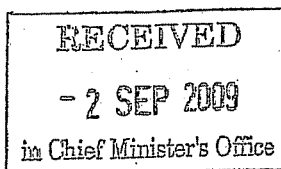


BRIEF



43

COPY

Date 31 August 2009
To Minister for Transport

- Chief Executive *19/8/09*
- A/g Executive Director, Transport and Infrastructure Division *31-8-09*

From Tony Gill, Director Roads ACT
Subject Majura Parkway – Acquisition of Department of Defence land

Critical date and reason

Nil.

Purpose

To brief you on the need to acquire land from the Department of Defence to progress Stage 1 of the Majura Parkway project.

Background

The Majura Parkway is a proposed road that connects the Federal and Monaro Highways.

The preferred alignment for the southern end of the Parkway requires the acquisition of 3.4 hectares of land from the Department of Defence as the road encroaches into the Duntroon precinct.

You have previously written to The Hon Joel Fitzgibbon MP, Minister for Defence on this matter and copied this letter to both the Federal Finance Minister, The Hon Lindsay Tanner MP and the Parliamentary Secretary for Defence Support, The Hon Mike Kelly MP, asking them to agree to negotiations with Defence and to commence the land acquisition process. A copy of this letter is included with this brief at Attachment A.

Issues

Negotiations between Department of Defence and Roads ACT have continued in recent months.

Both parties have now identified the need for an application to be made for a concessionary land sale by which the acquisition of land would be offset by works undertaken by Roads ACT as part of the Majura Parkway project.

Defence has identified a list of works associated with the rehabilitation of the Number 1 Cricket Oval which Roads ACT has costed at \$2.5 million. Defence has also had a valuation undertaken of the land in question which estimated the value at \$1.7 million.

While negotiations on a number of matters in relation to traffic noise continue, it has become critical from a timing perspective to formally commence the land acquisition process.

To commence this process, it is necessary for you to write to the Parliamentary Secretary for Defence Support, The Hon Mike Kelly MP, requesting he initiate a concessionary land sale to the Territory which would be offset by works undertaken by the Territory associated with the rehabilitation of the Number 1 Cricket Oval.

Financial

The Majura Parkway Stage 1 project is funded as part of the Nation Building Program with \$30.0 million allocated over 2009-10 and 2010-11.

No works can be progressed until the land acquisition is finalized.

The project also cannot be progressed if the land acquisition is unsuccessful.

No alternative works have been identified for the scenario where the land cannot be acquired.

Assuming a positive outcome and the time lines associated with the land sale and any development application to follow, the earliest call tender date is March 2010 which would result in very little construction works and expenditure in 2009-10.

Roads ACT has anticipated this outcome and sought approval to bring forward a number of other projects to balance the under expenditure.

Media

This matter has not attracted any media interest to date.

Recommendation

It is recommended that you:

- (a) note the background and issues outlined above;
- (b) sign the letter included under Attachment B to the Parliamentary Secretary for Defence Support, The Hon Mike Kelly MP, requesting him to initiate a concessionary land sale to the Territory.

Tony Gill
Tony Gill
Director, Roads ACT
31 August 2009

Contact Officer: Tony Gill
Phone: 6207 6588

[Handwritten signature]
[Handwritten signature]

Jon Stanhope MLA / /
AGREED/NOT AGREED/NOTED/PLEASE DISCUSS

[Handwritten signature]
4/9

28/5/09
COPY



Jon Stanhope MLA

CHIEF MINISTER

MINISTER FOR TRANSPORT MINISTER FOR TERRITORY AND MUNICIPAL SERVICES
MINISTER FOR INDIGENOUS AFFAIRS MINISTER FOR THE ARTS AND HERITAGE
MINISTER FOR BUSINESS AND ECONOMIC DEVELOPMENT

MEMBER FOR GINNINDERRA

The Hon Joel Fitzgibbon MP
Minister for Defence
Parliament House
CANBERRA ACT 2600

Dear Minister *Joel*

I am writing to you seeking your approval to commence a land acquisition process between the Department of Defence and the ACT Government relating to the Majura Parkway road infrastructure project in the ACT.

The proposed Majura Parkway (the Parkway) provides an alternative route to the National Highway and north-south routes (linking the Monaro Highway to the Federal Highway) through Canberra as well as a peripheral parkway function as embodied in the ACT's National Capital Plan.

The construction of the Parkway will be realised in two or more stages. The ACT Government has already provided some \$31 million towards the first stage of the project currently being implemented in the vicinity of the Canberra Airport. In addition, the Commonwealth Government has provided some \$30 million as part of the Building Australia Program (2009-14) towards the second stage of these works linking the Monaro Highway to Majura Road. The ACT Government is seeking a further \$220 million through Infrastructure Australia to complete the construction of the Parkway over the coming three years. The outcome of this submission is likely to be announced as part of the May 2009 Federal Budget.

The preliminary work associated with the finalisation of the preferred alignment for the Parkway has already commenced as part of the Environmental Impact Study. Two options (a western and an eastern alignment) at the southern end approaching the Monaro Highway were shortlisted as preferred alignments for Stage 2 works. The road corridor for this stage is heavily constrained by several environmental, heritage and airspace considerations. The western alignment is currently considered as the preferred option because it avoids most heritage sites and has a minimal impact on environmental constraints. This alignment however traverses Defence land to the west of Morshead Drive (North), which includes a large portion of the Georges Height Field. It is expected that the total areas required as part of these works will be approximately 33,702m².

ACT LEGISLATIVE ASSEMBLY

London Circuit, Canberra ACT 2601 GPO Box 1020, Canberra ACT 2601
Phone (02) 6205 0104 Fax (02) 6205 0433 Email stanhope@act.gov.au

Officers from the Department of Territory and Municipal Services have commenced discussions with officers from your department. In response to various issues raised by the Department of Defence, various aspects of the initial Parkway project proposal been removed and/or modified including:

1. The "Northern" Link connection between Fairbairn Avenue and the Majura Parkway has now been removed entirely from the scope. The project now avoids impact entirely upon the Defence Land adjacent to the Campbell Park Offices including the horse paddocks and playing fields on the northern side of Fairbairn Avenue (adjacent to Addison Road). The project also avoids entirely, any impact upon high value ecological area on the corner of Fairbairn Avenue and Northcott Drive.
2. The "Kowen" Link connection between Majura Road and Majura Parkway has now been removed entirely from the scope. The project now avoids impact upon the sensitive native grassland through which the link traversed. Furthermore, and of particular interest to Defence, the Kowen link removes reference to any implied connection to the future suburb of Kowen, which if kept in the location implied by the Kowen Link would traverse the Mount Majura Training Area (MMTA).

In deriving the preferred area of land acquisition, consideration has been given to the following:

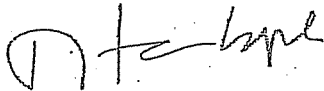
- a. Minimising land take as much as possible;
- b. Avoiding impact entirely upon the Australian Rules Football Oval (Alamein Oval). The proposed acquisition boundary has been set 10.0 m from the existing oval boundary thereby allowing space for an access track around the oval;
- c. Minimising impact upon existing services traversing the area;
- d. Impacting only 1 x touch football field (Georges Height Field) and avoiding impact upon the Long Tan Field;
- e. Minimising impact upon surface drainage swales surrounding the Georges Height and Long Tan Field(s);
- f. Avoiding impact entirely upon the golf course;
- g. Avoiding impact entirely upon the north eastern RMC Duntroon boundary (adjacent to Fairbairn Avenue).

Discussions to date between our Departments have indicated that the Department of Defence would be willing to accept the loss of some current playing fields on the basis that a rehabilitation of the Oval No 1, together with suitable access arrangements to this oval, is provided as part of the overall Parkway project. The details of the scope of these works will be discussed and finalised as part of the land acquisition process.

A block map is attached displaying the proposed new road boundary. The ACT Government is keen to progress this acquisition request as quickly as possible to meet Commonwealth funding timelines and project milestones.

If there are any queries in relation to this request I have asked Mr Tony Gill, Director Roads ACT of the Department of Territory and Municipal Services to be available to provide assistance or information. Mr Gill can be contacted on telephone (02) 6207 6588 or email: tony.gill@act.gov.au.

