



ACT Government

PLANNING AND LAND MANAGEMENT GROUP
URBAN SERVICES DEPARTMENT

LAND (PLANNING AND ENVIRONMENT) ACT 1991

**VARIATION TO THE
TERRITORY PLAN**

No.67

**FEDERAL HIGHWAY DUPLICATION
HORSE PARK DRIVE ALTERATION &
MAJURA ROAD ALTERATION**

August 1998

EXPLANATORY STATEMENT

The ACT Government, on behalf of the Federal Department of Transport and Regional Development and in association with NSW Roads and Traffic Authority (RTA), is proposing the duplication of a 10 km stretch of the Federal Highway between Stirling Avenue, Watson (ACT) and the Sutton Interchange (NSW). As the Lake George section of the highway is currently being upgraded, the proposed works will complete the dual carriageways on the Federal Highway between Northbourne Avenue and the Hume Highway. It will be designed to National Highway Design Standards as adopted by the Federal Department of Transport and Regional Development. The proposed project within the ACT consists of the following features:

- dual carriageway between Stirling Avenue, Watson and the ACT/NSW Border;
- a grade-separated interchange to link the Federal Highway to a realigned Majura Road;
- provision for the connection of the above interchange to the future Gungahlin arterial road network via a future Horse Park Drive;
- a tourist information bay located in a suitable position to provide appropriate visitor signage;
- an upgraded intersection of the Federal Highway and Antill Street, Watson;
- provision for restricted access to leases currently fronting the Federal Highway; and
- provision for the future consideration of a high speed, left-turn slip-lane from the Federal Highway into Majura Road.

Some redefinition of the highway corridor, including withdrawal of land from some of the adjoining leases, will be required as part of the highway duplication project. The Canberra bound lane of the highway is to be constructed approximately along the existing road alignment, while the NSW bound lane would be constructed on the northern (Gungahlin) side. The highway's intersection with Antill Street is to be upgraded using a roundabout.

The changes in this Variation relate only to that portion of the highway within the ACT from Stirling Avenue to the NSW border. The project redefines the road reserve containing the highway in a number of places. It also alters the alignment of Horse Park Drive and the northern section of Majura Road and, in so doing, determines a major connection between Gungahlin's arterial road network and a possible future Majura Parkway. A possible future high speed, left-turn, in-bound slip lane from the highway into Majura Road is shown for information purposes, but does not form part of the Plan.

These proposals have required an Amendment to the National Capital Plan and a Variation to the Territory Plan. The Amendment to the National Capital Plan (Number 19) was approved in June 1997 and has been formally adopted by the National Capital Authority.

The Variation to the Territory Plan also includes minor changes to existing 'Community Facility' and 'Urban Open Space' land use policies in the northern part of Kenny (Gungahlin) which have resulted from the realignment of Horse Park Drive.

The changes to the Territory Plan Map are detailed at **Attachment A**.

An Environmental Impact Statement (EIS) has been prepared in consultation with the NSW Department of Urban Affairs and Planning, the then ACT Planning Authority, the National Capital Authority and the Commonwealth Environment Protection Authority. The EIS represents the last stage of a two stage project to investigate highway corridor options and the environmental impact of developing the preferred corridor. This investigation process has involved detailed consultation with lessees and property owners in the vicinity of the proposed corridor and with relevant government agencies and other stakeholders. The EIS has identified environmental safeguards which must be implemented when the Federal Highway duplication proceeds. As part of this process, an environment management plan and an environmental monitoring program must be prepared as part of pre-construction documentation of the project.

To avoid duplication of the EIS processes, the ACT Minister for the Environment formally agreed to give "full faith and credit" to the NSW impact assessment process, in accordance with Schedule 3 of the Intergovernmental Agreement on the Environment (EIA). The ACT contributed to the Joint Assessment Report on 23 October, thereby meeting the requirements of the ACT *Land (Planning and Environment Act) 1991*. The NSW Minister for Urban Affairs and Planning accepted the EIS and gave approval to the project on 20 January 1998. The Commonwealth Minister decided on 8 May 1998 that the NSW process satisfies their EIA obligations and no further impact assessment under Commonwealth legislation is required.

The statutory requirements relating to consultation have been satisfied. The Variation was released as a draft for public comment, in conjunction with the Amendment to the National Capital Plan, in August 1996. Written submissions received were made available for public perusal. Issues raised in the submissions were considered by Planning and Land Management and a report was prepared and submitted to the ACT Executive. The recommendations made by the Conservator of Flora and Fauna have been considered in finalising the Variation. Reports on consultation with the National Capital Authority and the ACT Heritage Council were also submitted to the Executive.

