

13/14

**McLean, Jock**

---

**From:** Blackmore, Marc [Marc.Blackmore@aecom.com]  
**Sent:** Tuesday, 20 September 2011 1:33 PM  
**To:** McLean, Jock  
**Cc:** McHugh, Ben; Weeks, Rod  
**Subject:** FW: Notification: Parkes Way Widening - Decision Notice[sec=unclassified]  
**Attachments:** Message from SA0P1041001641

Hi Jock

Please find attached Works approval notification, there are a number of conditions that we need to review and advise if any further action is required. Will discuss at the meeting on Thursday.

Regards

**Marc Blackmore**  
Associate Director - Program Project Management  
D +61 2 6201 3023 M +61 412 294 845  
\* \*arc.Blackmore@aecom.com

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**From:** Carly Porreca [mailto:Carly.Porreca@natcap.gov.au]  
**Sent:** Tuesday, 20 September 2011 12:39 PM  
**To:** Blackmore, Marc  
**Subject:** Fwd: Notification: Parkes Way Widening - Decision Notice[sec=unclassified]

**Security:**[SEC=UNCLASSIFIED]

.i Marc,

Please find attached the decision notice for the Parkes Way widening works.

I have posted a hard copy of the approved plans and decision notice in the mail.

Kind regards,

**Carly Porreca**  
a/g Senior Town Planner | Planning & Urban Design  
National Capital Authority

Phone: (02) 6271 2866 | Fax: 02 6273 4427  
Email: [carly.porreca@natcap.gov.au](mailto:carly.porreca@natcap.gov.au)

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**Australian Government**  
**National Capital Authority**

Job No: 17400, File No: 11/221, TRIM No: 93252

Mr Marc Blackmore  
AECOM Australia Pty Ltd  
PO Box 1942  
CANBERRA ACT 2601

Dear Mr Blackmore

**Parkes Way Widening Between Glenloch Interchange and Edinburgh Avenue**

I refer to the works approval application and supporting information on the above works which was received by the National Capital Authority (NCA) for consideration on 16 May 2011. I also refer to further information received on 26 May, 8 June, 4 July, 28 July, 17, 18, 19, and 22 August and 13 September 2011.

The NCA advises that:

Works Approval is granted pursuant to Section 12(1)(b) of the *Australian Capital Territory (Planning and Land Management) Act 1988* for the widening of Parkes Way between the Glenloch Interchange and Edinburgh Avenue as shown on the drawing numbers listed in the attached drawing schedule, and as outlined in the supporting documentation submitted.

The term "works" is defined in the Act to exclude anything done inside buildings or structures. Under the Act works approval may be given where the works are in accordance with the National Capital Plan. This works approval is given only on the basis of satisfaction that the works are in accordance with the National Capital Plan and does not constitute building approval. It does not constitute any form of warranty as to the structural sufficiency of the proposed works, as to safety of the works or as to safety of the performance of the works. It is the responsibility of the applicant to ensure the safety of the works and the safety of the performance of the works and to ensure that any approvals required under separate legislation are also obtained.

A separate application for works approval is required to be submitted to the NCA for the following works, prior to commencement on site:

- A Site Establishment Management Plan (SEMP);
- A Construction Environmental Management Plan (CEMP);
- Contractor methodology for the barge works within Lake Burley Griffin and Sullivans Creek; and
- A HAZMAT Report for proposed works within the Acton Tunnel.

Mitigation measures are to be in place for the duration of the works, as per the *Parkes Way Widening Environment Protection and Biodiversity Conservation Act 1999 Self Assessment Report*.

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ABN 75 149 374 427

Advice on how a skid resistant surface on the areas in the shadow of the Black Mountain escarpment (where ice has a tendency to occur) will be maintained on the crossfall of the road is also to be submitted to the NCA prior to commencement of works.

The NCA understands that you will liaise with Mr Nick Hunter, President ANU Boat Club, regarding access through Sullivans Creek, to Lake Burley Griffin, during construction works.

Please note that the luminaries are to be full cut off, and a 13.5m wide clearance zone is to be maintained in Sullivans Creek at all times.

If any indigenous heritage sites are uncovered during the works, construction activity is to cease and appropriate protocols followed in relation to the assessment and management of artefacts.

The NCA also understands that TaMS will sign off on design acceptance for the structural integrity of the bridge over Sullivan's creek.

Should you have any query or need further advice on the matter please do not hesitate to contact Carly Porreca on (02) 6271 2866.

Yours sincerely,



Graham Sandeman  
Director, Statutory Planning

14 September 2011

**APPROVED DRAWING SCHEDULE FOR (WA17400) – WIDENING OF PARKES WAY BETWEEN GLENLOCH INTERCHANGE AND EDINBURGH AVENUE**

Drawing No.	Drawing Revision	Drawing Date	Drawing Title
<b>AEGOM</b>			
60198222-DRG-30-TW6001	A	14/09/11	Temporary Traffic Management – General Notes and Legend
60198222-DRG-30-TW6011	A	14/09/11	Temporary Traffic Management – Detour Cycle Path
60198222-DRG-30-TW6012	A	14/09/11	Temporary Traffic Management – Control MCE01 CH 2536.660 to CH 2700
60198222-DRG-30-TW6013	A	14/09/11	Temporary Traffic Management – Control MCE01 CH 2700 to CH 3040
60198222-DRG-30-TW6014	A	14/09/11	Temporary Traffic Management – Control MCE01 CH 3040 to CH 3380
60198222-DRG-30-TW6015	A	14/09/11	Temporary Traffic Management – Control MCE01 CH 3380 to CH 3740
60198222-DRG-30-TW6016	A	14/09/11	Temporary Traffic Management – Control MCE01 CH 3740 to CH 4080
60198222-DRG-30-TW6017	A	14/09/11	Temporary Traffic Management – Control MCE01 CH 4080 to CH 4420
60198222-DRG-30-TW6018	A	14/09/11	Temporary Traffic Management – Control MCE01 CH 4420 to CH 4760
60198222-DRG-30-TW6019	A	14/09/11	Temporary Traffic Management – Control MCE01 CH 4760 to CH 5100
60198222-DRG-30-TW6020	A	14/09/11	Temporary Traffic Management – Control MCE01 CH 5100 to CH 5440
60198222-DRG-30-TW6021	A	14/09/11	Temporary Traffic Management – Control MCE01 CH 5440 to CH 5780
60198222-DRG-30-TW6022	A	14/09/11	Temporary Traffic Management – Control MCE01 CH 5780 to CH 5932.897
60198222-DRG-30-TC5001	A	14/09/11	Traffic Control Devices – Legend and Notes
60198222-DRG-30-TC5004	A	14/09/11	Traffic Control Devices
60198222-SKE-20-RD0001	01	-	Site Plan – Tree Assessment – Sheet 1
60198222-SKE-20-RD0002	01	-	Site Plan – Tree Assessment – Sheet 2
60198222-SKE-20-RD0003	01	-	Site Plan – Tree Assessment – Sheet 3
60198222-SKE-20-RD0004	01	-	Site Plan – Tree Assessment – Sheet 4
60198222-SKE-20-RD0005	01	-	Site Plan – Tree Assessment – Sheet 5

