

# NGAA 2021-22 Federal Pre-Budget Submission – Index of Funding and Project Priorities



## Index of Funding and Project Priorities

<b>Rebalance and Reshape Cities .....</b>	<b>3</b>
VIC - Greater South East Melbourne City Deal .....	3
VIC – North & West Melbourne City Deal.....	3
National – Research factors contributing to Growth Areas’ prominence as COVID-19 hotspots.....	4
<b>Invest in People and Places .....</b>	<b>4</b>
NATIONAL - Kindergarten Funding – Long Term Federal Funding .....	4
NSW - Lighthorse Park Redevelopment in Liverpool City Council.....	5
NSW - The Georges River Pedestrian Bridge and Railway Overpass in Liverpool City Council.....	5
NSW - Integrated Health Care Facility for Wilton in Wollondilly Shire Council .....	5
SA - Mount Barker Catalyst Project.....	6
VIC - New Hospital in Melton City Council.....	7
VIC - Headspace for City of Casey’s growth suburbs.....	7
VIC - Metropolitan Community Infrastructure Fund in Hume City Council.....	8
VIC - Clyde Creek Integrated Water Management Project in City of Casey.....	9
WA - Sutherlands Park Renewal in City of Gosnells .....	10
WA - Langford Indoor Netball Courts in City of Gosnells .....	10
WA - Aboriginal Cultural Centre in City of Gosnells.....	11
WA - Redevelopment of Gosnells Oval in City of Gosnells.....	11
WA - Mandogallup Regional Sporting Facility in City of Kwinana .....	11
WA -Alkimos Aquatic and Recreation Centre in City of Wanneroo .....	12
WA - Armadale Regional Recreation Reserve in City of Armadale.....	13
WA – Bullsbrook Scheme Water in City of Swan.....	14
WA - Coastal protection measures for Cockburn Coastline (C Y O’Connor Beach) in City of Cockburn .....	14
<b>Unlock Economic Growth.....</b>	<b>15</b>
VIC – Enhanced Employment Services in Wyndham City Council .....	15
WA - Neerabup Waste Precinct in City of Wanneroo .....	15
WA - Swan Valley Visitors Centre in City of Swan.....	16
<b>Prioritise Transport Solutions.....</b>	<b>16</b>
SA - Curtis Road Duplication in City of Playford.....	16
NSW - Maldon – Dombarton Rail Line (MDRL) in Wollondilly Shire Council.....	18
NSW - Maldon – Improved Rail Services in Wollondilly Shire Council.....	18
NSW - Maldon – Improve Appin and Picton Roads (and connection between) in Wollondilly Shire Council.....	18

NSW - Duplication of Silverdale Rd between Warragamba/Silverdale and Wallacia and/or a new link road between Silverdale to Penrith or Liverpool in Wollondilly Shire Council.....	19
NSW Picton Bypass in Wollondilly Shire Council .....	20
NSW - Castlereagh Connection in Penrith City Council.....	21
VIC - Western Rail Plan implementation in Wyndham City Council and Melton City Council.....	22
VIC - Wyndham Westlink – Ison Rd Bridge and Freeway Interchange in Wyndham City Council.....	23
VIC - Camerons Lane – Hume Freeway Diamond Interchange in Mitchell Shire Council .....	23
VIC - Western Highway Upgrade in Melton City Council .....	24
VIC - Western Intermodal Freight Precinct – Melton City Council and Wyndham City Council.....	25
VIC - Bulla Bypass in Hume City Council .....	26
VIC - Hume Freeway Interchange Upgrades.....	27
VIC - Mickleham Road Duplication in Hume City Council.....	27
VIC - Somerton Road Duplication in Hume City Council .....	28
VIC - Sunbury Road Duplication (Melbourne Airport to Bulla-Diggers Rest Road) in Hume City Council .....	29
VIC - Broadmeadows Train Station Redevelopment in Hume City Council .....	30
VIC - Glasscocks Road extension in City of Casey .....	31
VIC - Cranbourne Rail extension to Clyde in City of Casey .....	31
VIC – Beveridge Intermodal Freight Terminal in Melbourne’s north.....	32
VIC – E6 Freeway in Melbourne’s north and west.....	33
VIC – Thompsons Road Extension in Cardinia Shire Council.....	33
WA - Outer Harbour in City of Kwinana .....	34
WA - Anketell Road Upgrade in City of Kwinana .....	34
WA - Freight Rail Duplication in City of Kwinana .....	35
WA - Neerabup Strategic Link. East-West Corridor in City of Wanneroo .....	36
WA - Armadale City Centre Rejuvenation – Redevelopment of Train Station in City of Armadale .....	36
WA - Service & Road Upgrades to support Rowley Road Industrial Estate in City of Armadale .....	38
WA - Australian Marine Complex – Upgrade for the High Wide Load Route in City of Cockburn .....	38
WA – Orange Route in City of Swan .....	39

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## Rebalance and Reshape Cities

<b>Project Name:</b>	<i><b>VIC - Greater South East Melbourne City Deal</b></i>
<b>Problem Statement</b>	Resources are urgently required to realise the development and delivery of a City Deal for one of the fastest growing regions in Australia.
<b>Project Description and Benefit Statement</b>	
<p>The partners of GSEM are working on the proposed City Deal for Greater South East Melbourne, a region that is currently home to 1.5million residents and is predicted to surge to 2 million by 2036.</p> <p>Resources are urgently required to progress this work and ensure a City Deal is developed that will improve social landscape and move towards a model of multiple activity centres to achieve greater investment, jobs, social and sustainable outcomes for the whole region.</p> <p>Without adequate resourcing the City Deal is at risk of not being delivered which will mean insecure job creation and retention and impact plans to future proof the livability and sustainability of this region.</p> <p>Council is calling on both Federal and State Government to work in partnership with GSEM support to make this critical City Deal a priority for our region.</p>	

<b>Project Name:</b>	<i><b>VIC – North &amp; West Melbourne City Deal</b></i>
<b>Problem Statement</b>	<p>Progress has been slow since the announcement of the Federal Government’s intention to deliver a City Deal in Melbourne’s North and West in May 2019.</p> <p>Without a City Deal, NWM is facing a crisis – a significant lack of jobs coupled with the massive impact of COVID-19. A City Deal presents the region with huge opportunities and an essential springboard for recovery.</p>
<b>Project Description and Benefit Statement</b>	
<p>One in three Victorians and one in 12 Australians live in the fast-growing North and West Melbourne region, which by 2036 will have a population larger than South Australia. It is the region hardest hit by the COVID-19 pandemic against a backdrop of some of the highest unemployment rates in the state.</p> <p>The North and West Melbourne City Deal Plan is a blueprint for the region to respond to the impacts of the pandemic in the immediate and medium-term, and to reform our economy for the future.</p> <p>The proposal will help create 300,000 new jobs, reboot business, boost social and economic inclusion, and leverage the region’s existing strengths in health, food production, manufacturing and logistics.</p> <p>It will unlock employment and economic development opportunities centred on the eight key precincts of Broadmeadows, Cloverton/Beveridge, Cobblebank, Epping, Footscray, La Trobe, Sunshine and Werribee.</p>	

<b>Project Name:</b>	<b><i>National – Research factors contributing to Growth Areas’ prominence as COVID-19 hotspots</i></b>
<b>Problem Statement</b>	In the eastern states, outer urban areas were COVID-19 hotspots. The City of Wyndham in Melbourne’s west had the most COVID-19 cases of any LGA in Australia, with more than 2,200 people infected. Other Victorian growth areas recorded the next-worst infection numbers nation-wide, including Hume (1660), Whittlesea (1218) and Melton (1159). Together, Victoria’s growth area LGAs account for nearly half of all COVID-19 cases in the state. In NSW the situation was similar with Sydney’s outer western and south western growth area suburbs among those with the most COVID-19 infections.
<b>Project Size</b>	\$80,000
<b>Project Description and Benefit Statement</b>	
With outer urban areas experiencing such high rates of COVID-19 cases, important lessons must be learned from the broad range of contributing factors that caused this situation:	
<ul style="list-style-type: none"> <li>• Auditing the build environment for determinants of health</li> <li>• Role of and residential location of key workers</li> <li>• Access to health services and health promotion in growth areas</li> <li>• Neighbourhood design and urban planning in greenfield development</li> <li>• Population settlement patterns and CALD communities.</li> </ul>	

## Invest in People and Places

<b>Project Name:</b>	<b><i>NATIONAL - Kindergarten Funding – Long Term Federal Funding</i></b>
<b>Problem Statement</b>	While all children benefit from early education, children from the most disadvantaged backgrounds stand to gain the most.  However, repeated short-term federal funding commitments for kindergarten under a national partnership agreement have made difficult for providers to deliver optimal services and support for young families.
<b>Project Description and Benefit Statement</b>	
The Review into the Universal Access National Partnership commissioned by the Education Council recommended in 2020 that the Federal Government commit to ongoing national funding for kindergarten. The review proposed starting with a five-year National Partnership from 2021 to 2025 and using this time to negotiate a transition to a new National Agreement from 2026.	
<i>Funding - No additional federal funding is sought, the request is for a continuation of current funding on an ongoing basis.</i>	

<b>Project Name:</b>	<b><i>NSW - Lighthorse Park Redevelopment in Liverpool City Council</i></b>
<b>Problem Statement</b>	Liverpool City Centre is an area undergoing rapid transformation, with a changing economic mix and increased residential and commercial development. Since 2013, more than 2,100 new apartments have been approved equating to almost 6,000 people – a trend expected to continue. Providing access to adequate greenspace is challenging.
<b>Project Description and Benefit Statement</b>	
<p>Financial: Master planning has been completed. Detailed benefit analysis and business case is yet to be developed.</p> <p>Social: The project will provide a place for social gathering, active transport, passive recreation sporting facilities, social bonding and networking opportunity.</p> <p>Environmental: Preservation of natural vegetation, improved water quality, improved amenities, utilization of underutilized open space.</p> <p>Economic value: Some of the economic benefits of the projects include, creation of economic activities, jobs, healthy living, property appreciation.</p>	

<b>Project Name:</b>	<b><i>NSW - The Georges River Pedestrian Bridge and Railway Overpass in Liverpool City Council</i></b>
<b>Problem Statement</b>	Pedestrian access from and to the river foreshore and eastern side of the Georges River
<b>Project Description and Benefit Statement</b>	
<p>Financial: Detailed financial benefit analysis and business case is yet to be developed.</p> <p>Social: The project will provide much needed connection to a place for social gathering, active transport, passive recreation, sporting facilities.</p> <p>Environmental: Improved amenities, utilization of underutilized open space and pedestrian access to the railway station will reduce significant car use.</p> <p>Economic value: Some of the economic benefits of the projects include, creation of jobs, healthy living, property appreciation and development opportunities at the eastern side of the river.</p>	

<b>Project Name:</b>	<b><i>NSW - Integrated Health Care Facility for Wilton in Wollondilly Shire Council</i></b>
<b>Problem Statement</b>	Wollondilly Local Government Area currently has a dispersed population of approximately 52,000 residents. Wilton New Town will double the Shire population over the next 20 years, while future growth within Greater Macarthur will effectively triple the population.
<b>Project Description and Benefit Statement</b>	
<p>Wollondilly is one of the only LGAs in metropolitan Sydney and Greater Sydney without its own hospital. Currently, the closest hospitals are Campbelltown, Bowral or Nepean. It is noted that</p>	

the recent improvements and upgrades to Campbelltown Hospital only cater for growth until 2024, which doesn't include any growth currently occurring at Wilton. This will place significant pressure on the existing health system.

