



**Question:** 66 QUESTION ON NOTICE — Ms Ryan to ask the Minister for Roads and Road Safety —  
With reference to the Kilmore Wallan bypass:

- (1) What recommendations have been made to the Government by the Inquiry and Advisory Committee.
- (2) When will construction works begin.
- (3) Is the Government committed to retaining the original project timeline of completing the bypass by the end of 2017.

**Answer:** Minister for Roads and Road Safety - I am informed that, as that the date the question was raised:

The Victorian Government has confirmed the Western route for the Kilmore-Wallan Bypass.

The Minister for Planning's Assessment of the Kilmore-Wallan Bypass EES Inquiry and the Planning Panel's Advisory Committee Report, released on 11 March 2015, is the final step in the process of selecting the preferred route.

The assessment recommended the Western option as it would have the lowest environmental, social and amenity effect on the community.

The Member for Northern Victoria, Jaclyn Symes, and I visited Monument Hill on 11 March 2015, to make the announcement to members of the local community.

The priority now is for VicRoads to get the appropriate statutory approvals in accordance with the Minister for Planning's Assessment, finalise planning and then submit a funding proposal to government for consideration.

The Andrews Government is proud it has been able to deliver and work with the community on this project.

**Attachments:** No Attachments

**Answer Published Date:** 15/04/2015

**Question:** 67 QUESTION ON NOTICE — Ms Ryan to ask the Minister for Public Transport for the Minister for Regional Development —  
With reference to the Government's election commitment to fund Stage 2 of the Euroa saleyards:

- (1) When will construction begin.
- (2) Will funding be available in 2015–16.

**Answer:** I am informed that:

Strathbogie Shire Council (Council) has been redeveloping the Euroa Livestock Saleyards to ensure they meet industry standards and continue their vital role in supporting local livestock producers and generating economic benefits for the agribusiness sector and wider economy.

Stage 1 of the redevelopment was completed at the end of 2014. This \$450,000 stage was fully funded by Council without any assistance from the former Liberal-Nationals Government and included partial roofing of the facility and the improvement of stock pens.

As you are aware, on 5 March 2015 we were both in attendance at the opening of Stage 1 with the Mayor, Cr Debra Swan. Council has done a great job to date but it is clear that there is more to be done through the Stage 2 works.

During the visit, Council advised that they are currently consulting with user groups (farmers, buyers, stock agents and transport operators) as part of a Master Plan process for the Stage 2 works. The Saleyards Management Committee (representing user groups) is considering a number of priority works for Stage 2.

It is expected that the Master Plan will be finalised over the next 2-3 months with Council ready to go to tender for construction of the agreed works in mid-2015. Accordingly, Council will be in a position to access the \$500,000 committed by the Andrews Labor Government for Stage 2 works during 2015-16, following the establishment of the Government's \$500 million Regional Jobs and Infrastructure Fund (RJIF).

Thanks to support from Labor through the RJIF, construction to upgrade the Euroa saleyards is anticipated to commence later this year.

**Attachments:** No Attachments

**Answer Published Date:** 13/04/2015

**Question:** 68 QUESTION ON NOTICE — Ms Ryan to ask the Minister for Public Transport for the Minister for Regional Development —  
When will the Government allocate funding to the Wandong to Bendigo Rail Trail.

**Answer:** I am informed that:  
The Labor Party committed \$150,000 to undertake a feasibility study to extend the O'Keefe Rail Trail from Heathcote to Wallan. The Trail currently runs from Bendigo to Heathcote. The feasibility study will examine the means and viability to extend the trail from Heathcote to Wallan, via Kilmore and Wandong.  
On 20 February 2015, Regional Development Victoria (RDV) staff met with representatives from Mitchell Shire Council, the Friends of the Bendigo - Kilmore Rail Trail Inc. and the Mitchell Bike Users Group to discuss the governance, process and budget for the project.  
The election commitment funding will leverage an additional \$30,000, with \$25,000 provided by Mitchell Shire Council and \$5,000 from the City of Greater Bendigo to supplement the study. The Friends of the Bendigo-Kilmore Rail Trail Inc. has also committed \$5,000 of in-kind labour and technical expertise toward the project. Mitchell Shire Council has agreed to auspice the project and is currently developing a submission detailing the scope of the project. It is anticipated that RDV will receive this submission within the next three weeks. The assessment of the Heathcote to Wallan Rail Trail feasibility study project will be finalised once the submission is received.

