warburton – one of Yarra Ranges' fastest growing tourism destinations, situated in the Upper Yarra Valley.

This trial has been scoped with an estimated cost of \$500,000. It will provide a detailed understanding of parking needs and support future smart parking infrastructure in other key townships in Yarra Ranges.

### **Footpath Prioritisation Program**

Yarra Ranges Council has identified over 700 footpath links across the municipality that would improve pedestrian access to key destinations such as aged care facilities, community facilities, schools, public transport, and shopping precincts.

Totalling 350km, the overall cost of constructing these footpath links would exceed \$190 million and take over 130 years based on existing funding commitments.

As such, the top 10 links in each ward have been identified, which would provide the highest benefit to improving connectivity. Totalling 52km, these links would cost approximately \$27 million to construct.

If funded and delivered, this initiative would significantly boost sustainable transport options for locals and tourists alike and reduce car use for short journeys – a key goal of Council's Integrated Transport Strategy.

### **Pedestrian Crossings**

To support the Footpath Prioritisation Program and key trail networks that underpin our rich tourism offering, Council has also identified key pedestrian crossings upgrade projects at a total cost of \$6 million.

This includes:

- Seven for **ngurrak barring** (formerly known as Ridgewalk, part of Yarra Ranges world-class Ridges and Rivers project) totalling \$2.1 million
- Eleven along the **Warburton Trail**, totalling \$3.4 million, and
- One in **Healesville**, at a cost of \$500,000.

This infrastructure is critical to facilitate the existing and future pedestrian movements along these major trail networks.

If you have any questions related to these initiatives, or require further information, please contact me on s22(1)(a)(ii) or s22(1)(a)(ii) [yarraranges.vic.gov.au](http://yarraranges.vic.gov.au).

Yours sincerely

s22(1)(a)(ii)

**Hjalmar Phillipp**

Director, Built Environment and Infrastructure

Enc. Roads list – emergency preparedness

CARDINIA SHIRE COUNCIL - EMERGENCY MANAGEMENT ROAD PRIORITY LIST							
Road	Township	Length (m)	Estimated Properties affected	Construction Standard	Cost Estimate (\$m)	Cummulative (\$m)	Priority
Wright Rd - Bellbird Cr - Dalziell Rd	Avonsleigh	1960	73	Rural	\$ 2.82	\$ 2.82	1
View Hill Rd	Cockatoo	1518	58	Urban	\$ 3.18	\$ 6.00	2
Ure Rd - Mountain Rd	Gembrook	4010	45	Rural	\$ 5.51	\$ 11.50	3
Morrison Rd	Pakenham Upper	4071	44	Rural	\$ 5.76	\$ 17.27	4
Halcyon Gr - Alexander Rd - Fern Gully Rd	Cockatoo	1503	73	Urban	\$ 2.74	\$ 20.00	5
Fogarty Road	Tynong North	4370	58	Rural	\$ 6.56	\$ 26.56	6
Telegraph Rd	Beaconsfield Upper	2580	26	Rural	\$ 3.39	\$ 29.95	7
Thewlis Rd	Pakenham	1720	17	Rural	\$ 2.24	\$ 32.19	8
Moore Rd	Nar Nar Goon North	3099	25	Rural	\$ 4.23	\$ 36.42	9
Bourkes Creek Rd	Pakenham Upper	1190	28	Rural	\$ 1.59	\$ 38.01	10
Mt Burnett Rd	Mount Burnett	1866	26	Rural	\$ 2.29	\$ 40.30	11
Dickie Rd	Officer	4206	37	Rural	\$ 6.11	\$ 46.41	12
Shelton Rd	Pakenham Upper	1910	17	Rural	\$ 2.46	\$ 48.87	13
Station Av -	Emerald	450	23	Urban	\$ 0.97	\$ 49.83	14
Auravale Rd	Menzies Creek	1480	34	Rural	\$ 2.22	\$ 52.05	15
Nobelius St	Emerald	1323	34	Urban	\$ 2.89	\$ 54.95	16
Toomuc Valley Rd	Pakenham Upper	2356	13	Rural	\$ 3.13	\$ 58.07	17
O'Neil Road	Beaconsfield	2835	37	Rural	\$ 4.25	\$ 62.33	18
Tynong North Rd	Tynong North	3216	3	Rural	\$ 4.82	\$ 67.15	19
Garfield Rd Nth - Sanders Rd	Maryknoll	5534	0	Rural	\$ 8.30	\$ 75.45	20
Pinnocks Rd	Emerald	495	18	Rural	\$ 0.73	\$ 76.18	21
Rainy Hill Rd	Cockatoo	2320	31	Rural	\$ 3.48	\$ 79.66	22
Carpenter	Officer	800	9	Urban	\$ 1.56	\$ 81.22	23



Phillip Rd	Avonsleigh	340	11	Rural	\$ 0.49	\$ 81.70	24
St Georges Road	Beaconsfield Upper	730	0	Rural	\$ 1.02	\$ 82.72	25
Red Hill Rd	Beaconsfield Upper	2970	32	Rural	\$ 4.46	\$ 87.18	26
Gembrook Tonimbuk Rd	Tonimbuk	3300	8	Rural	\$ 4.95	\$ 92.13	27
Matters	Pakenham Upper	1820	10	Rural	\$ 2.54	\$ 94.67	28
Cross St	Emerald	210	6	Urban	\$ 0.44	\$ 95.11	29
Phillip Rd	Avonsleigh	2540	16	Rural	\$ 3.81	\$ 98.92	30

YARRA RANGES COUNCIL - EMERGENCY MANAGEMENT ROAD PRIORITY LIST					
Road, Township	Length (m)	Construction Standard	Cost estimate	Cumulative Cost	Priority
Gleghorn Road, Kallista	1492	Full Urban	\$2,984,000	\$2,984,000	1
Selwyn Lane, Mount Dandenong	273	Urban	\$491,400	\$3,475,400	2
Basin-Olinda Road, Olinda	1560	Rural	\$1,872,000	\$5,347,400	3
Old Emerald Road, Monbulk	2885	Rural	\$3,462,000	\$8,809,400	4
Hacketts Road, Olinda	847	Rural	\$1,016,400	\$9,825,800	5
Joy Avenue and South Avenue (Part Centre and East Avenue), Mount Evelyn	1321	Full Urban	\$2,642,000	\$12,467,800	6
Bailey Road, Mount Evelyn	311	Urban	\$559,800	\$13,027,600	7
Leonard Road, Lilydale	2051	Rural	\$2,461,200	\$15,488,800	8
Wares Road, Wesburn (Warburton highway to existing seal)	880	Rural	\$1,056,000	\$16,544,800	9
Grieve Street (Gembrook Launching Place Road to Carter Street), Launching Place	394	Full Urban	\$788,000	\$17,332,800	10
Pavitt Lane and Sheffield Road, Montrose	2540	Rural	\$3,048,000	\$20,380,800	11
William Road, The Patch	2127	Urban	\$3,828,600	\$24,209,400	12
LONG GULLY ROAD, Healesville	2675	Rural	\$3,210,000	\$27,419,400	13
BEENAK ROAD, Yellingbo	9560	Rural	\$11,472,000	\$38,891,400	14
Mernda Road, Olinda	1137	Rural	\$1,364,400	\$40,255,800	15
HOLDEN ROAD, Olinda	1115	Rural	\$1,338,000	\$41,593,800	16
Woolrich Road, Olinda	356	Rural	\$427,200	\$42,021,000	17
DOUTHIE ROAD, Seville East	3899	Rural	\$4,678,800	\$46,699,800	18
Roach Road, Lilydale	707	Urban	\$1,272,600	\$47,972,400	19
Upper Coonara Road, Olinda	3104	Rural	\$3,724,800	\$51,697,200	20
Wedderburn Crescent, Mount Evelyn	480	Full Urban	\$960,000	\$52,657,200	21
Old Coach Road (No. 37 to Jasper Road), Montrose	916	Rural	\$1,099,200	\$53,756,400	22
Connors Flat Road, Wandin North	320	Rural	\$384,000	\$54,140,400	23
TEMPLE ROAD, selby	938	Full Urban	\$1,876,000	\$56,016,400	24
Gerratts Avenue, Upwey	265	Full Urban	\$530,000	\$56,546,400	25

Douglas Parade, Yarra Junction	460	Rural	\$552,000	\$57,098,400	26
Oak Grove, Mount Evelyn	293	Urban	\$527,400	\$57,625,800	27
Priestley Crescent, Mount Evelyn	760	Urban	\$1,368,000	\$58,993,800	28
Lowes Road, Chum Creek	1785	Rural	\$2,142,000	\$61,135,800	29
MCCARTHY ROAD, Monbulk	1500	Rural	\$1,800,000	\$62,935,800	30
HUME LANE, Mt Dandenong	373	Full Urban	\$746,000	\$63,681,800	31
Wilkilla Road, Mount Evelyn	580	Full Urban	\$1,160,000	\$64,841,800	32
Marcus Street, Mount Evelyn	565	Full Urban	\$1,130,000	\$65,971,800	33
Beverley Drive, Healesville	357	Urban	\$642,600	\$66,614,400	34
Robin Parade, Healesville	105	Urban	\$189,000	\$66,803,400	35
Henry Street, Lester Street and Everard Grove Woori Yallock (including 390 metres of Everard Grove)	1500	Urban	\$2,700,000	\$69,503,400	36
Vernon Street, Upper Ferntree Gully	202	Urban	\$363,600	\$69,867,000	37
Austral Avenue and Nevada Avenue, Upwey	328	Full Urban	\$656,000	\$70,523,000	38
Belbrook Road, Carween Avenue, Weldon Grove and The Highway, Upwey	485	Full Urban	\$970,000	\$71,493,000	39
O'Connors Road, The Patch	370	Rural	\$444,000	\$71,937,000	40
Birmingham Service Road, Mount Evelyn	258	Urban	\$464,400	\$72,401,400	41
Falls Road, Mount Evelyn	258	Full Urban	\$516,000	\$72,917,400	42
Quinn Crescent, Mount Evelyn	1628	Full Urban	\$3,256,000	\$76,173,400	43
Railway Road, Mount Evelyn	845	Full Urban	\$1,690,000	\$77,863,400	44
Dorothy Street, Healesville	366	Urban	\$658,800	\$78,522,200	45
Georges Road, The Patch	478	Rural	\$573,600	\$79,095,800	46
Greenslopes Road, The Patch	192	Rural	\$230,400	\$79,326,200	47
Murray Road, The Patch	475	Rural	\$570,000	\$79,896,200	48
McOwan Crescent, Yarra Junction	590	Urban	\$1,062,000	\$80,958,200	49
Railway Street, Yarra Junction	98	Full Urban	\$196,000	\$81,154,200	50
Longview Road, Mount Evelyn	125	Full Urban	\$250,000	\$81,404,200	51
Marshall Street, Mount Evelyn	468	Full Urban	\$936,000	\$82,340,200	52
Deans Road, Upwey	809	Urban	\$1,456,200	\$83,796,400	53
Henderson Street, Upwey	122	Urban	\$219,600	\$84,016,000	54
Thompson Road, Upwey	115	Urban	\$207,000	\$84,223,000	55

Torry Hill Road, Upwey	760	Urban	\$1,368,000	\$85,591,000	56
Lanning Crescent, Seville	400	Urban	\$720,000	\$86,311,000	57
RANGE ROAD, Gruyere	2064	Rural	\$2,476,800	\$88,787,800	58
Nicholas Street, Park Street and Royal Avenue Wandin North	1358	Full Urban	\$2,716,000	\$91,503,800	59
Carroll Street, Launching Place	408	Full Urban	\$816,000	\$92,319,800	60
Merrigum Lane, Launching Place	177	Urban	\$318,600	\$92,638,400	61
Duke Street, Yarra Junction	109	Urban	\$196,200	\$92,834,600	62
Walker Road, Seville	512	Urban	\$921,600	\$93,756,200	63
Queen Street, Yarra Junction	148	Urban	\$266,400	\$94,022,600	64
Nester Road, Woori Yallock	275	Full Urban	\$550,000	\$94,572,600	65
Selby Road, Woori Yallock	341	Full Urban	\$682,000	\$95,254,600	66
Day Street, Upwey	140	Full Urban	\$280,000	\$95,534,600	67
Nekla Street, Mount Evelyn	155	Urban	\$279,000	\$95,813,600	68
Selet Street, Mount Evelyn	160	Urban	\$288,000	\$96,101,600	69
Mace Court, Mount Evelyn	122	Full Urban	\$244,000	\$96,345,600	70
Mimosa Avenue, Mount Evelyn	108	Urban	\$194,400	\$96,540,000	71
Quinn Service Road, Mount Evelyn	200	Full Urban	\$400,000	\$96,940,000	72
Row Johns-Quinn Row, Mount Evelyn	110	Full Urban	\$220,000	\$97,160,000	73
Sharland Close, Mount Evelyn	60	Urban	\$108,000	\$97,268,000	74
Junction Road, Mount Evelyn	324	Full Urban	\$648,000	\$97,916,000	75
Roland Avenue, Mount Evelyn	116	Full Urban	\$232,000	\$98,148,000	76
Dorothy Road, Mount Evelyn	170	Urban	\$306,000	\$98,454,000	77
Margaret Road, Mount Evelyn	238	Urban	\$428,400	\$98,882,400	78
Bonza View, Kalorama	260	Urban	\$468,000	\$99,350,400	79
Barrowby Avenue, Woori Yallock	342	Urban	\$615,600	\$99,966,000	80
Clive Avenue, Healesville	300	Urban	\$540,000	\$100,506,000	81
Merton Grove, Healesville	240	Urban	\$432,000	\$100,938,000	82
Banksia Circuit, Wesburn (The crescent to #18 Banksia Circuit)	331	Urban	\$595,800	\$101,533,800	83
Edward Street, Wesburn	496	Urban	\$892,800	\$102,426,600	84
Halcyon Avenue, The Patch	144	Rural	\$172,800	\$102,599,400	85
Lamont Avenue, The Patch	142	Rural	\$170,400	\$102,769,800	86

Lawrence Road, The Patch	368	Rural	\$441,600	\$103,211,400	87
Peel Street, The Patch	137	Rural	\$164,400	\$103,375,800	88
Ramsay Court, The Patch	152	Rural	\$182,400	\$103,558,200	89
Outlook Avenue, Yarra Junction	337	Full Urban	\$674,000	\$104,232,200	90
The Crescent, Mount Evelyn	702	Full Urban	\$1,404,000	\$105,636,200	91
Ievers Street, Upwey	116	Urban	\$208,800	\$105,845,000	92
Burchett Street, Monbulk	131	Urban	\$235,800	\$106,080,800	93
Centre Road, Monbulk	159	Urban	\$286,200	\$106,367,000	94
Fernshaw Road, Monbulk	206	Urban	\$370,800	\$106,737,800	95
Forest Street, Monbulk	202	Urban	\$363,600	\$107,101,400	96
Robina Road, Monbulk	96	Urban	\$172,800	\$107,274,200	97
Stanley Road, Monbulk	260	Urban	\$468,000	\$107,742,200	98
Wattle Avenue, Mount Evelyn	164	Urban	\$295,200	\$108,037,400	99
Paynes Road, Seville	530	Full Urban	\$1,060,000	\$109,097,400	100
MCMEIKANS ROAD, Yering	657	Rural	\$788,400	\$109,885,800	101
Cavanagh Road, Millgrove	390	Urban	\$702,000	\$110,587,800	102
Moore Crescent, Millgrove	384	Urban	\$691,200	\$111,279,000	103
Cairncroft Avenue, Launching Place	445	Urban	\$801,000	\$112,080,000	104
Jacka Street (East), Launching Place	284	Urban	\$511,200	\$112,591,200	105
Jacka Street (West), Launching Place	78	Urban	\$140,400	\$112,731,600	106
Ruthven Street, Launching Place	511	Urban	\$919,800	\$113,651,400	107
Tarhilla Drive, Launching Place	426	Urban	\$766,800	\$114,418,200	108
Bannerman Street, Yarra Junction	300	Urban	\$540,000	\$114,958,200	109
Henry Street, Yarra Junction	275	Urban	\$495,000	\$115,453,200	110
Junction Street, Yarra Junction	188	Urban	\$338,400	\$115,791,600	111
Hillview Street, Yarra Junction	313	Urban	\$563,400	\$116,355,000	112





18 July 2023

Infrastructure Investment Program Strategic Review  
IIP Review – Land Transport Infrastructure Division  
Department of Infrastructure, Transport, Regional Development, Communications, and the Arts  
GPO Box 594  
CANBERRA ACT 2601

Via email: [IIP.Review.Submissions@infrastructure.gov.au](mailto:IIP.Review.Submissions@infrastructure.gov.au)

Dear Ms Gardiner-Barnes, Mr Mrdak and Mr Waldock,

### **SUBMISSION TO THE IIP STRATEGIC REVIEW**

Moyne Shire Council welcomes the opportunity to contribute this submission in relation to the 90-day independent Strategic Review of the Infrastructure Investment Program (IIP) announced by the Hon. Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government on 1 May 2023.