The Variation has been revised to respond to Amendment Number 19 to the National Capital Plan. The indicative location of the proposed high speed slip lane has been adjusted to be consistent with the route shown in Amendment Number 19 and so that it will not impact on the Remembrance Driveway Plantations along the Highway.

The Variation has also been revised to incorporate an amended alignment for Horse Park Drive. The alignment has been adjusted following more detailed investigations, in association with the location of a new gas pipeline into Gungahlin. The pipeline has been located within the Horse Park Drive road reserve. Adjoining land use policies and overlays on the Territory Plan Map have been adjusted in accordance with the new alignment.

ATTACHMENT A

Variation to the Territory Plan Map

The Territory Plan Map is varied for the area identified in Figure 1 below by:

- (i) redefining the 'Designated Area' due to expansion of the Federal Highway road reserve and redefinition of the Majura Road alignment,
- (ii) deleting part of those overlays shown as 'Proposed Arterial Road - Subject to Review' between the Federal Highway and Majura Road which are intended to allow for the future development of the Majura Parkway,
- (iii) including that portion of Majura Road, which is within the study area but outside the 'Designated Area', as 'Major Road', and
- (iv) including, by means of an information overlay, the possible high speed left turn slip lane from the Federal Highway into the future Majura Parkway as a 'Proposed Arterial Road - Subject to Review'.

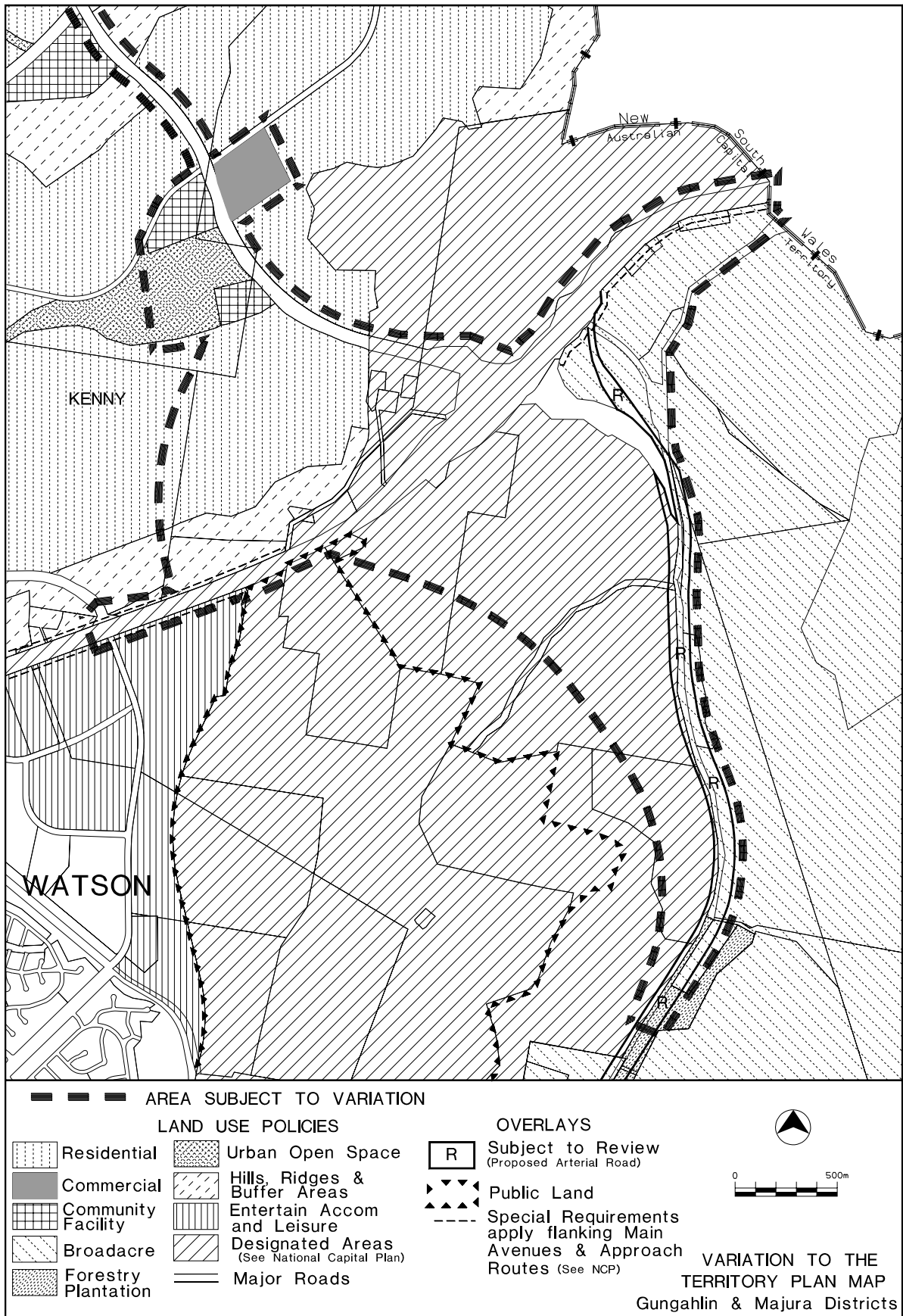


Figure 1 Variation to the Territory Plan Map

The Territory Plan Map is varied for the area identified in Figure 2 below by:

- (i) redefining the alignment of Horse Park Drive by showing that portion within the study area as 'Major Road', and
- (ii) adjusting adjoining land use policies and overlays in accordance with the new alignment of Horse Park Drive.

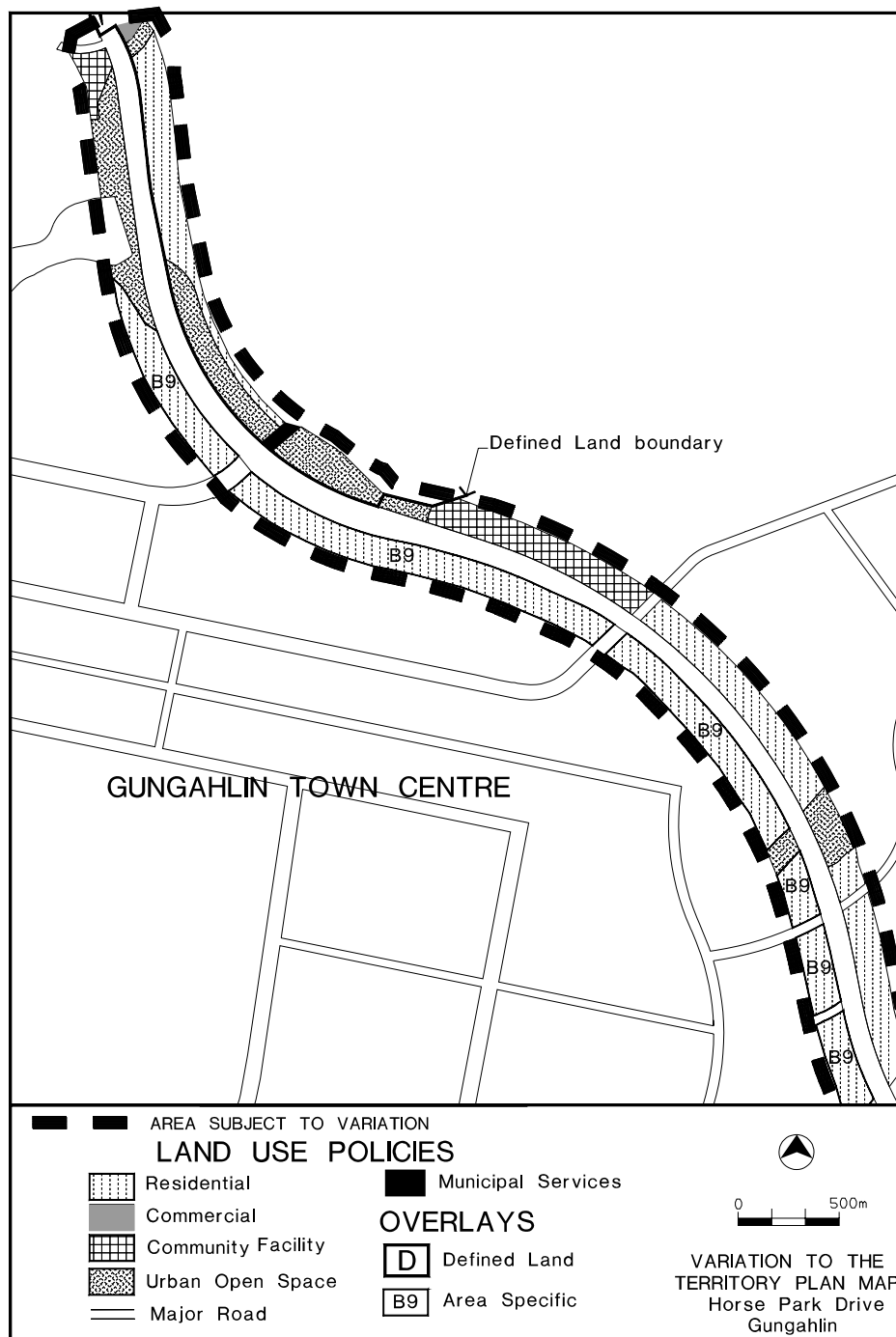


Figure 2 Variation to the Territory Plan Map