Yours sincerely

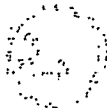


Jon Stanhope MLA
Minister for Transport

20 MAY 2009

cc: The Hon Lindsay Tanner MP – Minister for Finance and Deregulation
The Hon Mike Kelly MP – Parliamentary Secretary for Defence Support

784 9/9



COPY B

Jon Stanhope MLA
CHIEF MINISTER

MINISTER FOR TRANSPORT MINISTER FOR TERRITORY AND MUNICIPAL SERVICES
MINISTER FOR BUSINESS AND ECONOMIC DEVELOPMENT
MINISTER FOR INDIGENOUS AFFAIRS MINISTER FOR THE ARTS AND HERITAGE

MEMBER FOR GINNINDERRA

The Hon Mike Kelly MP
Parliamentary Secretary for Defence Support
Parliamentary Secretary for Water
Parliament House
CANBERRA ACT 2600

Dear Parliamentary Secretary *Mike*

I refer to my letter to you in May 2009 regarding the need to acquire Department of Defence (Defence) land in the vicinity of Morshead Drive in Canberra for the construction of the Majura Parkway (the Parkway).

The proposed Parkway provides an alternative route to the National Highway and north-south routes (linking the Monaro Highway to the Federal Highway) through Canberra as well as a peripheral parkway function as embodied in the ACT's National Capital Plan.

The ACT Government has since commenced negotiations with Defence regarding the processes involved with the acquisition of 3.4 ha land for the construction of the Parkway. During these discussions Defence has flagged the possibility of the upgrade of the Number 1 Cricket Oval as a possible compensation for the land the ACT has sought to acquire for the project. Defence has valued this land to be in the vicinity of \$1.7 million and has presented to the ACT a program of works which the ACT has estimated to cost in the vicinity of \$2.5 million. A final list of improvements (currently being finalised) will reflect the compensation for the loss of land at Georges Height Field. Defence is keen that this is finalised soon to ensure the improvement works on the Number 1 Cricket Oval are completed in time for the Royal Military College's (RMC's) Centenary celebrations in 2011.

As part of this process the ACT Government is required to initiate a request for a concessionary land sale to allow the land to be transferred to the Territory.

The first stage of the Parkway funded by the Commonwealth's Nation Building Program (\$30 million) (2009-14) was identified as a priority project by Infrastructure Australia. The commencement of these works on time is critical to ensuring the Commonwealth's National Building Program objectives are realised and consistent with the ACT Governments funding covenants agreed with the Commonwealth.

ACT LEGISLATIVE ASSEMBLY

London Circuit, Canberra ACT 2601 GPO Box 1020, Canberra ACT 2601
Phone (02) 6205 0104 Fax (02) 6205 0433 Email stanhope@act.gov.au

When completed the Majura Parkway will represent the largest road infrastructure project undertaken in the ACT and provide a cross section of the community with a diverse range of benefits.

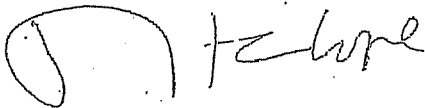
The above process represents the most effective mechanism for ensuring that:

- a) The Construction of the Parkway can commence in accordance with the commitments provided to the Commonwealth as part of the Nation Building Program.
- b) Defence's RMC Infrastructure and Social Amenity is not compromised;
- c) The land acquisition process can be negotiated and resolved in a timely manner;
- d) The Number 1 Oval is upgraded to a standard appropriate for use at the RMC Centenary Celebrations in 2011 and beyond; and
- e) The Canberra community can be provided with necessary road infrastructure that will contribute to the Territory's (and nation's) economy, provide jobs and improve the safety and access to all road users.

I am writing to you seeking your approval to commence the acquisition of Defence land through a concessionary land sale which will enable the commencement of construction for the first stage of the Parkway.

If you have any queries in relation to this request I have asked Mr Tony Gill, Director Roads ACT to assist you. Mr Gill can be contacted on telephone (02) 6207 6588 or by email: tony.gill@act.gov.au.

Yours sincerely



Jon Stanhope MLA
Minister for Transport

- 4 SEP 2009

BRIEF



RECEIVED
22 SEP 2009
in Chief Minister's Office

Date 11 September 2009

To Minister for Transport

- Chief Executive *BS* 2/9
- A/g Executive Director, Transport and Infrastructure Division *BC* 14.9.09

From Tony Gill, Director Roads ACT

Subject Majura Parkway – Stage 1 Works

Critical date and reason

Nil.

Purpose

To seek your views on a number of options to progress Stage 1 of the Majura Parkway projects.

Background

The Majura Parkway is a proposed road that will connect the Federal and Monaro Highways.

A funding bid to secure the \$250 million project cost for this project from Infrastructure Australia earlier this year was not successful, though the project was identified as a priority freight route in a national context.

The Federal Government has provided funds of \$30 million towards the staging of the Majura Parkway/Airport roads project as part of the Nation Building program, with these funds available in the five year period commencing in July this year.

Issues

Roads ACT have examined a number of options on how to best utilise the fundings available with the focus on staging work at the southern end of the project.

These options include:

- Option 1:** ⇒ An option that connects the Monaro Highway and Fairbairn Avenue with a single bridge across the Molonglo River providing one lane in each direction. A copy of this option is included at Attachment A.
- ⇒ This option has a project cost of \$45 million and delivers half of the ultimate road requirements.
- ⇒ Considered in isolation from further stages of the Majura Parkway project, it has a low benefit/cost at 0.72 and is not a cost effective use of available funds.

- Option 2 :** ⇒ An option that connects the Monaro Highway and Fairbairn Avenue with a dual bridge crossing of the Molonglo River, providing two lanes in each direction. A copy of this option is included at Attachment B.
- ⇒ This option has a project cost of \$83 million and delivers the ultimate road requirements in this section of the project.
- ⇒ Considered in isolation from further stages of the Majura Parkway, it has a very low benefit/cost at less than 0.5 and is not a cost effective use of available funds.
- Option 3 :** ⇒ An option which progresses the complete Majura Parkway project in one go. This option would provide two lanes in each direction from the Monaro Highway to the Federal Highway. This is the option submitted to Infrastructure Australia.
- ⇒ It is technically and economically robust with a benefit to cost in excess of 3.
- ⇒ The funding options can be:
- (a) solely funded by the Commonwealth
- (b) a shared ACT/Commonwealth funding arrangement.
- ⇒ The opportunity to progress this option would require your involvement in discussions with the Federal Government.
- Option 4 :** ⇒ An option which defers any work on the Majura Parkway in the short term and re-directs the available funds to complete the duplication of the Monaro Highway through Fyshwick.
- ⇒ This option can be progressed within the available \$30 million.
- ⇒ A project covering these requirements is included in the Roads ACT Forward Capital Works program.
- ⇒ This option completes work which was initially constructed in the 1990's and now warrants duplication.
- ⇒ This option contributes to upgrading the Monaro Highway as an important freight route.
- ⇒ This option could be progressed during 2010/11 – 2011/12.
- ⇒ This option is likely to be cost effective with a benefit cost in excess of 1.0 (should this option be adopted; a more detailed economic assessment will be undertaken).

In summary, there are a range of options available, each with their own technical merits and disadvantages, as well as financial and political considerations. On balance, Roads ACT considers Options 3 and 4 represent the best way forward at this time.

The evidence to date would indicate that the full benefits of the Majura Parkway can only be achieved if delivered as a complete project.

Staging the project is problematic for two main reasons:

- (1) benefits delivered are limited for the high cost involved
- (2) community perception that staged works are "only building half of what is required" – the GDE scenario.

Financial

There are a range of financial implications associated with the various options.

- ⇒ Option 1 requires an additional \$15 million to be identified which is possible from within the current funding sources. Additional authorisation would be required but no additional cash is involved, assuming balances in other projects could be directed towards this project. The Treasurer's support would be required for this approach.
- ⇒ Option 2 requires a further \$53 million to be identified which is not possible within the current funding sources. Additional authorisation and cash would be required. The Treasurer's support would be required for this approach.
- ⇒ Option 3 requires extensive negotiations at a political level with the Federal Government and may benefit from a cabinet decision on the matter.
- ⇒ Option 4 can be delivered within the available funds but would require an application to the Federal Government to use the funds for this purpose. The Treasurer's support would be required for this approach.