In February this year Moyne Shire Council led a joint submission to the House of Representatives Standing Committee on Regional Development, Infrastructure and Transport's to the "Road Resiliency Inquiry", on behalf of Councils in Victoria's Great South Coast (VGSC) region, including Glenelg Shire Council, Corangamite Shire Council, Southern Grampians Shire Council and Warrnambool City Council.

This submission noted that collectively, the VGSC region of Local Government Authorities are responsible for managing around 11,000 kilometres of municipal roads that facilitate access to community services, support personal mobility, and provide vital 'first mile' linkages and farm gate access for the region's food and fibre producers – industries that add \$4.6 billion in regional economic output annually.

Our submission to that inquiry highlighted the impact of extreme weather events in the region which have become more frequent and contributed to the cost and complexity of local road management.

It is timely to consider how new approaches might assist local road managers in the delivery of more resilient roads. The capacity of regional Councils to maintain vast networks of municipal roads and improve road resiliency without external funding assistance is severely limited. In the Great South Coast region, Councils with a combined population of 105,635 are responsible for managing the approximate 11,000 kilometres of local roads, at a rate of 9.6 residents per kilometre. This compares with a Victorian average for all Councils of 51 residents per kilometre.



Labour and materials supply constraints and significant increases in the cost of infrastructure projects, including road maintenance works, compound the challenges faced in maintenance of road networks for Local Government Authorities. Council roads budgets are 'effectively' consumed by urgent and essential works to municipal road networks, with no spare capacity to invest in significant upgrades without an external funding mechanism, a situation exacerbated by market conditions.

At present, funding opportunities from State and Commonwealth Governments to improve the resilience of community assets to natural disasters and the effects of climate change are limited. Even for roads impacted by natural disasters, current disaster recovery funding arrangements in Victoria provide only for the reinstatement of community assets to their pre-disaster condition, with no provision made to fund improvements that would increase an asset's resiliency to similar events in the future.

As governments and industry work to increase productivity by encouraging the use of High Productivity Freight Vehicles (HPFV) and higher gross combination mass (GCM) vehicles, it is anticipated that these vehicles will require access to less resilient local roads to enable 'first mile' and 'last mile' connections to freight routes. Whilst Council is supportive of the environmental and efficiency benefits associated with the uptake of HPFV and higher GCM vehicles, it must be acknowledged that this shift is likely to adversely impact some municipal roads, presenting ongoing challenges for local road managers.

Local road managers in rural areas would be greatly assisted by the creation of funding streams to assess the extent to which roads and associated community infrastructure are vulnerable to the effects of climate change and freight types and movements, enabling a more strategic and informed approach to the implementation of preventative measures that support upgrades / replacement of road and bridge infrastructure with more suitable and resilient alternatives.

Moyne was very fortunate to receive \$11.1m in the Remote Roads Upgrade Pilot Program in 2022. This funding is enabling the upgrade of unsealed roads in the northern region of our Shire and will address major safety issues for freight and touring vehicles. The Federal government funding will enable the upgrade of 31.35 kilometres in the Woorndoo and Chatsworth area over a two-year period, with a Council contribution of \$2.5 million to the project.

Moyne would strongly advocate for the continuous of this program which is relatively small in size, and cost compared to our annual road budget. The remote roads program scale of works is beyond the capacity of local road managers to fund without Federal government support. Based on the poor geology of our region, increasingly erratic weather patterns, and current funding levels, there is a direct impact upon both the arterial and local road networks (and presumably rail as well). This scenario presents an ongoing challenge to keep up with the network's deterioration.





We could also call for a consideration of greater funding for the arterial network, as funding/programming has been outstripped by real-time growth in that regard – case in point Woolsthorpe-Heywood Road. In 2016 Greater Green Triangle predicted that in the years 2015-2024, the section between Hamilton-Port Fairy Road and the Moyne/Glenelg shire boundary would have up to 10 million tonnes of timber hauled over it. We're now in the second half of 2023, and much of that road remains single lane seal, with a couple of 60 zones on it because of the poor condition of the road (a speed limit that has been in place for several years).

Except for some shoulder/table drain clearing (maintenance) on that section, no improvements have been made, and this has impacted our local road network – motorists avoiding the arterial because it's in such poor condition. This road also services the dairy industry, livestock transport industry, materials haulage, and if upgraded, could be a major route for OSOM haulage from the Port of Portland to Major Renewable Energy projects already underway, or proposed.

The \$120 billion 10-year infrastructure investment pipeline adopted by the former Coalition Government included many worthy land transport projects for our region. There are projects on the IIP which will provide significant benefit to our region and local communities including:

PROJECT	Clth Funding
• Cape Otway Road and Winchelsea-Deans Marsh Road Intersection Upgrade	\$6.0 M
• Green Triangle Bridge upgrades	\$9.4 M
• Green Triangle - Future Priorities	\$41.4 M
• Princes Highway - Victoria - Tranche 2	\$12.0 M
• Princes Highway Corridor - Victoria - Future Priorities	\$159.2 M
• Princes Highway West - Bridge Upgrade Glenelg River, Dartmoor	\$2.4 M
• Princes Highway West - Bridge Upgrade Shaw River, Yambuk	\$2.6 M
• Princes Highway West - Bridge Upgrade Surrey River, Narrawong	\$2.0 M
• Princes Highway West - Bridge Upgrade Warrnambool-Geelong Rail Line, Weerite	\$0.9 M
• Princes Highway West - Bridge Upgrade Warrnambool-Port Fairy Rail Line, Dennington	\$1.5 M



• Princes Highway West - Bridge Upgrade Mount Emu Creek, Panmure	\$0.4 M
• Princes Highway West - Bridge Upgrade Warrnambool-Geelong Rail Line, Allansford	\$1.9 M
• Princes Highway West - Overtaking Lane East of Terang (Eastbound and Westbound)	\$9.0 M
• Western Highway - Complete the Duplication Between Ballarat and Stawell	\$360.0 M

The benefits of these road projects are three-fold, they provide:

1. Significant safety improvements, with our community members being able to travel safely on our roads;
2. The roads are all important for the productivity of our region and helping to improve freight efficiencies; and
3. Provide safety for our visiting tourism who help to drive our local regional economies.

The Strategic Review's terms of reference also require the reviewers to make "reform" recommendations in relation to on-going, long-standing road safety and transport efficiency programs, including the Black spots program, Roads to Recovery, Bridges to Renewal and the Heavy Vehicle Safety and Productivity program. These important programs are relied on by local government road managers.

Any recommendations of the review should not add to the complexity of local government to apply for or administer projects under these important programs.

On behalf of the Moyne Shire Council, I thank you for consideration of our submission and appreciate the opportunity to contribute to the review and we would welcome the opportunity to discuss any aspects of our submission.

Yours sincerely,

s22(1)(a)(ii)



Cr Karen Foster  
Mayor

18 July 2023

Phone: s22(1)(a)(ii)  
Email s22(1) @loddon.vic.gov.au  
P O Box 855 Castlemaine, VIC, 3450

Infrastructure Investment Program Strategic Review  
IIP Review – Land Transport Infrastructure Division  
Department of Infrastructure, Transport, Regional Development, Communications and the Arts  
GPO Box 594  
CANBERRA ACT 2601  
Via email: [IIP.Review.Submissions@infrastructure.gov.au](mailto:IIP.Review.Submissions@infrastructure.gov.au)

Dear Ms Gardiner-Barnes, Mr Mrdak and Mr Waldock,

### **Infrastructure Investment Program Strategic Review**

I am writing to you regarding the independent strategic review of the Infrastructure Investment Program (IIP) announced by the Hon. Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government on 1 May 2023.

The Murray River Group of Councils (MRGC) comprises six local Councils in northern Victoria; Mildura Rural City, Swan Hill Rural City, Gannawarra Shire, Loddon Shire, Campaspe Shire and Moira Shire Councils. As a group, the MRGC considers the Swan Hill Bridge replacement as the next priority Murray River crossing.

The Strategic Review's terms of reference also require the reviewers to make "reform" recommendations in relation to on-going, long-standing road safety and transport efficiency programs, including the Black spots program, Roads to Recovery, Bridges to Renewal and the Heavy Vehicle Safety and Productivity program.

These important programs are relied on by local government road managers, including the Swan Hill Rural City Council to deliver worthwhile improvements to address identified road safety risk locations and sites that may be unsafe for heavy vehicles to access. Any recommendations of the review should not add to the complexity of local government to apply for or administer projects under these important programs.

### **Importance of the Swan Hill Bridge**

An investment by the Australian government in the Swan Hill Bridge will prove to be extremely beneficial to the region and the Nation in the longer term. The Swan Hill bridge is located in a pivotal location for the transport industry when accessing Melbourne, Sydney and Adelaide with both road and rail connections that are important to the nations supply chain.

The Australian government has identified a number of mining projects in our region to be of national significance and the bridge is urgently needed to support this sector. Swan Hill is also a key tourism destination along the Murray River and caters for over 500,000 visitors per annum and to be able to traverse across our region, require access to modern and safe bridge crossings.

It is evident is that Swan Hill has a bridge that has long gone past its useful life expectancy, it is no longer fit for purpose and is in urgent need of replacement to cater for both the demands of industry and visitors both now and into the future.

The MRGC commend the Australian government for undertaking the review of the IIP and believes the review should give certainty of funding for key infrastructure and prioritise the investment in the *Swan Hill Bridge*.

Should you wish to discuss the contents of this letter or if you require further information please contact our Executive Officer, Stephen Gardner on s22(1)(a)(ii) or email s22(1)(a)(ii) [@loddon.vic.gov.au](mailto:@loddon.vic.gov.au).

Yours sincerely

s22(1)(a)(ii)

**CR ROB AMOS**  
**CHAIR**



REF: 1644/23/  
DH/SB

17 July 2023



Ms Gardiner-Barnes, Mr Mrdak & Mr Waldock  
Land Transport Infrastructure Division  
Department of Infrastructure, Transport, Regional Development, Communications  
and the Arts  
GPO Box 594  
Canberra ACT 2601

Dear Ms Gardiner, Mr Mrdak & Mr Waldock

INFRASTRUCTURE INVESTMENT PROGRAM STRATEGIC REVIEW – NEW  
SWAN HILL BRIDGE FEDERAL GOVERNMENT FUNDING

Swan Hill Rural City Council welcomes the opportunity to provide a submission to the strategic review of the Federal Government's Infrastructure Investment Program (IIP), which was announced by the Hon Catherine King, Minister for Infrastructure, Transport, Regional Development and Local Government, in May 2023.

Council's focus is on the funding allocation of 60 million dollars for the proposed new Murray River bridge at Swan Hill, on the border of Victoria and New South Wales. This funding was originally allocated under the Program in 2019 and Council seeks the Federal Government's support for the retention of the funding to ensure that this vital piece of infrastructure is ultimately constructed, having been considered for many decades.

Council commends the Federal Government for undertaking the review of the IIP and believes the review should give certainty of funding for key infrastructure - such as the *Swan Hill Bridge*. The Infrastructure Investment Program can then be developed in consultation with the States and Territories and supported with a funding allocation commitment, protected from future budgetary reviews.

Council believes that the Federal Government must continue to invest in significant Infrastructure Projects to allow for the ongoing recovery of the nation's economy following the COVID pandemic and natural disasters, and toward a future of renewable energy. The financial investment in the Swan Hill Bridge will prove to be beneficial to the region, and the nation, in the longer term assisting in increased economic prosperity via more efficient transport routes, and other more efficient vehicle and equipment movements.



**BACKGROUND:**

Swan Hill Rural City Council covers a vast expanse of land mass in North West Victoria (over 6,000 square kms) and has a population increasing toward 22,000 people, with Swan Hill as the largest population centre and smaller communities spread across the Municipality.

The Municipality is located on the Murray River, with Swan Hill acting as a large Regional Service Centre for people in both Victoria and New South Wales, servicing industries, communities and visitors alike.

Swan Hill Rural City Council is located in a pivotal location for the transport industry when accessing Melbourne, Sydney and Adelaide (refer to attached maps) with both road and rail connections that are important to the nation's supply chain.

According to REMPLAN's independent statistics, the Municipality has around 10,500 jobs and seasonally sees this figure grow much higher, as the horticulture and agriculture industries seek workers to undertake the labour intensive work. Agriculture comprises of 20.33% of the total economic output valued at \$3.02 Billion.

In NSW, neighbouring Balranald Shire Council and Murray River Council, also have their regional prosperity in need of this bridge. These Councils produce significant agriculture through almonds, annual crops and livestock. A significant Almond Processing Plant (Australian Farming Services) is currently under construction near the Swan Hill Bridge on the NSW side, along with a well-established Transport Freight Company (Pickering Transport), and large mining operations (mineral sands) starting up around Balranald (Iluka Resources) which will transport materials to port at Melbourne.

The Swan Hill Rural City Council Municipality is on the cusp of significant growth in the areas of manufacturing, mining (rare earths) and renewable energy, which will provide additional employment opportunities together with population growth over a sustained twenty year plus period.

The expansion of both traditional and emerging industries will provide an economic boom for our Municipality, as well as the Balranald Shire Council, Murray River Council, and the Murray River Group of Councils (comprising of Mildura Rural City Council, Swan Hill Rural City Council, Gannawarra Shire Council, Loddon Shire, Campaspe Shire Council, and Moira Shire). Furthermore, the Federal and State Governments will benefit financially from the regions projected prosperity. To achieve this growth requires the Federal and the State Governments commitment to investing in key infrastructure projects such as the Swan Hill Bridge.

The Federal Government has identified a number of the mining projects in our region to be of national significance and Council believes that it should be supporting these projects by significantly investing in the infrastructure projects required to ensure that all opportunities presented are realised.

Swan Hill is a key tourism destination along the Murray River and caters for over 500,000 visitors per annum. In order to travel across our region, access to modern and safe bridge crossings is required. Currently, the Swan Hill Bridge cannot be regarded as being fit for purpose.

### **SWAN HILL BRIDGE:**

The Swan Hill Bridge was constructed in 1896 and is struggling to accommodate the increased capacity of today's trucking industry when it comes to moving goods and produce freight.

There are load limits placed on the Swan Hill Bridge impacting the transport capacity of the region and in particular, today's heavy transport vehicles. These vehicles are severely impeded in crossing the Murray River at Swan Hill, often facing traffic delays and size limitations. The roads leading to the bridge permit truck sizes, however they are unable to cross over the current bridge. Trucks have no choice but to decouple and re-couple trailers so as to cross the Murray River.

The construction of a new bridge at Swan Hill would provide enhanced access to the intermodal rail hub at Ultima and afford increased opportunities to put produce, materials, minerals and goods on rail to be transported to Melbourne ports, and in the longer-term connectivity into the overall rail network in the Murray Darling Basin and beyond.

The bridge is no longer fit for purpose to service existing and expanding horticulture and agriculture sectors along with emerging industries. It is in urgent need of replacement, to cater for both the demands of industry and visitors now and into the future.

