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POSTED  
27.10.09

Mr Alex Foulds  
General Manger NSW/ACT  
Department of Infrastructure, Transport,  
Regional Development and Local Government  
GPO Box 594  
CANBERRA ACT 2601

Dear Alex

I refer to our meeting of 8 October 2009 regarding a number of issues associated with roads at the Airport precinct covered by the Federal Government's Nation Building... program.

The key element of the Federal Government's election commitment was to improve roads in the Airport precinct and as such the focus to date has been the planning and design issues associated with the Majura Parkway (the Parkway).

The environmental impact assessment for this project is well advanced and a formal request has been submitted to the Department of Defence to acquire land necessary to progress the Parkway.

A recent review of the economic and environmental issues associated with the Majura Parkway has confirmed it to be a very robust project with a strong economic benefit/cost ratio in excess of 3.0.

The review and subsequent environmental assessment has highlighted the difficulty in staging the project. Some of the major difficulties include:

- 1) Given the high ecological values in the Majura Valley Corridor and the presence of a number of endangered species such as the legless lizard and earless dragon, it is not possible to stage the work and link back across to Majura Road without having a significant impact on the habitat of these endangered species.
- 2) The transport benefits of staged works are very marginal with individual stages not cost effective in their own right.
- 3) The negotiations with the Department of Defence regarding land acquisition has progressed more slowly than anticipated which has impacted on the program and staging options that could be considered in the short term.

Copies of the relevant consultant reports underpinning these views are included as Attachments 1 and 2 with this letter.

On the basis of this advice, Roads ACT has explored a number of options to best utilise the \$30 million available and deliver on the Federal Government's election commitments under the Building Australia Program (2009-14).

These options have included the construction of the Majura Parkway over a number of stages; progressing the Majura Parkway in one stage only; and the option of completing associated work along the Monaro Highway in the first instance.

On balance, Roads ACT consider the following is the best strategy to deliver on the Federal Government's election commitments:

- (1) complete the environmental assessment, planning and design work for the full Majura Parkway project;
- (2) complete the land acquisition from the Department of Defence to enable the Majura Parkway to be progressed;
- (3) for the ACT and Federal Government to commence negotiations on the funding of the Majura Parkway to enable it to be constructed in one stage;
- (4) for the balance of available funds to be used to complete the duplication of the Monaro Highway through Fyshwick and on works on Fairbairn Avenue, Morshead Drive and Majura Road that would be necessary as part of the Majura Parkway.

OUT OF SCOPE

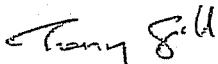
In summary, the above proposal is consistent with the Federal Government's election commitment is to fund roads in the vicinity of the Canberra Airport precinct.

Roads ACT consider this election commitment is best delivered by progressing the Majura Parkway project in the longer term and in the short term, progressing all the necessary planning; environmental and land acquisition requirements that will enable this to happen when a project funding arrangement has been finalised between the ACT and Federal Government.

In the interim, as well as completing the pre-construction activities for the Majura Parkway, the completion of the duplication of the Monaro Highway is consistent with improving the Majura Parkway/Monaro Highway as an important freight route and is a good investment of public funds. A copy of a plan showing the links between the Federal Highway; Majura Parkway and Monaro Highway is included at Attachment 4 to assist your understanding on this matter. Roads ACT will be in a position to deliver works forming part of this proposal with the ACT funding approved under the BAP (2009-14).

I also seek your advice on the administrative requirements to modify the current funding agreement and any views you may have on how best to deliver on the election commitments by the Federal Government in this instance.

Yours sincerely



Tony Gill  
Director  
Roads ACT

27 October 2009

**LEGEND:**

- EXISTING 4xLANE MONARO HWY
- PROPOSED 4xLANE MONARO HWY
- PROPOSED MAJURA PARKWAY

APPROX 25KM TO  
NSW BOUNDARY

FEDERAL HWY

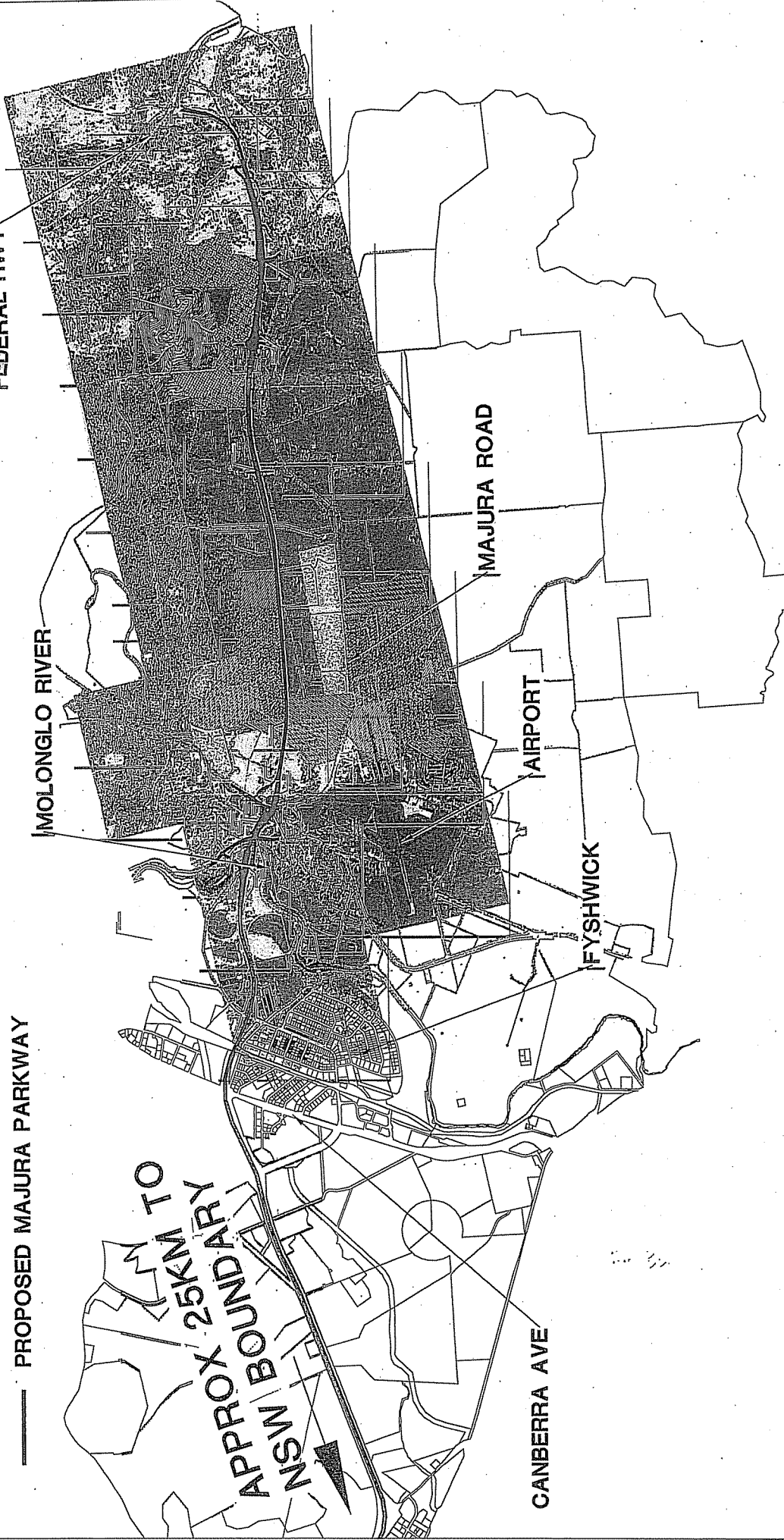
MOLONGLO RIVER

MAJURA ROAD

AIRPORT

FYSHWICK

CANBERRA AVE



## Alternative options considered in the Draft EIS

Figure 3-15 illustrates project zoning which will help identify alignment alternatives investigated as part of the design development.

### 3.6.3.2 NORTHERN ZONE

#### Northern Zone (Horsepark Drive to Block 48)

Physical and planning constraints between Horsepark Drive and Mount Majura Road restrict the route to a narrow corridor that can accommodate the possible VHST and local access via Mt Majura Road. Upgrading and duplicating the existing Majura Road was the only option considered viable in the 1<sup>st</sup> 1.0km of the Northern zone.

From Mount Majura Road south to the central zone, the alignment is also fairly constrained within a narrow topographical area however a number of alternatives have been considered.

