

# ALIGNMENT FOR THE OUTER METROPOLITAN RING / E6 TRANSPORT CORRIDOR

## PROPOSED MAJOR CORRIDOR CHANGES

Reasons for not changing the proposed Outer Metropolitan Ring / E6 Transport Corridor alignment  
(Strategic Issues - Refer to Map 8)

Map Ref	Location	Change Proposed	Explanation why proposed change is not accepted
8ER1/ ER2, 8-NS/ WM, 8-KK	Rockbank, Diggers Rest, Mickleham	A number of submitters sought corridors that were discussed and rejected in the Outer Metropolitan Ring /E6 Transport Corridor Planning Assessment Report	The reasons for recommending the displayed corridor were set out in the Planning Assessment report. No new evidence was presented in submissions that justified a change of corridor.
8-SB	Diggers Rest	Some submitters proposed an option to the south of Diggers Rest that would require passing to the south of Bulla.	<p>A corridor option further to the south would either impact on Organ Pipes National Park or pass to the north of Organ Pipes National Park and require multiple crossings of Jacksons Creek.</p> <p>This proposed corridor option would not provide as a direct a connection for the Outer Metropolitan Ring/E6 Transport Corridor, it would result in a longer route and due to the bridges required, would have considerably higher construction costs and/or would have unacceptable impacts on the Organ Pipes National Park.</p>
8-EW	Epping / Woodstock / Wollert	<p>A number of submissions sought that the E6 should only be constructed as an arterial road and only as far north as Bridge Inn Road.</p> <p>A number of submissions indicated that the existing arterial road network should be upgraded in preference to constructing the E6 as a freeway.</p>	<p>It is accepted and agreed that preference should be given to upgrading the existing arterial road network before constructing a new freeway in a new alignment corridor. It is likely that the E6 would be constructed as an arterial in the first stage.</p> <p>High level strategic transport modelling clearly indicates that, ultimately, north-south travel demand in the corridor will be of such a level as to require the construction of a six lane freeway in the E6 corridor, even with widening of the Hume Freeway to four lanes in each direction.</p> <p>Hence, it is considered prudent planning to enable a future government to have the ability to determine whether to construct a freeway within the E6 reservation. Previous experience has shown that it is very costly and disruptive to seek to upgrade an arterial to a freeway at a later date if this requirement has not been allowed for and incompatible development has occurred adjacent to a road corridor.</p>
8-EW	Epping / Woodstock / Wollert	Several submissions sought an alignment for the E6 further to the east to create what the submitters consider would be a more complete ring road of outer Melbourne. Such a corridor would need to connect the Outer Metropolitan Ring / E6 Transport Corridor to the Eastern Freeway / EastLink through Warrandyte and Eltham, or Lilydale.	<p>The environmental and social impacts of this option would be expected to be major, and would be larger than the environmental and social impacts of the recommended option, as there is not a reserved corridor for such a proposal through any areas of low environmental values. Such a corridor, as suggested, would serve a less populated area, with consequent lesser usage and would therefore have fewer transport user benefits than the recommended option.</p> <p>For longer distance travel, the recommended option would make use of existing corridors such as the Metropolitan Ring Road and the Eastern Freeway/EastLink, thereby maximising the use of investment in existing corridors.</p>