The ongoing maintenance of the bridge is a financial burden on the New South Wales Government and allocation of funding would be better spent by both the Federal and State Governments on the building of a new bridge at Swan Hill.

The Murray River Group of Councils, which represents six Victorian Councils, identified through its Transport Portfolio that the Swan Hill Bridge replacement was the next priority Murray River crossing after the recently completed Echuca Bridge, and this priority remains. This further reinforces the need for action on the Swan Hill Bridge.

The Murray River Crossing Investment Priority Assessment 2018 listed the Swan Hill Bridge as first in the short-term projects, this reinforces the many studies undertaken over an extended period of time that points to the significance of the Swan Hill Bridge and the urgent need for its replacement.

The Central Murray Regional Transport Forum, represented by two states, six Councils and one region, delivered a Strategy in 2019, which also identifies the Swan Hill Bridge as the top priority regional project.

Mildura, Robinvale, Echuca, Yarrawonga and Albury-Wodonga all have modern bridges, sadly Swan Hill does not and there is undeniable evidence to indicate that Swan Hill needs a new bridge urgently.

Council has provided copies of letters of support from other Local Government Authorities and key stakeholders as a part of this submission as a further demonstration of the commitment of the region to having a new bridge at Swan Hill built.

There has been considerable investigation undertaken into the replacement of the Swan Hill Bridge, involving all levels of Government, key Government Departments and the general community over many years.

Swan Hill Rural City Council has been a key stakeholder in the ongoing discussions with Federal and State Governments, steadfast in its determination to seek a successful outcome and the retention of the allocated funding from the Infrastructure Investment Program.

The Federal Government, by agreeing to secure the funding commitment for the Swan Hill Bridge and a definite timeline for the funds to be spent, could then assist the Council to further advance the discussions with the Victorian and New South Wales Governments to a resolution on the construction of the new bridge.

Council believes that a determination on the remaining points of discussion is close and that all of this effort should not be wasted but rather all parties should be able to move forward with certainty around funding and project timelines.

## **CONCLUSION:**

The Swan Hill Bridge is in urgent need of replacement, and has been for many decades, and now is not the time to consider the withdrawal of the Federal Government funding under the Infrastructure Investment Program but rather a time for commitment to investing in our region's future through the retention of the funding.

Council believes that the replacement of the Swan Hill Bridge is beyond politics and that it is urgently needed, and has demonstrated its ongoing commitment on behalf of the community to work with all key stakeholders towards the construction of a new bridge at Swan Hill.

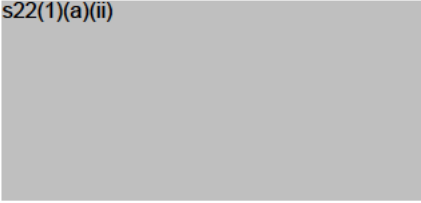
By recommitting its investment in the Swan Hill Bridge Replacement project the Federal Government will be making a strategically sound decision and will have clearly demonstrated its commitment to one of the nation's most significant economic regions.

The return on the investment from the Federal Government will be significant in terms of productivity, economic growth, employment growth, increased business opportunities and regional expansion.

Council respectfully requests that you make a favourable recommendation to the Minister for the retention of the funding for the Swan Hill Bridge replacement under Infrastructure Investment Program. Swan Hill Rural City Council, along with neighbouring Councils and local industries, would welcome an opportunity to speak in support of the Swan Hill Bridge Project if provided the opportunity.

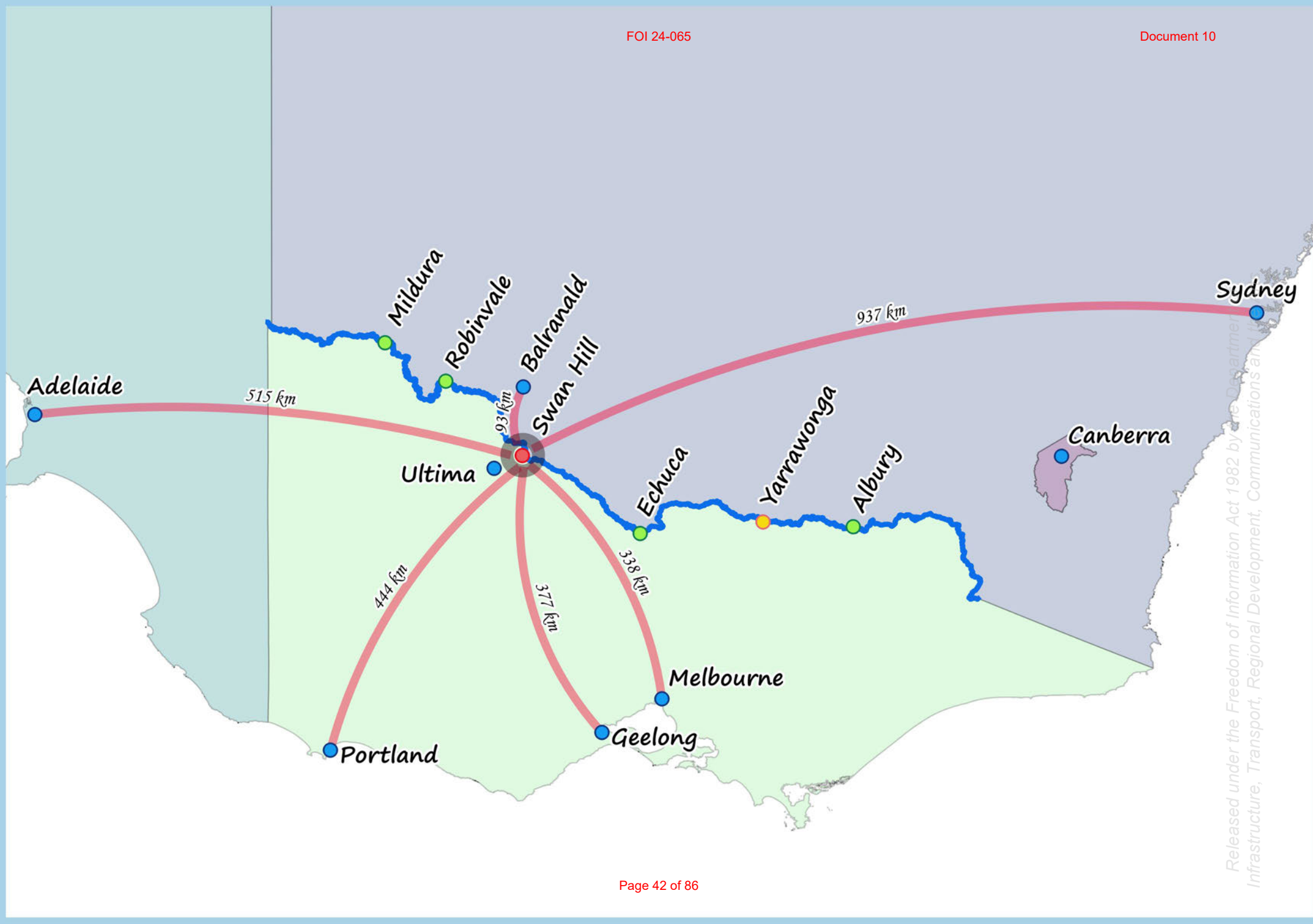
Yours sincerely

s22(1)(a)(ii)



Cr Les McPhee  
Mayor  
Swan Hill Rural City Council





# Swan Hill Timber Truss Vertical Lift Span Single Lane Bridge Priority Replacement

Map based on the following report

Murray River Crossing Investment Priority Assessment – January 2018  
Published Jointly by NSW and Victorian State Governments



## Swan Hill Bridge

RMS Bridge No.: 3215

Local Government Areas: Murray River Shire (NSW), Swan Hill Rural City Council (VIC)

Roads: Moulamein Road (NSW), C246 McCallum Street (VIC)

Town: Murray Downs (NSW), Swan Hill (VIC)

Population (2011): 374 (NSW), 10,431 (VIC)

### Bridge Description

Bridge Type: Allan-truss, lift-span

Materials: Timber, steel

Construction Year: 1896

Bridge length: 116m

Load limit: GML

Age: 119 years

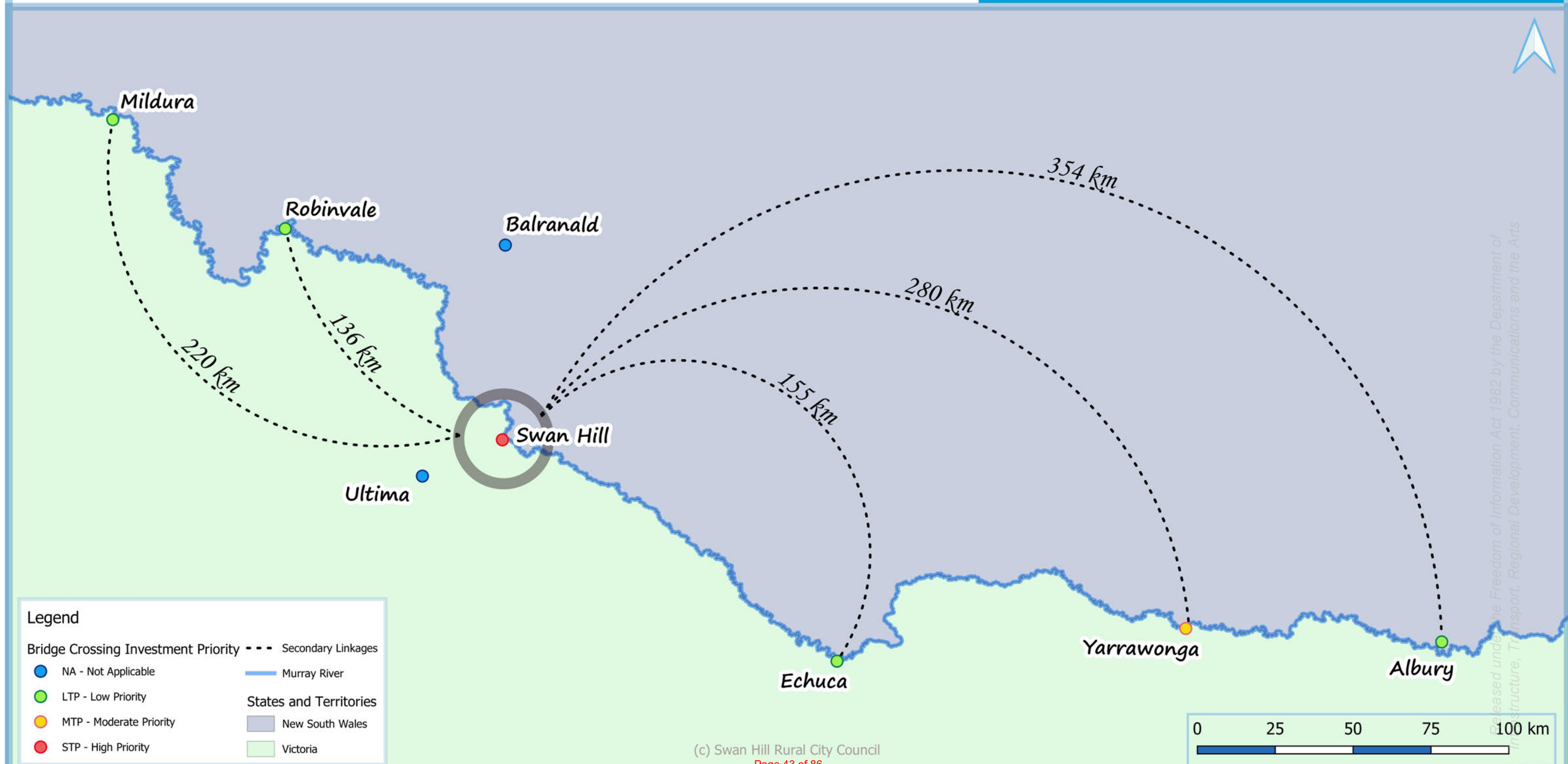
### Asset Maintenance Plan

Condition: Poor

Maintenance plan: Temporary truss & pier support system.



Murray River Crossings Investment Priority Assessment – January 2018



# Snapshot of community comments about the need for a new bridge and the \$60 million Federal Government funding to remain

## A new Swan Hill Bridge - Community feedback

Collected from 5 -17 July 2023

Swan Hill is so behind every other town along the Murray River. Other towns have progressed dramatically. SwanHill needs a new bridge.

This is typical labour, city, oriented policy. No votes in the country so take it off them. Scream all you want. We can't win!

Build that bridge double laned.

I moved to Swan Hill in 1975 & there was talk of a new bridge before that. Time to stop talking and take action. More than 50 years talking.

Swan Hill bridge should have been replaced years ago, it's disgusting, old and unsafe. Once someone dies from it is when we'll get a new one.

Swan Hill is being laughed at by other municipalities!

We just need to get it done and bring Swan Hill out of the dark ages.

Oversize machinery is detouring up to 200kms and creating more traffic issues on highways than required. Please upgrade to cater for this.

Economic/Social roadblock.

A choke on industry transporting bulky product.

1896 bridge for horse/cart now with 80 ton truck, go figure!

Yes we need a new Bridge, as at the time I write this message (10/6/23 ) I note the bridge entrance from the NSW side has collapsed again.

The current Swan Hill bridge needs replacing for safety reasons firstly, and enhancing local economic development secondly.

A new bridge is badly needed.

We have been waiting for this new bridge for so long that I have gotten old waiting for it ! Please we need a new bridge in this town!

What a disgrace, we will end up with nothing again & the \$60 million wasted. This is beyond belief, when you look at the old bridge we have now

It's a tradition to walk this Bridge on a night out, from one club to another, if the safety of our youth means anything, build a new Bridge.

I drive this bridge daily to work I work at a trucking company that use this bridge daily it needs to be repaired rebuilt to safety standard.

This money was committed for the replacement of the Swan Hill Bridge and needs to remain. Don't disadvantage regional communities.

I am appalled that we might lose this money. We desperately need a new bridge and it is typical of Labor to ignore anything North of Bendigo.

Our bridge is a matter of urgency. Would we quickly get one if it collapsed today?

It is an essential service.

A new bridge is essential for safe access, for residence, tourist , billion dollar Agricultural industry, choked by single lane, high cost.

Australians needs this new bridge. The bridge services a much larger community of people & supplies going Interstate.

Fair go for regional Victoria. This issue has been going on for decades, just drive over the current bridge and note it's timeframe has past.

Soo overdue! Region needs a BIGGER, BETTER bridge - for our abundant & varied agriculture, freight services & increasing tourism prospects.

So desperately needed. Needs to be a 2 lane bridge to keep traffic flowing for all who use it from surrounding towns.

Our bridge is holding up traffic in either direction due to its 1 lane and completely blocking traffic 3-4 time per week lifting for boats.