Media

This project is likely to continue to attract media attention and a communication plan will be necessary once a decision is made on this matter.

Recommendation

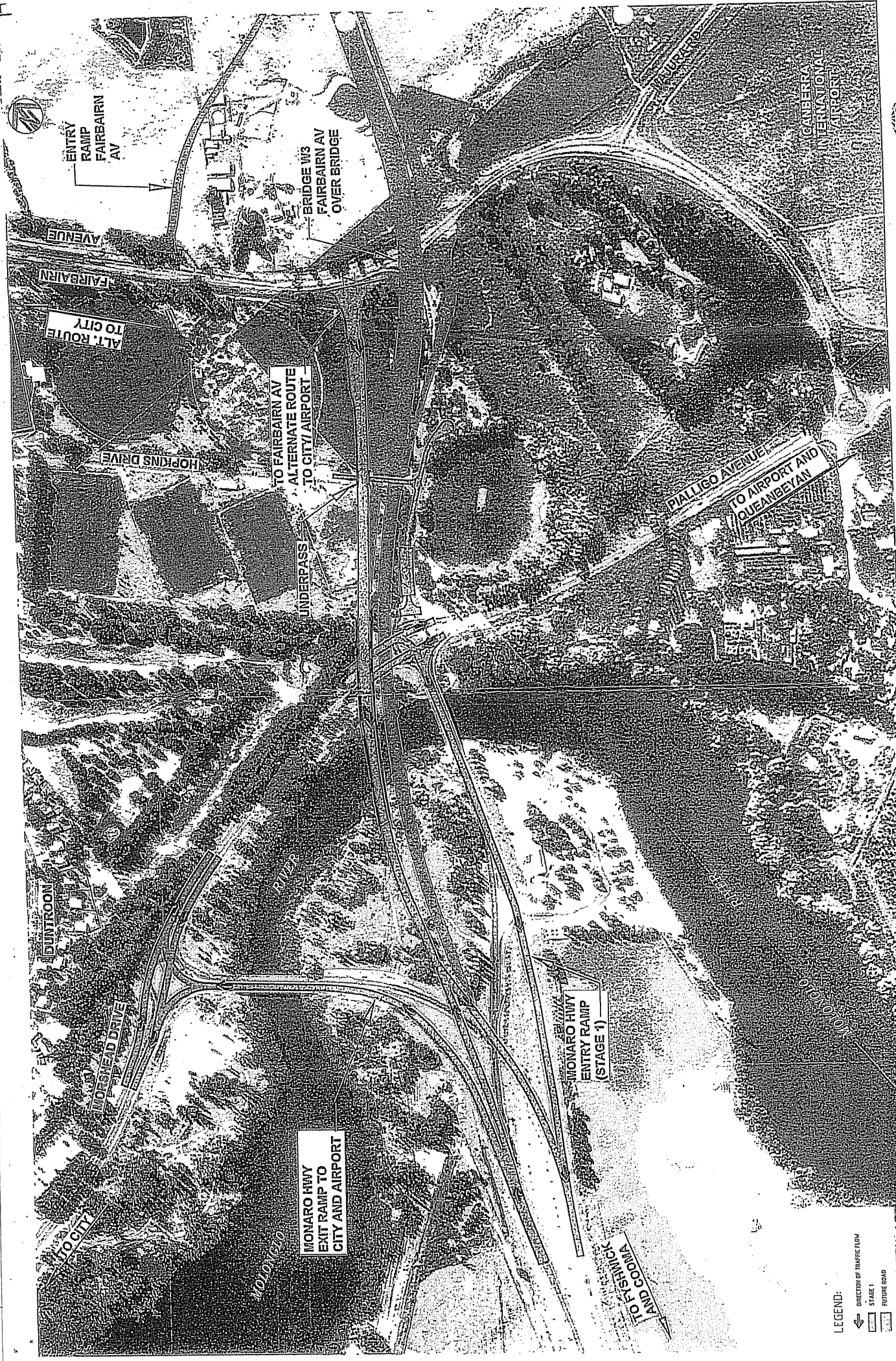
It is recommended that you:

- | | |
|---|--------------------------|
| (a) Note the background and issues outlined above. | <i>Noted</i> |
| (b) Agree to progress Option 1 (one lane each way connection of Monaro Highway to Fairbairn Avenue). | <i>Agree / Not Agree</i> |
| (c) Agree to progress Option 2 (two lanes each way connection of Monaro Highway to Fairbairn Avenue). | <i>Agree / Not Agree</i> |
| (d) Agree to progress Option 3 (construction of the Majura Parkway in one go). | <i>Agree / Not Agree</i> |
| (e) Agree to progress Option 4 (re-direct funds to complete the duplication of Monaro Highway in Fyshwick in the short term and continue negotiations with the Federal Government for funding of the Majura Parkway). | <i>Agree / Not Agree</i> |

Tony Gill
Tony Gill
Director, Roads ACT
11 September 2009

Contact Officer: Tony Gill
Phone: 6207 6588

Jon Stanhope
Jon Stanhope MLA / /
AGREED/NOT AGREED/NOTED/PLEASE DISCUSS



LEGEND:
 ← DIRECTION OF TRAFFIC FLOW
 [Symbol] STAGE 1
 [Symbol] FUTURE ROAD

SCALE 1:5000
 0 10 20 30 40 50 60 70 80 90 100

INFORMATION DOCUMENT

3002160-SKC-002

MAJURA PARKWAY
 STAGE 1



SMCC AUSTRALIA PTY LTD
 © 2011 BY 05 05 05 05
 100 WILSON ROAD, SYDNEY NSW 1570
 PHONE 02 9550 1000 FAX 02 9550 1001

GABARRA INTERNATIONAL AIRPORT

MONARO HWY
 ENTRY RAMP
 (STAGE 1)

