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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The NSW Government is undertaking the progressive upgrade of the New England Highway, part of National Land Transport Network, which runs from the Hunter region to the Queensland border. The Muswellbrook Bypass will see the New England Highway pass to the north east of Muswellbrook.

NSW Roads and Maritime Services (RMS) first studied options for the New England Highway to bypass Muswellbrook in 1998. An original preferred corridor was selected in 2005 with the option included in the Muswellbrook Local Environment Plan in 2009. However that option has since been deemed not economically viable.

As such, more recently RMS developed an Options Report for the bypass corridor which was published in July 2018. The report’s preferred option comprises at 9.1 kilometre bypass, departing from the existing New England Highway near Milpera Drive and running north east of Muswellbrook before re-connecting with the Highway circa 1.2 kilometres north of Sandy Creek Road.

The option, which represents a revision of the original preferred corridor selected in 2005, was found to have a benefit cost ratio of 1.3 and a cost of $285 million.

RMS is preparing a business case for the project.

$68 million has been allocated to the project through the Rebuilding NSW Infrastructure Plan, with a further $2 million allocated in FY2018-19 for planning.

The 2019-20 NSW Budget allocated $11 million over four years to the project, out of a $266 million total commitment.

The project is included under the broader New England Highway upgrade, which Infrastructure Australia identifies as a Priority Initiative on its Infrastructure Priority List.

Last reviewed: 01/07/2019