Won't get a new anything until this is not a safe seat. Just like the cycle path we were promised between Swan Hill and Lake Boga!
Please...just get on and build the bridge, too much time has been made procrastinating the project, say YES and stop arguing about it.
The bridge needs to support industry use now & allow Vic and NSW residents to easily reach their only services /regional centre within 2hrs.
To withdraw the funding allocated to a new Swan Hill bridge will deny the community fundamental infrastructure.
It is a critical piece of infrastructure, so much so it is regarded as an essential service. It must be replaced.
More likely to get bridge to Tasmania first.
Our wedding photos were taken in front of the bridge...45 years ago because we thought one day it would be gone, when we get our new bridge...still waiting
It's badly needed!
Just build another single lane bridge next to it, it's the best we will ever get ..
The new bridge should be built with a view to the future growth and needs of industry and residents. Let's hope that wise heads prevail and we get something that lasts another hundred years
Hopefully common sense will prevail, and it will become a 2 way bridge
I can't see the bridge being done in my lifetime, it's been going on for years and still, nothing has been done. Someone will unfortunately lose their life before things get moving the amount of time this is taking
A new bridge was recommended in 1964. We shouldn't have to wait a century
This old bridge is a reflection of conservative attitudes who seem to accept second rate achievements. I am not sure what anyone can do to change the circumstances.
Its like everything else, it will have to collapse first before anything will see real need for a new bridge and to get any real works started.
How many reviews do we need. And still get NOTHING.
Barham can put up a bridge next to the old bridge, then fully rebuild the old bridge then pull down the temporary bridge in two years.
Been waiting around fifty year. What's another fifty?
Army whacked up a temporary bridge in Barham in 2 weeks, how hard is it?
Too much time wasted consulting and not enough time spent building...no wonder they removed the funding! Just get it done already!
Over 40years they have been talking about it.. no wonder Echuca is so far ahead of Swan Hill
Disgraceful amount of excuses and delays regarding our bridge which links communities on both sides of the river, have been happening for about 40 years
We bought a house in Milloo Street, and we were told that the bridge overpass would go over our house, that was over 40 years ago. God knows how long before that they were going to build it..
I will believe it, when I see it. The bridge here in Swanhill is a disaster
This has been going on for way too long, when will people realise that something needs to be agreed or else we are going to loose any hope of a new bridge
It's 2023 we have moved on from horse and cart. This bridge now has bdoubles. I use it every day and would love to see a 2 lane bridge.
The decision to continue funding of the bridge replacement should not be based on politics. Already agreed by Govt' by changing now is wrong
Stop being so stupid and build it. The council is showing how weak they are. The building should be started ASAP
Swan Hill desperately needs a new bridge, due to it's age and only a single lane. There could be a new 2 lane one put beside the old bridge.



SwanHill is so behind every other town along the Murray River. Other towns have progressed dramatically. Swan Hill needs a new bridge.....

17 July 2023

Infrastructure Investment Program Strategic Review  
IIP Review – Land Transport Infrastructure Division  
Department of Infrastructure, Transport, Regional Development,  
Communications and the Arts  
GPO Box 594  
CANBERRA ACT 2601

Email: [IIP.Review.Submissions@infrastructure.gov.au](mailto:IIP.Review.Submissions@infrastructure.gov.au)

Dear Ms Gardiner-Barnes, Mr Mrdak and Mr Waldock,

**Re: Submission to the IIP Strategic Review**

I write with regard to the 90-day independent Strategic Review of the Infrastructure Investment Program (IIP) announced by the Hon Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government on 1 May 2023.

The \$120 billion 10-year infrastructure investment pipeline adopted by the former Coalition Government included many worthy land transport projects that had been identified in partnership with state and territory governments, local councils, freight industry stakeholders and communities.

One such project will provide significant benefit to communities in the Murray River Council area:

- Swan Hill Bridge - Echuca to Robinvale Corridor (NSW)

To date, the investigation to replace the bridge between NSW and Victoria across the Murray River (Swan Hill / Murray Downs) has cost government circa 6 million dollars (of the 60 million currently allocated). It would be considered a travesty to all the stakeholders who have advocated for many years, if not decades, if those funds currently committed were withdrawn at this late stage.

While I understand Minister King has determined the Government's 2022 land transport election commitments are to be exempt from examination under the Strategic Review's terms of reference, it is important to the integrity of this process that any independent qualitative assessment of the existing IIP projects should include an evaluation of the merits of those projects when compared to Labor's election commitments.

The Strategic Review's terms of reference also require the reviewers to make 'reform' recommendations in relation to on-going, long-standing road safety and transport efficiency programs, including the Black spots program, Roads to Recovery, Bridges to Renewal and the Heavy Vehicle Safety and Productivity program.

Local government's previous experiences, when informed about 'reforms' from both sides of politics, brings a sense of foreboding. These important programs are relied on by local government road managers, including the Murray River Council to deliver worthwhile improvements to address identified road safety risk locations and sites that may be unsafe for heavy vehicles to access. Often the projects are relatively small in size and cost, but beyond the capacity of local road managers to fund.

Lastly, again history has proven to local government that undue complexity is often added to the processes. Any recommendations of the review should not add to the complexity of local government to apply for or administer projects under these important programs.

Thank you for your consideration of the points above and I would be willing to make myself available to discuss these matters further if that would be of assistance to the review.

Yours sincerely

s22(1)(a)(ii)

Cr Chris Bilkey  
Mayor





# BALRANALD SHIRE COUNCIL

ALL COMMUNICATIONS  
MUST BE ADDRESSED TO  
THE GENERAL MANAGER

Contact: CB:CM:D23.84809

70 Market Street, Balranald NSW 2715  
PO Box 120, Balranald NSW 2715

Tel: 03 5020 1300

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Email: [council@balranald.nsw.gov.au](mailto:council@balranald.nsw.gov.au)

Web: [www.visitbalranald.com.au](http://www.visitbalranald.com.au)

Tuesday, 18 July 2023

Ms Gardiner-Barnes, Mr Mrdak & Mr Waldock  
Land Transport Infrastructure Division  
Department of Infrastructure, Transport,  
Regional Development, Communications  
and the Arts

Dear Ms Gardiner, Mr Mrdak and Mr Waldock,

## Re: Retention of Funding for the Swan Hill Bridge Project

This letter is to confirm Balranald Shire Council's endorsement of Swan Hill Rural City Council's submission to receive the Federal Government's support for the retention of funding for the Swan Hill Bridge Project.

Balranald Shire is a neighbouring New South Wales Local Government Area which is currently going through significant industry growth due to current and emerging mineral sands and renewable energy projects along with a growing agribusiness industry.

Currently Balranald Shire boasts two of the largest Solar Farms in New South Wales with emerging solar farm projects in the pipeline. We have four Wind Farm projects in scoping stage and two large Mineral Sands mining projects in construction stage.

Traffic and Transport Assessments conducted by mining and renewable energy organisations entering our Shire have identified Swan Hill and the **Swan Hill Bridge** in relation to the following:

- 10% of their daily workforce will come from the Swan Hill area.
- Stony Crossing Road which is the shortest and most direct route to Swan Hill from Balranald is recognised as a secondary road for light vehicles and delivery trucks travelling to and from Victoria via Swan Hill. This route requires accessing the Swan Hill Bridge over the Murray River.
- For projects with transport routes requiring access over the river via the Tooleybuc Bridge, the Swan Hill Bridge is identified as an alternate route when one is required.
- Swan Hill being the closest rural city to Balranald (100km) it is a key destination for their workforce's access to services not available in Balranald. This requires travel to Swan Hill via the Swan Hill Bridge.



- It is also important to note that the Illuka Balranald Project in their transport and traffic assessment plan indicated that "The over dimensional route has been determined by constraints of the existing road network, including road width and weight restrictions of bridges across the Murray River from Victoria". Given Balranald's close proximity to Victoria and Swan Hill, this assessment would have definitely been referenced to include the Swan Hill Bridge.

The combination of Balranald Shire being in the pathway of the Transgrid EnergyConnect transmission line, as well as being a central location within the South West Renewal Energy Zone will inevitably result in attracting more renewable energy projects into our shire and bringing with it increased transport requirements and movement. This means that increased demands for access to Balranald Shire from Victoria will require transport load capacity solutions from bridges over the Murray River and in particular the Swan Hill Bridge.

Additionally, both Balranald Shire Council and the Swan Hill Rural City Council have identified cross-border tourism opportunities such as the development of cultural and heritage trails and tours which will boost visitation and travel to our respective communities and region. This will have the effect of increasing travel between our communities over the Murray River via the Swan Hill Bridge.

Attached with this letter is a summary of current and proposed renewable energy and mineral sands projects relevant to Balranald Shire with particular insights that are pertinent to Swan Hill and the Swan Hill Bridge.

Balranald Shire Council welcomes any opportunity to speak in support of the Swan Hill Bridge project and please do not hesitate to contact me should you require any further information.

Yours faithfully,

s22(1)(a)(ii)

Mike Colreavy  
**ADMINISTRATOR**

s22(1)(a)(ii)

Craig Bennett  
**GENERAL MANAGER**



# BALRANALD SHIRE REGION

## Information pertaining to Swan Hill Rural City Council's Swan Hill Bridge Project

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## BALRANALD SHIRE AT A GLANCE



## SIGNIFICANT INVESTMENTS SINCE 2018

Since 2018 the region has received significant local, state and federal funding, as well as private investment. These private investments, which are predominantly in the mineral sands and renewable energy projects, are at varying stages of progress, with some delivered, some underway, and some still in scoping phase.

Public investments have focused on key projects such as transport infrastructure, as well as visitor economy projects. Grant funding has played a key role in delivery of many of these projects.

### 1. MINERAL SANDS & CRITICAL MINERAL PROJECTS IN BALRANALD SHIRE

- According to the Western Murray Regional Economic Development Strategy (REDS) 2023 Update, the Estimated Total Projects Value in the Western Murray Region is over \$1.5 billion.
- Mineral Sands Mining in the Balranald Shire include Illuka Balranald Project, Tronox's Atlas-Campaspe Project and the upcoming Euston Mineral Sands Project

## 1.1 Tronox's Atlas-Campaspe

- Located approx. 80 km north of Balranald in Hatfield
- 100-150 personnel during operation of the site
- Mine Life of 15-20 years
- Benefits to the local and state economy over the mine life are estimated at over \$1,000M
- Heavy Mineral Concentrate will be transported by truck from the mine to Ivanhoe and then rail from Ivanhoe to Broken Hill

## 1.2 Illuka Balranald Mineral Sands Project

- Located 12km north of Balranald
- Economic activity analysis estimated that the Balranald Project would make up to direct and indirect average annual contribution to the regional economy for approximately 8 years:
  - ❖ \$965M in annual direct and indirect regional output or business turnover
  - ❖ \$300M in annual direct and indirect regional value added
  - ❖ \$82M in annual direct and indirect household income; and
  - ❖ 1,289 direct and indirect jobs
- Construction to commence in the 3<sup>rd</sup> Quarter of 2023
- First production expected in late 2024 to early 2025
- Approximately 14 years life of mine

## 1.3 Illuka Transport Assessment & Traffic Management Plan Insights

- Illuka's Transport Assessment identifies that potential cumulative traffic impacts from the two mineral sands projects have been assessed for the off-site workforce and delivery traffic movements to and from each mine which would be travelling via Balranald from the **Swan Hill**, Mildura & Tooleybuc directions. The route used from Swan Hill to Balranald would include accessing the **Swan Hill Bridge** over the Murray River at Swan Hill.
- It is expected that the Balranald Project would require a peak workforce of approximately **120 people** during the majority of the construction phase, and approximately **550 people** during the operational phase. It is expected that approximately 70% of the workforce (during both construction and operational phases) would be on site at any point in time. Accordingly the peak construction and operational workforce on site at any one time is expected to be about **315 and 385 people**, respectively.

### During Construction Stage:

- It is estimated that **80% of the workforce** would be drawn from the **local region**. This is defined within a **200km radius of the town of Balranald, such as Swan Hill**. The balance of 20% coming from outside this region.
- The distribution of this light vehicle traffic has been determined based on the locally based construction workforce, with approximately **10% travelling** to and from the south and east, i.e. **Swan Hill** and/or Hay

- Approximately 36 Drive-in-Drive-out employees would come on shift each day generating about 30 light vehicle trips each way travelling to and from the accommodation facility each day with **15% coming from the south, being predominantly from Swan Hill.**
- It is anticipated that **7 Heavy Vehicle truck deliveries** (14 movements) for **miscellaneous deliveries** including equipment, sand, soil, gravel, pipes, steelwork, concrete, mechanical and electrical components and pre-manufactured items, assumed to be equally distributed to/from the west (from the Euston and Mildura direction)
- 18 truck deliveries (36 movements) of portable water supply, waste water transport, miscellaneous deliveries and waste removal, primarily from the accommodation facility, of which 16 movements are assumed to be to and from Balranald town and **20 movements other regional destinations**
- Up to 58 truck deliveries per day (116 movements) during the final two years of the Balranald Project construction from external gravel suppliers primarily within Victoria to the Balranald Project. **The over dimensional route has been determined by constraints of the existing road network, including road width and weight restrictions of bridges across the Murray River from Victoria**

## During Production Stage:

- The peak workforce during the operational phase would be approximately 385 persons on site at any point in time
- 8 Buses to and from West Balranald mine (244 persons within project area); 4 buses (122 persons) from the local road network (Balranald-Ivanhoe Road). The remaining 19 19 people would commute by car each day to the Balranald Project area. Assuming a single person per vehicle, this would generate 38 vehicle movements travelling either to or from the Balranald, Hay, **Swan Hill**, Euston or Robinvale areas.
- The distribution of this light vehicle traffic has been determined based on the locally based construction workforce, with approximately **10% travelling** to and from the south and east, i.e. **Swan Hill** and/or Hay
- Approximately **44 Drive-in-Drive-out employees** would come on shift each day generating about 30 light vehicle trips each way travelling to and from the accommodation facility each day with **15% coming from the south, being predominantly from Swan Hill.**

## 2. MAJOR SOLAR FARMS IN BALRANALD SHIRE

- According to the Western Murray Regional Economic Development Strategy (REDS) 2023 Update, the Estimated Total Projects Value in the Western Murray Region is over \$1.5 Billion
- Balranald Shire has 2 of the largest Solar Farm in NSW being Sunraysia Solar Farm and the Limondale Solar Farm with tentative projects in the pipeline



## 2.1 Limondale Solar Farm

- In full commercial operation since 2021
- Located 14 km south of Balranald, west of intersection of Yanga Way with Balranald Road
- 770 hectares with approx. 872,000 panels
- 300-400 workers during construction
- Generates enough electricity to power up to 105,000 homes each year

## 2.2 Insights from the Limondale Solar Farm Traffic Management Plan & Project Assessment

- Access to the site will be from Yanga Way, largely utilising an existing access track and assessed local road network. This includes the **Stoney Crossing Road** as an **assessed traffic route** to and from Yanga Way that leads to and from Swan Hill (See **Figure 1** below)

### Construction Traffic

The primary transport routes in NSW that will be used by light vehicles assessing the site are:

- Yanga Way, which connects to the Sturt Highway to the north, and the Murray Valley Highway (B400) and Mallee Highway (B12) in Victoria, via the Tooleybuc Bridge.
- Sturt Highway, which connects from the Balranald area to Buronga/Mildura and the Silver City Highway in the west and Hay and several other major townships in the east.
- **Stony Crossing Road, a local road, which connects Yanga Way, approximately 20 km south of the site, to Swan Hill in Victoria. This route will be used by project traffic which is travelling to and from the direction of Swan Hill.** This route will include accessing the **Swan Hill Bridge** over the Murray River at Swan Hill
- During construction, the majority of heavy vehicles movements will be generated by deliveries of PV tracker and module components, which will be from Adelaide and Melbourne. The main origin of deliveries is expected to be Adelaide.
- If there are delays due to unforeseen circumstances, alternative transport options to meet delivery timeframes will include goods arrive in the port of Melbourne, be cleared, then loaded onto single transport and transported directly to the site in the same manner as detailed above. This travel route from Melbourne will be along the M79, onto the C274, onto the C260, onto the B400 across the Tooleybuc Bridge and Yanga Way to site. **In the event that the Tooleybuc Bridge is closed vehicles will use the Swan Hill Bridge.**
- This origin of the workforce related light vehicles travelling to and from the site on a daily basis includes Balranald, **Swan Hill**, Euston, Tooleybuc and Hay
- Limondale Sun Farm traffic assessment conservatively estimated **100 daily workforce** vehicle construction traffic movements peaking at approximately 200 during the 9<sup>th</sup> to 11<sup>th</sup> months of the construction period
- Estimated daily Heavy Vehicles movement is **54 Heavy vehicles maximum per day**