MONARO HWY
 EXIT RAMP TO
 CITY AND AIRPORT

PINALGO AVENUE
 TO AIRPORT AND
 QUEAMBEYAN

TO FAIRBAIRN AV
 ALTERNATE ROUTE
 TO CITY/AIRPORT

UNDERPASS

HOPKINS DRIVE

ALT. ROUTE
 TO CITY

ENTRY
 RAMP
 FAIRBAIRN
 AV

BRIDGE W3
 FAIRBAIRN AV
 OVER BRIDGE

FAIRBAIRN AV

FAIRBAIRN AV

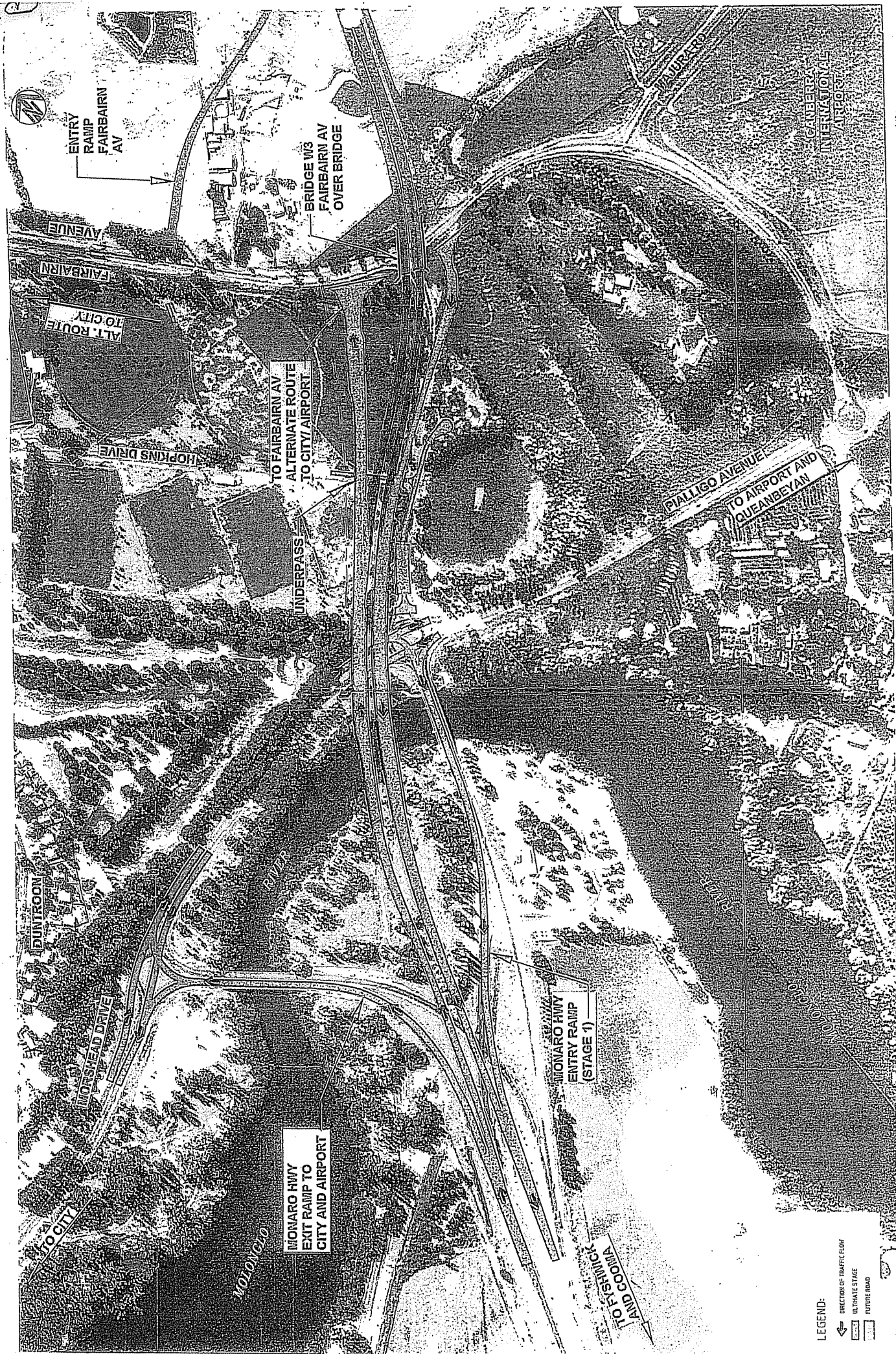
DUNTRON

MORSEHEAD DRIVE

TO CITY

TO PSYCHIC
 AND CONNA

MOLDEN



LEGEND:
 ← DIRECTION OF TRAFFIC FLOW
 [Solid line] ULTIMATE STAGE
 [Dashed line] FUTURE ROAD



INFORMATION DOCUMENT

3002160-SKC-003

**MAJURA PARKWAY
 ULTIMATE STAGE**



SMEC AUSTRALIA PTY LTD
 © 2011 SMC
 100 WILSON AVENUE
 SYDNEY NSW 2000
 PH: 61 2 955 1111 FAX: 61 2 955 1111



14180

08/9618

45

DEPARTMENT OF COMMUNITY AND INFRASTRUCTURE SERVICES

POSTED
4.3.09

Ms Judith Bedford
Assistant Director
Master Planning – ACT/NSW/SAMVIC/NT-K
Directorate of Land Planning and Spatial Information
Estate Planning, Infrastructure Division
Defence Support Group
BP3-1-A006
Brindabella Park Offices
CANBERRA ACT 2600

Dear Ms Bedford

MAJURA PARKWAY – DEFENCE LAND ACQUISITION

Further to our previous discussion in late 2008 with regards to the Majura Parkway project, we hereby submit this formal application for land acquisition for an area of 3.32Ha along the south eastern boundary (adjacent Morshead Drive north) of RMC Duntroon. The attached sketches (2 x sheets) illustrate the area for which acquisition is requested.

In response to Department of Defence concerns regarding various aspect of the project, certain elements have been removed and/or modified as follows:

1. The 'Northern Link', connection between Fairbairn Avenue and the Majura Parkway has now been removed entirely from the scope. The project now avoids impact entirely upon the Defence Land adjacent to Campbell Park offices, including the horse paddocks and playing fields on the northern side of Fairbairn Avenue (adjacent Addison Road). The project also avoids entirely, any impact upon high value ecological area on the corner of Fairbairn Avenue and Northcott Drive.
2. The 'Kowen Link', connection between Majura Road and the Majura Parkway has now been removed entirely from the scope. The project now avoids impact upon the sensitive grassland through which this Link traversed. Furthermore, and of particular interest to Defence, the removal of this Link removes reference to any implied connection to the future suburb of Kowen, which if kept in the location implied by the 'Kowen Link' would traverse the Mount Majura Training Area (MMTA).

In deriving this area of land acquisition, consideration has been given to the following:

- Minimising land take as much as possible;
- Avoiding impact entirely upon the Australian Rules Football Oval (Alamein Oval). The proposed acquisition boundary has been set 10.0m from the current oval boundary thereby allowing space for an access track around the oval;

- Impacting 1 x touch football field (Georges Height Field) and avoiding impact entirely upon Long Tan Field;
- Minimising impact upon existing services traversing the area;
- Minimising impact upon surface drainage swales surrounding George Height Field and Long Tan Field;
- Avoiding impact entirely upon the gold course;
- Avoiding impact entirely upon the north eastern RMC Duntroon boundary (adjacent Fairbairn Avenue).

A block map is also attached displaying coordinates of the proposed new boundary. The ACT Government is keen to progress this acquisition request as quickly as possible and request a meeting to further discuss how this might be facilitated.

I would also like to arrange to meet with you and relevant Defence contacts to present the revised plans and clarify any issues. I will ask my office to follow up and establish a suitable date and time for this meeting.

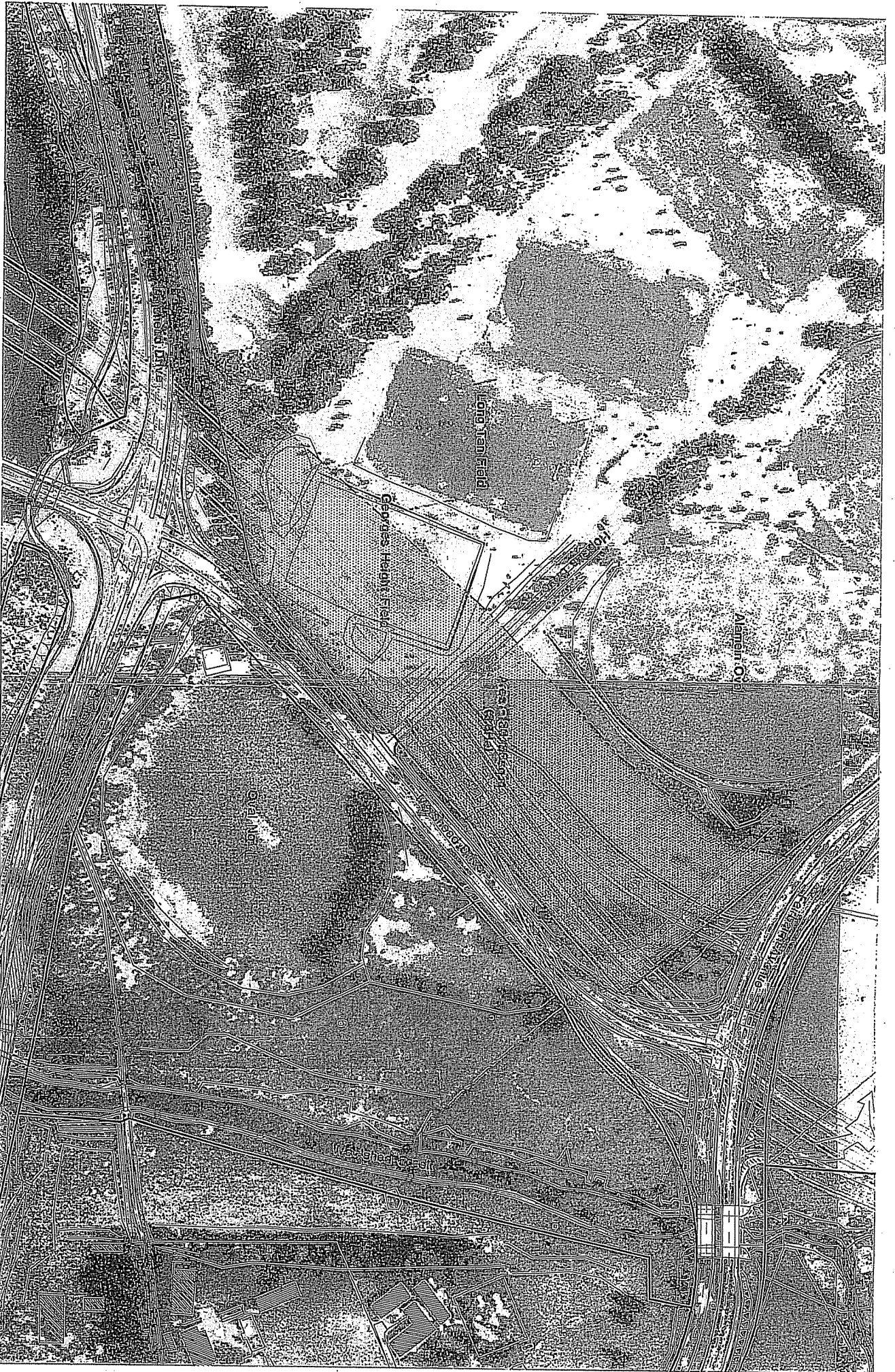
If you have any queries, please do not hesitate to contact me on 6207 6588; email: tony.gill@act.gov.

