The Australia & New Zealand Infrastructure Pipeline (ANZIP) provides a forward view of public infrastructure activity across Australia and New Zealand, providing certainty of the forward work programme to investors, constructors, governments and other agencies. ANZIP informs industry of where and what infrastructure opportunities are available, and when they come to market by tracking greenfield and brownfield transactions from when they are proposed, until they reach contractual and financial close.

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STATUS DEFINITIONS

Prospective pipeline
Greenfield (construction) or brownfield (government asset divestment) projects needed or likely to occur within the next five years, but is not formally proposed by a state, territory or major local government.

Credibly Proposed
The project or divestment is supported by a state, territory or major local government, is subject to studies or other processes (such as pre-feasibility or scoping studies or business case development), and is likely to proceed to formal announcement.

Announced
The project has a firm commitment and timeline from a state, territory or major local government, but has not yet entered the market.

Under procurement
The project or transaction is under procurement (such as a call for Expressions of Interest, requests for tender, or another offer to the market).

Preferred bidder announced
A preferred bidder has been selected and is in exclusive negotiations.

Recently closed
Projects that have progressed to contractual close remain on ANZIP for 12 months.

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Rankin Park to Jesmond is the fifth and final stage of the Newcastle Inner City Bypass. The 3.4 kilometre four lane divided bypass would be built between Lookout Road at New Lambton Heights and Newcastle Road at Jesmond, to the west of John Hunter Hospital.

Specifically, the project would involve building:

- a northern interchange at Newcastle Road
- a southern interchange at Lookout Road
- an interchange providing access to John Hunter Hospital precinct
- three structures provided along the bypass to improve connectivity in the bushland for people and animals, and
- off-road provisions for pedestrians and cyclists including a shared path bridge over Newcastle Road at Jesmond Park.

Aurecon was awarded the contract to undertake the concept design and environmental assessment for the project in December 2014.

The Environmental Impact Statement (EIS) was put on public exhibition between 16 November and 16 December 2016 and submissions were received by Roads and Maritime Services (RMS).

The subsequent Submission and Preferred Infrastructure Report was finalised in June 2018. Planning approval is yet to be obtained.

In February 2019 the Department of Planning and Environment approved the EIS along with deeming the project State Significant Infrastructure.

The NSW Government committed $280 million for the project in the 2014-15 Budget, including $150 million reserved from Restart NSW. At the 2018-19 Budget $14 million was allocated to the project in FY2018-19, with $136 million still reserved from Restart NSW. The 2019-20 State Budget allocated $8.5 million to the project in FY2019-20.

RMS and Infrastructure NSW expect procurement of the construct only contract for the bypass to begin in the first half of 2021, with construction to begin in the second half. Main construction is expected to take three years.