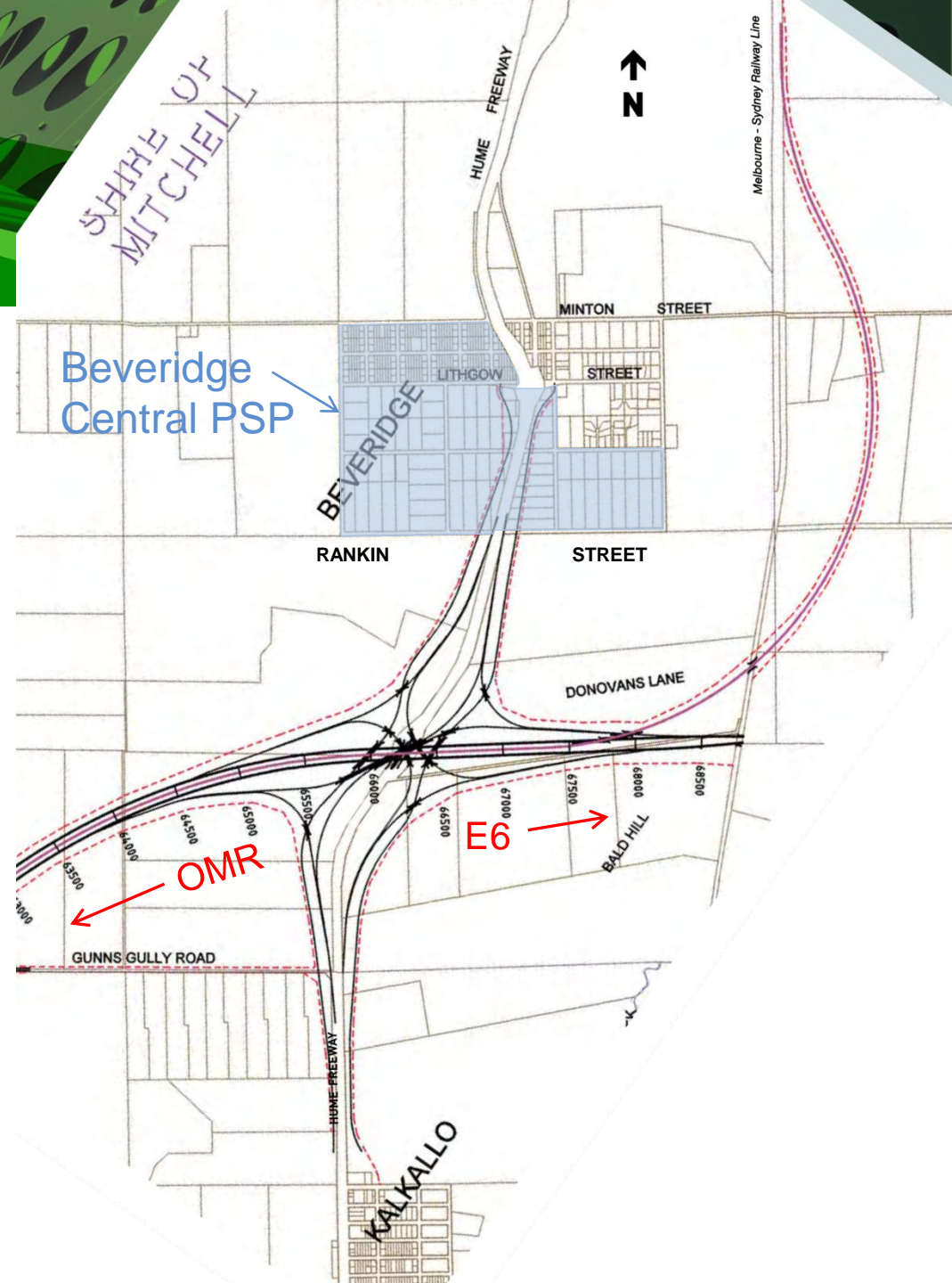


**Beveridge Central PSP
Inquiry Panel
1 June 2017**

Outer Metropolitan Ring Road (OMR) / E6

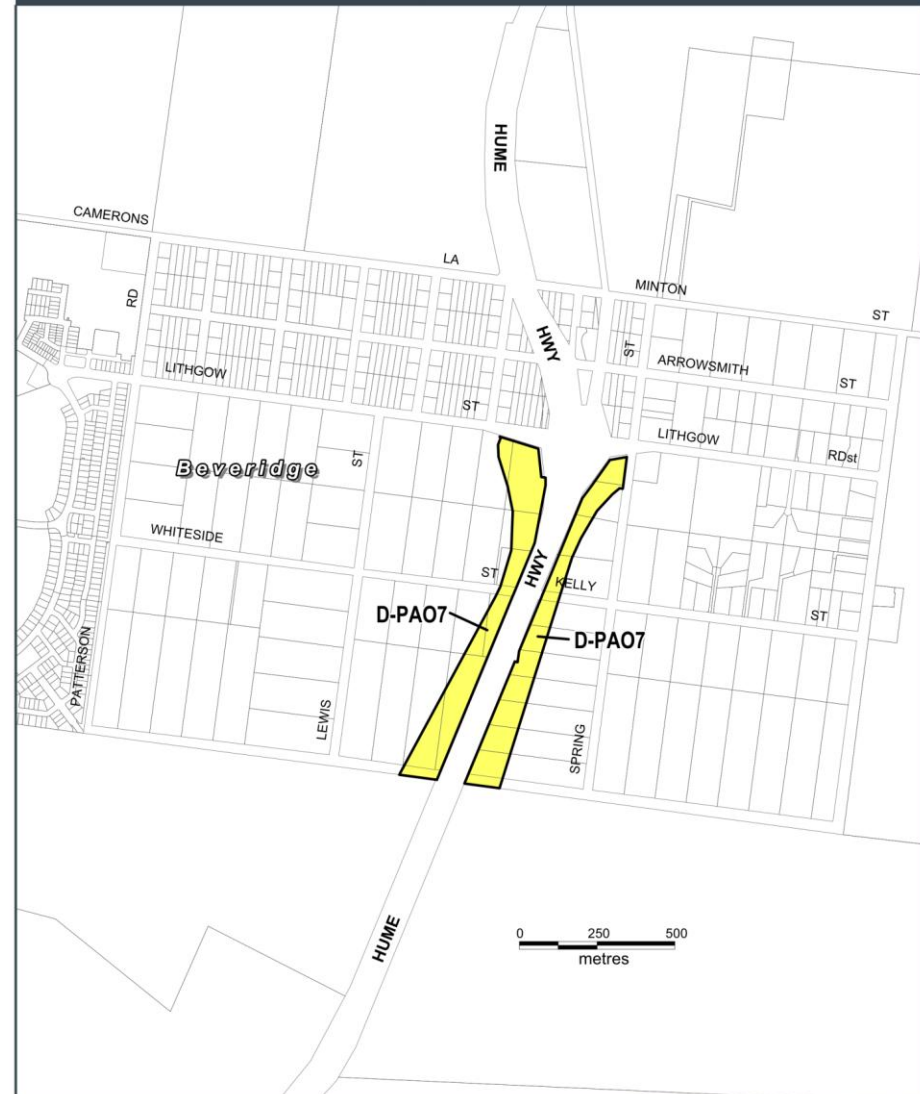
- Overlay introduced in August 2010
- The OMR will connect Princess Fwy at Werribee to Hume Fwy at Beveridge then to the Western Ring Road via the E6
- Allows for a longer term proposal to meet future transport needs and incorporates provision for rail freight
- Land reservation included provision for access restoration – prior to Northern Growth Corridor Plan
- Northern ramps for OMR will merge with Hume Freeway just north of Rankin Street



Existing Public Acquisition Overlay

- Overlay introduced prior to Northern Growth Corridor as part of Amendment C110
- Conversion of the Hume Highway to full freeway conditions would deny direct property access
- Purpose of overlay was to maintain access to existing rural properties
- Access restoration would have involved construction of a frontage or service road
- Connection to Hume Freeway via Lithgow Street interchange