At a minimum, an integrated health care facility is required within the Wilton Growth Area, ahead of a tertiary level hospital to service Wilton and the Wollondilly Shire in the longer term.

A NSW Parliamentary enquiry into *Current and future provision of health services in the South-West Sydney Growth Region* has confirmed the significant service gap.

<b>Project Name:</b>	<b><i>SA - Mount Barker Catalyst Project</i></b>		
<b>Problem Statement</b>	<p>A town square has also been long advocated by the community, a place where events and everyday gatherings may take place. Like all successful town squares, they must be framed by activity, which is why Council has set out to not only integrate community facilities adjacent but to also seek private investment to further generate activity to add vibrancy to the space.</p> <p>With substantial population growth occurring, Council is looking to reinforce the primacy of Mount Barker's town centre, with a development that stimulates local employment and investment.</p> <p>A key objective of this project is to deliver the new community facilities in such a way that the net financial position of Council is consistent with existing – ensuring the structure of the deal allows for additional revenue/contributions to off-set additional costs associated with the upgraded community spaces.</p>		
<b>Project Size (AUD)</b>	\$7 million	<b>Stage</b>	Proposal approved
<b>Partners/Collaborators:</b>	Burke Urban		
<p>The location of the proposal is the large vacant, and long underutilised site measuring 12,000m<sup>2</sup>, located adjacent to Hutchinson Street and Morphett Street, and the tree-lined Druids Avenue to the north.</p> <p>These public facilities include a new library, innovation hub and civic office, all of which will front onto a new community town square. Just as importantly, these public facilities are set to trigger significant private investment, with the proposal also including over 4000sqm of office space, a hotel, residential units and a market shed that combines vibrant retailing for artisans and food and beverage outlets.</p> <p>Council's existing library will remain open until such a time as a new facility is developed, with the future of that building subject to further review by Council. The existing building provides opportunity for new employment uses to activate the space.</p> <p>Council will now commence more detailed feasibility around Burke Urban's proposal, including the drafting of a Heads of Agreement between the two parties. Community input is fundamental to the success of this project, with formal consultation set to occur in early to mid-2021.</p>			



<b>Project Name:</b>	<b><i>VIC - New Hospital in Melton City Council</i></b>	
<b>Problem Statement</b>	Building a 24 hour, cutting edge public hospital managed by Western Health will improve health outcomes and quality of life for one of Australia's fastest growing municipalities and Melbourne's west. The Melton Hospital will be a catalyst for a major health precinct with both public and private hospital services.	
<b>Project Description and Benefit Statement</b>		
<p>Building a public hospital in Melton will improve health outcomes and quality of life for one of Australia's fastest growing municipalities and reduce pressure on hospitals in Sunshine, Footscray, Werribee and Bacchus Marsh. A Melton Hospital will also be a trigger for local jobs and investment and be a catalyst for a major health precinct, with both public and private hospital services. The ability to attract private health services in addition to public will provide a major employment hub for the outer west and into the Ballarat region.</p> <p>Research undertaken by the West of Melbourne Economic Development Alliance projects that the Melton Hospital will create 375 jobs during construction and 3825 ongoing jobs; adding \$300 million to the local economy.</p> <p>Planning and development of the new Melton Hospital, within the Cobblebank precinct is now underway. Cobblebank is already served by a train station and is expected to include a justice precinct, a sports precinct, university campus, TAFE, civic buildings, commercial office space, and a thriving retail sector – ultimately supporting 22,000 new ongoing jobs.</p> <p>Melton City Council seeks a commitment from the Australian Government to contribute funding the construction of the hospital or allocate funding for the provision of specialist services that may include an emergency department to relieve pressure from Sunshine and Footscray Emergency Services, a specialist Mental Health facility or any other service provision and specialist research centre that is identified as a gap through the business planning process.</p> <p>This critical piece of community infrastructure will provide residents will have access to new employment opportunities in the health and allied services sectors; and excitingly, in the longer term, young people will have new and varied opportunities to learn and work close to home, providing a long term investment in youth.</p>		

<b>Project Name:</b>	<b><i>VIC - Headspace for City of Casey's growth suburbs</i></b>	
<b>Problem Statement</b>	The City of Casey's current Headspace service sees a caseload at twice the national average. A new satellite service would help keep up with increasing demand.	
<b>Project Size (AUD)</b>	\$750,000 - \$1.5 million	
<b>Partners/Collaborators:</b>	EACH <a href="https://www.each.com.au/">https://www.each.com.au/</a>	Nicholas Teo

### **Project Description and Benefit Statement**

A new Headspace satellite service centre is desperately needed in the City of Casey, ideally located within the city's significant growth area catchments of Cranbourne and Clyde.

The City of Casey's existing Headspace Centre, located in Narre Warren, sees a caseload of twice the national average. Overflow for demand is being redirected to Council. Both services are at capacity and there is not adequate funding to keep up with the demand.

A new Headspace in Cranbourne/Clyde will:

- Coordinate existing services to establish an additional youth services hub leveraging the effective headspace services model
- Deliver an additional services for more young people in Casey and surrounds
- Improve access to specialist youth focused mental health professionals, increasing local capacity to help more young people.
- Improve mental health outcomes for young people and their families, earlier.
- Support our growing CALD youth population.

<b>Project Name:</b>	<b><i>VIC - Metropolitan Community Infrastructure Fund in Hume City Council</i></b>
<b>Problem Statement</b>	<p>Hume is a great place to live, and as with any growth area, we need to properly plan and manage this growth to ensure ongoing livability across the City.</p> <p>We appreciate that one level of government cannot meet all of the needs of a growing community; so we are advocating for partnerships with the State and Federal government to provide for solutions that will bridge the gaps.</p> <p>We are calling for a dedicated Federal community infrastructure fund that will support metropolitan Councils in delivering much needed community infrastructure, including preschools, arts and cultural precincts, kindergartens, sporting and community facilities.</p>
<b>Project Size (AUD)</b>	\$1b (\$200m over 5 years)
<b>Project Description and Benefit Statement</b>	
<p>Council is spending \$276 million on capital works across Hume City. This includes funding of sport and recreation facilities, open space, early years centres, community safety initiatives and walking and cycling networks.</p> <p>Matched funding opportunities from the Australian Government (similar to that of the Building Better Regions Program) will deliver new ways in which all levels of Government can partner to build new and upgrade existing community facilities.</p> <p>A \$1b investment over 5 years will deliver 2000 direct jobs and over 5500 indirect jobs for the Australian community and deliver \$3b of outputs for the Australian economy.</p>	



<b>Project Name:</b>	<i>VIC - Clyde Creek Integrated Water Management Project in City of Casey</i>		
<b>Problem Statement</b>	Funding is required to deliver this unique sustainability initiative to supply treated stormwater to irrigate 17 ovals across seven local sports reserves, 30 local parks and trees in Clyde.		
<b>Project Size (AUD)</b>	\$20m	<b>Stage</b>	Shovel ready
<b>Partners/Collaborators:</b>	Melbourne Water		
	Developers of the Cardinia Creek South Precinct Structure Plan.	Balcon Group. National Pacific Properties Barwon property Groups Mirvac Victoria	
<b>Project Description and Benefit Statement</b>			
<p>This is a unique project planning to supply treated stormwater to irrigate 17 ovals across seven local sports reserves, 30 local parks and trees in the Cardinia Creek South Precinct (Clyde)</p> <p>The Cardinia Creek South Precinct cover 950ha and will ultimately support a residential community of approximately 10,000 dwellings and a population of 28,000 people.</p> <p>Clyde Creek Integrated Water Management Project is set to save an estimated 100 million litres (40 Olympic-sized swimming pools) of stormwater for reuse per year and support the creation of an urban forest in Clyde. It will deliver an alternative water network system that reduces reliance on reticulated potable water, increases the re-use of alternative water, reduces flood risk, ensures healthy waterways and marine environments, and contributes to a liveable, sustainable and green environment.</p> <p>This will be the largest stormwater harvesting system in Melbourne's south east, creating approximately 34 jobs in Casey.</p> <p>The follow outcomes will be achieved:</p> <ul style="list-style-type: none"> <li>• promote collaborative partnerships and innovative funding mechanisms to deliver leading water management solutions in greenfields development</li> <li>• Improve local amenity and landscape value including urban ecology, habitat value, and liveability</li> <li>• Direct impact on the local economy creating an estimated 34 additional jobs in Casey</li> <li>• Greener, year round sports reserves and local parks</li> <li>• Maintain social benefits of green infrastructure, community connectedness, physical health and mental well being</li> <li>• Improve amenity of local street network and garden areas</li> <li>• Promote growth of trees creating shade ('cool routes') for walking and cycling</li> <li>• Provide cooler spaces which will reduce the heat island affect</li> <li>• Provide dust suppression on rural road networks and construction sites</li> <li>• Provide leadership and innovation in the integrated water management area</li> <li>• Improve water quality and flood mitigation</li> </ul> <p>It is a shovel-ready partnership project between Council, Melbourne Water and developers of the Cardinia Creek South Precinct Structure Plan. Total project cost is estimated \$20 M.</p>			

<b>Project Name:</b>	<i><b>WA - Sutherlands Park Renewal in City of Gosnells</b></i>
<b>Project Size</b>	\$80 million
<b>Supporting Partners</b>	WA Government, Sports bodies and clubs
<p><b>Project Description and Benefit Statement</b></p> <p>At 68.1 hectares in size, Sutherlands Park is the largest active open space in the City of Gosnells. The site was initially developed in the early 1970s, with much of the original infrastructure coming to the end of its useful life.</p> <p>The site is already extensively used by a number of well-established user groups engaged in a range of activities and with a combined membership in excess of 1,800 individuals. Due to the aging facilities, there is no capacity for any new sporting activities or clubs to be accommodated at the site or for existing groups to expand.</p> <p>Sutherlands Park is situated in an area of significant urban expansion in the fastest growth part of the City. The current population of the adjacent suburbs is just over 53,500 and is expected to grow to 81,000 by 2036.</p> <p>The current facilities already service between three and six times the recommended catchment population and will not be able to deal with the 52 per cent increase in population.</p> <p>The first stage of redevelopment was to establish a new synthetic hockey field. This was part funded by the Commonwealth, the City and the local club. An indoor cricket facility has also recently been constructed with contributions from the State, the City and the club.</p> <p>It is expected that the State will announce a commitment to a major youth plaza (including a skate park) at Sutherlands Park in the lead up to the State election.</p>	

<b>Project Name:</b>	<i><b>WA - Langford Indoor Netball Courts in City of Gosnells</b></i>
<b>Problem Statement</b>	<p>The provision of indoor sports courts at the Langford Park sporting complex is one of the key priorities in the City's recently endorsed Sports Plan. The Sports Plan noted that there is sufficient space at the sporting complex to construct new clubrooms for the Southern Districts Netball Association (SDNA) as well as indoor courts.</p> <p>The SDNA is the fourth largest Netball Association in Perth with approximately 3,000 participants at its events.</p> <p>Currently, the City provides no indoor sports courts. The construction of indoor courts at Langford will not only assist the SDNA in its activities, but also provide opportunities for indoor basketball and volleyball. (The indoor sports courts will be designed to meet the requirements of multiple sports).</p>
<b>Project Size</b>	\$12.5 million