In assessing alignment implications in this zone, the major consideration includes:

- Majura Pines recreation area
- Existing Majura Road (to upgrade existing, or construct a new alignment)
- AFP Access
- Girl guides access
- Environmental & Heritage constraints
- Services

3 major alternatives were investigated including

1. Alignment as detailed in the Draft EIS (and illustrated in Figure 3.15). Referred to as the 'Preferred Alignment'.
2. An adjustment of the above alignment to the east in order to reduce the impact upon the Majura Pines recreation area. Referred to as 'Option 6'.
3. Update and duplicate the existing road, which again reduced the impact upon the Majura Pines recreation area. Referred to as 'Option 7'.

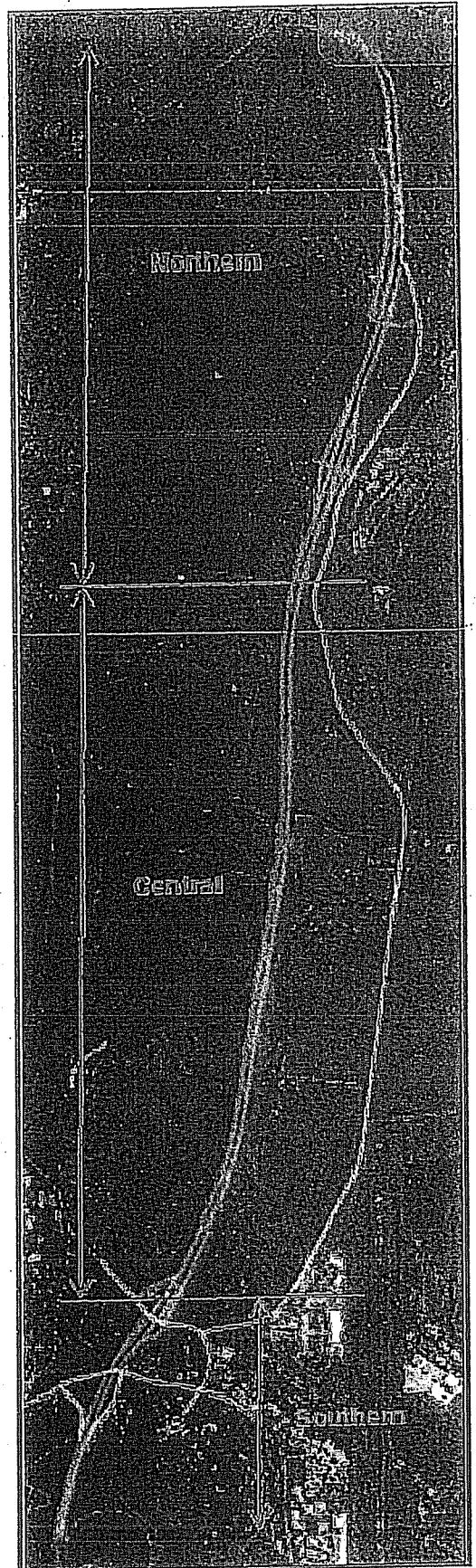
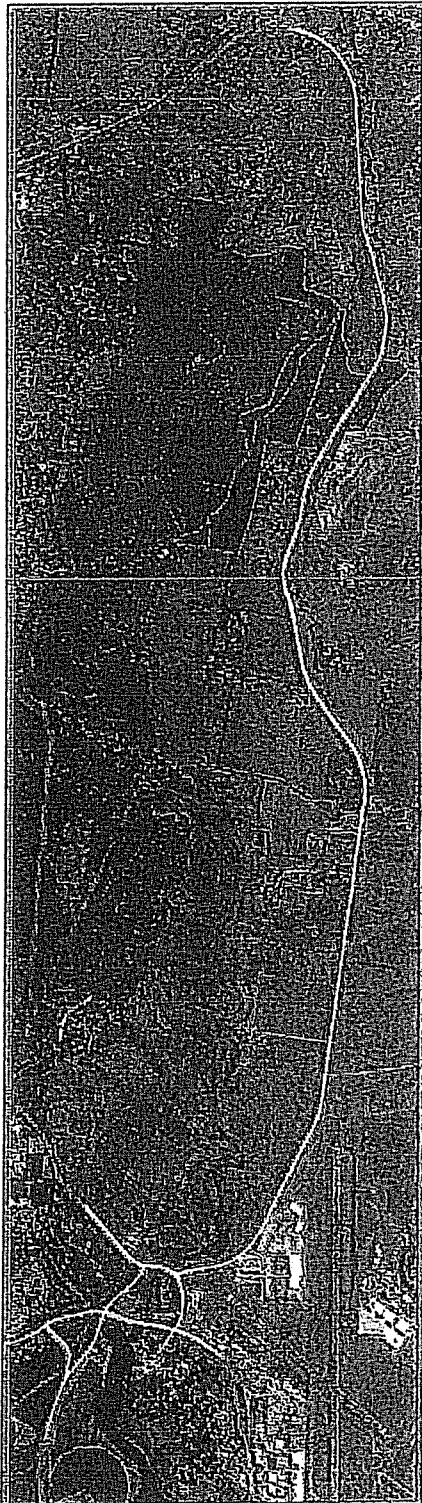
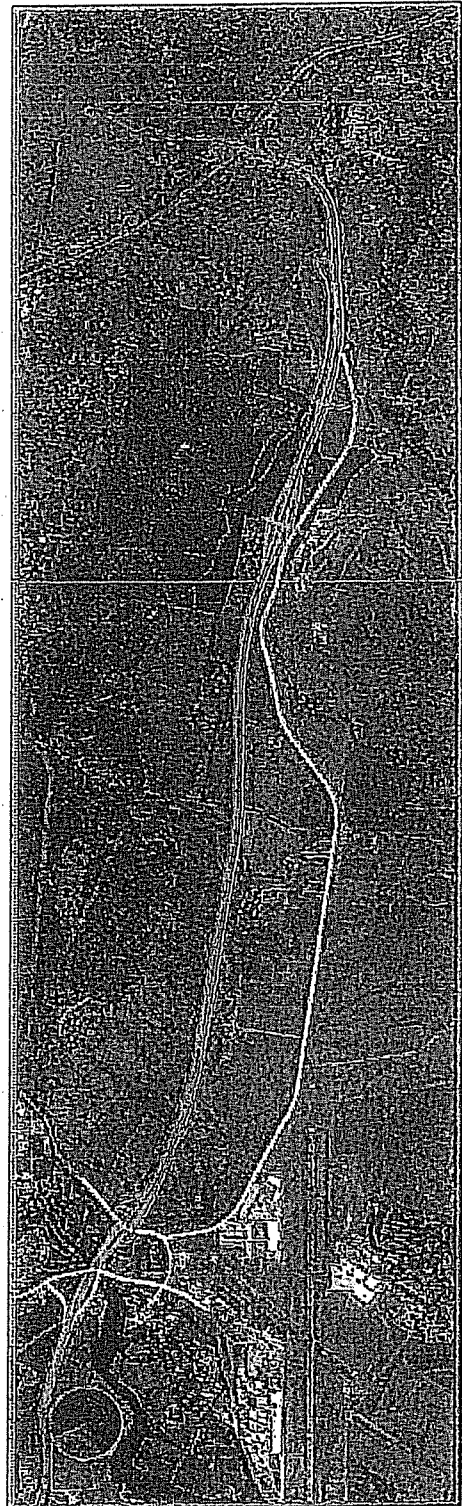