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**Hon Jaala Pulford MP**  
Minister for Regional Development

**Attachments:** No Attachments

**Answer Published Date:** 08/04/2015

**Question:** 69 QUESTION ON NOTICE — Ms Ryan to ask the Minister for Education for the Minister for Training and Skills —  
With reference to the Government's election commitment to create a centre for agricultural studies at Bendigo TAFE:

- (1) When will construction of the centre commence.
- (2) When will construction on the centre conclude.
- (3) When will the centre start taking enrollments.
- (4) What new courses will be offered.
- (5) How many training places will be offered to students each year and in what courses.

(6) What will be the annual operating cost of the centre.

**Answer:**

I am informed as follows:

Unlike the former government, we will re-open closed campuses, upgrade TAFE learning facilities, and provide TAFEs with cash support where necessary.

The Government is rebuilding the TAFE sector with the \$320 million TAFE Rescue Fund.

The Government has already committed \$7.8 million in asset funding from the TAFE Rescue Fund to Bendigo Kangan Institute to expand agricultural training at its Charleston Road campus.

The institute is in the process of developing a detailed business case for the project which will establish the scope, timing and delivery model for the centre.

The Government has provided \$2.2 million from the fast-tracked \$20 million to Bendigo Kangan Institute from the \$320 million TAFE Rescue Fund to support the Institute to retain and redeploy staff.

**Attachments:** No Attachments

**Answer Published Date:** 02/04/2015

**Question:** 70 QUESTION ON NOTICE — Ms Ryan to ask the Minister for Education for the Minister for Training and Skills —  
With reference to the Government's commitment to spend \$10 million to re-open Swinburne Lilydale TAFE:

- (1) When will the site re-open.
- (2) How many training places will be offered.
- (3) What courses will be offered at the campus.
- (4) What refurbishments will be undertaken at the site.
- (5) Has the Government allocated money to attract a provider to the site; if so, how much.

**Answer:**

I am informed as follows:

- As part of the \$320 million TAFE Rescue Fund, the Government has committed \$10 million to re-open Swinburne University's Lilydale campus and create a permanent home for Melba Support Services on the site (up to \$1 million).
- Melba Support Services is already operating successfully at the site and will continue to call the campus home into the future.
- As is appropriate, my department is working privately with Swinburne University (as owner of the site) and other TAFE institutes, on the sale and re-opening of the site to ensure courses will be delivered there as soon as possible. This will involve agreements being reached between the parties - including the Government - this year.
- The volume and type of education to be offered, as well as any refurbishments needed, will be explored with education providers involved in negotiating to reopen the site. The Government will only support proposals that meet the needs of the local community and the Victorian

economy - we are committed to training that helps people get and keep jobs.

Announcements will be made throughout the year on key developments as they occur.

**Attachments:** No Attachments

**Answer Published Date:** 02/04/2015

**Question:** 71 QUESTION ON NOTICE — Ms Ryan to ask the Minister for Education for the Minister for Training and Skills —  
Over what timeframe will funding from the Government's \$320 million TAFE rescue package be expended.

**Answer:**

I am informed as follows:

Unlike the former government, we will re-open closed campuses, upgrade TAFE learning facilities, and provide TAFEs with cash support where necessary.

That's why the Government's \$320 million TAFE Rescue Fund commenced flowing from the 2014/15 financial year and will be expended into the 2018/19 financial year.

**Attachments:** No Attachments

**Answer Published Date:** 02/04/2015

**Question:** 72 CONSTITUENCY QUESTION — Mr Wakeling to ask the Minister for Public Transport —  
I raise my question for the Minister for Public Transport. It relates to constituent queries that have been raised with me regarding the Ferntree Gully railway station. Last year there was an announcement that the railway station would be upgraded with the provision of 110 additional car parking spaces to be constructed at the station at a total cost of \$1.1 million. That was certainly well received by all the commuters who use that station as well as the broader Knox community, as they knew it would improve the amenity of this important facility. The works were to commence this year. I raise the question with the minister and seek information and confirmation that the works will be commencing in this current calendar year.