MITCHELL PLANNING SCHEME



LEGEND

D-PAO Area to be deleted from a Public Acquisition Overlay (D-PAO7)

Part of Planning Scheme Maps 24PAO

AMENDMENT C110

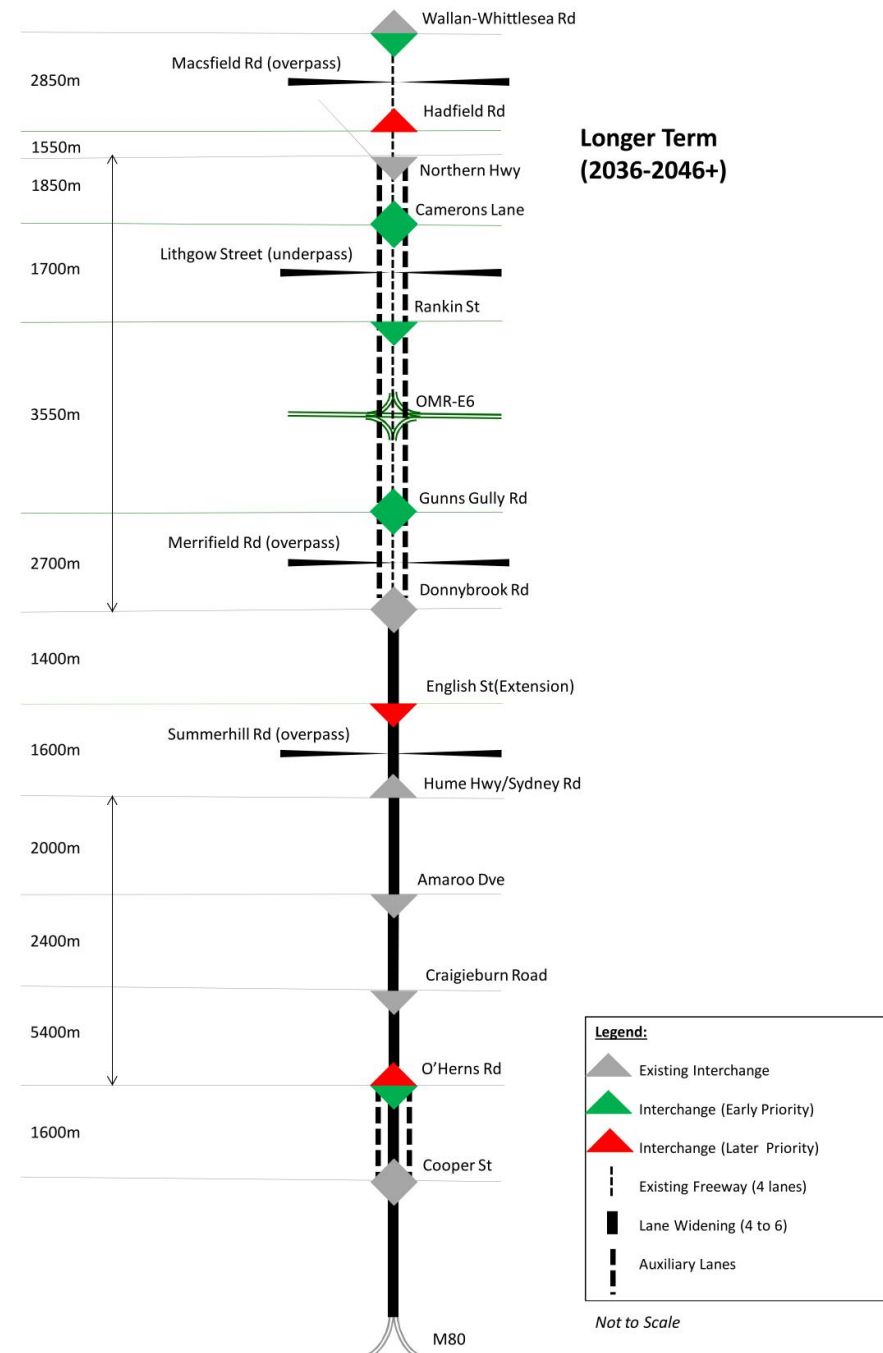
[Planning Mapping Services]
[Planning Information Services]
[Planning]