Figure 3:15 Project Zone Illustration

A full analysis of each of these options is presented below



*Figure 1: Majura Rd Existing Conditions*



*Figure 2: Majura Parkway – Option 5*

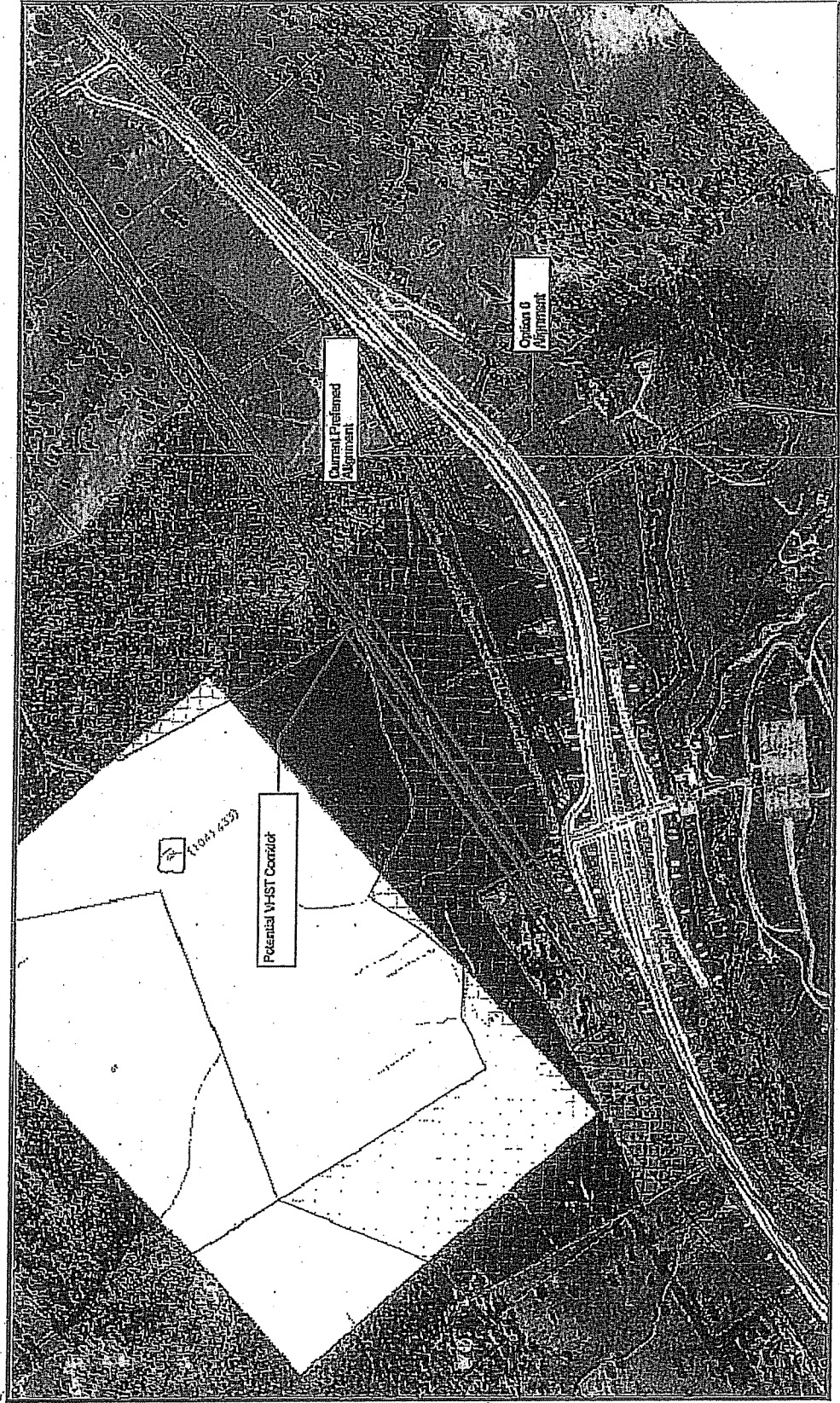


Figure 3:16 Northern Zone - Option 6 alignment

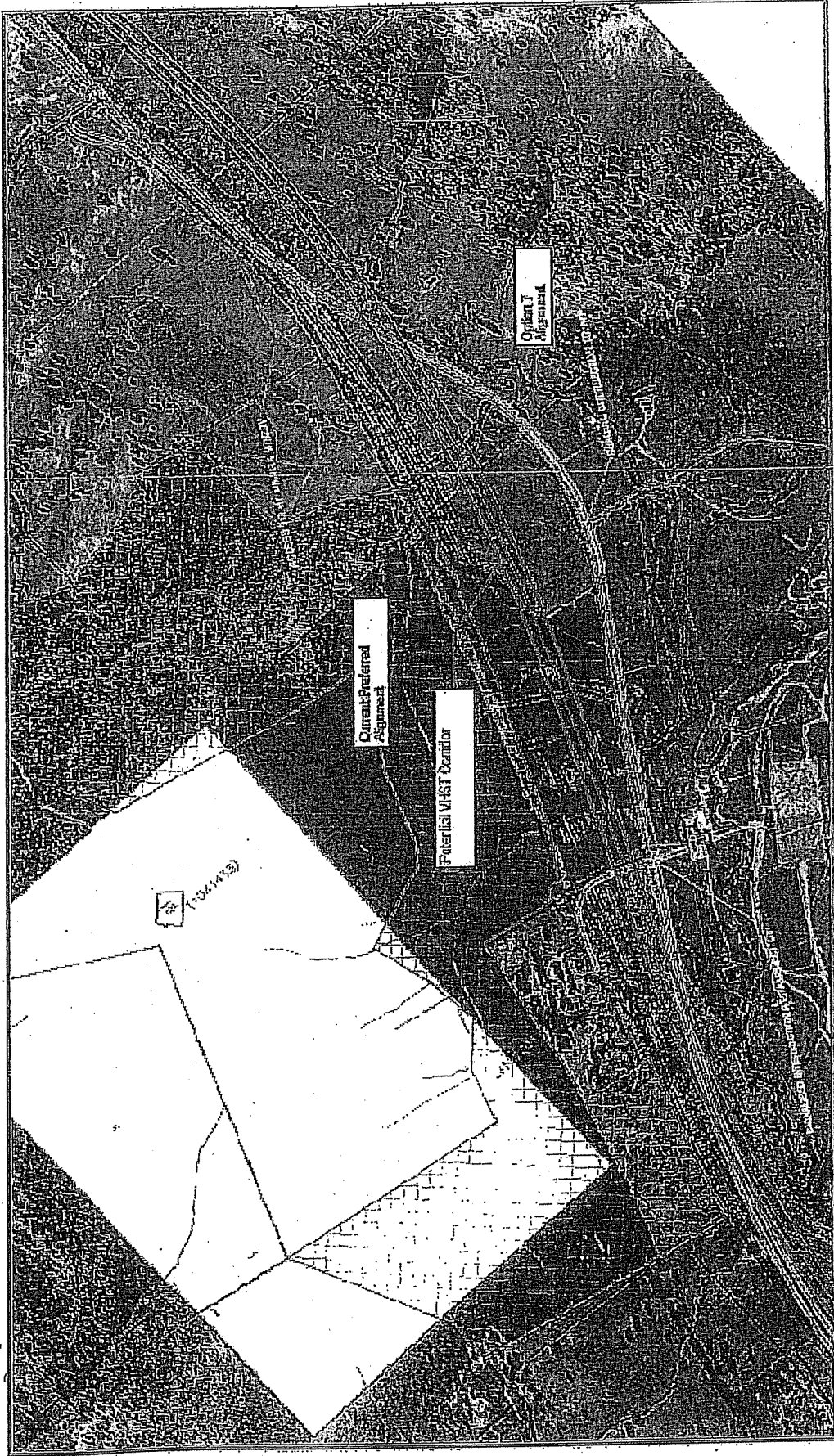


Figure 3.17 Option 7 alignment

## Option 6

The Option 6 alignment is located between the preferred and existing alignments. This option reduces direct impacts on Majura Pines caused by fragmentation, and features the addition of a longer service road to the west. Key aspects of this alignment alternative as follows:

- 100km/h speed environment with limited access principles to match the required road standard for this project. This option provides a low rising grade up the Majura Valley to the Federal Highway interchange with a maximum grade of 3% and is adequate for normal truck operation. The minimum horizontal radii of 1000 in this option allow maintaining the 100km/h speed environment and will provide an uninterrupted bypass for heavy transport.
- The grade separated interchange adjacent to the AFP site will be a partial diamond interchange with the southbound off-load ramp exiting onto the existing Majura Road further north and will provide direct access from the north to the army training area and the AFP site. The existing Majura Road will terminate as a northbound service road near the army training area access road while the southbound off-load ramp will become the southbound service road lane.
- A parallel service road on the western side of the Majura Parkway between the AFP interchange and Mount Majura access road will provide access to Innabanya girl guides camp, Majura Pines off-road cycling area and plantation maintenance access and the existing vineyard. A grade separated crossing from the Majura Road to the area near the vineyard cannot be provided as the vertical grades will be too steep. This arrangement increases the travel distance for southbound motorists wishing to access the vineyard.
- Under this option, the existing parking area used by recreational cyclists will be removed. It will be necessary to build a new parking area which is accessed by the new service road. The recreational user 'underpass' which was proposed under the preferred alignment is negated and is removed from this option.
- Mount Majura access road will remain as left in/left out access only.
- Reinforced soil walls will be required at the AFP interchange between the main carriageway and the ramps on the western side to reduce the width of construction on this side.
- The Majura Road service road alignment will require re-alignment adjacent to the AFP site to provide separation between the AFP access intersection and the southbound on-load ramp intersection. The AFP access intersection will be approximately 40m closer to the AFP site than the existing intersection with Majura Road.
- The Majura Road re-alignment will require resumption of part of an existing pine plantation lease on the western side of Majura road directly in front of the AFP site. This site was not previously impacted.
- The alignment has moved down the slope in the area between the AFP interchange and Mount Majura access road resulting in less cut to fill available and an imported fill requirement of approximately 376,000m<sup>3</sup>, 240,000 m<sup>3</sup> more than the current preferred option.
- The alignment does not preclude the future VHST alignment but will incur greater construction cost as the train alignment will be required to cross the road at two locations to maintain the high speed rail alignment. The VHST will cause further loss to the Majura Pines area and will further impact recreational users of the Majura Pines. The VHST alignment will also impact upon the winery and private leases further to the north. An indicative VHST alignment is illustrated on the drawing.

## Option 7

The Option 7 alignment is a duplication and upgrade of the existing Majura Road from the Federal Highway interchange to the AFP site with a reduced operating speed. Key aspects of this alignment alternative as follows:

- The 80km/h zone will be extended at the Federal Highway interchange further south to include the AFP access intersection.
- Limited direct access will be provided with full movement T intersections to the gun clubs, Mount Majura access road, Army training area and a traffic signal controlled cross intersection at the AFP site access to provide access to the AFP site, Innabanya and Majura Pine Plantation.
- Access to the vineyard is proposed to be on a service road intersecting with Mount Majura access road.
- The northbound carriageway will sit on the existing Majura Road alignment from 300m south of the AFP access to the existing works at the Federal Highway interchange and will minimise impact on the existing high pressure gas pipe line. The southbound carriageway will be located closer to the AFP site than the existing Majura Road. The signalised intersection will generate more noise and air pollution adjacent to the proposed AFP development area and will require noise reduction measures adjacent to the site.
- The southbound carriageway will require resumption of part of an existing pine plantation lease on the western side of Majura road directly in front of the AFP site. This site is not impacted by the preferred alignment.
- This option provides a reduced level of service to motorists. The reduced posted speed and disruption at the intersections will result in higher operating costs for transport.
- The existing recreational user access point to Majura Pines will be moved so that access is gained from the Innabanya access road.
- The northbound carriageway is sitting on the existing Majura Road and will require reconstruction of the road pavement and minimal extra earthworks. The southbound carriageway is partially over the creek alignment in the northern section and adjacent to the AFP site and will require imported fill. For the purposes of comparison between options 100,000m<sup>3</sup> has been assumed as there is negligible cut to fill available on this alignment. There is a significant reduction in cut volume.
- The alignment does not preclude the future VHST alignment but will incur greater construction cost as the train alignment will be required to cross the road at two locations to maintain the high speed rail alignment. The VHST will cause further loss to the Majura Pines area and will further impact recreational users of the Majura Pines.

An environmental impact assessment of Option 6 and 7 is summarised below.

Table 3.2 Majura Parkway Northern Zone Alignment Options

Option Name (Description of alignment or referred alignment portion)	Efficient functioning of road network	Parkway geometry & design speed	Compatibility with WHST corridor	Engineering considerations & constructability	Land & water impacts	Land use	Ecological impacts	Heritage impacts	Amenity	Resource efficiency	Public safety	Risk	Value for money
Option 5	✓	✓	✓	✓	✓	Fragment s winery block, Rem oves 30% of MTB trails	✓	✓	Noise at guides, managed with barriers	✓	✓		
Options 6 (between referred and existing - duces agmentation pines)	✓	✓	Greater construction cost as the train alignment will be required to cross the road at two locations	The alignment has moved down the slope resulting in less cut to fill available. Requires 240000 m <sup>3</sup> more imported fill.	Some realignment of creek	Better for winery, guides, housing block Worse for AFP, PCL.	Avoids Yellow box stand in vineyard, all else same.	Same as preferred	Increased noise at AFP. Further away from guides and winery	Longer service roads so have to travel further to turn around	Further from guides, overall neutral.		\$10million more than preferred
Option 7 (upgrade and replicate existing)	Disruption to traffic during construction, greatly reduced overall level of service	Posted speed 80km/h due to more intersections off road	Greater construction cost as the train alignment will be required to cross the road at two locations	Minimal earthworks required for northbound carriageway. Southbound carriageway is on top of creek and requires imported fill.	Some realignment of creek	Better for winery, guides, housing, Worse for AFP	Will avoid woodland near guides but stilt slightly impact Box Gum Woodland	Will impact Child's block 696. Rated as highly significant	More air and noise pollution at AFP from signalled intersection. Further from guides and winery	The reduced posted speed and disruption at the intersections will result in higher operating costs for transport	Further from guides, but at grade intersection s increase hazard		\$5million less than preferred

### 3.6.3.3 CENTRAL ZONE

#### Central Zone (Block 48 to Fairbairn Avenue)

Eight options considered in the central zone were generally independent of the northern and southern zones but were heavily influenced by:

- the need to provide a future road connection to Kowen;
- a link from Majura Road to Northcott Drive;
- the provision of an access north of the airport;
- and to connect with Fairbairn Avenue were also examined.

Figure 7 below illustrates the alignment options as discussed in Table 3.3

Table 3 :3 Majura Parkway Central Zone Alignment Options

Name	Alignment	Impacts
Option 1: Following the Existing Majura Road Alignment (i.e. upgrade and duplicate existing Majura Road)	Generally follow the existing Majura Road from the southern end of the AFP lease along its full length to the intersection with Fairbairn Avenue	<p>Refer to the discussion above for impacts associated with following the existing road alignment in the northern zone. In addition to that, the following adverse impacts are also associated with the central zone.</p> <ul style="list-style-type: none"> <li>◦ Suboptimal geometry for a Parkway 'standard'.</li> <li>◦ Suitable design speed could not be reached (max 80km/h).</li> <li>◦ Majura Road would no longer available for local access therefore requiring a separate local road be constructed adjacent to the Parkway.</li> <li>◦ Grade separation from existing roads is important and cannot be achieved due to height (OLS) and other constraints.</li> <li>◦ Precludes the VHST as unable to grade separate any intersection.</li> <li>◦ May constrain airport development.</li> <li>◦ Heritage impacts (eg Child's grave MV181 &amp; Richmond Fellowship buildings).</li> <li>◦ Conflicts with existing services.</li> </ul>
Option 2: New alignment south east of Majura House	Follow the existing Majura Road further south and then deviate to the south west just south of the old Majura Post Office and parallel Woolshed Creek on its right, cross the floodplain of Woolshed Creek diagonally, and turn to the south to follow the creek on its western side at the edge of the floodplain	<ul style="list-style-type: none"> <li>◦ Minimises impact on Cherryburn (Block 48)</li> <li>◦ Avoids OLS, Richmond Fellowship and critical existing services</li> <li>◦ More sympathetic to VHST corridor</li> <li>◦ Does not address suboptimal geometry, design speed or heritage impacts</li> <li>◦ Additional Woolshed Creek crossing</li> <li>◦ Impact on grasslands</li> </ul>
Option 2a & 2b: Minor variations to Option 2	Follow Option 2 and then deviate to the east at the southern end	<ul style="list-style-type: none"> <li>◦ Reduces impact on Block 13 infrastructure</li> <li>◦ Reintroduces OLS constraint, Richmond Fellowship impact and VHST Constraint</li> </ul>

