

[REDACTED]

Dear [REDACTED]

FREEDOM OF INFORMATION REQUEST

I refer to your application made under section 30 of the *Freedom of Information Act 2016* (the Act), received by Major Projects Canberra (MPC) on 2 September 2019, in which you sought access to:

- All Ministerial briefs prepared for the Minister for Transport by Major Projects Canberra with regards to Light Rail Stage 1, and the City to Woden Light Rail Project.

Authority

I am an Information Officer appointed by the Chief Projects Officer under section 18 of the Act to deal with access applications made under Part 5 of the Act.

Timeframes

Under section 38 of the Act, MPC sought third party views on the release of the information concerning them and, under section 40 of the Act, provided a period of 15 working days for them to submit reasons favouring non-disclosure. The revised deadline for a response to your request was 22 October 2019.

Decision on access

Searches were completed for relevant documents and 34 documents were identified that fall within the scope of your request. The information can be accessed at <https://www.act.gov.au/majorprojectscanberra>.

I have included at **Attachment A** to this decision the schedule of relevant documents. This provides a description of each document that falls within the scope of your request and the access decision for each of those documents.

I have decided to grant access to 30 full or partial documents relevant to your request. I have decided to refuse access to 4 documents as I consider them to be:

- contrary to the public interest information under schedule 1; or
- information that would, on balance, be contrary to the public interest to disclose under the test set out in section 17 of the Act

My access decisions are detailed further in **Attachment A**, Schedule of Documents, and the documents released to you are provided as **Attachment B** to this letter.

Online Publishing – Disclosure Log

Under section 28 of the Act, MPC maintains an official online record of access applications called a disclosure log. Your original access application, my decision and documents released to you in response to your access application will be published in the MPC disclosure log 3 days to 10 days after the date of the decision. Your personal contact details will not be published. You may view the MPC disclosure log at <https://www.act.gov.au/majorprojectscanberra>.

Ombudsman Review

My decision on your access request is a reviewable decision as identified in Schedule 3 of the Act. You have the right to seek Ombudsman review of this outcome under section 73 of the Act within 20 working days from the day that my decision is published in the MPC disclosure log, or a longer period allowed by the Ombudsman.

If you wish to request a review of my decision you may write to the Ombudsman at:

The ACT Ombudsman

GPO Box 442

CANBERRA ACT 2601

Via email: actfoi@ombudsman.gov.au

ACT Civil and Administrative Tribunal (ACAT) Review

Under section 84 of the Act, if a decision is made under section 82(1) on an Ombudsman review, you may apply to ACAT for review of the Ombudsman decision. Further information may be obtained from the ACAT at:

ACT Civil and Administrative Tribunal

Level 4, 1 Moore Street

GPO Box 370

CANBERRA CITY ACT 2601

Telephone: (02) 6207 1740

<http://www.acat.act.gov.au>

Should you have any queries in relation to your request, please contact the Major Projects Canberra FOI team by telephone on (02) 6205 1757 or email MPCFOI@act.gov.au with the subject heading MPCFOI2019/03.

Yours sincerely



Damon Hall

Information Officer

Major Projects Canberra

22 October 2019

FREEDOM OF INFORMATION REQUEST SCHEDULE

Please be aware that under the *Freedom of Information Act 2016*, some of the information provided to you will be released to the public through the ACT Government's Open Access Scheme. The Open Access release status column of the table below indicates what documents are intended for release online through open access.

Personal information or business affairs information will not be made available under this policy. If you think the content of your request would contain such information, please inform the contact officer immediately.

Information about what is published on open access is available online at: <https://www.act.gov.au/majorprojectscanberra/home>

FOI Reference Number		Request Details				
MPCFOI2019/03		<i>All Ministerial briefs prepared for the Minister for Transport by Major Projects Canberra with regards to Light Rail Stage 1, and the City to Woden Light Rail Project.</i>				
Ref No.	No. of Folios	Description	Date	Status	Reason for non-release or partial release	Open Access release status
1.	1 – 1	Ministerial Brief – Yarra Glen Project Update	31 July 2015	Full Release		
2.	1 – 1	Attachment A – Draft Yarra Glen 'detailed concept design' plan	31 July 2015	Full Release		
3.	1 – 1	Advisory Note – Pausing the EPBC Referral process for Stage 2A of Light Rail	7 September 2019	Partial Release	S2.2(a)– disclosure would prejudice intergovernmental relations	
4.	1 – 1	Attachment A - letter	August 2019	Full Release		
5.	1 – 1	Ministerial Brief - Pre-engagement business plan	16 July 2019	Full Release		
6.	1 – 1	Attachment A – Light Rail Pre-Engagement Business Plan	16 July 2019	Full Release		

7.	1 – 1	Advisory Note – Membership of the Joint Standing Committee on the National Capital and External Territories	19 August 2019	Full Release		
8.	1 – 1	Advisory Note – Light Rail Stage 1 Electrical Issues Update	5 September 2019	Full Release		
9.	1 – 1	Advisory Note – Administrative Arrangements for Light Rail	15 July 2019	Full Release		
10.	1 – 1	Advisory Note – Insights from the first 10 days of City West business engagement for the next stage of light rail	15 August 2019	Full Release		
11.	1 – 1	Ministerial Brief – Final Lodgment: CAB2019/350 Major Projects Canberra Board Governance Arrangements	21 August 2019	Full Release		
12.	1 – 1	Attachment A – Cabinet Submission Package (CAB19/350)	21 August 2019	Full Release		
13.	1 – 1	Ministerial Brief – CAB2019/489 RESTRICTED Augmentation and Commercial Principles	4 September 2019	Partial Release	s2.2(a) – disclosure would prejudice the competitive commercial activities of an agency	
14.	1 – 1	Attachment A – Cabinet Submission Package (CAB19/489)	4 September 2019	Refused	s1.6.1 – an official record of Cabinet	
15.	1 – 1	Ministerial Brief – City to Woden Light Rail Business Cases	16 July 2019	Full Release		
16.	1 – 1	Attachment A – City to Woden Light Rail Business Cases	16 July 2019	Refused	s1.6.1 – an official record of Cabinet	

17.	1 – 1	Ministerial Brief – City to Woden Light Rail Business Cases	21 August 2019	Full Release		
18.	1 – 1	Attachment A – City to Woden Light Rail Business Case	21 August 2019	Refused	s1.6.1 – an official record of Cabinet	
19.	1 – 1	Ministerial Brief – Final Lodgment of CAB2019/481 RESTRICTED City to Woden Light Rail and London Circuit Communications Plan and Business Case Release	4 September 2019	Partial Release	s1.6.1 – disclosure would reveal deliberation of Cabinet	
20.	1 – 1	Attachment A – Cabinet Submission Package	4 September 2019	Refused	s1.6.1 – an official record of Cabinet	
21.	1 – 1	Advisory Note – Assessment Options for pathways for Stage 2A under the EPBC Act ahead of the NCA Works Approval	3 September 2019	Partial Release	s2.2(a) – prejudice intergovernmental relations	
22.	1 – 1	Advisory Note – Assessment Options should Stage 2B be declared a Controlled Action under the EPBC Act	14 August 2019	Full Release		
23.	1 – 1	Attachment A – EPBC Act environment assessment process	14 August 2019	Full Release		
24.	1 – 1	Ministerial Brief – Progress Update of Woden Bus / Light Rail Interchange	18 August 2019	Partial Release	s1.6.1 – disclosure would reveal deliberation of Cabinet	
25.	1 – 1	Attachment A – Woden Town Masterplan (Extract)	18 August 2019	Full Release		
26.	1 – 1	Attachment B – Interchange Options Assessment	18 August 2019	Full Release		

27.	1 – 1	Attachment C – emerging Preferred Option for Woden Bus / Light Rail Interchange	18 August 2019	Partial Release	s1.6.1 – disclosure would reveal deliberation of Cabinet	
28.	1 – 1	Attachment D – Report on what we heard – Woden Bus Interchange Redesign	18 August 2019	Full Release		
29.	1 – 1	Ministerial Brief – Lodgment to the Minister for Planning of the ACT Government’s <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act) of two Referrals for the Major projects Canberra Light Rail Projects – City to Commonwealth Park Project and Commonwealth Park to Woden Project	4 July 2019	Full Release		
30.	1 – 1	Attachment A – Territory and Commonwealth Environmental Approvals Process	4 July 2019	Full Release		
31.	1 – 1	Attachment B – Letter of Lodgment – Minister for Transport and City Services to the Minister for Planning	4 July 2019	Full Release		
32.	1 – 1	Attachment C – EPBC Referral Light Rail – City to Commonwealth Park	4 July 2019	Full Release		
33.	1 – 1	Attachment D – EPBC Referral Light Rail – Commonwealth Park to Woden	4 July 2019	Full Release		
34.	1 – 1	Attachment E – Communications and Engagement Plan - Light Rail Network Extension EPBC referrals	4 July 2019	Full Release		
Total Number of Documents						
34						

Major Projects Canberra

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To: Minister for Transport and City Services

Tracking No.: Objective

From: A/g Chief Projects Officer**Subject:** Yarra Glen Project Update**Critical Date:** In the normal course of business**Recommendations**

That you:

1. note that the development of a Yarra Glen 'detailed concept design' is expected to be completed within the third quarter of 2019;

Noted / Please Discuss

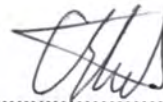
2. note that once the current 'detailed concept design' is complete, there is currently no existing funding to further progress Yarra Glen works; and

Noted / Please Discuss

3. note that you may wish to consider seeking funding for further Yarra Glen works, either (i) as part of a future ACT Budget process, or (ii) in connection with a Stage 2A light rail business case to be considered by Cabinet, or (iii) in connection with a future Stage 2B light rail business case.

Noted / Please Discuss

Chris Steel MLA



31/7/19

Minister's Office Feedback

PLEASE DISCUSS TRAFFIC MODELING AND
SMART CONNECTIONS THROUGH THE 'NORTH WOODS' AREA.

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Background

1. As part of the Financial Year 2018-19 Budget, Cabinet agreed to progress 'Early Enabling Works' for the Yarra Glen project. These 'early works' were for the development of concept designs setting out the potential future configuration of the Yarra Glen roundabout.
2. Transport Canberra engaged Arup to undertake the Yarra Glen Roundabout (YGR) project to develop concept designs, identify a 'Preferred Concept Design' and develop a detailed concept design for the Yarra Glen Roundabout. The project area is shown in Figure 1.



Figure 1 Yarra Glen Roundabout project area

3. The objectives which guided the development of the concept designs included to:
 - a. improve safety of the road network;
 - b. improve traffic performance of this intersection;
 - c. future proof for Light Rail City to Woden (C2W) project;
 - d. enable future land use opportunities; and
 - e. improve quality of the place.
4. The outcome of the current Yarra Glen design works will be a 'Detailed Concept Design' which will facilitate the delivery of a re-configured round-about in the future once funding is made available at some future point.
5. Currently, a draft 'Detailed Concept Design' has been developed and is being reviewed by the Territory.

6. The draft 'Detailed Concept Design', refer Attachment A, includes:
 - a. a scheme that is resilient to flood impacts and compliant with TCCS Standards;
 - b. removal of the existing roundabout including road bridges;
 - c. a new signalised intersection to the north of the existing roundabout facilitating all existing movements except those between Melrose Drive and Yamba Drive; these movements are identified as very low demand and omission of this movements provides noticeable improvements to intersection performance and safety;
 - d. a new road bridge over Yarralumla Creek connecting Melrose Drive with Yarra Glen;
 - e. provision for light rail; and
 - f. provision of two land areas for potential land use, 'unlocked land', as described below.
7. The two areas that may be suitable for development are located to the east and west of the Yarralumla drainage channel and consist of an area of approximately 7,500m² and 23,500m² respectively.
8. Following requests by Cross-Directorate Stakeholders a variation to Project scope, a Strategic Urban Design and Land Use Planning assessment, is proposed to be completed to assist and confirm appropriate land use of 'unlocked' land resulting from the Yarra Glen project.
9. Following completion of the works described above and finalisation of the 'Detailed Concept Design' the current Yarra Glen works will be complete. There is currently no further funding available for additional Yarra Glen works.

Issues – Options for Physically Re-Configuring the Yarra Glen Roundabout

10. The reconfiguration of the Yarra Glen roundabout will ultimately be necessary once light rail is built to Woden. The Yarra Glen project could also be progressed without delivery of light rail noting that the primary benefits of the project include:
 - a. improvements to road safety;
 - b. improvement to traffic performance noting future interim proposals to signalise the roundabout to facilitate adjacent land development; and
 - c. potential for land release.
11. The following table sets out options for funding and delivering a reconfigured Yarra Glen roundabout:

Option No	Description	Indicative Completion Timeframes	Opportunities	Constraints
A	<p>Delivery Entirely Separately to Light Rail.</p> <p>Funding sought as part of a future ACT Budget process</p>	~2023 or at some other point depending on when ACT Budget funding is sought	<p>Allows expedited delivery of the project</p> <p>A D&C manages the design risk</p> <p>Future proofs for light rail and does not add to the complexity of negotiations with Canberra Metro.</p> <p>Likely lowest cost delivery option.</p> <p>Could be described as enabling future delivery of light rail to Woden</p>	<p>Costs cannot be included in Light Rail, requires separate funding streams.</p> <p>Full benefits might not ultimately be realised if light rail not delivered to Woden</p>
B	<p>Delivery as part of Light Rail Stage 2A project.</p> <p>Funding sought as part of Stage 2A business case process</p>	~2023	<p>Could be delivered as part of the MPC Stage 2A project.</p> <p>Could be described as enabling future delivery of light rail to Woden.</p>	<p>May be more expensive than if delivered separately.</p> <p>Adds to complexity of Stage 2A negotiations with Canberra Metro</p> <p>Full benefits might not ultimately be realised if light rail not delivered to Woden</p>
C	<p>Delivery as part of Light Rail to Woden (either if the Full Alignment is delivered as a single project, or as part of Stage 2B).</p> <p>Funding sought with future Stage 2B business case</p>	~2025	<p>Future developments are likely further progressed enabling easier integration of projects.</p> <p>Risk of Interfaces between project reduced</p>	<p>May be more expensive than if delivered separately.</p> <p>Delivery of project delayed compared to other delivery options</p>

Consultation

Internal

12. MPC has engaged with, and continues to engage with, the following Internal TCCS stakeholders:

- a. TCCS - Place Coordination; and
- b. TCCS - Transport Planning.

Cross Directorate

13. MPC has engaged with, and continues to engage with, the following Cross Directorate stakeholders:
- a. EPSDD (Woden Master Planning); and
 - b. Suburban Land Authority (SLA).

External

14. Nil at this stage. Future community consultation is expected following completion of the current Yarra Glen project phase.

Benefits/Sensitivities

15. The designs are at a draft issue stage and are not fit for public consultation / discussion outside of the Territory at this stage.

Communications, media and engagement implications

16. Further engagement with internal and external stakeholders will be required prior to completion of the Yarra Glen project.
17. At the conclusion of the Yarra Glen project a media release may be appropriate should the Territory wish to progress the project to 'delivery' phase.

Signatory Name: Duncan Edghill

Phone: 6205 3842

Action Officer: Dr Pam Nelson

Phone: 0427 017 900

Attachments

Attachment	Title
Attachment A	Draft Yarra Glen 'detailed concept design' plan



NOTES
1. THIS OPTION HAS BEEN ISSUED FOR INFORMATION ONLY.
2. THE DESIGN SHOWN IS SCHEMATIC ONLY AND IS SUBJECT TO CHANGE FOLLOWING FURTHER DESIGN REFINEMENTS.
3. ALL FUTURE LAND DEVELOPMENT AREAS ARE INDICATIVE ONLY AND ARE SUBJECT TO CONFIRMATION.

NOT FOR CONSTRUCTION
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Job Title
Yarra Glen Roundabout Reconfiguration
Overall Layout
Option 2

Client
Yarra Council

Scale
1:1000

Drawn By
ARUP

Checked By
ARUP

Approved By
ARUP

Issue No
1

Issue Date
12/08/2024

Project No
YGR-CO-CIAL-SKT-0003

ACT
Infrastructure

TTC
Transport & Traffic

ARUP
CONSULTANTS

CONSULTANTS

CONCEPT OPTIONS

OPTION 1





NOTES

1. THIS OPTION HAS BEEN ISSUED FOR INFORMATION ONLY.
2. THE DESIGN SHOWN IS SCHEMATIC ONLY AND IS SUBJECT TO CHANGE FOLLOWING FURTHER DESIGN REFINEMENTS.
3. ALL FUTURE LAND DEVELOPMENT AREAS ARE INDICATIVE ONLY AND ARE SUBJECT TO CONFIRMATION.

NOT FOR CONSTRUCTION
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Client

Yarra Glen Roundabout Reconfiguration

Consult Australia
Member Firm
Arup, Level 4, 10 Moore Street
Canberra, ACT, 2600
www.arup.com

Drawing Title

Roundabout Reconfiguration
Overall Layout
Option 2

Issue No

CONCEPT OPTIONS

YGR-CO-CIAL-SKT-0003

Issue

1

OPTION 1



ADVISORY NOTE

Minister for Transport and City Services

Subject	Pausing the EPBC Referral process for Stage 2A of Light Rail
Critical Date	7 August 2019
Chief Projects Officer, Major Projects Canberra	
Executive Branch Manager, Governance and Ministerial Services	

Purpose:

To notify you that Major Projects Canberra proposes to request that the Department of Environment and Energy (DoEE) 'suspend' the EPBC Referral process for Light Rail Stage 2A on 7 August 2019.

Discussion

Major Projects Canberra has lodged two *Environment Protection and Biodiversity Conservation Act 1999* (EPBC) Referrals, for the City to Commonwealth Park (2A), and Commonwealth Park to Woden (2B) light rail projects. The 2A EPBC Referral included the full expansion of the light rail depot (which would accommodate all light rail vehicles (LRVs).

Possible implications of raising London Circuit and other potential scope changes

The 2A Referral included a dedicated light rail ramp between London Circuit and Commonwealth Avenue, with the London Circuit/Commonwealth Avenue intersection not being impacted. The possible inclusion of raising London Circuit within the 2A scope of works will materially change the nature and extend the duration of impacts from the original 2A project scope.

It is likely, given the change in the impacts and the increased construction program duration that result from the inclusion of the London Circuit raising works, that an additional request to vary the 2A EPBC Referral will be required.

Any request to vary the scope of the 2A EPBC Referral (to delete the depot expansion and/or add the raising of London Circuit) will add additional time to the EPBC Referral process, with the Commonwealth Minister permitted to take up to 20 business days to consider the request to vary the EPBC Referral. The request to vary an EPBC Referral and the outcome of the Minister's deliberation are notifiable on the DoEE website.

Wire-Free Running

The Stage 2A Referral also assumed wire-free running. Should the ACT Government wish to pursue wired light rail running, this may also require a Referral variation and may materially affect the Referral decision.

Next steps and possible outcomes

MPC will today request that DoEE suspend making a decision on the 2A EPBC Referral made in respect of the City to Commonwealth Park (2A) light rail project (see **Attachment A** – letter to DoEE). It is possible the DoEE may make this letter public, and so it has been drafted with that possibility in mind.

This suspension is being requested pending a decision on London Circuit and following informal advice from the Department in respect of the Mitchell depot.

Major Projects Canberra is *not* proposing to vary the scope of the 2B EPBC Referral, and as such it is likely that the outcome of the 2B EPBC Referral will be determined in advance of 2A. The Stage 2B Referral is not proposed to be suspended as MPC expects it will require an EIS in any event.

It is noted that this will result in the Stage 2A EPBC Referral decision being made *after* the Stage 2A business case decision. This introduces a risk that the referral decision is unfavourable and contrary to business case assumptions around program timing. However, it will mean that the 2A Referral can be varied to include London Circuit (and wired running) *after* the business case decision has been made. This is important, as otherwise those matters would be made public through the EPBC referral process prior to Cabinet's final consideration of the matter.

Noted / Please Discuss

Chris Steel MLA
Minister for Transport and City Services

7/9/19
....../....../....



ACT
Government

Major Projects Canberra

Jamie Machin
Assistant Director (ag)
Southern NSW and ACT Assessments
Environment Standards Division
Department of the Environment and Energy
51 Allara Street
CANBERRA ACT 2601

By email: jamie.machin@environment.gov.au

Dear Jamie,

EPBC 2019/8490 - City to Commonwealth Park Light Rail Project - Request to suspend time by agreement pursuant to sections 75(7) and 88(5) of the EPBC Act

I refer to your email dated 2 August 2019, *Information to support request for variation to referral for 2019/8490 City to Commonwealth Park Light Rail Project, ACT*. Thank you for the details about the process of varying the referral for the City to Commonwealth Park Light Rail Project (EPBC 2019/8490) (**Project**), pursuant to section 156A(1) of the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (**EPBC Act**).

As you know, the Project was formally referred to the Minister for the Environment (**Environment Minister**) on 15 July 2019. The scope of the Project included the construction and operation of a 1.7-kilometre extension to Canberra's existing City to Gungahlin light rail route, from the City (the current Northbourne Avenue / Alinga Street terminus) to Commonwealth Park (a new stop immediately south of the Commonwealth Avenue / Albert Street intersection). In addition, the Project also contemplated the construction and operation of an expansion of the existing light rail depot in Mitchell to provide an increase to the stabling capacity and maintenance and servicing facilities for light rail vehicles (**Mitchell Depot Upgrade**).

The referral of the Project was publicly notified on 16 July 2019 for public comment on whether the action is a controlled action. At the time of writing, the Environment Minister has not yet determined whether the Project is a controlled action under the EPBC Act, and if so, the relevant assessment method required to be undertaken by Major Projects Canberra.

I wish to advise that Major Projects Canberra is currently considering the detailed scope of the Project, and is undertaking further design and development work to determine (i) the operational necessity (or otherwise) of the Mitchell Depot Upgrade for the extension of the City to Gungahlin light rail from the City to Commonwealth Park, and (ii) the timing (if necessary or desirable) of the Mitchell Depot Upgrade.

I also note that consideration is being given to the transition of light rail from London Circuit to Commonwealth Avenue.

The current consideration by Major Projects Canberra of the aforementioned matters is likely to result in a requested variation to the Project's referral.

Major Projects Canberra understands that, in accordance with the requirements of Division 1A of Part 11 of Chapter 4 of the EPBC Act and the associated Division 5.4 of Part 5 of the Environment Protection and Biodiversity Conservation Regulations 2000 (Cth) (**EPBC Regulations**), to make a decision under section 156B of the EPBC Act regarding acceptance of any variation the Environment Minister requires information about:

- the details of the proposed variation to the Project;
- reasons for the proposed variation to the Project;
- a comparison of impacts of the proposed variation on matters of national environmental significance with the impacts of the Project on matters of national environmental significance;
- if applicable, the impacts of the proposed variation on matters of national environmental significance not considered in the referral of the Project; and
- if applicable, alternatives, mitigation measures and offsets to compensate for additional impacts on matters of national environmental significance.

To facilitate the preparation of this information, Major Projects Canberra requests that the Environment Minister agree with Major Projects Canberra in respect of the Project to:

- suspend the running of time under section 75 of the EPBC Act by agreement pursuant to section 75(7) of the EPBC Act; and
- suspend the running of time under section 88 of the EPBC Act by agreement pursuant to section 88(5) of the EPBC Act,

from the date of this letter until the date on which Major Projects Canberra lodges its formal request to vary the Project.

As noted, during the period of any such suspension Major Projects Canberra will develop the relevant information for the variation with the expectation that a formal variation will be submitted for consideration as soon as reasonably practicable.

Entering into such an agreement to suspend time will ensure that the statutory timeframes under the EPBC Act for the Environment Minister to make a decision on whether the Project is a controlled action, and if so, on the relevant assessment method required, will not expire prior to Major Projects Canberra making a formal request to vary the Project. Major Projects Canberra believes that this approach will ensure that the Commonwealth environmental assessment and approval process properly engages with the characteristics of the Project which Major Projects Canberra intends to progress in an efficient and timely manner.

For the avoidance of doubt, Major Projects Canberra is *not* hereby requesting a suspension in connection with the Commonwealth Park to Woden Light Rail Project (EPBC 2019/8491) which was formally referred to the Minister for the Environment (**Environment Minister**) on 11 July 2019. I look forward to your favourable consideration of this request, and I would of course be happy to discuss. In this respect I can be contacted at Pam.Nelson@act.gov.au or on 0427 017 900.

Thank you for your assistance in relation to the Project.

Yours sincerely

Pam Nelson



Project Director

Major Projects Canberra

August 2019



Major Projects Canberra

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To:	Minister for Transport and City Services	Tracking No: 19/22191
From:	Project Director Light Rail City to Woden	
Subject:	Pre-engagement business plan	
Critical Date:	17 July 2019	
Critical Reason:	Seeking approval to undertake a baseline survey with businesses in City West following a high-level analysis.	

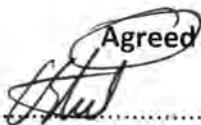
Purpose

To seek approval to begin early engagement with businesses in City West, outlined in the Pre-engagement Business Plan at Attachment A. Feedback from which will inform development of a dedicated Business Communications and Engagement strategy.

Recommendations

That you agree to Major Projects Canberra engaging in pre-engagement activities with businesses in City West and the Pre-engagement Business Plan at Attachment A.

Agreed / Not Agreed / Please Discuss

Chris Steel MLA  16/07/19.

Minister's Office Feedback

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Background

1. This work forms part of the Light Rail network expansion and *Light Rail Network Development Community and Engagement Strategy*.
2. The Light Rail network expansion team are planning pre-engagement activities with City West business community in proximity to the light rail alignment to reduce project risk and assist businesses to become construction ready.
3. Business impacts have been identified as a key risk for the next components of light rail as identified on similar projects such as Sydney Light Rail in terms of:
 - a. Financial impacts: potential claims against the Territory;
 - b. Financial impacts: project delays and variations;
 - c. Reputation and image: adverse media attention; increased complaints and ministerials from business operators; negative sentiment towards light rail project and interfacing construction projects; and
 - d. Negative public and key stakeholder sentiment towards the project.
4. Parramatta Light Rail has adopted a similar early engagement model with businesses. We are drawing upon this as a tried and tested methodology to implement on the next component of light rail.
5. A pre-engagement analysis has been undertaken, identifying over 360 businesses in proximity to the existing and proposed light rail alignment, which notes business type, operating hours, locations/ proximity to the alignment and amenity.
6. The Pre-engagement Business Plan (the Plan) at Attachment A (including the stakeholder survey and supporting engagement activities) has been informed by market research and key learnings, the business impact analysis and experience from similar light rail projects.
7. To date, no meaningful engagement with businesses has been undertaken except for consultation on Northbourne Avenue verges around the Sydney and Melbourne Buildings in late 2018 in relation to the Stage 1 alignment.
8. While awaiting the response from the Commonwealth Inquiry, ACT ministerial advisers were clear that they expected a range of engagement and media opportunities in 2019 to generate interest and momentum for the Light Rail Network Expansion project. (meeting - 9th November 2018.)

Issues

9. The Plan includes a soft engagement approach that aims to gather stakeholder feedback to inform development of a Business Communications and Engagement Strategy. This soft engagement approach can be scaled up to support a formal consultation program but allows the stakeholders to inform the strategy development. It also aims to assess awareness levels of the project to date.
10. Public awareness in the project delivery is low and has waned with the complex approval processes, media commentary and speculation to date. The Plan seeks to build project confidence and stakeholder relationships to reinforce the fact that 'Businesses are important to Light Rail'.

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11. There are a broad range of public and community issues, interest and potential impacts of the project that need to be effectively consulted upon or mitigated. The Plan focusses on the needs of businesses specifically to support them to strengthen, build resilience and thrive.
12. The project is complex and could be difficult for the public and key stakeholders to understand. Feedback from this Plan will confirm information gaps and assist to develop appropriate and effective methods for business communication and support.
13. The Plan will underpin future engagement and promotional activities.
14. The team proposes the Plan will also inform a Business Support Program to assist businesses become construction ready (strengthen, build resilience and thrive).
15. The Plan will assist in the development of a Business Reference Group (could be combined with a Community Reference Group depending on levels of interest).

Financial Implications

16. 2019/2020 Communication and engagement activities and materials are supported within the existing budget allocation for the expansion of light rail to Woden.
17. Ongoing costs could be, in some part, included within the contractual arrangements for this component of light rail.

ConsultationInternal

18. The Plan has been developed in consultation with the Major Projects Canberra Director Communications, and Project Director Light Rail Stage 1.

Cross Directorate

19. The pre-engagement plan business plan has been developed in consultation with Transport Canberra and City Services and the City Renewal Authority.

External

20. No formal external consultation has been undertaken to date, however the Plan including stakeholder survey and actions have been shaped by consumer market research, 'what we heard' research and key learnings from Stage 1; and experience from similar Light Rail projects (Parramatta Light Rail, Sydney Light Rail and Newcastle Light Rail).

Benefits/Sensitivities

21. Proactive communications and engagement can improve public confidence in the project's delivery as well as drive interest and momentum for the project.
22. Proactive engagement will inform strategy development which is appropriate and targeted to businesses in City West.
23. Proactive engagement will reduce project risk and assist to mitigate impacts to businesses.
24. A proactive communication and engagement plan assists to mitigate impacts and manages interest by:
 - a. providing a narrative and messaging that mitigates impacts and positions the

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- project;
- b. establishing relationships with businesses to improve the understanding and awareness of the project;
 - c. establishing expectations and baselines for future research, monitoring and assessing project risk (e.g. establishing current vacancy rates within City West);
 - d. providing opportunities for case study development;
 - e. providing feedback to include in contractor negotiations to assist businesses address the impacts of construction; and
 - f. assisting businesses to realise the benefits of light rail once completed.

Media Implications

- 25. There is expected to be significant local media interest in the expansion of the light rail network and business impacts given the experience of Light Rail Stage 1.
- 26. Media risk strategies will be developed along with a 'what we heard and what we propose to do' report, post pre-engagement and analysis.
- 27. Some media may arise from this activity, but no opportunities are currently planned.

Signatory Name: Dr Pam Nelson, Project Director, LRS1 Phone: 77396

Action Officer: Dr Pam Nelson, Project Director, LRS1 Phone: 77396

Attachments

Attachment	Title
Attachment A	Light Rail Pre-Engagement Business Plan

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Tracking No



DRAFT Pre-Engagement Business Survey
LIGHT RAIL EXPANSION TO WODEN

Pre-Engagement Business Plan and Survey
Light Rail Expansion to Woden
Strengthen, Build Resilience, Thrive

Background

Through the delivery of light rail, Major Projects Canberra (MPC) is providing a range of benefits for residents and businesses through improved connectivity and accessibility. The extension of the network to Woden has identified a greater set of project challenges than in the Gungahlin to City project, with a higher concentration of business and residents in the immediate vicinity of the route who will face prolonged construction impacts. Long term, there will be stimulation of the city centre through greater CBD access and urban renewal; creating economic development, jobs and new housing. During construction, however there will be impacts which can cause major project risk, and in particular commercial challenges for businesses who sit within the alignment.

For City West, a proactive Business Engagement Program is being developed which aims to address known impacts, develop business support as well as clear, effective communication that will strengthening businesses prior and during construction. To do this, we need to gather information about each business's needs and operations, and create a program that is effective and relevant. Experience from similar infrastructure projects demonstrates the earlier and more thoroughly this stakeholder group is engaged, the greater opportunity there is to provide a useful program of support allowing businesses to **Strengthen, Build Resilience and Thrive**.

Known construction impacts include:

- noise, dust and vibration and other changes to amenity including greenery/verges etc;
- changes to traffic conditions resulting in reduced parking, traffic movements and possible street closures;
- loss of visibility and access due to construction activities, vehicles, safety hoarding etc; and
- loss of commercial activity due to reduced or restricted access (even perceived).

MPC aims to reduce or mitigate these construction impacts as much as practically possible within the constraints of the construction program, however feedback from businesses is important to inform impact mitigation management strategies. Early engagement plans include a high-level business analysis followed by a pre-engagement business survey.

Objective of surveying and seeking feedback

MPC is engaging with businesses and traders along the alignment to ensure prior to construction, businesses:

- 1 have access to timely and accurate information through appropriate channels throughout the project life cycle;
- 2 are able to provide input to construction plans, where possible, to assist manage or reduce impacts; and
- 3 are able to build resilience prior to construction to ensure they are commercially viable throughout and can realise the benefits of the project post-construction.



DRAFT Pre-Engagement Business Survey
LIGHT RAIL EXPANSION TO WODEN



DRAFT Pre-Engagement Business Survey LIGHT RAIL EXPANSION TO WODEN

Following this initial survey, MPC plans to undertake ‘pulse surveys’ (repeat surveys gauging the effectiveness of our engagement) to ensure there is an understanding of changing business health and project construction impacts ongoing. Feedback will also assist the project team to understand if we are communicating effectively and appropriately with stakeholders, whether we are keeping our promises and that impacts are captured throughout all project stages.

Within the Business Communications and Engagement Strategy, MPC is proposing a business support program which will be developed using stakeholder feedback, Gungahlin to City project learnings and experience from other projects. Feedback captured on the Parramatta Light Rail project showed that businesses needed assistance to strengthen their business, prior to construction, which means:

- assistance getting to know their business better;
- assistance getting to know their customers better;
- appropriate directional signage during construction;
- indication of preferred construction times;
- their business being promoted online; and
- their businesses being promoted through social media.

Stakeholder feedback, analysis & learnings plus proactive and regular engagement will form the backbone of our Business Communications and Engagement Strategy.

Key topics of the Pre-Engagement Business Survey

- Understanding levels of project **awareness**.
- Understanding levels of project **benefit** awareness (specific to businesses).
- Establishing/confirming a baseline for business **operational** information.
- Establishing what level of **understanding** businesses have of their customers and access requirements.
- Understanding the most effective/preferred **communication** channels with this stakeholder group.
- Initiation of pulse survey questions to **baseline** our engagement.

How do businesses complete the survey?

- Have your say (online);
- Email (scanned copy);
- Face to face hard copy produced at door knocks or pop up events;
- Postal (if hard copy is left at the business); or
- By phone (if requested).

How we will promote the survey?

- Door knocks;
- Letterbox drops (project information + survey)
- ACT Gov and TCCS Social media – facebook, twitter and appropriate existing web pages. Etc;
- Current business contacts database;
- Face to face pop-ups at dedicated MPC events or partnership events;
- Reminder cards; and
- Through partner channels – City Renewal Authority, Business Chamber etc.



DRAFT Pre-Engagement Business Survey LIGHT RAIL EXPANSION TO WODEN

Specifically - what are we hoping to hear – even if this survey only starts the conversation?

- Awareness levels of the light rail project– current and future;
- Awareness levels of route/construction plans and timing when applicable;
- Business operational information – opening hours, customer relationships and access requirements etc;
- Logistical information – deliveries, waste disposal, staff parking etc; and
- Future interest in consultation.

Timeframe

- Survey finalised, approved and active end July.
- Survey promoted end July.
- Survey support activities undertaken July & August.
- Survey closes end August.
- Feedback analysed and collated mid-September.