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ABN 75 149 374 427

60198222-SKE-20-RD0006	01	-	Site Plan – Tree Assessment – Sheet 6
60198222-SKE-20-RD0007	01	-	Site Plan – Tree Assessment – Sheet 7
60198222-SKE-20-RD0008	01	-	Site Plan – Tree Assessment – Sheet 8
60198222-SKE-20-RD0009	01	-	Site Plan – Tree Assessment – Sheet 9
60198222-DRG-20-GE0002	A	13/05/11	Drawing Index and Locality Plan
60198222-DRG-20-GE0003	A	13/05/11	General Notes and Legend
60198222-DRG-20-RD1001	A	13/05/11	Site Plan - Control MCE01 CH2536.660 to CH 2700
60198222-DRG-20-RD1002	A	13/05/11	Site Plan - Control MCE01 CH 2700 to CH 3040
60198222-DRG-20-RD1003	A	13/05/11	Site Plan - Control MCE01 CH 3040 to CH 3380
60198222-DRG-20-RD1004	A	13/05/11	Site Plan - Control MCE01 CH 3380 to CH 3740
60198222-DRG-20-RD1005	A	13/05/11	Site Plan - Control MCE01 CH 3740 to CH 4080
60198222-DRG-20-RD1006	A	13/05/11	Site Plan - Control MCE01 CH 4080 to CH 4420
60198222-DRG-20-RD1007	A	13/05/11	Site Plan - Control MCE01 CH 4420 to CH 4760
60198222-DRG-20-RD1008	A	13/05/11	Site Plan - Control MCE01 CH 4760 to CH 5100
60198222-DRG-20-RD1009	A	13/05/11	Site Plan - Control MCE01 CH 5100 to CH 5440
60198222-DRG-20-RD1010	A	13/05/11	Site Plan - Control MCE01 CH 5440 to CH 5780
60198222-DRG-20-RD1011	A	13/05/11	Site Plan - Control MCE01 CH 5780 to CH 5954.909
60198222-DRG-20-RD1012	A	13/05/11	Site Plan – On Ramp from Parkes Way to Commonwealth Avenue
60198222-DRG-20-RD1401	A	13/05/11	Typical Cross Sections – Control MCE01 CH 2600 and CH 2800
60198222-DRG-20-RD1402	A	13/05/11	Typical Cross Sections – Control MCE01 CH 330 and CH 3600
60198222-DRG-20-RD1403	A	13/05/11	Typical Cross Sections – Control MCE01 CH 4050 and CH 4600
60198222-DRG-20-RD1404	A	13/05/11	Typical Cross Sections – Control MCE01 CH 5340 and CH 5720
60198222-DRG-20-DR3001 to 60198222-DRG-20-RD3022	A	13/05/11	Drainage and Services Plan – Sheet 1 to Sheet 22 inclusive

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 ABN 75 149 374 427

60198222-DRG-20-SL4002	A	13/05/11	Lighting Plan – Sheet 2
60198222-DRG-20-SL4003	A	13/05/11	Lighting Plan – Sheet 3
60198222-DRG-20-SL4004	A	13/05/11	Lighting Plan – Sheet 4
60198222-DRG-20-SL4005	A	13/05/11	Lighting Plan – Sheet 5
60198222-DRG-20-SL4006	A	13/05/11	Lighting Plan – Sheet 6
60198222-DRG-20-SL4021	A	13/05/11	Lighting Details – Sheet 1
60198222-DRG-20-EN7001	A	13/05/11	Environmental Management Plan – General Notes and Legend
60198222-DRG-20-EN7011 to 60198222-DRG-20-EN7021	A	13/05/11	Environmental Management Plan – Sheet 1 to Sheet 11 inclusive
60198222-DRG-20-EN7101	A	13/05/11	Environmental Management Plan – Typical Cross Sections Sheet 1
60198222-DRG-20-EN7102	A	13/05/11	Environmental Management Plan – Typical Cross Sections Sheet 2
60198222-DRG-20-RW8001	A	13/05/11	Adjustments to Retaining Wall No.11 Toe of Wall at Pavement – Plan and Elevation
60198222-DRG-20-RW8002	A	13/05/11	Adjustments to Retaining Wall No.11 - Typical Cross Section
60198222-DRG-BR-9101	A	-	Bridge Over Clunies Ross Street – Proposed Widening – General Arrangement – Sheet 1
60198222-DRG-BR-9102	A	-	Bridge Over Clunies Ross Street – Proposed Widening – General Arrangement – Sheet 2
60198222-DRG-BR-9201	A	-	Bridge Over Sullivans Creek – Proposed Widening – General Arrangement – Sheet 1
60198222-DRG-BR-9202	A	-	Bridge Over Sullivans Creek – Proposed Widening – General Arrangement – Sheet 2
EL001	T1	25/06/10	Acton Tunnel Lighting – Title Page, Locality Plan and Drawing List
EL002	T1	25/06/10	Acton Tunnel Lighting – Site Layout
EL100 to EI 103	T1	25/06/10	Acton Tunnel Lighting – Lighting Layout Sheet 1 to Sheet 4 Inclusive
EL400	T1	25/06/10	Acton Tunnel Lighting – Main Switchroom Plan and Typical Cabling Arrangement
EL401	T1	25/06/10	Acton Tunnel Lighting – Tunnel Lighting Cable Ladder – General Arrangement
<b>Redbox Design Group</b>			
L-0878 D01	A	26/08/11	Parkes Way Widening – Landscape Plan West
L-0878 D02	A	26/08/11	Parkes Way Widening – Landscape Plan East

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ABN 75 149 374 427

15:-

**McLean, Jock**

**From:** Blackmore, Marc [Marc.Blackmore@aecom.com]  
**Sent:** Tuesday, 13 September 2011 9:05 AM  
**To:** McHugh, Ben  
**Cc:** McLean, Jock; Carly Porreca; Weeks, Rod  
**Subject:** FW: AECOM SendFiles Confirmation: Your file has been sent  
**Attachments:** 60198222-drg-30-tw6011 A.pdf; 60198222-drg-30-tw6012 A.pdf; 60198222-drg-30-tw6013 A.pdf; 60198222-drg-30-tw6014 A.pdf; 60198222-drg-30-tw6015 A.pdf; 60198222-drg-30-tw6016 A.pdf; 60198222-drg-30-tw6017 A.pdf; 60198222-drg-30-tw6018 A.pdf; 60198222-drg-30-tw6019 A.pdf; 60198222-drg-30-tw6020 A.pdf; 60198222-drg-30-tw6021 A.pdf; 60198222-drg-30-tw6022 A.pdf; 60198222-drg-30-tw6001 A.pdf

Hi Ben

Further to issue of TTMs to Colin below on 26/5/11, could you please forward your endorsement of the attached TTMs plans as requested by the NCA.

Regards

**Marc Blackmore**  
Associate Director - Program Project Management  
D +61 2 6201 3023 M +61 412 294 845  
Marc.Blackmore@aecom.com

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**From:** [Delivery@sendfiles.aecom.com](mailto:Delivery@sendfiles.aecom.com) [mailto:Delivery@sendfiles.aecom.com]  
**Sent:** Thursday, 26 May 2011 1:35 PM  
**To:** Howard, Kristen  
**Subject:** AECOM SendFiles Confirmation: Your file has been sent

This is an automatic notification from AECOM's File Transfer system that you have successfully sent 1 file

Recipient(s): [colin.evans@act.gov.au](mailto:colin.evans@act.gov.au)

Message: Colin,

A copy of the Parkes Way Widening NCA Works Approval submission is attached. Would you please have a review of the TTM drawings and text (page 33)? We're happy to set up a meeting to discuss the proposed TTM arrangement with you - please let me know what is most convenient.

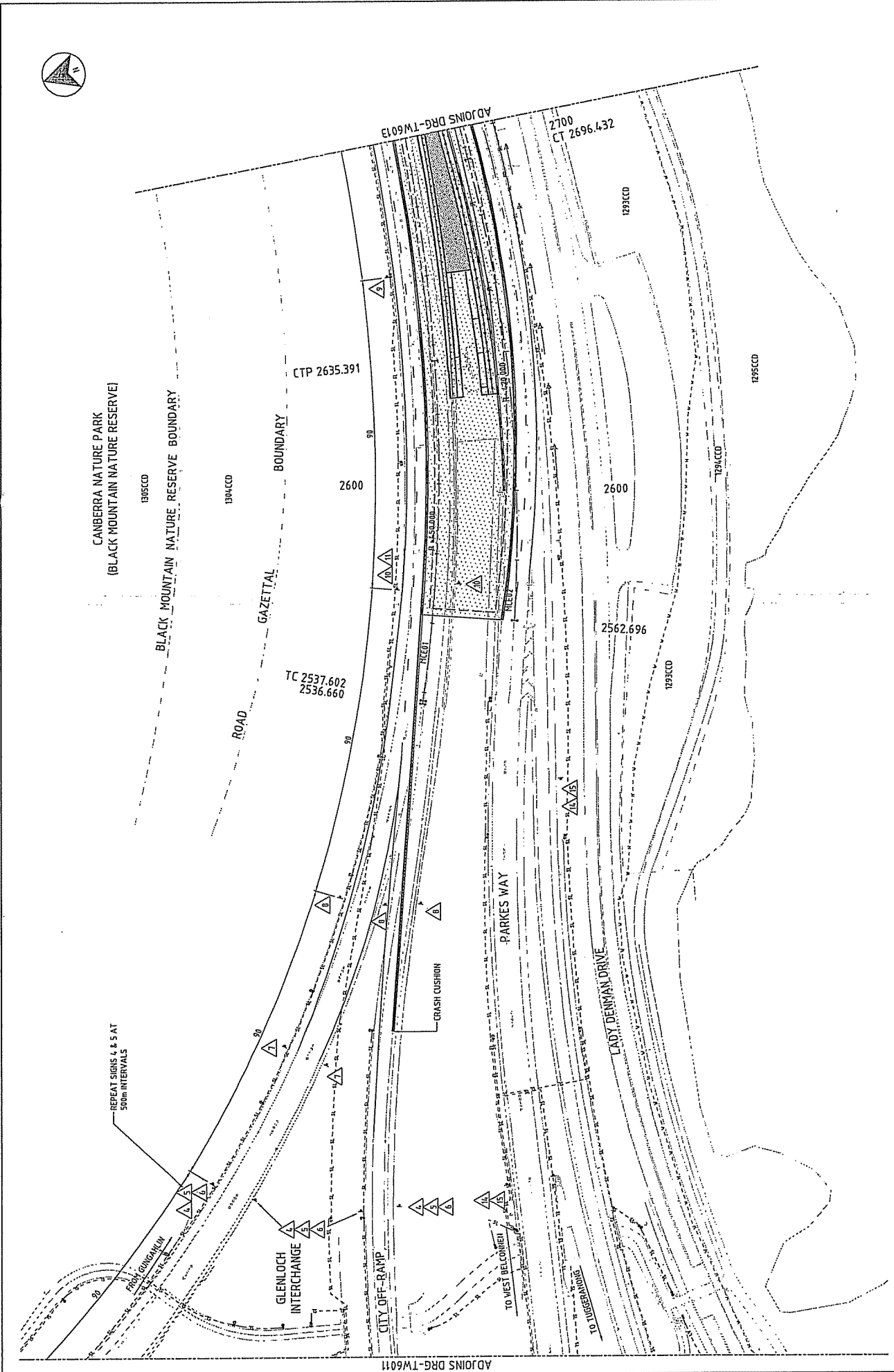
Thanks,  
Kristen  
This file will be available for download until 6/1/2011