## LOCALISED PROPOSALS

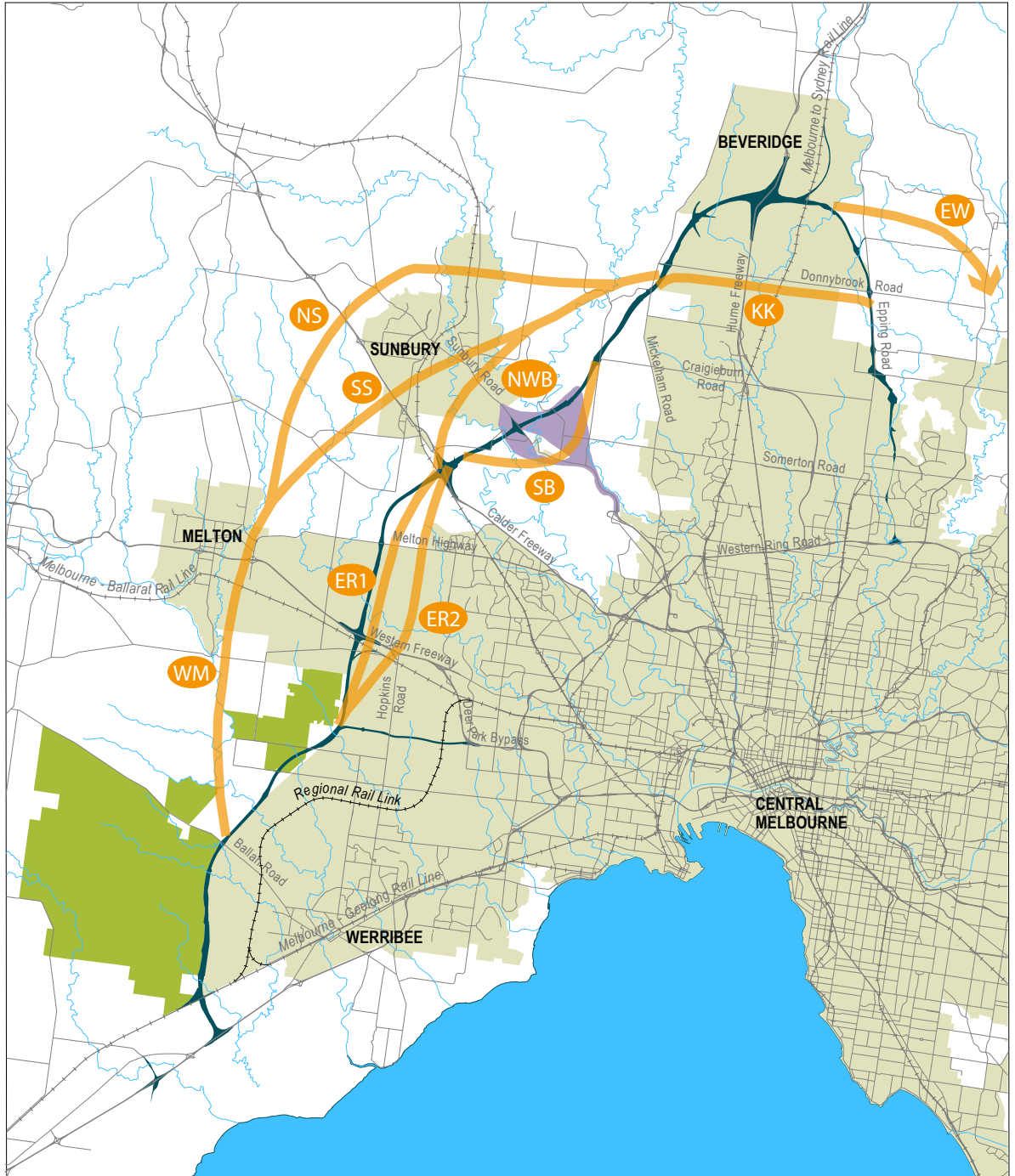
Reasons for not changing the proposed Outer Metropolitan Ring / E6 Transport Corridor alignment (Local Issues - refer to Map 9)