<b>Project Name:</b>	<b><i>WA - Aboriginal Cultural Centre in City of Gosnells</i></b>
<b>Problem Statement</b>	Currently, there is no Aboriginal Cultural Centre in Perth. The City of Gosnells is proposing to develop an Aboriginal (Noongar) Cultural Centre to: <ul style="list-style-type: none"> <li>• Celebrate Aboriginal culture and contribute to Aboriginal advancement; and</li> <li>• Generate understanding and appreciation of Aboriginal culture and advance reconciliation.</li> </ul>
<b>Project Size</b>	\$15 million
<b>Supporting Partners</b>	WA Government, Sports bodies and clubs
<b>Project Description and Benefit Statement</b>	
<p>It is appropriate to build such a Centre in Gosnells as the City has the second largest Noongar population in Perth and offers a location for the Centre which has a strong connection to country.</p> <p>A high level scope of works has considered design principles and functional form including:</p> <ul style="list-style-type: none"> <li>• Culturally appropriate design</li> <li>• Iconic building – instantly recognizable and uniquely Aboriginal architectural design</li> <li>• A location that is respected, meaningful and significant to the Aboriginal community</li> <li>• A Centre of Excellence that celebrates and showcases Aboriginal culture – a venue where</li> </ul> <p>Aboriginal people can share cultural pride and stories, and where non-Aboriginal people are able to connect with Aboriginal culture.</p>	

<b>Project Name:</b>	<b><i>WA - Redevelopment of Gosnells Oval in City of Gosnells</i></b>
<b>Problem Statement</b>	Gosnells Oval is no longer fit for purpose.
<b>Project Size</b>	\$6.6 million
<b>Partners</b>	WA Government, City of Gosnells
<b>Project Description and Benefit Statement</b>	
<p>The re-development of Gosnells Oval is identified as a priority one project in the City's recently endorsed Sports Plan. The Sports Plan notes that the grandstand needs to be upgraded as do the playing facilities and the reticulation infrastructure. The City is proposing a new pavilion for the Club which is expected to cost just over \$4 million and a zero depth water play feature for children along with other landscape works. These are expected to cost just over \$2.6 million.</p> <p>Plans available.</p>	

<b>Project Name:</b>	<b><i>WA - Mandogallup Regional Sporting Facility in City of Kwinana</i></b>
<b>Problem Statement</b>	The region has a shortage of active playing fields and facilities. This site would co-locate a range of facilities into a single large site that would service the shortage of recreation facilities in the south-west corridor of Perth

<b>Project Size (AUD)</b>	\$100 million (\$70 million Federal funding)	<b>Stage</b>	Concept
<b>Project Description and Benefit Statement</b>			
<p>There is a lack of regional sporting facilities in the region. With the City being the second-fastest growing local government in Western Australia and the growth being predominantly young families, existing facilities will not be sufficient.</p> <p>The City has identified a suitable location for new regional facility to cater to a wide range of users. Located close to the Freeway and adjacent to the growing Cockburn local government, the 55 ha facility would meet the needs of our projected additional 40,000 residents in the coming 2 decades as well as future proof our recreation needs.</p> <p>The City requires assistance in acquiring the land (approximately \$40 million) and developing stage one of the facility (\$30 million). The concept plan includes AFL fields, hockey, basketball, lawn bowls as well as additional multi-use facilities. The location would also facilitate the buffering of industrial land uses to the growing residential zone.</p> <p>Given the City's significant public health issues, support for recreational facilities is considered essential to help address the growing issues of obesity and sedentary lifestyles prevalent in the region.</p>			

<b>Project Name:</b>	<i><b>WA -Alkimos Aquatic and Recreation Centre in City of Wanneroo</b></i>		
<b>Problem Statement</b>	Proven lack of access for residents and school students to an aquatic and recreation centre in the northern growth corridor. This is impacting on physical and mental health outcomes and severely limiting access for water safety training for school students.		
<b>Project Size (AUD)</b>	\$40m to \$60m	<b>Stage</b>	Post business case. Council supported.
<b>Partners/Collaborators:</b>	Development WA	Land developers	
<b>Project Description and Benefit Statement.</b>			
<p>Linked to the State and Federal investment for the Yanchep Line extension and 3 new stations (\$580m) the planned Aquatic and Recreation Centre at Alkimos is designed to leverage off the new transport road (Mitchell Freeway \$215m) and rail link under construction. As new residents arrive and new schools are being built a lack of an aquatic and recreation facility easily accessible to residents is impacting negatively on peoples post COVID (for WA) health and well-being recovery. Given the number of families and high youth populations there is a high impact on liveability with people currently having to travel long distances to access facilities.</p> <p><b>Funding gap:</b> \$20m Achieving the top funding for the project would enable a 50 meter pool to be built rather than an initial 25 meter pool for example along with extra required recreational facilities.</p>			

<b>Project Name:</b>	<i><b>WA - Armadale Regional Recreation Reserve in City of Armadale</b></i>		
<b>Problem Statement</b>	<p>The City of Armadale is experiencing high growth with a population of 91,671 (2019) forecast to reach over 150,000 in 2040.</p> <p>There is a substantial body of evidence showing that the provision of good recreation facilities is fundamental to the development of a connected and resilient community.</p> <p>Studies undertaken by Curtin University including 'Unintended Socio-economic Consequences of Reduced Supply of Active Open Spaces in the Perth Outer Metropolitan Growth Areas' demonstrate that characteristics of areas lacking adequate facilities can be social isolation, lack of social cohesion, physical and mental health problems, low civic participation, disengaged young people and higher rates of crime and antisocial behavior.</p> <p>A significant problem for high growth areas is that the provision of facilities and services lags behind population growth and invariably never reaches the level of provision seen in established inner metropolitan areas.</p> <p>While some funding is available for localised recreational facilities through State Government agencies and developer contributions there is practically no funding available for the regional level facilities needed to cater for current and future communities in high growth areas.</p>		
<b>Project Size (AUD)</b>	\$90 million - \$115 million	<b>Stage</b>	Concept
<b>Partners/Collaborators:</b>	Western Australian State Government Western Australia Planning Commission Metropolitan Redevelopment Authority WA Departments of Planning, Water, Community Services, Sport and Recreation Netball WA & Basketball WA State Sporting Associations		
<b>Project Description:</b>			
<p>The Armadale Regional Recreation Reserve will be a \$115 million multipurpose recreation hub to accommodate a wide range of outdoor and indoor sports. It will be a family friendly destination with BBQ and leisure areas, playgrounds, walking and cycling trails, and spaces for activities such as concerts, markets, community gardens and men's sheds.</p> <p>Feedback from consultation with State Sporting Associations demonstrates strong support for the ARRR and is refining the functionality of the ARRR and the sports it will accommodate.</p> <p>Further work is underway with Netball WA and Basketball WA to develop a business plan for a regional level Netball/Basketball centre as a key anchor facility.</p>			

Informed by a Needs Study undertaken in 2016, a concept plan has been developed that outlines how the ARRR can be constructed in stages in line with population growth and funding availability.

Delivering the ARRR will assist in meeting the recognised chronic shortfall in sporting and recreational infrastructure in a high growth area and most importantly will provide new communities with opportunities to connect and grow together.

<b>Project Name:</b>	<b><i>WA – Bullsbrook Scheme Water in City of Swan</i></b>	
<b>Problem Statement</b>	Per- and poly-fluoroalkyl substances (PFAS) are chemicals that resist heat, oil, stains and water. They have been used in many household products in Australia and around the world. Before being phased out in 2004, PFAS was used in firefighting foams at Defence Bases including RAAF Pearce. This has led to the contamination of soil and water around the Base. Residents have been cautioned against using PFAS contaminated soil and water for household and farming purposes.	
<b>Project Size (AUD)</b>	unknown	

**Project Description and Benefit Statement.**

The Federal Department of Defence is responsible for managing this issue in Bullsbrook.

To date, the Department has provided packaged drinking water to affected properties while longer term solutions are investigated.

The City of Swan is calling on the Federal and State Governments to install a reticulated water supply to the residential estate of West Bullsbrook, which is significantly impacted by the contamination.

<b>Project Name:</b>	<b><i>WA - Coastal protection measures for Cockburn Coastline (C Y O'Connor Beach) in City of Cockburn</i></b>		
<b>Problem Statement</b>	Consistent with coastlines around Australia - Persistent and increasing coastal erosion puts areas of high community-amenity coastal reserve, an important shared path active transport link and a critical freight rail link to Fremantle Port at increasing risk over coming decades. Implementation of appropriately planned and designed coastal protection measures (such as erosion control structures) will preserve these important coastal assets and the continued productive use of the land that will otherwise be lost or severely diminished with sea level rise.		
<b>Project Size (AUD)</b>	\$5m	<b>Stage</b>	1



### Project Description and Benefit Statement

Construction of coastal protection structures (such as offshore groynes or similar) planned in accordance with state planning policy guidance and designed by expert coastal engineers to mitigate current and future coastal erosion hazards. The design study is currently underway for a structural solution that maintains and useable sandy beach whilst adequately mitigating erosion and shoreline recession to protect nearby assets. A construction cost in the order of \$5M has been estimated.

The needed works are consistent with and are identified within the City of Cockburn's adopted Climate Change Strategy (2020) and the City's Coastal Adaptation plan.

## Unlock Economic Growth

<b>Project Name:</b>	<i><b>VIC – Enhanced Employment Services in Wyndham City Council</b></i>		
<b>Problem Statement</b>	Melbourne's outer western suburbs are younger and more diverse than Greater Melbourne, and Wyndham has one of the highest youth unemployment rates in Victoria. As the nation recovers from the COVID-19 pandemic, enhanced employment services must continue to be part of the plan to address unemployment and youth disengagement.		
<b>Project Description and Benefit Statement</b>			
Wyndham City calls on the Federal Government to fund employment trials through the Regional Employment Trial, and roll out an integrated, place-based employment service for disadvantaged job seekers. We propose Wyndham to be selected as a preferred location for this program, building on the employment trial already underway in Wyndham with Local Jobactives and Jobs Victoria providers.			