Proposed Action Plan

Activity	How	When	Why	Desired Output
Online content updated to include project information and business survey	Have your say Project page redirection (links to survey from other sites) Our Canberra digital site	Early July	<ul style="list-style-type: none"> • To capture survey responses, and promote project awareness • Provides an easy survey response mechanism 	<ul style="list-style-type: none"> • Increased project awareness • Builds confidence in the project and benefits • Surveys undertaken providing business feedback to contribute to engagement strategy and construction planning • Starts resilience build
Project Newsletter disseminated	Letter box drop – hand delivered to establish contact and promote survey (w surveys) Disseminated through <ul style="list-style-type: none"> • City Renewal Authority (CRA) • Strata management • Established business contact list • Canberra Business Chamber 	Late July	<ul style="list-style-type: none"> • Introduces survey and pre-empted door knocks • Provides project contact details and options for undertaking the survey • Establishes contact • Introduces or reinforces the project and plans. • Reinforces project benefits and construction plans • Introduces survey (we want to hear from businesses) and plans for future activities (door knocks, pop-ups etc) • Provides subsequent project information 	<ul style="list-style-type: none"> • Increased project awareness • Builds confidence in the project and benefits • Establishes a connection with businesses • Grows our business database • Surveys undertaken providing business feedback to contribute to engagement strategy and construction planning



DRAFT Pre-Engagement Business Survey
LIGHT RAIL EXPANSION TO WODEN

Face to face drop ins and surveying	Door knock w- surveys	Late July	<ul style="list-style-type: none"> • Aims to catch 'hard to reach' businesses by going to them, within their hours of operation • Collects hard copy surveys on the spot • Establishes contact • Introduces or reinforces the project and plans. • Reinforces project benefits and construction plans • Introduces survey (we want to hear from businesses) and plans for future activities (door knocks, pop-ups etc) • Provides subsequent project information 	<ul style="list-style-type: none"> • Builds project awareness • Builds confidence in the project and benefits • Establishes a connection with businesses • Grows our business database • Gather business feedback to contribute to engagement strategy and construction planning
Pop up events - Coffee pop ups in the area - CRA events as appropriate	Information stand w- surveys	Late July/Early August	<ul style="list-style-type: none"> • Aims to catch 'hard to reach' businesses by being in a convenient location offering coffee as an incentive • Collects hard copy surveys on the spot • Establishes contact • Introduces or reinforces the project and plans. • Reinforces project benefits and construction plans • Introduces survey (we want to hear from businesses) and plans for future activities (door knocks, pop-ups etc) • Provides subsequent project information 	<ul style="list-style-type: none"> • Builds project awareness • Builds confidence in the project and benefits • Establishes a connection with businesses • Grows our business database • Gather business feedback to contribute to engagement strategy and construction planning
Survey close reminder	Email Project page update Postcard reminder	Late August	<ul style="list-style-type: none"> • Encourages survey participation 	<ul style="list-style-type: none"> • Increased survey participation
Feedback analysis & report	Collation of qualitative and quantitative results and summary report produced	Mid-September	<ul style="list-style-type: none"> • Captures feedback to inform engagement strategy development • Captures feedback to support partner activities (eg CRA) 	<ul style="list-style-type: none"> • Assists engagement strategy development • Informs construction planning & development • Informs partnership/event activities • Improves engagement outcomes
Continuous engagement and feedback collected	Various methods tbc	Ongoing	<ul style="list-style-type: none"> • Increases robustness of engagement program • Assists reduce impacts • Improves business resilience 	<ul style="list-style-type: none"> • Assists engagement strategy development • Informs construction planning & development • Informs partnership/event activities • Improves engagement outcomes • Improves business resilience

Note that whilst this engagement is specific to City West, the model and approach can be applied to all businesses in proximity to the alignment of future light rail components.



DRAFT Pre-Engagement Business Survey
LIGHT RAIL EXPANSION TO WODEN

{{Survey start – note the survey appears as a screen shot of survey from YOURSAY and is still to be laid out for hard copy}}

Your Business is important to us - have your say in the planning of the Light Rail Network Expansion

Major Projects Canberra would like to hear from businesses within City West to ensure you have a voice in program planning of the next component of light rail to Woden.

Businesses have been identified as a key stakeholder due to their proximity to the route, known impacts and opportunities. Experience from similar projects demonstrates the earlier we engage with businesses, the better prepared you will be to address construction challenges and take advantage of opportunities once the project is completed.

We want to hear from you to ensure you are construction ready. Your important feedback will help us understand your unique business needs, inform construction planning, but also assist to produce a communications and engagement plan. This plan will aim to provide businesses with the necessary tools and support to be ready for construction, and thrive once the next components of light rail are operational.

Whilst we are still in the planning phase of the network expansion to Woden, we expect the construction phase in City West to take 18-24 months.

What we heard from Stage One: {Picture and short comment to be inserted here}

Case study from Stage One:

Chemist on Northbourne

6162 1133

Contact: Chris Annon

Priceline Manaka

6162 0007

Case study from Stage One:

Evans McMahon Optometrist

Contact: tba

Michael McMahon

Ian Pyett

Derek Armour

Receptionist - Vivienne

CONTACT US

Returning your survey or for more information:

Online: Your Say

Interpreter service:

Post: Light Rail to Woden, GPO Box 158, Canberra ACT 2601

Email: lightrailtowoden@act.gov.au

Phone: 13 22 81





DRAFT Pre-Engagement Business Survey
LIGHT RAIL EXPANSION TO WODEN

Business Survey

Home

Thank you for taking the time to provide your feedback to this short business survey that takes approximately 5-7 minutes to complete. Please consider your answers as the owner/manager of your City West business, so we can develop strategies that assist businesses in this area to get light rail construction ready. Your feedback will inform the development of a dedicated business communications and engagement strategy.

The questions below are general in nature, and ask questions relating to:

- Your awareness of light rail
- General operations of your business, including trading hours, logistics, staffing, access etc
- Marketing and promotions you undertake or would be keen to be part of

Please provide all responses by **XXDATEXX**.

Business Name: Required

You have 255 characters left.

Age of business:

You have 255 characters left.

Time at current location:

You have 255 characters left.

Do you plan to stay at this location?

- ☐ Yes
- ☐ Other (please specify)



DRAFT Pre-Engagement Business Survey LIGHT RAIL EXPANSION TO WODEN

Awareness

Please select a rating for each of the statements below.

	1 - strongly disagree	2	3	4	5 - strongly agree
I have a high level of awareness of light rail in Canberra.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I have a high level of awareness about the next stage of the light rail network beyond Alinga Street.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am aware of the preferred route that light rail will take in City West.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Engagement

	1 - strongly disagree	2	3	4	5 - strongly agree
I believe the engagement and communications on light rail to date has been effective.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Have you read about light rail online?

Select one or more of the answers below.

- ☐ No
- ☐ Yes, at transport.act.gov.au
- ☐ Yes, at www.canberra-metro.com.au
- ☐ Yes, at www.yoursay.gov.au
- ☐ Other (please specify)



DRAFT Pre-Engagement Business Survey
LIGHT RAIL EXPANSION TO WODEN

Benefits of Light Rail

I believe the benefits of light rail to my business are:

Operations of Your Business

What Category best describes your business?

- ☐ Hospitality
- ☐ Service
- ☐ Government
- ☐ Retail
- ☐ Health
- ☐ Residential
- ☐ Other (please specify)

Employees

How many employees work at your business in City West? Please indicate both full time and part time numbers.

You have **255** characters left.



DRAFT Pre-Engagement Business Survey
LIGHT RAIL EXPANSION TO WODEN

Travel

What transport options do your employees use to get to work? Please drag to list, with most used options in top positions.

Walk

Light Rail

Car (parking near work)

Bicycle

Taxi

Bus

Other

1

2

3

4

5

6

7

Clear Selection

What percentage of your customers do you believe need to drive and park to access your goods or service?

You have 255 characters left.

Do any of your staff or customers have special access requirements, for example, mobility or to support visual impairment?

If yes, please explain



DRAFT Pre-Engagement Business Survey
LIGHT RAIL EXPANSION TO WODEN

How does your business receive deliveries?

(frequency, time of day, size and type?)

How does your business dispose of waste?

(frequency, time of day, size and type?)

Does your business dispose of toxic or hazardous materials that we need to consider?

If yes, please provide details (frequency, type of material, disposal requirements etc).



DRAFT Pre-Engagement Business Survey LIGHT RAIL EXPANSION TO WODEN

What time of the day would you suggest are peak times for your business?

Please rank each of the options that apply in the list on the right.

Morning	1
Midday	2
Afternoon	3
Evening	4
Late Night	5

Clear Selection

Does your business have peak months during the year?

If yes, please explain.

You have 255 characters left.

Does your business have a shutdown period during the year?

If yes, please specify dates or months.

You have 255 characters left.

Is your business impacted or involved in major events?

For example: Floriade, Enlighten, Multicultural Festival. If yes, please explain.

You have 255 characters left.



DRAFT Pre-Engagement Business Survey
LIGHT RAIL EXPANSION TO WODEN

Is your business at City West standalone, or do you have business in other locations?

- ☐ Standalone
- ☐ Other (please specify)

Would you be happy to participate in marketing or promotional events organised by the Light Rail Project and our partners?

- ☐ Yes
- ☐ No

Understanding your Business

	1 - Poor	2	3	4	5 - Excellent
Do you have a good understanding of who your customers are?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

How do customers find your business?

Please select one or more options from the list.

- ☐ Walk by
- ☐ By Appointment
- ☐ Online or Email
- ☐ Don't Know
- ☐ Other (please specify)



DRAFT Pre-Engagement Business Survey
LIGHT RAIL EXPANSION TO WODEN

Do you have a customer/s that relies on your business service or products (such as another business)?

If yes, please provide explain

How do you promote your business?

Please rank each of the options that apply in the list on the right.

Online/Website	1
Social Media	2
Direct Mail	3
Radio or TV	4
Signage	5
Other	6



DRAFT Pre-Engagement Business Survey
LIGHT RAIL EXPANSION TO WODEN

Is there anything else you would like us to know at this stage?

Are you happy to receive information in the future regarding the Light Rail Project? If so, please provide your details below.

First Name

Email Address

Phone number

Name of landlord or real estate agent

(if known)

You have 255 characters left.

What is your preferred method of communication?

Submit

The ACT Government respects the rights and privacy of all individuals and is committed to complying with the [Information Privacy Act 2014](#) and the [Territory Privacy Principles](#) and protecting the personal information we hold. To read more about how the ACT Government manages feedback it collects through YourSay go to: <https://www.yoursay.act.gov.au/privacy-policy>.

Commented [DM1]: To be checked by legal

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ADVISORY NOTE

Minister for Transport and City Services

Subject	Membership of the Joint Standing Committee on the National Capital and External Territories	
Critical Date	In the normal course of business	
A/g Chief Projects Officer/...../.....	
Project Director, Light Rail City to Woden	PN Electronically	7/08/2019
A/g Executive Branch Manager, Ministerial, Governance and Corporate Support	NP Electronically	12/08/2019

Major Projects Canberra advice:

The Australian Government Joint Standing Committee on the National Capital and External Territories is appointed to inquire into a range of matters, including those related to the National Capital Plan and parliamentary zone.

In 2018, the Committee conducted an enquiry into the “Commonwealth approvals for ACT light rail: Commonwealth and Parliamentary approvals for the proposed Stage 2 of the Australian Capital Territory light rail project.”

Among the recommendations of the inquiry report, the committee recommended “that the Minister responsible for Territories refer any Works Approval application or any amendment to the National Capital Plan relating to the light rail project to the Joint Standing Committee on the National Capital and External Territories for inquiry, prior to its tabling in the Parliament.”

From July 2019, membership of the committee has changed to reflect the current Australian Parliament. The committee chair is The Hon Keith Pitt MP. Mr Pitt is a Liberal National Party of Queensland representative in the Queensland electorate of Hinkler.

Other members of the committee are:

- Senator Carol Brown (Deputy Chair) – Australian Labor Party, Tasmania;
- Mr Kevin Hogan MP – The Nationals, Page (NSW);
- Senator the Hon Kristina Keneally – Australian Labor Party, New South Wales;
- Senator Sue Lines – Australian Labor Party, Western Australia;

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- Senator Sam McMahon – Country Liberal Party, Northern Territory;
- Senator Matt O'Sullivan – Liberal Party of Australia, Western Australia;
- Mr Gavin Pearce MP – Liberal Party of Australia, Braddon (Tas);
- Mr David Smith – Australian Labor Party, Bean (ACT);
- Hon Warren Snowdon MP – Australian Labor Party, Lingiari (NT); and
- Mr James Stevens MP – Liberal Party of Australia, Sturt (SA).

Noted / Please Discuss

Chris Steel MLA
Minister for Transport and City Services

19/8/19



ADVISORY NOTE

Minister for Transport and City Services

Subject	Light Rail Stage 1 Electrical Issues Update
Critical Date	In the normal course of business
A/g Chief Projects Officer/...../.....
Project Director, Light Rail Stage 1/...../.....

Major Projects Canberra Advice:

A more detailed brief is currently being prepared for your consideration. In the meantime, the following high-level comments are provided for your consideration.

Under the *Light Rail Regulated Utility Network Code 2016*, Canberra Metro were required to have a Provision of Services (POS) licence issued by the ACT Utilities Technical Regulator (UTR), prior to commencing revenue services operations.

During the construction phase of the Project there were UTR concerns, and media reports, in relation to non-conforming electrical work and consistency with Australian Standards. Key issues of non-compliance identified during the construction phase of the project include conduit depth, separation of conduits, and workmanship issues such as cracked conduits.

Transport Canberra, as Territory representative, also identified a range of concerns regarding electrical systems, recorded as Non-Conformance Reports (NCRs).


These issues were to be satisfactorily rectified and resolved during construction and documentation was to be endorsed by the Project Independent Certifier (IC), Independent Electrical Certifier (IEC), Independent Safety Assessor (ISA), and the Office of the National Rail Safety Regulator (ONRSR).

Canberra Metro engaged an Independent Electrical Certifier (IEC), who was approved by the UTR, to assess the proposed resolution of design and construction issues. The IEC confirmed that the electrical system is safe to energise and operate and is in accordance with the approved design or is "as safe as or safer" than the applicable Australian Standard.

On 16 April 2019, the UTR granted Canberra Metro a POS operating certificate with respect to the electrical system of the light rail.

Rectification of work prior to operations starting is a normal part of large, complex projects and demonstrates appropriate processes were in place throughout the project's construction phase. These processes continue during the project's 'bedding-in' period and as final construction works are completed.

The provision of complete documentation and any rectification of outstanding works were agreed to form part of Remaining Works that are to be completed after Services Completion but before Final Completion. Canberra Metro are continuing to work to complete this obligation.


Noted/ Please Discuss

Chris Steel MLA
Minister for Transport and City Services

5/9/19

ADVISORY NOTE

Minister for Transport and City Services

Subject	Administrative Arrangements for Light Rail
Critical Date	In the normal course of business
Director-General, TCCS	AP 15/07/19
Chief Projects Officer, Major Projects Canberra	AC 12/07/19
Executive Branch Manager, Governance and Ministerial Services	NP 12/07/19

Minister's question/s:

Where do all the detailed elements of responsibility now sit for Light Rail?

Response

The establishment of Major Projects Canberra on 1 July 2019 has created a division of responsibilities for light rail with Transport Canberra and City Services Directorate (TCCS).

Administrative Arrangements 2019 (No 1) identifies responsibilities of the Minister and relevant administrative units. An extract of relevant items are included in the table below.

Minister	Matters	Administrative unit
Minister for Transport and City Services	Active travel (including road crossing supervision) Community transport Footpaths Mowing and verge maintenance Municipal services Public space amenity Roads and bridges Stormwater Transport Canberra Transport planning and reform Waste policy	Transport Canberra and City Services Directorate
	Delivery of the City to Woden light rail project and finalisation of the Gungahlin to the City light rail project	Major Projects Canberra

Elements of light rail matters are managed across Major Projects Canberra and TCCS as identified in the table below.

Light Rail Stage	Element	Responsibility
City to Gungahlin	Activities related to ensuring Canberra Metro satisfy requirements under the Project Agreement to reach Final Completion: <ul style="list-style-type: none"> • Obtaining Approvals • Design and Construction works • Testing & Commissioning • Completing all Remaining Works outstanding as at Services Completion • Handing back all Returned Assets to Asset Owners 	Major Projects Canberra (Ashley Cahif, A/g Project Director Light Rail Stage 1)
	Activities related to ensuring Canberra Metro operates and maintains the light rail service in accordance with the Project Agreement: <ul style="list-style-type: none"> • Maintaining accreditation • Providing a service in accordance with the Timetable • Monthly Services Payments in accordance with the KPI regime and payment schedule • Asset maintainance obligations • Managing Defect Liability period and repair and rebuild obligations • Ticketing and fares 	Transport Canberra (Judith Sturman, Executive Group Manager, Public Transport Operations)
City to Woden	Business Case, planning, approvals, procurement and delivery of City to Woden Light Rail	Major Projects Canberra (Pam Nelson, Project Director Light Rail City to Woden)
	Yarra Glen Early Works	
	Woden Bus Interchange Redesign	Transport Canberra (Jeremy Smith, Infrastructure Delivery)

Noted / Please Discuss

Chris Steel MLA
Minister for Transport and City Services

..../..../....

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ADVISORY NOTE

Minister for Transport and City Services

Subject	Insights from the first 10 days of City West business engagement for the next stage of light rail	
Critical Date	15 August 2019	
A/g Chief Projects Officer/...../.....	
Director, Communications	David Polglase	16/08/2019
Director, Governance and Ministerial Services	Nikki Pulford	16/8/2019

Minister's question/s:

To be kept informed of insights emerging from engagement with businesses in the City West area during August 2019; an activity undertaken to inform future light rail construction engagement activities.

Response

Major Projects Canberra (MPC) began a preliminary business impact assessment process in May 2019 to identify businesses operating in City West where the next stage of light rail will be constructed. The City West area is key to the delivery of light rail 2A from the City to Commonwealth Park and is a highly urbanised area.

As a learning from the Gungahlin to City planning and construction, as well as an approach undertaken by Parramatta Light Rail, the preliminary business impact assessment helps inform strategies to mitigate and manage business impacts long before construction is underway.

The preliminary business impact assessment of City West identified:

- over 320 businesses within 200-400 metre radius of the alignment;
- 26.5% Hospitality;
- 11.5% Legal;
- 26% Health Services;
- 5.5% Retail;
- 6.5% Government or Agencies;
- 14% Beauty and Fitness;
- 1.5% Residential including hotels; and
- 8.5% other including transport, place of worship, education.

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You approved the next stage of the business impact assessment which included business engagement via a survey (BR19/22191).

MPC began business engagement in August 2019, meeting face to face with businesses in the City West area to tell them more about the project, listen to their views and prompt them to participate in a survey. You issued a media release highlighting the engagement activity on Wednesday, 7 August 2019.

The survey will yield important insights that can inform the construction and delivery of the project including:

- trading hours including weekly or yearly peak operating times;
- customer access, goods and service offerings;
- signage and marketing considerations;
- logistics around deliveries including waste management and parking;
- general awareness of light rail; and
- how best to communicate with businesses moving forward.

As at Wednesday, 14 August more than 350 businesses had participated in the first wave of face to face discussions, with intent to complete the survey. Each business has received an invite to attend a Coffee Catch Up on Thursday, 22 August at the Cupping Room. The business survey will close on Saturday, 31 August 2019 and a report will be prepared by late September.

This first wave of engagement has revealed the following key insights:

- low levels of project awareness;
- limited understanding of major project construction;
- identification of cumulative construction projects in City West;
- interest in the light rail network;
- business operators expressed interest in respite measures such as potential for rates relaxation or quieter construction periods or respite from construction;
- concern over loss of parking and access; and
- concern from the legal services businesses over access to the courts.

Early engagement is pointing towards the need for a 'construction readiness' campaign for the area that helps to manage expectations prior to construction commencing.

MPC also undertook discussions with key stakeholder organisations that have an interest in City West, including:

- City West Police Station;
- Breakfree Apartments;
- Real Estate Institute of ACT; and
- Property Council of the ACT.

City West Police Station

Staff indicated the need for more information to understand the impacts on their operations. The Police Station includes an underground holding cell for those in custody, a connection to the Courts as well as serving as the responsive base for matters arising in the City area. MPC will continue to engage closely with the City West Police Station and the Courts to manage and understand their interests for the construction phase.

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Breakfree Apartments

Located at the lake end of London Circuit adjacent to the QT Hotel, the General Manager indicated high interest in the project given their proximity to London Circuit where it meets Commonwealth Avenue. The apartment complex, which operates as part motel and part residential, is also home to members of the Lake Burley Griffin Guardian Society who oppose the Acton Waterfront Development and who were oppositional to light rail City to Woden in their submission to the Joint Standing Committee Inquiry into light rail in 2018. Major Projects Canberra will continue to engage and work with the City Renewal Authority to manage interests from this stakeholder.

Real Estate Institute of ACT (REIACT)

A supportive stakeholder keen for additional information for members who represent commercial and residential properties in the area. REIACT provided advice on how MPC may quantify the vacancy rates in City West to establish a benchmark prior to construction commencement. REIACT also offered to disseminate project information through their newsletters and other member channels. MPC will continue to engage with REIACT and provide project information for their membership.

Property Council of Australia

As a highly invested and interested stakeholder they see light rail as a catalyst for transit-oriented development. They have sought additional information on the project and welcome the opportunity for a formal presentation in September from MPC.

MPC will keep you and your office informed of emerging insights as the business engagement program unfolds throughout August. MPC will prepare a formal brief with the results and recommendations arising from the business engagement survey by late September.

**Noted / Please Discuss**

Chris Steel MLA
Minister for Transport

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Major Projects Canberra

SENSITIVE: CABINET

To: Treasurer

Tracking No.: 1-2019/22597

Minister for Health

Minister for Transport and City Services

From: Chief Projects Officer, Major Projects Canberra**Subject:** Final lodgement: CAB2019/350 Major Projects Canberra Board Governance Arrangements**Critical Date:** Tuesday 20 August 2019**Critical Reason:** The final cabinet submission must be lodged with Cabinet Office by Tuesday, 20 August 2019 to meet Cabinet timeframes for final circulation.**Recommendations**

That you:

1. note the information contained in this brief;

Noted / Please Discuss

2. agree to the final Cabinet Submission at Attachment 1; and

Agreed / Not Agreed / Please Discuss

3. agree to the late lodgement of the final Cabinet Submission at Attachment 1 to Cabinet Office on Tuesday 20 August 2019; and

Agreed / Not Agreed / Please Discuss

Andrew Barr MLA/...../.....

SENSITIVE: CABINET

Tracking No.: 1-2019/22597

That you:

1. note the information contained in this brief; and

Noted / Please Discuss

2. agree to the final Cabinet submission at Attachment 1.

Agreed / Not Agreed / Please Discuss

Rachel Stephen-Smith MLA/...../.....

That you:

1. note the information contained in this brief; and

Noted / Please Discuss

2. agree to the final Cabinet submission at Attachment 1.

Agreed / Not Agreed / Please Discuss

Chris Steel MLA  21/8/19

Minister's Office feedback

Background

1. Cabinet Submission 19/350 Major Projects Canberra Board Governance Arrangements (the Submission) is on the agenda for Cabinet consideration on 26 August 2019.
2. The Submission will be jointly sponsored by the Treasurer, the Minister for Transport and City Services and the Minister for Health. The final Submission is available at Attachment A for your agreement to lodge with Cabinet Office for circulation.
3. Since exposure circulation amendments have been made to the Submission to include the Director-General of Justice and Community Safety (JACS) as a member of the SPIRE Board and to clarify the recommendation 1a) in response to CMTEDD's comments (discussed in 'consultation' below).

Issues

4. For consideration by Cabinet on 26 August 2019, final lodgment of the Submission with Cabinet Office is required one week prior. However late lodgment on 20 August 2019 is being requested to allow for relevant clearances. Cabinet Office supports late lodgment on this date.

Financial Implications

5. There are no financial implications associated with this Submission. The additional independent member that is proposed for the Light Rail Project Board will be funded from the existing Light Rail Project budget.

Consultation

6. The Submission was reviewed by the Light Rail Project Board and the SPIRE Executive Steering Committee, which collectively have representation from the Environment , Planning and Sustainability Directorate (EPSDD) , CMTEDD (including Treasury), the JACS, Transport Canberra and City Service, ACT Health Directorate (ACTHD) and Canberra Health Services (CHS).
7. All ACT Government Directorates were consulted during exposure draft circulation.
8. A number of comments were received from directorates regarding elements of this Submission. These comments are summarised below and detailed in the table of final comments included in Attachment A.
 - a. ACTHD and CHS requested consideration of consumer representation and engagement on the SPIRE Project. MPC agrees with the importance of these activities and will maintain arrangements put in place by HD prior to transfer of the project to MPC; the creation of a Consumer Reference Group chaired by the Health Care Consumers Association and reporting to the SPIRE Project Control Group and the Project Board.
 - b. EPSDD recommended the addition of the Executive Group Manager, Climate Change and Sustainability as an additional member or observer on all Major Projects Canberra Project Boards to ensure that major projects are developed consistently with the Zero Emissions Government Framework and that appropriate sustainability rating tools and practices are applied. MPC supports the above as an observer for relevant items, noting that the Director-General EPSDD will advise when attendance is required.

- c. CMTEDD suggested that governance arrangements for each project should be considered and agreed by Cabinet on a case-by-case basis as each project may require different arrangements and expertise. MPC agrees that each designated project delivered by MPC will require tailored Board arrangements to be suitable to the specific scope and nature of the project. However, MPC considers that the role of the Independent Chair will provide the necessary independent and specialised expertise required for each Project Board
- d. CMTEDD does not support the proposal for a shortened circulation processes for Cabinet Submissions that have been considered by the relevant Project Board. MPC has amended the Submission so that only items considered by the Light Rail Project Board for Cabinet will skip exposure draft, as is the current process.

Benefits/Sensitivities

9. Nil

Media Implications

10. Nil.

Signatory Name:	Duncan Edghill, Chief Projects Officer	Phone: 6205 3842
Action Officer:	Nikki Pulford, Executive Branch Manager, Ministerial, Governance and Corporate Support	Phone: 6205 5466

Attachments

Attachment	Title
Attachment A	Cabinet Submission Package (CAB19/350)

SENSITIVE: CABINET

For Cabinet

19/350

Major Projects Canberra Board Governance Arrangements**Treasurer, Andrew Barr MLA****Minister for Transport and City Services, Chris Steel MLA****Minister for Health, Rachel Stephen-Smith MLA**

CABINET SUBMISSION

Cabinet Office Rec	[Date / Time]				
Purpose	To present the proposed governance structure for the SPIRE and Light Rail Project Boards.				
Timing	For Cabinet consideration on 26 August 2019 in order to enable the proposed governance arrangements to be enacted.				
Impact					
• Government Priorities	Outline the submission's impact on the Government priorities Health – Better care when you need it Infrastructure – Building a better city City services – Better services in your community Economic development – More and better jobs				
Triple Bottom Line	There are no immediate social, environmental or economic impacts associated with the progression of Major Projects Canberra governance arrangements.				
• Intergovernmental	No				
• Regulatory Impact	No				
• Red Tape Reduction	Not Applicable				
Consultation	This paper was reviewed by the Light Rail Project Board and the SPIRE Executive Steering Committee, which collectively have representation from the ACT Health Directorate and Canberra Health Services, EPSDD, CMTEDD (including Treasury), the Justice and Community Safety Directorate and TCCS.				
• Elected Body	No				
Legislation Change	No				
Communications Plan	Yes				
Implementation Plan	Yes. A transition plan for the proposed governance structure is provided in the Cabinet submission.				
Documents for Release	Yes				
Budget Impact:					
A cost to the budget (ie an increase in expenses or decrease in revenue) should be presented as a negative. Net Operating Impact is the sum of Controlled Recurrent Payments, Depreciation and Revenue/Offsets impacts.	2018-19	2019-20	2020-21	2021-22	
	\$'000	\$'000	\$'000	\$'000	
Controlled Recurrent Payments	-	-	-	-	
Capital Injection	-	-	-	-	
Depreciation	-	-	-	-	
Revenue/Offsets	-	-	-	-	
Net Operating Impact	-	-	-	-	
Treasury Agreement (required):	Staffing – FTE				
Yes					

SENSITIVE: CABINET

SENSITIVE: CABINET**Recommendations****19/350****Major Projects Canberra Board Governance Arrangements****Treasurer, Andrew Barr MLA****Minister for Transport and City Services, Chris Steel MLA****Minister for Health, Rachel Stephen-Smith MLA**

- 1) It is recommended that Cabinet agree:
 - a) That where Major Projects Canberra has direct Ministerial accountability for delivery of a major project, and unless otherwise agreed by Cabinet in relation to a specific project, a peak governance body be established for each individual major project with the following features:
 - i) each peak governance body for major projects is to be referred to as a 'Project Board';
 - ii) all Project Boards are to be chaired by an independent Chairperson, with the appointment of individuals to these positions being considered by Cabinet;
 - iii) the primary purpose of each Project Board will be to provide advice to the ACT Government;
 - iv) each Project Board will include as a member the Director-General (or other nominated executive) of the directorate which will ultimately be accountable for the operations and maintenance of the delivered asset;
 - v) Major Projects Canberra officials will be standing invitees, but not members, of each individual Project Board;
 - vi) unless otherwise agreed by the relevant Minister, each individual Project Board will conclude once the 'defects rectification' period associated with the delivery of a project has concluded;
 - b) That as a continuation of current practice of the existing Light Rail Project Board, Cabinet Submissions endorsed by the Light Rail Project Board do not require exposure circulation on the basis that (i) relevant directorates will have reviewed and endorsed the Submission through the Light Rail

SENSITIVE: CABINET

SENSITIVE: CABINET

Project Board process, and (ii) during procurement and delivery phase timing imperatives will likely require prompt guidance and/or decisions on certain items;

- c) That the Minister for Health be authorised to agree to the charter and all other associated documentation in respect of the SPIRE Project Board; and
 - d) That the Minister for Transport and City Services be authorised to agree to a revised charter and all other associated documentation in respect of the Light Rail Project Board; and
- 2) It is recommended that Cabinet note:
- a) that the current Independent Chair of the Light Rail Project Board (Mr John Fitzgerald) has indicated he proposes to resign from the Board at around the time contracts for the 'Stage 2A' main works have been entered into. To facilitate an orderly handover of responsibilities, it is proposed that a new independent Board member be identified through a public process, with the new member to assume the role of Independent Chair once Mr Fitzgerald resigns;
 - b) a public process will be run to identify an independent Chairperson for the SPIRE Project Board;
 - c) Independent members of major project Boards may be paid positions. Those positions will be funded from the relevant major project's budget; and
 - d) The proposed Project Board in respect of the SPIRE project will replace the existing SPIRE Executive Steering Committee.
- 3) I recommend Cabinet note the advice to the Chief Minister on the release of the Cabinet Decision Summary (Attachment B) as required under Section 23 of the *Freedom of Information Act 2016*.

SENSITIVE: CABINET**SUPPORTING ARGUMENT****BACKGROUND**

1. It is timely to consider the governance arrangements for major projects designated to be delivered by Major Projects Canberra given:
 - a. the establishment of Major Projects Canberra on 1 July 2019;
 - b. the SPIRE project's business case was recently approved, with the project having now transitioned from business case phase to delivery phase. The SPIRE project has been designated a major project to be delivered by Major Projects Canberra; and
 - c. Light Rail Stage 1 recently entered into operations with 'Final Completion' under the project's contract soon to be achieved. At the same time, the Government will shortly consider a business case in respect of light rail in the City to Woden corridor. The City to Woden light rail project has been designated a major project to be delivered by Major Projects Canberra.
2. The Light Rail Project Board was initially established in October 2013. It has formally met 70 times to date. It is an advisory board whose primary purpose is strategic decision-making advice in relation to the light rail projects and broader light rail network development. The Board provides advice to the ACT Government in respect of the planning, procurement and delivery of light rail.
3. Its current membership is as follows:
 - a. Independent Chair – John Fitzgerald
 - b. Deputy Chair – Under Treasurer, CMTEDD
 - c. Independent Member – Michael Kerry
 - d. Director-General, Transport Canberra and City Services
 - e. Director-General, Justice and Community Safety
 - f. Director-General, Environment, Planning and Sustainable Development
 - g. Deputy Director-General, Economic Development, Chief Minister, Treasury and Economic Development Directorate.

SENSITIVE: CABINET

SENSITIVE: CABINET

4. A recent independent assessment of the functioning of the Light Rail Project Board and associated governance processes found its structure and functions to be sound. That report aligned with earlier findings of the ACT Auditor-General. References from those reports include:
 - a. "governance, administrative and project management framework is sound and generally accords with better practice", which "positions the Capital Metro Agency to be able to meet the challenges of implementing light rail in the ACT" in the Auditor-General Report into the 'Initiation of the Light Rail Project; and
 - b. "[the Board was] of very significant value to Government [and] ... generally effective in the discharge of responsibilities" in an independent report commissioned by the Board in July 2019. That report recommended that the "board should continue in a similar way for the next stage of light rail with some changes to composition and operations."
5. In approving the SPIRE business case (which was prior to the establishment of Major Projects Canberra), Cabinet agreed to a SPIRE Executive Steering Committee (ESC). The purpose of that Committee is to "provide strategic management and guidance of the project. In particular, the ESC will function as the key decision-making body for the SPIRE Centre project, particularly to provide higher level guidance and advice to the Project Control Group (PCG) and working groups established for the project." The Committee's membership as at 30 June 2019 consisted of:
 - a. Chair - Director-General, ACT Health Directorate (ACT Health Directorate);
 - b. Deputy Chair - Deputy Director-General, Corporate Services (ACT Health Directorate);
 - c. Executive Group Manager, Strategic Infrastructure and Procurement (ACT Health Directorate);
 - d. Executive Branch Manager, Strategic Infrastructure (ACT Health Directorate);

SENSITIVE: CABINET

SENSITIVE: CABINET

- e. Chief Executive Officer, Canberra Health Services (Canberra Health Services);
- f. Deputy Director-General, Clinical Services (Canberra Health Services);
- g. Executive Director, Infrastructure Management and Maintenance (Canberra Health Services);
- h. Executive Director, Infrastructure Finance and Capital Works (IFCW) (CMTEDD); and
- i. Executive Director, Finance and Budget Division (CMTEDD).

ISSUES & OPTIONSGeneral Options for Major Projects Canberra Governance Arrangements

6. At a high-level, there are three broad options for structuring governance arrangements for major infrastructure projects which are designated to be delivered by Major Projects Canberra:
 - a. Option 1: A single Major Projects Canberra 'board' with governance oversight of all major projects delivered by Major Projects Canberra;
 - b. Option 2: Individual project boards for each designated major project, but with consistency of general purpose (e.g. "to advise"), structure, processes and naming conventions across each board (noting each individual project board would have a purpose and composition relevant to each project); or
 - c. Option 3: Individual project boards for each designated major project, with the potential for fundamentally different purposes, structures, processes and naming conventions.
7. The advantages and disadvantages of each of the above options is set out in the following table:

SENSITIVE: CABINET

	Advantages	Disadvantages
Option 1: Single MPC Board	<ul style="list-style-type: none"> • Consistency in governance approach across major projects. • Potentially more efficient use of members time with a single Board meeting covering multiple projects. • May raise the perceived 'status' of the Board, making it easier to attract quality independent members. 	<ul style="list-style-type: none"> • Difficulty in engaging Board members with relevant experience across multiple infrastructure types, OR large / unwieldy board composition. • Potentially not an optimal use of time for those senior officials who have an interest in one project but not another. • Practically, a single Board may not have the same time available to it to consider projects to the same depth as individual Boards. • Inconsistent with other administrative units which do not have a single governing Board. • Should the Board become ineffective, that risk is not diversified across projects.
Option 2: Individual but consistent Boards for each Major Project	<ul style="list-style-type: none"> • Enables the specific purpose and Board composition to be tailored for each individual major project. • Reduces potential confusion about the role and processes associated with each individual Board. • Reduces potential administrative inefficiencies associated with having fundamentally different individual Boards. 	<ul style="list-style-type: none"> • May not provide all the efficiency and attraction benefits of a single Major Projects Canberra Board. • May not enable the complete flexibility that option 3 could potentially provide.
Option 3: Individual and potentially fundamentally different Boards for each Major Project	<ul style="list-style-type: none"> • Enables each Board to be entirely tailored to the specific needs of each individual project. 	<ul style="list-style-type: none"> • Increases the risk of confusion about the role of individual Boards where functions and processes are fundamentally different between major projects. • Potential administrative inefficiencies where different processes and timeframes are followed for different major projects.

8. On balance, Option 2 above (i.e. individual Boards for each designated major project, but with consistency of general purpose (e.g. "to advise"), structure, processes and naming conventions across each 'Board') is recommended. The elements of consistency across individual major project Boards is discussed below.