Environment,
Land, Water
and Planning

Hume Freeway Interchange Strategy

- Strategy adopted in July 2014
- Strategy was developed in consultation and agreement with the then Metropolitan Planning Authority to address the future freeway access requirements for the growth corridor
- Strategy is based on a strategic transport model (based on Victorian Integrated Transport Model) and detailed capacity analysis for Hume Freeway for short (up to 2026), medium (up to 2036) and long term (up to and beyond 2046)
- In reference to the Beveridge Central PSP the strategy proposes
 - Camerons Lane – new full diamond interchange
 - Existing Lithgow Street interchange – decommission (retain local underpass)
 - Rankin Street – new half diamond (southern ramps)



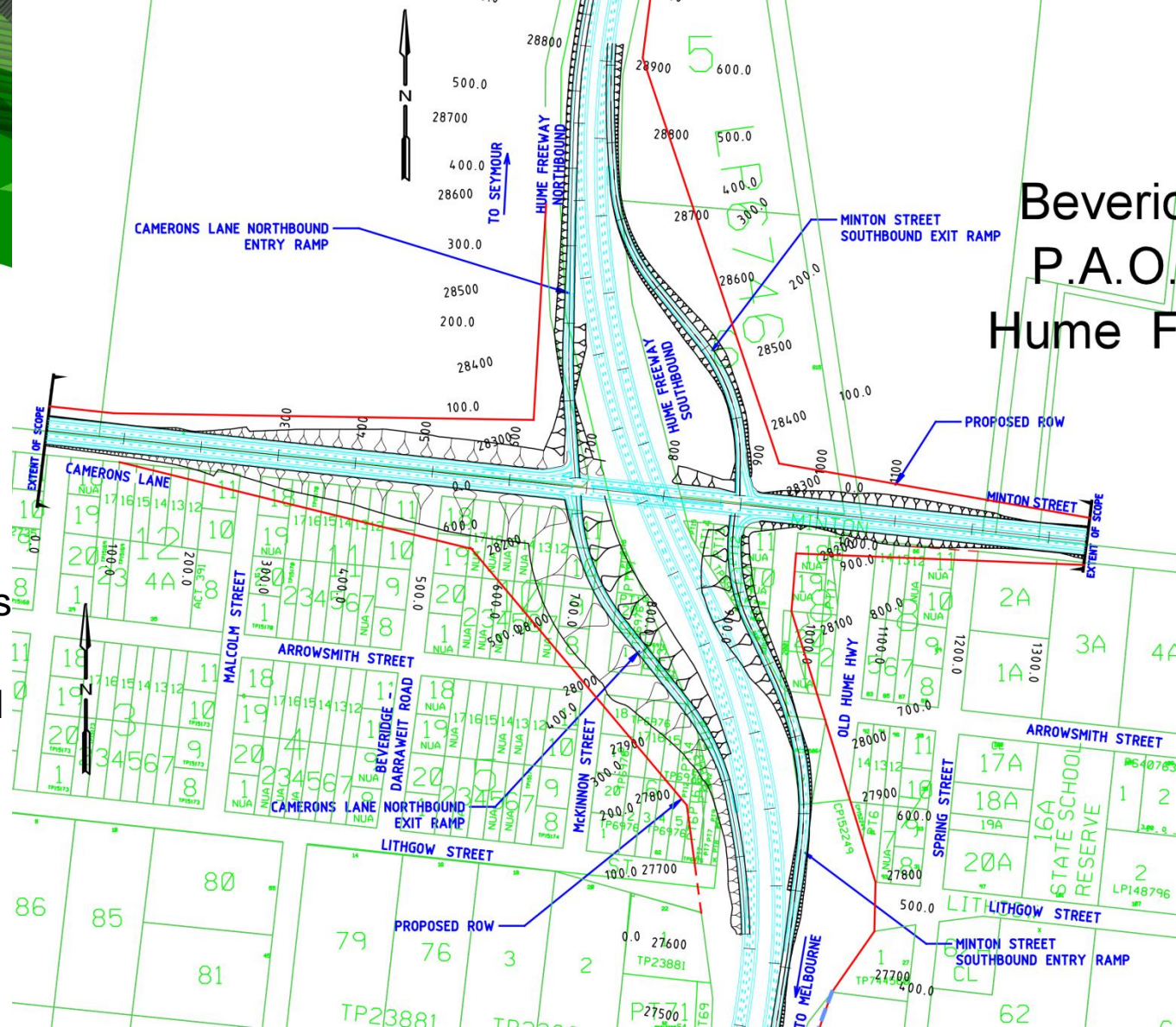
Existing Lithgow Street Interchange

- Interchange was established early 1970's to service the rural hamlet of Beveridge as part of the Hume Freeway construction
- Existing layout does not meet current design standards and will not cater for growth requirements – Beveridge Central PSP, Beveridge North West and Beveridge township
- Lithgow Street location does not align with proposed east west arterial grid
- If retained, heavy truck traffic from the BIFT accessing the Hume Fwy would impact the built up areas of Beveridge township and Lockerbie North PSP
- Existing Lithgow Street underpass would be retained to provide cross freeway access only



Camerons Lane Interchange

- New diamond interchange and freeway overpass
- On the east west alignment of Camerons Lane/ Minton Street/Beveridge Road
- Will direct heavy truck traffic along northern edge of Beveridge township and Lockerbie North PSP



Rankin Street Interchange

- New half diamond interchange with southern orientated ramps.
- Freeway overpass and ramps will need to grade separate the Hume Freeway and the OMR northern ramps
- Interchange will provide southerly access for catchment area immediately north of the OMR
- Rankin Street will connect to at grade intersections at Lewis and Spring Streets
- Further refinement of Rankin Street design gradeline has reduced ROW requirements to PAO displayed for Beveridge Central PSP

Rankin Street Concept

- PAO north of Rankin St includes provision for OMR ramps and ancillary lanes