Name	Alignment	Impacts
		<ul style="list-style-type: none"> <li>o Possible H10 Fossil bed impact</li> <li>o Additional Woolshed Creek crossing</li> </ul>
Option 3: New alignment north west of Majura House	Deviate to the south west from the existing alignment just to the north of its intersection with Woolshed Creek keeping the creek on its left side and passing to the north of Majura House. On the western edge of the Southwell lease, turn to the south and follow the remainder of the route outlined for Option 2 keeping on the western edge of the floodplain	<ul style="list-style-type: none"> <li>o Reduces costs by avoiding an unnecessary crossing of the Woolshed Creek floodplain</li> <li>o Runs very close to and parallel to Woolshed Creek which introduces some environmental mitigation measures.</li> <li>o Impact on Block 48</li> <li>o Slightly improved geometry, but still substandard for Parkway</li> <li>o Avoids OLS and Richmond Fellowship</li> <li>o More sympathetic to VHST corridor</li> </ul>
Option 4: New alignment through Cherryburn	Follow the existing Majura Road to the south western corner of the AFP lease and then follow a relatively straight alignment to Morshead Drive	<ul style="list-style-type: none"> <li>o Similar impacts to previous options</li> <li>o Impact to Block 48</li> <li>o Passes over the Woolshed Creek Floodplain</li> <li>o Improved geometry through central zone, but still not desirable for a Parkway due to northern zone.</li> <li>o Shortest distance between AFP lease and Morshead Drive</li> <li>o Minimises length of new road construction</li> </ul>
Option 5	Deviate from Majura Road near Mount Majura Vineyard and follows a relatively straight alignment through to Morshead Drive.	<ul style="list-style-type: none"> <li>o Satisfied all geometric requirements</li> <li>o Sympathetic to VHST corridor</li> <li>o Avoids significant heritage sites</li> <li>o Impacts on Majura Pines and Block 666</li> </ul>
Options 5-1 to 5-7	Introduced a number of options for the Northern Access Road and Kowen Link.	<p>Northern Access Road constraints included:</p> <ul style="list-style-type: none"> <li>o Native pasture adjacent to Canberra Nature Park (CNP)</li> <li>o Woodland within and adjacent to CNP</li> <li>o ADFA precinct, including playing fields</li> <li>o Traffic volumes on Fairbairn Avenue.</li> </ul> <p>Kowen Link constraints included:</p> <ul style="list-style-type: none"> <li>o Height restriction at end of Airport runway</li> <li>o Future expansion of Airport, including additional runway</li> <li>o Extensive are of grassland/GED habitat</li> <li>o Majura Military Training Area</li> <li>o Aircraft navigation radar installation</li> </ul> <p>Both Northern Access Road and Kowen Link removed from EIS due to significant constraints on grasslands, equestrian trails and Defence Land</p>
Option 6	Follow Option 5 with deviation to east in southern section	<ul style="list-style-type: none"> <li>o Impacts on Woolshed Creek fossil bed, Richmond Fellowship, OLS, Woolshed Creek and water ski park</li> <li>o No impact on Duntroon playing fields</li> <li>o Reduced impact on Block 13</li> <li>o Very costly option</li> </ul>
Preferred option outlined in the Draft EIS submitted to ACTPLA in May	New alignment from Mount Majura Road to the west of Majura Road to the intersection of Morshead Drive and Fairbairn Avenue	<ul style="list-style-type: none"> <li>o Satisfied all geometric requirements and delivers a project which meets 'Parkway' requirements.</li> <li>o Reduced impact on Heritage sites</li> </ul>

Name	Alignment	Impacts
2009		<ul style="list-style-type: none"> <li>Does impact upon Majura Pines and therefore recreational users of the site.</li> <li>Minimises impact upon high quality grassland areas.</li> <li>Sympathetic to possible VHST alignment.</li> <li>Satisfies OLS restrictions</li> </ul>
Preferred option – with modification to avoid grassland	Around 2km in the central section has been moved up to 80m to the east to avoid a direct impact on known Grassland Earless Dragon habitat	<ul style="list-style-type: none"> <li>Improved ecological benefits</li> <li>Introduces noise mitigation requirements for nearby landholders</li> </ul>

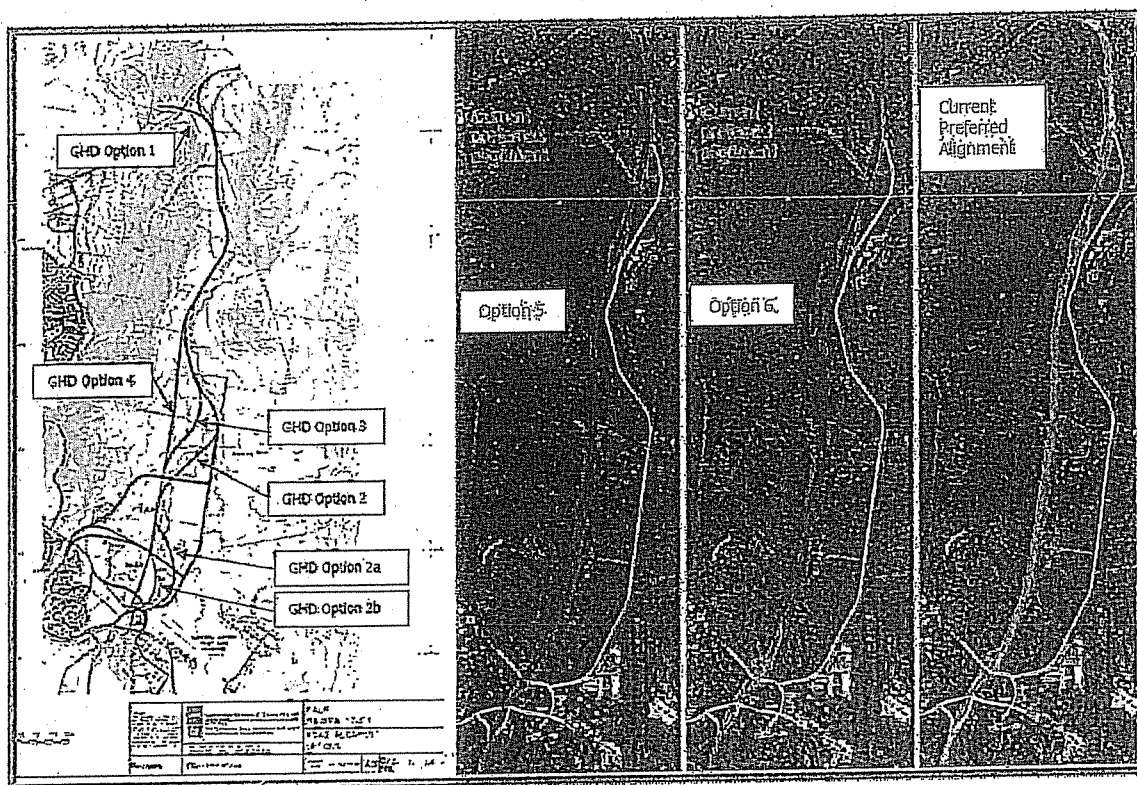


Figure 3:18 : Majura Parkway Alignment Options (red lines)

### 3.6.3.4 SOUTHERN ZONE

#### Southern Zone (Fairbairn Avenue to Monaro Highway)

A number of alternative routes were considered for the southern section of the Majura Parkway. The eastern alignment options presented major impacts on airport infrastructure and constraints on the VHST corridor. They also involved significant impacts on recreational areas and higher costs. The western alignment in the southern section was chosen due to less significant land use and heritage impacts, fewer constraints and lower costs. The options are illustrated graphically in Figure 3:16.