<b>Project Name:</b>	<i><b>WA - Neerabup Waste Precinct in City of Wanneroo</b></i>		
<b>Problem Statement</b>	The current northern growth corridor landfill (Tamala Park) site has an estimated 8 years left before reaching capacity. Given the high growth nature of the Local Governments serving the northern metro areas there is an urgent need to use this lead in time to redesign waste management systems linking to best practice and employing circular economy principles.		
<b>Project Size (AUD)</b>	\$100k Federal Funding Recycling Modernisation Fund, \$150k already committed by local government	<b>Stage</b>	Feasibility

<b>Partners/Collaborators:</b>	City of Joondalup	City of Swan
	WA State Government and Research Universities	Private sector
<b>Project Description and Benefit Statement.</b>		
<p>The City of Wanneroo has undertaken potential site analysis and Neerabup Industrial Area (NIA) has shown to be the best location for such a precinct. Waste Management is a high priority of Infrastructure Australia (IA) with an emphasis on recycling as outlined in the Federal Waste Avoidance and Resource Recovery Strategy 2014-21. IA have identified lack of space as an issue which NIA can address along with adopting best practice for sorting co-mingled waste and working with Universities to determine new commercial opportunities. Waste post recovery can then be process at a waste to energy plant. The development of the Australian Automation and Robotics Centre at NIA also offers an opportunity for automation and robotics to be applied to waste management.</p>		

<b>Project Name:</b>	<i><b>WA - Swan Valley Visitors Centre in City of Swan</b></i>		
<b>Problem Statement</b>	The City's current Visitor Centre, located on Meadow Street, Guildford at the entry to the Swan Valley, is a multi-award winning service, which has outgrown its historic facility.		
<b>Project Size (AUD)</b>	\$6 million	<b>Stage</b>	In planning
<b>Project Description and Benefit Statement.</b>			
<p>Plans to construct a purpose-built facility are underway with the new facility catering for large tour groups and buses, currently subserviced by the historic courthouse building and restricted parking infrastructure.</p> <p>The new facility is proposed to incorporate a local wine and grape interpretation and discovery centre, local heritage displays, a sales facility for local produce, and an interactive theatre.</p> <p>The location of the new Visitor's Centre will be at Taylor Park in Caversham. A short drive from the current centre in Guildford and at the south-western entry to the Valley precinct.</p>			

## Prioritise Transport Solutions

<b>Project Name:</b>	<i><b>SA - Curtis Road Duplication in City of Playford</b></i>
<b>Problem Statement</b>	<p>Curtis Road runs east-west from Main North Road, Munno Para, to Angle Vale Road, Angle Vale. The function of Curtis Road has changed overtime due the establishment of the Playford Alive project in 2008, the creation of the Playford Urban Growth Areas (Playford North Extension and Angle Vale) in 2013, and the upgrade of the North South corridor including the construction of the Northern Expressway and Northern Connector. The construction of the Northern Expressway has especially impacted the function of the road changing it from a collector road to an</p>

	arterial road, significantly impacting the section of Curtis Road between Main North Road and the Northern Expressway.		
<b>Project Size (AUD)</b>	\$133M (P50 - Concept Estimate May 2019)	<b>Stage</b>	
<b>Partners/Collaborators:</b>	Renewal SA		

### Project Description and Benefit Statement

The initiative is seeking to duplicate Curtis Road between the Northern Expressway and Main North Road and the construction of a grade separated railway crossing at the Adelaide-Gawler line.

Strategic planning identified the need to duplicate Curtis Road, as early as 2008 in the Playford Alive Master Plan. The report identified that some sections of Curtis Road will need to be duplicated when traffic volumes reach approximately 24,000 vehicles per day (vpd).

In 2016 Council, in consultation with Renewal SA and Department of Infrastructure and Transport, engaged MFY Traffic consultants to prepare a revised traffic study for Curtis Road. The study was to understand the impact of the Northern Expressway, and the timing and rate of urban development on Curtis Road, and identify required upgrades and provide indicative timing for upgrades. These upgrades are summarised below.

<b>MID BLOCK DUPLICATION</b>	<b>TIMING</b>
Between Main North Road and Charlotte Street	2026
Between Charlotte Street and Coventry Road (including underpass at the rail line)	2021
Between Coventry Road and Peachey Road	2026
Between Stebonheath Road and Peachey Road	2021
Minor section of Curtis west of Stebonheath Road	2036
<b>INTERSECTION UPGRADES</b>	
Coventry Road / Curtis Road / Douglas Drive	2021
Peachey Road / Curtis Road	2036
Stebonheath Road / Curtis Road	2026

Council conducted additional traffic analysis in 2019 which identified that the section of Curtis Road (between Peachey Road and Stebonheath Road) contains the highest Annual Average Daily Traffic being 24,545 vehicles/day. This also means that the road is operating at a level of service F (i.e. excessive delays) and way beyond capacity. A two lane two way road is at capacity around 12,000 to 15,000 vehicles/day depending on access and speed limit.

If the duplication of Curtis Road does not proceed in the short term, additional sections of Curtis Road will experience increased traffic volumes that will impact the level of service of the road at the dates outlined above, resulting in excessive delays for motorists.

Council does not have the capacity to fund the duplication of Curtis Road and has been in negotiations with the Department for Infrastructure and Transport for the road to be taken over by the State Government. It is likely that the State Government will take ownership of Curtis Road.

<b>Project Name:</b>	<b><i>NSW - Maldon – Dombarton Rail Line (MDRL) in Wollondilly Shire Council</i></b>
<b>Problem Statement</b>	Freight connectivity between Western Sydney Airport and Port Kembla International Gateways
<b>Project Description and Benefit Statement</b>	
<p>Port Kembla is a significant international gateway for NSW and Australia, servicing the steel industry in the Illawarra, as well as broader supply chains in Sydney (cars), regional NSW (coal, grain and other bulk commodities) and other regions in Australia (steel and other bulk commodities). A significant proportion of freight to and from Port Kembla is transported by rail.</p> <p>The Maldon-Dombarton rail line would reduce truck movements on Picton Road, Appin Road, the F6 and the Hume Hwy (Federal Highway).</p> <p>This will reduce fuel costs for transport, reduce greenhouse gas emissions, and improve public road safety conditions. It will deliver a more sustainable and safer separation of freight and passenger rail traffic on the Sydney network (particularly between Sydney and the Illawarra) thereby improving passenger service capacity and reliability. It will support potential employment lands development in Southwest Sydney, particularly for freight related business.</p>	

<b>Project Name:</b>	<b><i>NSW - Maldon – Improved Rail Services in Wollondilly Shire Council</i></b>
<b>Problem Statement</b>	Commitment to Public Transport for a brand New Town (Upgrade and Electrification of the Southern Highlands Rail Line (Wollondilly))
<b>Project Description and Benefit Statement</b>	
<p>Current upgrades to rail infrastructure and rolling stock across the State to date have not addressed an already sub-standard commuter service on the main southern line. Upgrades to this line are needed to service the Wilton Growth Area that will accommodate an additional 45,000 people over the next 30 years, in addition to the already expanding urban areas of Picton, Tahmoor and Bargo, together with the future population of the Greater Macarthur Growth Area (a further 50,000 people).</p> <p>An additional station at Maldon, the rail spur line into the proposed Wilton Town Centre and future electrification are absolutely necessary for the future of the region.</p> <p>This line is currently managed by Australian Rail Track Corporation (ARTC) under lease and is a freight priority line. This prioritisation of freight frequently causes commuter chaos due to the suspension and or delay of already very limited diesel passenger services to and from major centres (City Circle, Parramatta, Campbelltown, Liverpool). This has significant knock on effects with connections at Macarthur, Campbelltown and beyond, and has significant social impacts on Wollondilly and Southern Highlands commuters. Opportunities to separate freight and passenger tracks/lines should also be investigated.</p>	

<b>Project Name:</b>	<b><i>NSW - Maldon – Improve Appin and Picton Roads (and connection between) in Wollondilly Shire Council</i></b>
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<b>Problem Statement</b>	The Shire is seeing significant traffic volumes already occurring and highlights how Wollondilly is juxtapositioned between major metropolitan and regional centres such as the three Sydney cities, the Illawarra and Port Kembla as well as Canberra & Melbourne.
<b>Project Description and Benefit Statement</b>	
<p>Wollondilly is geographically situated in a nationally strategic positioned between Western Sydney Airport and Port Kembla.</p> <p>Traffic is set to grow with the development of the Aerotropolis and the expansion of Port Kembla plus significant residential development of the Greater Macarthur Area that will link the Wilton &amp; Appin areas to Campbelltown.</p> <p>Wollondilly has a number of key existing transport linkages that will need to be augmented or replaced in the medium to long term, due to existing and forecasted traffic volumes. These projects are significant and beyond Council's ability to pursue under ordinary budget processes and as such will need to include a range of funding sources such as development contributions and grants. It is also noted that many of these capacity issues fall on Regional and Local Roads, fully under the care and control of Council. The networks broader Regional significance should be confirmed so that specific regional links are identified and resourced appropriately.</p> <p>An improved road linkage between Wilton and Appin is needed and not currently planned. Currently this is served by Wilton Road including a bridge crossing of the Cataract River, known as Broughton Pass. The bridge, although is in good condition, is an aging structure and narrow by current standards (single lane). During a significant rainfall event in June 2016, the South Western approach retaining wall collapsed leaving the road in-operable. The lead-in roads on either side are narrow and winding resulting in a necessary road load and length limits, preventing heavy vehicles using the road. With significant development around Wilton and Appin expected in the medium to long term this existing transport linkage will no longer be acceptable and a high level, restriction free linkage will be required. Such a crossing of the Cataract River Gorge would be significant. Development of the Greater Macarthur Region, Western Sydney Airport and Outer Sydney Orbital including links to the Illawarra, Western Parkland City and the Hume Motorway.</p>	

<b>Project Name:</b>	<b><i>NSW - Duplication of Silverdale Rd between Warragamba/Silverdale and Wallacia and/or a new link road between Silverdale to Penrith or Liverpool in Wollondilly Shire Council</i></b>
<b>Problem Statement</b>	Initial funding was announced in August 2019 under the Local Roads Package including \$8 million for a feasibility study and upgrades to Silverdale Road.
<b>Project Description and Benefit Statement</b>	
<p>Further funding will be required for the duplication of Silverdale Road between Warragamba/Silverdale and Wallacia and/or a new link road between Silverdale to adjoining Local Government Areas to the east (Penrith or Liverpool)</p> <p>Either project will need to address challenging terrain, the crossing of the Nepean River and floodplain and involve significant private property acquisitions. High level strategic cost estimates are in the range of \$50m but could be more dependent on feasibility studies of</p>	

route options. Funding of such a project would be linked to residential development around Silverdale plus development of the Badgerys Creek Airport and associated Federal Government grant opportunities.

Not only will the connection provide these opportunities, but will also provide better resilience measures for the existing (and any new communities) in times of flood, bushfire or other major emergencies.

There is a superlative opportunity for the Shire to support agri-business and agri-tourism as part of the Aerotropolis, which the northern part of the Shire located approximately 10km from the runway! Council has been advocating for far better inclusions at the State and Federal level in planning and investment opportunities.

<b>Project Name:</b>	<b><i>NSW Picton Bypass in Wollondilly Shire Council</i></b>
<b>Problem Statement</b>	Improved road linkages from Picton/Tahmoor to the Hume Motorway, including a Picton Bypass. A route for the bypass is currently on exhibition but funding is still required.
<b>Project Description and Benefit Statement</b>	
<p>Funding of \$3 million has been committed at a State level for a strategic investigation of a Picton Bypass. A route is currently on display.</p> <p>Improved road linkages from Picton/Tahmoor to the Hume Motorway possibly included a Picton Bypass. Congestion of the Picton Town Centre is already occurring, particularly with the connection between Remembrance Driveway and Picton Road, and investigations have commenced to improve intersections and connectivity.</p> <p>However, it is also recognised that further development of the Picton, Tahmoor and Wilton areas will increase traffic and congestion and may limit potential development until this is addressed.</p> <p>Ultimately this will likely mean the connection between Remembrance Driveway and Picton Road needs to be augmented or supplemented with a new link, likely linking Remembrance Driveway, midway between Picton and Tahmoor, with Picton Road between Picton and Maldon.</p> <p>Such a project will need to address challenging terrain, the crossing of the Stonequarry Creek Gorge and involve significant private property acquisitions. High level strategic cost estimates are in the range of \$50m but could be more dependent on feasibility studies of route options.</p> <p>It is noted that there is a substantial social, health and wellbeing cost to the existing and planned communities of Wollondilly should the project not proceed.</p>	