**Answer:** Minister for Public Transport - I am informed that, as that the date the question was raised:

On 5 November 2014 the Coalition made an election promise to provide 110 additional commuter parking spaces on the western side of Ferntree Gully station. The Andrews Labor Government took a raft of public transport commitments to the election which it will be rolling out.

The Andrews Labor Government has committed \$20 million to unlocking land at or close to train stations to create additional public car parking; to provide thousands of new parking spaces at stations across Melbourne, with a focus on outer suburbs, utilising existing Government land identified as being both available and appropriate for car parking.

Public Transport Victoria is currently preparing advice on priority stations to include in this program. Ferntree Gully station will be considered as part of this metropolitan-wide review.

**Attachments:** No Attachments

**Answer Published Date:** 13/04/2015

**Question:** 73 CONSTITUENCY QUESTION — Ms Halfpenny to ask the Minister for Roads and Road Safety — I have a question for the Minister for Roads and Road Safety. Over the last four years residents of the Thomastown electorate have had to endure some of the worst traffic congestion I have ever experienced, yet they live at least 30 kilometres from

the CBD. Over the last four years of the state Liberal-Nationals government, there has been no action to address this ever-worsening traffic crisis. Will the Labor Andrews government fulfil its election commitment to the O'Herns Road-Hume Freeway project to fix some of this traffic nightmare?

**Answer:** Minister for Roads and Road Safety - I am informed that, as at the date the question was raised:

As part of our Project 10,000 plan, the Victorian Government committed to contribute \$40.7 million toward a new 'diamond' interchange connecting O'Herns Road to the Hume Freeway in Epping, the duplication of a 1.4km section of O'Herns Road east of the interchange and construction of auxiliary lanes along the Hume Freeway between O'Herns Road and Cooper Street. The balance of funding will be sought from the Commonwealth Government.

On behalf of the Victorian Government, VicRoads is currently preparing a Business Case to enable the project to be considered in the 2016-2017 State Budget.

**Attachments:** No Attachments

**Answer Published Date:** 31/07/2015

**Question:** 74 CONSTITUENCY QUESTION — Ms Staley to ask the Minister for Planning —

My question is to the Minister for Planning. I refer to the fact that on 23 January Somma Sourivong, Planning and Development Manager at the Department of Environment, Land, Water and Planning, wrote on the minister's behalf to Mrs Diane Raeburn, a constituent of mine, about the Big Hill Enhanced Development Project (BHEDP) - a proposed open-cut mine in the middle of Stawell - and said:

"The former Minister for Planning's decision of the EES for the BHEDP project is final and cannot be reviewed or overturned."

I also refer to the fact that on 7 February 2015 the apparently confused Minister for Energy and Resources wrote to the same constituent and said:

"... I have asked the Department of Economic Development, Jobs, Transport and Resources to identify an appropriate assessment pathway for a revised project proposal."

Given that the environment effects statement is either final or not, how does the minister reconcile this direct contradiction?

**Answer:** I am informed that, at the date the question was raised:

There is no contradiction. The former Minister for Planning's assessment of the BHEDP project described in the Environment Effects Statement (EES) is final. There is no provision in the Environment Effects Act 1978 for a Minister's assessment to be reviewed.

An assessment under the Environment Effects Act 1978 is not an approvals decision about the project. Rather, it constitutes authoritative statutory advice about the project to decision-makers. In this case, for example, the Secretary of the Department of Economic Development, Jobs, Transport & Resources, would consider the Minister's assessment to inform his decision about whether a work plan variation should be approved for the project under the Mineral Resources (Sustainable Development) Act 1990.

To date, I am informed that the proponent has not submitted a work plan variation for approval. In the light of the Minister's assessment, the proponent may choose to revise the project to address the unacceptable environmental effects identified in the assessment. As Mrs Diane Raeburn was advised, any revised project will be required to go through a new process where the proponent would need to demonstrate clearly how the issues identified in the Minister's assessment have been addressed. This is consistent with the Minister for Energy and Resources' response.