Table 3 :4 Majura Parkway Southern Zone Alignment Options

Option	Alignment	Impacts
Western Option	<p>Grade separated interchange with Morshead Drive incorporating:</p> <ul style="list-style-type: none"> <li>▪ A Monaro Highway northbound exit ramp to Morshead Drive</li> <li>▪ A Monaro Highway Southbound entry ramp from Morshead Drive</li> <li>▪ A bridge over the Molonglo River and over Morshead Drive. The parkway then continues through the playing fields.</li> <li>▪ A bridge over Hopkins Drive</li> <li>▪ Reconfiguration of Dairy Road Roundabout to traffic signals.</li> <li>▪ Reconfiguration of Morshead Drive/ Pialligo Intersection</li> <li>▪ A bridge over Fairbairn Avenue</li> </ul> <p>Grade Separated interchange with Fairbairn Avenue incorporating:</p> <ul style="list-style-type: none"> <li>▪ A northbound exit ramp to Fairbairn Avenue</li> <li>▪ A northbound entry ramp from Fairbairn Avenue</li> <li>▪ A southbound exit ramp from the parkway to Fairbairn Avenue.</li> <li>▪ A southbound entry ramp from Fairbairn Avenue</li> <li>▪ Reconfiguration of the Fairbairn Avenue / Morshead Drive Intersection to accommodate the grade separated interchange</li> </ul>	<p>The Western alignment is currently considered the preferred option because it avoids most heritage sites and is regarded as a superior engineering design.</p> <p>The alignment was adjusted to avoid the Potential Archaeological Deposit (PAD) MV179. The design incorporates retaining walls such that impact is avoided entirely upon the fossil bed site (H10).</p> <p>The alignment avoids impact entirely upon the Richmond Fellowship site (and thereby avoids the significant heritage assets within the site).</p> <p>This alignment traverses Defence land to the West of Morshead Drive (North) and there is some encroachment on the existing touch football playing fields in RMC Duntroon.</p> <p>The ACT Government have commence negotiations with the Department of Defence with regards to land acquisition. As part of the negotiations, the ACT Government has offered to upgrade the existing Oval No 1 to a suitable standard.</p> <p>The alignment avoids impact upon the existing water ski park and preserves the recreational use of the site.</p> <p>The alignment impacts upon the Keir residence on Block 13. Lease withdrawal will be required.</p> <p>Avoids impacts upon Oval No 1.</p>
Eastern Option	<p>General:</p> <ul style="list-style-type: none"> <li>▪ The northbound and southbound carriageways will be separated by a wide median, and they meet a short distance before the first structure over the Molonglo River, over Pialligo Avenue, and over Woolshed Creek.</li> </ul> <p>Grade separated interchange with Morshead Drive incorporating:</p> <ul style="list-style-type: none"> <li>▪ A Monaro Highway northbound exit ramp to Morshead Drive</li> </ul>	<p>Impacts directly upon the heritage listed buildings within Richmond Fellowship site.</p> <p>Impacts directly upon businesses currently operating within the Richmond Fellowship site necessitating lease withdrawals and potential compensation.</p> <p>Locates the alignment approximately 400m closer to the Pialligo residential area and therefore introduces noise and visual mitigation measures as a necessary project inclusion.</p>

	<ul style="list-style-type: none"> <li>▫ A Monaro Highway southbound exit ramp from Morshead Drive, with a bridge over the parkway which continues to the east of the parkway and reconnects to the Monaro highway</li> <li>▫ The parkway continues through the Richmond Fellowship. A bridge structure is provided over Fairbairn Avenue;</li> </ul> <p>Grade Separated interchange with Fairbairn Avenue incorporating:</p> <ul style="list-style-type: none"> <li>▫ A northbound exit ramp to Fairbairn Avenue</li> <li>▫ A northbound entry ramp from Fairbairn Avenue</li> <li>▫ A southbound exit ramp from the parkway to Majura Road with bridge provided over Woolshed Creek</li> <li>▫ A southbound entry ramp from Fairbairn Avenue</li> <li>▫ The parkway and the northbound entry ramp to Fairbairn Avenue cross Woolshed Creek</li> </ul> <p>Reconfiguration of the Fairbairn Avenue / Majura Road Intersection to accommodate the grade separated interchange</p>	<p>Impacts directly upon the existing water ski park, necessitating relocation of the park. Given the small size of the existing river facilities, the ability to relocate the park is questionable, this alignment option may force closure of the site.</p> <p>Locates the alignment approximately 400m closer to the airport OLS and introduces extremely significant height restrictions north of Fairbairn Ave.</p> <p>Necessitates a very large bridge structure (approx 2.5 times longer than western option) over the Molonglo River, Pialligo Ave, and Woolshed Creek thereby adding significant cost of the project.</p> <p>Necessitates an additional 2 x bridge crossings over Woolshed Creek adding significant project cost and floodplain impact.</p> <p>Avoids lease acquisition from Department of Defence.</p> <p>Avoids impact upon the Keir residence on Block 13.</p> <p>Avoids impacts upon Oval No 1.</p>
Central Option	<p>Both eastern and western alignments were been designed to avoid the RMC Duntroon No. 1 Oval situated between Pialligo Avenue and Morshead Drive North.</p> <p>Discussions with Defence have indicated that if there were no heritage impediments to the loss of No. 1 Oval, they would prefer that the road alignment was moved further east. An alignment was thus considered.</p> <p>This central alignment passing through No. 1 oval is similar in configuration to the Western alignment documented in the PSP. The arrangements of the Monaro Highway and Fairbairn Avenue Interchanges are fundamentally the same.</p> <p>The key features to this alignment are:</p> <ul style="list-style-type: none"> <li>▫ Two lane Northbound Carriageway</li> <li>▫ Two lane Southbound Carriageway</li> <li>▫ Northbound and Southbound bridges spanning the Molonglo River, Pialligo Avenue and southbound on ramp (Monaro Highway - near Sylvia Curley Bridge)</li> <li>▫ Northbound and Southbound bridges over Fairbairn Avenue</li> <li>▫ Northbound off ramp at Monaro Highway</li> <li>▫ Southbound on ramp at Monaro</li> </ul>	<p>Oval No 1 was previously put up for consideration on the Commonwealth Heritage List (CHL) in 2005. The listing was not supported and is now listed on the Commonwealth heritage database as a 'rejected place'. The Australian Heritage Council deemed that the oval did not meet the CHL criteria and was not significant to the Commonwealth</p> <p>The oval has not been fully assessed for ACT heritage listing. Correspondence with Environment, Protection and Heritage have indicated that the heritage status of the oval is again under review.</p> <p>This alignment option obviously impacts directly upon the Oval.</p> <p>Necessitates a large bridge structure (approx 2.0 times longer than western option) over the existing Monaro Hwy, Molonglo River, and Pialligo Ave thereby adding significant.</p> <p>Introduces significant constructability issues where the alignment crosses Morshead Drive (North).</p> <p>Moves the alignment closer to the H10 Fossil Site and potentially impacts directly upon the site.</p> <p>Still necessitates some land acquisition from the Department of Defence, but is significantly reduces from that of the Western option.</p>

	<p>Highway</p> <ul style="list-style-type: none"> <li>▣ A full interchange at Fairbairn Avenue.</li> </ul>	
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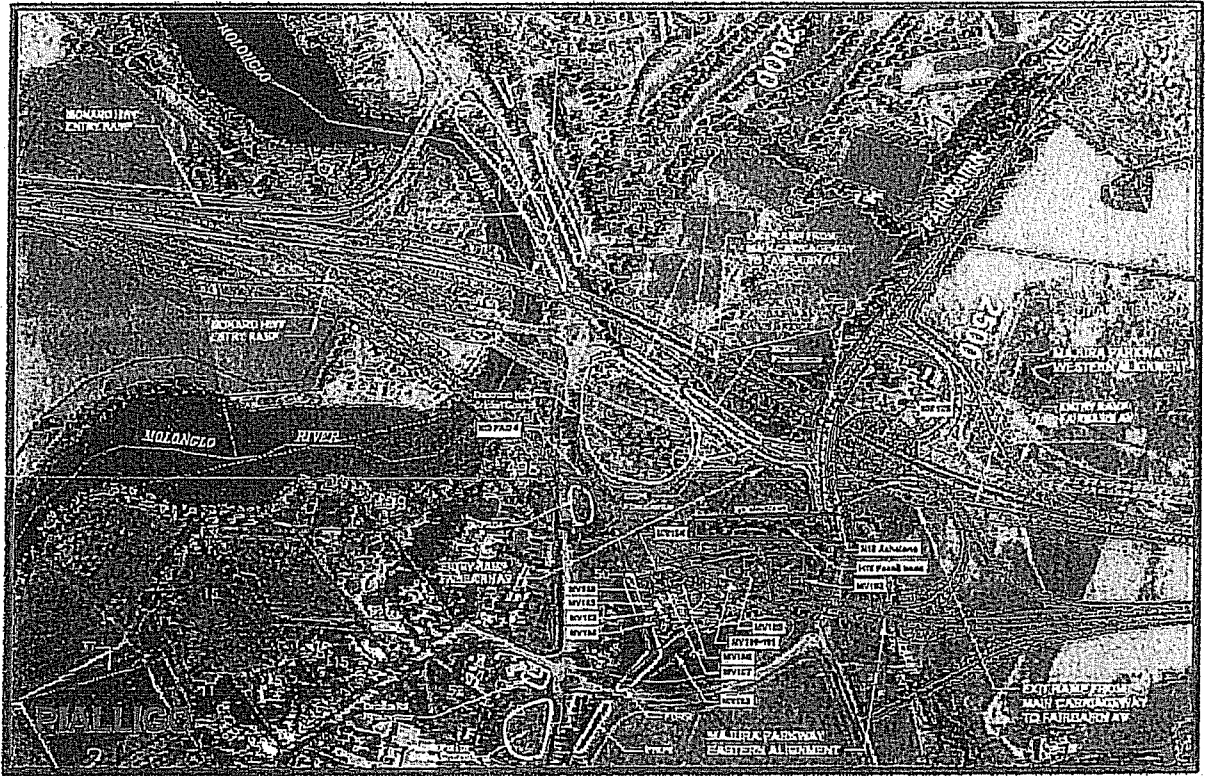