- Access restoration to properties adjacent freeway north of Rankin St will be considered as part of development within the PSP



Refinement of PAO

Beveridge Central P.S.P.
P.A.O. requirements for
Hume Freeway Interchange

PAO as exhibited for the Beveridge Central PSP (shown as red line)

Revised PAO boundary (shown as blue dashed line)

Approximate location of existing PAO

- Revised PAO boundary (shown as blue dashed line)

Approximate location of existing PAO

VicRoads Consultation PSP processs

- Attended and presented at public meeting in Beveridge on 14 December 2016
- Consultation with submitters 8, 11,14 and 15
- Discussions have included reasoning for PAO, compensation and timing
- Affected landowner Whiteside Street (non PSP submission)
- Liaison with VPA, Council and developers

Land Acquisition

- The *Road Management Act 2004* enables VicRoads to acquire land for its purposes
- The *Land Acquisition and Compensation Act 1986* provides the process for how land is acquired
- The Public Acquisition Overlay PAO will provide mechanism for compulsory acquisition
- Compensation is based on highest and best use of land as permitted by the Planning Scheme
- Compensation is based on the market value of land taking into consideration the before (unaffected) and after (affected) value of land
- Valuation undertaken by independent sworn valuers, and where required suitably qualified business analysts
- Compensation and valuation will be determined at time of acquisition and compensate the land owner at time of acquisition
- Valuations monitored by Valuer Generals Office
- Opportunity for land owners to engage independent valuation and legal advice

Noise

- Noise mitigation for PSP adjacent to the Hume Freeway will be responsibility of the developer in accordance with VicRoads Noise Policy
- Mitigation will be on ROW boundary, external to freeway reserve (south of Lithgow St)
- Concession to allow noise mitigation on verge of high ramp fills for Camerons Lane interchange to VicRoads standards and requirements

Lewis Street drainage

- Rankin St gradeline will avoid direct impact on main drainage outfall along Lewis St
- Provision of drainage for Lewis St Swale across Rankin St does not present a technical issue
- Detailed design for Rankin St will incorporate provision for all surface drainage to pass under Rankin St from the Lewis St catchment