SENSITIVE: CABINETProposed Consistent Elements Across Individual Major Project 'Boards'

9. It is proposed that the individual Project Boards for each major project to be delivered by Major Projects Canberra have the following consistent features as set out in the table below, unless expressly agreed otherwise by Cabinet:

Ref.	Consistent Feature	Commentary
1	All peak governance bodies for major projects are to be referred to as a 'Project Board.'	By definition, all projects designated to be delivered by Major Projects Canberra (where that agency holds the budget and direct Ministerial accountability for the designated project) is a "major" project for the ACT Government. Referring to the peak governance body for each major project as a 'Project Board' (as opposed to a 'steering group' or other name) lends implicit weight to the importance of both the governance body, membership of that body and the project.
2	All Boards are chaired by an independent Chairperson	<p>An independent Chairperson:</p> <ul style="list-style-type: none"> • provides an additional element of external, independent knowledge and comfort to the ACT Government; • can encourage good governance practices, including member attendance at meetings and the timely submission of papers by officials; and • negates any dilemmas associated with determining which official is best suited to Chair a Board. <p>It is expected that independent Board members would be paid by the ACT Government. Their appointment would follow an open advertisement and Cabinet approval process.</p>
3	The primary purpose of each Board is to provide advice to the ACT Government.	<p>Boards are not independent decision-making boards (like a statutory board), and nor do they usurp the accountabilities of Cabinet, Ministers or Major Projects Canberra. Instead, each Board will:</p> <ul style="list-style-type: none"> • provide strategic oversight, guidance and advice in respect of each major project (to Cabinet, relevant Ministers and Major Projects Canberra officials as relevant); and • endorse proposed decisions of Major Projects Canberra, endorse proposed Cabinet submissions, and otherwise note information provided to the Board. <p>It is anticipated that each Board will meet monthly. Boards may have oversight of subcommittees, project control groups or project working groups from time to time.</p>

SENSITIVE: CABINET

4	Each Board will include as a member the Director-General (or other nominated executive) of the ultimate 'client' directorate.	Major Projects Canberra has not been established as the ultimate operator and maintainer of an asset once it has been delivered. Instead, once delivered each asset will pass to the relevant directorate for management. Whilst that other directorate does not have budget or administrative accountability for <i>delivery</i> of the asset, it is recognised that the ultimate receiving directorate (and its Director-General) will have (i) accountability for the asset once delivered, and (ii) a special interest in ensuring the appropriate delivery of the asset. As such: <ul style="list-style-type: none"> the Director-General (or other nominated executive) of the ultimate 'client' directorate will be a member of the relevant Board; and the individual charter for each Project Board will reflect the special interest of the receiving directorate in the delivery of the asset.
5	Major Projects Canberra officials will be standing invitees, but not members, of each individual project Board.	Major Projects Canberra officials will be beneficiaries of the guidance provided by each individual Project Board. At the same time, it may be necessary for Boards to provide advice to Government which is critical of (or contrary to advice provided by) Major Projects Canberra officials. As such, it is proposed that Major Projects Canberra officials contribute to all Board discussions, but not participate as Board members.
6	Unless otherwise agreed, each individual Board will conclude once the 'defects rectification' period associated with the delivery of a project has also concluded.	There may be some period of overlap between when an asset has been provided to the receiving directorate for operations, and the conclusion of the delivery period's 'defect rectification period' (also known as 'Final Completion' or the like).
7	Once approved by the relevant Minister, Cabinet Submissions endorsed by each Project Board will go into final circulation for Cabinet	As a continuation of current practice (of the existing Light Rail Project Board), it is proposed that Cabinet Submissions endorsed by each relevant Project Board will not require exposure circulation on the basis that (i) relevant directorates will have reviewed and endorsed the Submission through the Project Board process, and (ii) during procurement and delivery phase timing imperatives will likely require prompt guidance and/or decisions on certain items.

Next Steps – SPIRE Governance

10. It is proposed that as soon as possible:

- a. an advisory Project Board be established in respect of the SPIRE project. This Project Board will replace the existing SPIRE Executive Steering Committee;

SENSITIVE: CABINET

- b. the membership of the SPIRE Project Board consist of the following members, noting it will be appropriate for other invitees to also attend as observers with the agreement of the Chair:
 - i. An independent Chair;
 - ii. Chief Executive Officer, Canberra Health Services (Deputy Chair);
 - iii. Director-General ACT Health;
 - iv. Under Treasurer (or Treasury delegate);
 - v. Director-General, Justice and Community Safety (or ESA Commissioner delegate or other delegate)
 - vi. Director-General, Environment Planning and Sustainable Development (or delegate); and
 - vii. An independent member.
- c. a public process be conducted to identify a preferred independent Chair. The process to identify a proposed additional independent member is to be agreed by the Minister for Health. It is expected that the additional independent member may be a representative of a relevant stakeholder group. Ultimately the independent Chair and independent member will be subject to agreement by Cabinet.

- 11. In the interim, it is proposed that the existing SPIRE Steering Committee continue in its current form, Chaired by the Chief Executive Officer, Canberra Health Services.

Next Steps – Light Rail Governance

- 12. It is proposed that the existing charter for the Light Rail Project Board be updated to account for the delivery of light rail in the City to Woden corridor, and to reflect that 'Final Completion' in respect of Light Rail Stage 1 is soon to be achieved. In this respect, the current membership of the Light Rail Project Board is proposed to be amended to the following:
 - a. Independent Chair – John Fitzgerald;
 - b. Deputy Chair – Under Treasurer, CMTEDD;
 - c. Independent Member – Michael Kerry;

SENSITIVE: CABINET

SENSITIVE: CABINET

- d. Independent Member – New;
- e. Director-General, Transport Canberra and City Services;
- f. Director-General, Environment, Planning and Sustainable Development; and
- g. CEO, City Renewal Authority.

13. In addition, it is further noted by Major Projects Canberra that the current Independent Chair (Mr John Fitzgerald) has indicated he proposes to resign from the Board at around the time contracts for the 'Stage 2A' main works have been entered into (anticipated to be in 2020). To facilitate an orderly handover of responsibilities, it is proposed that:

- a. a process be run by Major Projects Canberra to identify an additional independent Board member. Appointment of the new independent Board member will be subject to agreement by Cabinet;
- b. that new independent Board member attend Board meetings while Mr Fitzgerald remains on the Board; and
- c. that new independent Board member be appointed the new Chairperson once Mr Fitzgerald resigns from the Board.

CONSULTATION

14. This paper was reviewed by the Light Rail Project Board and the SPIRE Executive Steering Committee, which collectively have representation from EPSDD, CMTEDD (including Treasury), the Justice and Community Safety Directorate, TCCS, ACTHD and CHS.

15. MPC's Election and Parliamentary Agreement Commitments have been made available at Attachment D at the request of Cabinet Office.

MEDIA/COMMUNICATIONS

16. None are anticipated, though Major Projects Canberra will develop media talking points if and when necessary.

SENSITIVE: CABINET

SENSITIVE: CABINET**IMPLEMENTATION**


17. It is proposed to implement the recommendations set out in this submission as soon as possible following Cabinet's agreement to this submission.
18. The current Charters will be amended as soon as practicable following the date of Cabinet's agreement to this submission. It is proposed that the Charters be agreed by the relevant Ministers as outlined in the recommendations.

FINANCIAL IMPACT

19. This Cabinet Submission does not have financial impacts. The additional independent member that is proposed for the Light Rail Project Board will be funded from the existing Light Rail Project budget.

Minister's signature _____ Date ____/____/____

Minister's signature _____ Date ____/____/____

Minister's signature  _____ Date 21, 8, 19

SENSITIVE: CABINET

INDEX TO ATTACHMENTS

Attachment	Title	Page(s)
A	Table of Comments	2
B	Open Access Assessment – Cabinet Decision summary	2
C	Triple Bottom Line Assessment	1
D	MPC Election and Parliamentary Agreement Commitments	1

ATTACHMENT A

TABLE OF COMMENTS RECEIVED DURING EXPOSURE DRAFT – 19/350

Exposure Circulation Undertaken: Shortened Exposure Circulation

Dates Circulated: 8-12 August 2019

Directorate/ Other	Comment	Response
CMTEDD	<p>CMTEDD does not consider that the preferred governance option presented in the Cabinet Submission (Option 2) would necessarily be suitable to all projects. Each project delivered by Major Projects Canberra will require governance arrangements appropriate to that project according to its scope and nature, and as such, governance arrangements should be considered and agreed by Cabinet as each project is established, on a case-by-case basis. There may be scope for a single board to provide advice across a range of projects, or certain projects may require their own board with specific composition in terms of expertise, representation etc. For example, projects delivered via Public Private Partnerships may be inherently complex and involve significant financial and commercial considerations for the Whole of the Government over a long contract duration, potentially requiring a highly specialised project board (including Treasury representation).</p> <p>CMTEDD does not support the proposal to remove the requirement for project related Cabinet Submissions to require exposure circulation if endorsed by the relevant</p>	<p>MPC has amended the first recommendation so that the general principles do not apply where Cabinet has determined otherwise for a specific project. MPC agrees that each designated project delivered by MPC will require tailored Board arrangements to be suitable to the specific scope and nature of the project. The role of the Independent Chair on each Project Board has been proposed to provide independent and specialised expertise on each project, such as that required by a Public Private Partnership.</p> <p>MPC has amended the Submission so that only items considered by the Light Rail Project Board for Cabinet will skip exposure draft, as is the current process.</p>

	<p>Project Board. Treasury notes the proposed Project Boards are intended to be advisory in nature; that Cabinet Submissions may seek material commitments of funding or resources; and that current circulation rules already allow for shortened timeframes in order to meet time commitments. While this exemption from the normal Cabinet exposure process was appropriate for Light Rail Stage 1, given the Board represented most of the relevant Directorates at the Director-General level, this is unlikely to be the case with all Project Boards. For this reason, there is value in Cabinet assessing these two components of the governance arrangements for each project on a case by case basis – that is, whether a dedicated board is required and whether project Cabinet Submissions should be exempted from the exposure circulation process.</p>	
JACS	Supported	
HD	<p><i>Supported with Comment</i></p> <p>In light of the creation of Major Projects Canberra, HD supports the new governance arrangements as outlined in this Cabinet submission. AHD believes engagement with consumers and consumer representation is extremely important on the SPIRE project and would like to understand where the new governance arrangements ensure consumers are represented.</p>	<p>MPC notes and agree with the importance of engagement with consumers and consumer representatives. In this regard:</p> <ul style="list-style-type: none"> • MPC will be maintaining the arrangements put in place by HD prior to transfer of the project to MPC, i.e. the creation of a Consumer Reference Group to be chaired by the Health Care Consumers Association. This group will be part of the governance structure reporting to the Project Control Group and the Project Board; and

		<ul style="list-style-type: none"> As noted in the submission, it is expected that the additional independent board member may be a representative of a relevant stakeholder group. The appointment of that member will be subject to agreement by Cabinet.
CHS	<p><i>Support with Comment</i></p> <p>Consideration should be given for the SPIRE Project Board to having a Consumer Representative as a member. In the National Quality and Safety in Healthcare Standards (second edition), the Partnering with Consumers Standard outlines that the health service organisation:</p> <ol style="list-style-type: none"> Involves consumers in partnerships in the governance of, and to design, measure and evaluate, health care Has processes so that the consumers involved in these partnerships reflect the diversity of consumers who use the service or, where relevant, the diversity of the local community 	<p>As noted above, consumer and customer representatives will form part of the project's governance structure through the Consumer Reference Group. It is intended that the chair of the Consumer Reference Group will be a regular invitee to the Project Board so that consumer matters and the efficacy of the engagement processes are reviewed and monitored at this level.</p> <p>Representatives appointed through the Consumer Reference Group will be engaged in all development and design stages of the project and direct engagement with specific consumer groups will also be arranged.</p> <p>As also noted in the submission, it is expected that the additional independent board member may be a representative of a relevant stakeholder group. The appointment of that member will be subject to agreement by Cabinet.</p>
EDU	Supported	
CSD	Supported	
EPSD	<p><i>Support with Comment</i></p>	MPC supports the Executive Group Manager, Climate Change and Sustainability attending Board meetings as

	<p>The Environment, Planning and Sustainable Development Directorate recommends that the Executive Group Manager, Climate Change and Sustainability, be an additional [member/observer] on all Major Projects Canberra Project Boards. The role of this appointment will be to ensure that major projects are developed consistently with the Zero Emissions Government Framework and that appropriate sustainability rating tools and practices are applied. This is consistent with Cabinet decisions in relation to the Climate Change Strategy 2019-25.</p> <p>It is noted the Director-General of the Environment, Planning and Sustainable Development is already nominated as a representative on the SPIRE and Light Rail Project Boards. This is a different role with a different ambit and focus.</p>	<p>an observer for relevant items as necessary. MPC anticipates that the Director-General of EPSDD (or delegate) will note when attendance is needed.</p>
Statutory Office Holders	Supported	

TABLE OF FINAL COMMENTS

[Please specify the duration the submission was circulated for final circulation, and any agreed deviation from circulation (late lodgement or shortened)]

Final Circulation Undertaken: 2 day Final Circulation

Reason for exception: n/a

Dates Circulated: 21 - 23 August 2019

Directorate/ Other	Comment	Response
CMTEDD	Supported/Not Supported <i>[briefly set out why not]</i>	<i>[Summarise response]</i>
JACS	Supported	
HD	Supported	
CHS	Supported	
EDU	Supported	
CSD	Supported	
EPSD	Supported	
Statutory Office Holders	Supported	

Sensitive: Cabinet

Attachment C

Directorate: Major Projects Canberra

Title of the Submission: 19/350 – Governance Arrangements for Major Projects Canberra

Summary of Impacts

- This Submission seeks Cabinet’s agreement to the proposed governance arrangements for the newly established Major Projects Canberra (MPC).
- The projects designated to MPC are high priority projects for the ACT Government and need to be effectively managed through an appropriate and clear governance structure. This Submission outlines a proposal for consistent and efficient governance arrangements for the advisory Project Boards operating within MPC.

Key to impacts: Red – negative, Amber neutral and Green Positive.

Social, Economic, Environmental

- There are no immediate social, environmental or economic impacts associated with the progression of MPC governance arrangements.

Sensitive: Cabinet

OPEN ACCESS ASSESSMENT: DECISION SUMMARY

PART A: Release proposed

The Chief Minister must now proactively release the information described in section 23 of the *Freedom of Information Act 2016* (the FOI Act) unless the information is contrary to the public interest in accordance with sections 16 and 17, and schedules 1 and 2 of the FOI Act.

If you believe that release of this information would be contrary to the public interest, please complete Part B.

Title of decision: **19/xxx – Governance Arrangements for Major Projects Canberra**

Summary of the decision

Cabinet agreed to the proposed governance arrangements for the newly established Major Projects Canberra.

Attachments for release

Summary of the decision	Release through the Open Access website?	Release by Directorate?
Summary of the decision	Yes	
<u>Attachment B</u> Open Access Summary	Yes	
<u>Attachment C</u> Triple Bottom Line	Yes (TBL to be released)	

Sensitive: Cabinet

Attachment C

Directorate: Major Projects Canberra**Title of the Submission:** 19/350 – Governance Arrangements for Major Projects Canberra**Summary of Impacts**


- This Submission seeks Cabinet's agreement to the proposed governance arrangements for the newly established Major Projects Canberra (MPC).
- The projects designated to MPC are high priority projects for the ACT Government and need to be effectively managed through an appropriate and clear governance structure. This Submission outlines a proposal for consistent and efficient governance arrangements for the advisory Project Boards operating within MPC.

Key to impacts: Red – negative, Amber neutral and Green Positive.

Social, Economic, Environmental

- There are no immediate social, environmental or economic impacts associated with the progression of MPC governance arrangements.

Sensitive: Cabinet

Reference Number	Title of Commitment	Initiative level description	Detail of Commitment/ Decision	Responsible Minister	Directorate	Type of commitment	Delivering a Better Canberra
EC LAB 008	Extend light rail to Woden		PA Text: . Immediately commence community consultation, scoping and design work of Stage 2 of the light rail network, to progress the Woden Stage 2 extension to the procurement stage and contract signing in this term EC Text: Extend light rail to Woden connecting north and south Canberra. See also https://d3n8a8pro7vmx.cloudfront.net/actlabor/pages/479/attachments/original/1473816653/Labor_policy_Light_Rail_Stage_2.pdf?1473816653	Minister for Transport	TCCS	Election Commitment;#Parliamentary Agreement	
EC LAB 009a-1	Surgical Procedures, Interventional Radiology and Emergency (SPIRE) Centre at Canberra Hospital and New Emergency Department at TCH	EC LAB 009a-1: SPIRE The centre would expand the number of operating theatres from 13 to 20, and have separate theatres dedicated to emergency and elective surgery so elective surgery is not delayed by emergencies. It would include two inpatient wards with 64 beds, new critical care and imaging facilities, a 24-bed high-level coronary care unit, a 48-bed intensive care unit, including for paediatric care, and a new day surgery centre with seven surgery rooms. Staff for the SPIRE centre would come from existing ranks and expansion already planned in the budget.	SPIRE The centre would expand the number of operating theatres from 13 to 20, and have separate theatres dedicated to emergency and elective surgery so elective surgery is not delayed by emergencies. It would include two inpatient wards with 64 beds, new critical care and imaging facilities, a 24-bed high-level coronary care unit, a 48-bed intensive care unit, including for paediatric care, and a new day surgery centre with seven surgery rooms. Staff for the SPIRE centre would come from existing ranks and expansion already planned in the budget. TCH Emergency Department A new emergency department would be built next to the SPIRE Centre, allowing the existing emergency department to be dedicated to women and children. The two emergency departments would operate as one, but have separate entrances.	Minister for Health and Wellbeing	Health	Election Commitment	
EC LAB 009a-2	Surgical Procedures, Interventional Radiology and Emergency (SPIRE) Centre at Canberra Hospital	EC LAB 009a-2: TCH Emergency Department - A new emergency department would be built next to the SPIRE Centre, allowing the existing emergency department to be dedicated to women and children. The two emergency departments would operate as one, but have separate entrances.	SPIRE The centre would expand the number of operating theatres from 13 to 20, and have separate theatres dedicated to emergency and elective surgery so elective surgery is not delayed by emergencies. It would include two inpatient wards with 64 beds, new critical care and imaging facilities, a 24-bed high-level coronary care unit, a 48-bed intensive care unit, including for paediatric care, and a new day surgery centre with seven surgery rooms. Staff for the SPIRE centre would come from existing ranks and expansion already planned in the budget. TCH Emergency Department A new emergency department would be built next to the SPIRE Centre, allowing the existing emergency department to be dedicated to women and children. The two emergency departments would operate as one, but have separate entrances.	Minister for Health and Wellbeing	Health	Election Commitment	
PA 12.1	Stage 1 of Light Rail		Complete Stage 1 of Light Rail from Gungahlin to City.	Minister for Transport	TCCS	Parliamentary Agreement	<p>Delivering Stage 1 of light rail</p> <p>Stage 1 of light rail is the largest infrastructure project ever delivered for Canberra. The line from Gungahlin to the City started taking passengers in April 2019 and is already proving to be hugely popular with commuters. Over 77,000 trips were recorded during its first week of operation alone.</p> <p> DELIVERED: 5,000 people worked on light rail through the construction phase, and dozens more have ongoing operational roles. With Stage 1 complete, we are now turning our focus to delivering Stage 2 from the City to Woden.</p>
EC LAB 104-1	Chief Engineer	Creation of a Chief Engineer has been agreed to in a part time capacity in the 2018-19 budget.	Appoint a Chief Engineer to deliver strategic oversight of ACT Government infrastructure projects, and to progress registration of engineers as has been committed by the ACT Government and to properly harmonise with Victoria and Queensland. The Chief Engineer will also work with engineering bodies to deliver an engineering workforce plan.	Minister for Planning and Land Management	EPSDD	Election Commitment	
EC LAB 104-2	Chief Engineer	To progress registration of engineers as has been committed by the ACT Government and to properly harmonise with Victoria and Queensland.	Appoint a Chief Engineer to deliver strategic oversight of ACT Government infrastructure projects, and to progress registration of engineers as has been committed by the ACT Government and to properly harmonise with Victoria and Queensland. The Chief Engineer will also work with engineering bodies to deliver an engineering workforce plan.	Minister for Building Quality Improvement	EPSDD	Election Commitment	

Major Projects Canberra**SENSITIVE: CABINET**

To:	Minister for Transport and City Services	Tracking No.: 1-2019/26698
From:	Chief Projects Officer, Major Projects Canberra	
Subject:	CAB2019/489 RESTRICTED Augmentation Agreement and Commercial Principles	
Critical Date:	Monday, 2 September 2019	
Critical Reason:	The Cabinet Submission must be lodged with the Cabinet Office on or before 2 September 2019 to meet circulation timeframes for final agency comments.	

Purpose

To seek your agreement to the Augmentation Agreement and Commercial Principles Cabinet Submission being circulated in a restricted capacity for final agency comments.

Recommendations

That you:

1. Note the information contained in this brief; and

Noted / Please Discuss

2. Agree to final circulation of the Cabinet Submission at Attachment A.

Agreed / Not Agreed / Please Discuss

Chris Steel MLA 4/9/19

Minister's Office Feedback

SENSITIVE: CABINET

Tracking No.: 1-2019/26698

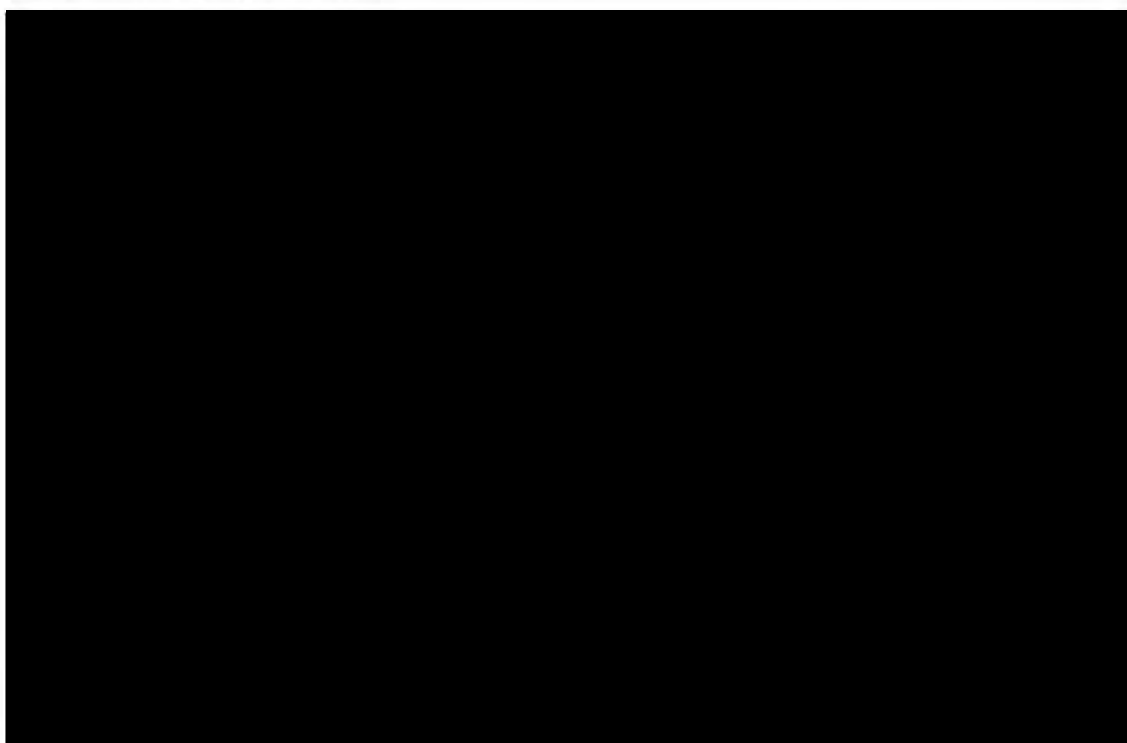
SENSITIVE: CABINET

Background

1. Cabinet Submission 19/489 RESTRICTED Augmentation Agreement and Commercial Principles (the Submission) is on the agenda for Cabinet consideration on 10 September 2019.
2. Circulation of the Submission will be restricted to Directors-General only as it contains commercially sensitive content. The Submission is available at Attachment A for your review and agreement to lodge with Cabinet Office for final agency comments.

Issues

3. The Submission seeks approval for the Chief Projects officer, Major Projects Canberra (MPC) to enter into an Augmentation Agreement with Canberra Metro on behalf of the ACT Government to implement a procurement process for the delivery of Light Rail Stage 2A from the City to Commonwealth Park.
4. The Submission proposes that:



5. The Submission also discusses wired vs wireless running for Light Rail Stage 2A, noting the Minister will bring forward a future submission for decisions in this respect.

Financial Implications

6. Financial implications associated with this Submission will be funded from the existing Light Rail Project budget.

Consultation

7. The Submission was reviewed by the Light Rail Project Board, which includes representation from EPSDD, CMTEDD (including Treasury), JACS, and TCCS.

SENSITIVE: CABINET

Benefits/Sensitivities

8. As detailed in Issues above.

Media Implications

9. Nil.

Signatory Name:	Duncan Edghill, Chief Projects Officer	Phone: 6205 3842
Action Officer:	Nikki Pulford, Executive Branch Manager, Governance, Ministerial and Corporate Support	Phone: 6205 5466

Attachments

Attachment	Title
Attachment A	Cabinet Submission Package (CAB19/489)



MINISTERIAL BRIEF

Major Projects Canberra

UNCLASSIFIED

To:	Minister for Transport and City Services	Tracking No.: Objective
From:	Chief Projects Officer, Major Projects Canberra	
Subject:	City to Woden Light Rail Business Cases	
Critical Date:	18 July 2019	
Critical Reason:	To lodge the Submission with Cabinet Office on 18 July 2019	

Recommendations

That you agree to sign the Discussion Paper titled *19/380 - Light Rail City to Woden Business Cases* at Attachment A.

Agreed / Not Agreed / Please Discuss

Chris Steel MLA

16/7/19

Minister's Office Feedback

Tracking No.: Objective

UNCLASSIFIED

UNCLASSIFIED

Background

1. Transport Canberra and City Services (TCCS) are providing you with a Discussion Paper titled *Light Rail City to Woden Business Cases* for your approval and signature at Attachment A.
2. Drafts of the Discussion Paper were provided to you on at the same time they were circulated to the Light Rail Project Board for their out of session review on 3 July 2019 and 10 July 2019.
3. The attached Discussion Paper has been updated to reflect the comments and feedback received from the Board on 11 July 2019.

Issues

4. On 13 May 2019 Cabinet agreed to business case materials being prepared for the City to Woden light rail project on the basis of both (i) the project being delivered as a single stage from the City to Woden, and (ii) the project being delivered in a staged manner with an alignment from the City to West Basin being the first committed stage.
5. Subsequently, Major Projects Canberra has finalised two business cases for Cabinet's consideration. Both Business Cases are included as appendixes to the Discussion Paper at Attachment A.
6. The attached Discussion Paper has been prepared to seek guidance from Cabinet as to its preferred approach for the delivery of light rail to Woden. Major Projects Canberra will use this guidance to finalise a Cabinet Submission seeking Cabinet approval of a business case for the project. Consideration of this final Cabinet Submission is currently scheduled for 6 August 2019.

Financial Implications

7. The financial implications are detailed in the attached Discussion Paper.

Consultation

8. This paper was reviewed and endorsed by the Board, which has representation from TCCS, the Environment, Planning and Sustainable Development Directorate, Chief Minister, Treasury and Economic Development Directorate (including Treasury) and Justice and Community Safety.

Signatory Name: Duncan Edghill

Phone: 6205 3842

Action Officer: Pam Nelson

Phone:

Attachments

Attachment	Title
Attachment A	City to Woden Light Rail Business Cases

UNCLASSIFIED

Tracking No.: Objective

Major Projects Canberra

UNCLASSIFIED

To:	Minister for Transport and City Services	Tracking No.: Objective
From:	Chief Projects Officer, Major Projects Canberra	
Subject:	City to Woden Light Rail Business Cases	
Critical Date:	21 August 2019	
Critical Reason:	To lodge the Submission with Cabinet Office on 21 August 2019	

Recommendations

That you agree to sign the Cabinet Submission titled *19/380 - Light Rail City to Woden Business Case* at Attachment A.

Agreed / Not Agreed / Please Discuss

Chris Steel MLA



21/8/19

Minister's Office Feedback

UNCLASSIFIED

Tracking No : Objective

Background

1. Major Projects Canberra (MPC) are providing you with a Cabinet Submission titled *Light Rail City to Woden Business Case* for your approval and signature at Attachment A.
2. A draft of the Cabinet Submission was provided to you at the same time it was circulated to the Light Rail Project Board (the Board) for their extraordinary meeting of 15 August 2019.
3. The attached Cabinet Submission has been updated to reflect the comments and feedback received from the Board and consultation with Treasury. A tracked and clean version of the Submission has been provided for your reference.

Issues

4. On 29 July 2019 Major Projects Canberra presented Cabinet with a Discussion Paper seeking guidance as to its preferred approach for the delivery of light rail from the City to Woden.
5. Major Projects Canberra has since updated the business case and accompanying Cabinet submission to reflect the guidance received from Cabinet on 29 July 2019, namely:
 - a) A staged option (from the City to Commonwealth Park) to be delivered as the next stage of the light rail network;
 - b) State Circle East as primary route for a subsequent stage from Commonwealth Park to Woden; and
 - c) The assumed raising of London Circuit to be at grade with Commonwealth Avenue, which is to be brought forward by the City Renewal Authority as a separate business case. Although costs associated with raising London Circuit *do not* form part of the light rail business case and will be accounted for separately, it is assumed that London Circuit will be co-delivered as part of Stage 2A given the close interfaces between the two projects.

Financial Implications

6. The financial implications are outlined in detail in the attached Cabinet Submission.

Consultation

7. This paper was reviewed and endorsed by the Board, which has representation from TCCS, the Environment, Planning and Sustainable Development Directorate, Chief Minister, Treasury and Economic Development Directorate (including Treasury) and Justice and Community Safety.

Signatory Name: Duncan Edghill

Phone: 6205 3842

Action Officer: Pam Nelson

Phone:

Attachments

Attachment	Title
Attachment A	City to Woden Light Rail Business Case



MINISTERIAL BRIEF

Major Projects Canberra

SENSITIVE: CABINET

To:	Minister for Transport	Tracking No.: 1-2019/25971
Date:	3 September 2019	
From:	Chief Projects Officer, Major Projects Canberra	
Subject:	Final lodgement of CAB2019/481 <i>RESTRICTED</i> City to Woden Light Rail & London Circuit Launch Communications Plan and Business Case Release	
Critical Date:	Tuesday 3 September 2019	
Critical Reason:	To enable the Cabinet Submission to be updated prior to lodgement with Cabinet Office for the Cabinet meeting of 10 September 2019	

Recommendations

That you:

1. Note that the accompanying draft Cabinet submission at Attachment A entitled 'City to Woden Light Rail and London Circuit Launch Communications Plan and Business Case Release' was endorsed by the Light Rail Project Board with a recommendation that Stage 2A project costs not be publicly released at this stage; and

Noted / Please Discuss

2. Agree to final circulation of the Cabinet Submission at Attachment A.

Agreed / Not Agreed / Please Discuss

Chris Steel MLA 4./09/2019

Minister's Office Feedback

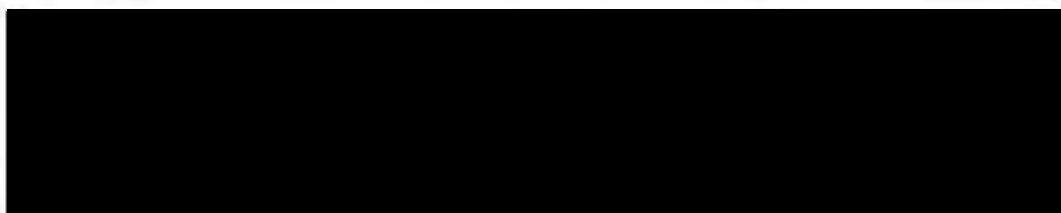
SENSITIVE: CABINET

Tracking No.: 1-2019/25971

SENSITIVE: CABINET

Background

1. Cabinet has previously agreed to proceed with procuring light rail from the City to Woden through a phased project approach commencing with the delivery of Stage 2A from the City to Commonwealth Park ("the Project").
2. The 'City to Woden Light Rail and London Circuit Launch Communications Plan and Business Case Release' Cabinet Submission recommends Cabinet approve:
 - a. the public release of the entire City to Woden Light Rail: Stage 2A City to Commonwealth Park Business Case and the entire London Circuit / Commonwealth Avenue Intersection Business Case with cost and other financial information redacted; and
 - b. the non-release of indicative costs for the Light Rail Stage 2A project or the London Circuit project at this stage. However, an alternative approach is set out whereby Cabinet may agree to the public release of indicative costs guidance:

**Issues**

3. The Light Rail Board met on 26 August 2019 and considered the draft City to Woden Light Rail and London Circuit Communications Plan and Business Case Release Cabinet submission.
4. The Board recommends no project costs guidance be publicly released at this stage, as reflected in the recommendation section of the submission. This recommendation was made primarily on the basis of project delivery and commercial considerations given the sole source procurement with Canberra Metro. The cost of the Stage 2A project (and London Circuit) would in this scenario be announced to the public after contract award and based upon actual contracted costs, which is currently scheduled for mid-2020.
5. The view of the Board was that releasing a cost estimate at this stage of the procurement process may (i) create unrealistic public expectations of the project cost given that the final scope may continue to evolve, and (ii) prejudice the Territory's position in negotiating an augmentation with Canberra Metro whereby the delivery partner may work to the business case cost estimate (though it is separately recommended that a lower affordability guide be provided to Canberra Metro during the procurement process).
6. As outlined in the submission, this approach may lead to Government spending time defending the non-release of a cost estimate. There may well be political or other factors which lead you to decide to immediately release costs guidance to the public at the same time as announcing approval of the City to Commonwealth Park project. This is reflected in the alternative potential approach listed above.

SENSITIVE: CABINET

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a.

Consultation

7. The approach to the release of a cost estimate for the City to Commonwealth Park Light Rail project was considered by the Board on 26 August 2019. The Board contains representatives from CMTEDD (Treasury), TCCS and EPSDD.

Benefits/Sensitivities

8. A precedent may also be established for future projects, including any Commonwealth Park to Woden stage of light rail.

Communications, media and engagement implications

9. The ultimate approach approved by Cabinet will be reflected in the communications material to be released with the announcement of the City to Commonwealth Park project.

Signatory Name: Duncan Edghill

Phone: x 53842

Action Officer: Damon Hall

Phone: x 70058

SENSITIVE: CABINET

ADVISORY NOTE

Minister for Transport

Subject	Assessment Options for: Optimum pathways for Stage 2A under the EPBC Act ahead of NCA Works Approval
Critical Date	In the normal course of business
Chief Projects Officer, Major Projects Canberra	Duncan Edghill 03/09/2019
Executive Branch Manager, Governance, Ministerial and Corporate Support	

Purpose

To advise you of the potential timing associated with the environmental approvals pathway under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), and subsequent National Capital Authority (NCA) Works Approval (WA) requirements.

Background

The Light Rail project is required to be referred to Department of Energy and Environment (DoEE) who determine the assessment pathway of the project which could be either by (in order of increasing complexity and time requirements):

- Preliminary Documentation (PD);
- Preliminary Environmental Review (PER);
- Environmental Impact Statement (EIS); or
- Public Inquiry.

Once the environmental assessment has been completed and submitted, the DoEE will assess, and if appropriate, approve the project with conditions. The approval of project under the EPBC Act is a pre-requirement for determination of a WA (i.e. although a Works Approval could be lodged with the NCA it could not be approved until the EPBC approval has been received).

Stage 2B - EPBC Referral Status

The 2B project was referred to DoEE on 11 July 2019 with a determination on the Referral Decision due 20 business days later (according to the statutory assessment period). Major Projects Canberra understands that the Referral assessment of Stage 2B is still underway – an expected date for the determination of the Stage 2B Referral is unavailable at this stage.

Informed by earlier discussions with DoEE, Major Projects Canberra expects that the outcome of the 2B Referral is likely to be a controlled action, requiring the preparation of an EIS before approval under the EPBC Act could be granted. The preparation of an EIS for Stage 2B is a task that could take between 12-18 months. A significant degree of design and engineering work is required to be completed before the EIS assessment can be effectively undertaken.