<u>File</u>	<u>Description</u>	<u>Size</u>
<a href="#">60198222_Parkes-Way_WA_Rev0.0.zip</a>		17,924KB

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REVISIONS		SCALE		DATE		DESCRIPTION	
No.	BY	DATE	DATE	DATE	DATE	WT	APP
1	DA	14/03/11				01	APP

CHECK				CONTRACTOR			
DESIGNED	BY	CHECKED	BY	APPROVED	DATE	DATE	BY

CLIENT		DRAWING	
AECOM		DR	
AECOM Australia Pty Ltd ABN: 20 093 846 925		60198222-DRG-30-TW6012	

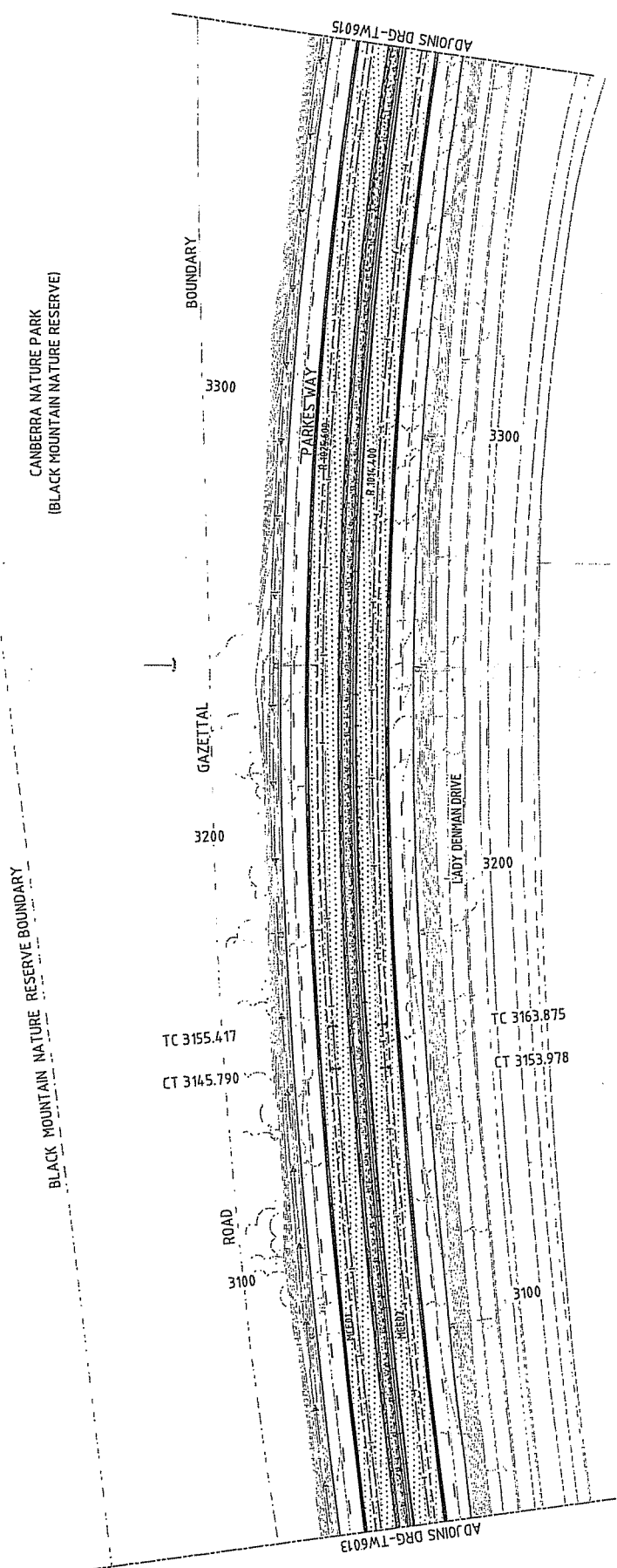
  

PROJECT		DRAWING	
PARKES WAY WIDENING		DR	
TEMPORARY TRAFFIC MANAGEMENT		60198222-DRG-30-TW6012	
CONTROL MCE01			
CH 2536.660 TO CH 2700			

DRAWING		REVISION	
DATE	BY	DATE	BY





LAKE BURLEY GRIFFIN 99

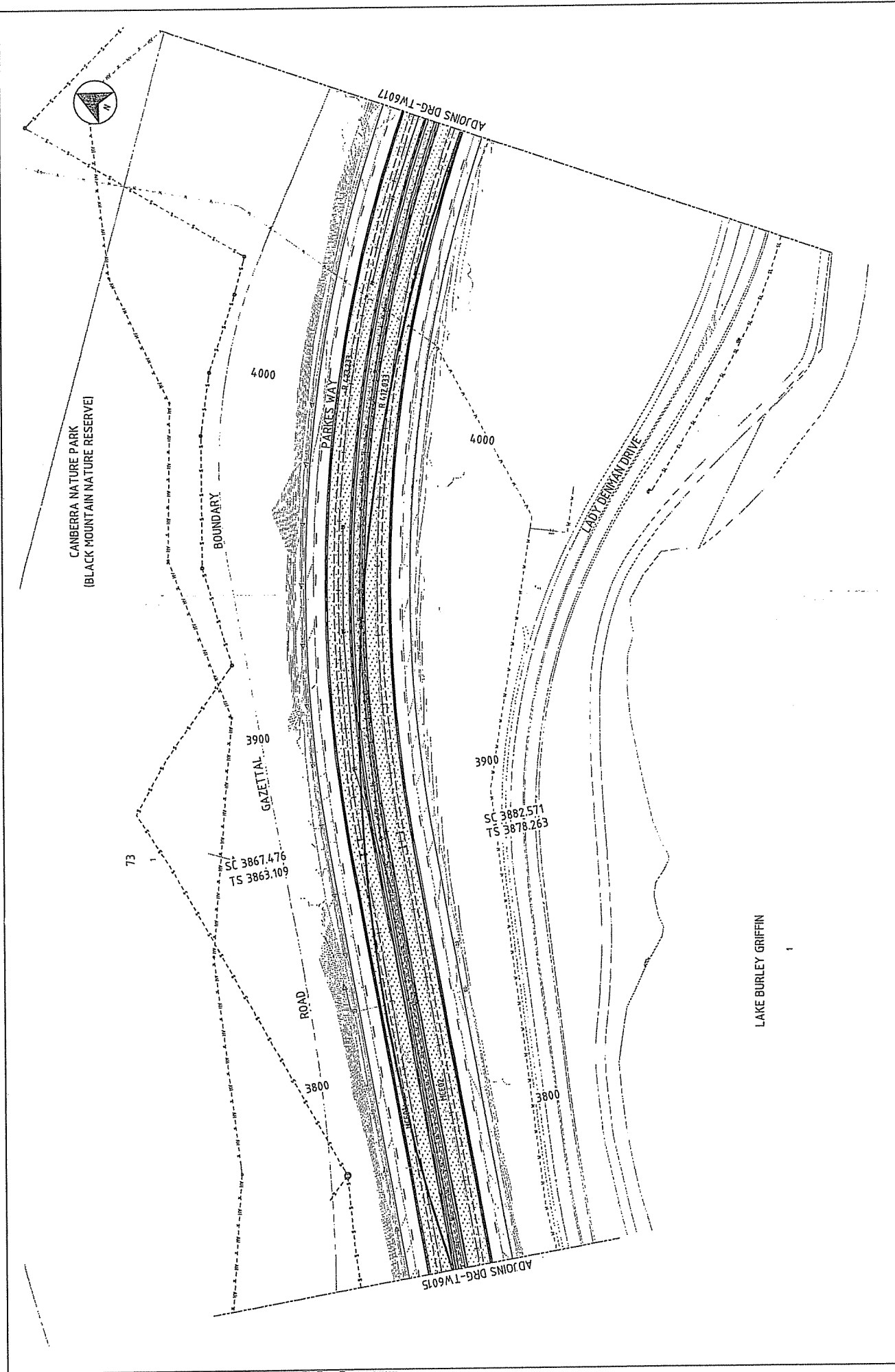
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No.	BY	DATE	DESCRIPTION	DESIGNED	DRAWN	APPROVED	DATE	PROJECT NO.	PROJECT NAME
A	DA	14/03/2011	DOCUMENT READINESS				07/03/2011	60198222-DRG-30-1W6014	PARKES WAY WIDENING
									TEMPORARY TRAFFIC MANAGEMENT CONTROL MEET CH 304.0 TO CH 3380
									60198222-DRG-30-1W6014
									DR
									SHIFTS
									A