Map Ref	Location	Change Proposed	Explanation why proposed change is not accepted
9-2 / 9-3	Wyndham Vale (Black Forest Road to Ballan Road)	A number of submitters suggested a westward shift of the OMR/E6 alignment	Such a shift would be expected to result in the Outer Metropolitan Ring / E6 Transport Corridor impacting on the proposed grassland reserve.
9-5	Rockbank (Middle Road to Western Highway)	Submitters sought that the OMR/E6 alignment be shifted either west of Troups Road, or at least further west on their properties, just to the east of Troups Road.	An alignment west of Troups Road is not acceptable as it would impact on the proposed grassland reserve.  It was not considered feasible to shift the OMR/E6 alignment further west as it would also be located further west on the northern side of the Western Highway. This would impact adversely on proposed urban development to the west. An alternative alignment would also result in three extra homes/buildings needing to be acquired from other properties.
9-6	Rockbank – Greigs Road to Tarletons Road (part)	Locate the OMR/E6 up to 870m further to the east (Option B) of the originally displayed alignment (Option A)	Option B is considered to have a poorer land use outcome than the originally displayed Option A. It would reduce the area available for urban development east of the OMR/E6. It would leave less area for high quality development adjacent to Kororoit Creek. The area to the west of the OMR/E6 with the original Option A would still be a large viable development area.  The impact of the original Option A on the Deanside Wetland is not considered to be so significant as to require relocation of the OMR/E6.  Option B would impact an additional 8 houses/buildings (30 compared with 22) and would be 300m longer (6.6 km compared with 6.3 km). Option B would also impact on other wetlands and leave some properties trapped between a new subdivision and the Creek.
9-7	Rockbank - near Tarleton Road	A submission suggested a westward shift of the OMR to avoid a flood prone area and to reduce the impact on houses.	The proposed transport corridor does not need to be moved to avoid the flood prone area because the transport corridor can cross this area using a bridge, pipes or culverts.
9-8	Plumpton (Melton Highway to Calder Freeway)	Submitters in the vicinity of Holden Road/Plumpton Road sought an alignment shift further to the east to avoid homes and to place the alignment further into the Airport Environs Overlay area.	The alignment of the OMR/E6 transport corridor south of the Melton Highway has been selected to minimise impacts on future development. The alignment of the OMR/E6 Transport Corridor in the vicinity of the Calder Freeway has been selected to minimise impacts on Calder Park and Diggers Rest.  It is important for the OMR/E6 Transport Corridor to cross the Melton Highway at a right angle to facilitate development south of the Melton Highway.

Map Ref	Location	Change Proposed	Explanation why proposed change is not accepted
9-9	Diggers Rest – Bulla-Diggers Rest Road Interchange	Submitters sought to maintain the interchange of Bulla-Diggers Rest Road with the Calder Freeway.	<p>The current Calder Freeway/Bulla-Diggers Rest Road interchange is located too close to the proposed Outer Metropolitan Ring / Calder freeway interchange to enable safe operation of both without costly ramp braiding or other treatment works.</p> <p>Alternative access to the area to the north is available via the existing Calder Freeway/Vineyard Road interchange. Additionally, there is planning underway for a new interchange on the Calder Freeway at Calder Park Drive. This interchange will incorporate access to Duncans Lane to the south via Thompsons Road, thus providing access to the area to the east of the Calder Freeway at Diggers Rest.</p> <p>Consultation is required to determine the need for any further complementary work to upgrade the local road network to be undertaken to maintain a similar standard of road access to the area to that which currently exists (eg bridge strengthening to maintain access for heavy vehicles).</p>
9-10 / 9 DL	Diggers Rest	Submitters sought relatively minor shifts of the OMR/E6 to reduce the impact on their properties.	<p>The location of the OMR/E6 Transport Corridor is limited by the need to achieve satisfactory crossing locations of Jacksons Creek and Deep Creek and by the need for a satisfactory interchange location with the Calder Freeway. Hence, it is not feasible to realign the OMR/E6 Transport Corridor through this area.</p> <p>However, further investigation of the OMR/E6 Transport Corridor revealed that it is possible to amend the proposed right of way slightly to minimise property acquisition and access impacts in the vicinity of Duncans Lane. Key changes include realigning of Duncans Lane and reducing the OMR/E6 land requirement in the vicinity of the Calder Freeway/OMR/E6 interchange.</p>
9-11	Mickleham / Konagaderra Springs	Submitters in the vicinity of Mickleham sought an alignment shift to the east to avoid properties in the Bardwell Drive/ Parkland Crescent area.	Option 1e considered in the Planning Assessment Report was located east of Mickleham Road in this area. This option was ruled out because of its impacts on areas of biodiversity significance and cultural heritage in the Mickleham / Mount Ridley area, including the 'Avenue of Honour' located on Mickleham Road.
9-12	Mickleham - Donnybrook Road to Hume Freeway and east of Merri Creek	<p>Locate the OMR/E6 Transport Corridor further to the north/west (Option B) of the originally displayed alignment (Option A).</p> <p>Enable the provision of an additional interchange to serve adjoining land on the Hume Freeway north of Donnybrook Road.</p>	<p>Option B would reduce the catchment area for the activity centre north of the OMR/E6 relatively close to where that centre would be located while not substantially increasing the primary catchment area for the Merrifield activity centre, as access to that centre and development would be constrained by the flood retention basin.</p> <p>Option B would have greater potential for adverse landscape implications on the hills on the western side of the valley. It would also impact more significantly on properties on the east side of Mickleham Road severing houses from dams and other agricultural infrastructure.</p> <p>An additional interchange to serve the adjoining land could be located within the OMR/E6 Hume Freeway interchange area, if required. This will need to be considered further in the Growth Area Framework Planning process.</p>