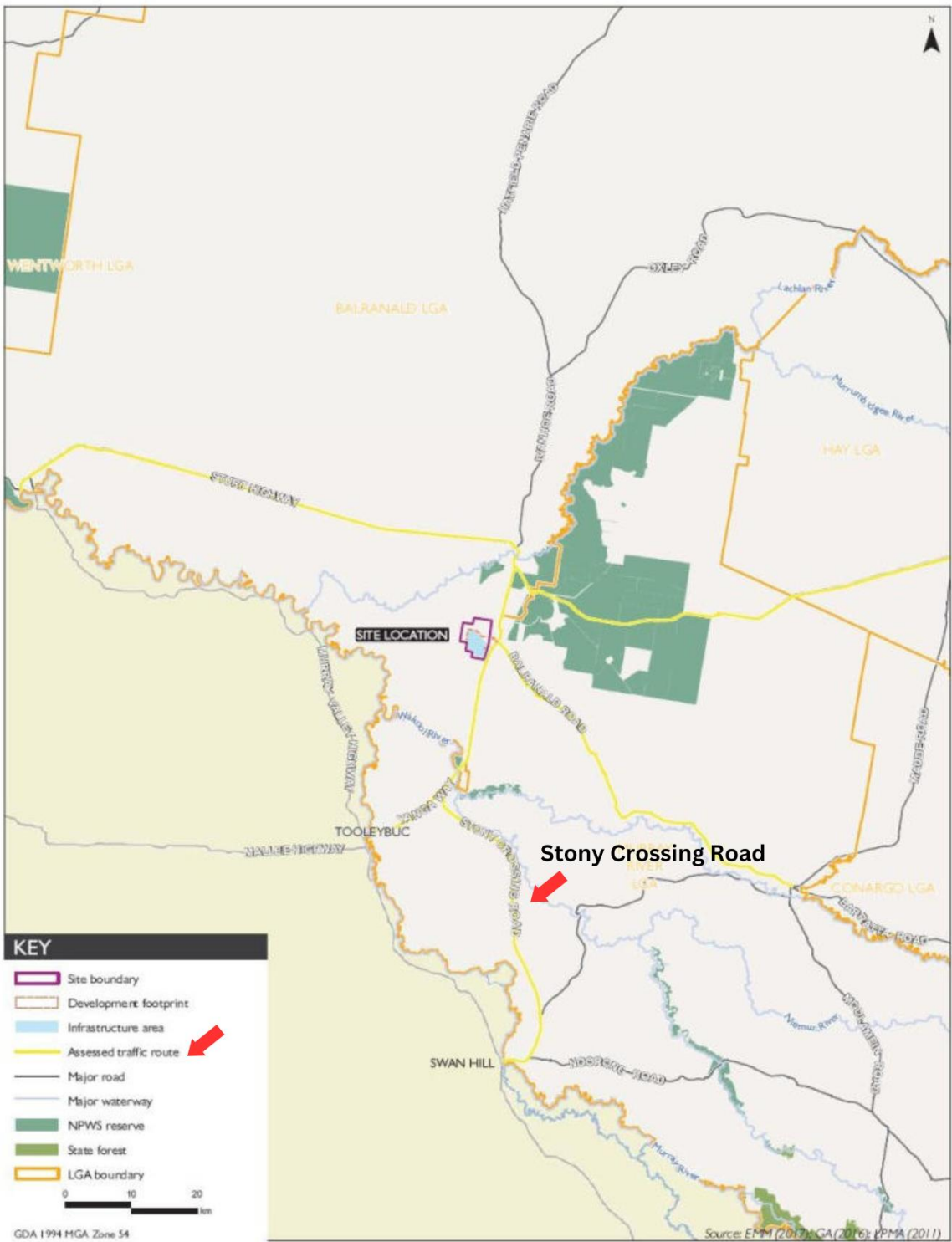


Figure 1 Limondale Solar Farm Local Road Network

Released under the Freedom of Information Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts

## 3. PROPOSED WIND FARMS WITHIN BALRANALD SHIRE

### 3.1 Proposed: Burrawong Wind Farm

- Located 15km South of Balranald – In the Murray River Council bordering the Balranald Shire
- Potentially host 107 wind turbines
- Produce clean energy to power up to 470,000 homes
- The project is located in the proposed South-West Renewable Energy Zone (SW REZ), which the NSW Government has identified as a target area for renewable energy development.
- Proposed to displace 2 million tonnes of carbon dioxide emissions
- Be equivalent of removing 400,000 cars from the road
- Proposed to create 250 jobs during construction
- 30-35 years operational life
- **Estimated Total Cost Value (2021) \$960million AUD**

### 3.2 Insights from the Burrawong Wind Farm Scoping Report

- Access to the Development Site during construction and operation is proposed via the existing local road network. **The Stony Crossing Road** has been identified as a **secondary access road** to the site. (See **Figure 2** below)
- The delivery of large components and construction traffic would occur via one of four over size, over mass (OSOM) networks which have been identified as
  - South Australia – Port Adelaide via Mildura
  - Victoria – Port of Geelong via Bendigo
  - NSW – Port Kembla via Wagga Wagga
  - NSW – Port Newcastle via Wagga Wagga
- A preliminary transport route study will be undertaken to determine the most appropriate route to transport OSOM turbine components to site. The chosen route will then be investigated further in the full Traffic and Transport Impact Assessment (TTIA) as part of the EIS.
- All four options for OSOM are major haulage routes that are used for heavy vehicle movements and there is expected to be minimal constraints along these routes. Some upgrades to these routes may be required to accommodate the length of the turbine blades proposed, these will be assessed as part of the Proposal.
- Upgrades to local roads may also be required and appropriate traffic management measures, both temporary and permanent, may be required. **Figure 2** shows the main access roads to the site.
- A preliminary transport route study will be undertaken to determine the most appropriate route to transport OSOM turbine components to site. The chosen route will then be investigated further in the full Traffic and Transport Impact Assessment (TTIA) as part of the EIS.
- All four options for OSOM are major haulage routes that are used for heavy vehicle movements and there is expected to be minimal constraints along these routes. Some upgrades to these routes may be required to accommodate the length of the turbine blades proposed, these will be assessed as part of the Proposal.



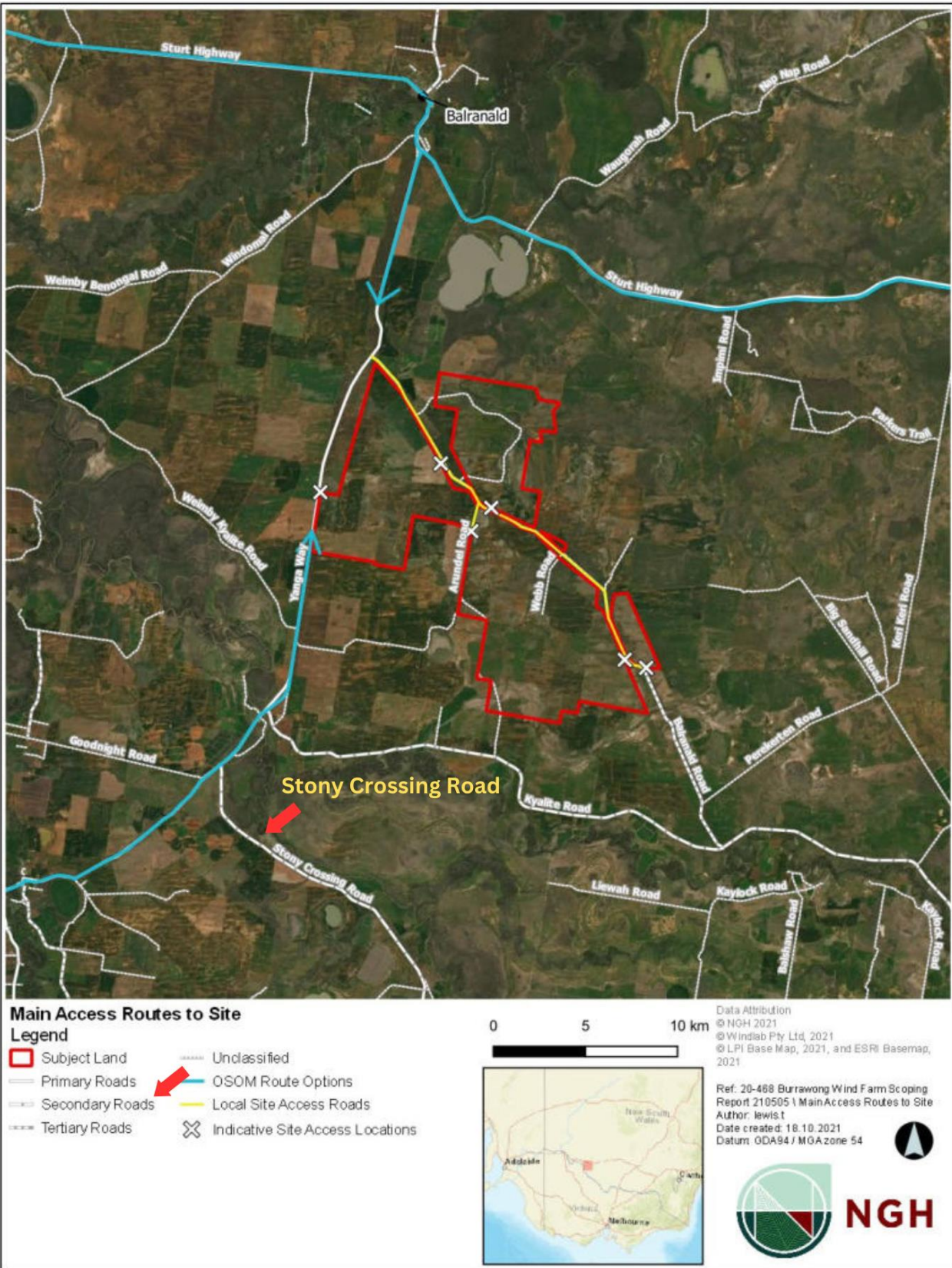


Figure 2 Burrawong Wind Farm Main Access Routes

Released under the Freedom of Information Act 1982 by the Department of Infrastructure, Transport, Regional Development, Communications and the Arts

## 3.3 Proposed: Winlan Wind Farm

- To be located 25km east of Balranald within the South-West Renewable Energy Zone.
- 138 wind turbines with a generation capacity of approximately 800 megawatts
- Battery energy storage system with 22MV/800MWh capacity
- A connection to Project EnergyConnect
- Expected Construction Commencement: 2025
- Expected Construction Completion: 2028
- In Scoping Status
- **Estimated Total Cost \$2.billion AUD**

## 3.4 Proposed: Euston Wind Farm

- To be located 22km north of Euston in the Balranald LGA
- Proposed site to be approximately 38,567 hectares. Development corridor (cleared to accommodate the wind turbines) approximately 3,117 hectares
- Approximately 100 wind turbines
- Associated infrastructure such as roads, drainage, cabling and substations
- Battery Energy Storage Systems
- Associated construction and operations facilities
- **Capital Investment Value: \$1.2billion AUD**

## 4. KEY DRIVERS OF RENEWABLE ENERGY INDUSTRY GROWTH IN THE SHIRE AND REGION

### 4.1 Transgrid - EnergyConnect

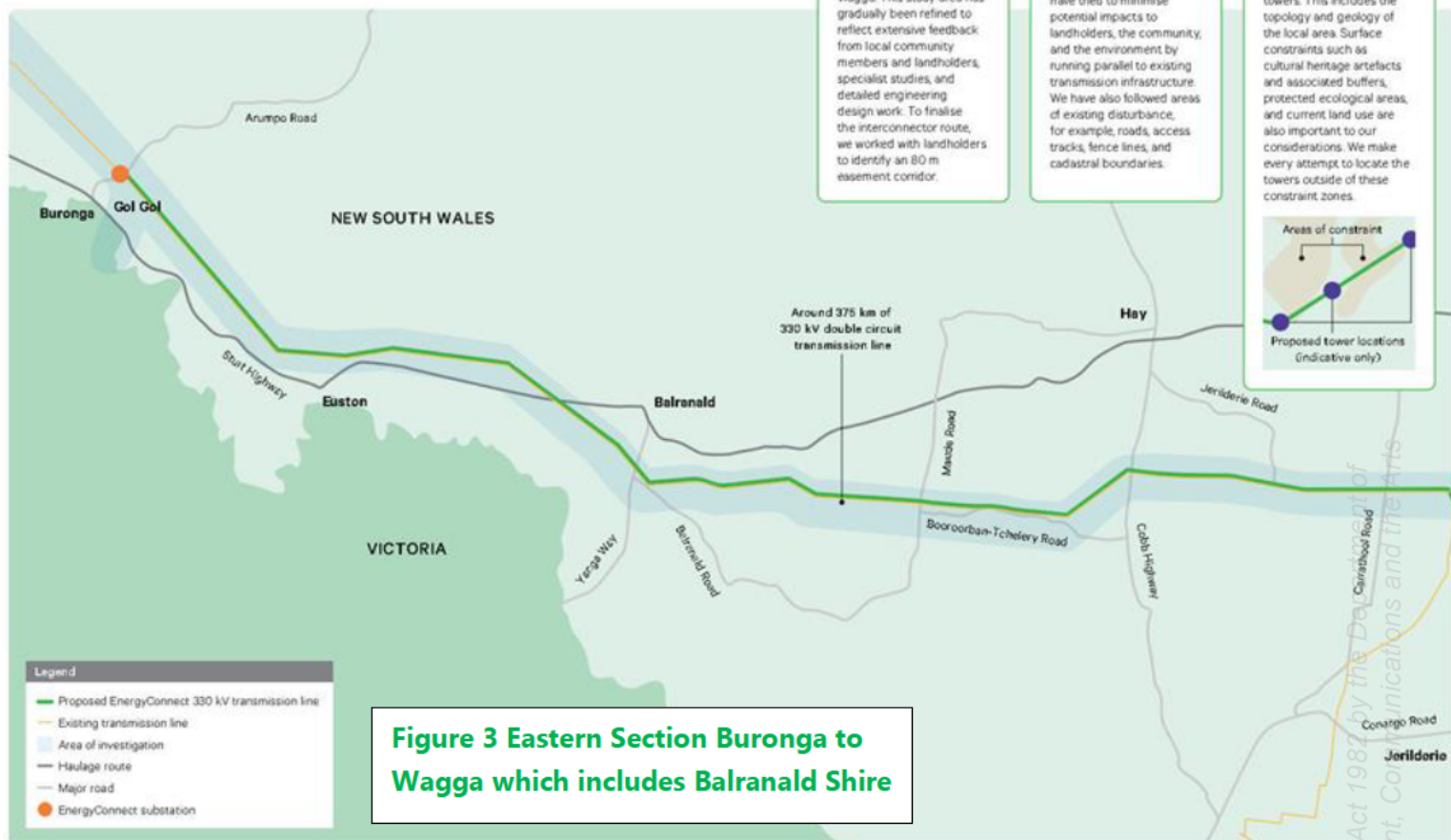
- EnergyConnect is an energy infrastructure project that will lower power bills for homes and businesses and create 1500 jobs, primarily across regional NSW.
- EnergyConnect includes a new 900km electricity transmission line, known as an interconnector that will connect power grids across three Australian states, driving competition in the wholesale electricity market.
- The interconnector is being built between Wagga Wagga in New South Wales and Robertstown in South Australia, with a connection to Red Cliffs in Victoria.
- The NSW Eastern section which includes Balranald Shire comprises around 540km of new transmission line infrastructure and supporting substation construction and upgrades between Wagga Wagga and Buronga.
- Benefits of the project will include:
  - **Lower bills:** NSW households will save \$180 million a year on power bills.
  - **New jobs and opportunities:** EnergyConnect will create 1500 new jobs and opportunities for a wide range of businesses.
  - **Economic growth:** The project will generate \$4 billion in economic benefit - much of it in regional NSW.
  - **A cleaner future:** EnergyConnect will help connect more solar and wind generation to help reduce carbon emissions.



- Drivers include:
  - Access to new generation sources as coal-fired plants close
  - Government commitments to reduce carbon emissions
  - The potential for renewable generation to lower energy prices
  - Demand for a more reliable energy supply.

Figure 3 shows the route between Buronga and Wagga Wagga which includes Balranald.