**AECOM**

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This drawing is confidential and shall only be used for the purposes of this project.

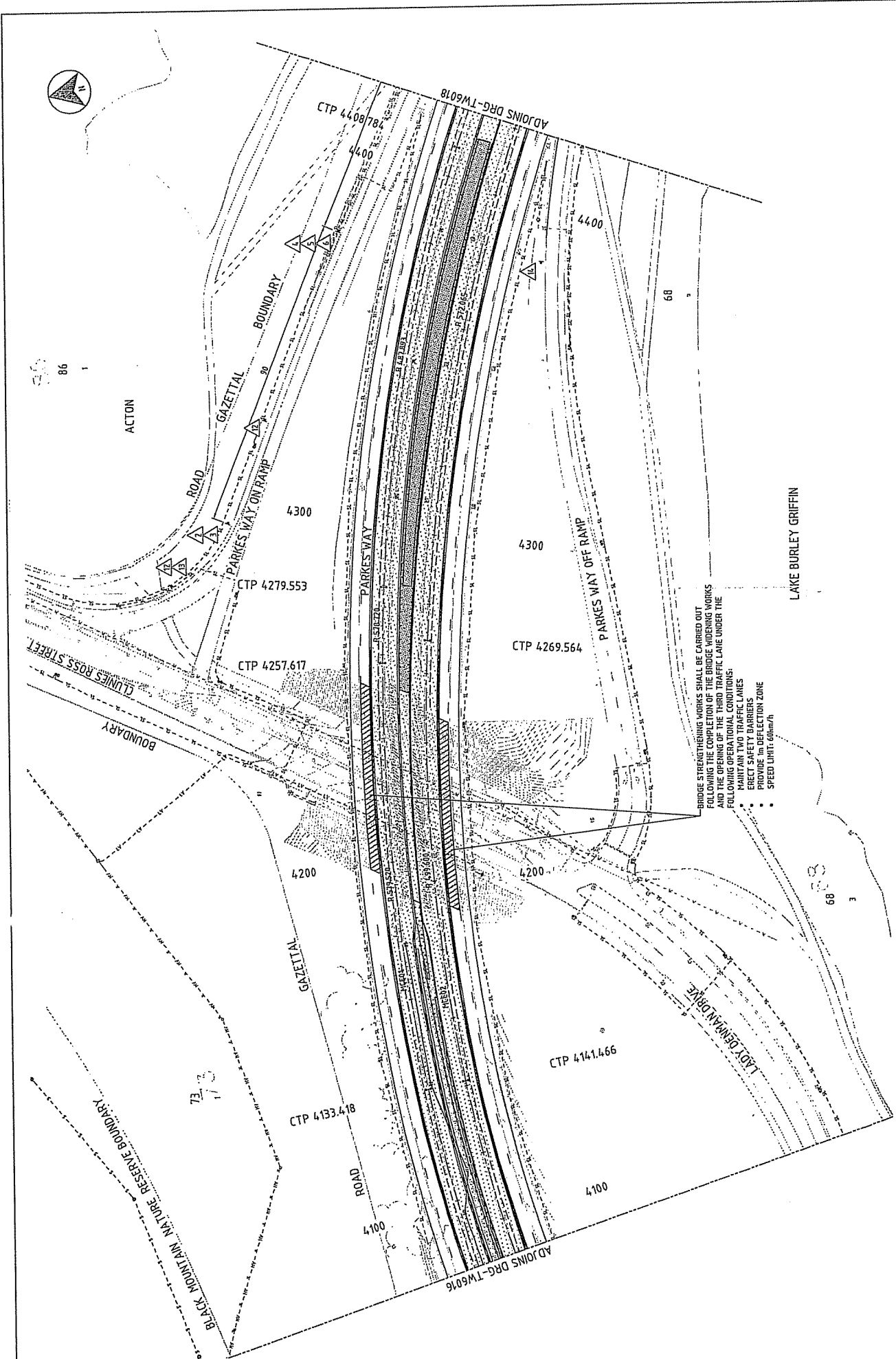
NO.	DATE	BY	DESCRIPTION
1		DA	ISSUE FOR DOCUMENT PREPARATION
2		JP	ISSUE FOR APPROVAL

SCALE: 1:1500 FULL SIZE A1  
 0 5 10 20 METRES

APPROVED	DATE	CHECKED	DATE	BY	DATE



CONTRACTOR: AECOM  
 CLIENT: UNIVERSITY OF TECHNOLOGY SYDNEY  
 PROJECT: PARKES WAY WIDENING  
 TEMPORARY TRAFFIC MANAGEMENT CONTROL MEET CH 3740 TO CH 4080  
 DRAWING NO: 60198222-DRG-30-TW6016  
 SHEET NO: A

C:\d\1\1\60198222\_Parkes\_Way\_Widening\CD03\3\Work\019\39\_0198222-03-30-TW6015.dwg  
 LAST MODIFIED BY 509 11 1543

