# APPENDIX B: B3 LINKS TO OMR/E6 TRANSPORTCORRIDOR

## B3.1 EAST – WEST LINK TO DEER PARK BYPASS

### B3.1.1 BACKGROUND

By linking the Deer Park Bypass to the Outer Metropolitan Ring Transport Corridor it would be possible, in the long term, to provide an alternative route from Werribee to the CBD and reduce dependence on the West Gate Freeway.

Among the public transport, road and rail projects proposed to help people "Moving Around Melbourne" in the Victorian Transport Plan, December 2008, were a series of short to long term projects that would facilitate this objective. These proposals are shown in Figure 1-3 Victorian Transport Plan Proposals, in the introduction to this report.

The Alternative to Westgate tunnel from the Port of Melbourne to Sunshine Road in Footscray, shown in green, is proposed to be constructed in the medium term. This could link to a "Potential Extension to the Western Ring Road", shown in pale blue, which is foreshadowed in the VTP which would connect to the Western freeway, (Deer Park Bypass), shown in grey. The east – west Deer Park Bypass Link to the OMR, shown in orange, would form a further section of this east-west route.

Development in the proposed *Melbourne @ 5 million*, November 2008, Investigation Area north of Werribee will add significantly to the transport task.

The West Gate Freeway and Princes Freeway West between the CBD and Werribee are already very congested sections of freeway. While current improvements to the M1 will ease congestion in the short term, it is anticipated that this east-west link would support future development north of Werribee and the industrial areas east of Robinsons Road in the longer term.

### B3.1.2 OPTION DEVELOPMENT

Part of the route of this option, west of Robinsons Road and south of Middle Road is the subject of Amendment C65 to the Melton Planning Scheme. It is understood that this amendment has been adopted by Council but has not yet been approved by the Minister for Planning. The proposed route was developed to the south of Middle Road as the Metropolitan Remand Centre, Ravenhall grasslands and Boral quarries are major constraints. While it has consistently been the practice in this study to seek to avoid areas where planning is well advanced, in this case, the potential future Industrial development to the south, bounded by Middle Road, Christies Road, Boundary Road and Robinsons Road cannot be avoided. The route cannot go north and going further south would result in a poorer option for the proposed industrial estate as it would break up the proposed development.

## B3.1.3 DESCRIPTION OF OPTION

This option would provide a new freeway link between the OMR and the Deer Park Bypass. This would provide indirect access to the Western Ring Road and could link to any future east-west extension to the west of the proposed alternative to West Gate tunnel at Footscray beyond Sunshine Road.

A freeway to freeway interchange at OMR in the vicinity of Troups Road would provide for traffic movement to the south and east, and an all movements interchange at Hopkins Road would allow access to the arterial road network.

At Deer Park Bypass, there would be direct ramp connections from the bypass to the East – West Link. The Deer Park Bypass all movements interchange at Robinsons Road would be retained with a realigned westerly orientated ramp underneath the East West Link ramps. Separate access from Robinsons Road to the East West Link would be provided from Robinsons Road and Middle Road.

The East West Link runs roughly parallel to, and south of Middle Road, and overpasses Mt Atkinson Road, Hopkins Road, the proposed Regional Rail Line, Christies Road and Robinsons Road.

## B3.1.4 EVALUATION OF OPTION

This option would impact on an area of Plains Grassland east of Christies Road and South of Middle Road. A patch of Pale Spike Rush would also be affected. Small areas to the south and north would remain outside the proposed right of way boundary. It is understood that this area of grassland is of a lesser quality that the Plains Grassland between the Metropolitan Remand Centre and the Dame Phyllis Frost Centre at Ravenhall, to the north of Middle Road. The route would cross further areas of Plains Grassland to the west.

The Link would be located within the "buffer area" south of Boral Deer Park Quarry where other development cannot occur as freeways can be located closer to such a facility.

The remand centre, the higher value grasslands and the Boral quarry on the northern side of Middle Road were the main factors in locating the route on the southern side. The route would also avoid for the most part, the high pressure gas pipeline that runs immediately south of Middle Road.

The design would allow the bulk of the proposed industrial development to proceed, south of this link. It would maximise flexibility for urban expansion to the south and minimise construction costs, as this alignment would be the most direct and shortest compared with any potential option to the north or south.

Access from Robinsons Road to Middle Road has been retained to allow Middle Road to remain as a bus route to the remand centre, and allow the route to continue north via either Christies Road or Hopkins Road. Servicing the proposed industrial area will need to be determined as a Precinct Structure Plan is developed.

At the western end, the East –West Link would service the Melbourne @ 5 million Investigation Area proposed future development with ramps at Hopkins Road and via the freeway to freeway interchange with the OMR via more southern and western OMR interchanges. The anticipated population and industrial development would justify this link. At the eastern end, (east of Robinsons Road) the ramps linking to the Deer Park Bypass could be built entirely within the existing right of way boundary. However local residents to the north of the existing reservation would experience additional visual impacts as the East-West Link ramp on the north side would be 8.5 metres higher than the current Deer Park Bypass carriageways.