## NSW-Eastern Section Buronga to Four Corners



- Construction phase from late 2022 to mid-2024
- Commissioning, demobilisation, and remediation phase – from mid-2024 to early 2025
- The NSW-Eastern Section proposal includes around 540km of transmission line:
  - about 375 km of new 330 kV double circuit transmission line and associated infrastructure between the existing Buronga substation and the proposed Dinawan substation
  - about 162 km of new 500 kV double circuit transmission line and associated infrastructure between the proposed Dinawan substation and the existing substation at Wagga Wagga

## 4.2 EnergyCo - South West Renewable Energy Zone (REZ)

- The indicative location of the South West REZ was chosen following a detailed statewide geospatial mapping exercise undertaken by the NSW Government in 2018. This initial analysis sought to identify optimal locations to host renewable energy generation around the State, including areas with strong renewable energy resource potential, proximity to the existing electricity network, and consideration of potential interactions with existing land uses, including agricultural lands and biodiversity conservation.
- The South West REZ was chosen due to an abundance of high-quality wind and solar resources, proximity to existing and planned high voltage transmission including Project EnergyConnect, relative land-use compatibility and a strong pipeline of proposed projects.
- The South West REZ is expected to receive up to **\$2.8 billion** in private investment by 2030
- At its peak, this REZ is expected to support over 2,000 construction jobs in the region

**Figure 4 below shows Balranald in relation the proposed Project EnergyConnect route**



**Figure 4 Proposed Project EnergyConnect Route**

## 5. ECONOMIC DEVELOPMENT & DESTINATION MANAGEMENT PLANNING

### 5.1 Balranald Shire Council – Upcoming Strategic Plans

- With the current and emerging industries entering the Balranald Shire and surrounding LGAs, Balranald Shire Council has recently been successful in obtaining a grant for the development of a well-researched, timely and relevant Economic Development Strategy. The funding also includes provision for the development of an Economic Development Strategy for Wentworth Shire Council.
- The opportunities and challenging these current and emerging industries present requires extensive consultation with our surrounding and cross-border LGAs such as Swan Hill Rural City Council
- The opportunities the current and emerging industries and private investments will bring to our region will see continued increase of travel and access between our two communities for work, services and retail means increased access over the **Swan Hill Bridge** between Balranald and Swan Hill via the Stony Crossing Road route which is the most popular and quickest route between the two towns.
- Balranald Shire Council is also in the process of developing its Destination Management Plan (DMP) which incorporates our Tourism/Visitor Economy Development Strategic Plan. This DMP will align with regional Destination NSW DMPs as well as addressing cross-border opportunities such as cultural & heritage Trails and Tours. Once again the potential increase in visitors travelling between the two areas and towns will be predominantly via the Stony Crossing Road and the **Swan Hill Bridge**.

## 6. IMPLICATIONS FOR THE SWAN HILL BRIDGE PROJECT

- The workforce for the mineral sands projects and renewable energy projects (particularly during the construction stages) indicate that at least 10% of their daily workforce will come from the Swan Hill area during construction stages of the projects which means increased daily travel between the project sites and Swan Hill via the Stony Crossing Road and the **Swan Hill Bridge**
- Crossing Road which is the shortest and most direct route to Swan Hill from Balranald is recognised as a secondary road for light vehicles and delivery trucks travelling to and from Victoria via Swan Hill. This route requires accessing the **Swan Hill Bridge** over the Murray River.
- For projects with transport routes requiring access over the river via the Tooleybuc Bridge, the **Swan Hill Bridge** is identified as an alternate route when one is required.
- Swan Hill being the closest rural city to Balranald (100km) it is a key destination for their workforce's access to services not available in Balranald. This requires travel to Swan Hill via the **Swan Hill Bridge**.
- The combination of Balranald Shire being in the pathway of the Transgrid EnergyConnect transmission line, as well as being a central location within the South West Renewal Energy Zone will inevitably result in attracting more renewable energy projects into our shire and bringing with it increased transport requirements and movement. This means that increased demands for



access to Balranald Shire from Victoria will require transport load capacity solutions from bridges over the Murray River and in particular the **Swan Hill Bridge**

- It is important to note that the Illuka Balranald Project in their transport and traffic assessment plan indicated that "The over dimensional route has been determined by constraints of the existing road network, including road width and weight restrictions of bridges across the Murray River from Victoria". Given Balranald's close proximity to Victoria and Swan Hill, this assessment would have definitely been referenced to include the Swan Hill Bridge.
- Both Balranald Shire Council and the Swan Hill Rural City Council have identified cross-border tourism opportunities such as the development of cultural and heritage trails and tours which will boost visitation and travel to our respective communities and region. This will have the effect of increasing travel between our communities over the Murray River via the Swan Hill Bridge

## Two of the largest Solar Farms in NSW located in the Balranald Shire



Sunraysia Solar Farm



Limondale Solar Farm



Ref: /23/95-08-00  
HG/SKL

17 July 2023

To whom it may concern

### SWAN HILL BRIDGE – LETTER OF SUPPORT

The Central Murray Regional Transport Forum (CMRTF), consisting of six Councils across two states, supports the urgent need for a new modern two lane bridge at Swan Hill.

The Central Murray Regional Strategy 2019 identifies the Swan Hill bridge as the top priority project for the region.

(HML) crossings  
heavy freight  
Swan Hill and  
two short-term  
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t it will bring.

s22(1)(a)(ii)

Leah Johnston  
Chairperson  
Central Murray Regional Transport





To Whom It May Concern:

Pickering Transport Group writes to endorse Swan Hill Rural City Council and their submission to the Infrastructure Pipeline Review, regarding a \$60 million funding commitment for a new bridge in Swan Hill.

In 2019, Pickering Transport Group welcomed the Federal Government's funding commitment towards a new Swan Hill bridge. It was a momentous announcement following decades of advocacy efforts from our organisation, our community and Councils on either side of the Murray River.

We are a Swan Hill based company, with our large primary depot located less than 1km from the Swan Hill CBD across the bridge in Murray Downs, NSW.

As an organisation, we employ over 300 staff and have 150 vehicles across multiple depots. We pride ourselves on our ability to widely distribute products and services that communities depend on.

Swan Hill is undoubtedly a significant nation-wide hub, requiring vital transport connections to Sydney, Adelaide, Melbourne and beyond.

We rely on effective freight corridors to ensure the efficient delivery of freight, and the single lane bridge that connects NSW to VIC at Swan Hill, is not only dangerous, but poses major delays for our drivers.

Currently, the Swan Hill bridge is no longer fit for purpose and is creating significant inefficiencies for higher mass and over dimensional vehicles, that local and interstate industry and communities rely on.

We have been advised that a new Swan Hill bridge is the confirmed, number one priority for Murray River crossing replacements and remains a top priority for communities on both sides of the River.

Withdrawing vital funds would be detrimental to communities on either side of the Murray River, damaging to freight industries, our essential agriculture sector, and our local economy.

A new bridge for Swan Hill must remain a firm priority for all levels of Government.

Please hear our concerns and assist us in ensuring that a new Swan Hill bridge becomes a reality, so that Pickering Transport Group can continue to service the world, well into the future.

Kind Regards,

Daryl Pickering

s22(1)(a)(ii)

Pickering Transport Group

Managing Director



**Business Centre:**  
Brown Street, Hamilton 3300  
Telephone: (03) 5573 0444  
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[www.sthgrampians.vic.gov.au](http://www.sthgrampians.vic.gov.au)

Infrastructure Investment Program Strategic Review  
IIP Review – Land Transport Infrastructure Division  
Department of Infrastructure, Transport, Regional Development, Communications, and the Arts  
GPO Box 594  
CANBERRA ACT 2601  
Via email: [IIP.Review.Submissions@infrastructure.gov.au](mailto:IIP.Review.Submissions@infrastructure.gov.au)

Monday, 17 July 2023

Dear Ms Gardiner-Barnes, Mr Mrdak and Mr Waldock,

### **SUBMISSION TO THE IIP STRATEGIC REVIEW**

Further to the 90-day independent Strategic Review of the Infrastructure Investment Program (IIP) announced by the Hon. Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government on 1 May 2023, Southern Grampians Shire Council provides the following submission.

The \$120 billion 10-year infrastructure investment pipeline adopted by the former Coalition Government included many worthy land transport projects that had been identified in partnership with state and territory governments, local councils, freight industry stakeholders and communities.

There are 14 projects to the value of \$360M on the IIP which will provide significant benefit to communities in the electorate of Wannon. Southern Grampians Shire supports these regional roads projects which specifically address safety improvements, enable continued productivity across the region improving freight efficiencies and provide safer roads for our visiting tourism.

The combination of above average rainfall and heavy vehicle usage together with the declining state of the roads in Southern Grampians has unfortunately contributed to the Victorian regional road toll being at a 16-year high. While Council acknowledges the financial impact of COVID upon the Victorian State Government, the backlog of incomplete arterial road maintenance requires urgent attention.

There are approximately 3,564km of roads within the Southern Grampians Shire comprising 603km arterial roads and the remaining 2,818 km local roads. On average Council funds \$8M annually to the maintenance and renewal of local roads. This funding allocation is based on priority needs however it is not sufficient to address all safety and road maintenance needs across the 2,818 km network within the Shire.

Council requests the IIP Strategic Review to establish recommendations in relation to ongoing, long-standing road safety and transport efficiency programs, including the Black Spots, Roads to Recovery, Bridges to Renewal and the Heavy Vehicle Safety and Productivity Programs. It is imperative that these important programs continue to be available for local government. Council relies heavily on these funding programs to deliver improvements that address identified road safety risk locations and sites that may be unsafe for heavy vehicles to access. Council has received \$9.9M through the Roads to Recovery Funding for the period 2019-2024.

Council continues to actively advocate to state government in relation to the condition of arterial roads within the Southern Grampians Shire specifically unsafe conditions with long



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Brown Street, Hamilton 3300  
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**Address all correspondence to:**  
Locked Bag 685, Hamilton, Vic, 3300  
[council@sthgrampians.vic.gov.au](mailto:council@sthgrampians.vic.gov.au)  
[www.sthgrampians.vic.gov.au](http://www.sthgrampians.vic.gov.au)

sections of poor surface quality, large deep potholes, and significant undermining of the road edges. The following arterial roads require attention:

- Coleraine Edenhope Road (specifically the 2km stretch north of the Coleraine Edenhope Road and Balmoral Coleraine Road intersection)
- Henty Highway between Hamilton and Branhholme and the
- Dunkeld-Penshurst Road.
- Sections of both the Glenelg and Hamilton Highways within 10 km radius of Hamilton

Without intervention, the conditions on the arterial roads will only continue to deteriorate particularly within the Southern Grampians Shire due to the lack of the Portland to Maroona Railway Line. A freight rail serve between Portland and Maroona would significantly reduce the impact to local communities caused by 24 hr/day truck movements, carbon impact via emissions and road infrastructure including pavements and bridges continued deterioration. State and Federal Governments have spent an estimated \$40m since 2017 on roads maintenance in the Green Triangle, largely due to truck damage.

Council appreciates the opportunity to submit these details to the IIP Strategic Review and strongly encourages the Review Committee to closely consider the importance of a safe regional road network particularly for the livelihood of regional and rural communities.

Yours Sincerely,

s22(1)(a)(ii)

Tony Doyle  
CEO





**CORANGAMITE  
SHIRE**

Our ref: 3195894

18 July 2023

Infrastructure Investment Program Strategic Review  
IIP Review – Land Transport Infrastructure Division  
Department of Infrastructure, Transport, Regional Development, Communications,  
and the Arts  
GPO Box 594  
**Canberra ACT 2601**

**Via email:** IIP.Review.Submissions@infrastructure.gov.au

Dear Ms Gardiner-Barnes, Mr Mrdak and Mr Waldock,

### **SUBMISSION TO THE IIP STRATEGIC REVIEW**

I write regarding the 90-day independent Strategic Review of the Infrastructure Investment Program (IIP) announced by the Hon. Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government on 1 May 2023.

The former Coalition Government's \$120 billion 10-year infrastructure investment pipeline included many worthy land transport projects that had been identified in partnership with state and territory governments, local councils, freight industry stakeholders and communities.

There are projects on the IIP which will provide significant benefit to communities in Corangamite Shire including:

<b>PROJECT</b>	<b>Clth Funding</b>
• Princes Highway - Victoria - Tranche 2	\$12 M
• Princes Highway Corridor - Victoria - Future Priorities	\$159.2 M
• Princes Highway West - Bridge Upgrade Warrnambool-Geelong Rail Line, Weerite	\$0.9 M
• Princes Highway West - Overtaking Lane East of Terang (Eastbound and Westbound)	\$9.0 M

The benefits of these road projects are three-fold, they provide:

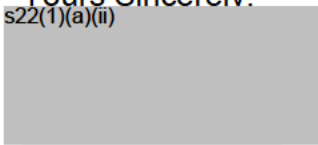
1. Significant safety improvements, with our community members being able to travel safely on our roads;
2. The roads are all important for the productivity of our region and helping to improve freight efficiencies; and
3. Provide safety for our visiting tourism who help to drive our local regional economies.

The Strategic Review's terms of reference require the reviewers to make "reform" recommendations in relation to on-going, long-standing road safety and transport efficiency programs, including the Black spots program, Roads to Recovery, Bridges to Renewal and the Heavy Vehicle Safety and Productivity program. These important programs are relied on by local government road managers, including Corangamite, to deliver worthwhile improvements to address identified road safety risk locations and sites that may be unsafe for heavy vehicles to access. Often the projects are relatively small in size and cost, but beyond the capacity of local road managers to fund. Any recommendations of the review should not add to the complexity of local government to apply for or administer projects under these important programs. Importantly, the non-competitive allocation of funds under the Roads to Recovery Fund and the quarterly application to Heavy Vehicle Safety and Productivity Program and Bridges Renewal Program are of fundamental importance to ensuring local Council's can deliver local priorities for the local community efficiently and effectively.

Thank you for your consideration of the points above and I would be willing to make myself available to discuss these matters further if that would be of assistance to the review.

Yours Sincerely,

s22(1)(a)(ii)



**Ruth Gstrein**

Mayor

Corangamite Shire Council

Professor Peter Dawkins AO  
Chair, WoMEDA Incorporated  
Email: s22(1)(a)(ii) @vu.edu.au

Ms Aisha Nicolay  
Executive Director, WoMEDA Incorporated  
Email: s22(1)(a)(ii) @fierio.io

18 July 2023

To Whom It May Concern:

**Brimbank City Council Submission to Infrastructure Investment Program Strategic Review**

West of Melbourne Economic Development Alliance Inc. (WoMEDA) supports the Brimbank City Council (Council) submission to the Federal Government's Infrastructure Investment Program Strategic Review (**Strategic Review**) in relation to Melbourne Airport Rail (**SRL Airport**).

As a Priority Precinct identified by the Victorian Government, Sunshine's CBD is a focal point for funding and development through the Sunshine Station Masterplan, Albion Station Redevelopment and further Structure Planning for Albion Quarter. These projects and the timing of these projects are integrated with the delivery of SRL Airport.

WoMEDA has contemplated the significance of the Sunshine Station Superhub since inception in 2016. SRL Airport and the Superhub signals a dramatic change for Sunshine and more broadly, the west of Melbourne by providing economic impact and establishing jobs where they are most needed.

Presently, the accelerated rate of population growth in Sunshine and across the west of Melbourne far outstrips available local jobs. Combined with limited access to connected, reliable and safe public transport, a delay or withdrawal of Federal funding support of SRL Airport will imperil meaningful job creation in the west. Given Brimbank has the second lowest Socio-Economic Index rating in Melbourne and the third lowest in Victoria, the potential exists for generational disadvantaged to become embedded for years to come.

Sunshine is centrally located in Melbourne's west and is earmarked to play a vital functional economic role as a services centre to industry and residents in the west. Without SRL Airport, existing projects funded by the Victorian Government may not be optimised resulting in an absence of jobs where they are most needed.

We thank you for this opportunity to provide comment on the Strategic Review.