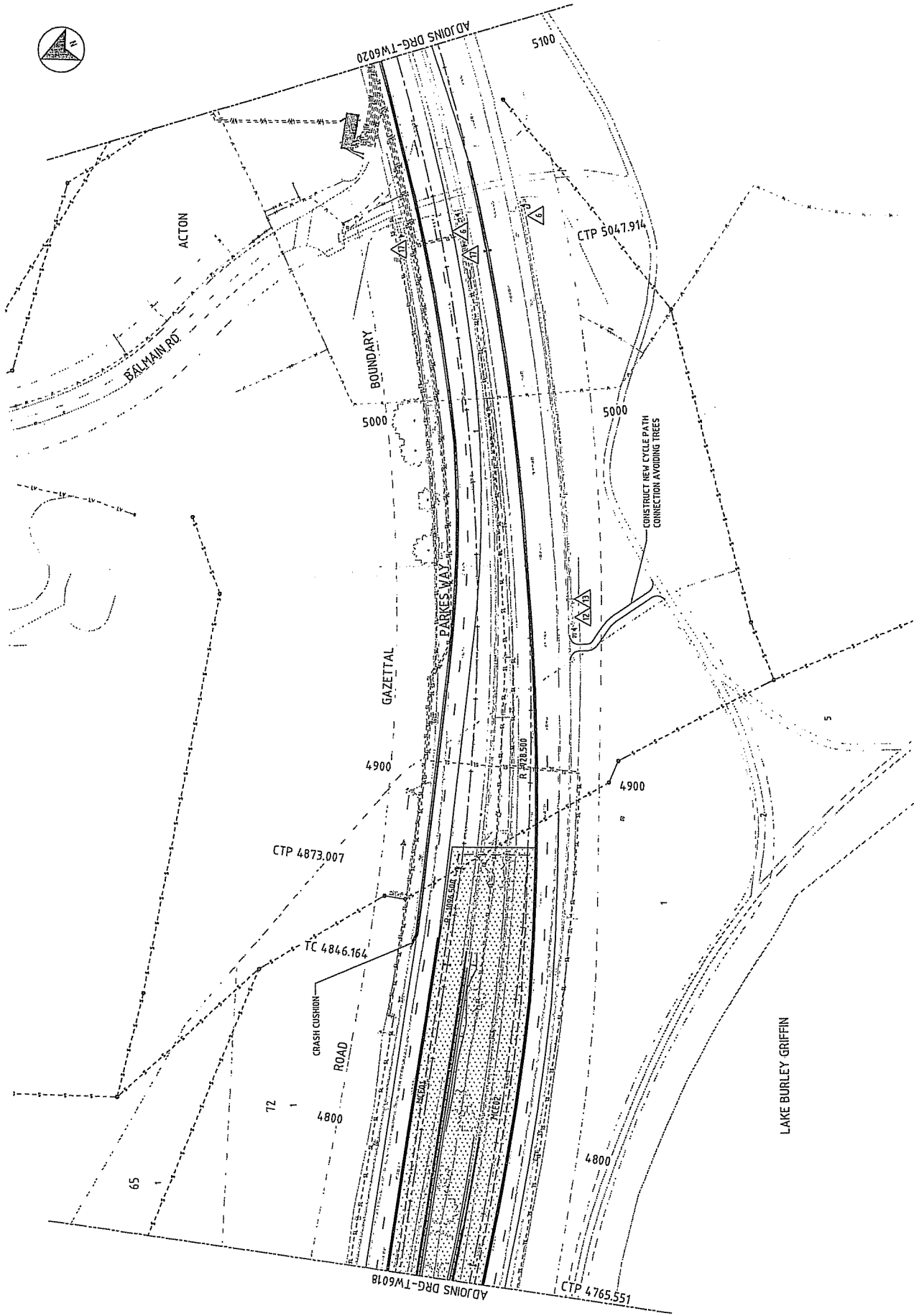


BRIDGE WIDENING WORKS SHALL BE CARRIED OUT FOR THE COMPLETION OF THE BRIDGE WIDENING WORKS AND THE OPENING OF THE THIRD TRAFFIC LANE UNDER THE FOLLOWING OPERATIONAL CONDITIONS:

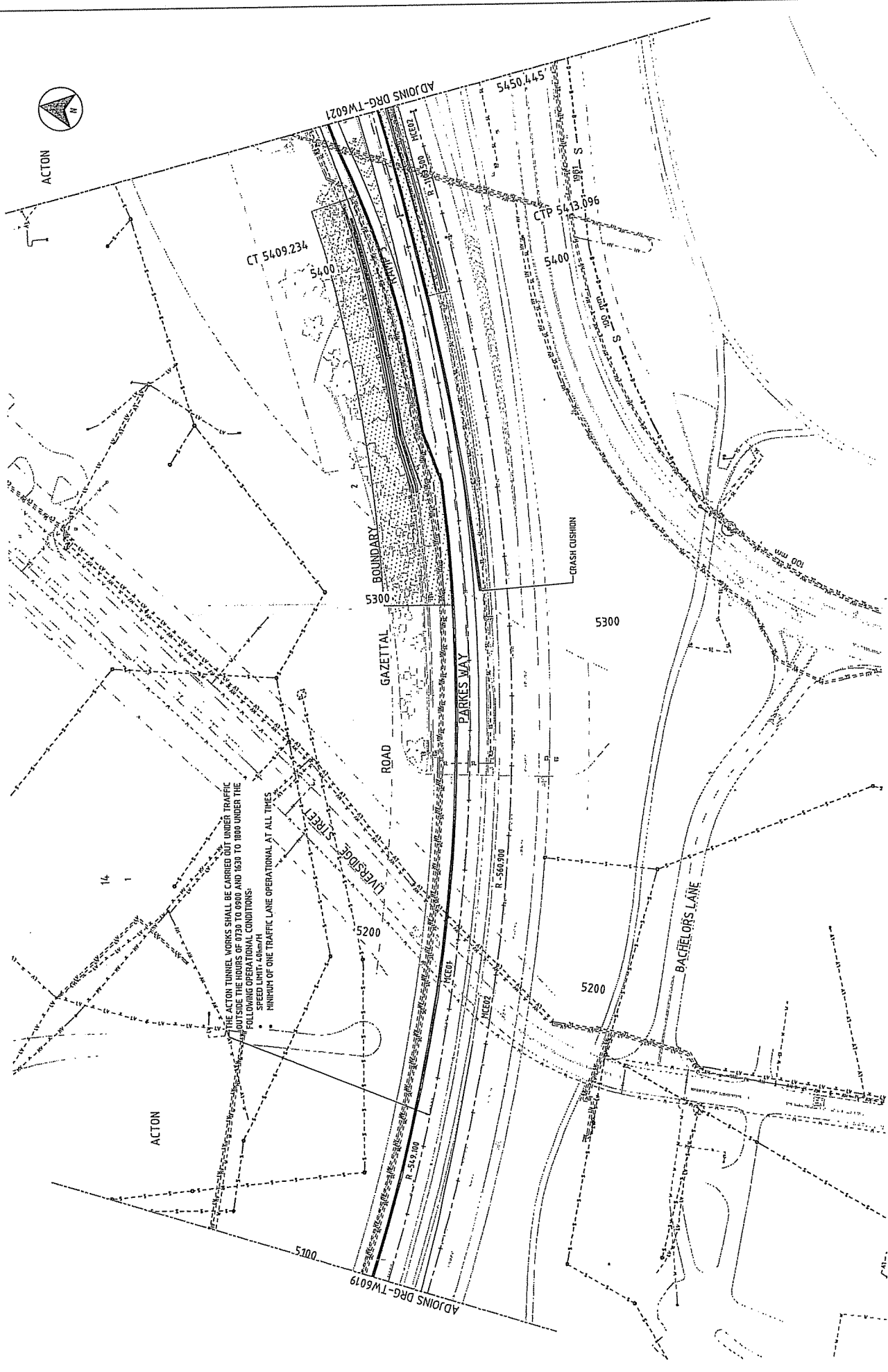
- MAINTAIN TWO TRAFFIC LANES
- ERECT SAFETY BARRIERS
- PROVIDE 1m DEFLECTION ZONE
- SPEED LIMIT = 60km/h

																			
CONTRACTOR <b>AECOM</b> AECOM Australia Pty Ltd ABN 17 20 093 846 925		CLIENT <b>PARKES WAY WIDENING          TEMPORARY TRAFFIC MANAGEMENT          CONTROL MCD          CH 4.080 TO CH 4.420</b>																	
SCALE 1:500 FULL SIZE A1		REVISIONS <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>BY</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		NO.	BY	DATE	DESCRIPTION												
NO.	BY	DATE	DESCRIPTION																
TITLE THE SCHEME OF THIS TITLE SHOWS THE LOCATION AND CHARACTER OF THE PROPOSED WORKS AND THE LOCATION OF THE CONTROL POINTS. THE SCHEME IS SUBJECT TO THE PROVISIONS OF THE ROAD ACT 1999 AND THE ROAD REGULATIONS 2002.		DRAWN BY: RM CHECKED BY: RM DATE: 01/08/2011																	
APPROVED BY: DA DATE: 01/08/2011		DRAWN BY: RM CHECKED BY: RM DATE: 01/08/2011																	
THIS DRAWING IS UNCLASSIFIED AND SHALL BE MADE AVAILABLE FOR THE PURPOSES OF THIS PROJECT.		DRAWING NO: 60198222-DRG-30-TW6017 SHEET NO: A																	





<b>AECOM</b> AECOM Australia Pty Ltd ABN: 20 693 843 925		PARKES WAY WIDENING TEMPORARY TRAFFIC MANAGEMENT CONTROL MEASURES CH 4760 TO CH 5100	
DRAWING NO: 60198222-DRG-30-TW6019		SHEET NO: A	
PROJECT: PARKES WAY WIDENING		DRAWING TYPE: DR	
CLIENT: VICROADS		CONTRACT NO: 60198222-DRG-30-TW6019	
THE SIGNATURE OF THE DESIGNER, ENGINEER, ARCHITECT OR OTHER PROFESSIONAL PERSON MUST BE OBTAINED BEFORE THIS DRAWING IS USED FOR CONSTRUCTION.			
DESIGNED BY:	CHECKED BY:	DRAWN BY:	DATE:
APPROVED BY:	DATE:	DATE:	DATE:
SCALE: 1:500 FULL SIZE AT 11.589			
NORTH ARROW:			
REVISIONS:			
NO.	DATE	DESCRIPTION	BY:



THE ACTON TUNNEL WORKS SHALL BE CARRIED OUT UNDER TRAFFIC OUTSIDE THE HOURS OF 7:30 TO 10:00 AM AND 10:30 TO 1:00 PM UNDER THE FOLLOWING OPERATIONAL CONDITIONS:

- FULL SPEED LIMIT - 100KPH
- MINIMUM OF ONE TRAFFIC LANE OPERATIONAL AT ALL TIMES

		<b>CONTRACTOR</b> <b>AECOM</b> AECOM Australia Pty Ltd ABN 12 001 846 995		<b>CLIENT</b> PARKES WAY WIDENING TEMPORARY TRAFFIC MANAGEMENT CONTROL MCE01 CH 5100 TO CH 5440		<b>DATE</b> DR		<b>PROJECT</b> 60198222-DRG-30-TW6020		<b>SHEET</b> A	
<b>REVISIONS</b>		<b>SCALE</b> FULL SIZE AT 1:500		<b>APPROVED</b> DATE 01/08/2011		<b>DESIGNED</b> DATE 01/08/2011		<b>CHECKED</b> DATE 01/08/2011		<b>DATE</b> 01/08/2011	
No.	BY	DATE	DESCRIPTION	WVR	JP	APFD					





**TEMPORARY SIGN LEGEND:**

INFORMATION - "PARKES WAY TO CITY WIDENING - CONSTRUCTION DELAYS EXPECTED FROM 00/00/YY TO 00/00/YY" SUPPLEMENT WITH VARIABLE MESSAGE SIGNS

1. ROADWORKS AHEAD

2. 60 KM/H AHEAD

3. 60 KM/H

4. ROAD WORK WORKERS

5. FORM 1 LANE

6. LANE SHIFT (SPECIAL)

7. SPEED FEEDBACK SIGN

8. HEAVY VEHICLE RESTRICTION SIGN "HEAVY" VEHICLES MUST USE RIGHT LANE UNLESS EXTING"

9. HEAVY VEHICLE RESTRICTION SIGN (SPECIAL)

10. CYCLE LANE CLOSED AHEAD

11. CYCLE DETOUR

12. END ROADWORKS

13. 80 KM/H

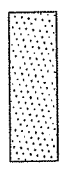
14. 90 KM/H

15. FORM 2 LANES

16. LEFT LANE ENDS

17. MERGE RIGHT

**GENERAL LEGEND:**



10m DEFLECTION ZONE

CONCRETE TRAFFIC BARRIERS

TEMPORARY TRAFFIC LINE MARKING

TEMPORARY EDGE LINE MARKING

LANE SHIFT (SPECIAL)

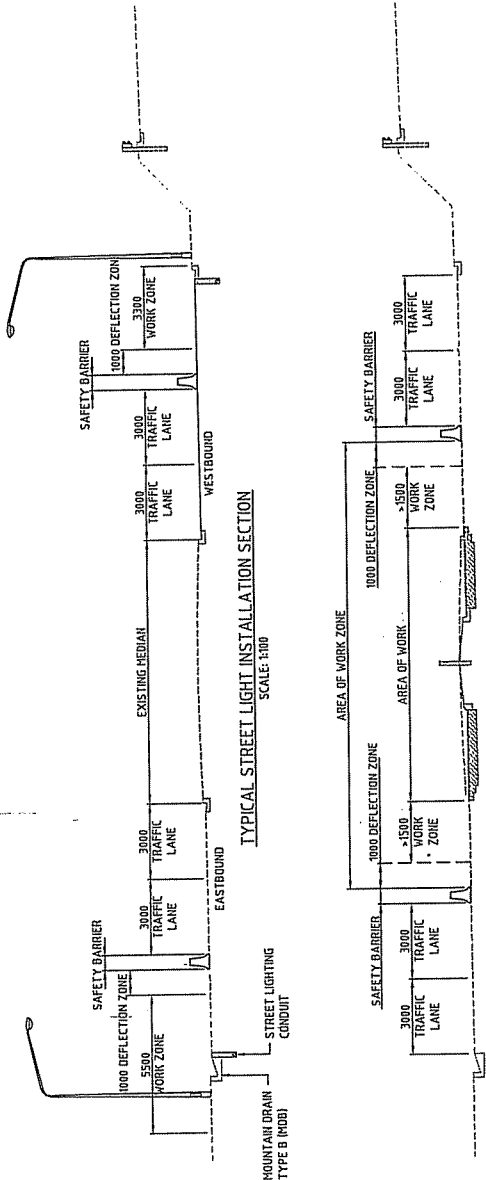
HEAVY VEHICLE RESTRICTION

HEAVY VEHICLE RESTRICTION (SPECIAL)



**GENERAL NOTES:**

- ALL TRAFFIC MOVEMENTS SHALL BE MAINTAINED AT ALL TIMES.
- TWO LANES OF TRAFFIC ON EACH CARRIAGEWAY OF PARKES WAY SHALL BE AVAILABLE DURING THE CONSTRUCTION PERIOD. NO DISRUPTION TO THE MAJOR PEAK HOUR DIRECTION SHALL BE PERMITTED. I.E. THE EASTBOUND OR CITY BOUND DIRECTION IN THE WEEKDAY MORNING PEAK 0730 TO 0900 AND THE WESTBOUND DIRECTION IN THE EVENING PEAK, 1630 TO 1800. SOME INTERRUPTIONS AT OTHER TIMES MAY BE PERMITTED WITH PRIOR APPROVAL. REFER DRG TW6020 AND DRG TW6010 FOR BRIDGE STRENGTHENING WORK RESTRICTIONS.
- THE ON ROAD CYCLE LANE MUST BE CLOSED WITH APPROPRIATE SIGNAGE OF DETOURS FOR CYCLISTS ON TO THE OFF-ROAD CYCLE PATH SYSTEM.
- TO MINIMIZE DAMAGE TO THE SHOULDER PAVEMENT, WHICH HAS A LESSER PAVEMENT STRENGTH THAN THE CURRENT TRAFFICKED LANES, SIGNAGE SHALL INDICATE HEAVY TRUCK AND BUS VEHICLES MUST NOT USE THE LEFT LANE.
- PRIOR TO THE WORKS, 6 "PRE-WARNING SIGNS" SHALL BE ERRECTED AT THE LOCATIONS SHOWN AT LEAST 2 WEEKS PRIOR TO ANY WORK ON THE SITE. THESE SIGNS SHALL REMAIN IN PLACE DURING CONSTRUCTION AND THE END DATE UPDATE IN LINE WITH THE ESTIMATED COMPLETION.
- EXISTING STREET LIGHTING SHALL REMAIN OPERATIONAL UNTIL IT IS REPLACED BY THE NEW STREET LIGHTING. THE TRAFFICKED ROAD MUST REMAIN LIT TO THE PRESENT ILLUMINATION STANDARD AT ALL TIMES DURING THE CONTRACT.
- LIGHT TIME WORK IF APPROVED, SHALL CONFORM TO ALL ENVIRONMENTAL PROTECTION LEGISLATION REQUIREMENTS AND ANY DISPENSATION FOR WORKING ON ARTERIAL / MAJOR ROADS.
- THESE CONCEPT TRAFFIC MANAGEMENT DRAWINGS SHOW A METHOD OF MANAGING TRAFFIC UNDER THE RESTRICTIONS NOTED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DESIGN AND HAVE APPROVED A WORKABLE TRAFFIC ARRANGEMENT TO SUIT THE MAINTENANCE OF TRAFFIC WITHIN THE RELEVANT ROAD PAVEMENT AND WORK METHODS.
- CO-ORDINATE TEMPORARY TRAFFIC MANAGEMENT WITH ANY ADJACENT ROAD WORKS DURING THE CONSTRUCTION PERIOD.
- COVER ALL 90 KM/H SPEED SIGNS WITH 60 KM/H SPEED SIGNS OF THE SAME SIZE DURING THE CONSTRUCTION PERIOD. REMOVE THESE TEMPORARY SPEED SIGNS ON COMPLETION.
- THE UPSTREAM END OF LONGITUDINAL CONCRETE SAFETY BARRIERS SHALL BE IMMEDIATELY PRECEDED BY WATER FILLED ENERGY ABSORBING CRASH ATTENUATORS WHERE THE SAFETY BARRIER IS NOT ADEQUATELY TAPERED AWAY FROM THE TRAFFICKED PATH.
- VARIABLE MESSAGE SIGNS SHALL BE ERRECTED PRIOR TO EACH ENTRY POINT TO PARKES WAY AT LEAST 2 WEEKS PRIOR TO WORKS COMMENCING. THESE SIGNS SHALL REMAIN IN PLACE FOR THE DURATION OF THE PROJECT.