Yours sincerely

Tony 84


Tony Gill
Director
Roads ACT

3 March 2009



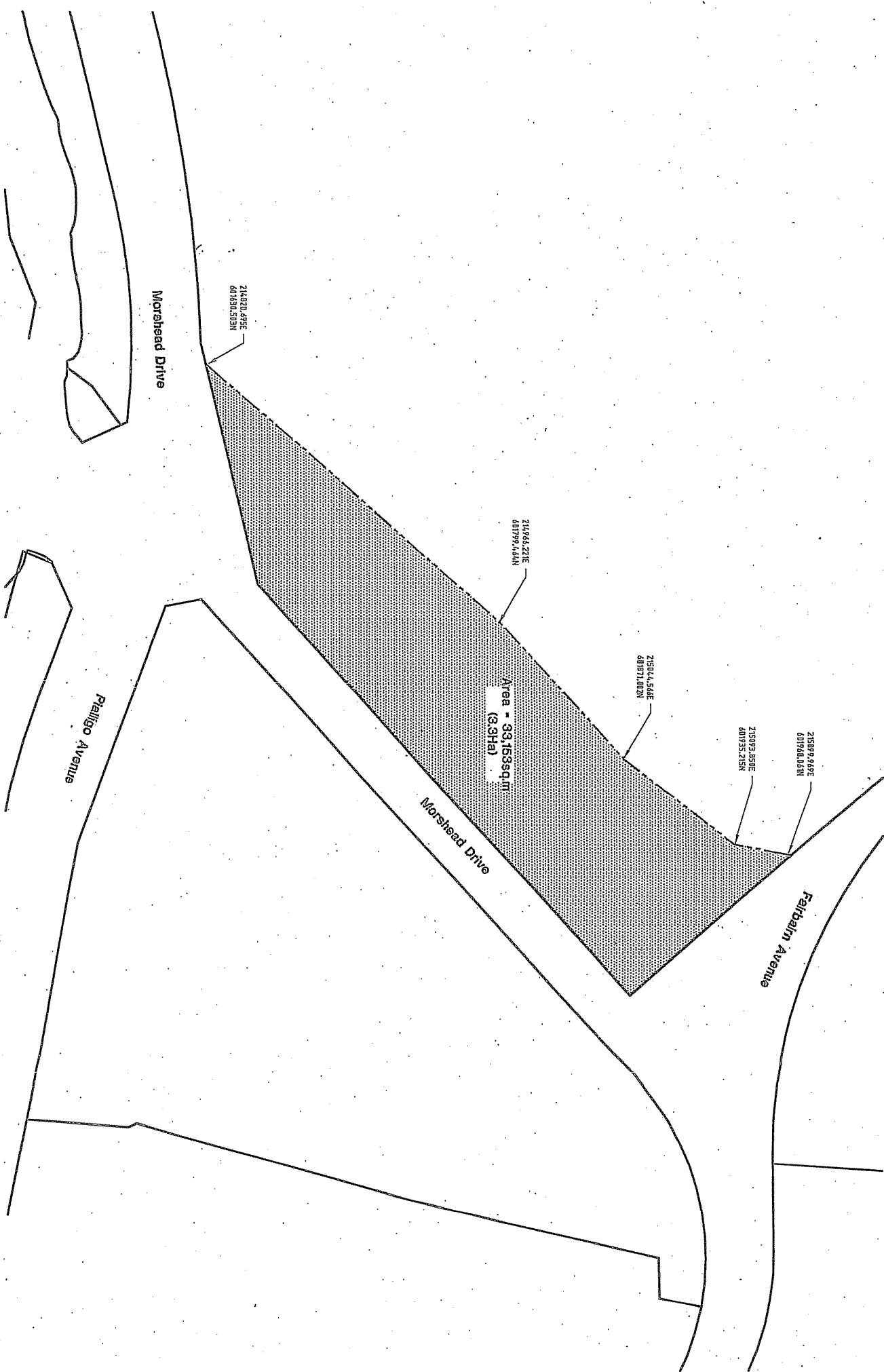
SCALE 1:5000

MALUBRA PARKWAY
MONARO HIGHWAY TO FEDERAL HIGHWAY
DEFENCE LAND ACQUISITION SKETCH

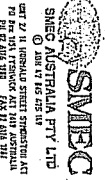
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100 WARRAGONG STREET WARRAGONG ACT
2620 AUSTRALIA

INFORMATION DOCUMENT

3002147-SK-C-102



MALJIRA PARKWAY
 MONARO HIGHWAY TO FEDERAL HIGHWAY
 DEFENCE LAND ACQUISITION SKETCH



INFORMATION DOCUMENT

3002147-SKC-103

40



Dias, Carl

From: Bedford, Judith MRS [judith.bedford@defence.gov.au]
Sent: Tuesday, 23 June 2009 11:27 AM
To: Dias, Carl
Subject: Copy of Defence letter to Tony Gill dated 20 may 09 [SEC=UNCLASSIFIED]
Attachments: Mr Tony Gill.tif, ATTACHMENT A.tif, pg 2.tif

UNCLASSIFIED

Carl
As discussed on the telephone a copy of the Defence letter to Tony Gill Roads ACT dated 20 May 2009 is attached.

*Alternative contact
David Coxen
6266 8189*

Judith Bedford

Assistant Director
Master Planning - ACT/NSW/SA/VIC/NT-K
Directorate of Land Planning and Spatial Information
Estate Planning
Infrastructure Division
Defence Support Group
BP3-1-A006
Phone: +61 2 6266 8321
Fax: +61 2 6266 8294
Email: Judith.Bedford@defence.gov.au

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Australian Government
Department of Defence
Defence Support Group

Alison Clifton
Assistant Secretary Estate Planning
BP3-1-A065, Department of Defence
CANBERRA ACT 2600
alison.clifton@defence.gov.au

Tel: 02 6266 8002
Fax: 02 6266 8294

LPSI 2008/1076887/1
ASEP/OUT/2009/83.

Mr Tony Gill
Director, Roads ACT
Office of Transport
Locked Bag 2000
CIVIC SQUARE ACT 2608

Dear Mr Gill

MAJURA PARKWAY – REQUEST TO ACQUIRE DEFENCE LAND

At the meeting of 25 March 2009 concerning the proposed acquisition of land at Royal Military College (RMC) Duntroon, for construction of part of the Majura Parkway, there was agreement about a number of follow-up actions required to progress this matter.

It should be noted that Defence's preferred option remains for the road alignment to avoid the existing playing fields altogether. However, as Roads ACT indicated that they were willing to consider refurbishment of the RMC No. 1 Oval to offset the loss of the southern portion of the playing fields Defence is prepared to give this option further consideration.

One of the actions from the abovementioned meeting required Defence to provide Roads ACT with information specifying the requirements for upgrading No. 1 Oval to a standard that will meet Defence requirements. These specifications have now been prepared and are provided at Attachment A.

Defence has concerns about the existing noise level in the vicinity of the Senior Officer married quarters at RMC and the potential for increased noise levels during the construction and subsequent operation of the new road. The Defence position is that Roads ACT should plan for strong noise mitigation for the Majura Parkway, within the vicinity of RMC, to ensure that the married quarters precinct is not adversely affected by the new road alignment.

Roads ACT agreed to undertake noise monitoring within the vicinity of the married quarters precinct at RMC. It is noted that this commitment has been followed up and arrangements made to carry out the noise monitoring.