Yours faithfully,

s22(1)(a)(ii)

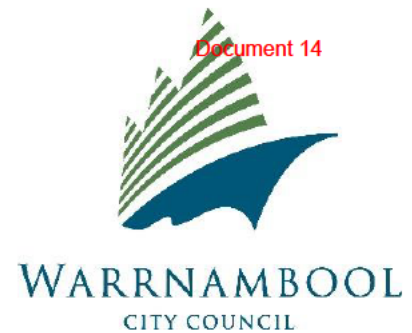
Professor Peter Dawkins AO  
Chair, WoMEDA Inc

s22(1)(a)(ii)

Aisha Nicolay  
Executive Director, WoMEDA Inc

18 July 2023

Infrastructure Investment Program Strategic Review  
IIP Review – Land Transport Infrastructure Division



Via email: [IIP.Review.Submissions@infrastructure.gov.au](mailto:IIP.Review.Submissions@infrastructure.gov.au)

Dear Reviewers

**RE: WARRNAMBOOL CITY COUNCIL SUBMISSION TO THE IIP STRATEGIC REVIEW**

Warrnambool City Council is located in the centre of a highly productive agricultural region that along with tourism serves as the foundation of the economy of South West Victoria and services Australia more broadly.

These industries require the presence of reliable road transport to function. The safe movement of tourists to and from Melbourne and Adelaide, as well as the movement of agricultural freight to and from processing facilities is predicated on a safe, functional and well maintained Princes Highway and surrounding road networks. If committed infrastructure funding is pulled from our region's already struggling roads then both supply chains and people's safety will be at risk.

The specific projects that Council wishes to highlight and support to continue are as follows;

- Princes Highway Corridor:
  - Particularly Colac to the South Australian Border as a major freight thoroughfare for several commodities such as, Dairy, Timber and Livestock.
  - Safe and reliable access to the Ports of Portland and Geelong require road infrastructure that is safe and enables freight vehicles to operate in a timely manner. This requires suitable, consistent speed limits that can be applied across the non-urban sections of the highway. Inconsistent speed limits are due largely to the poor condition of sections of the highway.
  - The provision of effective passing opportunities to create a safer road environment for visitor/tourist traffic for a region with numerous major visitor attractions.
- Bridge upgrades at Dartmoor, Yambuk, and Narrawong. These bridges create a network that will ensure that freight movements through the region and across the South Australian Border are maintained.
- Bridge Upgrade at Panmure over the Mt Emu Creek. This will provide a safer road environment during periods of flood and assist in keeping the road open during these events.

These roads all support transport to internationally significant tourism destinations such as the 12 Apostles and Budj Bim National Park, or service a nationally significant agricultural economy that feeds our nation.

Yours faithfully

s22(1)(a)(ii)

**Andrew Mason**  
**Chief Executive Officer**  
**Warrnambool City Council**



20 July 2023

Infrastructure Investment Program Strategic Review  
IIP Review – Land Transport Infrastructure Division  
Department of Infrastructure, Transport, Regional Development, Communications and the Arts  
GPO Box 594  
Via email: [IIP.Review.Submissions@infrastructure.gov.au](mailto:IIP.Review.Submissions@infrastructure.gov.au)

Dear Ms Gardiner-Barnes, Mr Mrdak and Mr Waldock,

**Re: Submission to the IIP Strategic Review**

I write with regard to the 90-day independent Strategic Review of the Infrastructure Investment Program (IIP) announced by the Hon. Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government on 1 May 2023.

The \$120 billion 10-year infrastructure investment pipeline adopted by the former Coalition Government included many worthy land transport projects that had been identified in partnership with state and territory governments, local councils, freight industry stakeholders and communities.

There are projects on the IIP which will provide significant benefit to communities in the Loddon Shire Council area including:

- Calder Highway Melbourne to Mildura- Future Priorities
- Calder Highway Melbourne to Mildura - Overtaking Lanes

The Strategic Review's terms of reference also require the reviewers to make "reform" recommendations in relation to on-going, long-standing road safety and transport efficiency programs, including the Black spots program, Roads to Recovery, Bridges to Renewal and the Heavy Vehicle Safety and Productivity program. These important programs are relied on by local government road managers, including the Loddon Shire Council to deliver worthwhile improvements to address identified road safety risk locations and sites that may be unsafe for heavy vehicles to access. Often the projects are relatively small in size and cost, but beyond the capacity of local road managers to fund. Any recommendations of the review should not add to the complexity of local government to apply for or administer projects under these important programs.

Thank you for your consideration of the points above and I would be willing to make myself available to discuss these matters further if that would be of assistance to the review.

Yours sincerely,

s22(1)(a)(ii)

Cr Dan Straub  
Mayor

# MELBOURNE AIRPORT

Tuesday 25 July 2023

IIP Review Taskforce (Reviewers)  
Land Transport Infrastructure Division  
Department of Infrastructure, Transport, Regional Development, Communications and the Arts  
GPO Box 594 Canberra, ACT 2601

By email: [IIPreview@infrastructure.gov.au](mailto:IIPreview@infrastructure.gov.au)

Dear Reviewers

## **Response to Infrastructure Investment Program – Strategic Review**

Australia Pacific Airports (Melbourne) Pty Ltd (APAM or we) is pleased to provide input to the Australian Government's Infrastructure Investment Program (IIP) Review and specifically the Reviewer's consideration of the Melbourne Airport Rail (MAR) project.

### **Executive Summary**

APAM has consistently advocated for an airport rail link over many years to provide passengers with additional public transport links and to meet community expectations of connectivity between major international airports and the cities they serve.

APAM's preference for an underground solution at the airport has been included in our Masterplans since 1998 given this solution would better integrate with airport terminals and provide a superior passenger experience.

Additionally, it would impose demonstrably fewer constraints on the expansion of the terminal and aviation precinct, and better provision for any further onward connections beyond the airport which may be contemplated by governments in the future. Despite the airport's long-established preference for an underground station solution, APAM has worked collaboratively with the Victorian Government on its preferred elevated solution, a preference driven by the Victorian Government time and cost objectives.

APAM's advocacy remains focused on a world class airport rail solution that delivers an excellent passenger experience and provides meaningful patronage to solve for future road congestion. The rail solution must add to and not detract from the broader airport's competitiveness, an objective which should be shared by the city of Melbourne, state of Victoria and Commonwealth of Australia.

APAM's guiding principles for MAR are set out below:

#### **1. A World Class Passenger Experience**

- An innovative world class customer journey and planning solution, including accessibility for disability and elderly passengers, travel time comparable to existing mass transit solutions that is fast, frequent and regular, competitively priced; and
- An interchange targeted for high catchment areas that is efficient and accessible for all customers.

# MELBOURNE AIRPORT

## 2. Capacity

- Ability to support up to 30% mode share of airport volumes in any given year, from the year of operation, and the 24-hour curfew free operation of the airport.
- A solution that maximises mode share.

## 3. City Connectivity

- As Melbourne is forecast to become Australia's most populous capital city, the solution must have its primary city station arrival at the centre of the city to maximise ease of access by as many points within the CBD.

## 4. Airport Terminal Interface

- Enable a purpose-built solution for a 24/7 major international gateway including a centralised location relative to terminals.

## 5. Airport Lands

- A solution that is consistent with APAM's long term planning for a gateway that is forecast to cater for 76 million passengers per annum by 2042 - the 2022 Master Plan features a vision and plan for forecast growth as the second largest airport in Australia and hence the need to minimise impacts and maximise flexibility.

## 6. Airport Wide

- Consideration of Federal Government approval requirements (Airports Act 1996 and EPBC Act 1999) for all developments and works, as per lease requirements; and
- Compliance with Aviation regulations and engagement with relevant regulatory agencies including the Airport Building Controller and the Airport Environmental Officer for any building requirements for compliance or guidelines as per the lease requirements.

## 7. Constructability

- Subject to a revised Airport Final Operating Requirements (AFOR) detailing design, construction methodology, safety and environmental management for the delivery of the project;
- Acceptable Project Deed setting out obligations and requirements of APAM and RPV, and adherence of the Airport Forward Operating Requirement (AFOR) by the State and the project proponent; and
- Limit obstruction to terminal precinct and other airport developments and impact on the road network and future road expansions, and minimise disruption to travellers, customers, tenants and businesses in the airport precinct.

APAM remains available to re-engage with the State and Federal governments on the proposed funding of this project, subject to further understanding of the viability and business case of the whole project.

Additionally, to the extent APAM's principles are considered optional, we may not be in a position to progress a solution that does not provide an acceptable traveller experience or mitigates disruption, and instead will continue to support an underground solution.

## Terms of Reference

To assist the review process, APAM's submission responds to specific IIP Terms of Reference that are relevant to the MAR project.

# MELBOURNE AIRPORT

a) assess projects funded under the IIP and make recommendations on the merits of projects continuing, having regard to: iii. a project's business case (including cost benefit analysis)

The review process should inquire further into the business case and associated benefits related to MAR to ensure program benefits, optimal design and integration into the terminal precinct can be realised, which would also lead to higher mode share in the long run.

APAM notes recent independent studies such as the 2022 Victorian Auditor General Report that reviewed the MAR business case findings and found -

"DTF's business case guidance expects an agency to explore and assess a broad range of interventions and options so it can recommend a preferred one based on evidence of relative costs and benefits. The guidance states, 'Business cases that are weakest in this area often propose just three options: do nothing, do something that is infeasible, or do what the business case is proposing'. The SRL, MAR and BHRU business cases fall short of this standard because, although none of the options were infeasible: the MAR business case completes a cost-benefit analysis (CBA) only on a single option relative to the do-nothing base case"<sup>1</sup>.

In light of this and with the apparent delay to the project that provides the gift of time to deliver optimal design objectives, consideration of design solutions in other jurisdictions should also be captured as part of the review.

APAM believes that there is an alternative underground solution that should be given due consideration and be captured as part of the review process. The alternative solution seeks to achieve superior benefit-to-cost ratio by providing a seamless traveller experience and integration into the terminal precinct, whilst reducing the overall project costs and increasing certainty of programme delivery.

The solution would involve a single-bore tunnel designed to capture the economic benefits of repurposing existing tunnel boring machines and associated infrastructure from current state led projects into the MAR link, which ensures efficient use of public funds and would help keep costs to a minimum.

An optimised technique being increasingly used around the world is to integrate dual rail lines and the associated station platforms within a single-bore tunnel, or monotube. Constructed via a Tunnel Boring Machine (TBM), this technique only requires a relatively small station entrance access 'portal' and vertical transport (VT) shaft adjacent to the tunnel, as compared to excavation of a very large cut and cover station 'box' that is much more disruptive. This greatly reduces the station size, site impacts, construction costs and timeframe. In complex locations like the airport forecourt, this methodology offers great efficiencies.

Such a monotube approach is being used in projects in Spain, France, Dubai, and the Netherlands. Some key examples of monotube approach are the Barcelona Line 9 and Bay Area Rapid Transit (BART) Phase 2 Silicon Valley. In reviewing approaches for BART Phase 2, the Santa Clara Valley Transport Association said a single bore methodology -

<sup>1</sup> <https://www.audit.vic.gov.au/report/quality-major-transport-infrastructure-project-business-cases?section=>



# MELBOURNE AIRPORT

“...will save construction time, reduce the station footprint and property needs, increase the potential for transit-oriented development, [and] reduce disruption to city streets, neighborhoods, and businesses,” as well as reduce “many of the environmental impacts occurring during construction.”<sup>2</sup>

Furthermore, APAM recommends the review captures the associated economic benefits of job and skills retention through the Victorian Tunnelling Centre – Big Build<sup>i</sup> as well as consideration of the project pipeline beyond 2026 with regards to the West Gate Tunnel, Metro Tunnel and North East Link.

APAM has observed that the Victorian Government is implementing tunnelling solutions in busy, complex areas and difficult ground conditions for the West Gate Tunnel, Melbourne Metro Tunnel, North-East Link and Suburban Rail Loop (SRL) projects. This approach helps to minimise disruptions, optimise delivery and facilitate superior long-term outcomes. In recognition of this approach, an underground station solution at the airport is a further continuation of those benefits for the State as well as a superior outcome for the airport and travellers.

## vi. complementary policy objectives, such as the transition to a net zero economy

APAM recognises government objectives regarding sustainability, both in terms of infrastructure delivery and broader ESG initiatives, and also optimising capital spend as part of moving to a net zero economy. Constructing an underground rail station at the airport via TBM methodology presents several opportunities.

First, there is the opportunity to continue employment for specialised skills, expertise and local jobs already established in current projects.

Second, construction via a tunnel methodology will also produce hundreds of thousands of cubic metres of soil and rock material that can be used directly on airport land as fill for other projects. Notably, this is an opportunity for APAM’s proposed third runway construction. The added sustainability benefit of this onsite re-use approach is the removal of hundreds of thousands of truck movements from local roads that will otherwise be required to bring materials to the airport.

Such activity would remove an estimated 160,000 truck movements from the airport precinct and local roads, equating to 3,700 tCO<sub>2</sub> emissions. Therefore, substantial savings in costs and carbon emissions resulting from the construction of both runway and rail projects could be achieved.

## vii. the implications of ceasing, deferring or bringing forward projects having regard to matters such as industry capability, and the impact on regional and remote Australian communities

Future expansion and long-term capacity optimisation of the airport relies on activating the Midfield and Western precincts, which has been envisaged in APAM Master Plans for decades. Extending a tunnel facilitates the growth and longevity of the asset on federal land that is Melbourne Airport, by providing connectivity to those precincts, without having to consider cut and cover approaches that would be highly disruptive to future runway operations.

The current pipeline of major infrastructure projects across Victoria using TBM and the projected timing of them completing their tunnelling works presents an opportunity to consider re-purposing TBMs as they become available, to a MAR underground solution. We observe that underground stations are the preferred adopted solutions for Metro and SRL projects, both from a passenger

<sup>2</sup> <https://www.railwayage.com/mw/independent-study-oks-single-bore-tunnel-for-bart-silicon-valley-phase-ii/>

# MELBOURNE AIRPORT

perspective and due to construction in busy, complex areas in order to minimise disruptions to local road networks, utilities and businesses.

For example, the West Gate Tunnel and Melbourne Metro Tunnel projects have completed tunnelling and with existing projects such as North-East Link expected to complete tunnelling works in 2026, there is an opportunity to transfer those skills and expertise into MAR. The timing of these projects and potential access and availability to the TBM should prompt further consideration as part of the Review process.

The proposed MAR elevated viaduct and station solution significantly impacts the airport's landside precinct, requiring years of multiple road closures across the precinct, alternative roads to be built and substantial relocation of utilities. With approximately 100,000 passengers per day using the airport currently and activity growing in annual passengers per year throughout this decade, the physical and operational disruptions caused by constructing substantial elevated structures over several years will be significant and untenable.

*b) recommendations for transitioning the IIP to a sustainable 10-year rolling pipeline that targets appropriately costed, nationally significant infrastructure projects; ii. whether Commonwealth-state funding arrangements are commensurate with the level of Commonwealth agency in project delivery*

As the station location for MAR is on Commonwealth land and includes a \$5b Federal Government investment, there is scope to consider as part of the Review how to optimise the Commonwealth's agency and involvement in project delivery.

In the interests of the passenger experience as well as a long-term rail solution at an international gateway for Melbourne, Victoria and the nation, the Reviewers are well placed to present options for future Commonwealth involvement with respect to facilitating the longevity of airport growth and optionality for future onward rail connections to regional towns.

APAM as the lessee of the airport site is required to grow the airport precinct to meet forecast demand, and is well placed along with the Commonwealth to contribute to an optimal design solution.