As noted above, an NCA WA cannot be approved until such time as the EPBC Approval has been received. A key complicating issue for the timing of Stage 2B is the potential for the Joint Standing Committee on the National Capital and External Territories (JSCNCET) to inquire into the project, in accordance with the recommendations of the JSCNET inquiry into light rail and the Australian Government response (included below):

Recommendation 1

The committee recommends that the Minister responsible for territories refer any Works Approval application or any amendment to the National Capital Plan relating to the light rail project to the Joint Standing Committee on the National Capital and External Territories for inquiry, prior to its tabling in the Parliament.

[Australian Government response] Agreed. The Australian Government recognises the potential impact of this project on the Central National Area and supports the ongoing scrutiny of the Joint Standing Committee on the National Capital and External Territories.

Noting the time the JSCNET inquiry into light rail took (announced May 2018 – Australian Government Response March 2019), there is a significant potential for additional JSCNET inquiries to substantially impact the confidence in any project programme for Stage 2B. In addition, and noting the rationale behind the involvement of the JSCNET - to scrutinise impacts to the Central National Area, Major Projects Canberra believes that the combined oversight of:

- a comprehensive EIS completed and publicly exhibited in accordance with statutory requirements of the EPBC Act;
- the detailed WA process coordinated by the NCA (which also includes a public exhibition process); and
- The Parliamentary Act approval process.

Provides an adequate level of scrutiny on the Stage 2B project, and a level of scrutiny over and above any other comparable transport project undertaken in Australia.

Stage 2A - EPBC Referral Status

The 2A project was referred to DoEE on 15 July 2019 with a determination on the Referral Decision due 20 business days later (according to the statutory assessment period). Discussions with DoEE during the referral process indicated that the Mitchell Depot expansion as part of the 2A was likely to trigger an EIS. At the same time, further development of the Stage 2A business case indicated that an expansion of the Mitchell Depot would likely not occur as part of Stage 2A. Consideration of the separate London Circuit project had also progressed.

Consequently, the ACT Government formally requested a suspension of the referral process for the 2A project. A request for the suspension of the referral process for 2A was submitted to and agreed by DoEE around 8 August 2019.

As part of either a varied EPBC Referral or the subject of an entirely new EPBC Referral for a revised 2A Project scope, the previous Stage 2A referral will resubmitted to:

- Remove the Mitchell Depot from its scope;
- Include the raising of London Circuit; and
- Include wired-running for Stage 2A.

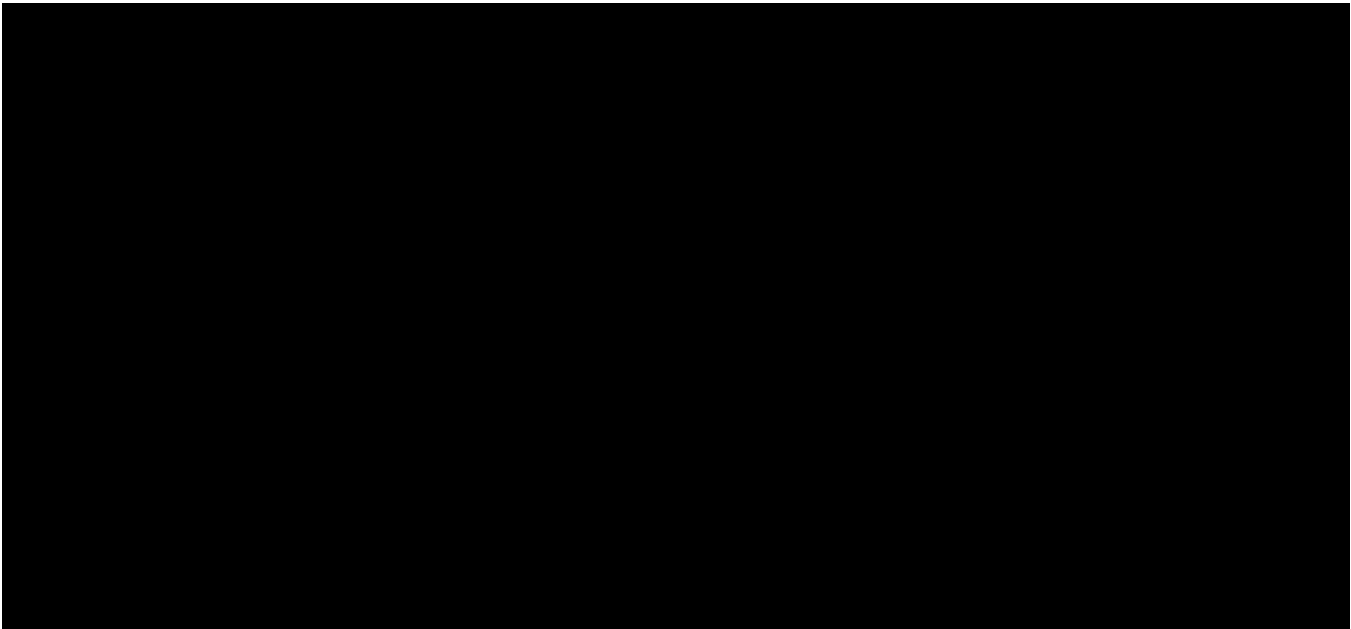
Stage 2A - Referral Options

The primary options for progressing the Stage 2A EPBC Referral are:

Option	Description
1	Vary the current referral to remove Mitchell Depot and include London Circuit (and wired-running) ahead of the current determination.
2	Withdraw current Referral and lodge a new Referral that removes Mitchell Depot and includes London Circuit (and wired-running).

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Varying a Referral (as per option 1) needs to be approved by the Commonwealth Environment Minister, before the formal determination of the Referral can recommence. It also adds to the complexity of the assessment process, as the Department will need to consider the changes to the project (from that originally referred) in terms of both adding to potential impacts (raising London Circuit and potentially amending the scope to include a wired system) as well as considering the avoided impacts from the removal of the Mitchell Depot Expansion.



Noted / Please Discuss

**Chris Steel MLA
Minister for Transport**

..../..../....

ADVISORY NOTE

Major Projects Canberra

Subject	Assessment Options should Stage 2b be declared a Controlled Action under the EPBC Act
Critical Date	In the normal course of business
Chief Projects Officer, Major Projects Canberra	<i>ELECTRONIC</i> 12 August 2019
Executive Branch Manager, Governance and Ministerial Services	

Purpose:

To advise you of the potential assessment scenarios should Stage 2B light rail project be declared a controlled action under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). This is in the context of recent media coverage on the topic and remarks made by the ISCC.


Discussion

Should stage 2B be determined to be a "Controlled Action" at the conclusion of the EPBC Referral Process, then the Commonwealth Minister for the Environment by definition has determined that the stage 2B project is likely to have a significant impact on the environment and will need to be assessed and approved under the EPBC Act.

Controlled actions can be assessed using different methods, depending on a range of considerations, including the complexity of the project. Actions can be assessed using one of the following assessment methods (see also flowchart in [Attachment A](#)):

- accredited assessment (not available in the case of Stage 2B because the project impacts Commonwealth Land);
- assessment on referral information (assessment done solely on the information provided in the referral form);
- assessment on preliminary documentation (referral form and any other relevant material identified by the minister as being necessary to adequately assess a proposed action);
- assessment by environmental impact statement (EIS) or public environment report (PER); or
- assessment by public inquiry. Major Projects Canberra is of the view there would be little point in holding a public inquiry for EPBC purposes given the project will be the subject of another JSC inquiry anyway.

Informal discussions with staff from the Department of Environment and Energy have indicated that an Environmental Impact Statement would be the likely form of Assessment for the project.

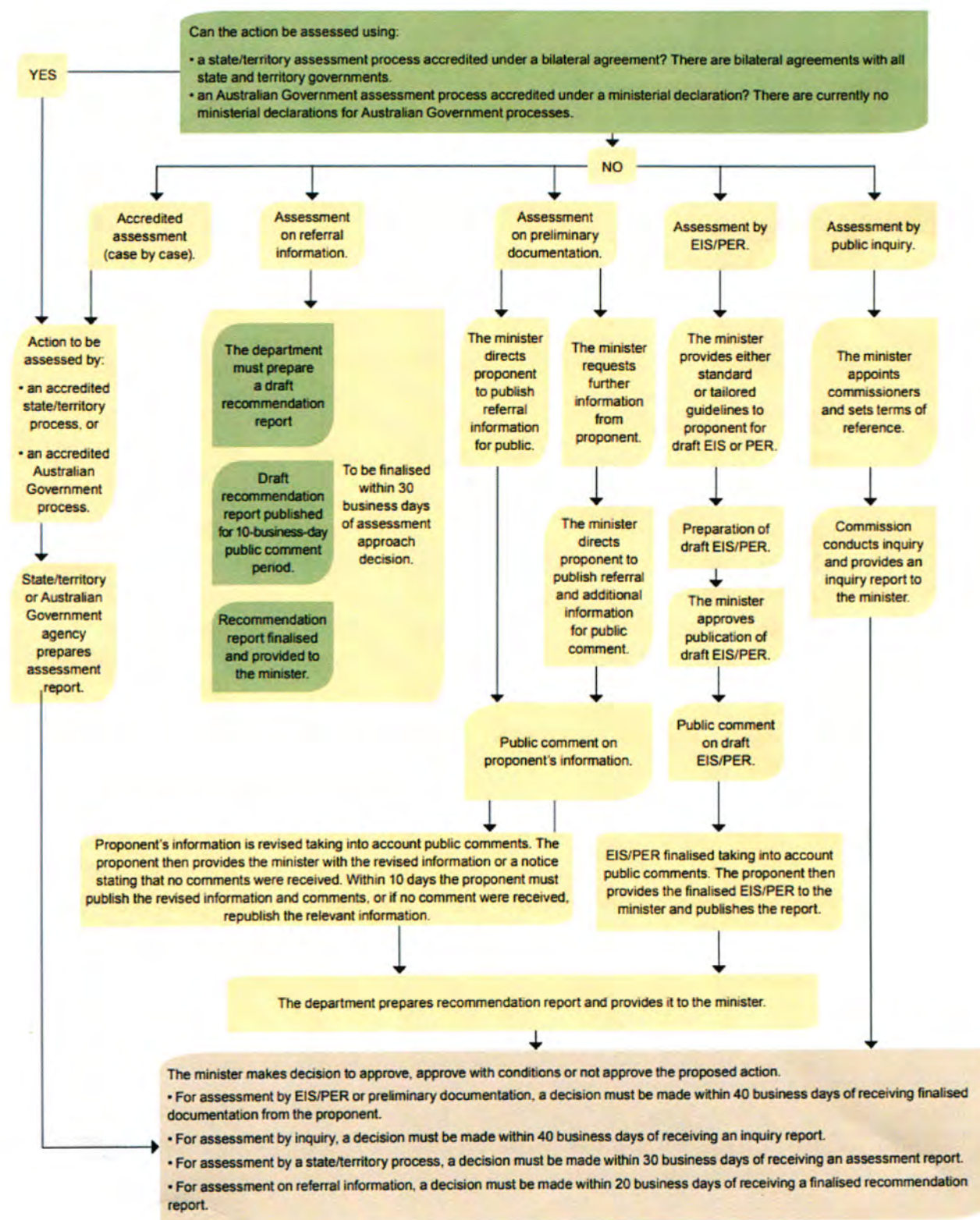

Noted / Please Discuss

Chris Steel MLA
Minister for Transport and City Services

14/8/19

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ATTACHMENT A - EPBC Act environment assessment process—assessment/decision whether to approve (taken from http://www.environment.gov.au/system/files/resources/d60cdd6a-8122-473a-bbd0-d483662cef3e/files/assessment-process_1.pdf)



Major Projects Canberra

UNCLASSIFIED

To: Minister for Transport and City Services

Tracking No

19/21675

From: A/g Chief Projects Officer**Cc:** Director-General, TCCS**Subject:** Progress update on Woden Bus / Light Rail Interchange**Critical Date:** In the normal course of business**Purpose**

To provide an update on the early enabling work on Woden Bus / Light Rail Interchange project and to determine next steps required to progress this project.

Recommendations

That you:

1. note the early enabling work completed to date on the Woden Bus / Light Rail Interchange project contained in this brief and Attachments A, B and C;

Noted / Please Discuss

2. note the early stakeholder and engagement feedback in this brief and Attachment D; and

Noted / Please Discuss

3. note that Woden bus interchange works will be progressed by Transport Canberra and City Services. However, if the ACT Government decides to progress with the CIT Woden project in an integrated design with the bus interchange, it may be appropriate for the project to be progressed by Major Projects Canberra.

Noted / Please Discuss

Chris Steel MLA 12/08/19.

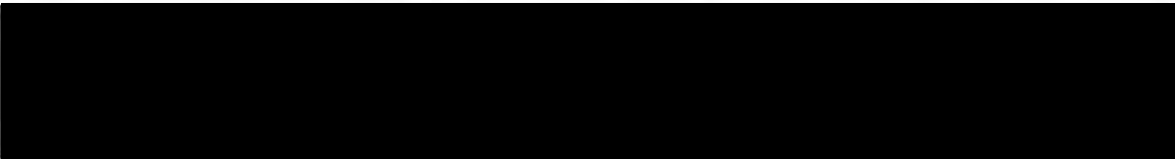
Minister's Office Feedback

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Tracking No

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Background

1. The Woden Town Centre Masterplan (EPSDD 2015) identified Callam Street as a Public Transport Corridor (Attachment A).
2. The Light Rail City to Woden Definition Design (Arup 2017) recommended a Light Rail terminus on Callam Street and a proposed change to the EPSDD Masterplan Bus Station location from an upgrade of the existing location to an on-street interchange in Callam Street.
3. As part of the 2018-19 ACT Budget, Cabinet agreed to progress the 'Early Enabling Works' for the Woden Bus /Light Rail Interchange.
4. To action this, Transport Canberra (TC) engaged Jacobs to review the Woden Bus / Light Rail Interchange project and to conduct a detailed options study and assessment, feasibility investigations and develop a Preliminary Sketch Plan (PSP) for a new on-street Bus / Light Rail Interchange in Woden Town Centre.
5. The project deliverables included a PSP of the preferred option and a Final Report that covered: interchange design details; urban design impacts; traffic and bus modelling; utilities and services impacts; and construction staging.
6. Jacobs developed a range of concept design options for Multi Criteria Analysis (MCA) assessment (Attachment B).
7. An initial (16 January 2019) and follow up (7 February 2019) MCA workshop was held to review these options. Key stakeholders in attendance at these workshops were:
 - a. Transport Canberra: Transport Planning, Bus Operations, Light Rail City to Woden;
 - b. ACT Property Group;
 - c. Suburban Land Agency (SLA), and
 - d. Environment Planning and Sustainable Development Directorate (EPSDD).
8. 
 - a. integrated interchange between bus and light rail transport modes;
 - b. operational efficiency due to independent bus and light rail movements;
 - c. a high level of accessibility through the Woden precinct;
 - d. interchange consolidation within proximity of the town centre; and
 - e. the ability to construct a light rail system at a future time that has minimal impact on the bus interchange operation.
9. The 'Emerging Preferred Concept Design' is indicative only and subject to design development, consideration by the Light Rail Project Board and ultimate Ministerial approval.

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10. Additional work completed by Jacobs included an assessment of the Bus network impacts to support the Gungahlin to Woden Light Rail alignment and a joint study conducted with EPSDD which provided an improved understanding and level of confidence in the interchange operations on the existing and proposed Town layout.
11. Jacobs have submitted all project deliverables and they are currently under final review.
12. Woden-based stakeholder and community engagement activities were undertaken in June-July 2019 (Attachment D), targeting visitors to Woden, daily commuters and off-peak users of the Bus Interchange and local community stakeholder groups.
13. The pop-up sessions resulted in 365 suggestions on additions, improvements and/or changes to the Woden Bus Interchange. Suggestions for further community engagement included:
 - a. undertaking further community conversations with developers, ACTCOSS, office workers, the owners of Westfield, ACT Government and the broader community.
 - b. school engagement, particularly in Woden and Weston Creek.

Issues

14. The proposed process for advancing work following review includes:
 - a. further understanding and decisions regarding the development of the potential CIT in Woden Town Centre. There are urban design and public outcome benefits together with cost savings, reduced timing and improved efficiencies that could be achieved if both projects are integrated;
 - b. develop a plan for communicating the 'Preferred Concept Design' with key Territory Stakeholders;
 - c. further discussions with Westfield at Woden to understand future integration opportunities;
 - d. develop a communications strategy for consultation and endorsement by the community and Woden business groups;
 - e. develop, in conjunction with TCCS Public Transport Operations, final details of an integrated bus layover strategy to take advantage of the proposed Woden Bus / Light Rail interchange;
 - f. develop an integrated design and construction and services strategy for utility and services relocations;
 - g. confirm the project procurement strategy and undertake a documentation review to ensure the level of detail provided aligns with the procurement methodology;
 - h. confirm the required completion date for the Bus Interchange portion of the project;
 - i. develop an overall construction project timeline and seek relevant approvals;
 - j. prepare tender documentation for construction of the Bus Interchange works; and
 - k. issue tend and award the construction contract/s.

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Financial Implications

15. The 2019-20 ACT Budget includes an appropriation of \$3.5 million to progress the design of the Woden Bus Interchange.

ConsultationInternal

16. Development and outcomes of this early enabling works have been developed in consultation with TCCS (Transport Planning, Bus Operations, Light Rail City to Woden).

Cross Directorate

17. EPSDD and SLA were included in the MCA assessment workshops.

External

18. ACT Property Group participated in the MCA assessment workshops.
19. Representatives from Public Transport Association of Canberra, Pedal Power, Woden Community Services, Farrer Residents Group, Weston Creek Community Council and Woden Valley Community Council participated in the local community stakeholder engagement workshop, 2 July 2019.

Benefits/Sensitivities

20. Design work will be coordinated between TCCS, Major Projects Canberra and CMTEDD for integration with Light Rail City to Woden and, if relevant, the CIT Woden Campus project.
21. If the Woden Bus Interchange and CIT projects are delivered concurrently as an integrated project, it is proposed this may be best managed by Major Projects Canberra.
22. If the Woden Bus Interchange is delivered as a stand-alone project (i.e. prior to Light Rail), it is proposed that it be delivered by TCCS Infrastructure Delivery (ID) and funding transferred. All ID projects incur an internal TCCS 5% ID project management fee to undertake the planning, feasibility, design, consultation, reporting and development phases of the project (in addition to the 4% project management fee payable by all directorates on MPC managed projects).

Media Implications

23. There is expected to be moderate local media interest in any progression of designs and planning for renewal of the Woden Bus Interchange.
24. Media risk strategies will be developed to include pre-engagement community feedback, 'Preferred Concept Design' dissemination and next steps communications further to confirmation on the CIT Woden Campus project.

Signatory Name: Duncan Edghill

Phone: 53842

Action Officer: Dr Pam Nelson

Phone: 0427 017 900

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Tracking No

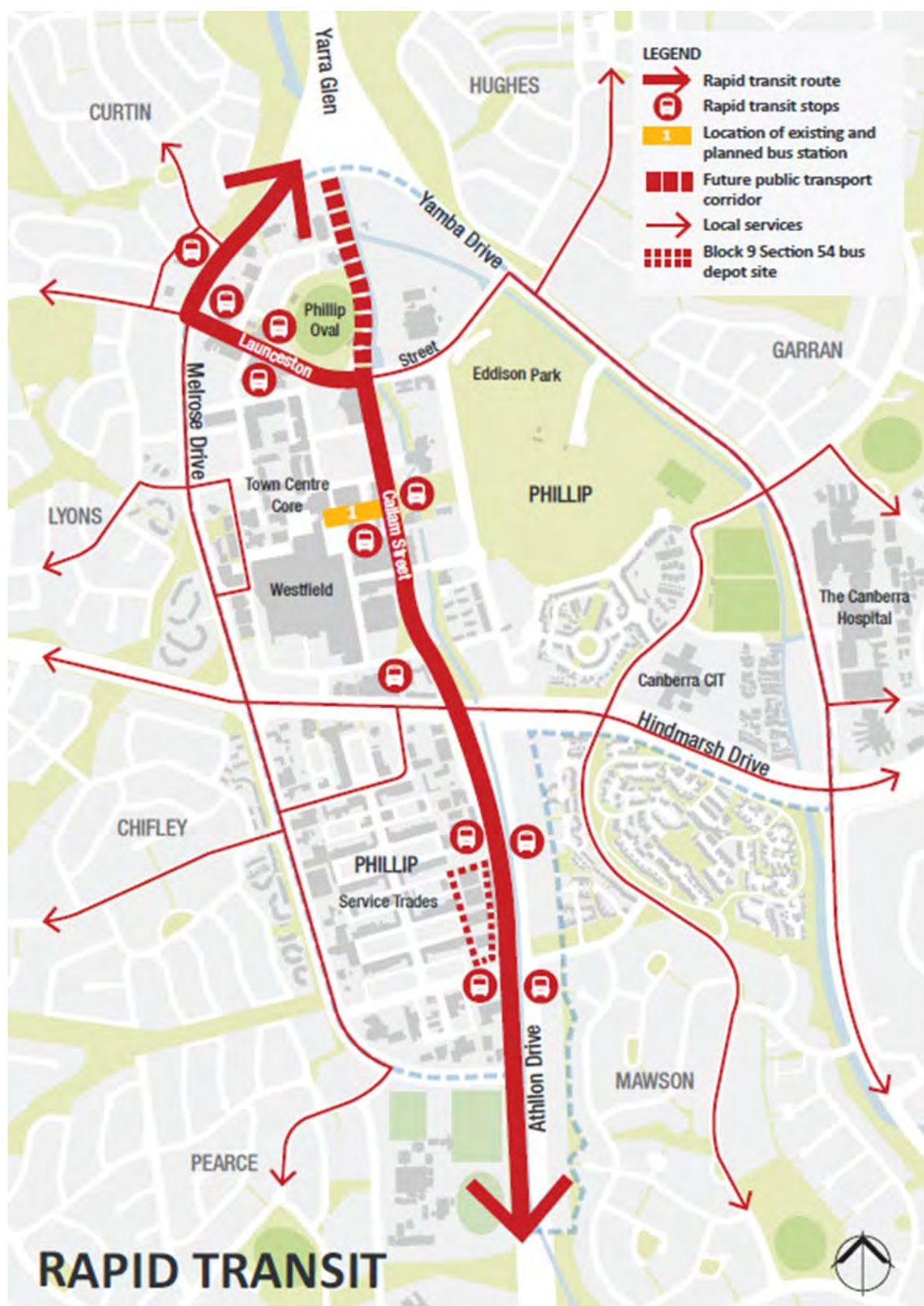
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Attachments

Attachment	Title
Attachment A	Woden Town Centre Masterplan (extract)
Attachment B	Interchange Options Assessed
Attachment C	Emerging Preferred Option for Woden Bus / Light Rail Interchange
Attachment D	Report on what we heard – Woden Bus Interchange Redesign

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Attachment A – Woden Town Centre Masterplan (extract)



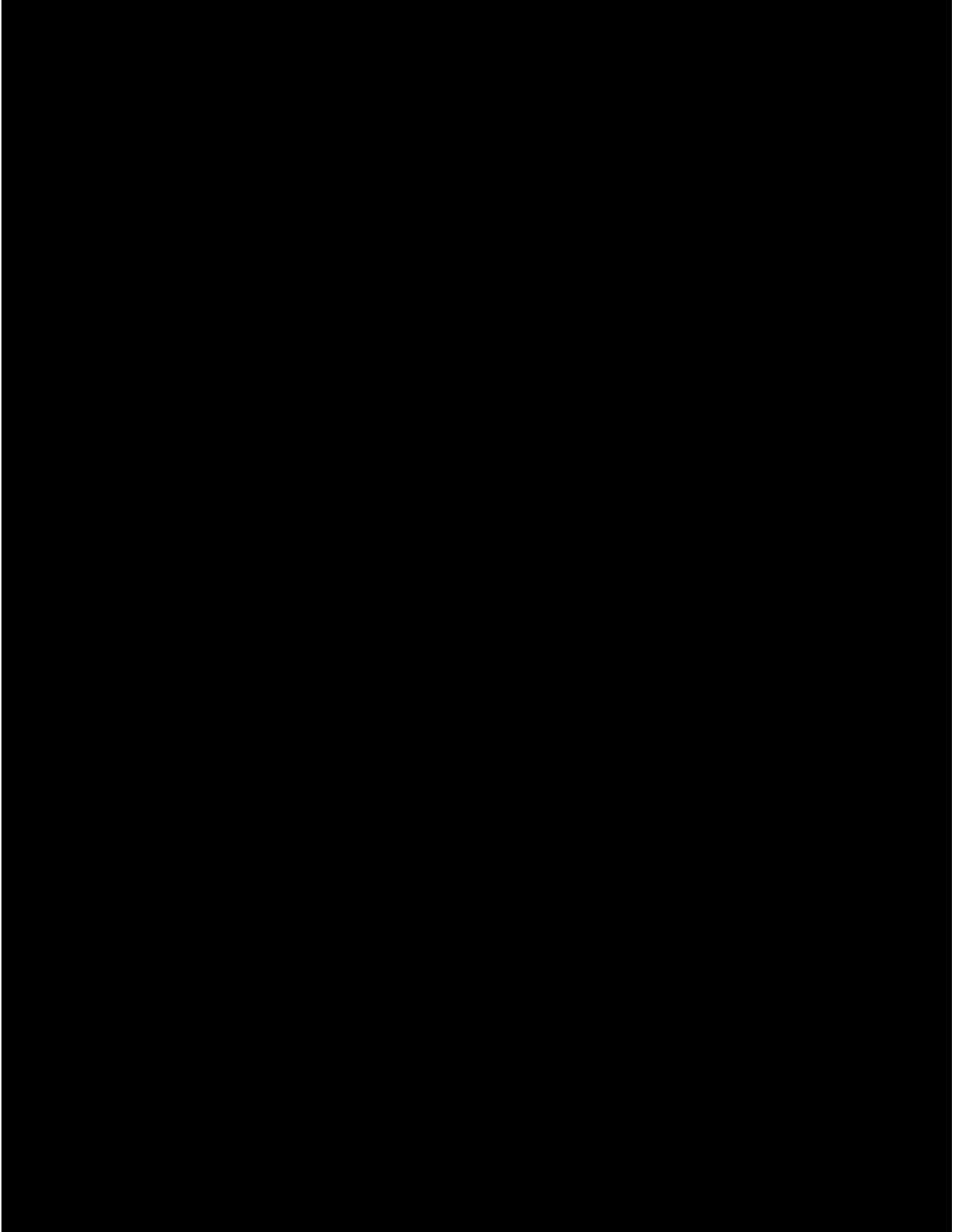
Attachment B – Interchange options assessed

Option	Name	Description
Option A	Modified MRCagney Concept	An amended version of the concept provided by MRCagney which features all local bus bays on Callam Street next to the light rail terminal.
Option B	Light Rail Extension	The light rail terminal is extended with platforms positioned south of New Bradley Street. Bus bays remain on Callam Street between Matilda Street and New Bradley Street.
Option C	Light Rail – Bus Shared Space	Light rail and buses share road space to maximise space which can be utilised to provide bus bays and pedestrian concourses.
Option D	Alternative Light Rail Alignment	The light rail alignment diverts to the west to provide enhanced access to Woden Town Centre. Bus bays are located on either side of Callam Street.
Option E	Shared Light Rail Platform	The light rail platform is located centrally within Callam Street with northbound and southbound light rail s sharing the same platform.
Option F	Bus layover on Car Park	A bus layover area is located on the former car park of the Callam Street Offices. Bus bays and light rail alignment remains the same as in Option 1.
Option G	Light Rail on Verges	Light rail platforms are located on the verges of Callam Street.
Option H	Underground Bus Interchange	Locating the bus interchange underground beneath Callam Street. The light rail terminal would remain above ground on Callam Street.



Attachment C – Preferred Option for Woden Bus / Light Rail interchange

Woden Bus Interchange
Alternative Light Rail Alignment



Woden Bus Interchange redesign

REPORT ON WHAT WE HEARD



WODEN BUS INTERCHANGE REDESIGN

The Woden Bus Interchange received \$3.4 million in the ACT 2019/2020 Budget for a redesign.

The redesign will create a modern, safe interchange that meets the needs of commuters transferring between light rail, buses, electric scooters or bikes, cycling, park and ride or kiss and ride. It is a key part of the renewal of the Woden Town Centre and one of several projects in the area receiving funding from the ACT Government.

THE CONVERSATION

Community engagement activities were undertaken to gather ideas for the future interchange. Two pop-up information sessions were held, at the Woden Experiment and the Woden Bus Interchange. A stakeholder workshop was also held at Woden library.



On Friday 28 and Saturday 29 June 2019, two public pop-up information events were held. People were asked to identify what they would like to see added, improved or changed in a new bus interchange. Community feedback was contributed to the community ideas board. **365** suggestions were received over the two days.

A stakeholder workshop was held on 2 July 2019 with invited stakeholder groups. This session invited participants to:

- Provide feedback and ideas to be considered in the detailed design of the Woden Bus Interchange, answering the questions “What would you like to see in a new interchange?” and “What would you change?”.
- Provide suggestions on future avenues for community and stakeholder feedback and involvement as the project progresses.

WHO ENGAGED

Consultation and engagement targeted visitors to Woden, users of the Woden Bus Interchange and local community stakeholder groups.

The first pop-up information session predominantly engaged people aged 18+ who use public transport services for their daily commute. The Saturday session predominately engaged people who use bus services in off peak times.

The stakeholder workshop was attended by representatives of Public Transport Association of Canberra, Pedal Power, Woden Community Services, Farrer Residents Group, Weston Creek Community Council, Woden Valley Community Council, and interested members of the public.

Woden Bus Interchange redesign

REPORT ON WHAT WE HEARD



Key insights from the community

Personal safety

1. Feedback indicated an overwhelming need for better personal safety in a new interchange
2. Increase in active and passive surveillance of the space
3. Safe connections.

Transport connection options

4. A range of suggestions were received focused on providing connections between bus, light rail, car, and active travel options including bike storage, parking, and kiss and ride
5. Connection to shops, workplaces, parkland and community spaces was also recurrent feedback
6. Retain east-west spine from Woden Town Centre Masterplan.

Improvements to shelters and waiting spaces

7. Consideration should be given to better shelters for improved comfort, safety and security
8. Waiting spaces should be heated and enclosed.

Facilities/services

9. Facilities and services were a strong feature in feedback
10. Suggested facilities included toilets, waste disposal facilities, ticket machines and food and beverage outlet providers
11. Features to improve accessibility for the elderly, people with disabilities, and parents; including community and play spaces
12. It was suggested that connections could be made with Westfield Woden to provide some of these facilities.

Amenity/look and feel

13. Lighting, wider pathways and inclusion of more open space were frequent suggestions to improving amenity
14. The inclusion of living infrastructure and connection to natural spaces including more green space and tree plantings was frequently highlighted
15. Cleaning and maintenance should be increased
16. High-level building standards and quality construction practices were also suggested as areas for improvement.

Better wayfinding, signage and maps

17. The need to improve customer wayfinding; including signage and map improvements were common themes; particularly from seniors
18. Many felt there was inadequate route and timetable information; particularly for interstate and international visitors
19. Having more customer service staff to assist was a common feedback theme.

No smoking

20. Despite the interchange being a designated non-smoking area, a strong feedback theme during the pop-up information sessions was that the area should be non-smoking and needed further enforcement.

New interchange location and plans for current interchange

21. There was varied feedback on the movement of the interchange to Callum St with some suggesting it should remain where it is and others happy with the planned integration with the future light rail

Woden Bus Interchange redesign

REPORT ON WHAT WE HEARD



22. The importance of maintaining pedestrian links was noted and strong concern was raised about the impact of the relocation of shopping centre access; particularly for seniors, children and people with a disability
23. Additional feedback questioned parking availability and plans for the current interchange location

Accessibility

24. This feedback focused on ensuring that a future interchange was designed to ensure accessibility for all people
25. This included people in wheelchairs, with prams, people with hearing issues and with low vision
26. Suggestion was also made that the design would need to ensure that bikes, scooters and e-scooters could be kept separate from pedestrians
27. The importance of customer service staff, particularly after hours, was highlighted as important for assistance.

Future proofing

28. Provisions for the future including low maintenance design, electric bus integration, flexibility for technology, and adaptability for a growing community
29. This was a strong theme heard during the stakeholder workshop.

WHAT'S NEXT?

During this consultation, suggestions were received on potential areas of further engagement on the project. Transport Canberra will use this and future feedback to inform the design and future engagement planning for the Woden Bus Interchange redesign.

Suggestions for further engagement included:

- Undertaking further community conversations with developers, ACTCOSS, office workers, the owners of Westfield, the ACT Government and the broader community; and
- School engagement particularly in Woden and Weston Creek.

You can register to receive project updates at: [TBC: INSERT YOURSAY URL](https://www.yoursay.act.gov.au)

The project timeline includes design this year and construction in the years to come.

To find out more about the Woden Bus Interchange redesign and other initiatives, policies and projects in Canberra visit www.yoursay.act.gov.au.

THANK YOU FOR YOUR FEEDBACK



Transport Canberra and City Services

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To:	Minister for Transport and City Services	Tracking No.: Objective
CC:	a/g Director-General, Transport Canberra and City Services	
From:	a/g Chief Projects Officer, Major Projects Canberra (MPC)	
Subject:	Lodgement to the Minister for Planning of the ACT Government's <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC ACT) of two Referrals for the Major Projects Canberra Light Rail Projects – City to Commonwealth Park Project and Commonwealth Park to Woden Project.	
Critical Date:	In the ordinary course of business, noting it is desirable to lodge the EPBC Referrals as soon as is appropriate.	
Critical Reason:	To enable progression of the Light Rail Network expansion from the City to Woden project planning approvals.	

Purpose

The purpose of this brief is to seek your approval to lodge the attached proposed EPBC Referrals in respect of the two projects being undertaken as part of the expansion of the Light Rail Network along the City to Woden corridor.

Recommendations

That you:

1. Note the Territory and Commonwealth environmental approvals process outlined in Attachment A, and the information contained in this brief;

Noted / Please Discuss

2. Agree and sign the Ministerial Letter found at Attachment B and

Agreed / Not Agreed / Please Discuss

3. Agree to the submission of the two EPBC Referrals contained in Attachments C and D; and

Agreed / Not Agreed / Please Discuss

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4. Agree to the ongoing communications and engagement approach supporting this matter (Attachment E).

Agreed / Not Agreed / Please Discuss

Chris Steel MLA  4/07/19.

Minister's Office Feedback

Background

- Major Projects Canberra is working to deliver the next stage of Canberra's light rail network, extending the existing service from the City to the Woden Town Centre. The extension may also include associated works, including an expansion of the existing light rail depot located at Mitchell and construction of the Mitchell light rail stop.
- The proposed extension route is predominantly located on Territory Land. However, the route also passes through 'National Land' (i.e. land owned by the Commonwealth Government, including under staged delivery options), 'Designated Areas' (being land subject to National Capital Authority planning approvals) and the Parliamentary Zone.
- Major Projects Canberra is currently developing potential business cases for:
 - a. The delivery of light rail extension across the City to Woden alignment in a single stage; and
 - b. The staged development of light rail in the corridor, under two different projects. The first project ("City to Commonwealth Park") would see the initial delivery of light rail in the City to Commonwealth Park component of the alignment. A future project ("Commonwealth Park to Woden") would see the light rail extension then delivered along the remainder of the alignment to Woden.
- The rationale for the potential staging of the project will be set out in the relevant business case. In summary, if a staged delivery option is pursued, the City to Commonwealth Park project will:
 - a. Enable light rail development to occur in the corridor sooner than would otherwise be the case, owing to the complex and lengthy Commonwealth Government approvals process through the Parliamentary Zone;
 - b. Provide a valuable extension to important destinations in its own right and facilitate urban regeneration in that component of the corridor (i.e. City West and the West Basin area); and
 - c. Enable the benefits of expertise and resources from the City to Gungahlin project to roll into the next stage of light rail.