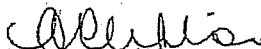
At the meeting Roads ACT also agreed to provide Defence with cross section details of the proposed road looking from Alamein Oval east to No.1 Oval and information to support their statement that the No. 1 Oval would have heritage value, should the site be transferred to ACT Government ownership. Defence has not received this information as yet.

Defence will give further consideration to the Roads ACT request to acquire part of the RMC playing fields land upon receipt of the following information:

1. Written confirmation that Roads ACT is prepared to refurbish No. 1 Oval in accordance with the specifications provided by Defence to offset the loss of the southern portion of the RMC playing fields.
2. Results of the noise sampling, modeling and any mitigation measures proposed, if required.
3. Information to support the statement that No. 1 Oval would have heritage value, should the land be transferred to the ACT Government.
4. Cross section details of the proposed road alignment through RMC playing fields land, looking from Alamein Oval east to No. 1 Oval

I would welcome the opportunity for further discussion in relation to the Defence concerns raised above. My contact officer for this matter is Mrs Judith Bedford on (02) 6266 8321.

Yours sincerely


Alison Clifton
Assistant Secretary
Estate Planning

20 May 2009

Attachment:

A Refurbishment Requirements for RMC No. 1 Oval

UNCLASSIFIED

3

ATTACHMENT A

Refurbishment Requirements for RMC No.1 Oval

The upgrade works required for the No1 Oval to bring it up to an acceptable standard for Defence use are:

Horticultural

1. Oval surface deep ripped, top dressed and levelled;
2. Automated irrigation system installed and converted to non-potable water;
3. Oval re-sown with Rhizominal tall fescue;
4. Turf wicket re-laid and a suitable playable covering provided for use outside cricket season;
5. Drainage culverts installed around playing surface; and
6. Removal of poplars and trimming of existing trees. Suitable shade trees planted to replace poplars.

Infrastructure

7. Lighting upgraded to be suitable for playing and training in the evenings;
8. Upgrade of grandstand and change rooms to support events including a food preparation area (similar in size to the Smokey Mc Cann facility serving the existing Duntroon ovals);

9. Replacement of the picket fence;
10. Car parking for 60 vehicles; and
11. Safe access from Hopkins Drive suitable to facilitate movement of emergency service vehicle to and from the oval in the event of a serious sporting injury.

MEETING WITH ROADS ACT TO DISCUSS MAJURA PARKWAY ROADWORKS – ACQUISITION OF DEFENCE LAND (RMC PLAYING FIELDS) ADJACENT TO MORSHEAD DRIVE

DATE: 24 July 2009

VENUE: BRINDABELL PARK (Building 26) Room BP3-2-B031

AGENDA	
1.	0900hrs – Meeting Opened (Chair) <ul style="list-style-type: none"> • Introductions • Aim of Meeting
2.	0910hrs – Outline of discussion to date (Judith Bedford)
3.	0920hrs – General discussions about content of Noise Impact Statement prepared by Marion Burgess.
4.	0930hrs – Discussion on the Roads ACT response to the schedule of works provided by Defence for the upgrade of No. 1 Oval
5.	0945hrs- Discussion on the information contained in the visual assessment provided by Road ACT.
6.	0950hrs General discussion on any other outstanding matters.
7.	1000hrs Discussion on process from here
8.	1015hrs Concluding comments and agreed actions
9.	1030hrs Close meeting

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ACT Heritage Council

Tony Gill
Manager
Roads ACT, TAMS
GPO Box 158
CANBERRA ACT 2601

Dear Tony

Re RMC No.1 Oval, Duntroon

As you are aware, a recent study undertaken by the Department of Defence into heritage values of RMC Duntroon has determined that the oval does have moderate heritage values that may meet one or more of the criteria under the EPBC Act 1999. The statement of significance indicates that the oval was the first turf wicket in the ACT and that most of the poplars and pines surrounding the oval would have been planted around the time of construction.

The Department of Defence suggests that the oval would definitely meet some of the criteria for historic places under the ACT Heritage Act 2004 but the assessment has been solely against the Commonwealth Heritage criteria, not local.

Although the ACT Heritage Act does not cover the Oval at this point in time - it is located on National Land - I would expect that the Heritage Council would like to assess its heritage values against the ACT heritage significance criteria should the oval be transferred to the ACT and the land is redesignated as Territory Land. It is highly likely that the oval would meet the ACT Heritage criteria and be inscribed onto the ACT Heritage Register.

As such it would be prudent to ensure that any proposed road works avoid the oval. The Heritage Unit can provide advice in relation to any proposed development in the area.

Yours sincerely

Gerhard Zatschler
Secretary
ACT HERITAGE COUNCIL

2 July 2009

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Stravens, Helen

From: Gill, Tony
Sent: Wednesday, 8 July 2009 5:15 PM
To: Bedford, Judith MRS
Cc: Morrell, Sue; Stravens, Helen
Subject: RE: Notes from Meeting with Defence 25 March 2009 regarding the Majura Parkway and acquisition of part RMC Playing fields. [SEC=UNCLASSIFIED]

Judith

I have all the necessary information now to reply to the Defence letter of 20 May - I will get it out to you by the end of this week but accepting it takes you a while to co-ordinate a meeting with the relevant people in Defence can you look at identifying a suitable meeting time in say two weeks from now and allow 90 mins for the various points to be discussed- 22 July or 24 July between 10-12 pm are possibilities for me-

I will travel to your offices and will invite Sue Morrell who is an executive on the ACT Task Force with responsibility for overseeing Federally funded projects to attend with me. Some of the information I have can also be referred to you electronically and where this is the case I will do so.

regards

Tony Gill
 Roads ACT
 8/7/09

From: Bedford, Judith MRS [mailto:judith.bedford@defence.gov.au]
Sent: Monday, 20 April 2009 3:46 PM
To: Gill, Tony; earl.dias@act.gov.au; james.mason@smec.com; Sadaoui, Ourida
Cc: Clarke, Garry MR
Subject: Notes from Meeting with Defence 25 March 2009 regarding the Majura Parkway and acquisition of part RMC Playing fields. [SEC=UNCLASSIFIED]

UNCLASSIFIED

All mentioned persons .
 Please find attached a copy of my notes from the meeting held on the 25th March 2009. Also attached are maps of RMC which identify the locations for noise monitoring in the RMC married quarter area adjacent to the golf course which were discussed at the meeting. The contact person to arrange access for the noise monitoring is the Acting Base Services Manager (BSM) Mr. Garry Clarke on 02 63659523.

Judith Bedford

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NOTES FROM MEETING OF DEFENCE REPRESENTATIVES, ROADS ACT AND SMEG REPRESENTATIVES TO DISCUSS PROPOSED ROADWORKS THROUGH RMC PLAYING FIELDS

MEETING DATE: 25 MARCH 2009

ATTENDEES

<u>Defence</u>	<u>Roads ACT</u>
Anthony Brett	Tony Gill Roads ACT
Christopher Smith	Ourida Sadaoui SMECs
BRIG Michael Moon	James Mason SMEC
Stephen Hancock	Leslie Leung (ACT Govt)
LTCOL Jamie McDonald	Earl Dias Roads ACT
Nick Covey	
Kael da Costa	
LTCOL Grant Halstead	
Judith Bedford	
Peter Smith	

Apologies

Alison Clifton, John Kerwan

Chairperson: Judith Bedford

Judith Bedford opened the meeting, led off with the introductions and provided a brief overview of the purpose of the meeting.

Tony Gill, Director Roads ACT was invited to speak about the revised Majura Parkway proposal, more specifically the proposed acquisition of 3.32ha area along the south eastern boundary of RMC Duntroon (adjacent to Morshead Drive north). Tony advised that the 'Northern Link' connection between Fairbairn Avenue and the Majura Parkway, which impacted on the ADFA playing fields land adjacent to Campbell Park offices, as shown on earlier plans for the Majura Parkway, has been removed from the plans for the Majura Parkway. He indicated that the removal of this road also avoids the sensitive ecological area located at the corner of Fairbairn Avenue and Northcott Drive.