**TYPICAL STREET LIGHT INSTALLATION SECTION**  
SCALE: 1:100

THE FOLLOWING SIGNS SHALL BE REPEATED AS NOTED BELOW

SIGN	SIGN TYPE	REPEAT FREQUENCY
4	R4-1 60km/h	500m
5	R4-3 ROAD WORK	500m
11	HEAVY VEHICLE RESTRICTION SIGN (SPECIAL)	500m

**NOTE:**

- THESE SIGNS SHALL BE ALTERNATED EACH 250m. THESE SIGNS SHALL BE PLACED ON BOTH THE EAST BOUND CARRIAGEWAY AND THE WEST BOUND CARRIAGEWAY.

**TYPICAL PAVEMENT WIDENING SECTION**  
SCALE: 1:100

REVISIONS

No.	BY	DATE	DESCRIPTION
1	DA	14-09-2011	DOCUMENT REVISIONS
2	DA	14-09-2011	DOCUMENT REVISIONS

CONTRACTOR

**AECOM**

AECOM Australia Pty Ltd ABN: 20 093 846 935

DESIGNED BY: DA

CHECKED BY: RW

DRAWN BY: DA

DATE: 07-07-2011

APPROVED BY: JP

DATE: 14-09-2011

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DATE: 14-09-2011

SCALE: 1:100

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**PARKES WAY WIDENING**

TEMPORARY TRAFFIC MANAGEMENT

GENERAL NOTES AND LEGEND

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**PARKES WAY WIDENING**

TEMPORARY

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**McLean, Jock**

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**From:** McLean, Jock  
**Sent:** Thursday, 28 July 2011 4:11 PM  
**To:** Gill, Tony  
**Cc:** McHugh, Ben; 'Blackmore, Marc'  
**Subject:** Parkes Way Widening - Aecom response 28/7/11 to NCA works approval public consoltaion process  
**Attachments:** 20110728\_NCA\_WA-RFI-responses.pdf

Hi Tony

The Works Approval application was lodged with NCA on 13 May 2011

Attached is Aecom's response (dated 28 July 2011) to questions raised during NCA's public consultation process. Ben McHugh vetted the response before it was sent. Further an electronic copy of the "East West Corridor Infrastructure Study" dated 14 Jan 2011 was also sent to NCA.

Regards Jock



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ABN 20 093 846 925

28 July 2011

Graham Sandeman  
Planning & Urban Design  
National Capital Authority  
GPO Box 373  
Canberra ACT 2601

Dear Graham

### **Parkes Way Works Approval Application**

This letter is in response to questions raised regarding the Parkes Way Widening Works Approval application:

- During a meeting held with NCA on 08 June 2011
- Email from Phil Morey to Marc Blackmore on 08 June 2011
- Submission from Jack Kershaw (via email from Carly Porreca on 21 June 2011
- Email from Carly Porreca on 27 June 2011.
- Email from Carly Porreca on 28 June 2011.

NCA's queries (in italics) and AECOM's responses are noted below.

*1. Please elaborate on the proposed streetlights – design standard, luminaire type, glare and light spill.*

The lighting design for Parkes Way incorporates Sylvania Roadster 250 watt high pressure sodium luminaires with 5 degrees of upcast angle on 12 metre columns. The outreach arm lengths are 4.5 metres on the inbound carriageway and 3 metres on the outbound carriageway. The different lengths are required due to the variance in kerb size.

The design complies with Australian Standard 1158.1.1 for a V3 Category Road lighting. Spill light on the road verges has been designed to comply with the 'surround verge illuminance' requirements of the Standard. Regarding glare performance, the design complies with the 'threshold increment' (glare) requirements of the Standard. This requirement limits the amount of glare within the road environment.

The pole spacing in the design differs from the existing layout due to the changed road configuration. The pole placement has changed from a type 6 configuration (Dual Carriageway - Central) to a type 5 configuration (Dual Carriageway - Opposite) due to the addition of one lane in each direction. It is likely that the visual impact of the lighting from the lake view will be reduced due to the changed orientation of the luminaires illuminating the Southern carriageway.

*2. Will there be induced traffic due to the proposed widening works?*

Induced traffic, new trips generated due to the widening of Parkes Way, will likely be minimal due to constraints at destinations, such as parking. There are also existing constraints on Parkes Way, such as the tunnel and the Edinburgh Avenue ramp, which will likely keep induced traffic and traffic pulled from surrounding roads to a minimum. Induced traffic is difficult to quantify, and has not been modelled as part of the Parkes Way Widening project.

*3. How does the Parkes Way widening project emphasise the national significance of the main approach routes and avenues?*

The existing national significance of Parkes Way is acknowledged and will be maintained. It has been carefully considered throughout the design process. For example:

- The proposed works will predominantly be located within the existing median, thus minimising the visual impact, particularly to the north, adjacent to the Canberra Nature Park.
- The widening of the Clunes Ross Street and Sullivans Creek bridges has been designed to be consistent as practically possible with the existing bridge designs.
- The new median will have a hard finish (stabilised decomposed granite gravel). Trees are proposed to be removed only where necessary for safety purposes.
- The proposed streetlights have been located in the verge to avoid any tree removal.
- Modifications to the stone faced reinforced concrete retaining wall adjacent to the Edinburgh Avenue exit ramp will reuse existing salvaged Mugga Quarry Stone where practical to ensure, as far as feasible a constant appearance between existing and new work.

The widening of Parkes will also provide better traffic management "to ensure the continued effective function of the Main Avenues and Approach Routes," in accordance with Section 2.2 of the National Capital Plan.

*4. Respect the geometry and intent of Water Burley Griffin's formally adopted plan for Canberra?*

The proposed widening works will occur primarily in the median of Parkes Way. The new geometry (horizontal and vertical) will be an extension of the existing.

*5. Maintain and enhance the landscape character of Canberra as the setting for the National Capital?*

Replacement planting is proposed for the trees and shrubs to be removed near the Edinburgh Avenue off-ramp.

A number of trees in the median are proposed to be removed as part of the widening works. Many of these trees are located within the existing clear zone of the existing Parkes Way and are a safety hazard. From a road safety point of view, they should be removed, independent of the proposed widening works.

The new median will be too narrow to be planted and safely maintained. A hard surface of decomposed granite gravel is proposed, similar to other nationally significant areas (including medians) within Canberra. The proposed wire rope barrier to be located within the median will have black posts to blend in with the surrounding environment.

*6. Respect environmental values and reflect national concerns with the sustainability of Australia's urban areas?*

The drivers for the widening of Parkes Way, including sustainability, are discussed in the East West Corridor Infrastructure Study (AECOM, 16/12/2009).

The report reviewed the planning context (Section 2.0) and existing conditions (Section 3.0) within the east-west corridor. Traffic forecast modelling (Section 4.0) was completed, as well as a road capacity analysis (Section 5.0). Section 6.0 of the report identified high priority improvements based on key deficiencies. Section 7.0 contains an assessment of the proposed infrastructure work packages (which includes Parkes Way), including economic analysis outcomes.

A copy of this report is attached for your reference. The widening of Parkes Way will be on the median side to avoid impacts to the adjacent Canberra Nature Park.

*7. Respond to the broader planning need e.g. the development of Molonglo, or is the project a response to easing peak hour congestion only?*

The drivers for the widening of Parkes Way are explained in detail in East West Corridor Infrastructure Study (AECOM, 16/12/2009), refer to No. 6 above.

8. *Is there a landscaping plan for the project? I note that 85 trees and shrubs are to be removed. Is a replacement program is proposed?*

A landscape plan for the project will be produced during the detailed design process. Reinstatement planting is proposed within the area of disturbance near the off-ramp to Edinburgh Avenue, between the eastern tunnel portal and the retaining wall. The replacement planting will be of a similar species as the existing planting.

9. *Provide evidence of consultation with the Australian National Botanic Gardens, the ANU and ActewAGL.*

A copy of the WA submission was provided to Mick Serena (Director Facilities and Services – ANU) on 30 June 2011 for review and comment. No comments have been received.