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Earlier Proposal to Progress Staged Referrals

- An earlier Ministerial Brief (B19/118 of 24 May 2019) recommended proceeding with two distinct EPBC referrals as follows, with a recommendation that both referrals are submitted simultaneously:
 - a. City to Commonwealth Park
 - b. Commonwealth Park to Woden.
- Progressing the referral of City to Commonwealth Park and Commonwealth Park to Woden separately has the potential to enable the EPBC referrals for City to Commonwealth Park to progress more quickly than for the remainder of the alignment. The Commonwealth Park to Woden component of the alignment must consider issues associated with the Commonwealth Avenue Bridge and traversing the Parliamentary Zone, both of which will be complex and take some time.
- This approach is intended to facilitate the overall extension of the network by enabling simultaneous planning, design and approval to occur at various sites along the full extended alignment, with consideration to the differing timelines pertinent to each site's individual requirements, such as:
 - a. Engagement and support for businesses in City West can commence immediately.
 - b. Detailed design work can commence for City to Commonwealth Park to facilitate the approval process.
 - c. The complex planning and design work on light rail crossing the Commonwealth Ave Bridge and passing through national land along State Circle East can be ongoing in partnership with the National Capital Authority, whilst the aforementioned works are underway.
- In response to the aforementioned brief, the Minister requested that further consultation with the Commonwealth Department of Environment and Energy (DoEE) be undertaken. That has now occurred.

Issues**Recommendation to Progress with Two Referrals**

- Following meetings with DoEE, Major Projects Canberra continues to recommend progressing with the two separate referrals. Both stages of the project will need to be referred under the EPBC Act, but the expected outcomes of the referrals may be significantly different in terms of scope and timescale:
 - a. EPBC Referral Light Rail – City to Commonwealth Park ([Attachment C](#)): this will be referred for a decision concerning whether it is a “controlled action” due to biodiversity (potential impacts on a discrete population of Golden Sun Moths near City Hill). Major Projects Canberra expects it will be a ‘controlled action,’ but it is likely to be considered so by reference to “preliminary documentation”, a much faster process than a full Environmental Impact Assessment;
 - b. EPBC Referral Light Rail – Commonwealth Park to Woden ([Attachment D](#)): this will also be referred for a decision about whether it is a “controlled action”. However, it is anticipated that Commonwealth Park to Woden will require a full Environmental

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Impact Assessment (due to biodiversity; heritage and Commonwealth Land impacts).

- There is a risk that the two referrals will be considered as one action by the DoEE when City to Commonwealth Park and Commonwealth Park to Woden are lodged together due to section 74A of the EPBC Act. Under that section, the Commonwealth Minister has the power to consider the referrals in this way, regardless of how the submissions are made by the ACT Government. Should this occur the two projects would need to be assessed as one single controlled action. This could result in an EIS process being required for the entire alignment, which would very likely delay the commencement of the City to Commonwealth Park project.
- Major Projects Canberra will seek to align Commonwealth and Territory environmental assessment processes for both stages of the project. This will minimise confusion and enable comprehensive engagement with the Canberra community and key stakeholders. It will enable feedback received relating to both Federal and ACT issues to be incorporated into approval processes in a timely matter.
- A description of the alignment process for Commonwealth and Territory approvals is provided as Attachment A.

Other Matters

- Stakeholder interest in the City to Woden network extension is anticipated to be high due to:
 - a. The two-stage / two-project proposal for delivery of the extension, as identified in the two separate EPBC Referral submissions.
 - b. The numerous stakeholder groups to be impacted by and benefiting from these Projects.
 - c. The lower than expected current awareness of the extension of the Light Rail Network to Woden .
 - d. The various heritage and environmental considerations to be assessed.
- A Communication and Engagement Plan – Light Rail Network Extension EPBC Referrals accompanies this brief. (Attachment E): It contains:
 - a. Talking Points/Narrative specifically concerning: the two development stages / projects; the assessment process; consultation with the numerous stakeholder groups; the State Circle East and Barton route options; heritage and environmental considerations
 - b. Q&A
 - c. Media Releases on: Referrals submission; subsequent public comment sought; outcomes of the EPBC Referral process (future)
 - d. YourSay Page: copy for a Referrals-specific page on yoursay.act.gov.au to direct the public for details on how to submit their views to the EIS.
 - e. Social Media: to relay messages concerning the EPBC Referrals and directing to the YourSay page for further information.

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- f. Draft Video Script: outline of initial plan to utilise this medium to relay key messages of the EPBC Referral assessments and input to the approvals.
- Business Community: There is a concentrated and broad range of business types within the City West precinct of the proposed Light Rail City to Commonwealth Park route. In this respect, a pre-engagement business plan is being developed and includes a soft engagement approach that aims to raise awareness and gather stakeholder feedback to inform development of a Business Communications and Engagement Plan.
- Community Stakeholder Engagement: The communications strategy developed for the referral of City to Commonwealth Park is important, as the Department of the Environment and Energy may have regard to "*reasonable conclusions that may be drawn from ... relevant information on the public record*" when considering staged developments for the purposes of s 74A of the EPBC Act (p. 3, Policy Statement - Staged Developments—Split referrals: Section 74A of the EPBC Act, DSEWPC).

The EPBC Referrals provide another opportunity for key stakeholders, businesses and community members to input into the heritage and environmental aspects of the Project. Engagement will be accessible via:

- a. Pop-Up events continuing and planned: at the time of the EPBC Referrals these will be particularly focused in the City West and Woden Interchange areas.
- b. Access to a yoursay@act.gov.au dedicated page outlining the options for members of the public to submit their views to the DoEE.

Financial Implications

- The Light Rail City to Woden Network Extension has been factored into the 2019/2020 budget, including the support of planning, assessment, design and communications and engagement activities.

Consultation

Internal

- Various personnel within Transport Canberra and City Services were involved in the investigation and preparation of the Light Rail Stage 2 Network Extension (City to Commonwealth Park and Commonwealth Park to Woden) EPBC Referral documents.
- The Referrals have been subject to a legal review by Clayton Utz.

Cross Directorate

- We have sought input from Environment, Planning and Sustainable Development Directorate (EPSDD) and ACT Planning and Land Authority (ACTPLA).
- We have informed the Light Rail Project Board including: Justice and Community Safety (JACS); Environment, Planning and Sustainable Development Directorate (EPSDD) and Chief Minister, Treasury and Economic Development Directorate (CMTEDD)

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External

- We have sought input from the Federal Government Department of the Environment and Energy (DOEE).
- The NCA will be advised prior to the submission. The NCA is presently unaware of the potential staged delivery of the extension, and so it may have some sensitivity to the proposal.

Benefits/Sensitivities

- The ACT Government is acutely aware of the national significance of many locations along the City to Woden route, particularly within the Parliamentary Zone.
- A formal assessment under the EPBC Act is a rigorous and well-established Commonwealth process to manage heritage significance. It enables us to seek clarity on the national environmental and heritage impacts of the City to Woden extension route, particularly in respect of the Commonwealth Park to Woden project.
- It is expected the Light Rail City to Woden Network Extension EPBC Referrals will generate extensive interest from a broad range of stakeholder groups and the public.

Media Implications

- There is expected to be significant local media interest in the Light Rail City to Woden Network Extension EPBC Referrals and subsequent assessments.
- The EPBC Referrals will be made public. As such, it will be publicly disclosed that the ACT Government is considering the staged delivery of the extension.
- Media strategies are included in the Communication and Engagement Plan – Light Rail Network Extension Referrals (Attachment E) in the form of key narrative, Q&A, media releases and public awareness campaign.

Signatory Name: Duncan Edghill

Phone: x53842

Action Officer: Pam Nelson

Phone:

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Attachments

Attachment	Title
Attachment A	Territory and Commonwealth Environmental Approvals Process
Attachment B	Letter of Lodgement – Minister for Transport and City Services to the Minister for Planning
Attachment C	EPBC Referral Light Rail – City to Commonwealth Park
Attachment D	EPBC Referral Light Rail – Commonwealth Park to Woden
Attachment E	Communication and Engagement Plan – Light Rail Network Extension EPBC Referrals

Attachment A – Territory and Commonwealth environmental approvals process

Background

1. For planning approval purposes, Major Projects Canberra (**MPC**) are proposing to progress light rail in two distinct projects. The two projects are City to Commonwealth Park (**C2CP**) and Commonwealth Park to Woden (**CP2W**). Subject to future decisions of Cabinet, light rail in the City to Woden corridor may also be delivered in these two stages.
2. The alignments of both projects pass through land that is subject to Territory planning approvals and Commonwealth planning approvals (*Designated Areas* and the *Parliamentary Zone*) creating complexity in respect of the approvals required for each project. Commonwealth environmental approval is also relevant to the projects.
3. This means the planning and environmental approvals process for the projects is multilayered and requires coordination of the elements within each project as well as sensitivity to the interaction between the projects. While other Territory environmental approvals may be required these are not included in this brief.
4. The following section summarises the legislative framework for key planning and environmental approvals required for each project, the role of the Territory, the Commonwealth National Capital Authority (**NCA**), and the Commonwealth Department of the Environment and Energy (**DoEE**).
5. Figure 1 represents the alignment of both projects and key planning and environment requirements for each section.
6. Figure 2 provides a high level summary of the proposed approval pathways for each project.

Legislative Background

Territory Planning

7. ACT Government Planning & Land Authority (**ACTPLA**) may issue a Development Approval (**DA**) under the *Planning and Development Act 2007 (ACT)* (**P&D Act**) for areas that are not Designated Areas.
8. An application for a DA may be assessed through:
 - a. an *Impact Track* path - this is relevant where a significant impact is anticipated and will require a comprehensive Environment Impact Statement (**EIS**) which includes an assessment of potential environmental impacts, public consultations and referral to relevant entities; or
 - b. a *Merit Track* path - being is a simpler assessment process on the assumption that the project will have a relatively low impact, but may still involve public consultations and referral to relevant entities.

NCA - Designated Areas

9. Designated Areas are specified by the NCA in the National Capital Plan under section 10(1) of the *Australian Capital Territory (Planning and Land Management) Act 1988 (Cth)* (**PALM Act**).

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10. Under section 12 of the PALM Act, all works in Designated Areas require a Works Approval (**WA**) from the NCA. A WA must be accompanied by lessee or land custodian consent for the relevant land - this may include the Territory, NCA or the Department of Finance.
11. Relevantly, the NCA is unlikely to approve a WA until the project has been assessed against other relevant legislation, including the approvals for the Parliamentary Zone and EPBC Act approval discussed below.

Parliamentary Zone

12. Under section 5 of the *Parliamentary Act 1974* (Cth), "no building or other work is to be erected on land within the Parliamentary zone" without "approval by resolution" of each House of Parliament.
13. In practice, this approval is coordinated by the NCA as part of the Works Approval process. However, obtaining this approval is only required for CP2W.

EPBC Act Approvals

14. Both projects may require an approval under the *Environment Protection Biodiversity Act 1999* (Cth) (**EPBC Act**).
15. Approval under the EPBC Act is required where an action is a 'controlled action' - being an action that will or are likely to have a significant impact on:
 - a. matters of national environmental significance (including threatened species such as the golden sun moth and potential impacts on National Heritage Places); and
 - b. the environment on Commonwealth land (where environment includes heritage values of places).
16. The process for obtaining the approval is as follows:
 - a. the Territory will refer the project to DoEE for a decision on whether the project is a 'controlled action' and the assessment method required;
 - b. on the assumption that the project is a 'controlled action', the Territory will undertake the assessment required by the Minister for the Environment; and
 - c. the Minister for the Environment will make a decision on whether to approve the 'controlled action'.
17. The referrals for each project would be made on the basis of the environmental due diligence that has been previously undertaken by the Territory.

Proposed C2CP Process

Territory: Development Approval

18. A DA will be applied for under the *Merit Track* for areas that are not Designated Areas between Northbourne Avenue and University Avenue and between University Avenue and Edinburgh Avenue.

Commonwealth: Works Approval

19. The alignment areas along Northbourne Avenue, the intersections of London Circuit and University Avenue and Edinburgh Avenue, south of Edinburgh Avenue and along

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Commonwealth Avenue are Designated Areas and require a WA.

Commonwealth: EPBC Approval

20. As there may be a 'significant' impact upon the golden sun moth habitat in the cloverleaf grass areas located at the intersections of London Circuit and Commonwealth Avenue, the Territory is referring the project to DoEE for a decision on whether the project is a 'controlled action'.
21. Information consultation with DoEE suggests the project is a 'controlled action' but assessment may be undertaken through preliminary documentation (which is likely to focus on specific impacts and the treatment of those impacts). This is the preferred pathway as it would significantly reduce the approval period compared to undertaking a more extensive EIS.

Proposed CP2W Process

Territory: Development Approval

22. The project will require a DA for the works from Yarra Glen (south of Cotter Road) to Woden. Consultation with ACTPLA suggests that due to the scale of the project and the potential to impact biodiversity receptors, the project would be assessed in the an *Impact Track* path meaning an EIS would be required.
23. In any event, section 124 of the P&D Act allows the Minister for Planning and Land Management to declare that the *Impact Track* path applies to a particular development proposal where there are reasonable grounds that there is a risk of 'significant' adverse environmental impact.
24. Requesting that the project be assessed through an EIS is consistent to the approvals approach taken on Light Rail Stage 1 (City to Gungahlin). It also allows rigor in the assessment process to capture potential impacts. Importantly, it is possible to informally align the content of both the EPBC approval (which is likely to require an EIS) with the EIS required for the *Impact Track* path to reduce duplication of documents and simplify the consultation and assessment process.

Commonwealth: Works Approval

25. A WA is required for the Designated Areas of the project that include: Commonwealth Bridge, Commonwealth Avenue, State Circle and Adelaide Avenue until Cotter Road.

Commonwealth: EPBC Act Approval

26. Ahead of a WA submission, the Territory will refer the project to DoEE for a decision on whether the project is as a 'controlled action' under the EPBC Act.
27. The Territory understands there will be a 'significant' impact to:
 - a. matters of national environmental significance including National Heritage Places and the golden sun moth; and
 - b. the environment on Commonwealth land including the Parliamentary Zone, and as such the project will be a 'controlled action' and be assessed through an EIS process.

Issues and opportunities

28. By lodging referrals to DoEE in respect of both projects simultaneously, there is a risk that the Commonwealth Minister for the Environment may:
 - a. refuse to accept the referrals on the basis that the two projects are part of one large action under section 74A of the EPBC Act; or
 - b. request the two projects be referred to DoEE as one project; or
 - c. otherwise refuse the preliminary documentation assessment process for C2CP and instead require an EIS for both projects.
29. If (a) or (b) above occurs, the C2CP project would be linked to the CP2W so that both projects would likely be assessed under an EIS.
30. If an EIS is required for C2CP (whether as a result of (a), (b) or (c) above), this will have significant implications on the timing and undertaking of C2CP.
31. Light rail officials have liaised with both ACTPLA and DoEE on the CP2W project to propose and agree a coordinated and aligned approach to the preparation of documentation required for ACT and Commonwealth EIS process including in respect of:
 - a. EIS guidelines/scoping requirements;
 - b. public exhibition of the draft EIS; and
 - c. the preparation of potential measures/conditions relevant to the approval of the EIS.
32. CP2W being declared in the *Impact Track* path provides certainty on the approvals process for CP2W and provides the most comprehensive and transparent method for assessing the potential impacts of the project.

Financial Implications

33. Nil

Consultation

Internal

34. Internal discussions have occurred around the ACT EIS process.

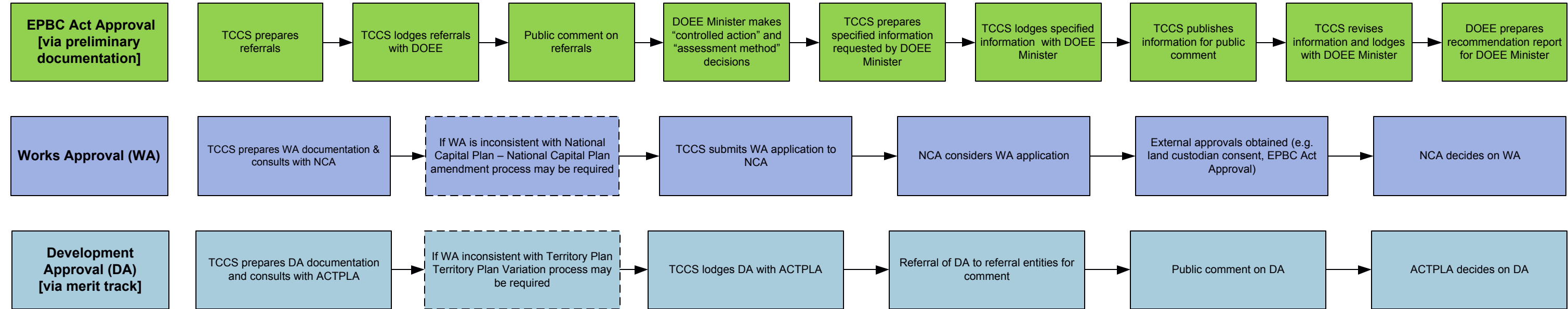
Cross Directorate

35. Transport Canberra and City Services officials met with ACTPLA on 19 February 2019 to discuss the potential assessment pathway for CP2W under the P&D Act.
36. It was suggested in this meeting that a letter could be sent from the Territory Minister of Transport to the Territory Minister of Planning and Land Management, recommending that CP2W is declared in the *Impact Track* path to be assessed through an EIS. A draft of the letter is included with this brief.
37. The letter needs to be issued to the Territory Minister of Planning and Land Management prior to commencing the EPBC referral process.

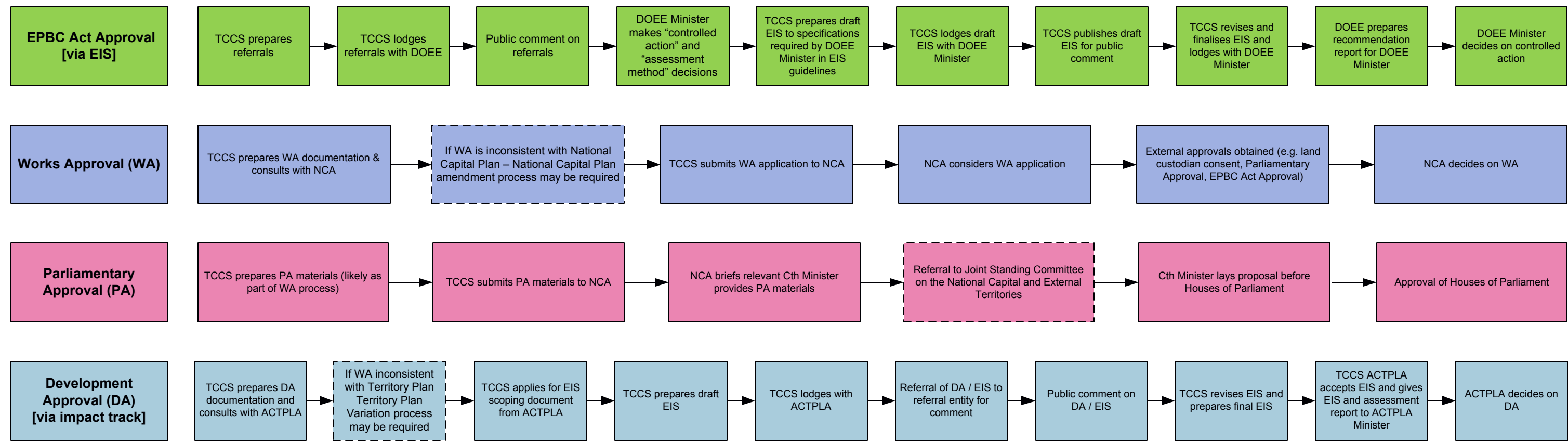
External

38. Light rail officials have liaised with DoEE in regard to the appropriate coordination of approvals processes and provided an early draft EPBC referral for review by DoEE (where the draft referral included both projects).
39. Since then, separate draft EPBC referrals have been prepared for each project and are currently being reviewed by the Territory legal advisors. The draft EPBC referrals will be updated as necessary following these reviews.

City to Commonwealth Park (C2CP)



Commonwealth Park to Woden (CP2W)



Notes:

EPBC Act Approval: C2CP – Assumed DOEE Minister decides C2CP is a controlled action; assumed DOEE Minister decides C2CP can be assessed through preliminary documentation; assumed that specified information is required by DOEE Minister; assumed comments are received; assumed no other “stop the clock” or other further information events occur.

Works Approval: CP2W – Assumed DOEE Minister decides CP2W is a controlled action; assumed DOEE Minister decides CP2W can be assessed through EIS; assumed comments are received; assumed no other “stop the clock” or other further information events occur.

Parliamentary Approval: CP2W – If CP2W is referred to the Joint Standing Committee on the National Capital and External Territories for inquiry (process not illustrated) this may have timing implications; note referral may be made by relevant Commonwealth Minister and either House of Parliament.

Development Approval: C2CP – If DA application is not consistent with Territory Plan a variation may be required (process not illustrated); assumed no assessment of environmental affects required by Territory Plan; assumed ACTPLA Minister does not call DA in for Ministerial determination; assumed no other “stop the clock” or other further information events occur.

CP2W – If DA application is not consistent with Territory Plan a variation may be required (process not illustrated); assumed impact track applies to DA; assume ACTPLA Minister decides not to present EIS to Legislative Assembly; assumed ACTPLA Minister does not call DA in for Ministerial determination; assumed no other “stop the clock” or other further information events occur.

Further approvals: Figure does not included other Territory environmental approvals that may be required for C2CP and CP2W under the *Environment Protection Act 1997* (ACT), *Water Resources Act 2007* (ACT), *Tree Protection Act 2005* (ACT), and *Heritage Act 2004* (ACT).

Minister for Community Services and Facilities
Minister for Multicultural Affairs
Minister for Transport and City Services
Member for Murrumbidgee

Minister Mick Gentleman, MLA
Legislative Assembly
CANBERRA ACT 2601

Dear Minister Gentleman,

Subject: City to Woden Light Rail Territory Environmental Approval

I am writing to formally request that you declare that the impact track applies to the Commonwealth Park to Woden light rail project, under Section 124 of the *Planning and Development Act 2007* (P&D Act).

Major Projects Canberra is working to deliver the next stage of Canberra's light rail network, extending the existing service from the City to the Woden Town Centre. At present, it is contemplated that the extension may be delivered by two separate projects, being City to Commonwealth Park and Commonwealth Park to Woden.

Major Projects Canberra (and before that the Transport Canberra and City Services Directorate) has completed a number of assessments for both projects including ecological surveys, heritage studies and a preliminary environmental assessment. These assessments have identified that the projects may have potential environmental impacts relating to ecology, heritage, noise and vibration, traffic and changes to the existing character (landscape and visual impacts).

These assessments have informed advice to me that the projects are likely to be controlled actions under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), although the City to Commonwealth Park project has substantially lesser impacts on EPBC Act matters than the Commonwealth Park to Woden project. In any event, both projects will be the subject of separate EPBC Referrals to the Commonwealth Minister for the Environment and Energy.

The assessments undertaken to date have also informed advice to me that:

- given the City to Commonwealth Park project is a shorter project that traverses the well-developed city precinct and has lower impacts, the impact track criteria in the P&D Act are unlikely to apply to that project; and
- the Commonwealth Park to Woden project is a more substantial project, with increased potential impacts.

ACT Legislative Assembly

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@ChrisSteelMLA



chrsteellabor



chrissteelmla



The application of Schedule 4.2 and 4.3 of the P&D Act is less clear in respect of the more substantial Commonwealth Park to Woden project, especially in light of the mix of Commonwealth and Territory land the Commonwealth Park to Woden project will traverse. Assessment through the impact track process for this more substantial project, requiring an Environmental Impact Statement (EIS), would result in the highest level of assessment for the proposal and remove any doubt about the risk of environmental impacts. The EIS process allows for a transparent and public assessment of the impacts of the proposal.

The first stage of Canberra light rail, from City to Gungahlin was declared by the Minister of Planning and Land Management to be assessed in the impact track under the P&D Act and required an EIS.

Transport Canberra and City Services officials met with ACT Planning and Land Authority (ACTPLA) on 19 February 2019 to discuss the potential assessment pathway for City to Woden network extensions under the P&D Act. It was suggested that, as was done with City to Gungahlin, a letter from the Minister for Transport to the Minister of Planning and Land Management could initiate a referral by the Minister of Planning and Land Management of relevant parts of the City to Woden network extension to the impact track under the P&D Act.

I welcome your advice in regard to the appropriate assessment methodology and look forward to the continued close professional relationship of our respective staff as they work through process.

Yours sincerely

Chris Steel MLA
July 2019

Title of Proposal - City to Commonwealth Park light rail

Contents

Section 1 - Summary of your proposed action	4
1.1 Project Industry Type	4
1.2 Provide a detailed description of the proposed action, including all proposed activities.	4
1.3 What is the extent and location of your proposed action? Use the polygon tool on the map below to mark the location of your proposed action.....	6
1.6 What is the size of the proposed action area development footprint (or work area) including disturbance footprint and avoidance footprint (if relevant)?	8
1.7 Is the proposed action a street address or lot?	8
1.8 Primary Jurisdiction.....	8
1.9 Has the person proposing to take the action received any Australian Government grant funding to undertake this project?	8
1.10 Is the proposed action subject to local government planning approval?	8
1.10.1 Is there a local government area and council contact for the proposal?	8
1.10.1.0 Council contact officer details.....	9
1.12 Provide details of the context, planning framework and State and/or Local government requirements.....	9
1.13 Describe any public consultation that has been, is being or would be undertaken, including with Indigenous stakeholders.	13
1.14 Describe any environmental impact assessments that have been or would be carried out under Commonwealth, State or Territory legislation including relevant impacts of the project.....	16
1.15 Is this action part of a staged development (or a component of a larger project)?	16
1.16 Is the proposed action related to other actions or proposals in the region?	17
1.16.1 Identify the nature/scope and location of the related action (Including under the relevant legislation).	17
Section 2 - Matters of National Environmental Significance.....	19
2.1 Is the proposed action likely to have ANY direct or indirect impact on the values of any World Heritage properties?	19
2.2 Is the proposed action likely to have ANY direct or indirect impact on the values of any National Heritage places?.....	19
2.2.1 Impact table.....	19
2.2.2 Do you consider this impact to be significant?	19
2.3 Is the proposed action likely to have ANY direct or indirect impact on the ecological character of a Ramsar wetland?	19
2.4 Is the proposed action likely to have ANY direct or indirect impact on the members of any listed species or any threatened ecological community, or their habitat?	19
2.4.1 Impact table.....	19
2.4.2 Do you consider this impact to be significant?	20
2.5 Is the proposed action likely to have ANY direct or indirect impact on the members of any listed migratory species, or their habitat?	20
2.6 Is the proposed action to be undertaken in a marine environment (outside Commonwealth marine areas)?	20
2.7 Is the proposed action to be taken on or near Commonwealth land?	20

2.7.1	Is the proposed action likely to have ANY direct or indirect impact on the Commonwealth land?	20
2.7.2	Describe the nature and extent of the likely impact on the whole of the environment.....	21
2.7.3	Do you consider this impact to be significant?	24
2.8	Is the proposed action taking place in the Great Barrier Reef Marine Park?	24
2.9	Is the proposed action likely to have ANY direct or indirect impact on a water resource related to coal/gas/mining?	24
2.10	Is the proposed action a nuclear action?	24
2.11	Is the proposed action to be taken by the Commonwealth agency?	24
2.12	Is the proposed action to be undertaken in a Commonwealth Heritage Place Overseas?	24
2.13	Is the proposed action likely to have ANY direct or indirect impact on any part of the environment in the Commonwealth marine area?	24
Section 3 - Description of the project area		25
3.1	Describe the flora and fauna relevant to the project area.	25
3.2	Describe the hydrology relevant to the project area (including water flows).....	26
3.3	Describe the soil and vegetation characteristics relevant to the project area.	26
3.4	Describe any outstanding natural features and/or any other important or unique values relevant to the project area.....	27
3.5	Describe the status of native vegetation relevant to the project area.	27
3.6	Describe the gradient (or depth range if action is to be taken in a marine area) relevant to the project area.....	27
3.7	Describe the current condition of the environment relevant to the project area.....	27
3.8	Describe any Commonwealth Heritage Places or other places recognised as having heritage values relevant to the Project area.....	28
	Reserve Bank of Australia (105396)	30
3.9	Describe any Indigenous heritage values relevant to the project area.	31
3.10	Describe the tenure of the action area (e.g. freehold, leasehold) relevant to the project area.....	31
3.11	Describe any existing or any proposed uses relevant to the project area.	31
Section 4 - Measures to avoid or reduce impacts		33
4.1	Describe the measures you would undertake to avoid or reduce impact from your proposed action.33	
4.2	For matters protected by the EPBC Act that may be affected by the proposed action, describe the proposed environmental outcomes to be achieved.	34
Section 5 – Conclusion on the likelihood of significant impacts		35
5.1.1	World Heritage Properties	35
5.1.2	National Heritage Places	35
5.1.3	Wetlands of International Importance (declared Ramsar Wetlands).....	35
5.1.4	Listed threatened species or any threatened ecological community.....	35
5.1.5	Listed migratory species	35
5.1.6	Commonwealth marine environment	35
5.1.7	Protection of the environment from actions involving Commonwealth land	35
5.1.8	Great Barrier Reef Marine Park	35
5.1.9	A water resource, in relation to coal/gas/mining.....	35

5.1.10	Protection of the environment from nuclear actions	35
5.1.11	Protection of the environment from Commonwealth actions	35
5.1.12	Commonwealth Heritage places overseas.....	35
5.2	If no significant matters are identified, provide the key reasons why you think the proposed action is not likely to have a significant impact on a matter protected under the EPBC Act and therefore not a controlled action.	36
Section 6 – Environmental record of the person proposing to take the action.....		37
6.1	Does the person taking the action have a satisfactory record of responsible environmental management? Please explain in further detail.	37
6.2	Provide details of any past or present proceedings under a Commonwealth, State or Territory law for the protection of the environment or the conservation and sustainable use of natural resources against either (a) the person proposing to take the action or, (b) if a permit has been applied for in relation to the action – the person making the application.....	37
6.3	If it is a corporation undertaking the action would the action be taken in accordance with the corporation's environmental policy and framework?.....	37
6.3.1	If the person taking the action is a corporation, please provide details of the corporation's environmental policy and planning framework.	37
6.4	Has the person taking the action previously referred an action under the EPBC Act, or been responsible for undertaking an action referred under the EPBC Act?.....	37
6.4.1	EPBC Act No and/or Name of Proposal.	37
Section 7 – Information sources		39
7.1	List references used in preparing the referral (please provide the reference source reliability and any uncertainties of source).....	39
Section 8 – Proposed alternatives		41
8.1	Select the relevant alternatives related to your proposed action.	41
Section 9 – Contacts, signatures and declarations		42

Section 1 - Summary of your proposed action

Provide a summary of your Project, including any consultations undertaken.

1.1 Project Industry Type

Transport - Land

1.2 Provide a detailed description of the proposed action, including all proposed activities.

The proposed action (the **Project**) comprises the next phase in the development of Canberra's light rail network, extending the service from the City to Commonwealth Park. The Project would also include an expansion of the existing light rail depot at Mitchell (**Mitchell Depot Upgrade**). **Appendix A** provides a map of the area affected by the action and an overview of the Project including details of its key features.

The Project is located on both Territory and National Land, and also crosses Designated Areas as shown in **Appendix B**.

The Project is being progressed as a separate and independent action from the Commonwealth Park to Woden Light Rail component of Canberra's light rail network as further described in section 1.7

Key features

The key Project features are:

- A 1.7 kilometre extension of the existing City to Gungahlin light rail track from the City to Commonwealth Park via London Circuit (west) and Commonwealth Avenue that would be mainly built within the existing road reserve.
- Three new light rail stops (refer to **Appendix A**), which will be subject to further design development. Notionally, they would form a combination of side and island platforms depending on the final design and existing constraints at each proposed stop location.
- Light rail vehicle (**LRV**) driver amenities would be provided at the Commonwealth Park stop, integrated unobtrusively into the stop's design (as is the case with the existing Alinga St stop).
- Expansion of the existing light rail depot in Mitchell to accommodate the stabling and maintenance of the additional LRVs needed for this Project as identified in **Appendix A**.
- Removal of some mature landscape trees and their replacement with new plantings and extensive landscape treatments, the detail of which will be provided in detailed landscape design. There will be landscaping treatment of the Mitchell Depot where possible.
- Changes to the on-ramp and off-ramp at the Commonwealth Avenue-London Circuit intersection to accommodate the light rail.
- Creation of a pedestrian and traffic shared-zone on London Circuit between Gordon Street and Edinburgh Avenue to improve accessibility to the light rail stop.

Route

City to Commonwealth Park light rail would start at the existing City to Gungahlin light rail stop terminus located within the Northbourne Avenue median north of Alinga Street. It would extend along Northbourne Avenue to the intersection with London Circuit, then follow the western side of London Circuit to Commonwealth Avenue and terminate within the Commonwealth Avenue median, immediately south of the Albert Street intersection (refer to **Appendix A**). The Project is primarily located within the existing road reserve along this route, and often down the median of the existing road.

The Project does not include any extension beyond the terminus immediately south of the Albert Street

intersection. A separate referral is being submitted for a separate section of the Canberra light rail network south of Lake Burley Griffin to Woden, discussed further in section 1.2.

Track appearance

A standard gauge double embedded track would be built at the same level (grade) as the existing roads.

The materials and finishes would be informed by the proposed urban design requirements developed by an independent panel of heritage and design specialists and selected through the detailed design process.

Consistent with City to Gungahlin Light Rail, the track would be installed on a concrete slab and it would be fully separated from other transport modes (e.g. traffic lanes, bus lanes, cycleways, footpaths) except at each intersections and mid-block crossings.

Major Projects Canberra (the ACT Government agency with responsibility for delivering the Project) is considering the use of alternative track slab surface treatments for sections of the City to Commonwealth Park alignment. These potentially include grass tracks on Commonwealth Avenue or a paved track slab surface on London Circuit, to better integrate the design into the surrounding characteristics of the local environment.

Stops

The Project would mainly use the light rail stop design which was developed and built as part of City to Gungahlin. Each stop would include a north and southbound platform that would be 33 metres long however it would include space to extend the platforms to 45 metres in the future depending on the expected patronage.

Landscape and urban design

City to Commonwealth Park Light Rail passes through a complex urban environment at London Circuit and then down the nationally-significant 'Main Avenue' of Commonwealth Avenue. This makes the integration of the Project into this urban and landscape setting critical. It means that the stops and other required infrastructure need to be sensitively designed to respect their surrounding value, context and setting. Accordingly, the Project's urban design is being split into two distinct precincts to reflect the specific and distinct characteristics of each road. This also presents an opportunity to enhance the urban realm and landscaping in each precinct. One key feature that is proposed across both precincts is designing the Project to operate without any overhead wires (called wire-free running), with all LRVs running from on-board power supplies that would charge at each stop.

Traction power substations

One new traction power substation (TPS) would be needed to service the Project. While **Appendix A** shows its potential location, this would be confirmed and finalised during the detailed design along with its specifications. The TPS would need to be connected to the light rail foot print at Commonwealth Avenue. This could involve under-boring Commonwealth Avenue along the suggested route shown in **Appendix A**.

Light rail vehicles

At least four more LRVs would be needed to supplement the existing rolling stock used for City to Gungahlin Light Rail, in order to cater for the forecast additional demand when City to Commonwealth Park is operational. Accordingly, extra stabling would be needed at the Mitchell depot to accommodate the additional LRVs. The maintenance and servicing facility would also need expanding at the depot to support the additional LRVs as shown in **Appendix A**.

Structures

The following structures may need building or expanding to support the Project:

- A dedicated light rail ramp between London Circuit and Commonwealth Avenue, which will likely use the existing road off-ramp. The existing 'cloverleaf' alignment would be adjusted to maintain Commonwealth Avenue northbound / Parkes Way eastbound traffic movements.
- A new bridge between the existing bridges along Commonwealth Avenue over Parkes Way.