Tony also advised that the 'Kowen Link' connecting Majura Road and the Majura Parkway, within the vicinity of Malcolm Vale Road, which implied a future road connection through the Majura Training Area, to provide access to a future suburb of Kowen, had also been removed. This proposed road was linked to the future development of Kowen which is not likely to occur for about 40 years. Therefore, the need for the road could be dealt with in the future.

Tony indicated that the Majura Parkway project is likely to receive Federal Government funding under the nation building program in the May 2009 Federal budget.

Discussion then focused on the issue of the RMC playing fields land and the revised plan by Roads ACT to acquire 3.3Ha of the playing fields area (Defence land) along Morshead Drive to facilitate the construction of a new road connecting Fairbairn Ave to the new Molonglo River crossing.

The fact that the new proposal was only a minor variation from the previous proposal to acquire 4.5Ha of the RMC playing fields was raised. As the previous proposal was not supported by Defence questions were asked as to whether any consideration had been given to the Defence suggestion put at the previous meeting, on 17 September 2008, that the road alignment be moved further east utilizing some of the land on which No. 1 Oval was situated rather than reducing the RMC playing fields area to the west of Morshead Drive.

Tony Gill advised that if No 1 Oval was acquired by the ACT Government to construct the proposed road the he was of the understanding that the site would be viewed as a heritage site even though it was not currently listed as a heritage site. He also indicated that if the proposed road was to be moved further east, using the No. 1 Oval land there would also be an issue with the Molonglo River. Whilst it may be possible to move the proposed road alignment further east, this would be considerably more expensive and would have more impacts on the land uses in the area Tony advised. He also pointed out that there were significant geological and aboriginal archaeological features in the area to the east of the proposed road alignment. Any adjustment to the alignment of the proposed road, moving it further east, would have to ensure that the road did not impact on these geological and archaeological features.

Tony also mentioned the progress of the formal EIS process and advised that it was anticipated that it would go to ACT Planning before the end of April for release for public comment. By the end of June 2009 the final EIS should be ready to lodge with the approval application. He indicated that if funds for the project were announced in the May budget there will be pressure to proceed with the project. Therefore, he wanted to know if there were any outstanding Defence issues with the revised plan for the acquisition of the eastern part of the RMC playing fields and the new alignment for the proposed road works.

LTCOL Grant Halstead raised the issue of the previously discussed option to utilize the No. 1 Oval land and why this suggestion had not progressed. He also asked for copies of any heritage advice provided to the Roads ACT that gave rise to Tony Gills earlier comments about the ACT Government's position on the heritage value of No. 1 Oval if that land was acquired for the construction of the proposed road. He also made reference to the earlier comment about the higher cost of a more easterly alignment and that appeared to be a more important consideration than lost of the use of RMC playing fields land to Defence. Grant also indicated that he wanted it noted that the Chief of Army was not happy about Defence/Army losing land to external developments.

Nick Covey asked a question about the actual land involved in the revised proposed land acquisition compared to the previous proposal. Maps of the proposed road alignment and area now identified for acquisition were tabled.

BRIG Michael Moon asked a question about the possible impacts of the design of the proposed road on Defence facilities particularly the amenity of Defence married quarters (Gymkhana Rd., Coombes Rd., & Wells Rd.).

Craig Sutton from SMEC advised that the new road (at surface level) would be about 5 to 6 metres above the height of the existing road. He also indicated that there were

design issues associated the need to incorporate a reverse curve in the design of the road if the road was to be relocated to the east.

The fact that there were other issues to be considered in addition to those raised by Defence in relation to the design and location of the alignment of new section of Morshead Drive (in the vicinity of the RMC playing fields) was raised again by the Roads ACT and SMEC representatives.

A question was asked about the width of the land required on either side of the proposed road. Advice was provided that 10 metres had been allowed for on the side of the roadway.

LTCOL Grant Halstead raised the question of the impact of noise from the new roadway on the residential areas within RMC.

Tony indicated that the EIS has addressed this issue in the form of a desktop study and there would be no impact.

Some Defence representatives indicated that this response to the noise issue was not acceptable. Roads ACT was asked if the modelling was based on existing noise profiles or the expected profiles with the new road? Roads ACT indicated it was the former rather than the latter

Grant also asked a question about future access to No. 1 Oval via Hopkins Road after new road had been constructed.

Roads ACT representatives indicated that an underpass will be provided for access to No.1 Oval and that the portion of Moreshead Rd from the Pialligo roundabout to Fairbairn Ave would be closed.

BRIG Moon indicated that he was concerned about the loss of RMC playing fields land. He advised that No. 1 Oval is not really usable for Defence purposes and it has less utility for Defence than the land being lost in the acquisition proposal.

The possibility of ACT paying the cost of up grading of No. 1 Oval to a standard that was suitable for Defence purposes, as an offset to the loss of RMC playing fields, was raised.

BRIG Moon repeated that Defence would be prepared to give up the land on which No. 1 Oval was situated.

Tony indicated that the option of using No. 1 Oval land to move the proposed road further east would incur additional cost of approximately \$20 million and impact on other land users in the area.

There was further discussion on the option of Defence retaining No. 1 Oval with the ACT Government paying for the upgrading of the facility to Defence standards and providing suitable access arrangements to the facility. Defence would be responsible for the ongoing maintenance of this facility.

A further question was asked about the appearance of the new (elevated) roadway and its potential impact on the visual amenity of the residents who live at RMC.

Tony indicated that he could arrange to provide plans, such as elevation and cross-section drawings, that indicated what the road works would look like.

LTCOL Jamie McDonald again raised the question of the impact of traffic noise from the new road. He indicated that road traffic noise is currently audible from the RMC housing area, that senior Defence personnel housed in the area had already complained about existing road noise and that he was of the opinion that it is likely to increase as a result of the construction of the new road. Defence would want some noise mitigation measures incorporated into the road works. There was some concern also expressed about the noise levels during construction.

It was pointed out that the EIS included some noise modelling. Although it was acknowledged that no noise monitoring was undertaken within the RMC area for the modelling included in the EIS.

Tony Gill indicated that he would arrange for noise measurements to be taken in the RMC housing area if access could be arranged and to incorporate the results into a new round of modelling.

Tony asked a question about the land acquisition process.

Nick Covey explained the process. A deed of agreement would be required. This can take some time. Even if high priority it would be about 3 months. A lease could be made in the interim to allow expediency. This process could recognise any offsets provided by ACT.

BRIG Moon express concern that Defence would still be giving up land. He indicated that it would be Defence's position that Defence need to get usable land back in the form of an upgraded No. 1 Oval.

Tony indicated that this could be considered as a trade off.

It was pointed out that the Chief of Army would be concerned about any further loss any army facilities such as the playing fields as RMC.

The Roads ACT representatives reconfirmed their position that a road through the No. 1 Oval land was not an option due the additional cost, the impact on land owners and other issues, not just the heritage issue.

BRIG Moon pointed out that these were not Defence issues.

Nick advised that for the priority sale process ACT Roads need to address all the issues they have outlined and the possible offsets in their proposal for the acquisition of the 3.3Ha of RMC playing fields land.

A question was raised regarding the impact on Defence capability during construction and the timing of work. The issue of the Army centenary in 2011 at RMC and the possible impact on that event was also raised.

Tony Gill indicated that he had \$30 million to do some work at present. Stage 1 timing was 2 to 18 months. Roads ACT is currently funded for work in the vicinity of RMC, starting south to north. They are proposing to undertake work in 2009/10 with a target finish date of Jan 2010. The rest of the Majura Parkway work would be carried out over 3 years.

The timing of access to No. 1 Oval was raised. Defence advised that they would require access to the upgraded No. 1 Oval before the loss of the RMC playing fields.

The issue of the proposed future road through the Majura Training Area was also raised by the Army representatives.

Conclusion

The position of Roads ACT is that it is not feasible to move the road alignment further east to utilize the No 1 Oval land instead of the RMC playing fields land.

Defence's preference is that the road alignment be redesigned so that the roadway is located further east and there is not a requirement for Defence to give up any of the RMC playing fields land.

However, should this not be possible it is Defence's position that No. 1 Oval is to be upgraded and access provided so that Defence has a totally usable facility that meets Defence requirements so that Defence does not suffer any overall loss in access to fully constructed playing fields. This upgrade work to be undertaken by Roads ACT as part compensation for the loss of the playing fields area to the west of Morshead Drive.

Agreed follow up actions.