<b>Project Name</b>	<b><i>NSW - Castlereagh Connection in Penrith City Council</i></b>	
<b>Problem Statement</b>	<p>The Castlereagh Connection is a significant national infrastructure project that has been identified by Infrastructure Australia as a high priority. This road project, that could be constructed in stages will:</p> <ul style="list-style-type: none"> <li>• Provide swifter, safer flood evacuation for the Hawkesbury-Nepean Valley</li> <li>• Provide greater connectivity and access to employment for many disadvantaged communities</li> <li>• Deliver better urban development outcomes in greenfield and brownfield locations like the Penrith City Centre</li> <li>• Unlock economic opportunities in relation to freight, tourism and agribusiness</li> <li>• Reduce gaps in the national transport network, particularly to the Central West</li> <li>• Maximise investment by connecting it to other planned infrastructure including the Greater West Metro, Outer Sydney orbital and the M12 motorway</li> </ul>	
<b>Project Size (AUD)</b>	Est. \$1.2bn (M7-Northern Road) or \$1.8bn (M7-River)*	
<b>Collaborators:</b>	Hawkesbury Council	CENTROC Group of Councils
	Blacktown Council	
<p><b>Project Description:</b> <i>( provide text that is suitable to copy into advocacy documents)</i></p> <p>The Castlereagh Connection follows a route identified by Transport for NSW in its Western Sydney Corridors planning. It also includes a possible extension as part of the Bells Line of Road project to connect to Central Western NSW. The Castlereagh Connection being proposed by Council to proceed to business case extends approximately 21kms between the (M7 Motorway and Castlereagh Road) entirely within the Penrith and Blacktown Local Government Areas. A high-level cost analysis commissioned by Council suggests the project would offer a Benefit Cost Ratio &gt;4.</p> <p>The corridor is largely in government ownership (almost 90%) with longstanding acquisition clauses on remnant portions. The corridor has been earmarked since 1951 as a future strategic road., running through Llandilo, Londonderry and Castlereagh that will connect to the M7 Motorway and the Motorway network as well as the future Outer Sydney Orbital and Metro Greater West line.</p> <p>Future population growth in Western Sydney and investment in the Western Sydney Airport and surrounding aerotropolis will increase demand for easier movement North South and East West.</p> <p>The Northern Road is currently experiencing significant congestion with residents required to travel south to the Great Western Highway or M4 to then travel east.</p> <p>It will also support residents in the North West Growth Area where 30,000 additional homes are proposed.</p> <p>The Northern Road has also been identified as a primary route for people travelling to the Western Sydney Airport when it opens in 2026. As a result, through the Western Sydney Infrastructure Package, significant upgrades to this road are underway, south of the Great Western Highway. Currently no upgrades are proposed for The Northern Road north of Penrith.</p>		

**OUR ASK:**

- **NSW Government to undertake a business case for the Castlereagh Connection (minimum 1951 corridor)**
- **Prepare and implement an acquisition plan for remainder of corridor**
- **Delivery of Connection prioritised and funded by State and Federal Government**

*\*In lieu of detailed design for the project, the M12 Motorway between M7 and The Northern Road has been used as a proxy. Although the M12 is motorway standard roadway, this estimate is considered appropriate given the capital costs of evacuation grade infrastructure.*

<b>Project Name:</b>	<b><i>VIC - Western Rail Plan implementation in Wyndham City Council and Melton City Council</i></b>
<b>Problem Statement</b>	<p><b>Wyndham:</b> 2018-19 V/Line figures show that patronage on the RRL to Geelong via Wyndham has grown by over 130% and the level of growth has now outpaced every other regional rail line.</p> <p>The use of a V/Line train to service metropolitan suburban areas is no longer an adequate solution. Wyndham's growing suburbs are part of the Melbourne metropolitan area and the train line through them urgently needs to be part of the metro system.</p> <p><b>Melton:</b> New residential estates are being constructed in six new suburbs that are directly aligned to the rail line, which will see the construction of 65,900 new dwellings, and be home to an estimated 183,500 residents within the catchment of the railway line to Melton.</p> <p>By 2051 suburbs within the catchment of the Melton railway line are projected to house over 370,000 people, placing additional stress on already congested highways and existing rail services.</p> <p>Currently around three-quarters of workers travel outside the municipality for work, with over 16 per cent working in the CBD and they need a frequent, efficient connection to the Melbourne Train network to ensure they can access work.</p> <p>The Western Rail will also unlock commercial investment attraction into the new employment precincts at the State Significant Western Industrial Park and Cobblebank. Public transport accessibility is critical to securing investment into jobs and hence the request for the additional stations will deliver people from the region to significant employment precincts</p> <p>The electrification of the railway line to Melton, before the projected influx of residents, will reduce congestion on the road and public transport systems.</p>
<b>Project Description and Benefit Statement</b>	
Wyndham City is asking for the following projects to be delivered as part of the Western Rail Plan:	

- A metro train service on the Wyndham Vale line is urgently needed to meet the transport needs of commuters in fast growing outer suburban areas. This could be achieved by electrification of the line.
- Build the critical connection between the Wyndham Vale and Werribee lines to provide increased opportunities for outer suburban commuters to access employment and study. This link will also form an important western component of the Suburban Rail Loop, connecting every rail line from Cheltenham to Werribee.
- The construction of the four new stations in Wyndham along the RRL to serve the major growth areas of Wyndham. This includes Sayers Road Station in Tarneit West, Black Forest Road Station in Wyndham Vale, Truganina Station in Truganina, and Davis Road Station in Tarneit West.

Melton City Council seeks a commitment to implement the Western Rail Plan with electrification of Melton Line, duplication and separation of the Ballarat Line by 2025 including acquisition of the land for the new stations at Hopkins Road and Paynes Road.

*Funding - costings are pending a business case being developed by the Victorian Government.*

<b>Project Name:</b>	<b><i>VIC - Wyndham Westlink – Ison Rd Bridge and Freeway Interchange in Wyndham City Council</i></b>
<b>Problem Statement</b>	There are currently high levels of congestion in the west of Wyndham City as traffic from these fast-growing suburbs, which don't have access to the adjacent freeway, is being funneled towards the Werribee city centre. This also limits opportunities for development.
<b>Project Description and Benefit Statement</b>	
This proposal includes funding towards:	
<ul style="list-style-type: none"> <li>• construction of a four-lane Ison Road bridge over the railway line and additional works required at the Princes Freeway interchange,</li> <li>• signalisation of the Geelong Road (Princes Highway) roundabout,</li> <li>• duplication of Ballan Road and associated Regional Rail Link bridge at the Ballan Road/Armstrong Road/Hobbs Road intersection.</li> </ul>	
Providing a freeway connection to the growth areas will not only support the existing and future population growth, but it will leverage the faster realisation of land tax, stamp duty and developer contributions, as well as growth area infrastructure charges.	
The estimated cost of the project is approximately \$120m.	

<b>Project Name:</b>	<b><i>VIC - Camerons Lane – Hume Freeway Diamond Interchange in Mitchell Shire Council</i></b>
<b>Problem Statement</b>	A full diamond interchange is needed to support the construction of over 30,000 homes and the development of the Beveridge Intermodal Freight Terminal.

<b>Project Size (AUD)</b>	\$250,000,000	<b>Stage</b>	Funding required for construction
<b>Project Description and Benefit Statement</b>			
<p>Construction of the Camerons Lane – Hume Freeway Interchange has the potential to create and unlock up to 30,000 homes and 20,000 jobs. Delivery of this transformational piece of nation building infrastructure would provide substantial immediate stimulus through the creation of up to 2,000 direct and indirect jobs and also put in place the most significant piece of enabling infrastructure for the Beveridge Intermodal Freight Terminal (BIFT) which will create 18,000 jobs. Along with this Camerons lane interchange is essential for the development of a number of Precinct Structure Plans (PSPs), including Beveridge Central PSP, Beveridge North West PSP, Lockberbie North PSP, and the future Beveridge North East PSP equating to over 30,000 future homes. Camerons Lane Interchange is the centerpiece infrastructure item for a region which will contribute \$80.7 billion to the Australian Economy.</p>			

<b>Project Name:</b>	<b><i>VIC - Western Highway Upgrade in Melton City Council</i></b>
<b>Problem Statement</b>	<p>The growth of Greater Melbourne has meant that the City of Melton now links with and forms part of the metropolitan area, even if many parts of it is still undeveloped. This population growth has been amongst the highest in Australia. In 1991 Melton's population was 35,000; in 2019 it is just over 164,984 and by 2051 it is expected to be 485,061.</p> <p>The Western Highway is a critical arterial road link that functions as an important economic driver at a National, State and Metropolitan level.</p> <p>Unfortunately, the section of highway within Melton City Council suffers from significant levels of congestion during the peak periods. This stretch of road is also grow considerably in the next two years with already approval for 6 new estates directly on the adjacent to the highway with 55,100 new dwellings and an estimated population of 153,400.</p> <p>Within Melton City Council, the Western Highway is projected to accommodate 85,000 vehicles per day by 2021 and 113,000 vehicles per day by 2031. Traffic modelling indicates that if nothing is done, this highway will be gridlocked by 2021. The AM congestion will increase from 62kms (2018) to 152kms (2031) and in PM congestion from 72kms (2018) to 279kms (2031).</p> <p>The highway corridor within the City of Melton is also characterized by aged and rural-standard freeway infrastructure including direct property accesses, at-grade interchanges and at-grade bus stops. Additional lanes and upgraded interchanges are necessary in order to support the booming growth in population and maintain efficient freight movements in and out of Melbourne.</p>

	<p>The RACV and Western Highway Action Group have both identified the Western Highway as required works because of congestion and safety</p> <p>Without action, by 2021 the Western Highway will be at over capacity. A project of this scale requires a commitment from the Federal Government. While there have been recent upgrades to road safety infrastructure along the corridor, it is concerning that funds have not yet been committed to identifying and prioritizing major infrastructure requirements such as new interchanges and additional lanes.</p>		
<b>Project Size (AUD)</b>	\$1B (est)	<b>Stage</b>	
<b>Partners/Collaborators:</b>	Western Highway Action Committee	Major Developers	
	LeadWest		
<b>Project Description and Benefit Statement</b>			
<p>Melton City Council is calling for planning and a commitment for construction of a full freeway upgrade to an Urban Freeway Standard from Melton to Deer Park including:</p> <ul style="list-style-type: none"> <li>• An interchange at Mt Cottrell Road</li> <li>• And overpass at Paynes Road</li> <li>• Removal of all at grade intersections, direct property access points and bus stops along the freeway, and their replacement with suitable alternatives, including cross-freeway connections.</li> <li>• Increasing Road capacity with additional lanes.</li> </ul> <p>Freeway standard access connections including an interchange at Harkness Road, access ramps at Bulmans Road and a pedestrian overpass bridge at Arnolds Creek.</p>			

<b>Project Name:</b>	<b><i>VIC - Western Intermodal Freight Precinct – Melton City Council and Wyndham City Council</i></b>
<b>Problem Statement</b>	Melton City Council is calling on Government to prioritise delivery of the Western Intermodal Freight Precinct (WIFP), a transformational project that will deliver significant long term jobs, commercial investment and supporting infrastructure to Melbourne’s fast growing outer west.
<b>Project Description and Benefit Statement</b>	
<p>The proposed location of the WIFP will provide access to up to 1,700 hectares of existing zoned industrial land and 1,200 hectares of future zoned industrial land in the Western State</p> <p>Significant Industrial Precinct providing 28,000 ongoing jobs in Melton's municipality alone with flow on long term job creation in supply chain and logistics, beyond construction, within the surrounding municipalities of Brimbank, Wyndham and Hobsons Bay.</p>	

The construction of the WIFP is integral to the freight industry given its close proximity to 50 percent of the freight rail customers, Port of Melbourne, Melbourne, Avalon and Essendon

Airports and major national and regional road networks. It will provide the essential connection for the Victorian component of the Commonwealth Inland Rail Project. Building the WIFP will reduce congestion, increase productivity and efficiencies for freight transport and unlock the potential to create a freight and logistics precinct of national significance that can include a supply chain and logistics centre for excellence. With residential growth projections to reach 500,000 by 2051, there is a significant local workforce available for commercial investors. Up to 70 percent of Melton’s workforce leave the municipality every day for work, the creation of long term local jobs is critical for the region.