Figure 3:19: Eastern (dark blue), central (light blue), and western options (green) in the southern zone

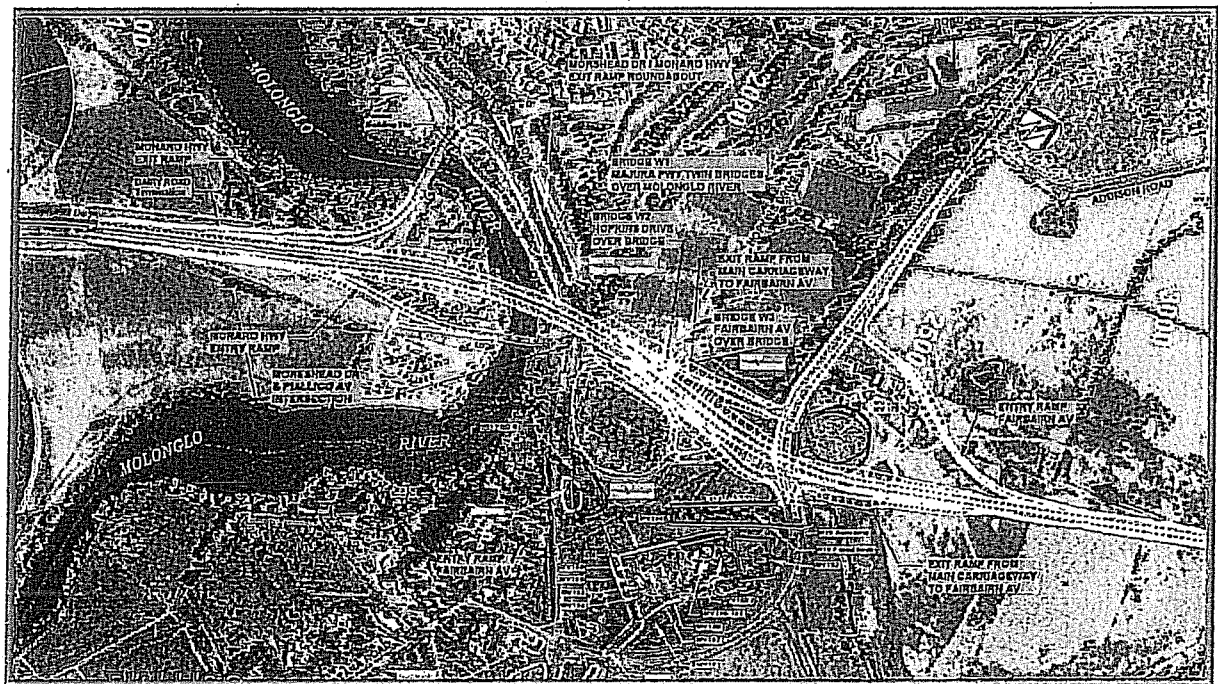


Figure 3:20 : Modified western option considered to be the preferred alignment.

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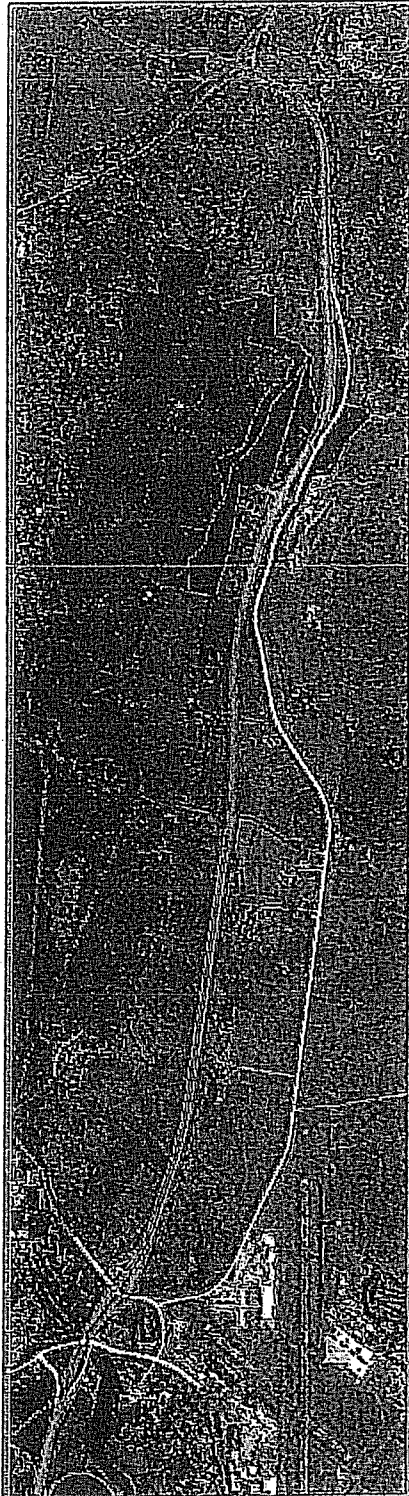