Features during construction

Temporary construction compounds would be needed to: store materials, plant and equipment; carry out certain maintenance work; and house site offices and worker amenities. Temporary traffic management controls (e.g. diversions and lane closures) would be introduced to allow for construction. The final compound locations and specifications and temporary traffic controls would be confirmed by the contractor. **Appendix A** shows indicative construction compound locations.

1.3 What is the extent and location of your proposed action? Use the polygon tool on the map below to mark the location of your proposed action.

Area	Turning point	Latitude	Longitude
Light rail route			
Approximate impact	1	-35.27823718588	149.12912818929
Approximate impact	2	-35.278289737227	149.12955734273
Approximate impact	3	-35.279691093895	149.12936422368
Approximate impact	4	-35.279568476155	149.12741157552
Approximate impact	5	-35.281810599781	149.12535163899
Approximate impact	6	-35.2841052089	149.12663909932
Approximate impact	7	-35.28428036723	149.12700387975
Approximate impact	8	-35.284455525181	149.1286561205
Approximate impact	9	-35.290305583066	149.12775489827
Mitchell Depot Upgrade			
Approximate impact	10	-35.22448	149.14341

1.4 Please upload images of the proposed action area

Refer Appendix A

1.5 Provide a brief physical description of the property on which the proposed action would take place and the location of the proposed action (e.g. proximity to major towns, or for off-shore actions, shortest distance to mainland).

The Project footprint would occupy a relatively narrow corridor along the median of both London Circuit and Commonwealth Avenue. A wider Project footprint is required to accommodate temporary traffic management controls, plant, and equipment during construction. The study area considers a broader footprint that is appropriate for understanding potential direct and indirect impacts. Table 2 shows these footprints.

Table 2: Project footprint descriptions

Naming	Description
Study area (scoping phase)	Includes all areas within the Project construction footprint and all areas adjacent to the project footprint that might be impacted by project activities. This footprint is approximately 100-metre wide for the length of the Project alignment. It includes areas that may not be directly impacted by the Project.
Project construction footprint (delivery phase)	All areas that are impacted during construction of the project that includes the Project footprint, construction compounds, access roads, material storage areas etc. This footprint is up to 25-metre wide for the length of the Project alignment. It includes areas that would be temporarily impacted by the Project.
Project footprint (operations phase)	Operational area of light rail including, tracks, stops, traction power substation, depots, landscaped areas and footpaths. This footprint is up to 15-metres wide for the length of the Project alignment. It includes areas that will be permanently impacted by the Project.
Mitchell Depot	The Mitchell Depot would be built within a defined footprint. There is not expected to be any additional temporary land needed to expand the depot (e.g. the construction and operational footprints are the same).

The Project footprint is mostly contained in existing Territory and National road reserve. Where the Project impacts on land outside of the road reserve it is predominantly due to the need for temporary works (e.g. the construction footprint) on unleased land that is returned to the appropriate custodian once construction work is complete.

Table 3 lists the detail of the land outside of the existing road reserve needed to service the Project.

Description	Land Use Zone	Owner	Reason for occupation
Block 9, Section 63, CITY	DES: Designated (Land Use A)	TCCS-OTHER UNLEASED ASSETS - Carparks, Public Transport and Depots - Unleased	Intersection and verge works within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Block 21, Section 63, CITY	DES: Designated (Land Use A)	LEASED TERRITORY LAND - Private Lease - Not Public Land	Intersection and verge works within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Block 3, Section 6, CITY	CZ5: MIXED USE	TCCS-PUBLIC PLACES - Municipal - Unleased	Verge works within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Block 1, Section 116, CITY	DES: Designated (Land Use A)	TCCS-OTHER UNLEASED ASSETS - Carparks, Public Transport and Depots - Unleased	Temporary construction compound within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Block 13 Section 63	DES: Designated (Land Use A)	TCCS-OTHER UNLEASED ASSETS - Carparks, Public Transport and Depots - Unleased	Temporary construction compound within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.

Description	Land Use Zone	Owner	Reason for occupation
			the Project.
Block 1, Section 95, ACTON	DES: Designated (Land Use B)	TCCS-VACANT (OTHER) - Municipal - Unleased	Temporary construction compound within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Block 1, Section 45, PARKES	DES: Designated (Open Space)	NATIONAL LAND - Unleased	Traction Power Substation within the Project Footprint and maintained during the Operations Phase of the Project.
Block 5, Section 42, MITCHELL	NUZ3: Hills Ridges, and Buffer Areas		Expansion of light rail depot facility within the Project Footprint and maintained during the Operations Phase of the Project.

1.6 What is the size of the proposed action area development footprint (or work area) including disturbance footprint and avoidance footprint (if relevant)?

The Project Footprint (including, Mitchell Depot expansion and construction footprints) for City to Commonwealth Park would be about 14 hectares accounting for the track formation, stops, and traction power substation.

1.7 Is the proposed action a street address or lot?

Lot

1.7.2 The median of Northbourne Avenue, London Circuit (west) and Commonwealth Avenue within the Australian Capital Territory.

1.8 Primary Jurisdiction.

Australian Capital Territory

1.9 Has the person proposing to take the action received any Australian Government grant funding to undertake this project?

No

1.10 Is the proposed action subject to local government planning approval?

Yes

1.10.1 Is there a local government area and council contact for the proposal?

Yes

1.10.1.0 Council contact officer details

1.10.1.1 Name of relevant council contact officer.

Mr Dominic Riches
Assistant Director, Impact Assessment and Business Improvement
ACT Planning and Land Authority

1.10.1.2 E-mail

Dominic.Riches@act.gov.au

1.10.1.3 Telephone Number

(02) 6205 1834

1.11 Provide an estimated start and estimated end date for the proposed action.

Construction start date: 2020
Construction end date: 2023

1.12 Provide details of the context, planning framework and State and/or Local government requirements.

National Context

Australia has one of the fastest population growth rates in the developed world at nearly 1.5 percent each year. Looking ahead, the national population is expected to reach 41.5 million by 2061¹. Canberra will play an important role in facilitating Australia's growth.

Canberra is Australia's eighth largest city and the nation's capital. It is strategically located between our two largest cities; Sydney and Melbourne. The city's economy is continuing to strengthen and diversify, with the highest 'real' gross state/territory product growth rate of any jurisdiction; four percent in the 2017-2018 financial year².

Major Projects Canberra and the ACT Government's investment in the Project would support achieving the national objectives of continued economic growth and improved productivity, while helping the city to remain a livable destination of choice. While other major Australian cities are now making expensive transportation investments with traffic congestion already at critical levels, Canberra has a unique opportunity to appropriately invest in such infrastructure ahead of time.

City Context

The Territory's population grew by about two percent in 2018³, which was only surpassed by Victoria. This trend is expected to continue with the population expected to reach 500,000 by 2030.

Canberra has a high car dependency and low public transport patronage. With the city's growing population this would mean more cars on our roads and increased congestion. Without additional investment, Infrastructure Australia has estimated that the cost of road congestion in the Territory would increase from \$208 million in 2011 to about \$700 million by 2031⁴. Collectively, this would impact on the city's livability and accessibility.

¹ Infrastructure Australia, Population Estimated and Projections, April 2015

² 5220.0 - Australian National Accounts: State Accounts, 2017-18

³ 3101.0 - Australian Demographic Statistics, Sep 2018

⁴ Infrastructure Australia 2015, Australian Infrastructure Audit Our Infrastructure Challenges Report – Volume 1

The ACT Government is committed to making strategic policy choices today to avoid the economic and social cost caused by severe congestion in the future. This would ensure that the city remains competitive and continues the high-quality lifestyle Canberrans enjoy. The plan to extend the Canberra light rail network to Commonwealth Park is consistent with the Australian Government's national cities objectives; including the concept of a '30-minute city', where, no matter where people live, they can readily access the places they need to visit on a daily basis⁵.

City to Gungahlin light rail network

The corridor to Gungahlin was the first scheme to be delivered, and opened in April this year, which the Project provides a 12-kilometre service from Gungahlin Place, via the racecourse and the Dickson interchange to Alinga Street

Extension of the light rail network to Commonwealth Park

The extension of Canberra's light rail network from the City to Commonwealth Park is a valuable opportunity to provide Canberrans with access to City West, the West Basin and Commonwealth Park, enhancing connectivity between Lake Burley Griffin and the city.

City West, West Basin and Commonwealth Park are currently the site of key cultural institutions in Canberra, and also areas of increasing public and private developments. The Project will facilitate the development and use of this growth area just outside the City's existing commercial district. These locations are also close to important residential, employment and educational hubs including the Australian National University, and New Acton.

Commonwealth Park is also a gateway to Lake Burley Griffin and important open spaces including Commonwealth Park, City Hill and Henry Rolland Park. The Project will provide visitors, workers and residents with increased access to these areas.

Finally, the Project also facilitates - but is not dependent on - the further development of Canberra's light rail network from Commonwealth Park to Woden, and the completion of the intended north-south light rail spine connecting Gungahlin to Woden, as outlined in the Government's Light Rail Master Plan.

Joint Standing Committee on the National Capital and External Territories (JSCNCET)

In 2018, the ACT Government's intention to extend Canberra's light rail network to Woden was the subject of an inquiry by the Commonwealth Joint Standing Committee on the National Capital and External Territories (**JSCNCET**) into the relevant Commonwealth and Parliamentary planning approvals process.

The subsequent *Commonwealth Approvals for ACT Light Rail: Commonwealth and Parliamentary Approvals for the Proposed Stage 2 of the Australian Capital Territory Light Rail Project (JSCNCET Inquiry Report)*, was prepared to outline the planning approvals pathway and process.

The JSCNCET Inquiry Report also outlined a number of areas for further development relating to treatment of Commonwealth Avenue Bridge, heritage values, placement / appearance of stops, landscaping, and wire-free running of light rail - primarily located in the south of Lake Burley Griffin.

The Project will be progressed in a manner that is responsive to the JSCNCET Inquiry Report.

The JSCNCET Inquiry Report noted, amongst other things, that a light rail route that reflects the Inter-Town Public Transport System defined in the National Capital Plan 2016 (**NCP**) essentially has 'in principle' Commonwealth planning approval without the need to amend the NCP. Given the Inter-Town Public Transport System in the NCP includes Northbourne Avenue and Commonwealth Avenue, the Project appears consistent with the routes for public transport contemplated in the NCP.

The ACT Government has engaged, and will continue to engage, with the JSCNCET Inquiry Report and Australian Government generally through the development of the Project and the associated environment and planning assessment and approval process.

The ACT Government, through its Major Projects Canberra agency, is also continuing to develop the proposal for Canberra's light rail network to extend to Woden as an independent program of work -

⁵ Commonwealth of Australia, 2016. Smart Cities Plan. Commonwealth of Australia, The Department of Prime Minister and Cabinet, Canberra, ACT

including a rigorous and collaborative process with the Commonwealth National Capital Authority (**NCA**) and other stakeholders to address those areas for further development identified by the JSCNCET, and the infrastructure required to extend the light rail network over and south of Lake Burley Griffin. A key focus of the work program is the proposed light rail crossing of Commonwealth Avenue Bridge.

Following from the JSCNCET Inquiry Report, and given the additional matters to address for the light rail network to cross Lake Burley Griffin and enter the Parliamentary Zone, Commonwealth Park to Woden Light Rail will involve a separate environmental and planning assessment and approvals process, with a longer timeframe than the process which may apply to the City to Commonwealth Park light rail project. Accordingly, the Commonwealth Park to Woden light rail project is the subject of a separate EPBC Act referral.

Environmental Planning and Assessment Framework

The Project's planning approvals process would be similar to the process for City to Gungahlin Light Rail, as it is subject to ACT and Commonwealth planning and environmental legislation. However, whilst the EPBC Act was relevant to the City to Gungahlin light rail project, City to Gungahlin was not a controlled action and did not require further assessment under the EPBC Act, but the assessment to date suggests that the Project would need EPBC Act approval.

Specifically, the Project would be controlled and approved by the:

- ACT Government Planning & Land Authority (**ACT PLA**) under *Planning and Development Act 2007 (P&D Act)* for the areas of the project impacting on Territory land that is not a Designated Area (as defined in the *Australian Capital Territory (Planning and Land Management) Act 1988 (Cth) (PALM Act)* and set out in the NCP).
- NCA under the PALM Act for the areas of the Project impacting on Designated Areas.
- Commonwealth Minister for the Environment, as supported by the Commonwealth Department of Environment and Energy (**DoEE**) under the *Environment Protection Biodiversity Act 1999 (Cth) (EPBC Act)* for those parts of the Project that would impact on the habitat and values of the golden sun moth or would otherwise attract the operation of the EPBC Act.

Appendix A shows the land boundaries covered by each of the above environmental and planning assessment and approvals process, with more detail on each described below.

Territory planning approval

The parts of the Project located outside Designated Areas will need Development Approval from ACT PLA under the P&D Act. Approval is not needed in Designated Areas (see below), where Works Approval is needed from the NCA. Development Approval is therefore needed primarily for sections of the Project Construction Footprint on London Circuit between Northbourne Avenue and University Avenue and University Avenue and Elizabeth Avenue, and the Mitchell Depot Upgrade.

The development approval process will involve an assessment of the Project against the provisions of the Territory Plan 2008 (**Territory Plan**), which is administered by ACT PLA under the P&D Act. The object of the Territory Plan is "*to ensure, in a manner not inconsistent with the National Capital Plan, [that] the planning and development of the Territory, to provide ... people ... with an attractive, safe and efficient environment in which to live and work and have their recreation*".

The Territory Plan is the statutory instrument used to implement the strategic land use, environmental, transport, built form and social policies established by ACT PLA. Development tables within the Territory Plan are used to determine whether development is 'exempt', 'prohibited' or 'assessable'. Assessable development is assessed via a specific process termed 'a track'. The 'assessment track' that is adopted for a particular project depends on that project's consistency with the Territory Plan development codes and land use zoning objectives, the suitability of the land for development, and the scale of the environmental and social impact.

In relation to the Project, it is proposed to prepare an assessment of environmental effects to support a 'merit track' development application. This is an application made where the Project is consistent with the provisions of the Territory Plan. The development application, which may include an assessment of environmental effects, will be publicly exhibited and also may be referred to various ACT Government

entities. During this time, members of the public and relevant ACT Government entities can submit questions and queries about the Project (termed a representation). In assessing the development application in a merit track, ACT PLA must consider “the probable impact of the proposed development, including the nature, extent and significance of probable environmental impacts” (s120 P&D Act).

In addition, Major Projects Canberra has worked with ACT PLA to discuss whether any Territory Plan Variations (**TPVs**) are required in order for the Project to be consistent with the Territory Plan. As a result of these discussions, a TPV may be required for the Mitchell Depot Upgrade. This process is likely to involve further detailed assessments, community consultation and exhibition of the proposed variation ahead its formal statutory determination and adoption.

Works approval

The parts of the Project located within Designated Areas will need a Works Approval from the NCA in accordance with the PALM Act. Works Approval would be needed for the University Avenue and Northbourne Avenue intersections as these are both Designated Areas. It would also be needed for London Circuit south of Edinburgh Avenue up to Commonwealth Avenue, and Commonwealth Avenue. The Works Approval process involves an assessment of the Project against the provisions of the NCP.

The NCP is administered by NCA under the PALM Act. The object of the NCP is *“to ensure that Canberra and the Territory are planned and developed in accordance with their national significance”*.

The NCP identifies certain Designated Areas, which are those locations in the Australian Capital Territory that have the special characteristics of the National Capital, including that they are recognised for their cultural landscape, realm and amenity values in representing the Griffin Plan. This can include both Territory and National land. Works Approval is needed for all works in a Designated Area, and it focusses on managing impacts on the above values. The NCA will make its assessment against the NCP including relevant precinct codes, and other relevant policies.

The Project crosses four precincts: University Avenue (Precinct 4: City), London Circuit south of Edinburgh Avenue (Precinct 5: Commonwealth Park), Commonwealth Avenue north including Parkes Way (Precinct 6: Constitution Avenue & Anzac Parade), and Commonwealth Avenue south (Precinct 10: Lake Burley Griffin & Foreshores).

Where Territory land is in a Designated Area, as is the case for London Circuit south of Edinburgh Avenue up to Commonwealth Avenue, then the provisions of the NCP prevail over the Territory Plan to prevent inconsistency. Accordingly, while Works Approval is needed for this section, Development Approval is not.

Major Projects Canberra and the NCA have been successful in establishing a solid working relationship throughout the design and delivery of the City to Gungahlin light rail project. This included, for example, effective coordination between ACT PLA and the NCA in agreeing consistent conditions of approval, as far as possible having regard to the different regulatory regimes that applied. This relationship would be beneficial in seeking Works Approval for this Project. The ACT Government has started engagement with the NCA on the proposal to extend the Canberra light rail network from the City to Woden in December 2016. This included discussing design concepts, route alignments and approvals processes, and it has fundamentally shaped the Project as described in this referral.

In general, if EPBC Act approval is required for a project, the NCA would grant a Works Approval for that project after the EPBC Act approval (if any) had been granted. Accordingly, design work for the Project will be progressed earlier than usual in an EPBC Act process so that the NCA has enough information when considering the Project to give it confidence in the Project and to ensure that any design adjustments are incorporated into the Works Approval process.

EPBC Act Approval

Commonwealth Approval is needed under the EPBC Act where an ‘action’ (which includes a development project) has, will have or is likely to have a significant impact on one of nine matters of national environmental significance (**NES matters**) or on the environment on Commonwealth land.

In this case, consideration has been given as to whether the Project is likely to have a significant impact on the **NES matters** and Commonwealth land values under the **EPBC Act**

This referral focusses on identifying if the Project’s impacts are predicted to be significant. Guidelines have been developed to help assess if the Project is likely to have a significant impact. Upon carrying out an assessment under these guidelines, Major Projects Canberra has decided to refer the Project to Commonwealth Minister for the Environment for her opinion whether it is a ‘controlled action’.

1.13 Describe any public consultation that has been, is being or would be undertaken, including with Indigenous stakeholders.

This section described the consultation carried out in relation to the Project to date.

Preliminary Consultation

Consultation has been an important part of the development of the underpinning strategies for the extension of the light rail network. Reports such as the Transport for Canberra (2012), the ACT Planning Strategy (2018) and the Moving Canberra 2019-2045 (Integrated Transport Strategy) have informed the development of this consultation planning. MPC has undertaken formal and informal consultation which will continue appropriate to the expansion of the light rail network.

In addition to the distribution and circulation of regular information updates to the public, the following organisations and special interest groups have been identified as requiring stakeholder specific consultation as the light rail network expands:

- Community Councils, including Gungahlin, North Canberra, South Canberra, Woden, Tuggeranong and West Creek.
- Landowners and businesses along the route that would be directly affected by construction and new infrastructure.
- Business, industry groups that have a keen interest in opportunities and impacts plus associated development opportunities.
- Special interest groups that have a keen interest in how the light rail network is built and the social, environmental and economic opportunities created by the expansion of light rail.
- Government bodies including the City Renewal Authority, Climate Change Council, Heritage Council and the NCA.

Expert advice, community and stakeholder feedback, insights and the experience and lessons learnt from construction and operation of City to Gungahlin light rail are all contributing to the expansion of the light rail network.

All stakeholders have had the opportunity to comment on aspects of the light rail project to date, either through formal consultations or informally via publicly available project information updates, over the last 24 months.

In 2017, stakeholder and community views were sought on the potential routes for the light rail to travel from the City to Woden Town Centre, with four key themes explored:

1. Options for the route between the City and Woden
2. Alignment of the tracks
3. Proposed locations for the stops
4. Identification of items of community or environmental interest.

Several Commonwealth and Territory environmental approval and planning approval processes involve public consultation and provide interested stakeholders with a further opportunity to comment on the expansion of light rail.

The ACT Government, through Major Projects Canberra, is committed to an ongoing consultation process with the community, local businesses, educational institutions and other key stakeholders throughout the expansion of light rail. These stakeholder consultations are planned via various engagements including community pop-ups and workshops, website and social media channels, door knocks and surveying, formal meetings and working groups. Major Projects Canberra intends to continue engaging with:

- Employers
- Interest Groups: community or interest groups + Community Councils
- Residents + commuters
- Businesses and landlords
- Education: schools, early learning, vocational and higher education institutions

- Other: major cultural institutions, event spaces, hotels, places of worship and embassies
- Local peak bodies with an interest in the expansion of light rail including those representing people living with a disability and specialist commuters (public transport and other e.g. cyclists)
- Aboriginal and Torres Strait Islander groups and individuals including the ACT Aboriginal and Torres Strait Islander Elected Body, registered Aboriginal Organisations and the United Ngunnawal Elders Council.

Consultation undertaken

Principles contained in the ACT Government's *Engaging Canberrans: a guide to community engagement*^[1] have been used to guide the engagement and consultation process adopted by Major Projects Canberra. A full communications and engagement strategy has been developed for current light rail expansion plans and approved by the ACT Government. All engagement activity is guided by the approach set out in this overarching strategy. For each underpinning activity a communications plan has been or will be developed – for example, a Business communications and engagement plan.

Engagement activities are part of an ongoing conversation as the Canberra light rail network is delivered over the next 20 years. While the Canberra light rail network has been a public discussion for decades, MPC has been engaging directly on the Canberra light rail network with the community and stakeholders' conversations being undertaken since 2011 (as seen in the 'What we heard' report ^[2], June 2019).

Ongoing Engagement and Consultation

Major Projects Canberra is committed to an ongoing consultation process with the community, local businesses, educational institutions and other key stakeholders throughout the Project.

Finally, as described elsewhere in this Referral, several of the Commonwealth and Territory environmental approval and planning approval processes involve public consultation to inform planning whilst and providing interested stakeholders with an opportunity to comment on the Project.

Impacts on people and communities

During light rail expansion construction, temporary changes to traffic arrangements, and localised short term impacts to amenity may be experienced by people and communities that live, work within, or travel through the impact area. Notwithstanding, once complete, the light rail expansion would extend the dedicated inter-town public transport system currently provided for by the City to Gungahlin light rail system. Light rail expansion responds to the growth projected for Canberra without diminishing livability that communities enjoy, ultimately improving connectivity of individuals and communities.

Businesses and residents along the light rail expansion route will face impacts during construction. The potential impacts to local businesses and residents (during construction and long-term) may include:

- Noise, vibration, dust
- Loss or reduced access to buildings
- Impact to streetscape and amenity
- Impact to traffic flows, and reduced traffic access
- Reduced or loss of public space
- Prolonged construction from cumulative projects in the vicinity
- Reduced loss or reduction of single-story parking areas affecting customers and staff
- Potential loss of revenue through reduced client visitors or awareness due to construction impacts or visual barriers
- Impact to deliveries, waste disposal and other movement of goods/services

A rigorous pre-construction engagement program is being developed to work with stakeholders along the alignment and ascertain and develop a program of support to assist reduce or mitigate impacts of construction.

Major Projects Canberra is committed to an ongoing consultation process with the community, local businesses, educational institutions and other key stakeholders throughout the Project area.

Finally, as described elsewhere in this Referral, several of the Commonwealth and Territory environmental approval and planning approval processes involve public consultation to inform planning whilst providing interested stakeholders with an opportunity to comment on the Project.

[1] ACT Government, Engaging Canberrans: a guide to community engagement (2011).

[2] Canberra Light Rail "What we heard" Report (June 2019)

1.14 Describe any environmental impact assessments that have been or would be carried out under Commonwealth, State or Territory legislation including relevant impacts of the project.

This section describes the environmental impact assessments that have, or would be, carried out under Territory and Commonwealth legislation and policy.

Preliminary environmental assessment

Major Projects Canberra has carried out a preliminary environmental assessment (refer to **Appendix B**) and a biodiversity survey and report (refer to **Appendix C**) to help develop the Project and assess options define the concept design, inform community consultation and engagement, and understand the potential significance of the Project's environmental impact. This has helped to avoid and minimise environmental impacts through making effective design decisions, while confirming the environmental approvals that are needed to build and operate the Project.

The work outlined above has identified that the Project's only potentially significant impact under the **EPBC Act** would be to the critically endangered golden sun moth in a specific habitat at the intersection of London Circuit and Commonwealth Avenue. It is on this basis that Major Projects Canberra has referred the Project to the Minister for the Environment for a decision as to whether it is a 'controlled action'.

Further, the preliminary environmental assessment has identified that the Project is unlikely to have a significant impact on the National heritage values of any National heritage places or on the environment on Commonwealth land. Despite this conclusion, Major Projects Canberra is still choosing to make a referral in relation to these matters as a precautionary approach.

Major Projects Canberra submits that, based on the assessments carried out to date, it may be appropriate for any further assessment under the EPBC Act be done by way of providing preliminary documentation.

Further environmental assessment

Should the Minister for the Environment decide that the Project is a controlled action for the purposes of the EPBC Act, Major Projects Canberra considers that assessment on preliminary documentation may be appropriate, given that the impacts are considered to be localized, easily predicted and effectively managed using standard mitigation measures.

A range of further assessments will be needed required to support other applications to the Territory and Commonwealth Governments for environment and planning approvals as described in section 1.10.

1.15 Is this action part of a staged development (or a component of a larger project)?

No.

1.16 Is the proposed action related to other actions or proposals in the region?

Yes.

1.16.1 Identify the nature/scope and location of the related action (Including under the relevant legislation).

Major Projects Canberra does not believe that the Project is part of a staged development or split referral, taking into account the policy document EPBC Act Policy Statement - Staged Developments - Split referrals: Section 74A of the EPBC Act.⁶

The Project is a self-contained extension to Canberra's current light rail network from Gungahlin to the City. The Project is part of the ACT Government's long term intention to develop a light rail network in Canberra. It also facilitates the extension of the light rail network to Woden. However, the following design and programming factors mean the Project is a stand-alone action under the EPBC Act:

- **Timing:** Major Projects Canberra acknowledges that the Commonwealth Park precinct is currently subject to increasing public and private development. In this respect, extending the light rail network from the City to Commonwealth Park enables public transport infrastructure to be embedded within the urban environment at an early stage, and will help service and support the precinct's development. As a result, it is important that the Project is progressed in a timely manner. By comparison, other proposed parts of the light rail network - including from Commonwealth Park to Woden - require further development to ensure they are integrated into the urban environment.
- **Independent destinations:** The Project will provide Canberrans with enhanced public transport access between the City and Lake Burley Griffin. It will benefit people who wish to travel to and from City West, the Australian National University, New Acton, Commonwealth Park and the north shore of Lake Burley Griffin - which are important and emerging destinations in their own right. The light rail stops would provide Canberrans with access to the range of amenities, public services and community infrastructure described above. This is consistent with the intention of opening-up the corridor between the City and Lake Burley Griffin.
- **Integration:** Progressing the Project as a matter of priority also allows the ACT Government to develop and benefit from synergies with the City to Gungahlin light rail. In this respect, it is possible that many of the designs used in the City to Gungahlin light rail will be adopted for the Project to develop a cohesive network.
- **Route:** The route for the Project is settled, and it impacts a relatively limited, highly developed urban area that primarily consists of road reserve. By comparison, while considerable preliminary work has been undertaken on the Commonwealth Park to Woden proposal, the final route is yet to be settled and further work needs to be done in conjunction with key stakeholders.
- **Planning:** The City to Commonwealth park light rail design and route is substantially settled and has 'in-principle' Commonwealth approval as it reflects the Inter-Town Public Transport System and areas designated for public transport use set out in the NCP (as described in section 1.10). It is also not subject to the Parliamentary Approval process required for developments within in the Parliamentary Zone.
- **Impacts:** the environmental impacts of the Project are relatively discrete and well known - in this respect, Major Projects Canberra considers that where the Project is a controlled action it could be appropriately assessed and management strategies identified through preliminary documentation. By comparison, where the light rail network is extended through the Parliamentary Zone further detailed environmental assessments will need to be undertaken to

⁶ Commonwealth Department of the Environment and Energy, EPBC Act Policy Statement - Staged Developments - Split referrals: Section 74A of the EPBC Act BIO277.0613.

understand and manage environmental impacts appropriately.

Consequently, although a separate EPBC Act referral for light rail from the Commonwealth Park to Woden is being lodged, this is being progressed and delivered as an independent action to the Project.

Section 2 - Matters of National Environmental Significance

Describe the affected area and the likely impacts of the proposal, emphasising the relevant matters protected by the EPBC Act. Refer to relevant maps as appropriate. The [interactive map tool](#) can help determine whether matters of national environmental significance or other matters protected by the EPBC Act are likely to occur in your area of interest. Consideration of likely impacts should include both direct and indirect impacts.

2.1 Is the proposed action likely to have ANY direct or indirect impact on the values of any World Heritage properties?

No

2.2 Is the proposed action likely to have ANY direct or indirect impact on the values of any National Heritage places?

No

2.2.1 Impact table

No.

2.2.2 Do you consider this impact to be significant?

No

2.3 Is the proposed action likely to have ANY direct or indirect impact on the ecological character of a Ramsar wetland?

No

2.4 Is the proposed action likely to have ANY direct or indirect impact on the members of any listed species or any threatened ecological community, or their habitat?

Yes

2.4.1 Impact table

Species	Impact
Golden Sun Moth (GSM)	<p>The Project is expected to impact a golden sun moth population at the London Circuit and Commonwealth Avenue intersection; mainly in the south west and south east corners of the 'clover leaf' (see Figure 5.1 of Appendix B). Given the uncertainty in the design, a precautionary approach has been taken in assuming loss of the entire recorded habitat at 2.6 hectares. This includes for the loss of habitat along Parkes Way to accommodate building the Commonwealth Avenue bridge.</p> <p>There are also inherent risks associated with any construction work relating to spills, accidents, edge effects and other key threatening processes indirectly impacting on the values of the adjacent golden sun moth habitat, which further lends to the precautionary approach to assuming total loss. That said, these risks can be effectively managed</p>

	<p>through the adoption of standard management measures that are proven effective in avoiding and/or minimising risks, as discussed in the section 4 of this referral.</p> <p>The Project's operation has the potential to disrupt the golden sun moth habitat continuity in the medium-to-long term to the extent that each of the existing sub-populations would be reduced potentially to the point of not being viable.</p> <p>In accordance with Australian Government's significant impact assessment guidelines for the critically endangered golden sun moth <i>Synemon plana</i> (DEWHA, 2009) this considers any "loss, disturbance or fragmentation of small or fragmented areas of habitat as being potentially significant".</p> <p>This forms the basis of concluding that the Project would likely have a significant impact on this matter of national environmental significance in accordance with the assessment criteria in the above guidelines and those defined under Significant Impact Guidelines 1.1: Matters of National Environmental Significance (MNES, DEWHA, 2009) presented in Table 5 of Appendix C.</p>
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Mitchell Depot

The stabling and maintenance facility and proposed upgrading of the site at Mitchell is located within an industrial precinct with few sensitive receivers local to the site.

The Depot upgrade area falls within the 'Commonwealth protected area' (Crace Grasslands Nature Reserve); identified as suitable habitat for the ACT and EPBC protected golden sun moth and the striped legless lizard. However, as the habitat is highly modified it is unlikely to be relied upon by these species. Therefore, it is expected that there are no threatened ecological communities anticipated to exist within the proposed depot upgrade footprint.

2.4.2 Do you consider this impact to be significant?

Yes

2.5 Is the proposed action likely to have ANY direct or indirect impact on the members of any listed migratory species, or their habitat?

No

2.6 Is the proposed action to be undertaken in a marine environment (outside Commonwealth marine areas)?

No

2.7 Is the proposed action to be taken on or near Commonwealth land?

Yes

2.7.1 Is the proposed action likely to have ANY direct or indirect impact on the Commonwealth land?

Yes

2.7.2 Describe the nature and extent of the likely impact on the whole of the environment.

Note: this section does not consider any impact relating to the expansion of the Mitchell Depot as it would not take place on or near Commonwealth land.

Light rail project alignment

Section 6.4 and Chapter 8 in **Appendix B** assesses the Project's impact on Commonwealth land (including the Reserve Bank of Australia's leased premises on the eastern side of London Circuit north of University Avenue and National Land along at the southern end of London Circuit and along Commonwealth Avenue). It confirms that while development would take place on National and Commonwealth land the impacts are not considered significant.

Potential impacts on Commonwealth land include the following:

- Construction and operation of the traction power substation.
- Connection of a combined services route to the traction power substation from Commonwealth Avenue, noting that this would be under-bored and or trenched and reinstated and it would have no permanent surface impact.
- Construction and operation of the light rail on or near Commonwealth land.
- Adjustments to Commonwealth Avenue and its intersection with London Circuit.
- Adjustments to other intersections along the alignment on Commonwealth land.
- Utility relocations and traffic management control.
- Impacts on the Reserve Bank of Australia leased premises, noting that it is listed as a Commonwealth heritage place.

The following sections describe the Project's potential impacts from carrying out the above actions on Commonwealth Land.

Impacts on landscapes and soils

The Project is not likely to substantially: alter natural landscape features; cause subsidence, instability or substantial erosion; or involve large scale soil or mineral excavations on Commonwealth Land. The Project would involve locally excavating the modified landscape, however this would be restored through landscaping, tree-planting, and public realm enhancements as further developed through the **Works Approval** processes (and **Development Application** on Territory land). Where the Project footprint crosses turfed areas, a grass track slab treatment is mainly proposed. Also, the traction power substation could be located to avoid tree removal, trimming and pruning where feasible.

Section 5.3 and section 6.4 of **Appendix B** further describes the context, potential impacts, and mitigation measures on the landscapes and soils in and local to the study area.

Impacts on coastal landscapes and processes

The Project is not located near a coastal area therefore there are no predicted impacts.

Impacts on ocean forms, ocean processes and ocean life

The Project is located on land therefore there are no predicted impacts to ocean environments.

Impacts on water resources

The Project footprint is located within the Lake Burley Griffin/Molongolo River hydrological catchment. The key risk is any discharges to Lake Burley Griffin, which is Commonwealth land. This can be controlled and managed during construction through proven and effective measures to prevent sediment or pollutant discharge. Temporary impacts on the local stormwater and drainage regime would be negligible in the

context of the size of the overall catchment.

Operationally, the works would see a minor increase in runoff volumes and rates, while stormwater infrastructure would be designed to accommodate any increase. The Project would also be designed to minimise its susceptibility to flooding without any material change to the flood risk or potential to surrounding land and property.

Based on the ability to effectively manage construction works under industry-standard controls and the design including provisions to manage the increase in stormwater discharge and minimise any increased flood risk, it is concluded that there would be no material or significant impact on the availability or quality of surface waters in the area, including Lake Burley Griffin.

Pollutants, chemicals and toxic substances

The Project's construction and operation is unlikely to generate large quantities of smoke, fumes, chemicals, nutrients, or other pollutants that would substantially reduce local air or water quality.

The Project's construction may have short-term impacts on the local air quality from clearing activities, stockpiling and managing topsoil and other construction-related activities leading to the creation of dust, which can be effectively managed using industry-standard controls. Conversely, extension of the light rail network would increase public transport use, helping reduce car dependency. This would have the potential to improve local air quality through an overall reduction in vehicle emissions.

Potential contamination, soil and geology impacts associated with the Project include:

- Potential (re)mobilisation of existing contaminants.
- Physical and chemical changes to the soil and geological characteristics.
- Erosion and sedimentation caused by excavation and vegetation removal leading to a secondary and indirect reduction in surface and groundwater quality.
- Introduction of new pollutants and contaminants into the receiving environment and their potential to impact on sensitive receivers.

The potential for the above impacts to occur can be managed and minimised through effective and proven management controls.

A search of the Australian Soil Resource Information System indicates that the acid sulfate soil potential along the proposed alignment is extremely to very-low (Class C4). As such, this is not considered a risk to the building or operating the Project.

Impacts on plants

The Project would mainly occur in the existing road reserve on Commonwealth land; which includes planted median and margins that are classified as modified grassland and include a series of mature trees. No threatened plant species were recorded within the study area on Commonwealth land during any of the completed field surveys.

Given the results of the completed desktop assessment and field surveys, it is considered highly unlikely that any threatened flora species occur in the study area on Commonwealth land. **Appendix C** details the investigation that informed this position.