Defence Support Group is to provide further information to Tony Gill, at Roads ACT, specifying the requirements for upgrading No. 1 Oval to a standard that will meet Defence requirements.

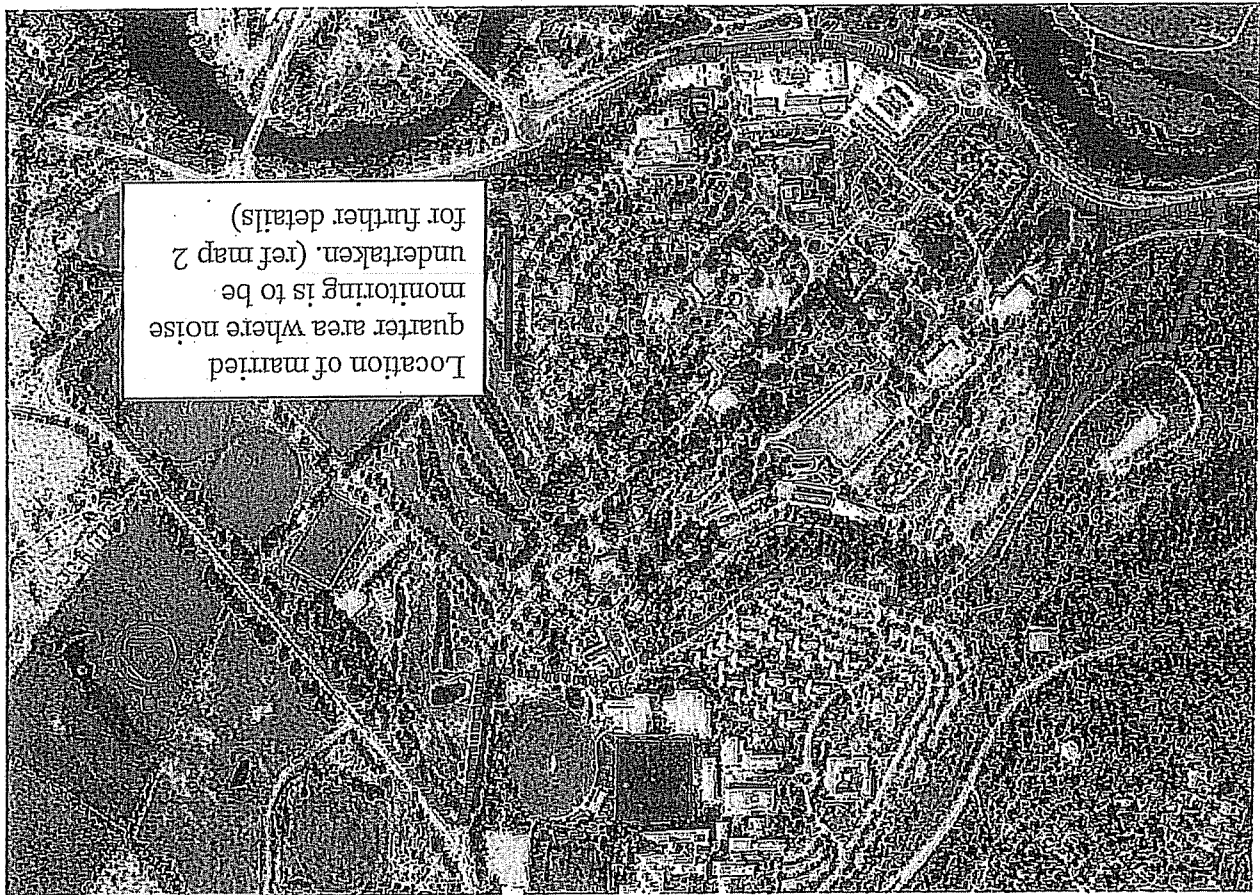
Tony Gill is to provide Defence with cross section details of the proposed road, looking from Alamein Oval east to No 1 Oval.

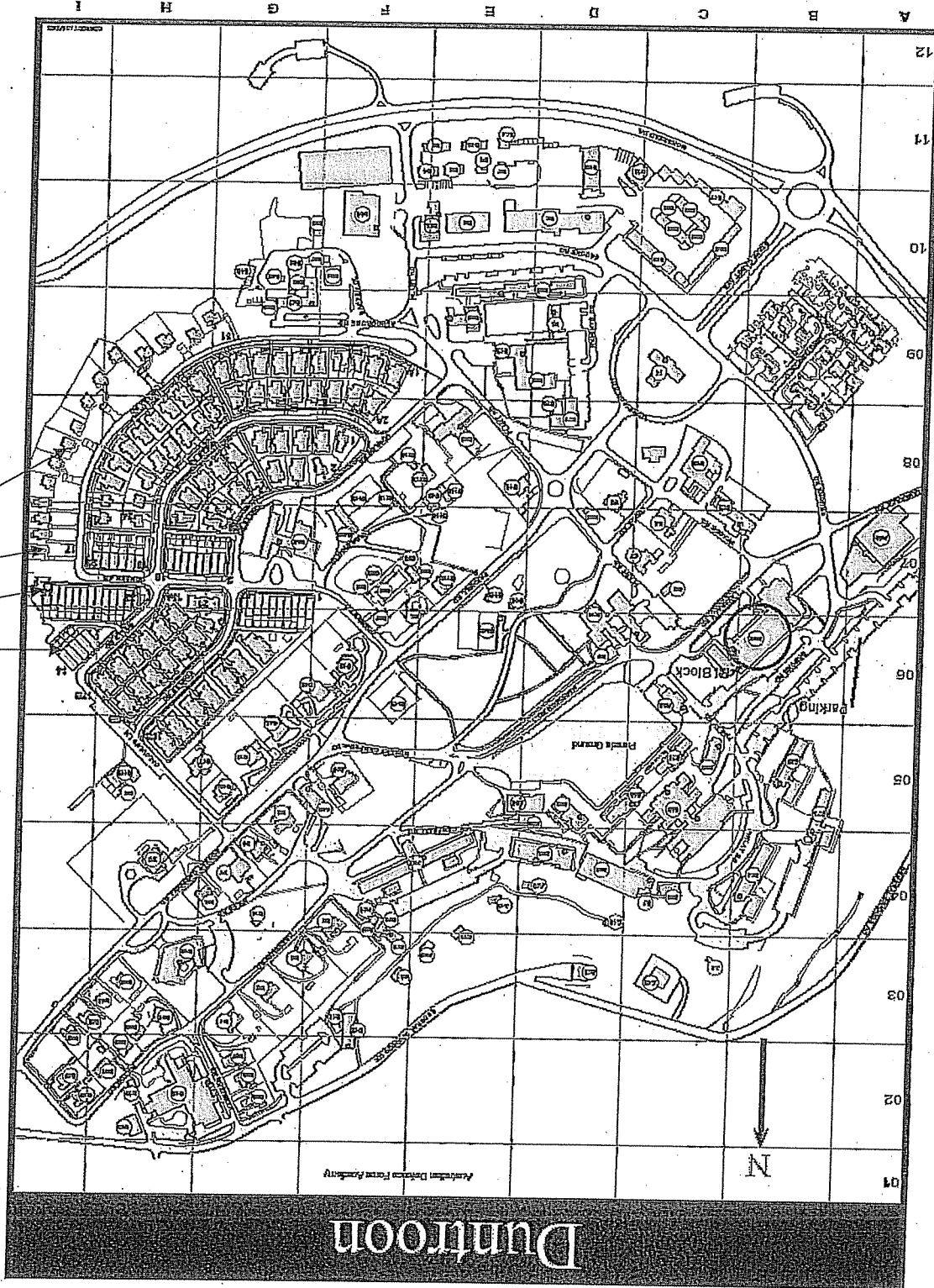
Further information is to be provide by Roads ACT to support their statement the No 1 Oval would have heritage value, should the site be transferred to ACT Government ownership.

Roads ACT are to undertake noise monitoring in the RMC married quarter area adjacent to the golf course and to incorporate the results into noise modelling for the proposed road elevation/alignment. Defence is to provide details on a map of the locations from which noise monitoring is to be conducted and arrange approval to access the area.

Judith Bedford closed the meeting and thanked people for attending

Location of married
quarter area where noise
monitoring is to be
undertaken. (ref map 2
for further details)





Proposed locations for noise monitoring