I am advised that the proponent, Crocodile Gold Corporation, is considering its options in light of the Minister's assessment of the EES, and may revise its proposed project and seek consent for the revised proposal. In the meantime, it is prudent for the Minister for Energy and Resources to ensure the Department of Economic Development, Jobs, Transport & Resources, as lead agency, is prepared and can respond to any future Crocodile Gold Corporation proposal for the BHEDP.

**Attachments:** No Attachments

**Answer Published Date:** 05/05/2015

**Question:** 75 CONSTITUENCY QUESTION — Ms Thomas to ask the Minister for Education —

My question is directed to the Minister for Education. Daylesford Secondary College is one of three government secondary schools in my electorate and the only secondary college in the Shire of Hepburn. It is a fantastic school, but one that was wilfully neglected by the previous government. Labor completed stage 1 of the rebuild of Daylesford Secondary College in 2009, and in 2014 both the now Minister for Education and the now Premier visited the school and saw the state of the facilities. They were quite shocked.

The community was thrilled when the now Minister for Education and Premier made a pre-election commitment of \$10 million to complete the rebuild. The school is ready to go; the master plan has been dusted off and the community is celebrating the end of four long years of neglect under the previous government. This commitment is about ensuring young people in my community have the education facilities they deserve. I ask the minister to reaffirm this \$10 million commitment and provide me with advice on time lines for the delivery of this project.

**Answer:** Thank you for your question regarding Daylesford Secondary College. This government is committed to delivering on all its election commitments and understands how important this project, which was ignored by the previous Government, is to the local community. I had the privilege of visiting Daylesford Secondary College a number of times last year when I was Shadow Minister for Education and Understand how strongly the school community feels about this project. I would also like to thank the Member for Macedon, Mary-Anne Thomas for campaigning so tirelessly on this matter and seek to assure her and her constituents that the Stage 2 rebuild of Daylesford Secondary College is a high priority for this Government.

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**The Hon. James Merlino, MP**  
**Deputy Premier**  
**Minister for Education**

**Attachments:** No Attachments

**Answer Published Date:** 02/04/2015

**Question:** 76 CONSTITUENCY QUESTION — Mr Tilley to ask the Minister for Education —

My question is to the Minister for Education. In the 2014 state budget the coalition committed \$3.8 million to upgrade the facilities at Wodonga West Primary School. An additional \$650 000 was announced in October 2014 for an early learning centre as part of the development. It is becoming clear that the new government is seeking to delay demolition works until the end of this year. The school community is also concerned about the curious new demands being placed on the school to justify the need to replace these dilapidated buildings. Accordingly I ask: can the minister advise the current status of these upgrade works and provide an assurance that bureaucratic hurdles will not further delay these much-needed works?

**Answer:** I am advised that the Department has worked with the school and the architects to achieve the objectives of the school and expectations of the community.

It is anticipated that the project will commence in September 2015 and will be completed well before the end of 2016.

It has been determined that the demolition of the main old block will be the first stage of the construction of the new facilities.

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**The Hon. James Merlino, MP**  
**Deputy Premier**  
**Minister for Education**

**Attachments:** No Attachments

**Answer Published Date:** 07/04/2015

**Question:** 77 CONSTITUENCY QUESTION — Ms Edwards to ask the Minister for Education for the Minister for Training and Skills —  
 My constituency question is for the attention of the Minister for Training and Skills. Can the minister provide an update on the forced merger of Bendigo TAFE and the Kangan Institute instigated by the former government? This process was shrouded in secrecy at the time. There was a lack of transparency, and it was announced without any consultation with the Bendigo community. It is important for the Bendigo community and the future students of TAFE in regional Victoria to have a clearer understanding of the process surrounding the forced merger, an update on where the merger plan is at and what the future will deliver for students and staff at both campuses.

**Answer:**

The Government is rebuilding the TAFE sector with the \$320 million TAFE Rescue Fund.