If you have any questions, please do not hesitate to contact the Head of Government and Policy, Edward Martin by email [s22\(1\)\(a\)\(ii\)@melair.com.au](mailto:s22(1)(a)(ii)@melair.com.au) or mobile [s22\(1\)\(a\)\(ii\)](tel:s22(1)(a)(ii))

Yours sincerely

s22(1)(a)(ii)

Jai McDermott  
Chief of Ground Transport, Property and Retail

<sup>i</sup> <https://bigbuild.vic.gov.au/jobs/training-programs/victorian-tunnelling-centre>



**Zoe McKenzie MP**  
Federal Member for Flinders

Tuesday 11 July 2023

Infrastructure Investment Program Strategic Review  
IIP Review – Land Transport Infrastructure Division  
Department of Infrastructure, Transport, Regional Development, Communications and the Arts  
GPO Box 594  
CANBERRA ACT 2601

Via email: [IIP.Review.Submissions@infrastructure.gov.au](mailto:IIP.Review.Submissions@infrastructure.gov.au)

Dear Ms Gardiner-Barnes, Mr Mrdak and Mr Waldock,

**Submission to the IIP Strategic Review**

I write regarding the 90-day independent Strategic Review of the Infrastructure Investment Program (IIP) announced by the Hon. Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government on 1 May 2023.

The \$120 billion 10-year infrastructure investment pipeline adopted by the former Coalition Government included many worthy land transport projects that had been identified in partnership with state and territory governments, local councils, freight industry stakeholders and communities.

There are projects on the IIP which will provide significant benefit to communities in the electorate of Flinders, including:

- Frankston to Baxter Rail Upgrade
- Uralla Road and Nepean Highway Intersection Upgrade
- Forest Drive and Nepean Highway Intersection Upgrade

The Forest Drive and Uralla Road intersection upgrades will provide significant improvements to safety and reduce congestion in Mount Martha and has been desperately supported by the Mornington Peninsula Shire Council, current and former Members of Parliament, and the community more broadly.

In the 10 years leading up to March 2020, there were 11 reported crashes at the Nepean Highway and Uralla Road intersection, of which 5 crashes resulted in serious injuries. During the same period, there were 6 reported crashes at the Nepean Highway and Forest Drive intersection. Tragically, one person lost their life in these crashes and three people were seriously injured. These figures do not account for the countless near-misses and close calls.



The Frankston to Baxter Rail upgrade will electrify and duplicate the metro rail line from Frankston Station towards the Mornington Peninsula, delivering faster and more reliable metropolitan rail services across the region. It has been a long-standing priority for Frankston City Council and is supported by the Mornington Peninsula Shire Council and the Committee for Greater Frankston and the Committee for Mornington Peninsula. Currently the Mornington Peninsula Shire LGA is the only area of metropolitan Melbourne to be serviced by a diesel train service.

I note the Baxter Rail project is strongly supported by the Prime Minister and the Federal Member for Dunkley who publicly stated that an elected Labor Government would move quickly to deliver the much-needed Frankston to Baxter Rail Upgrade.

The Prime Minister said in 2018, when he was Shadow Minister for Infrastructure, that the upgrade *"was part of Labor's commitment to increase public transport services around the nation, including between capital cities and regional centres."*

The Federal Member for Dunkley also said in 2018 when she was the candidate that, *"only a Federal Labor Government will make sure that the extension of the line to Baxter, benefiting residents in Frankston and the Peninsula, becomes a reality"*.

While I understand Minister King has determined the Government's 2022 land transport election commitments are to be exempt from examination under the Strategic Review's terms of reference, it is important to the integrity of this process that any independent qualitative assessment of the existing IIP projects should include an evaluation of the merits of those projects when compared to Labor's election commitments.

The Strategic Review's terms of reference also require the reviewers to make "reform" recommendations in relation to on-going, long-standing road safety and transport efficiency programs, including the Black spots program, Roads to Recovery, Bridges to Renewal and the Heavy Vehicle Safety and Productivity program. These important programs are relied on by local government road managers, including the Mornington Peninsula Shire Council to deliver worthwhile improvements to address identified road safety risk locations and sites that may be unsafe for heavy vehicles to access. Often the projects are relatively small in size and cost, but beyond the capacity of local road managers to fund. Any recommendations of the review should not add to the complexity of local government to apply for or administer projects under these important programs.

Thank you for your consideration of the points above and I would be willing to make myself available to discuss these matters further if that would be of assistance to the review.

Yours sincerely,

s22(1)(a)(ii)

**Zoe McKenzie MP**  
Federal Member for Flinders





SENATOR THE HON  
**SARAH HENDERSON**  
SHADOW MINISTER FOR EDUCATION  
SENATOR FOR VICTORIA

Infrastructure Investment Program Strategic Review  
IIP Review – Land Transport Infrastructure Division

Department of Infrastructure, Transport, Regional Development, Communications and the Arts  
GPO Box 594  
Canberra ACT 2601  
Via email: [IIP.Review.Submissions@infrastructure.gov.au](mailto:IIP.Review.Submissions@infrastructure.gov.au)

Dear Ms Gardiner-Barnes, Mr Mrdak and Mr Waldock,

***Submission to the IIP Strategic Review***

I write with regard to the 90-day independent Strategic Review of the Infrastructure Investment Program (IIP) announced by the Hon. Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government on 1 May 2023.

The \$120 billion 10-year infrastructure investment pipeline adopted by the former Coalition Government included many worthy land transport projects that had been identified in partnership with state and territory governments, local councils, freight industry stakeholders and communities.

There are projects on the IIP which will provide significant benefit to communities in my patron electorates of Aston, Ballarat, Bendigo, Corangamite, Corio, Gorton, Hawke, Indi and Lalor.

Vitally important projects in these electorates include:

- Ballarat Intermodal Freight Hub (\$9.1 million)
- Ballarat to Ouyen – Future Priorities (\$25.4 million)
- Calder Freeway – Gap Road to the M80 Ring Road (\$50.0 million)
- Corio-Warun Ponds Road, Geelong, Separation Street Bridge Improvements (\$3.4 million)
- Geelong Fast Rail (\$2.0 billion)
- Geelong-Portarlington Road and Wilsons Road Intersection Upgrade (\$2.0 million)
- Grubb Road Upgrade, Ocean Grove (\$5.0 million)
- Improving connectivity to Port of Melbourne – Business Case (\$7.5 million)
- Mansfield Shire Council – Widening and Resurfacing Highton Lane, Rifle Butts Road, Chapel Hill Road, and Archies Lane, Mansfield to Merrijig (\$9.9 million)
- McKoy Street – Hume Freeway Intersection Upgrade (\$168.0 million)
- Melbourne Airport Rail Link (\$5.0 billion)
- Melbourne Intermodal Terminal – Planning and Development (\$61.8 million)
- Melbourne to Mildura – Future Priorities (\$26.2 million)
- Midland Highway and Clyde Road Intersection Upgrade (\$5.2 million)

- Next Generation Rapid Transport for Melbourne's Southeast (\$6.0 million)
- Outer Metropolitan Ring / E6 Corridor – Detailed Business Case (\$10.0 million)
- Outer Metropolitan Ring Rail South (\$920.0 million)
- Princess Highway Corridor – Victoria – Future Priorities (\$159.2m million)
- Road Safety Program additional funding – VIC (\$187.4 million)
- Surf Coast Highway, Reserve Road, Felix Street Intersection Improvements (\$1.7 million)
- Thompson Road, North Geelong (\$3.7 million)
- Western Freeway Realignment at Pykes Creek – Ballarat Bound (\$10.8 million)
- Western Freeway Upgrade – M80 Ring Road to Ferris Road (\$50.0 million)
- Western Rail Plan – Further Planning (\$30.0 million)

Every single one of the projects listed above will provide significant improvements to the lives of Victorians, particularly those living in regional and remote areas. Many of these projects will help to reduce fatalities and increase the safety of drivers and their passengers who currently travel on unsafe or poorly maintained roads. Projects such as the Geelong Fast Rail, Melbourne Airport Rail Link and the Outer Metropolitan Rail Link will drastically improve the connectivity of Victoria's suburbs and regional centres to the Melbourne Central Business District, and Tullamarine Airport. The Ballarat Intermodal Freight Hub and Melbourne Intermodal Terminal will ensure greater freight efficiency for the State of Victoria and reduce the number of heavy vehicles on the road.

While I understand Minister King has determined the Government's 2022 land transport election commitments are to be exempt from examination under the Strategic Review's terms of reference, it is important to the integrity of this process that any independent qualitative assessment of the existing IIP projects should include an evaluation of the merits of those projects when compared to Labor's election commitments.

The Strategic Review's terms of reference also require the reviewers to make "reform" recommendations in relation to on-going, long-standing road safety and transport efficiency programs, including the Black spots program, Roads to Recovery, Bridges to Renewal and the Heavy Vehicle Safety and Productivity program. These important programs are relied on by local government road managers across the many local councils in my patron electorates, to deliver worthwhile improvements to address identified road safety risk locations and sites that may be unsafe for heavy vehicles to access. Often the projects are relatively small in size and cost, but beyond the capacity of local road managers to fund. Any recommendations of the review should not add to the complexity of local government to apply for or administer projects under these important programs. Local government areas in my patron electorates include:

- Alpine Shire Council
- Ballarat City Council
- Benalla Rural City Council
- Borough of Queenscliffe
- Brimbank City Council
- Golden Plains Council
- Greater Bendigo City
- Greater Geelong City Council
- Hepburn Shire Council
- Hume City Council
- Indigo Shire Council
- Knox City Council

- Macedon Ranges Shire Council
- Mansfield Shire Council
- Melton City Council
- Mitchell Shire Council
- Moorabool Shire Council
- Mount Alexander Shire Council
- Murrindindi Shire Council
- Strathbogie Shire Council
- Surf Coast Shire Council
- Towong Shire Council
- Wangaratta Rural City Council
- Wodonga City Council
- Wyndham City Council
- Yarra Ranges Shire Council

Thank you for your consideration of the points above and I would be willing to make myself available to discuss these matters further if that would be of assistance to the review.

Kind regards

s22(1)(a)(ii)

**Sarah Henderson**

*3 August 2023*



# MICHAEL SUKKAR MP

Federal Member for Deakin



2 August 2023

Infrastructure Investment Program Strategic Review  
IIP Review – Land Transport Infrastructure Division  
Department of Infrastructure, Transport, Regional Development, Communications and the Arts  
GPO Box 594  
CANBERRA ACT 2601

Via email: [IIP.Review.Submissions@infrastructure.gov.au](mailto:IIP.Review.Submissions@infrastructure.gov.au)

Dear Ms Gardiner-Barnes, Mr Mrdak and Mr Waldock,

## Submission to the IIP Strategic Review

I write with regard to the 90-day independent Strategic Review of the Infrastructure Investment Program (IIP) announced by the Hon. Catherine King MP, Minister for Infrastructure, Transport, Regional Development and Local Government on 1 May 2023.

The \$120 billion 10 year infrastructure investment pipeline adopted by the former Coalition Government included many worthy land transport projects that had been identified in partnership with state and territory governments, local councils, freight industry stakeholders and communities.

There are projects on the IIP which will provide significant benefit to communities in the electorate of Deakin, including:

- Canterbury Road Upgrade - \$47.6m
- Commuter Car Park Upgrade – Ringwood - \$29.7m
- Tortice Drive/Warrandyte Road intersection upgrade - \$4.8m

The Canterbury Road upgrade has been designed to significantly improve traffic flow, freight efficiency and safety between Dorset Road and Liverpool Road in Bayswater North. Canterbury Road is currently used by more than 30,000 vehicles daily, with significant congestion during peak hours. This funding will allow for the construction of additional lanes accommodating the growing transit along this major thoroughfare.

The Commuter Car Park Upgrade at Ringwood Train Station will be a significant infrastructure upgrade to both this major train station, central Ringwood and surrounds. 482 car parks at Ringwood Train Station will get more locals off roads and on to public transport, and ensure that commuters aren't parking on suburban streets making them more dangerous and congested.



This project has already been accounted for by Maroondah City Council in their plan for the Ringwood Metropolitan Activity Centre, it being a key part in the redevelopment of the entirety of Central Ringwood.

The Tortice Drive/Warrandyte Road intersection upgrade is key to improving the safety of this dangerous stretch of road in Ringwood North. High speed traffic along the bend of Warrandyte Road currently encourages dangerous and sudden manoeuvres when turning on to Tortice Drive, and has caused a litany of traffic accidents. This relatively small project will drastically improve safety in the area.

All of these projects have been left in an uncertain status due to this review despite support from local council, and widespread community support evidenced by the hundreds of signatures provided in petitions from locals.

While I understand Minister King has determined the Government's 2022 land transport election commitments are to be exempt from examination under the Strategic Review's terms of reference, it is important to the integrity of this process that any independent qualitative assessment of the existing IIP projects should include an evaluation of the merits of those projects when compared to Labor's election commitments.

The Strategic Review's terms of reference also require the reviewers to make "reform" recommendations in relation to on-going, long-standing road safety and transport efficiency programs, including the Black spots program, Roads to Recovery, Bridges to Renewal and the Heavy Vehicle Safety and Productivity program. These important programs are relied on by local government road managers, including the Maroondah City Council to deliver worthwhile improvements to address identified road safety risk locations and sites that may be unsafe for heavy vehicles to access. Often the projects are relatively small in size and cost, but beyond the capacity of local road managers to fund. Any recommendations of the review should not add to the complexity of local government to apply for or administer projects under these important programs.

Thank you for your consideration of the points above and I would be willing to make myself available to discuss these matters further if that would be of assistance to the review.

Yours sincerely

s22(1)(a)(ii)

**The Hon Michael Sukkar MP**  
Federal Member for Deakin  
Shadow Minister for Social Services  
Shadow Minister for the NDIS  
Shadow Minister for Housing  
Shadow Minister for Homelessness



The Hon. Michael Sukkar MP  
Federal Member for Deakin



# AARON VIOLI MP

Federal Member for Casey

3 August 2023

Infrastructure Investment Program Strategic Review  
IIP Review – Land Transport Infrastructure Division  
Department of Infrastructure, Transport, Regional Development, Communications and the Arts  
GPO Box 594  
CANBERRA ACT 2601

Via email: [IIP.Review.Submissions@infrastructure.gov.au](mailto:IIP.Review.Submissions@infrastructure.gov.au)

Dear Ms Gardiner-Barnes, Mr Mrdak and Mr Waldock,

## **Submission to the IIP Strategic Review**

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The \$120 billion 10 year infrastructure investment pipeline adopted by the former Coalition Government included many worthy land transport projects that had been identified in partnership with state and territory governments, local councils, freight industry stakeholders and communities.

There are projects on the IIP which will provide significant benefit to communities in the electorate of Casey, including:

- \$47.6 million for the Canterbury Road Upgrade
- \$20 million for the Canterbury Road - Bayswater North to Montrose Upgrade
- \$20 million for the Maroondah Highway, Coldstream

The Canterbury Road Upgrade and the Canterbury Road - Bayswater North to Montrose Upgrade are strongly supported by the Montrose Township Group and many local residents of the Montrose and Kilsyth communities.

The Maroondah Highway, Coldstream infrastructure project is strongly supported by the Coldstream Fire Brigade and many local residents of Coldstream, and surrounding suburbs of Lilydale, Healesville and Yarra Glen.

These projects will provide significant improvements to road safety and reduce congestion on major roads in my community.

While I understand Minister King has determined the Government's 2022 land transport election commitments are to be exempt from examination under the Strategic Review's terms of reference, it is

important to the integrity of this process that any independent qualitative assessment of the existing IIP projects should include an evaluation of the merits of those projects when compared to Labor's election commitments.

The Strategic Review's terms of reference also require the reviewers to make "reform" recommendations in relation to on-going, long-standing road safety and transport efficiency programs, including the Black spots program, Roads to Recovery, Bridges to Renewal and the Heavy Vehicle Safety and Productivity program. These important programs are relied on by local government road managers, including the Yarra Ranges Council to deliver worthwhile improvements to address identified road safety risk locations and sites that may be unsafe for heavy vehicles to access. Often the projects are relatively small in size and cost, but beyond the capacity of local road managers to fund. Any recommendations of the review should not add to the complexity of local government to apply for or administer projects under these important programs.

Thank you for your consideration of the points above and I would be willing to make myself available to discuss these matters further if that would be of assistance to the review.

Yours sincerely,

s22(1)(a)(ii)

**AARON VIOLI MP**  
**FEDERAL MEMBER FOR CASEY**