WIFP will provide freight rail capacity for double stacked 1800 meter freight trains not available elsewhere increasing productivity and efficiency.

<b>Project Name:</b>	<b><i>VIC - Bulla Bypass in Hume City Council</i></b>		
<b>Problem Statement</b>	<p>Sunbury-Bulla Road connects Sunbury with Melbourne Airport and the Tullamarine Freeway. The road provides the most direct route between Sunbury and the Melbourne CBD and is predominately single lane from Sunbury to the Freeway.</p> <p>Whilst there are some sections of the road north of Bulla with dual lanes, through the Bulla township the existing single carriageway bluestone bridge over Deep Creek was constructed in 1869. Combined with traffic speeds through the township posted at 60kph, and a steep embankment for vehicles to navigate, this leads to a wake of queued vehicles along the road in both the morning and evening peaks.</p> <p>The Sunbury South and Lancefield Road Precinct Structure Plans (PSP’s) have been approved enabling the development of 19,000 additional dwellings. This new housing is expected to start adding more traffic directly on to Sunbury-Bulla Road.</p> <p>The vehicle volumes along Sunbury-Bulla Road are in excess of 25,000 vehicles per day which alone identifies Sunbury-Bulla Road as requiring duplication but population forecasts predicting Sunbury’s population will increase by 12,000 or 30% by 2020 and 70% by 2030, means something has to be planned sooner rather than later.</p>		
<b>Project Size (AUD)</b>	\$500m	<b>Stage</b>	Victorian Government have funded a business case
<b>Project Description and Benefit Statement</b>			
<p>The proposed Bulla Bypass is an arterial road that is critical to relieving pressure on Sunbury-Bulla Road and improving connectivity between Sunbury and the existing and future employment nodes and service centres in the Northern Growth Corridor.</p> <p>It will take vehicles off the south end of Sunbury- Bulla Road and divert traffic out of the Bulla township which will allow for smoother traffic flow for local Bulla residents. To enable the planned growth of Sunbury, it is important that work to build the road commences quickly once the alignment is secured.</p>			



An \$500m investment will deliver over 1000 direct jobs and over 2700 indirect jobs for the Victorian community and deliver \$1.5b of outputs for the Victorian economy.

<b>Project Name:</b>	<b><i>VIC - Hume Freeway Interchange Upgrades</i></b>
<b>Project Size (AUD)</b>	\$200m
<b>Stage</b>	Vic Gov employment precinct structure plans have been zoned. These include Merrifield Central Employment, Folkstone Employment Area and Craigieburn North Employment Area. Merrifield North Employment PSP in progress. \$50m Federal Government Election commitment made to upgrade Hume Freeway via Urban Congestion Fund. Vic Gov committed to Hume Freeway upgrade planning investigations in August 2017 as part of \$20m Planning our Future package.
<b>Project Description and Benefit Statement</b>	
<p>Hume City, one of Australia's fastest growing cities, supports 93,030 jobs and has an annual economic output of \$37.289 billion.</p> <p>Employment projections anticipate 43,000 jobs will be located in Hume between 2016 and 2031, including jobs in zoned and planned new employment precincts with access to the Hume Freeway.</p> <p>This includes industrial precincts planned for advanced manufacturing and logistics companies, and new town centres planned for a range of health, education and professional services companies.</p> <p>Two new Hume Freeway interchanges (Gunns Gully Road and English Street) and a new bridge connection (Cameron Street) are required to unlock development in these precincts.</p> <p>An \$200m investment will deliver 400 direct jobs and over 1100 indirect jobs for the Victorian community and deliver \$613m of outputs for the Victorian economy.</p>	

<b>Project Name:</b>	<b><i>VIC - Mickleham Road Duplication in Hume City Council</i></b>
<b>Problem Statement</b>	<p>Mickleham Road is a key north-south road link in the Northern Growth Corridor. It connects established communities in southern Hume (Tullamarine) and Melbourne Airport, with the suburbs of Greenvale West and Craigieburn - two of the fastest growing communities in Australia.</p> <p>Mickleham Road is currently duplicated between Melrose Drive, Tullamarine and Somerton Road, Greenvale and then reverts to a single carriageway. This single carriageway has not changed since the road was constructed to service what once was a rural community in the north of Melbourne.</p> <p>New residential subdivisions are being established on both sides of Mickleham Road, which is placing pressure on this section of the road. Since 2015, there has been a 35 per cent increase in</p>

	<p>the number of vehicle trips along Mickleham Road north of Somerton Road, with motorists taking more than 28,000 trips along this section of the arterial road, battling congestion. This often brings the road to a standstill.</p> <p>This impacts on the reliability of travel throughout the area and has the potential to impact the bottom line of businesses travelling along this route - an issue that will be magnified in coming years with new major businesses to be established in Mickleham.</p>		
<b>Project Size (AUD)</b>	\$80m	<b>Stage</b>	Victorian Government have funded a business case for the first stage of the duplication (\$9m)
<b>Project Description and Benefit Statement</b>			
<p>The growth taking place in Greenvale (population predicted to double by 2036) and Craigieburn (population predicted to increase by 50 per cent by 2036) is placing pressure on a number of key road links in Hume City's Northern Growth Corridor.</p> <p>Compounding this, inadequate public transport provision in Greenvale, Craigieburn West and Craigieburn North has led to an over-reliance on cars, with more than 72 per cent of Greenvale residents, 69 per cent of Craigieburn residents and more than 70 per cent of Roxburgh Park residents driving to work by car. Ultimately, the time people spend in their cars on congested roads lessens the time they can spend with their family and friends.</p> <p>Without duplication of Mickleham Road between Somerton Road and Craigieburn Road, congestion will worsen.</p> <p>An \$80m investment will deliver 165 direct jobs and over 450 indirect jobs for the Victorian community and deliver \$245m of outputs for the Victorian economy.</p>			

<b>Project Name:</b>	<b><i>VIC - Somerton Road Duplication in Hume City Council</i></b>		
<b>Problem Statement</b>	<p>Somerton Road (linked to Cooper Street) is an important west-east road link in the Northern Growth Corridor. It connects fast growing residential areas, such as Greenvale and Epping, with health services (including the Northern Hospital), train stations, shopping centres, the Hume Highway, the Epping Wholesale Fruit and Vegetable Market and provides an important alternative route to Melbourne Airport (via Mickleham Road).</p> <p>Somerton Road is currently duplicated between the Hume Highway and Roxburgh Park Drive. Vehicles and cyclists travelling further west must negotiate a single carriageway to Mickleham Road. Around 25,000 vehicles per day use this section of Somerton Road, and often bring traffic to a standstill. An undivided road also poses significant safety concerns when traffic volumes reach this level.</p>		
<b>Project Size (AUD)</b>	\$60m	<b>Stage</b>	

### Project Description and Benefit Statement

Inadequate public transport provision in Greenvale, Craigieburn West and Craigieburn North has led to an over-reliance on car usage, with more than 72 per cent of Greenvale residents, 69 per cent of Craigieburn residents and more than 70 per cent of Roxburgh Park residents driving to work by car.

The growth taking place in Greenvale (population predicted to double by 2036) and Craigieburn (population predicted to increase by 50 per cent by 2036) has led to the demand for Aitken Boulevard. Aitken Boulevard is providing a more direct route between Craigieburn, Roxburgh Park, Broadmeadows and Melbourne Airport; also increasing pressure on Somerton Rd. Government investment in Somerton Road will alleviate current traffic congestion and mitigate the implications of future population growth in this important part of Melbourne's north.

An \$60m investment will deliver 120 direct jobs and over 330 indirect jobs for the Victorian community and deliver \$184m of outputs for the Victorian economy.

<b>Project Name:</b>	<b><i>VIC - Sunbury Road Duplication (Melbourne Airport to Bulla-Diggers Rest Road) in Hume City Council</i></b>		
<b>Problem Statement</b>	<p>The section of Sunbury Road from Melbourne Airport to Bulla-Diggers Rest Road is an undivided rural road and predominantly has one lane in each direction. From the western side of Oaklands Road there are some sections of overtaking lanes that assist somewhat with capacity.</p> <p>The road is becoming increasingly busy, carrying 27,000 vehicles per day. There are also serious safety concerns due to the road being undivided.</p>		
<b>Project Size (AUD)</b>	\$80,000,000	<b>Stage</b>	The Victorian Government have funded the duplication of Sunbury Road from Bulla-Diggers Rest Road to Macedon Street, Sunbury.
<b>Partners/Collaborators:</b>	Victorian Government Department of Transport		
<b>Project Description and Benefit Statement</b>			
<p>The duplication of Sunbury Road between Melbourne Airport and Bulla-Diggers Rest Road will help facilitate the development potential of Sunbury's growth areas.</p> <p>The additional capacity will help to better connect Sunbury residents to jobs at Melbourne Airport and within the Hume Corridor. It will also relieve pressure on Sunbury Road and improve connectivity between Sunbury and existing and future employment nodes and service centres in the Northern Growth Corridor.</p> <p>It is important in the short-term to provide capacity along Sunbury-Bulla Road for future development in Sunbury's East. Duplication provides scope for improved bus service that could</p>			

increase patronage from Sunbury to Melbourne Airport and Broadmeadows from around 200 trips per day currently to over 3000 trips per day.

An \$80m investment will deliver 165 direct jobs and over 450 indirect jobs for the Victorian community and deliver \$245m of outputs for the Victorian economy.

<b>Project Name:</b>	<i><b>VIC - Broadmeadows Train Station Redevelopment in Hume City Council</b></i>		
<b>Problem Statement</b>	<p>An outdated facility with poor accessibility and an unkempt appearance negatively impacts perceptions of safety, is inconsistent with encouraging contra flow to Broadmeadows and does not support the Plan Melbourne objective of a 20-Minute Neighbourhood.</p> <p>Additionally it negatively impacts on people's perception of Broadmeadows and is not in keeping with the development of new train stations such as Epping and Williams Landing - all of which provide a warm and inviting environment to encourage safe public transport usage throughout Melbourne.</p>		
<b>Project Size (AUD)</b>	\$80 m (\$40m Federal funding sought)	<b>Stage</b>	Business case has been developed by the Victorian Government
<b>Partners/Collaborators:</b>	Victorian Government Department of Transport		

**Project Description and Benefit Statement**

Broadmeadows Railway Station suffers from ageing infrastructure, is difficult to use and uninviting. This impacts public transport users and Broadmeadows residents as the station precinct is the only way to walk between the town centre and residential neighbourhoods

to the east. The station and its immediate surrounds do not meet current design standards for transport interchanges and negatively impact economic and social opportunities, community pride and safety.

Hume City Council seeks a commitment to deliver a modern transport interchange for Melbourne's outer north and address long standing design issues that compromise the precinct's safety and amenity. This must include easy access for commuters, residents and cyclists, a new bus interchange, additional parking spaces, improved visibility and safety through the precinct and upgraded streets and public spaces.