Impact on animals

The recorded golden sun moth population is wholly located on Territory land which is allocated as road reserve. This land is also a Designated Area. Actions carried out on Commonwealth land could indirectly impact on this species. The only impact to animal species on Commonwealth land would be those low-mobility smaller species that are non-threatened and endemic to the area. This would result from any vegetation and tree clearance along the route. Impacts can be effectively minimised through an ecological management plan.

As noted above, there are no recorded listed migratory species in the study area. **Appendix B** and **Appendix C** detail the investigations that informed this position.

Impacts on people and communities

During construction, temporary changes to traffic arrangements and localised short-term amenity impacts may be experienced by people and communities that live and work within, or travel through, the Project Construction Footprint. The associated visual, traffic, noise, and social impacts can all be effectively managed and minimised to avoid any significant impact.

Once complete, the Project would extend the dedicated Inter-Town Public Transport System currently provided for by the City to Gungahlin light rail farther south. The Project also responds to the growth projected for Canberra without reducing the livability that the community currently enjoys. The Project would also improve connectivity of individuals and communities.

Impacts on heritage

Section 3.1 describes the Commonwealth heritage items associated with the study area. The Project has the potential to impact on two Commonwealth heritage item; the Parliament House Vista and the Reserve Bank of Australia. The scale of potential impacts on the values and attributes of the listed items (described in section 3.1) are not considered to be significant under the *EPBC Act* as described further below.

Cumulative/Temporary/Permanent

The Project would introduce new infrastructure within an important area of cultural and social value in Canberra. However, all permanent infrastructure, aside from the traction power substation (TPS) would be in the existing road reserve. The nature and scale of the light rail infrastructure would not be of a scale that it would not alter the function use of either London Circuit or Commonwealth Avenue as functional road corridors. This means there would be no fundamental change in the road's use, context, setting or relationship with either the Parliamentary House Vista or Reserve Bank of Australia.

The Reserve Bank of Australia is located 15 metres from the median of London Circuit. At this distance, the bank is sufficiently close to be impacted by cosmetic building damage either from construction or operational vibration. Both can be effectively managed to reduce their impact magnitude to a level that would prevent any significant impacts (e.g. structural damage) as described in Section 7 of **Appendix B**.

Additional temporary impacts would also be introduced during construction mainly from temporary traffic arrangements and the movement of equipment and machinery. These impacts would last for the duration of construction, leading to amenity impacts along the road corridor and to adjacent properties. Any impacts to the Reserve Bank of Australia would be temporary. Once construction is complete the only residual impact would be the change in landscape and urban character created during construction. Landscape planting and urban design measures would be used to mitigate this, with the impact magnitude decreasing overtime as the vegetation establishes and matures.

The TPS proposed within the Parliament House Vista would be permanent infrastructure and hence, would be located and designed to minimise its visual impacts, as described under Visual/Physical in this section of the referral.

Reversible/Irreversible

The light rail infrastructure would alter the setting and relationship of the road network through the areas of Commonwealth Land impacted by the Project. This could be partially mitigated through effective urban treatments and landscape planting. There is not expected to be any irreversible impacts to the heritage values and attributes associated to these Commonwealth heritage places. This is because the road would continue to function as a transport corridor with the light rail not fundamentally changing its context, setting or relationship with the surrounding environment.

Cultural/Social/Symbolic

The Project is not likely to impact on any cultural, social or symbolic Commonwealth heritage values. Memorial features and recreational spaces within the Parliament House Vista will not be directly impacted as they are removed from either the traction power substation or the northern section of Commonwealth Avenue.

Visual/Physical

As noted above, physical impacts would arise from civil works associated with the Project's construction. These impacts would be partially mitigated through effective urban treatments and landscape planting. Specifically, detailed urban design treatments for the traction power substation would be developed with the NCA through the Works Approval process. This would be supplemented by either under boring or trenching and reinstating (in the road reserve) the combined services route to connect the traction power substation to the light rail system. Urban design measures would also be used to treat the amenity impact along Commonwealth Avenue. While Project would introduce light rail along the edge of the Parliamentary House Vista, the changes in this location would be removed from the core values of the vista, which are located to the south of Lake Burley Griffin. As such, the scale and nature of the changes would be removed for the core vantage points. They would also represent a small to indiscernible change in the overall viewscape from the heart of the vista. This means the visual impact of the Project on the Parliament House Vista would be minor to negligible.

The introduction of light rail could be perceived as changing the relationship between the Reserve Bank of Australia and road corridor; potentially materially impacting its amenity and setting. Importantly, the decision to operate wire-free would serve to minimise such impacts. Overall, again as there is no fundamental change in the use of London Circuit, any setting and amenity-related impacts are not considered significant.

2.7.3 Do you consider this impact to be significant?

No

2.8 Is the proposed action taking place in the Great Barrier Reef Marine Park?

No

2.9 Is the proposed action likely to have ANY direct or indirect impact on a water resource related to coal/gas/mining?

No

2.10 Is the proposed action a nuclear action?

No

2.11 Is the proposed action to be taken by the Commonwealth agency?

No

2.12 Is the proposed action to be undertaken in a Commonwealth Heritage Place Overseas?

No

2.13 Is the proposed action likely to have ANY direct or indirect impact on any part of the environment in the Commonwealth marine area?

No

Section 3 - Description of the project area

Provide a description of the project area and the affected area, including information about the following features (where relevant to the project area and/or affected area, and to the extent not otherwise addressed in Section 2).

3.1 Describe the flora and fauna relevant to the project area.

The city of Canberra is in the Southern Tablelands. The area host flora and fauna including remnant eucalyptus forest on the hills surrounding Canberra consistent with the ecology of the Southern Tableland. The lower lying areas and lake shores contain remnant grasslands and riparian river frontages that provide habitat for native trees and grasses, birds, insects, reptiles and mammals.

A desk review of Commonwealth and Territory records, and subsequent field assessments have identified the presence of the following ecological features in the study area:

- Two principal vegetation community types; modified grassland and urban vegetation of exotics.
- The critically endangered golden sun moth.

There were no threatened flora species and no threatened ecological communities recorded within the study area (Biosis, 2019, refer to Section 7 of **Appendix B**).

A total of 56 records of the golden sun moth and 2.6 hectares of suitable known breeding and feeding habitat were recorded and observed during targeted surveys (Biosis, 2019) at the intersection of London Circuit, Commonwealth Avenue and along Parkes Way. Specifically, there were two golden sun moths recorded in the south-west corner of the intersection 'clover leaf' in 2019. This compares to 16 records in 2017 and 24 records in 2016 as shown on Figure 5.1 of **Appendix C**. In the south-east corner of the intersection 'clover leaf', 38 species were recorded in 2019 compared to 160 in 2017 (refer to Figure 5.2 of **Appendix B**).

Under Commonwealth guidelines, any recorded sun moths within 200 metres of each other are considered part of a single population. Accordingly, even though there are major roads separating each of the intersection 'clover leaves' there is some mobility between the areas shown on Figure 5.2 of **Appendix B**. This population is considered distinct and isolated from nearby populations at Campbell, Reid, Yarralumla, Ainslie and Barton (Mulvaney, 2012).

The golden sun moth is critically endangered under the EPBC Act. It is also endangered within the ACT under the *Nature Conservation Act* 2014 (ACT). The table below describes the core ecological values of the golden sun moth population and habitat within the study area.

Table 3: Golden sun moth values and its habitat

Aspect	Ecological values
Species	<p>The golden sun moth recorded in the study area is part of a population that is distributed on median strips, roadside verges and green space in the vicinity of the intersections of Commonwealth Avenue within London Circle (SMEC, 2017 and 2018).</p> <p>Between 2016 and 2019 there has been a recorded reduction in the species from 24 in 2016, to 16 in 2017 and two in 2019 in the south-west interscetion 'clover-leaf' and 160 in 2017 to 38 in 2019 in the south-east intersection 'clover-leaf'. It is not unknown if the reduction is due to the diffiencences in the survey times/periods or due to natural environmental factors or human activity and intervention.</p>

Aspect	Ecological values
Habitat	Golden sun moth habitat within the study area was classified as small and highly fragmented (Biosis, 2019). Fieldwork carried out by SMEC in 2018 also classified the associated vegetation as 'low quality' golden sun moth habitat, mainly comprising highly invasive Chilean needle grass on which the larvae are known to feed (SMEC, 2017). Chilean needle grass is a weed of national significance (SMEC, 2018).

Mitchell Depot Upgrade

The preliminary desktop assessment identified areas of potential habitat for threatened fauna (Biosis 2017a), with Golden Sun Moth and Striped Legless Lizard *Delma impar* both identified as likely to occur within the study area. However, no suitable habitat for Striped Legless Lizard was identified during the field assessments. The study area lacked habitat features commonly utilised by Striped Legless Lizards as shelter including; structurally complex native grasslands dominated by tussock-forming grasses over ground with soil cracks, and lightly embedded rocks or woody debris

3.2 Describe the hydrology relevant to the project area (including water flows).

The Project is within the Lake Burley Griffin/Molonglo River catchment, with the light rail alignment draining to Lake Burley Griffin. A review of existing flood mapping data on ACTMapi indicates that the catchment's 1-in-100-year flood level is not located within the study area. London Circuit, near its intersection with Edinburgh Avenue, is however prone to short-duration nuisance flooding due to its lower lying nature.

Locally, the study area sits within the Sullivans Creek hydrogeological landscape (HGL). This is a large area running north of the lake to Mitchell, Mount Majura and Mount Ainslie. Spread over 72 km², the area receives up to 750 mm of rainfall every year on average.

3.3 Describe the soil and vegetation characteristics relevant to the project area.

Geology

The geology of the study area (including Mitchell Depot) comprises the Canberra Formation; a conglomerate (mix) of mudstone, siltstone, minor sandstone, limestone, hornfels (a type of metamorphic rock), dacitic ignimbrite (a type of igneous rock made of hardened volcanic ash called tuff) and volcaniclastic sediments.

Soils

The overlaying soils are characteristic of the underlying geology of the study area and are mainly dominated by Williamsdale and Burra landscapes. The natural soils in the study area comprise a mix of alluvium, as deposited from the lake and river, and poorly draining sandy sodic (saline) and podzolic (formed from eucalypt) soils. Much of the area has been modified and infilled to support Canberra's development, and prior to that, to support the land's agricultural use.

Acid sulfate soils

There is an extremely low to low probability for acid sulfate soils (Class 4) across the Project area

identified in the Australian Soil Resource Information System (CSIRO, 2011)⁷.

Vegetation

The Project area and Mitchell Depot are in central Canberra.

The only vegetation in the Project area is planted, introduced and is modified and maintained. It therefore classified as two low-ecological value community-types: 'modified grasslands' and 'urban vegetation: exotics'. Chapter 5 of **Appendix B** provides more information regarding the soil and vegetation characteristics of the Project area.

The area to the south of the upgrade footprint is considered an area of urban vegetation consisting mainly of planted natives with a small patch of exotics present (Biosis 2019). Planted native urban vegetation communities are not considered 'native vegetation' as defined under the *Nature Conservation Act 1980* (NC Act).

3.4 Describe any outstanding natural features and/or any other important or unique values relevant to the project area.

The light rail passes through the Central National Area, which is a combination of the NCP precincts crossed by the Project footprint. The Central National Area is a location of national significance as identified in the NCP. Most of the Project is also in a Designated Area, which are those locations in the Australian Capital Territory provisioned under the NCP that have the special characteristics of the National Capital, including that they are recognised for their cultural landscape, realm and amenity values in representing the Griffin Plan.

There are no outstanding natural features or important or unique values associated with the Mitchell Depot.

3.5 Describe the status of native vegetation relevant to the project area.

As described under section 3.3, the study area (including Mitchell Depot) is in central Canberra.

The only vegetation in the Study area is planted, introduced and is modified and maintained. While it includes native species, these form part of an introduced landscape. Planted native vegetation communities are not considered 'native vegetation communities' as defined under the NC Act or the EPBC Act. Further details on vegetation relevant to the study area is described in detail in Chapter 5 of **Appendix C**.

The area to the south of the depot expansion area does not contain native vegetation.

3.6 Describe the gradient (or depth range if action is to be taken in a marine area) relevant to the project area.

Appendix D illustrates the Study area's gradient, which is generally level to gently undulating. The hydrological gradient is north to south, with the groundwater draining to Lake Burley Griffin. The topography would need to be modified locally as the light rail can only operate on a shallow gradient. This would be mainly at the intersection between London Circuit and Commonwealth Avenue. Other minor changes would be needed for the light rail to navigate existing bridges and traffic ramps within existing road reserves.

Mitchell Depot is located on relatively level ground it would require no substantial change in gradient however some localised earthworks may be needed to create a level foundation platform.

3.7 Describe the current condition of the environment relevant to the project area.

The Study area crosses two distinct landscape and urban character precincts. The Mitchell Depot

⁷ Fitzpatrick, R., Powell, B. and Marvanek, S. 2011, *Atlas of Australian Acid Sulphate Soils v.2*. Australia: CSIRO.

expansion is designated Nature Reserve and open woodland NUZ3 Hills and buffer areas. The existing visual environment of the Study area is generally characterised by high-density commercial development (e.g. multistory buildings) within the City precinct and the more formal boulevard character of Commonwealth Avenue, flanked by parkland. The Michell Depot is located in an industrial zone bounded by open woodland and grassland

Each precinct represents a different character zone that would require differing treatments and strategies for integrating the Project within its context. There are also mature trees and other landscaping elements along the Project that have substantial value within the streetscape.

The environment is urban, highly modified and managed. It holds limited natural character other than the golden sun moth habitat at the London Circuit and Commonwealth Avenue intersection, where recorded species numbers have reduced over the past three years. The landscaped areas, even including the golden sun moth habitat, are managed and maintained as part of the urban environment.

There is considerable development and change taking place and planned on London Circuit with the development of new commercial and residential development.

3.8 Describe any Commonwealth Heritage Places or other places recognised as having heritage values relevant to the Project area.

Places within or adjacent to the Project and construction footprints listed on the Commonwealth heritage list and other places recognised as having heritage values to the study area are identified in Section 5.1 of **Appendix B**. There are no ACT Heritage listed items within the Commonwealth Land areas as described in Section 5.1 of Appendix B.

There are two Commonwealth Heritage listed places within the study area that are relevant; Parliament House Vista and the Reserve Bank of Australia. The Commonwealth heritage values associated to these places is outlines below, along with relevant attributes to the Project.

Place Name/ Location/ ID	Values (Summarised from Official Heritage Citation)	Relevant Attributes
Parliament House Vista Anzac Parade, whole of Parliamentary Triangle (105466)	<p>A) Processes (historic value)</p> <ul style="list-style-type: none"> The central national area of Canberra is strongly associated with the history of politics and government in Australia and the development of Canberra as the Australian National Capital. It is significant as the home of the Commonwealth Parliament, the focus of the Federal Government since 1927, initially in the Old Parliament House and from 1988 in the new Parliament House. <p>E) Aesthetic characteristics</p> <ul style="list-style-type: none"> The place has high aesthetic significance due to the visual impact of the extensive open sweeping vista along the land axis that can be experienced in two directions, the designed axes set within natural features of forested hills, patterns and textures of architectural massing accentuated by planned open spaces, water planes and tree plantings that are arranged across the area. Symmetrical characteristics of the road networks. <p>F) Technical Achievement</p>	<p>A) Processes (historic value)</p> <ul style="list-style-type: none"> The concentration of buildings, parklands and gardens that support Commonwealth parliamentary and governmental activity as well as, to some extent, national cultural life. These include Old Parliament House and Curtilage, East Block Government Offices, West Block and the Dugout, John Gorton Building, the National Library of Australia, the High Court of Australia, the National Gallery of Australia, Blundells Farmhouse, Slab Outbuildings and Surrounds, the Australian War Memorial, the Portal Buildings, the High Court-National Gallery Precinct, the Carillion, King George V Memorial, Sculpture Garden of the National Gallery, the National Rose Gardens, Commonwealth Park, the Peace Park, the Lakeshore Promenade and

Place Name/ Location/ ID	Values (Summarised from Official Heritage Citation)	Relevant Attributes
	<ul style="list-style-type: none"> The Parliament House Vista is the central designed landscape of Canberra, which expresses the core of the Walter Burley Griffin design vision for Canberra. <p>G) Social Value</p> <ul style="list-style-type: none"> The area has strong and special associations with the broad Australian community because of its social values as a symbol of Australia and the Federal Government. <p>H) Significant People</p> <ul style="list-style-type: none"> The central national area has a special association with: <ul style="list-style-type: none"> Its designers, Walter Burley Griffin and Marion Mahony Griffin; John Smith Murdoch, chief architect of the Commonwealth Government; Thomas Charles Weston, Superintendent of Parks, Gardens and Afforestation; and Notable NCDC planners Sir John Overall, Peter Harrison and Paul Reid. 	<p>Kings Park and the Aboriginal Embassy site.</p> <p>E) Aesthetic Characteristics</p> <ul style="list-style-type: none"> The extensive vista along the land axis, the forested hills, patterns and textures of architectural massing accentuated by planned open spaces, water features and tree plantings, artworks, the terminal features plus the interplay of scale and texture in the designed landscape. <p>F) Technical Achievement</p> <ul style="list-style-type: none"> The whole vista, including all elements and features contained within it, as well as the natural wooded hills beyond. <p>G) Social Value</p> <ul style="list-style-type: none"> Memorial features including sculptures, plaques, commemorative trees, water features and gardens. Also, recreational landscape spaces and gathering spaces in which the community may demonstrate. <p>H) Significant People</p> <ul style="list-style-type: none"> The whole of the vista, its planned layout, and the view from the top of Mount Ainslie which illustrates the realisation of Marion Mahony Griffin's perspective drawing.

Place Name	Values (summarised from Official Heritage Citation)	Relevant Attributes
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<p>Reserve Bank of Australia (105396)</p>	<p>A) Processes (historic value)</p> <ul style="list-style-type: none"> The Reserve Bank is important as the nation's central bank having evolved from the separation of the central banking (monetary policy) function from the commercial, customer focussed activities of the Commonwealth Bank. <p>D) Characteristic values</p> <ul style="list-style-type: none"> It is one of three buildings in the precinct, demonstrating the Stripped Classical style of architecture with their typical features such as simple rectangular forms, echoes of colonnades, symmetry and horizontal skyline, all linked by a landscape plaza also expressing a geometric minimalist style. The sculptural work in the Reserve Bank, by Gerald and Margo Lewers demonstrates the sculptural styles of the times and the role of art to adorn public places. <p>E) Aesthetic characteristics</p> <ul style="list-style-type: none"> The aesthetic importance of the Reserve Bank building which links harmoniously with the precinct, is created by the elegance of its minimalist design style, the low scale and simple building form, and the use of pale grey marble cladding which provides a light visual quality. The location of the bank in the precinct, being visual subservient to the former Law Courts building, enhances the latter's projection of authority and dignity. The Reserve Bank contributes enframement to visual axis of the Black Mountain vista. <p>F) Technical achievement</p> <ul style="list-style-type: none"> The Reserve Bank of Australia building, constructed 1963 -65, is a major component of the Law Courts Precinct. The precinct provides a noteworthy contribution to Canberra's townscape by its siting as a terminating point for University Avenue at City Hill, its arrangement of buildings giving prominence to the Supreme Court, and its design execution in the contemporary modern design idiom. The design of the Reserve Bank is additionally important for its overall impression of institutional security. The impressive space of its banking chamber makes full use of the building's height and proportions. Design features of the chamber are the sculpture, 'Four Pieces' by Gerald and Margo Lewers, and the timber counter and furniture contemporary with the design of the building. 	<p>A) Processes (historic value)</p> <ul style="list-style-type: none"> The whole Bank.\ <p>D) Characteristic values</p> <ul style="list-style-type: none"> The building's Stripped Classical style demonstrated by the features noted above. Also the sculptural work of Gerald and Margo Lewers. <p>E) Aesthetic characteristics</p> <ul style="list-style-type: none"> Its harmony within the precinct resulting from style, scale, form, colour and materials plus its visual relationship to the axis of the Black Mountain vista. <p>F) Technical achievement</p> <ul style="list-style-type: none"> The building's designed relationship to the Law Courts Precinct, its impression of institutional security, its sculpture, timber counter and furniture.
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Consideration will be given for those heritage items located outside of the Project study area that may have unobstructed views towards the Project. Views and vistas to and from parkways and hill tops such as Mount Ainslie, Mount Pleasant and Black Mountain will be taken into consideration during the detailed design and Development Application and Works Approval processes.

Please see section 2.7.2 for a detailed discussion of the likely impact of the Project on heritage values on Commonwealth Land.

3.9 Describe any Indigenous heritage values relevant to the project area.

There are no Aboriginal heritage values recorded in or local to the Study area. The nearest to the Study area are those recorded as being submerged on the bed of Lake Burley Griffin.

3.10 Describe the tenure of the action area (e.g. freehold, leasehold) relevant to the project area.

The majority of the Project would be contained within the existing road reserves. Table 3 in Section 1.5 identifies where the Project impacts on land outside of the road reserve and for each of these impacts, the tenure of that block of the land and a description of the impact is included.

3.11 Describe any existing or any proposed uses relevant to the project area.

The Study area is existing Territory or National road reserve and it is currently used to provide access into and out of the city. The land uses next to the road reserve in the study area include mixed uses. New residential and commercial development is currently under construction or planned along London Circuit. The following existing land uses are in the Study area.

London Circuit

Land use:

- London Circuit: four-lane public road with footpath provisions.
- City Hill: amenity public open space and key vantage point.
- East of London Circuit: principally public car parking, the city police station, and the Reserve Bank of Australia, ACT Magistrates Court and the Supreme Court of Australia.
- West of London Circuit: a mix of commercial and retail properties and low-rise residential units.

Key properties:

- Reserve Bank of Australia (a Commonwealth heritage place), Supreme Court of Australia, Canberra City police station, ACT Magistrates Court, Commonwealth Superannuation Corporation, QT Hotel, Capital Tower Hotel, and AON. The ANU and the National Film and Sound Archive of Australia are located to the west off University Avenue.

Commonwealth Avenue

Land use:

- Commonwealth Avenue: six-lane public road with marked cycle lane in both directions; intertown public transport route, as defined in the National Capital Plan. Footpath provisions south of the Parkes Way overbridge.
- West of Commonwealth Avenue: public open space and public car parking, Henry Rolland Park located near Lake Burley Griffin, and the foreshore area.
- East of Commonwealth Avenue: amenity planted verges, public car parking, the archbishop's house, and Lake Burley Griffin foreshore area.

Key properties:

- The archbishop's house, the ACT Parks Depot and the National Capital Exhibition. The Canberra

Olympic Pool and National Convention Centre are respectively located about 400 metres and 500 metres to the east of Commonwealth Avenue.

Mitchell Depot

Land Use

- The existing Mitchell Depot is located in industrial area and used as storage for the Light Rail

Key Properties

- The planned expansion would extend into nature reserve (wooded) and open areas (grassland)

Section 4 - Measures to avoid or reduce impacts

Provide a description of measures that would be implemented to avoid, reduce, manage or offset any relevant impacts of the action. Include, if appropriate, any relevant reports or technical advice relating to the feasibility and effectiveness of the proposed measures.

Examples of relevant measures to avoid or reduce impacts may include the timing of works, avoidance of important habitat, specific design measures, or adoption of specific work practices.

4.1 Describe the measures you would undertake to avoid or reduce impact from your proposed action.

This Project follows the general principles of 'avoid, minimise and mitigate' to manage impacts to the environment, and endeavors to, in order of consideration:

- Avoid impacts on environment, through the planning process.
- Minimise impacts on environment, through the planning process.
- Mitigate impacts on environment, through the use of a range of mitigation measures during the Project's planning, construction and operation.

On the basis that the Project is expected to result in potentially significant impacts to a listed threatened species, the golden sun moth, further assessment is expected to be needed to finalise the impacts and define specific mitigation measures. The main measure to be used would be refining the Project Construction Footprint to minimise habitat loss.

The following measures supplement the above. Each will be further developed to reduce the proposed action's ecological impact on ecological values during construction and operation:

- Undertake detailed design and route optimisation considering the golden sun moth habitat within the study area.
- Limit the Project Construction Footprint within and local to the golden sun moth habitat and other vegetated areas to reduce direct and indirect impacts.
- Supplement this by creating, maintaining and monitoring no-go zones for the Project Construction Footprint next to the golden sun moth habitat to ensure vehicles, machinery and heavy foot traffic does not impact on these areas where possible.
- Define specific requirements under a construction environmental management plan to restrict or limit certain activities from taking place in or near the golden sun moth habitat and other vegetated areas.
- Develop tree replacement and planning strategies in collaboration with experienced arborists, the NCA, and appropriate Commonwealth and Territory Government stakeholders.
- Avoid branch trimming where feasible and reasonable. Otherwise any trimming, lopping or pruning would be carried out by accredited and experienced arborists using cleaned and sterilised equipment to prevent the transmission of plant pathogens.
- Mulch and appropriately dispose of all green waste created from vegetation removal.
- Establish tree protection zones, root protection zones and canopy protection zones around all retained trees in accordance with Australian Standard (AS4970-2009) *Protection of Trees on Development Sites*. Fence off and sign these protection zones as being part of the environmental exclusion zones.
- Offset the removal of trees and shrubs by replanting appropriate replacement species.
- Induct construction staff to an appropriate level and make them aware of the location and extent of key ecologically sensitive areas and exclusion zones.
- Locate all construction compounds and laydown areas to avoid or otherwise minimise vegetation removal. Note: the removal of native or mature canopy species for compound purposes would be avoided.
- Prevent the dispersal of weed seed or soil-borne pathogens through the implementation of vegetation hygiene protocols for footwear, vehicles, heavy plant and machinery as multiple plants are declared pest species in the ACT under the *Pest Plants and Animals (Pest Plants) Declaration 2005* (No 1).

- Design, install and maintain appropriate sediment and erosion controls during excavation works to prevent any potential sediment runoff entering nearby stormwater drains and discharging to Lake Burley Griffin.
- Engage an independent environmental auditor to assess the environmental management procedures and delivery of the project. The environmental auditor would ensure procedures are in place, managed, maintained and monitored. They would also provide a point of contact for stakeholder and community feedback on environmental performance.

In preparing this referral, it has been necessary to assess a worst-case scenario based on the current design. This is consistent with the ecologically sustainable development principle of taking precaution where there is uncertainty. It therefore allows the opportunity for the design to be refined and its impacts minimised as the Project progresses.

To further address the Project's potential impacts, a series of other concept mitigation measures have been developed for implementation. These are outlined in Chapter 7 of **Appendix B**. They would be further refined during the development of design and the documentation needed to support the **Development Application** and **Works Approval** processes. Many of the measures would be introduced under the construction environmental management plan. This plan would define the measures to be outcome-focussed, specific, measurable, achievable, relevant and time-bound, consistent with the draft *Outcomes-based Conditions Policy 2015* and *Outcomes-based Conditions Guidance 2015* (DoE 2015).

4.2 For matters protected by the EPBC Act that may be affected by the proposed action, describe the proposed environmental outcomes to be achieved.

As described in section 4.1, the Project would seek to minimise the extent of the significance of its impact on the known golden sun moth habitat at the intersection of London Circuit and Commonwealth Avenue. Where impacts are unavoidable, Major Projects Canberra would work with key stakeholders to establish an appropriate treatment that would involve offsets and other controls.

While the Project is not predicted to have a significant impact on any other protected matter or Commonwealth land values it would be sensitively and carefully designed to ensure the landscape and amenity character of the surrounding area would be enhanced as part of the Project. This includes seeking to minimise impacts on the cultural values within the broader setting of the Central National Area. The Project also provides an opportunity to sensitively undertake renewal of some landscape areas identified as being in poor condition.

Section 5 – Conclusion on the likelihood of significant impacts

A checkbox tick identifies each of the matters of National Environmental Significance you identified in section 2 of this application as likely to be a significant impact.

Review the matters you have identified below. If a matter ticked below has been incorrectly identified you would need to return to Section 2 to edit.

5.1.1 World Heritage Properties

No

5.1.2 National Heritage Places

No

5.1.3 Wetlands of International Importance (declared Ramsar Wetlands)

No

5.1.4 Listed threatened species or any threatened ecological community

Listed threatened species - Yes

5.1.5 Listed migratory species

No

5.1.6 Commonwealth marine environment

No

5.1.7 Protection of the environment from actions involving Commonwealth land

No

5.1.8 Great Barrier Reef Marine Park

No

5.1.9 A water resource, in relation to coal/gas/mining

No

5.1.10 Protection of the environment from nuclear actions

No

5.1.11 Protection of the environment from Commonwealth actions

No

5.1.12 Commonwealth Heritage places overseas

No

5.2 If no significant matters are identified, provide the key reasons why you think the proposed action is not likely to have a significant impact on a matter protected under the EPBC Act and therefore not a controlled action.

The referral states “if no significant matters are identified, provide the key reasons why you think the proposed action is not likely to have a significant impact on a matter protected under the EPBC Act and therefore not a controlled action”.

This is not applicable as there is predicted to be a significant environmental impact on the values of the habitat of the golden sun moth.

Section 6 – Environmental record of the person proposing to take the action

Provide details of any proceedings under Commonwealth, State or Territory law against the person proposing to take the action that pertain to the protection of the environment or the conservation and sustainable use of natural resources.

6.1 Does the person taking the action have a satisfactory record of responsible environmental management? Please explain in further detail.

Yes. Major Projects Canberra on behalf of the ACT Government is the proponent of the proposed action. The ACT Government takes a proactive and responsible approach to environmental management.

6.2 Provide details of any past or present proceedings under a Commonwealth, State or Territory law for the protection of the environment or the conservation and sustainable use of natural resources against either (a) the person proposing to take the action or, (b) if a permit has been applied for in relation to the action – the person making the application.

Not Applicable

6.3 If it is a corporation undertaking the action would the action be taken in accordance with the corporation's environmental policy and framework?

While Major Projects Canberra is undertaking the action, it will be in accordance with relevant ACT Government policies and guidelines.

6.3.1 If the person taking the action is a corporation, please provide details of the corporation's environmental policy and planning framework.

While Major Projects Canberra is undertaking the action, the Project would be undertaken in accordance with relevant ACT Government policies and guidelines, including the *ACT Planning Strategy 2018*, the *Moving Canberra 2019 – 2045 Integrated Transport Strategy* and the *ACT Climate Change Strategy 2019*.

6.4 Has the person taking the action previously referred an action under the EPBC Act, or been responsible for undertaking an action referred under the EPBC Act?

Yes

6.4.1 EPBC Act No and/or Name of Proposal.

The ACT Government has referred numerous proposed actions under the EPBC Act. Since 2014, these include the following:

- 2014/7327 ACT Economic Development Directorate/Residential development/Division of Symonston, ACT/ACT/Symonston Residential Estate Stage 2, Symonston, ACT
- 2015/7483 ACT Shared Services Procurement/Transport - Land/Pialligo/Australian Capital Territory/Construction of a link road on Marjura Parkway, Pialligo, ACT
- 2016/7742 ACT Procurement/Transport - Land/Mustang Avenue roundabout, Majura Road, Pialligo, ACT/Australian Capital Territory/Construction of the IKEA Canberra Northern Access Road, ACT

- 2016/7781 Land Development Agency/Residential Development/north of Isabella Pond Weir, between Drakeford Dr and Lake Tuggeranong, ACT/Australian Capital Territory/Urban Development of part Block 5 Section 10 Greenway, ACT
- 2017/8013 ENVIRONMENT, PLANNING AND SUSTAINABLE DEVELOPMENT DIRECTORATE - DEPARTMENTAL/Residential Development/Block 29, Section 36, Mawson/Australian Capital Territory/Construction of public housing units within Block 29, Section 36, Mawson, ACT.
- 2017/8061 Chief Minister, Treasury and Economic Development Directorate ACT Procurement/Transport - Water/Canberra, ACT/Australian Capital Territory/Molonglo 3 Water Supply Pipeline, ACT

Section 7 – Information sources

You are required to provide the references used in preparing the referral including the reliability of the source.

7.1 List references used in preparing the referral (please provide the reference source reliability and any uncertainties of source).

Reference Source	Reliability: (Currency, Expertise, Relevance, Consistency)	Uncertainty: (Currency, Expertise, Relevance, Consistency)
Infrastructure Australia Population Estimated and Projections, April 2015	Partially reliable – prepared by trusted Australian Government institution with experience in their specific areas of expertise. Data is not current, update from previous release of information from same source.	Currency of data
5220.0 - Australian National Accounts: State Accounts, 2016-17, Australian Bureau of Statistics	Partially reliable – prepared by trusted Australian Government institution with experience in their specific areas of expertise. Data is not current, update from previous release of information from same source.	Currency of data
5220.0 - Australian National Accounts: State Accounts, 2017-18, Australian Bureau of Statistics	Reliable - prepared by trusted Australian Government institution with experience in their specific areas of expertise. Data is most current, Specific to ACT, Update from previous release of information from same source.	No known uncertainties. The information utilised is considered to be current as of the preparation of this referral and suitable for use to support the preparation of this referral.
Australian Bureau of Statistics, Regional Population Growth, Australia 2016-2017, Released 24 April 2018.	Reliable - prepared by trusted Australian Government institution with experience in their specific areas of expertise. Data is most current, Specific to ACT, Update from previous release of information from same source.	No known uncertainties. The information utilised is considered to be current as of the preparation of this referral and suitable for use to support the preparation of this referral.
Infrastructure Australia, Australian Infrastructure Audit Report, May 2015	Partially reliable – prepared by trusted Australian Government institution with experience in their specific areas of expertise. Data is not current, update from previous release of information from same source.	Currency of data
National Capital Plan Parliamentary Zone Precinct Code	Reliable - quoted from relevant statutory document	None

Reference Source	Reliability: (Currency, Expertise, Relevance, Consistency)	Uncertainty: (Currency, Expertise, Relevance, Consistency)
Planning & Development Act 2007 (P&D Act).	Reliable - quoted form relevant statutory document	None
National Capital Plan (NCP)	Reliable - quoted form relevant statutory document	None
Atlas of Australian Acid Sulphae Soils V2	Reliable - quoted form relevant statutory document	None
Commonwealth Department of the Environment and Energy, EPBC Act Policy Statement	Reliable - prepared by trusted Australian Government institution with experience in their specific areas of expertise. Data is most current, Specific to ACT, Update from previous release of information from same source.	None

Section 8 – Proposed alternatives

You are required to complete this section if you have any feasible alternatives to taking the Project (including not taking the action) that were considered but not proposed.

8.1 Select the relevant alternatives related to your proposed action.

Not taking the action

Not building the Project would effectively result in the continued development of the existing road network and bus system in the City to Commonwealth Park corridor. This option was dismissed as it would not deliver the contemplated segregated Inter-Town Public Transport system as described in the NCP. Section 3.1.4 of the NCP describes the Inter-Town Public Transport system that should link activity centres.

Traversing the City

Two routes were considered to connect the Project from Alinga Street (the terminus of C2G light rail project) to the Commonwealth Avenue alignment. Both of these options align with the NCP in terms of a public transport corridor on London Circuit. Routes considered were either to take a western or eastern alignment on London Circuit.

The western alignment around London Circuit was selected for the north-south spine to serve City West and the Australian National University, and to support the proposed developments within the Capital Hill and at West Basin precincts. The eastern side of London Circuit was considered to be better served by a potential east-west link of the Canberra light rail network, as part of a potential future route from Belconnen to Russell and the Airport. Failure to traverse the western side of London Circuit as part of the Project corridor, means that it would be unlikely for the western side of London Circuit to ever be served by light rail

8.27 Do you have another alternative?

No

Section 9 – Contacts, signatures and declarations

Where applicable, you must provide the contact details of each of the following entities: Person Proposing the Action; Proposed Designated Proponent and; Person Preparing the Referral. You would also be required to provide signed declarations from each of the identified entities.