I am pleased to report that we have already committed \$7.8 million in asset funding from the Government's TAFE Rescue Fund to Bendigo Kangan Institute to expand agricultural training at its Charleston Road campus. The institute is currently developing a business case for the project. There is an opportunity to align the project with the Government's Back to Work Plan.

The Government has also allocated an initial \$2 million from the Government's \$320 million TAFE Rescue Fund to support Bendigo Kangan Institute to retain and retrain staff.

Bendigo TAFE and Kangan Institute amalgamated in 2014. Successful implementation of the amalgamation will be challenging, but with this initial support, students and staff at Bendigo Kangan Institute should start feeling more optimistic about the institute's future.

**Attachments:** No Attachments

**Answer Published Date:** 26/03/2015

**Question:** 78 CONSTITUENCY QUESTION — Ms McLeish to ask the Minister for Environment, Climate Change and Water —  
 My question is to the Minister for Environment, Climate Change and Water. During the last sitting week the minister stated:

"The first report that was ever done on cattle in Australia's high country and national parks dates back to the 1860s. That report very clearly showed that cattle do an

enormous amount of damage in our national parks and in our high country areas but make little impact on the prevention of burns."

Given Australia's first national park was established near Sydney in 1879 and did not have cattle, can the minister advise how cattle grazing is linked to fuel reduction in that report and extend her answer to detail how many subsequent trials and reports have actually addressed the impact of grazing on fuel reduction?

**Answer:**

I thank the honourable member for responding to my statement on the impacts of cattle on Australia's high country. It is correct that Australia's first national park was established in 1879.

Nonetheless, it is a fact that scientific reports have been documenting the impacts of cattle on the high country for decades.

There are over one hundred research papers and reports published over the past fifty years about cattle grazing in high country environs. It is clear that cattle grazing causes significant negative impacts on the environment and that vegetation type, not cattle grazing, determines the severity and intensity of bushfires.

In Victoria alone, there are two recent peer reviewed reports by Williams et al (2006), and Williamson et al (2014) which demonstrate that cattle grazing does not reduce bushfire risk.

**Attachments:** No Attachments

**Answer Published Date:** 27/03/2015

**Question:** 79 CONSTITUENCY QUESTION — Ms Williams to ask the Minister for Public Transport — My constituency question is to the Minister for Public Transport. I ask that the minister provide some information about processes of community consultation in the removal of level crossings across the state, in particular the Abbots Road level crossing in Dandenong South, one of my electorate's industrial hubs. Abbots Road is a particularly dangerous level crossing, with two deaths at the site in recent years. In addition to these serious safety issues, the congestion caused by this crossing has been responsible for productivity losses for local businesses due to transport delays. Local businesses and their representatives have some thoughts on how this project may be carried forward with greatest benefit to local industry and community safety, and they are keen to share their ideas with government.

**Answer:** Over the next eight years, the Victorian Government will remove 50 of the most dangerous and congested level crossings in Melbourne. This significant program is a key step to transforming our public transport system into an international-style metro, while removing congestion on our road network. As you noted, the Abbots Road level crossing will be removed by 2022 as well as the nearby Thompsons Road level crossing which is also on the Cranbourne line. These level crossing removals will provide welcome relief and support regional and local productivity.

These two level crossings will complement the Cranbourne Pakenham Rail Upgrade that will include the removal of nine level crossings, 37 new high-capacity trains, four station rebuilds, upgraded signalling and a new depot at Pakenham. Removing these level crossings will eliminate congestion at some of the worst level crossings in Melbourne, with some boom gates staying down for up to 80 minutes during the morning peak. This project will also boost capacity by up to 42 per cent on the Cranbourne-Pakenham line every day, accommodating an extra 11,000 passengers in the morning peak.

To facilitate the level crossing removals, the Government has brought forward funding of \$100 million to establish the Level Crossing Removal Authority. The Authority is developing a strategic plan for the efficient removal of the 50 level crossings, including optimal planning, procurement and construction methods and best practice community and stakeholder engagement. This will include engaging the local business community at Abbott's Road to ensure the solution meets the needs of the community and delivers maximum benefit.