AECOM contacted the Australian Botanic Gardens and Kaiya Browning (Department of Sustainability, Environment, Water, Population and Communities) regarding the project. Craig Cosgrove (Assistant Director – Australian National Botanic Gardens) provided work as executed records for the new non potable pipe line from Lake Burley Griffin to the gardens. No comments other comments on the project have been received.

ActewAGL is planning to install a new high voltage cable along Parkes Way to City Section 24 Block 6. ActewAGL and AECOM have exchanged information regarding the two respective projects, including the coordination required for the new streetlights. A meeting with Daniel Chan from ActewAGL was held at AECOM's office on 10/05/2011, and several email messages exchanged.

10. *Advice on asbestos removal (HAZMAT Report).*

The Acton Tunnel is known to contain asbestos material, and as such any works that involve changes inside the tunnel would need to effectively manage how this material is handled. At this concept stage, it is not possible to accurately identify the implications of works within the Acton Tunnel with regard to asbestos management. Accordingly, as detailed design progresses, and a contractor becomes engaged to carry out the works, measures to appropriately manage potential hazardous materials can be developed in consultation with relevant authorities and stakeholders.

11. *Construction Environment Management Plan (particularly for works at the Sullivans Creek Bridge).*

Construction Environmental Management Planning for the widening works will involve developing measures to manage the key environmental risks during each stage of the works. Based on current design and planning, the widening works will likely involve four construction management stages (CMS), as follows:

- CMS 1 - Worksite establishment: Including the establishment of temporary fencing, installation of erosion and sediment controls, temporary signage, and commencement of construction information programs for the broader community.
- CMS 2 - Piling works: Including the establishment of silt curtains and other specific erosion and sediment control measures in and around Sullivans Creek to ensure water quality is not adversely impacted by the works. Piling works will likely involve the use of a barge mounted piling rig, to ensure that aquatic access for recreational water craft can be maintained through the majority of CMS 2. Once piles have been emplaced, pile caps would be added and piers installed.
- CMS 3 - Surface works: Including the identification and removal of trees within the median that cannot be avoided, clearing and grubbing, and associated engineering works to add the additional lanes into the median. This will also include temporary traffic management arrangements, including likely speed restrictions during the crane lifted installation of new girders onto the new installed piers, and the pouring of additional concrete decking.
- CMS 4 - Worksite demobilisation and landscaping: Following the completion of major works, erosion and sediment controls would be gradually removed (once permanent operational controls are in place), and the median strip would be rehabilitated with grasses, and the replanting of native trees, in accordance with the wishes of TaMS (see response to query 12).

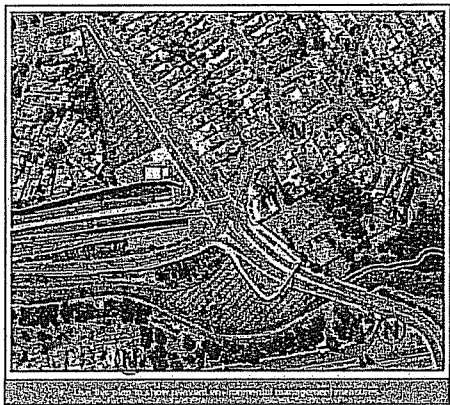
For the Parkes Way Widening project, the construction environmental management plan (CEMP) to be developed will include the following key information:

- Detailed descriptions of work methodologies (to be developed in consultation with the engaged contractor), for each CMS.
- Details on the "Responsibilities and Authorities of Project Personnel".
- Competence, training and awareness, including details on the site inductions, site specific training (e.g. for works associated with CMS 2).
- Communications and complaint management protocols.
- Specific details on the "Inspection, Auditing, Monitoring and Document Review"
- Details on practical operational control including hold points and emergency and spill management protocols.

Our CEMP philosophy will be to describe environmental sensitivities and associated construction strategies to manage these with figures rather than excessive words. An indication of the proposed CEMP design is presented below from a previous project. For each CMS, measures are identified that need to implemented, with an indication of project personnel who are responsible. In addition, the location of specific environmental management controls is included on an aerial photo, thereby allowing construction personnel to have a clear understanding of any relevant sensitivities or management controls that may apply to the area of work.

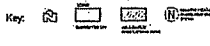
**M5 EAST FILTRATION PROJECT CONSTRUCTION ENVIRONMENTAL METHOD STATEMENTS** Sheet 10 of 27

Activity	Phase	Start	End	Responsible	Author	Checked	Approved
Site Investigation	Phase 1	10/10/11	10/10/11	...	...	...	...
...	...	...	...	...	...	...	...



Activity	Phase	Start	End	Responsible	Author	Checked	Approved
...	...	...	...	...	...	...	...

Name	Role	Contact	Signature
...	...	...	...
...	...	...	...



Activity	Phase	Start	End	Responsible	Author	Checked	Approved
...	...	...	...	...	...	...	...

12. *Environmental Impact Statement – or a justification as to why one was not undertaken.*

A review of the relevant triggers under the *Planning and Development Act 2007* did not indicate any aspects of the proposed widening that would likely trigger the requirement to prepare an Environmental Impact Statement. In addition, advice from Michael Brice (Program Manager Urban Trees at TaMS) indicated:

*“Given that the work needs to occur and there are no alternatives the ACT Government Tree Management Unit supports the proposed removal of some 50 trees. However, we should seek a commitment from the designers to critically examine the drawings with a view to retaining good trees where possible. I would also like to see a commitment to the replanting of additional native trees in suitable locations within the work area”*

The desired aspects to be incorporated into the proposed widening works, including the retention, where practicable, of existing trees and the commitment to replanting additional native trees, is entirely possible during the detailed design and construction of the works.

13. *Submission from Jack Kershaw*

*The ACT Government wants to spend an estimated \$21 million (and the rest!) on widening Parkes Way between the Glenloch Interchange and Civic, including widening the Clunies Ross Street and Sullivans Creek bridges. Because the project is in a designated area of national significance, the ACT is required to apply to the National Capital Authority for Works Approval, and has done so. That process is not as open and broad ranging as the ACT’s development-application equivalent. Hopefully, the NCA can authoritatively give direction on issues broader than those that would involve mere “works” approval, such as the actual need for the project, and if that can be established (and many would query that immediately), its impact on landscape, built-environment aesthetics, public transport, and long term planning issues including the ultimate design and development of West Basin and City Hill indicated in the amended National Capital Plan.*

*As well, without condoning this project, I notice that the plans and designs presented for public comment aren’t accompanied by any traffic analyses, value management studies, iterative design-analyses on the physical design solutions chosen notably for the bridges’ widening (for example, the Clunies Ross Street bridges end up with two sets of three full 3.5 metre lanes, a 3.3 metre cycle lane [normally about 2.4 metres], and a 1.2 metre “shoulder”, seemingly because that happens to fit the apparently excessive structural widening design chosen), what happens in the existing tunnel, and so on. The Applicant should publicly divulge and explain these types of issues.*

The drivers (including traffic management) for the widening of Parkes Way are discussed in detail in the East West Corridor Infrastructure Study (AECOM, 16/12/2009).

Commentary on the widening of Parkes Way and the associated impact on the surrounding environment, National Capital Plan, etc. is discussed above in question numbers 3 – 8.

A number of options for the widening of Parkes Way were explored during the development of the project, with the preferred option documented in the WA submission. The preferred option is based on previous analysis and reports, design calculations, value management etc. Other documents (such as the East West Corridor Infrastructure Study) are referenced, rather than a summary provided in the documentation. Each phase of documentation (i.e. PSP, WA, DR, etc.) builds upon the previous stage. The WA report does not report all findings in full of previous reports.

A value management workshop was also held with Shared Services Procurement to identify options (particularly with regards to the bridges) that provided greater value for money. The design process (meeting minutes, design calculations, Preliminary Sketch Plan documentation, etc.) has been documented in accordance with ACT Government, AECOM and ISO quality requirements.



The Clunies Ross Street bridges will be widened by 2.8 m to provide an additional lane of traffic and a 1.2 m wide shoulder. The 1.2 m wide shoulder is in accordance with the Australian Bridge Design Code.

The bridges were originally designed and constructed to have a 3.3 m shoulder (which includes a 0.3 m wide clearance to the barrier) in accordance with design practices of the 1970s. The bridges do not structurally have the strength to carry current traffic loading (quantity and axle configuration) on the existing shoulder.

Please contact me should you have any additional questions regarding the Parkes Way Widening Works Approval application.

Yours sincerely

A handwritten signature in black ink, appearing to read "M Blackmore".

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