### B3.1.5 CONCLUSION

The strategic requirement for this link was considered to outweigh environmental and current industrial development disadvantages. This option was supported for inclusion in the Preferred Option.

## B3.2 TULLAMARINE FREEWAY LINK TO OMR

### B3.2.1 BACKGROUND

A key objective of the OMR Transport Corridor is to better link the two airports of Avalon and Tullamarine to each other, to regional centres, urban areas and to other intermodal transport facilities. This would provide better passenger and freight access. A secondary aim is to provide a better link between Sunbury and the Tullamarine / Craigieburn areas by providing an alternative to the present route through the township of Bulla.

A previous Bulla Bypass Concept that would skirt round the township to the north of Bulla and cross Deep Creek at the western edge of the township was reviewed. This concept was for an arterial road.

## B3.2.2 DEVELOPMENT OF OPTION TFL1

Option TFL1 was envisaged as a freeway to freeway connection with an extended Tullamarine Freeway. Owing to the terrain constraints the interchange location has remained fairly constant. The location is partly controlled by the 1.4 km long and 70 m high bridge across Deep Creek to the south. Considerable effort was put into optimising the location of this creek crossing.

Due to the location of Jacksons Creek there is insufficient room to locate a freeway to freeway interchange to the south of Deep Creek. A more northerly location would be constrained by the regionally significant Oaklands quarry. While a northern location could work well for north – south traffic access from the north to the Tullamarine Freeway, it would not work so well for traffic from the south and east - west traffic movements. This Option is shown in Figure B3-1 Tullamarine Freeway Extension Interchange

## B3.2.3 DESCRIPTION OF OPTION TFL1

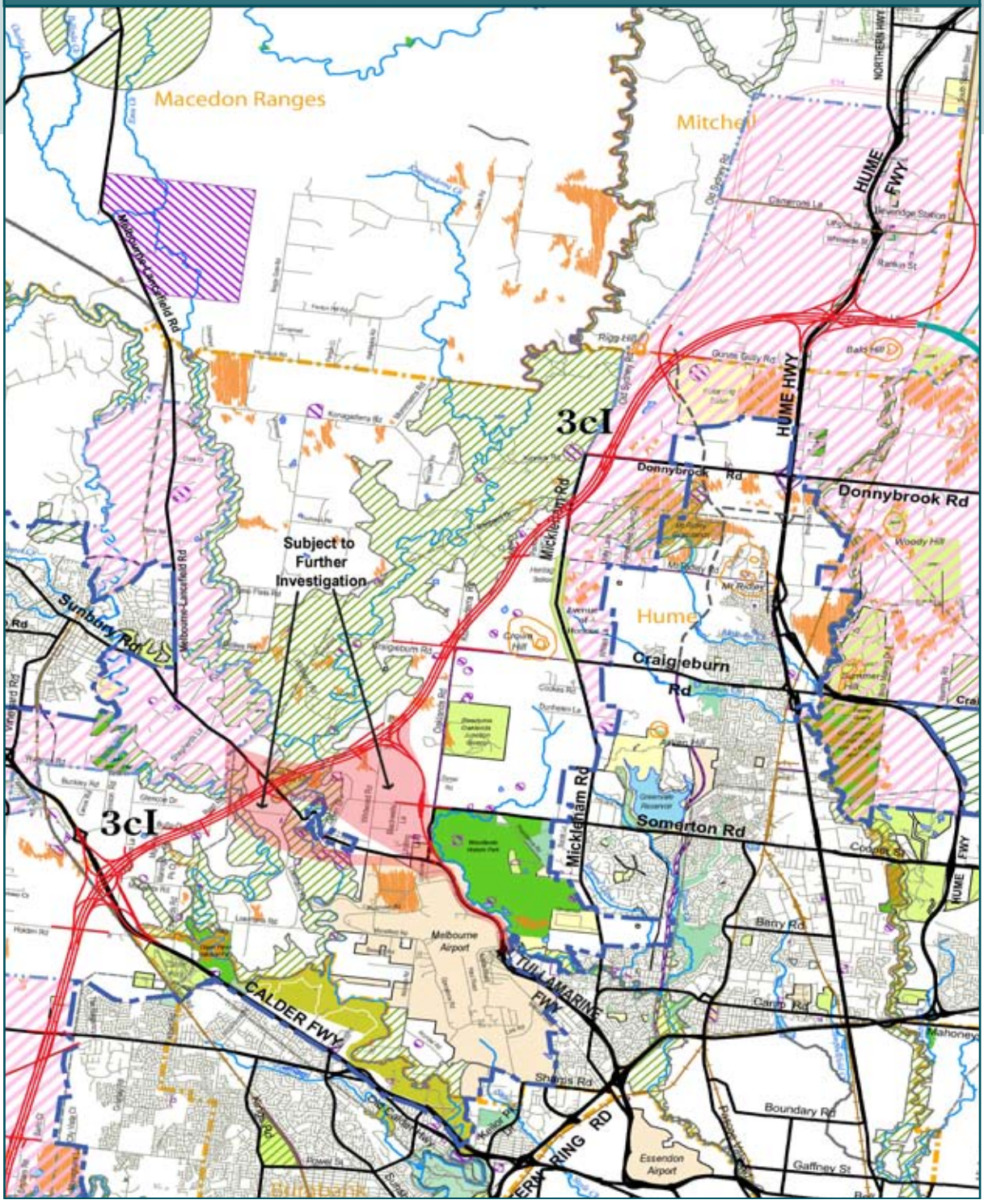
Option TFL1 would provide for the OMR Railway line by means of an elevated structure approximately 19 metres high at 1% grade. The OMR freeway carriageways either side would come down on a 1% grade to better follow the natural surface for about a kilometre from Wildwood Road and then rise up on a 3% grade back up to meet the rail grade about 1.3 kilometres further north.