Figure 3: Majura Parkway – Option 6

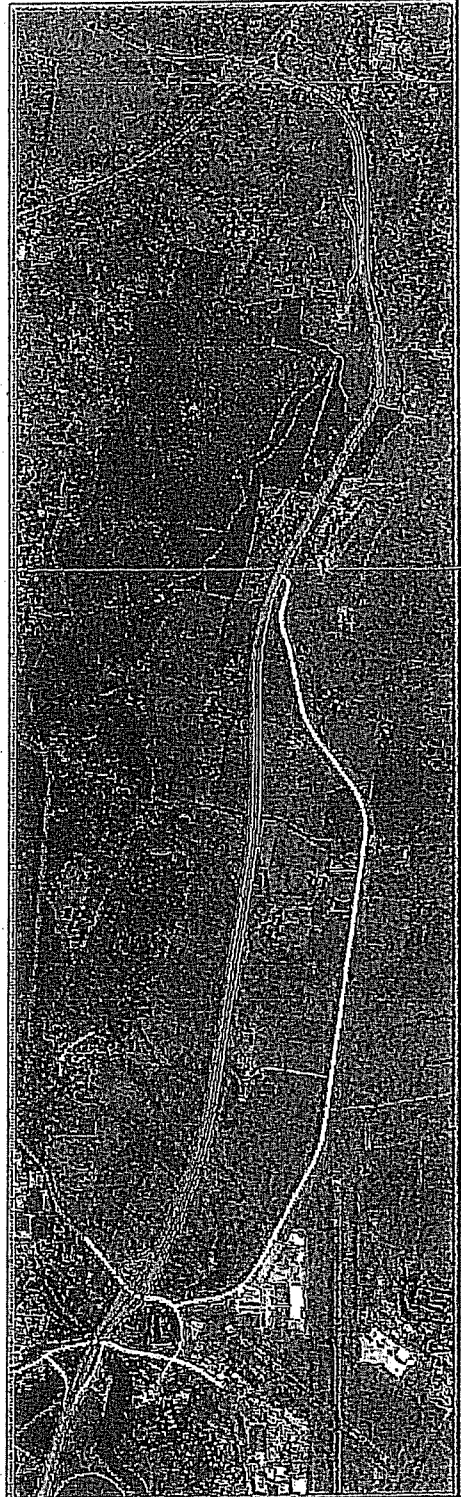
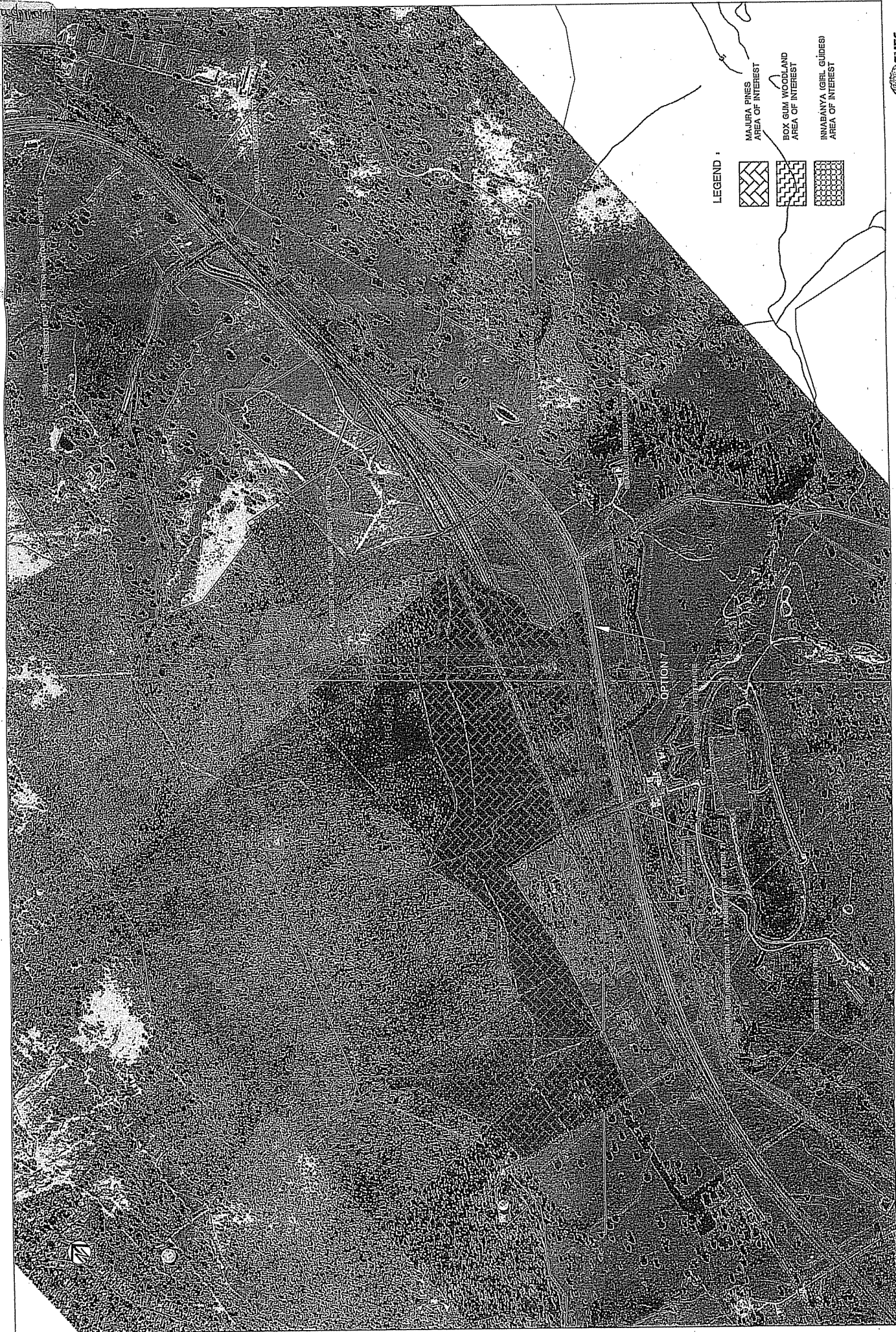





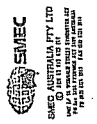
Figure 4: Majura Parkway – Option 7

Attachment 1



LEGEND :

-  MALURA PINES AREA OF INTEREST
-  BOX GUM WOODLAND AREA OF INTEREST
-  INNABANYA (GIRL GUIDES) AREA OF INTEREST



**INFORMATION DOCUMENT**  
 3002480\_MAJURA\_PARKWAY

**MAJURA PARKWAY - NORTHERN ZONE**  
 ASSESSMENT OF OPTIONS



SECURITY INTERSECTION OF SECTION 7

SECURITY INTERSECTION OF SECTION 7

SECURITY INTERSECTION OF SECTION 7

SECURITY INTERSECTION OF SECTION 7

options  
C (blue)

Stravens, Helen

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**From:** Bourne, Sarah  
**Sent:** Friday, 10 June 2011 1:17 PM  
**To:** Gill, Tony; Clancy, Maree  
**Cc:** Ashcroft, Kelly  
**Subject:** FW: TAMS QoN - Majura Pkwy  
**Attachments:** Freight Question on Notice TAMS.PDF  
  
**Importance:** High

Hi Tony – Can you urgently provide advice on this.

Thanks  
arah

**From:** Austin, Luke  
**Sent:** Friday, 10 June 2011 1:06 PM  
**To:** Blume, Kristin; Kugathas, Kuga  
**Cc:** Bourne, Sarah; Davis, Imogen  
**Subject:** TAMS QoN - Majura Pkwy  
**Importance:** High

Here is the QoN and answer

Can I please get some urgent advice on this

Thanks

Luke

**From:** Burmester, Tom  
**Sent:** Friday, 10 June 2011 10:26 AM  
**To:** [office@act.greens.org.au](mailto:office@act.greens.org.au)  
**Subject:** ACT Greens Media: Government fails to back freight claim with data

# MEDIA RELEASE

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Amanda Bresnan MLA, Transport Spokesperson, ACT Greens

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10 June 2011

## Government fails to back freight claim with data

The ACT Government has claimed a freeway through the Majura Valley is needed to keep freight trucks out of urban Canberra. Questioning from the ACT Greens has revealed that the ACT Government's arguments are based on guesswork rather than data.

“The ACT Government had to admit that they have no data about the amount of freight travelling through Canberra or about how much of this could be diverted with a new freeway,” said Greens Transport Spokesperson, Amanda Bresnan.

"First the Government tried to sell this freeway as a panacea for commuting problems and congestion. But with revelations about the likelihood of the road remaining congested, it has flipped to an argument about diverting freight out of urban Canberra.

"Now it is revealed that the Government does not have the data on which to base this argument.

"Responses to my questioning in Budget Estimates show the Government has no data about how much freight is passing through Canberra, no data about the origins or destinations of any freight, and no data about how much freight a freeway might divert.

"It is important that a \$288m infrastructure project be scrutinised, and that the Government provide clear data and evidence for why a project should go ahead.

"The ACT Greens are the only party properly scrutinising this major outlay of Canberrans' taxes and questioning whether a highway through the Majura Valley is really the best use of our limited resources," Ms Bresnan said.

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**MEDIA CONTACT: Tom Burmester – 0423 657 561** ACT Legislative Assembly GPO Box 1020, Canberra ACT 2601



LEGISLATIVE ASSEMBLY FOR THE AUSTRALIAN CAPITAL TERRITORY  
SELECT COMMITTEE ON ESTIMATES 2011-2012

ANSWER TO QUESTION ON NOTICE

Amanda Bresnan : To ask the Minister for Territory and Municipal Services

Ref: Office of Transport, Budget Paper 3, p151

In relation to : Majura Parkway freight

1. Please provide data on the amount of freight and heavy vehicle traffic that is travelling on Majura Road, and that is bypassing Majura Road and travelling through urban Canberra instead.
2. Please provide data (or at least estimations) on the origins and destinations of these vehicles.
3. Do you have details (or estimations) on how many of the vehicles that are passing through urban Canberra to reach destinations to the south are travelling from the Melbourne direction (and entering via the Barton Highway) compared to those that are travelling from the Sydney direction (and entering via the Federal Highway)?

SIMON CORBELL MLA : The answer to the Member's question is as follows:-

1. The most recent traffic survey of Majura Road in November 2010 indicated that 16% of the 17,500 vehicles that use the road on a daily weekday were commercial/heavy vehicles. It is forecast that the volume of traffic on Majura Road (Parkway) will increase by 80% in the next 10 years and by a further 50% in the period 2021 - 2031.
2. No data available for this request.
3. No.

Approved for circulation to the Standing Committee on Estimates 2011-2012

Signature:

Date:

6-6-11

By the Minister for Territory and Municipal Services, Mr Simon Corbell MLA

PLEASE NOTE

- 1: Answers to questions on notice must be lodged electronically and in hard copy with the Committee Office within 5 working days of receipt of the question.
- 2: Where an answer provides a referral to sources of information in published documents, the answer should include the exact name of the document, the author and agency publishing the document, the specific page numbers and an electronic link to the document.