For a premium station within a Metropolitan Activity Centre with a direct bus link to Melbourne Airport, Broadmeadows Railway Station is the one of the most run-down and inadequate stations in Melbourne. The outdated facility has ramps that don't comply with minimum accessibility standards, narrow walkways and tight corners, poor lighting and wayfinding and unsightly interfaces with the commercial and residential areas. The redevelopment needs to offer a first-class user experience for metropolitan, regional and international commuters.

An \$80m investment will deliver 165 direct jobs and over 450 indirect jobs for the Victorian community and deliver \$245m of outputs for the Victorian economy.

<b>Project Name:</b>	<b><i>VIC - Glasscocks Road extension in City of Casey</i></b>		
<b>Problem Statement</b>	Glasscocks Road has been identified as a future regional east-west arterial route from Officer through to the Dandenong South employment area.		
<b>Project Size (AUD)</b>	\$300m - \$400m	<b>Stage</b>	Not yet started.
<b>Project Description and Benefit Statement</b>			
<p>Glasscocks Road requires upgrades and improvements to become the future east-west arterial route that connects Officer through to the Dandenong South employment area.</p> <p>This project would include:</p> <ul style="list-style-type: none"> <li>- Construction of new 19.5km section of duplicated arterial road (min 2 lanes each way) from Eastlink to Officer South Road</li> <li>- New grade separated crossing of Cranbourne Railway Line and Cardinia Creek crossing</li> <li>- Upgraded intersections at Eastlink, Frankston-Dandenong Road, Western Port Highway / Narre Warren-Cranbourne Road and Officer South Road.</li> </ul> <p>The extension is in planning and if funding is secured could be delivered within 3-5 years, creating 400 jobs during construction. Once complete, the road project will link key residential areas to employment hubs in Casey, Cardinia and Dandenong and create improved road network resilience through a new east-west route.</p>			

<b>Project Name:</b>	<b><i>VIC - Cranbourne Rail extension to Clyde in City of Casey</i></b>		
<b>Project Size (AUD)</b>	\$1.5 billion	<b>Stage</b>	In planning
<b>Project Description and Benefit Statement</b>			
<p>The extension of the rail line from Cranbourne to Clyde will significantly alleviate inadequate public transport services in one of Australia's fastest growth corridors and connect residents to jobs, services and their families.</p> <p>Between 2015 and 2016, the City of Casey experienced the largest decrease in rail and bus service provision in Victoria and is one of the most poorly serviced municipalities per capita for public transport, resulting in social isolation and low rates of public transport use.</p> <p>In 2016 only eight per cent of all trips were made by public transport (Census, 2016; Monash University, 2016).</p> <p>The works will include grade separations with existing roads, and new stabling and maintenance facilities and two new stations at Cranbourne East and Clyde. This extension builds on the Victorian Government's commitment to duplicate the tracks between Dandenong and Cranbourne.</p> <p>An extension to the network will give residents of Melbourne's south east region much needed access to transport infrastructure. It will provide better access to jobs, support economic development and support potential future extensions of the network in the south east.</p>			

If this option were deferred beyond the initial development phase of Clyde, it would result in development and land use patterns that favour private vehicles. Opportunities for higher public transport mode share would be lost, along with the potential for increased travel times and unreliability as documented issues for similar estates in Cranbourne (Infrastructure Victoria, 2016).

**Key benefits:**

- Creation of jobs and opportunities.
- Increased productivity through reducing travel times.
- support economic development
- Development of much needed new town centres and community services.

**Social:**

- Meeting infrastructure demand in one of Australia’s fastest growing communities - Cranbourne East population is set to more than double by 2041.
- Reducing travel times.
- Connection of residents to jobs, services and family.
- Mental health benefits associated with finding employment close to home.

**Environmental:**

- Provision for future public transport connections and extension.
- Decreased dependence on private vehicles

<b>Project Name:</b>	<i><b>VIC – Beveridge Intermodal Freight Terminal in Melbourne’s north</b></i>
<b>Problem Statement</b>	<p>Beveridge has been identified by the State Government as a prime location for Victoria’s interstate freight hub. This exciting infrastructure will play a significant role in delivering efficiencies in the movement of freight, ease traffic congestion and unlock job opportunities for a rapidly expanding community.</p> <p>Whilst 1,000 hectares has been set aside for the terminal and associated industries, the facility is still only a concept and in the early stages of planning. As such, with no clear commitment or timeframes, it makes the integration of infrastructure planning with the adjoining Precinct Structure Plan very difficult.</p>
<p><b>Project Description and Benefit Statement</b></p> <p><b>Social:</b> The confirmation and delivery of this project will have the following benefits:</p> <ul style="list-style-type: none"> <li>• An increase in local/regional employment opportunities and additional local expenditure in an area of rapid growth.</li> <li>• The upgrade of road and transport networks will increase accessibility and assist multiple users, including freight, to navigate and travel with greater cohesiveness. This will provide a strategic advantage and includes the Outer Metropolitan Ring and E6 Transport Corridor.</li> <li>• The delivery of infrastructure will encourage additional investment within the northern growth corridor, which will be vital for an area which is projected to have a population of over 150,000 in the next 30 years.</li> <li>• It will support the State freight network by relieving current pressure on the freight terminal at West Melbourne (Dynon Road).</li> </ul>	



**Economic value:**

Beveridge has been identified as a key employment precinct. The development of the interstate freight terminal and supporting industries is expected to contribute 18,800 jobs to the region. Efficient intermodal terminals in Melbourne and Brisbane are critical to realising the benefits of Inland Rail and will provide broader economic benefits including improving the competitiveness of Australia's freight supply chain.

<b>Project Name:</b>	<b><i>VIC – E6 Freeway in Melbourne's north and west</i></b>
<b>Problem Statement</b>	Outer urban communities are burdened by significant traffic congestion and long commute times that impact the health and wellbeing of our residents. Existing arterial roads are congested and operating beyond their capacity
<b>Project Description and Benefit Statement</b>	
<p>Construction of the 23km E6 freeway from the Hume Freeway to M80 Ring Road will provide a north-south corridor through the heart of the municipality, connecting established suburbs and growth area suburbs and improving access to regional employment centres for residents from the outer-north. Building the E6 Freeway will:</p> <ul style="list-style-type: none"> <li>• Increase mobility for City of Whittlesea residents</li> <li>• Provide an essential north-south connection for residents to community and education infrastructure</li> <li>• Significantly reduce traffic congestion on the existing arterial road network of Epping/High Street, Dalton Road, Edgars Road, Cooper Street, Plenty Road and Yan Yean Road</li> <li>• The E6 will be a catalyst for employment growth within the Cooper Street Employment Precinct, the Melbourne Wholesale Market, The Northern Hospital and Epping Central Metropolitan Activity Centre.</li> <li>• The E6 will provide freight access to the proposed Beveridge Intermodal Freight Terminal.</li> <li>• Providing an alternative route for heavy vehicle freight movements</li> </ul>	

<b>Project Name:</b>	<b><i>VIC – Thompsons Road Extension in Cardinia Shire Council</i></b>
<b>Problem Statement</b>	This critical route would open up the Officer Pakenham State Significant industrial land which enables over 55,000 new jobs.
<b>Project Size</b>	Stage 1 funding \$140m
<b>Project Description</b>	
<p>The extension would provide a 30km cross metropolitan high capacity route linking the South East employment, freight and residential land uses with regional connections to Gippsland (M1), South Gippsland (C422), Mornington Peninsula (M780 &amp; M11) and EastLink (M3). Enabling local jobs creation by facilitating timely development of Officer South &amp; Pakenham employment land through greater connectivity.</p>	

<b>Project Name:</b>	<i>WA - Outer Harbour in City of Kwinana</i>		
<b>Project Size (AUD)</b>	\$21.7 million	<b>Stage</b>	Concept
<b>Partners/Collaborators:</b>	City of Kwinana		
<b>Project Description and Benefit Statement</b>			
<p>Thomas Road, is a single lane carriageway for most of the area east of the Freeway as it approaches Byford. The road is a significant freight corridor as well as a major east-west connector for the growth areas of Byford and Kwinana and a connector to the Tonkin Highway terminus.</p> <p>Developing Thomas Road to a dual carriage way will create significant safety improvements as well as lessen the impacts of traffic congestion. As a designated high-wide load corridor, the road can experience congestion related to movements of equipment from the Freeway to Tonkin Highway as well as to and from the Kwinana Industrial Area.</p> <p>The road serves an average of 16,500 vehicles per day, with 14.3% of all vehicles being truck traffic. This number grows close to 21,000 as it approaches Tonkin Highway, with Anketell Road joining the traffic flows.</p> <p>These traffic numbers are in excess of some portions of Armadale Road and recognises that the important role that east-west linkages play in the efficient movement of people and freight through the southern metropolitan area. The Shire of Serpentine-Jarrahdale is advocating for the balance of Thomas Road to be built to the same standard, an outcome that the City supports.</p> <p>While the outcomes of the Westport Project will make recommendations regarding the future of Thomas and Anketell Road, the upgrade of Thomas Road within the City's boundaries would not prejudice any future road improvement projects associated with the Perth Freight Network. Recent community engagement in the region shows strong local support for the upgrade of this road.</p>			

<b>Project Name:</b>	<i>WA - Anketell Road Upgrade in City of Kwinana</i>		
<b>Lead proponent:</b>	City of Kwinana		
<b>Problem Statement</b>	Upgrade of major freight linkage between Kwinana Freeway and Kwinana Industrial Area		
<b>Project Size (AUD)</b>	\$95.4	<b>Stage</b>	Design
<b>Partners/Collaborators:</b>	City of Kwinana	Main Roads WA	
<b>Project Description and Benefit Statement</b>			
<p>East-West connections from the Freeway to the industrial area are currently focussed on Thomas Road, which adjoins residential land. A long-term east west connector is required for the efficient movement of freight as well as supporting the development of Latitude 32, the Kwinana Industrial Area and the new port.</p>			

The Westport Taskforce's five options for a new port all require new dedicated east-west freight routes. Anketell Road is the least constrained of all of these options and supports the ongoing development of Latitude 32 and freight access in and out of the Kwinana Industrial Area. The region is the most important industrial precinct in the City and supports tens of thousands of workers, but has constraints on road access.

The upgrade of Anketell Road, with grade separated intersections will create a safer road network, allowing freight to move safely at speed through the area and connect into the transport oriented first stage of Latitude 32. This 6.25km section of road would be dual carriageway with grade separation at major intersections to remove conflict points at major intersections and the integration of smart technology to limit stop/start movements at major intersections would help to improve safety. This upgrade to the road network would be a logical first step in progressing the region to be ready for a new port.

In addition to resolving congestions and safety issues in the region, this project, which was estimated at \$93.4 million in 2015, would be a long term road building project, suitable for the training of a range of trade and construction jobs over the multi-year delivery.

By showing confidence in the region by upgrading infrastructure, this will help to encourage private investment in the Kwinana Industrial Area and Latitude 32, by reducing the ongoing costs related to the transportation of goods. While concepts have been developed for the road, detailed design is required to address the realignment and relocation services adjacent to the road reserve.

<b>Project Name:</b>	<i><b>WA - Freight Rail Duplication in City of Kwinana</b></i>		
<b>Lead proponent:</b>	City of Kwinana		
<b>Problem Statement</b>	Freight rail into Kwinana is at capacity due to sections of single line rail. Duplication will significantly improve the capacity of the rail system and move freight off roads.		
<b>Project Size (AUD)</b>	\$34.8	<b>Stage</b>	Concept

#### **Project Description and Benefit Statement**

The Freight Rail into Kwinana is a single track from the Cockburn Triangle to the Kwinana Triangle, meaning that rail traffic has to be tightly controlled and capacity compromised, with both north and south headed trains sharing a single line.