**Hon Jacinta Allan MP**

Minister for Public Transport

**Attachments:** No Attachments

**Answer Published Date:** 06/05/2015

**Question:** 80 CONSTITUENCY QUESTION — Mr Southwick to ask the Minister for Environment, Climate Change and Water —

My question is to the Minister for Environment, Climate Change and Water. In September 2014 the Victorian Auditor-General's Office released a report titled Management and Oversight of the Caulfield Racecourse Reserve. The report highlighted that the significant trustees have not been effective in their overall management of the reserve, and that there is a need to improve arrangements to effectively guide the management of the reserve. The report also highlighted that the trustees have not established a strategic plan for land use and development. Consequently, conflicts of interest have not been adequately managed, and preference has been afforded to racing interests, with insufficient attention given to use of the reserve for recreational pursuits of the public.

A key issue in my electorate is the lack of open space and the pressure to find sporting facilities for football, cricket, soccer and even basketball. As I have stated publicly, the racecourse reserve could ideally be used for these sporting activities, which would complement its racing activities. I therefore ask: will the government action the recommendations of the Victorian Auditor-General's report, and encourage greater public use of the land and more transparency of the trust?

**Answer:**

The Victorian Auditor General's office tabled a report into the Management and Oversight of the Caulfield Racecourse Reserve in Parliament on 17 September 2014, during the term of the former government.

It made a series of findings regarding the operation of the Caulfield racecourse, notably that trust hadn't effectively managed the operation of the racecourse reserve.

The Department of Environment, Land, Water and Planning is working closely with the Caulfield Racecourse Reserve Trust to improve its governance arrangements, including the development of an appropriate suite of documents that meet good governance practices for public sector entities.

**Attachments:** No Attachments

**Answer Published Date:** 27/03/2015

**Question:** 81 CONSTITUENCY QUESTION — Mr Dimopoulos to ask the Minister for Public Transport —

My constituency question is directed to the Minister for Public Transport. The minister would be acutely aware of the congestion and safety issues at level crossings across Melbourne. In the electorate of Oakleigh there are level crossings which are desperately in need of removal and which I believe should be priorities - two in Murrumbeena, at Murrumbeena Road and Poath Road, and two in Carnegie, at Koornang Road and Grange Road. This arrangement of four level crossings in a row is unique to Melbourne. They choke traffic, north and south, morning and night.

Many of the crossings in the Oakleigh electorate are ranked by the RACV as amongst the worst in Melbourne, and previous consultation with the community has confirmed their significance. I note the urgency of the approach this government has adopted in setting up the Level Crossings Removal Authority. I seek advice and an update from the minister on this government's commitment to the much-needed removal of level crossings in the Oakleigh electorate and along the Dandenong corridor.

**Answer:** I am informed that, as that the date the question was raised:

Over the next eight years, the Victorian Government will remove 50 of the most dangerous and congested level crossings in Melbourne. This significant program is a key step to transforming our public transport system into an international-style metro, while removing congestion on our road network.

As you noted, the level crossings at Grange, Koornang, Murrumbeena and Poath roads are amongst Melbourne's worst. These four level crossings will be removed as part of the recently announced Cranbourne Pakenham Rail Upgrade which will also rebuild the stations at Carnegie, Murrumbeena, Hughesdale and Clayton.

The Cranbourne Pakenham Rail Upgrade will have far reaching benefits across our road and rail network and will include the removal of nine level crossings, 37 new high-capacity trains, four station rebuilds, upgraded signalling and a new depot at Pakenham. Removing these level crossings will eliminate congestion at some of the worst level crossings in Melbourne, with some boom gates staying down for up to 80 minutes during the morning peak. This project will also boost capacity by up to 42 per cent on the Cranbourne-Pakenham line every day, accommodating an extra 11,000 passengers in the morning peak.

To facilitate the level crossing removals, the Victorian Government has brought forward funding of \$100 million to establish the Level Crossing Removal Authority. The Authority is developing a strategic plan for the efficient removal of the 50 level crossings, including optimal planning, procurement and construction methods and best practice community and stakeholder engagement.

**Hon Jacinta Allan MP**  
Minister for Public Transport

**Attachments:** No Attachments

**Answer Published Date:** 06/05/2015