The interchange ramps would take advantage of the depression in the terrain. The south to north connecting ramp would pass under the railway line and over the OMR freeway while the west to south ramp would be under both.

To facilitate east-west movements between the Sunbury Road interchange and the Tullamarine Freeway extension interchange, auxiliary lanes with two on/off lanes at the interchanges would be provided to minimise traffic weaving. Essentially east-west traffic would remain in the auxiliary lanes.

The Tullamarine Freeway extension would provide a 6 lane freeway with a central median barrier. An all movements interchange would be provided at Somerton Road. Sunbury Road would be truncated just south of the new freeway. In order to avoid the Bulla Cemetery the route would need to cut through the corner of Woodlands Historic Park at Oaklands Road, between Moonee Ponds Creek and a small block of woodland in the corner, but not directly affecting either. Melbourne Airport runways form a major constraint to the south and Bulla Township to the west.

## FIGURE B3-1: TULLAMARINE FREEWAY EXTENSION INTERCHANGE



### B3.2.4 EVALUATION OF OPTION

This option would not be optimal with regard to the future functioning of the freeway. The desire line for much of the traffic from Sunbury is expected to be east - west to access the commercial area of Melbourne Airport and via Somerton Road to the Craigieburn / Epping industrial areas.

This interchange option would force traffic to undertake a north - south movement between two interchanges to travel east- west. Freeways are designed for longer journeys rather than on/off situations as these tend to result in congestion over the longer term.

### B3.2.5 CONCLUSION

As a result of this evaluation, Option TFL1 was not supported for inclusion in the Preferred Option.

In order to meet the key objective for the transport corridor to:

> Serve key international transport hubs, e.g. Melbourne and Avalon Airports, Port of Geelong, other intermodal freight hubs and freight and service economy areas

VicRoads proposes to further investigate alternative options with alternative interchange configurations within a study area shown in Figure B3-1 Tullamarine Freeway Extension Interchange

## B3.3 EXISTING E6 RESERVATION

### B3.3.1 BACKGROUND

The original freeway plans on which the existing reservation is based were converted from imperial to metric measurements and compared with current design standards to ensure that a freeway standard facility could be built in the reservation. The E6 would link to the Metropolitan Ring Road (M80) by means of freeway to freeway ramps. The M80 is currently being widened along its length.

### B3.3.2 DEVELOPMENT OF OPTION

In the review process, a number of changed conditions came to light and a revised preliminary design was developed.  In particular, two local roads have been built across the E6 reserve at Sycamore Road and Derby Drive.

The South Morang Railway Line will be constructed prior to the E6 and is taken into consideration in developing the freeway. The E6 will need to pass over the railway as flood levels in this area do not permit it to go under the railway line.

The design of the proposed E6 ramps linking to the M80, Metropolitan Ring Road would need to be reviewed after the completion of the current works.

## B3.3.3 DESCRIPTION OF OPTION

The E6 is proposed as a 6 lane freeway with bicycle path within a reservation which narrows down to about 90 metres in places.

The E6 would provide access to and from both directions of the Metropolitan Ring Road via freeway to freeway ramps. It would mostly be at ground level except where it would pass over Sycamore St and the railway line.

The function of McKimmies Road has changed to become more residential in character rather than a key arterial road. Therefore the original northerly orientated half diamond interchange has been replaced with an overpass.

## B3.3.4 EVALUATION OF OPTION

It is considered that sufficient design has been carried out to confirm that a freeway conforming to current design standards is feasible within the current reservation.

As this section of the freeway is already reserved in the planning scheme it is included to show the future intention with regard to construction, and how it would fit with the proposed northward extension.

## B3.3.5 CONCLUSION

This link is included in this PAR as the further extension of the E6 from just north of Findon Road to the Hume Freeway is dependent on this section being constructed. It is also necessary to understand the horizontal and vertical location of the E6 south from Findon Road in order to be able to plan for the section north of Findon Road. The description in Chapter 3 of this report shows the current intent for this section of the freeway, so that the route can be considered as a whole.