

ALIGNMENT OF OUTER METROPOLITAN RING / E6 TRANSPORT CORRIDOR

Melbourne's rapid population growth requires a decisive, clear response from the Government that will:

- Create enough homes to meet the demands of our rapidly growing population;
- Ensure that infrastructure and services are ready to support communities as they grow;
- Support the transport needs of communities and businesses;
- Strengthen Melbourne's affordability and liveability;
- Protect our city's highly-valued open space and biodiversity; and
- Give people a wide choice of housing options.

Delivering Melbourne's newest sustainable communities is part of the Government's response to this growth. It integrates land-use and transport planning in Melbourne's growth areas to ensure that the land and infrastructure needed by new communities is available as they grow.

The Outer Metropolitan Ring / E6 Transport Corridor will be a 93 kilometre high-speed transport link for people and freight in Melbourne's north and west, creating road and transport links through the Werribee, Melton, Tullamarine and Craigieburn/Mickleham and Epping/Thomastown areas.

Once complete, it will serve key international transport hubs and better link residential and employment growth areas to the north and west of Melbourne.

The project will:

- Create better connections between key international transport hubs such as Melbourne Airport, Avalon Airport and the Port of Geelong;
- Improve access to the proposed Donnybrook/Beveridge Interstate Rail Terminal;
- Serve as an important travel and freight route to interstate and regional destinations;
- Link residential and employment growth areas in the north and west of Melbourne; and
- Improve access in this major employment corridor which includes Avalon Airport, Werribee, Melton, Melbourne Airport and Donnybrook.

FAST FACTS

- The Outer Metropolitan Ring Transport Corridor is proposed to be approximately 70 kilometres long, and the E6 is proposed to be approximately 23 kilometres long.
- Construction is not expected to start before 2020, but we need to begin the process of reserving land for the corridor now.
- Reserving the land now will ensure we can build the corridor in the future and will create certainty for other land use and transport planning efforts in Melbourne's north and west.

HOW WAS THE PROPOSED ROUTE DETERMINED?

The process of choosing the proposed route involved:

- Identifying a broad study area from between Geelong and Werribee to the Hume Freeway at Kalkallo and the E6 reservation at Findon Road, Epping;
- Identifying broad opportunities and constraints within the study area, including: geographic features; existing and future planned residential, business and

industrial land uses; current and planned road and public transport infrastructure; and the locations of sensitive flora and fauna sites, parkland and heritage sites;

- Developing route options that were technically feasible and met the major known existing constraints;
- Identifying the connections between these options and proposals for the Urban Growth Boundary, the Regional Rail Link and preserving significant grasslands areas;
- Ensuring compatibility with existing constraints and proposed land use plans; and
- Finally, refining details such as road and rail interchanges and access restoration.

FEATURES OF THE PROPOSED ROUTE

The Outer Metropolitan Ring section of the transport corridor will comprise a freeway standard road (ultimately allowing for up to four through lanes in each direction) and high standard rail corridor connecting with the Princes Freeway and Geelong rail line west of Werribee, the Western Freeway and Ballarat rail line near Rockbank and the Hume Freeway and interstate rail line near Beveridge.

The E6 section of the transport corridor will involve a freeway standard road with three lanes in each direction. It would link to the existing E6 reservation at Findon Road, Epping, enabling a six lane freeway standard road connecting south to the Metropolitan Ring Road (M80) at Thomastown.

The proposal also provides for a seven kilometre long east-west link between the Western Ring Road, Deer Park Bypass and the Outer Metropolitan Ring / E6 Transport Corridor, broadly following a line just south of Middle Road, Truganina.

VicRoads has also defined a study area for a possible high standard connection between the OMR/E6 Transport Corridor and Melbourne Airport, with potential for this connection to pass either to the east or to the west of Bulla. Investigations for this corridor will be undertaken in the future.

WHEN WILL THE TRANSPORT CORRIDOR BE BUILT?

At the moment, this proposal is at an early stage. The Government is defining the location and reserving the land to meet Victoria's future transport needs. The current planning study has assessed possible routes

for the corridor and has recommended a preferred alignment so that the land can be reserved. It is not considering when or how the project will be funded, and does not include any detailed design considerations. Construction on the project is not expected to get underway before 2020.

WHAT DOES THIS MEAN FOR LAND HOLDERS?

The owners and occupiers of land affected by the proposed route of Outer Metropolitan Ring / E6 Transport Corridor are being notified directly. They, and other members of the community, now have the opportunity to make a submission to the Government expressing their views on the route before it is finally determined by the Government. Once the route is finalised, if land is within the proposed reservation area, and the Government proceeds with reserving the land, a Public Acquisition Overlay will be put in place over the area. This will enable the Government to acquire the land at the time it is needed for construction, which is unlikely to be before 2020.

CAN THE GOVERNMENT COMPULSORILY ACQUIRE PROPERTY?

When the Government approves the construction of the project, land that is not already in the ownership of VicRoads can be compulsorily acquired in accordance with the provisions of the *Land Acquisition and Compensation Act 1986*. The Act provides compensation for those directly affected or whose properties would lose road access. For neighbouring properties, VicRoads may provide assistance to restore road access or negotiate consolidation of adjacent properties, where needed.

WHAT FORMS OF RAIL MIGHT THE OUTER METROPOLITAN RING TRANSPORT CORRIDOR CARRY?

The study has considered providing for interstate freight rail and inter regional or inter-city passenger rail within the Outer Metropolitan Ring Transport Corridor. Detailed planning for the rail component of the corridor will be completed before construction starts.

WILL THE TRANSPORT CORRIDOR BE DESIGNED TO CARRY BUSES?

Yes, the reservation will be wide enough to cater for bus facilities.

Further information about *Delivering Melbourne's newest sustainable communities*, including maps, reports, and details of public information open days and the submissions process is available at www.vic.gov.au/planningmelbourne or by calling **1800 090 789**.