Map Ref	Location	Change Proposed	Explanation why proposed change is not accepted
7-14	Mickleham - Donnybrook Road to Hume Freeway)	A submitter sought that the OMR/E6 alignment be moved south to lessen the impact on the Alma Vale property.	A southward shift of the alignment would potentially increase the adverse impact on the Melbourne Water retarding basin. While it would increase the developable land on the north, this would be offset by a decrease in the area of developable land on the south side, with little net effect.
7-16	Wollert – Bridge Inn Road	A submitter sought a significant alignment shift to avoid the proposed quarry near the south-east corner of Epping Road and Bridge Inn Road, Wollert.	<p>It is not possible to design an alignment that would pass to the west of the proposed quarry property, and also avoid an area of land, to be developed for housing which is within the existing Urban Growth Boundary and has an approved structure plan. Alignments which avoid proposed quarry land on the southeast corner of Epping Road and Bridge Inn Road would pass through quarry land north of Bridge Inn Road.</p> <p>In order to avoid property on the west side of Epping Road, the impact on quarry land of the revised Option B would instead be greater.</p>

## MAP 8: SUGGESTED ALTERNATIVE CORRIDOR OPTIONS TO DISPLAYED OUTER METROPOLITAN RING/E6 TRANSPORT CORRIDOR ALIGNMENT



- |  |  |                     |
|--|--|---------------------|
| Land within Amendment VC55 Urban Growth Boundary   | Suggested Alternative Corridor Options : | South of Bulla      |
| Grassland reserve                                  | North of Sunbury                         | North West of Bulla |
| Outer Metropolitan Ring /E6 Transport Corridor     | South of Sunbury                         | East of Whittlesea  |
| Further investigation of Link to Melbourne Airport | East of Rockbank - Option 1              | Kalkallo            |
| Regional Rail Link                                 | East of Rockbank - Option 2              |                     |
| River/Creek  | Road                                     | Rail Line           |

N

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Metres

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## MAP 9: SUGGESTED CHANGES TO DISPLAYED OUTER METROPOLITAN RING/E6 TRANSPORT CORRIDOR ALIGNMENT



- Land within Amendment VC55 Urban Growth Boundary
- Grassland reserve
- Outer Metropolitan Ring /E6 Transport Corridor
- Further investigation of Link to Melbourne Airport
- Regional Rail Link
- Option B Options See page 35
- River/Creek
- Road
- Rail Line

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*MAP 9: SUGGESTED CHANGES TO DISPLAYED  
OUTER METROPOLITAN RING/E6 TRANSPORT CORRIDOR ALIGNMENT*

**Option B Options**

- 1 West of Werribee, Bulban Rd to Kirks Bridge Rd
- 2 West of Werribee, Black Forest Rd
- 3 North West of Wyndham Vale, Ballen Rd
- 4 Mt Cottrell, Werribee River to Boundary Rd
- 5 Mt Cottrell, east of Troops Rd
- 6 Rockbank/Plumpton, Greigs Rd to Taylors Rd
- 7 Rockbank/Plumpton, Western Hwy to Calder Fwy (westerly shift)
- 8 Plumpton, Keilor Melton Rd to Calder Fwy (easterly shift)
- 9 Diggers Rest, Bulla-Diggers Rest Rd interchange
- 10 Diggers Rest/Bulla, Calder Fwy to Sunbury Rd
- 11 Mickleham, Konagaderra Springs
- 12 Mickleham, Donnybrook Rd to Hume Fwy (northern areas)
- 13 Mickleham, Donnybrook Rd to east of Merri Ck
- 14 Mickleham, Donnybrook Rd to Hume Fwy (southern line)
- 15 Wollert/Woodstock, Lehmanns Rd to Grants Rd
- 16 Wollert - Bridge Inn Road
- 17 Epping/Wollert, Derby Dr to Lehmanns Rd
- BR Boundary Rd
- WF Western Fwy
- HR Holden Road
- DL Duncans Lane
- GG Gunns Gully Road