Adding a second train track along this 11.6km alignment, within the existing reserve would double the freight rail capacity in the area. As capacity is currently in excess of 90%, the ability to move more large freight onto rail to support major industry in Kwinana is limited, requiring more focus on truck movements.

With the reserves for the rail already in place and detailed planning may identify additional spur line opportunities into the future Latitude 32. With programs already in place to support the use of the freight rail network in Perth, adding this capacity will also be a major benefit for development of the new container port in Kwinana. Freight rail is a safe and efficient way to move large quantities of goods through the State and the expansion of this infrastructure will bolster the necessary supply chains for the State's to progress its role in secondary processing of raw materials.

The total project has been estimated at \$34.8 million based on similar freight projects. The upgrade to the rail network not only doubles the capacity of the rail into Kwinana, but also

supports reducing congestion by lowering the number of trucks on the road network in the longer term.

Investment in infrastructure projects such as this one will be a sign of confidence for investors in the Latitude 32 industrial area, as well as the Kwinana Industrial Area. Investment in these developments will have long term economic benefits and support local jobs in the region.

<b>Project Name:</b>	<b><i>WA - Neerabup Strategic Link. East-West Corridor in City of Wanneroo</i></b>		
<b>Problem Statement</b>	Key project is the dualling of Flynn Drive the main east-west connector road linking the main northern growth corridors of Perth metro and linking industrial development to Wangara, Neerabup and Muchea Industrial Estates. Enhancing freight movement interstate on the Perth Darwin Highway and encouraging inwards investment to the evolving Neerabup Industrial Area (NIA) to generate needed jobs.		
<b>Project Size (AUD)</b>	Flynn Drive to be in two phases. Final budget expected to be \$25- \$30m	<b>Stage</b>	Flynn Drive at design stage out for tender closes February 21.
<b>Partners/Collaborators:</b>	City of Swan	Main Roads	
	Private Sector	WA State Government.	
<b>Project Description and Benefit Statement.</b>			
<p>Flynn Drive is the catalyst project in developing a robust east-west corridor opening up the northern high growth areas and linking access and freight movements to existing Federal and State investments in the Northlink project, (\$1.2b) Perth-Darwin Highway and access to South Australia. Linking through to the Tonkin Highway ensures freight access to the Muchea road train terminal and the mining sector north of Perth.</p> <p>COVID has shown that having well connected freight links for essential supplies is crucial. Flynn Drive needs to be dualled to accommodate this traffic and to open up the Neerabup Industrial Estate to development and inwards investment which will generate jobs. Other related projects include the alignment of Neaves Road; the construction of the Whitemen-Yanchep Highway being done earlier than planned in 2032. Wanneroo Whitfords Road bypass will see the benefits also accrue to jobs growing in the Wangara Industrial Estate.</p>			
<b>Funding Gap: Full project cost</b>			

<b>Project Name:</b>	<b><i>WA - Armadale City Centre Rejuvenation – Redevelopment of Train Station in City of Armadale</i></b>
<b>Problem Statement</b>	<p>WA's State Government agency METRONET is progressing its planning for the committed railway extension from Armadale to Byford.</p> <p>However, this extension does not comprise a critical element for the City of Armadale which is redevelopment of the current railway station to create a new town centre that future-proves this Strategic Metropolitan Centre currently falling behind other centres in WA.</p>

	<p>Armadale requires this critical transport orientated intervention now to maximise diversity of land use and create jobs opportunities that other strategic centres enjoy.</p> <p>The current ground level railway station is restricting development opportunities and connectivity by physically dividing the town centre with an uninviting and not welcoming public realm.</p>
<p><b>Project Description</b></p> <p>To be able to keep pace with population growth and to provide the level of services required by a Strategic Centre, Armadale needs more supporting infrastructure.</p> <p>In recent years the City Centre has relied on its retail offering. Nowadays, given the changing outlook of this industry, diversity in land uses are the key to future proof the local economy, to provide a variety of job opportunities and to attract further investment.</p> <p>Population growth and industrial development across the Armadale region continues, however transport infrastructure is not matching this growth. With WA's METRONET currently planning the railway line extension from Armadale to Byford, the opportunity exists now to unlock substantial development potential.</p> <p>The City of Armadale is actively advocating the WA Government and its METRONET initiative in to achieve the best possible outcome for the Armadale City Centre. However additional funding by Federal Government is required to boost WA's investment on vital transport infrastructure.</p> <p>The City is urging WA's METRONET to progress a 'Viaduct' Solution that involves raising the railway line from Armadale Road to meet the already planned elevated rail at Church Avenue as part of imminent railway extension to Byford. This proposed solution would incur on higher construction cost.</p> <p>This solution resolves several current traffic, level crossings and vehicular challenges. The City has commissioned a business case that demonstrates there are significant increases to the number of jobs, residential population, student numbers and private sector investment that will be catalysed by the Viaduct solution. This solution resolves the Level Crossing issues at Forrest Road, allowing the main and central east – west vehicle and pedestrian access to the City Centre to be retained to current and future benefits of the Viaduct solution include:</p> <ul style="list-style-type: none"> <li>• Supports the creation of a Town Centre for the Armadale Strategic Metropolitan City Centre by creating a new 'piazza' adjacent to Jull Street Mall and the Train Station.</li> <li>• Creates additional road connections east-west of the Train Station increasing pedestrian and vehicle connectivity and land use integration.</li> <li>• Connectivity could be extended with at-grade pedestrian links at various points, for example at Fifth Rd / William St.</li> <li>• The elevated rail line means that commercial development is possible under the rail station, considerably increasing activation of the area.</li> <li>• Better enables commercial development within the rail reserve. This would minimise visual impacts of the rail line.</li> <li>• Improves connection to the area west of rail, enabling development as currently planned, or, alternatively, provides an environment allowing re-planning with increased development intensity, or for other uses (e.g. tertiary education, health and medical services).</li> <li>• Opportunity for new government land parcels to be created, assembled and released to the market, providing incentive for new investment.</li> <li>• Provides opportunity for the City centre to break from its current poor state.</li> </ul>	

- Provides opportunity for improved TOD planning, with a mechanism to make Armadale into a destination station.
- Meets the Metronet Objectives of – ‘Economic Growth’, ‘Accessible to All’, ‘Communities with a Sense of Belonging’, ‘Future Proofing’ and ‘Integrated Land Use’

<b>Project Name:</b>	<b><i>WA - Service &amp; Road Upgrades to support Rowley Road Industrial Estate in City of Armadale</i></b>
<b>Problem Statement</b>	The Perth Freight Transport Network Plan Transport @ 3.5 Million highlights Rowley Road as an integral part of the future Perth Freight Network.
<b>Project Description</b>	
<p>Seamless connections to Tonkin Highway from Westport and Kwinana Intermodal are a high priority, and Rowley Road will form part of the primary freight route required. Accordingly, Rowley Road will be classified as a strategic freight road and, with Stock Road, will form part of Western Australia’s proposed future National Land Transport Network.</p> <p>In order to make this happen there needs to be:</p> <ul style="list-style-type: none"> <li>• Establishment of Rowley Road Transport Corridor as the principal access route for the Outer Harbour, including an 8 kilometre four-lane dual carriageway between the Kwinana Freeway, Latitude 32 Industry Zone and the coast (with provision for an adjacent freight rail alignment at the western end, linking Latitude 32 Industry Zone with the new port facilities).</li> <li>• Widening of the existing section of Rowley Road, to a four-lane dual carriageway, east of Kwinana Freeway to Tonkin Highway, capable of undertaking the necessary freight function, including the transport of High Wide Loads and dangerous goods with grade separation at Tonkin Highway, Nicholson Road and Kwinana Freeway.</li> </ul> <p>Tonkin Highway will become the Eastern Freeway of the metropolitan area, providing direct road connectivity to northern WA through Northlink WA and the Northern Gateway Industrial Park in Bullsbrook (and proposed future Intermodal Freight Terminal). It will also provide direct freight access to the south east and south west regions of WA through the West Mundijong Agri Business Park and future Intermodal Hub Facility.</p>	

<b>Project Name:</b>	<b><i>WA - Australian Marine Complex – Upgrade for the High Wide Load Route in City of Cockburn</i></b>		
<b>Problem Statement</b>	Access to the Common User Facility (CUF) for the High Wide Load Route (HWL) from the surrounding road network is constrained in some areas, which makes the transport of HWL from some locations expensive due to permitting/removal of street furniture/raising of powerlines.		
<b>Project Size (AUD)</b>	\$250k	<b>Stage</b>	1



## Project Description and Benefit Statement

Western Australia's resources sector has long been of strategic and economic importance and a comparative advantage to the State and Australia. The Australian Marine Complex (AMC) has been instrumental to the manufacturing, fabrication and assembly needs of some of Western Australia's and Australia's largest mining, oil and gas projects.

The AMC will continue to play a key role in supporting resources and major projects in the future with an increased emphasis on project sustainment and support in addition to construction support. To achieve this a range of infrastructure will continue to be required (laydowns, fabrication buildings and berths) in addition to supporting infrastructure extending into the greater metropolitan region and beyond (High Wide Load (HWL) and Restricted Access Vehicles (RAV) networks).

HWL are over-dimensional loads up to 8m high, 8m wide and 24m long with a maximum of 270t net mass. HWL corridors are built to standards which accommodate large indivisible loads linking key heavy fabrication centres and the AMC in the Perth metropolitan area with mine sites, refineries and other industrial factories that require large machinery and plant equipment.

Access by RAV and HWL is critical for many of the businesses operating within the AMC. These networks provide access to the AMC for materials, components and vessels that have been constructed elsewhere within the region.

The majority of roads within the AMC are part of the Perth RAV network. The existing RAV network in the vicinity of the AMC permits RAV categories 2-4 (pocket road train, B-Double, and other vehicles with a maximum length of either 25.0m or 27.5m) to use these routes.

The HWL route is currently constrained with services including overhead power lines of which need undergrounding or relocated to ensure the route is permanent amongst other service modifications.

Further details identified in the Australian Marine Complex Strategic Infrastructure and Land Use Plan -

<https://www.wa.gov.au/government/publications/australian-marine-complex-amc-strategic-infrastructure-and-land-use-plan-silup>

<b>Project Name:</b>	<b><i>WA – Orange Route in City of Swan</i></b>		
<b>Problem Statement</b>	For more than 40 years, the Perth to Adelaide National Highway's 'Orange Route' has been planned as the most desirable route to reduce heavy vehicle traffic through the Perth townships of Mundaring, Sawyer's Valley and Baker's Hill, and to also provide a safe connection to Roe Highway and the metropolitan road network.		
<b>Project Size (AUD)</b>	\$1.6 billion	<b>Stage</b>	Concept design
<b>Project Description and Benefit Statement</b>			
A 2015 network assessment undertaken by Main Roads WA has reviewed the proposal's viability and work has commenced on reviewing the concept designs.			

The intention of the \$1.6 billion highway is to save lives by creating a safer route for all vehicles up to double road-train vehicles (RAV 7) travelling through residential areas and the Perth foothills.

The Orange Route will allow road train to access and breakdown at major distribution centres in Hazelmere and Forrestfield without impacting on residential properties, saving operators significant time and costs.

The Route will also reduce the number of conflicting intersections by grade separating roads past Gidgegannup, and integrate the network by linking the metropolitan distributors of Northlink, Reid Highway and Roe Highway with the Eastern States.