9.0 Is the person proposing to take the action an Organisation or an Individual? *

Organisation

9.2.1 Job Title field is required.

Project Director

9.2.2 First Name field is required.

Pam

9.2.3 Last Name field is required.

Nelson

9.2.4 E-mail field is required.

Pam.Nelson@act.gov.au

9.2.7 Organisation Telephone field is required.

(02) 6205 7191

9.2.8 Organisation E-mail field is required.

Pam.Nelson@act.gov.au

9.5.6 ABN/ACN field is required.

66 676 633 401

Appendix A - Attachments

The following list of attachments should be read in conjunction with this Referral:

- Appendix A: Project Drawings
- Appendix B: Preliminary Environmental Assessment
- Appendix C: Biodiversity Report
- Appendix D: Project Gradient

Title of Proposal - Commonwealth Park to Woden light rail

Contents

Section 1 - Summary of your proposed action.....	4
1.1 Project Industry Type	4
1.2 Provide a detailed description of the proposed action, including all proposed activities.	4
1.3 What is the extent and location of your proposed action? Use the polygon tool on the map below to mark the location of your proposed action.....	6
Table 1: Latitude and longitude.....	6
1.4 [Missing from the original]	Error! Bookmark not defined.
1.5 Provide a brief physical description of the property on which the proposed action would take place and the location of the proposed action (e.g. proximity to major towns, or for off-shore actions, shortest distance to mainland).....	8
1.6 What is the size of the proposed action area development footprint (or work area) including disturbance footprint and avoidance footprint (if relevant)?	12
1.7 Is the proposed action a street address or lot?	12
1.8 Primary Jurisdiction.....	13
1.9 Has the person proposing to take the action received any Australian Government grant funding to undertake this project?	13
1.10 Is the proposed action subject to local government planning approval?	13
10.10.1 Is there a local government area and council contact for the proposal?	13
10.10.2 Council contact officer details	13
1.11 Provide an estimated start and estimated end date for the proposed action.....	13
1.12 Provide details of the context, planning framework and State and/or Local government requirements.....	13
1.13 Describe any public consultation that has been, is being or would be undertaken, including with Indigenous stakeholders.	18
1.14 Describe any environmental impact assessments that have been or would be carried out under Commonwealth, State or Territory legislation including relevant impacts of the project.....	20
This section describes the environmental impact assessments that have, or would be, carried out under Territory, National and Commonwealth legislation and policy.	20
1.15 Is this action part of a staged development (or a component of a larger project)?	21
1.16 Is the proposed action related to other actions or proposals in the region?	21
1.17 Identify the nature/scope and location of the related action (Including under the relevant legislation).	Error! Bookmark not defined.
Section 2 - Matters of National Environmental Significance.....	23
2.1 Is the proposed action likely to have ANY direct or indirect impact on the values of any World Heritage properties?	23
2.2 Is the proposed action likely to have ANY direct or indirect impact on the values of any National Heritage places?.....	23
2.2.1 Impact table.....	23
2.2.2 Do you consider this impact to be significant?	24

2.3	Is the proposed action likely to have ANY direct or indirect impact on the ecological character of a Ramsar wetland?.....	24
2.4	Is the proposed action likely to have ANY direct or indirect impact on the members of any listed species or any threatened ecological community, or their habitat?	25
2.4.1	Impact table.....	25
2.4.2	Do you consider this impact to be significant?	26
2.5	Is the proposed action likely to have ANY direct or indirect impact on the members of any listed migratory species, or their habitat?	26
2.6	Is the proposed action to be undertaken in a marine environment (outside Commonwealth marine areas)?	26
2.7	Is the proposed action to be taken on or near Commonwealth land?	26
2.7.1	Is the proposed action likely to have ANY direct or indirect impact on the Commonwealth land?	26
2.7.2	Describe the nature and extent of the likely impact on the whole of the environment.....	26
2.7.3	Do you consider this impact to be significant?	30
2.8	Is the proposed action taking place in the Great Barrier Reef Marine Park?.....	30
2.9	Is the proposed action likely to have ANY direct or indirect impact on a water resource related to coal/gas/mining?.....	30
2.10	Is the proposed action a nuclear action?	31
2.11	Is the proposed action to be taken by the Commonwealth agency?	31
2.12	Is the proposed action to be undertaken in a Commonwealth Heritage Place Overseas?	31
2.13	Is the proposed action likely to have ANY direct or indirect impact on any part of the environment in the Commonwealth marine area?	31
Section 3 - Description of the project area.....		32
3.1	Describe the flora and fauna relevant to the project area.	32
3.2	Describe the hydrology relevant to the project area (including water flows).....	32
3.3	Describe the soil and vegetation characteristics relevant to the project area.	33
3.4	Describe any outstanding natural features and/or any other important or unique values relevant to the project area.....	34
3.5	Describe the status of native vegetation relevant to the project area.....	34
3.6	Describe the gradient (or depth range if action is to be taken in a marine area) relevant to the project area.....	35
3.7	Describe the current condition of the environment relevant to the project area.....	35
3.8	Describe any Commonwealth Heritage Places or other places recognised as having heritage values relevant to the project area.	35
3.9	Describe any Indigenous heritage values relevant to the project area.	35
3.10	Describe the tenure of the action area (e.g. freehold, leasehold) relevant to the project area.....	36
3.11	Describe any existing or any proposed uses relevant to the project area.	36
Section 4 - Measures to avoid or reduce impacts		37
4.1	<i>Describe the measures you would undertake to avoid or reduce impact from your proposed action.</i>	37
4.2	For matters protected by the EPBC Act that may be affected by the proposed action, describe the proposed environmental outcomes to be achieved.	39
Section 5 – Conclusion on the likelihood of significant impacts		40

5.1.1	World Heritage Properties	40
5.1.2	National Heritage Places	40
5.1.3	Wetlands of International Importance (declared Ramsar Wetlands).....	40
5.1.4	Listed threatened species or any threatened ecological community.....	40
5.1.5	Listed migratory species	40
5.1.6	Commonwealth marine environment	40
5.1.7	Protection of the environment from actions involving Commonwealth land	40
5.1.8	Great Barrier Reef Marine Park	40
5.1.9	A water resource, in relation to coal/gas/mining.....	40
5.1.10	Protection of the environment from nuclear actions	40
5.1.11	Protection of the environment from Commonwealth actions	40
5.1.12	Commonwealth Heritage places overseas.....	40
5.2	If no significant matters are identified, provide the key reasons why you think the proposed action is not likely to have a significant impact on a matter protected under the EPBC Act and therefore not a controlled action.	40
Section 6 – Environmental record of the person proposing to take the action.....		41
6.1	Does the person taking the action have a satisfactory record of responsible environmental management? Please explain in further detail.	41
6.2	Provide details of any past or present proceedings under a Commonwealth, State or Territory law for the protection of the environment or the conservation and sustainable use of natural resources against either (a) the person proposing to take the action r, (b) if a permit has been applied for in relation to the action – the person making the application.	41
6.3	If it is a corporation undertaking the action would the action be taken in accordance with the corporation's environmental policy and framework?.....	41
6.3.1	If the person taking the action is a corporation, please provide details of the corporation's environmental policy and planning framework.	41
6.4	Has the person taking the action previously referred an action under the EPBC Act, or been responsible for undertaking an action referred under the EPBC Act?.....	41
6.4.1	EPBC Act No and/or Name of Proposal.	41
Section 7 – Information sources		43
7.1	List references used in preparing the referral (please provide the reference source reliability and any uncertainties of source).....	43
Section 8 – Proposed alternatives		45
8.1	Select the relevant alternatives related to your proposed action.	45
Section 9 – Contacts, signatures and declarations		47
9.1	Is the person proposing to take the action an Organisation or an Individual?	47

Section 1 - Summary of your proposed action

Provide a summary of your Project, including any consultations undertaken.

1.1 Project Industry Type

Transport – land (light rail)

1.2 Provide a detailed description of the proposed action, including all proposed activities.

The proposed action (the **Project**) comprises the development of light rail between Commonwealth Park and Woden. The Project would require the construction of a new light rail bridge over Lake Burley Griffin. The light rail bridge would sit in between the existing road bridges. This would provide a light rail service across the lake and through the Parliamentary Zone.

The Project is located on both Territory and National Land and crosses Designated Areas and the Parliamentary Zone as shown in **Appendix A**.

The Project is being progressed as a separate and independent action from the City to Commonwealth Park light rail project as further discussed in section 1.16.1.

Key project features

The key Project features are:

- A nine kilometre light rail track from Commonwealth Park to Woden via State Circle (east) and the Parliamentary Zone that would be mainly built within the existing road reserve.
- Nine new light rail stops (**Appendix A**), which will be subject to further design development. Notionally, they would form a combination of side and island platforms depending on the final design and existing constraints at each proposed stop location. Each stop would include a north and southbound platform that would be 33 metres long however it would include space to extend the platforms to 45 metres in the future depending on the expected patronage.
- Light rail vehicle (**LRV**) driver amenities would be provided at the Woden stop, integrated unobtrusively into the stop's design (as is the case with the existing Alinga St stop).
- New bridge structures and modifications as listed below.
- Some mature landscape tree and bushland planting removal and its replacement with new plantings and extensive landscape treatments, the detail of which will be confirmed as part of the detailed design.
- Road and intersection changes along the route to accommodate the light rail.

Route

Commonwealth Park to Woden Light Rail would start at the proposed Commonwealth Park light rail stop located north of Lake Burley Griffin. It would terminate next to the existing Woden bus interchange on Callam Street, Phillip. The route would follow the road reserve along Commonwealth Avenue, State Circle (east), Adelaide Avenue, Yarra Glen and Callam Street (**Appendix A**). The route would pass through the Parliamentary Zone and areas of national significance such as the main avenues approaching Parliament House.

Track Appearance

A standard gauge double-embedded track would be built at the same level (grade) as the existing road. The materials and finishes would be informed by the proposed urban design requirements developed by an independent panel of heritage and design specialists and selected through the detailed design process.

Consistent with the City to Gungahlin light rail, the track would be installed on a concrete slab and it would be fully-separated from other transport modes (e.g. traffic lanes, bus lanes, cycleways, footpaths) except at each intersections and mid-block crossings.

Major Projects Canberra (the ACT Government agency with responsibility for delivering the Project) is considering alternative track slab surface treatments around sensitive areas such as the main avenues approaching Parliament House to improve integration of the design into the surrounding characteristics of the local environment.

In certain locations batters (slopes) would need building to create the light rail track. Around State Circle (east) this would result in the need to permanently remove around seven car parking spaces.

Stops

The Project would mainly use the light rail stop-design developed and built as part of the City to Gungahlin light rail. Additional design considerations are expected to be included in the detailed design, especially for the stops in and around the Parliamentary Zone.

Landscape and urban design

The Project passes through a complex urban environment along Commonwealth Avenue, around State Circle and through the Parliamentary Zone; all of which are represented by a character dominated by street and avenue tree plantings that have been established over many years since founding the city. This makes the integration of the Project into its urban and landscape setting critical. It means that the stops and required infrastructure need to be sensitively designed to respect their surrounding value, context and setting. Accordingly, the Project's urban design is being split into distinct precincts to reflect the specific and distinct characteristics of planning precinct. This presents an opportunity to enhance the urban realm and landscaping in each precinct. One key proposed feature is designing sections of the Project to operate without any overhead wires (called wire-free running) with all LRVs using on-board power supplies that would charge at each stop.

Traction power substations

Four new traction power substation (TPS) would be needed to service the Project. Whilst **Appendix A** shows the potential locations, these would be confirmed and finalised during the detailed design along with their specifications. Each TPS would be about 30 metres long by about 10 metres wide and they would be located to avoid tree loss or impacts on canopies or roots. The TPS' are connected to each other via a Combined Service Route that follows the track slab alignment. This would allow connection to the City to Commonwealth Park sub-station in the north. To the south, there would be a further trenched connection to the Evo Energy Woden Bulk Supply point sub-station.

Light rail vehicles

At least 12 LRVs would be needed to supplement the existing rolling stock to cater for the new Project and associated patronage increase. These would be stabled at the Mitchell Depot.

Structures

The following structures would need building or expanding to support the Project:

- A new bridge which will be built in between the existing Commonwealth Avenue road bridge over Lake Burley Griffin.

- New Commonwealth Avenue bridge over Flynn Drive.
- New Adelaide Avenue bridge over State Circle.
- New Adelaide Avenue bridge over Hopetoun Circuit.
- New pedestrian bridge over Adelaide Avenue to the Kent Street light rail stop.
- New pedestrian bridge over Yarra Glen to the Carruthers Street light rail stop.
- New light rail bridge over Yarralumla Creek.
- Decommissioning and removing the road vehicle bridge from Yamba Drive to Melrose Drive.
- Decommissioning and removing the pedestrian bridge across Yarralumla Creek within Section 79 at Phillip.
- New pedestrian and cycle (active travel) bridge across Yarralumla Creek within Section 79 at Phillip.

Features during construction

Temporary construction compounds would be needed to: store materials, plant and equipment; carry out certain maintenance work; and house site offices and worker amenities. Temporary traffic management controls (e.g. diversions and lane closures) would be introduced to allow for construction. Their final specifications would be confirmed by the contractor.

Indicatively however, as shown in **Appendix A**, they could include the area under the south-west abutment of the Commonwealth Avenue bridge and on Alexandrina Drive. There is also the possibility to create a platform midway across the lake under the existing bridges to support construction. This would involve sheet piling and the installation of a temporary working platform. Additional land will also be temporarily needed on State Circle (east) next to the northbound lane to help build the Project, which would involve the temporary loss of car parking provisions. Additional laydown areas would be established in the Project footprint (e.g. the road median) to support construction. The final construction compound and laydown locations would be confirmed by the appointed contractor to reflect its needs and the availability of land at the time of construction.

1.3 What is the extent and location of your proposed action? Use the polygon tool on the map below to mark the location of your proposed action.

As Commonwealth Park to Woden light rail is a linear infrastructure project, Table 1 provides the latitude and longitude of the proposed action describing each turning point.

Table 1: Latitude and longitude

Area	Point	Latitude	Longitude
Approximate impact	1	-35.299272515759	149.12625286122
Approximate impact	2	-35.30407081774	149.13466426869
Approximate impact	3	-35.304386024698	149.13483593007
Approximate impact	4	-35.305751907328	149.13148853322
Approximate impact	5	-35.307362918738	149.13234684011
Approximate impact	6	-35.310374723583	149.13178894063

Area	Point	Latitude	Longitude
Approximate impact	7	-35.312756071284	149.12994358083
Approximate impact	8	-35.313561511257	149.12852737447
Approximate impact	9	-35.313316378201	149.12728282949
Approximate impact	10	-35.31247591637	149.12612411519
Approximate impact	11	-35.31153038637	149.12517997762
Approximate impact	12	-35.311460346671	149.12406417867
Approximate impact	13	-35.310970067081	149.1223475649
Approximate impact	14	-35.31019962172	149.12136051198
Approximate impact	15	-35.309744355103	149.12045928975
Approximate impact	16	-35.309639293213	149.11981555959
Approximate impact	17	-35.312756071284	149.10646888753
Approximate impact	18	-35.313596530204	149.10144779225
Approximate impact	19	-35.314296905967	149.09732791921
Approximate impact	20	-35.3150673123	149.09406635304
Approximate impact	21	-35.31636297913	149.09162017842
Approximate impact	22	-35.318639100323	149.09007522603
Approximate impact	23	-35.320109790715	149.08964607259
Approximate impact	24	-35.326412446569	149.0877148821
Approximate impact	25	-35.327672918782	149.08724281331
Approximate impact	26	-35.329318505703	149.08664199849
Approximate impact	27	-35.333064716938	149.08651325246
Approximate impact	28	-35.336635709923	149.08715698262
Approximate impact	29	-35.341221753765	149.08801528951
Approximate impact	30	-35.34486239712	149.08870193501
Approximate impact	31	-35.344932407885	149.08805820485
Approximate impact	32	-35.341081725744	149.087328644
Approximate impact	33	-35.339156315852	149.08719989797
Approximate impact	34	-35.333204758852	149.08582660695
Approximate impact	35	-35.329143444857	149.08595535298
Approximate impact	36	-35.31856906678	149.0891740038

Area	Point	Latitude	Longitude
Approximate impact	37	-35.315907747204	149.09080478688
Approximate impact	38	-35.314542036051	149.09350845357
Approximate impact	39	-35.313351397255	149.09818622609
Approximate impact	40	-35.30893887712	149.12028762837
Approximate impact	41	-35.309184023442	149.12088844319
Approximate impact	42	-35.310374723583	149.12256214162
Approximate impact	43	-35.311040107204	149.12415000936
Approximate impact	44	-35.311040107204	149.12535163899
Approximate impact	45	-35.312440896937	149.12693950673
Approximate impact	46	-35.312861129126	149.12809822103
Approximate impact	47	-35.312896148377	149.1286561205
Approximate impact	48	-35.312615993948	149.1295788004
Approximate impact	49	-35.310287172699	149.13135978719
Approximate impact	50	-35.307380429556	149.13187477132
Approximate impact	51	-35.305401683211	149.13078043004
Approximate impact	52	-35.304228421373	149.13387033483
Approximate impact	53	-35.303773121152	149.13361284276
Approximate impact	54	-35.299255003187	149.1255018427
Approximate impact	55	-35.285208700053	149.12794801732
Approximate impact	56	-35.284438009403	149.12659618398
Approximate impact	57	-35.281758050719	149.12487957021
Approximate impact	58	-35.27920062182	149.12726137181
Approximate impact	59	-35.279288206337	149.12878486653
Approximate impact	60	-35.27820215163	149.12889215489
Approximate impact	61	-35.278219668757	149.12914964696
Approximate impact	62	-35.27823718588	149.12912818929

1.4 Upload images of the proposed action area.

Refer to **Appendix A**

1.5 Provide a brief physical description of the property on which the proposed action would take place and the location of the proposed action (e.g. proximity to major towns, or for off-shore actions, shortest distance to mainland).

The Project footprint would occupy a relatively narrow corridor along the road reserve in most locations.

A wider footprint is required to accommodate temporary traffic management controls, plant, and equipment during construction. The study area considers a broader footprint that is appropriate for understanding potential direct and indirect impacts. Table 2 shows these footprints.

Table 2: Project footprint descriptions

Naming	Description
Study area (scoping phase)	Includes all areas within the Project construction footprint and all areas adjacent to the project footprint that might be impacted by project activities. This footprint is approximately 100-metre wide for the length of the Project alignment. It includes areas that may not be directly impacted by the Project.
Project construction footprint (delivery phase)	All areas that are impacted during construction of the project that includes the Project footprint, construction compounds, access roads, material storage areas etc. This footprint is up to 25-metre wide for the length of the Project alignment. It includes areas that would be temporarily impacted by the Project.
Project footprint (operations phase)	Operational area of light rail including, tracks, stops, traction power substation, depots, landscaped areas and footpaths. This footprint is up to 15-metres wide for the length of the Project alignment. It includes areas that will be permanently impacted by the Project.

The Project footprint mostly forms existing Territory and National road reserve as summarised below in Table 3.

Table 3: Project alignment characteristics

Street Names	Alignment	Land Use
Commonwealth Avenue*	Central running	Within Road Reserve
State Circle	Inside running	Within Road Reserve
Adelaide Avenue	Median running	Within Road Reserve
Yarra Glen	Median running	Within Road Reserve
Callam Street**	Central running	Within Road Reserve

* The alignment would deviate from the centre of Commonwealth Avenue to the eastern side as it approaches State Circle.

** Major Projects Canberra is considering closing off Callam Street to private vehicles, between Matilda Street and Bradley Street to facilitate an optimal interchange environment.

Where the Project impacts on land outside of the road reserve it is predominantly due to the need for temporary works (e.g. the construction footprint) on unleased land that would be returned to the appropriate custodian once work is complete.

Table 4 lists the detail of the land outside of the existing road reserve needed to service the Project.

Table 4: Land required outside of the road reserve

Description	Land Use Zone	Owner	Reason for occupation
Block 2, Section 3, CAPITAL HILL	DES: Designated (Parliamentary Use)	NATIONAL LAND - Unleased	Earthworks and potential retaining wall within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Block 1, Section 4, CAPITAL HILL	DES: Designated (Parliamentary Use)	NATIONAL LAND - Unleased	Roadworks, earthworks and potential retaining wall within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.

Description	Land Use Zone	Owner	Reason for occupation
Block 2, Section 5, CAPITAL HILL	DES: Designated (Parliamentary Use)	NATIONAL LAND - Unleased	Earthworks and potential retaining wall within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Block 9, Section 1, CAPITAL HILL	DES: Designated (Parliamentary Use)	NATIONAL LAND - Unleased	Earthworks and potential retaining wall within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Block 21, Section 66, YARRALUMLA	RZ1: SUBURBAN	TCCS-VACANT (OTHER) - Municipal - Unleased	CSR between TPS and Rail Corridor within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Block 7, Section 66, YARRALUMLA	RZ1: SUBURBAN	TCCS-VACANT (OTHER) - Municipal - Unleased	CSR between TPS and Rail Corridor within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Block 3, Section 79, YARRALUMLA	PRZ1: URBAN OPEN SPACE	TCCS-PUBLIC LAND - Municipal - Unleased	Traction Power Substation within the Project Footprint and maintained during the Operations Phase of the Project.
Block 23, Section 68, DEAKIN	PRZ1: URBAN OPEN SPACE	TCCS-PUBLIC LAND - Municipal - Unleased	Traction Power Substation within the Project Footprint and maintained during the Operations Phase of the Project.
Block 11, Section 79, PHILLIP	CZ2: BUSINESS ZONE	TCCS-PUBLIC PLACES - Municipal - Unleased	Permanent works - Rail infrastructure within the Project Footprint and maintained during the Operations Phase of the Project.
Block 12, Section 79, PHILLIP	CZ2: BUSINESS ZONE	TCCS-PUBLIC PLACES - Municipal - Unleased	Permanent works - Rail infrastructure within the Project Footprint and maintained during the Operations Phase of the Project.
Block 8, Section 79, PHILLIP	CZ2: BUSINESS ZONE; PRZ1: URBAN OPEN SPACE; PRZ2: RESTRICTED ACCESS RECREATION ZONE	TCCS-PUBLIC PLACES - Municipal - Unleased	Permanent works - Rail infrastructure within the Project Footprint and maintained during the Operations Phase of the Project.
Block 10, Section 79, PHILLIP	CZ2: BUSINESS ZONE	LEASED TERRITORY LAND - Private Lease - Not Public Land	Decommission existing pedestrian structure within the Project Footprint and maintained during the Operations Phase of the Project.
Block 9, Section 79, PHILLIP	CZ2: BUSINESS ZONE; PRZ1: URBAN OPEN SPACE; PRZ2: RESTRICTED ACCESS RECREATION ZONE	LEASED TERRITORY LAND - Private Lease - Not Public Land	Permanent works - Rail infrastructure within the Project Footprint and maintained during the Operations Phase of the Project.
Block 14, Section 79, PHILLIP	CZ2: BUSINESS ZONE	TCCS-PUBLIC PLACES - Municipal - Unleased	Permanent works - Rail infrastructure within the Project Footprint and maintained during the Operations Phase of the Project.
Block 15, Section	CZ2: BUSINESS	TCCS-PUBLIC	Permanent works - Rail infrastructure within

Description	Land Use Zone	Owner	Reason for occupation
79, PHILLIP	ZONE	PLACES - Municipal - Unleased	the Project Footprint and maintained during the Operations Phase of the Project.
Block 13, Section 79, PHILLIP	CZ2: BUSINESS ZONE	TCCS-PUBLIC PLACES - Municipal - Unleased	Permanent works - Rail infrastructure within the Project Footprint and maintained during the Operations Phase of the Project.
Block 6, Section 79, PHILLIP	CZ2: BUSINESS ZONE; PRZ2: RESTRICTED ACCESS RECREATION ZONE	TCCS-PUBLIC PLACES - Municipal - Unleased	Permanent works - Rail infrastructure within the Project Footprint and maintained during the Operations Phase of the Project.
Block 3, Section 79, PHILLIP	CZ2: BUSINESS ZONE	TCCS-PUBLIC PLACES - Municipal - Unleased	Permanent works - Rail infrastructure within the Project Footprint and maintained during the Operations Phase of the Project.
Block 20, Section 23, PHILLIP	PRZ2: RESTRICTED ACCESS RECREATION ZONE; TSZ1: TRANSPORT	OTHER ACT GOVERNMENT AGENCY - Not Public Land - Unleased	Traction Power Station within the Project Footprint and maintained during the Operations Phase of the Project.
Block 1, Section 161, PHILLIP	CZ1: CORE ZONE	LEASED TERRITORY LAND - Private Lease - Not Public Land	Roadworks within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Block 1, Section 167, PHILLIP	CZ1: CORE ZONE	LEASED TERRITORY LAND - Private Lease - Not Public Land	Roadworks within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Block 3, Section 64, PHILLIP	CZ1: CORE ZONE; TSZ1: TRANSPORT	TCCS-VACANT (OTHER) - Municipal - Unleased	Verge works within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Block 4, Section 35, PHILLIP	CZ1: CORE ZONE; TSZ1: TRANSPORT	TCCS-OTHER UNLEASED ASSETS - Municipal - Unleased	Permanent works - Rail infrastructure
Block 33, Section 80, PHILLIP	CZ2: BUSINESS ZONE	TCCS-OTHER UNLEASED ASSETS - Carparks, Public Transport and Depots - Unleased	Property access within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Block 8, Section 6, PHILLIP	CZ2: BUSINESS ZONE	TCCS-VACANT (OTHER) - Municipal - Unleased	Verge works within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Block 1, Section 35, PHILLIP	CZ1: CORE ZONE	LAND DEVELOPMENT	Verge works within the Project Construction Footprint and returned to custodian at the

Description	Land Use Zone	Owner	Reason for occupation
		AGENCY - Unleased	end of the Delivery Phase of the Project.
Block 89, Section 8, PHILLIP	CZ2: BUSINESS ZONE	LEASED TERRITORY LAND - Private Lease - Not Public Land	Verge works within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Block 9, Section 119, PHILLIP	CZ2: BUSINESS ZONE	LEASED TERRITORY LAND - Private Lease - Not Public Land	Verge works within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Block 90, Section 8, PHILLIP	CZ2: BUSINESS ZONE	LEASED TERRITORY LAND - Private Lease - Not Public Land	Verge works within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Block 1, Section 95, ACTON	DES: Designated (Land Use A)	TCCS-OTHER UNLEASED ASSETS - Carparks, Public Transport and Depots - Unleased	Temporary construction compound within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Precinct No 1	Parliamentary Zone	Commonwealth	Temporary construction compound within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Block 1, Section 7, PHILLIP	CZ2 Business Zone	Urban Unregistered	Temporary construction compound within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Block 33, Section 80, PHILLIP	CZ2 Business Zone	Urban Unregistered	Temporary construction compound within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.
Block 10, Section 156, PHILLIP	CZ2 Business Zone	Urban Unregistered	Temporary construction compound within the Project Construction Footprint and returned to custodian at the end of the Delivery Phase of the Project.

1.6 What is the size of the proposed action area development footprint (or work area) including disturbance footprint and avoidance footprint (if relevant)?

The Project footprint would be about 14 hectares based on an operational width of up to 15 metres; mainly within the existing road reserves. Including the construction footprint this would take the total footprint to about 65 hectares. Temporary construction compounds would be preferentially located in existing disturbed areas and located to minimise their environmental impacts (refer to section 4.4 of **Appendix B**).

1.7 Is the proposed action a street address or lot?

Lot.

1.7.2 Describe the Lot.

The road reserves of Commonwealth Avenue, State Circle, Adelaide Avenue, Yarra Glen and Callam Street within the Australian Capital Territory.

1.8 Primary Jurisdiction.

Government area: Australian Capital Territory

1.9 Has the person proposing to take the action received any Australian Government grant funding to undertake this project?

No

1.10 Is the proposed action subject to local government planning approval?

Yes (refer to section 1.12).

10.10.1 Is there a local government area and council contact for the proposal?

Yes

1.10.2 Council contact officer details

1.101.2.1 Name of relevant council contact officer.

Dominic Riches

Assistant Director, Impact Assessment and Business Improvement

ACT Planning and Land Authority

1.10.1.1 E-mail

Dominic.riches@act.gov.au

1.10.1.2 Telephone Number

02 6205 1834

1.11 Provide an estimated start and estimated end date for the proposed action.

Subject to the length of the design and approvals process the planned:

- Construction start date: 2023
- Construction end date: 2025

The Project would have an operational life of up to 100-years based on the design life of the concrete and steel.

1.12 Provide details of the context, planning framework and State and/or Local government requirements.

National Context

Australia has one of the fastest population growth rates in the developed world at nearly 1.5 percent

each year. Looking ahead, the national population is expected to reach 41.5 million by 2061¹. Canberra will play an important role in facilitating Australia's growth.

Canberra is Australia's eighth largest city and the nation's capital. It is strategically located between the nation's two largest cities; Sydney and Melbourne. The city's economy is continuing to strengthen and diversify, with the highest 'real' product growth rate of any state or territory at four percent in the 2017-2018 financial year².

Major Projects Canberra and the ACT Government's investment in the Project would support achieving the national objectives of continued economic growth and improved productivity, while helping the city remain a liveable destination of choice. While other major Australian cities are now making expensive transportation investments with traffic congestion already at critical levels, Canberra has a unique opportunity to appropriately invest in such infrastructure ahead of time.

City Context

The Territory's population grew by about two percent in 2018³, which was only surpassed by Victoria. This trend is expected to continue with the population reaching 500,000 by 2030.

Canberra is highly car dependent with low public transport patronage. With the city's growing population, this would mean more cars on the city's roads and increased congestion. Without additional investment, Infrastructure Australia has estimated that the cost of road congestion in the Territory would increase from \$208 million in 2011 to about \$700 million by 2031⁴. Collectively, this would impact on the city's livability and accessibility.

ACT Government is committed to making strategic policy choices today to avoid the economic and social cost caused by severe congestion in the future. This would ensure that the city remains competitive and continues the high-quality lifestyle Canberrans enjoy. The plan to extend the light rail network is consistent with the Australian Government's national cities objectives; including the concept of a '30-minute city', where, no matter where people live, they can readily access the places they need to visit every day⁵.

Parliamentary Zone and planning context

The Parliamentary Zone is of national significance and a growing employment and visitor hub in Canberra. It hosts several national institutions, such as Parliament House, and is home to businesses, organisations and government departments. Employment growth will intensify the transport demand to, from and through the Parliamentary Zone; impacting on its amenity. The Indicative Development Plan as contained in the National Capital Plan (**NCP**) Parliamentary Zone Precinct Code (developed under the *Australian Capital Territory (Planning and Land Management) Act 1988*, **PALM Act**) identifies significant future development in the Zone with adjacent areas also experiencing substantial growth.

The Precinct Code recognises the transport challenges in the Zone, including that "a disproportionate amount of through traffic using King Edward Terrace, and as a consequence, there are a number of traffic and pedestrian safety matters". To address existing issues, and support the Commonwealth's development and employment objectives, the Parliamentary Zone would need to be a better-connected precinct with improved accessibility and more appropriate traffic flows. The Project would provide this through an attractive, reliable mass transit option to the area.

Joint Standing Committee on the National Capital and External Territories

In 2018, the ACT Government's intention to extend Canberra's light rail network to Woden was the subject of an inquiry by the Commonwealth Joint Standing Committee on the National Capital and

¹ Infrastructure Australia, Population Estimated and Projections, April 2015

² 5220.0 - Australian National Accounts: State Accounts, 2017-18

³ 3101.0 - Australian Demographic Statistics, Sep 2018

⁴ Infrastructure Australia 2015, Australian Infrastructure Audit Our Infrastructure Challenges Report – Volume 1

⁵ Commonwealth of Australia, 2016. Smart Cities Plan. Commonwealth of Australia, The Department of Prime Minister and Cabinet, Canberra, ACT

External Territories (**JSCNCET**) into the relevant Commonwealth and Parliamentary planning approvals process.

The ACT Government presented the potential development of light rail between the City to Woden that crossed the Parliamentary Zone along King George Terrace, Windsor Walk, Canberra Avenue, Capital Circle, and then to Woden (**Barton Alignment**) to the JSCNCET.

The JSCNCET prepared a report, *Commonwealth Approvals for ACT Light Rail: Commonwealth and Parliamentary Approvals for the Proposed Stage 2 of the Australian Capital Territory Light Rail Project (JSCNCET Inquiry Report)* that outlined the Commonwealth and Parliamentary planning approvals pathway and process.

The Inquiry Report suggested that the Barton Alignment would only be partially consistent with the NCP and that the NCP would need to be amended to facilitate this alignment.

The Inquiry Report noted that an alignment on State Circle, from Commonwealth Avenue to Adelaide Avenue, State Circle East Alignment) would be consistent with the NCP, and as such, has “in principle” Commonwealth planning approval, removing the need for an amendment to the NCP. JSCNCET noted that this alignment may therefore offer a more straightforward and lower-risk approvals process.

The ACT Government, through its Major Projects Canberra agency, now intends to progress the State Circle East Alignment as the Project, as noted by the JSCNCET (refer to Section 8.1).

The Australian Government’s response to the JSCNCET Inquiry Report also provided agreement-in-principle to each of the six recommendations, though with some indication of potential flexibility. The Government’s response specifically noted that:

- Design requirements for any light rail bridge on either Commonwealth Avenue or Kings Avenue would potentially be subject to a heritage impact assessment by the Commonwealth Department of Environment and Energy (DoEE). Major Projects Canberra therefore intends to carry out this study as part of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) process.
- The extent of wire free running would be subject to further information on its viability. Major Projects Canberra intends to determine its viability as part of the detailed design.
- Changes to the landscape setting of the Central National Area, which covers all the precincts impacted by the Project, must be agreed by the Australian Parliament and the National Capital Authority (NCA), and it would be subject to a heritage impact assessment. This will be considered as part of the above commitment to carry out a heritage impact assessment.

The ACT Government has, and will, continue to further engage with the JSCNCET and Australian Government through the development of the Project and the environment and planning approvals process.

The Project will be progressed in a manner that is responsive to the JSCNCET Inquiry Report.

The ACT Government, through Major Projects Canberra, is also continuing to develop the concept of developing Canberra's light rail network to Woden as an independent program of work; including a rigorous and collaborative process with the NCA and other stakeholders to address those areas for further development identified by the JSCNCET. This includes the infrastructure needed extend the light rail network over and south of Lake Burley Griffin. A key focus of the work program is the proposed light rail crossing Lake Burley Griffin and its integration with the existing Commonwealth Avenue road bridges.

The JSCNCET Inquiry Report also noted, amongst other things, that a light rail route that reflects the Inter-Town Public Transport System defined in the NCP essentially has ‘in principle’ Commonwealth planning approval without the need to amend the NCP. Given the Inter-Town Public Transport System in the NCP includes Commonwealth Avenue; the proposed Commonwealth Park to Woden light rail

appears consistent with the routes for public transport contemplated in the NCP.

Following from the JSCNCET Inquiry Report, and given the additional matters to address for the light rail network to cross Lake Burley Griffin and enter the Parliamentary Zone, Commonwealth Park to Woden will involve a separate environmental and planning assessment and approvals process on its own timeframe. Accordingly, the Commonwealth Park to Woden light rail is the subject of a separate EPBC Act referral.

Environmental Planning and Assessment Framework

The Project would be subject to Territory, National and Commonwealth environmental planning policy and instruments. Specifically, development would be controlled and approved by the:

- ACT Government Planning & Land Authority (**ACT PLA**) under *Planning and Development Act 2007 (P&D Act)* for the areas of the footprint impacting on Territory land that is not Designated.
- Australian Government National Capital Authority (**NCA**) under the *Australian Capital Territory (Planning and Land Management) Act 1988 (PALM Act)* for the areas of the footprint impacting on Designated Areas.
- Australian Government Department of Environment and Energy (**DoEE**) under the *Environment Protection Biodiversity Act 1999 (EPBC Act)* for the areas of the footprint that would impact on protected matters of national environmental significance (**NES matters**) and Commonwealth land values.
- Both Houses of Parliament under the *Commonwealth Parliament Act 1974* for the areas of the footprint impacting on the Parliamentary Zone.

Section 3 in **Appendix B** describes the land boundaries covered by each of the above planning instruments, with more detail on each described below.

Territory Planning Approval

Those parts of the Project footprint located outside Designated Areas will need Development Approval from ACT PLA under the P&D Act. Approval is not needed in Designated Areas where Works Approval is needed from the NCA (refer to the following section).

The development approval process will involve an assessment of the Project against the provisions of The Territory Plan 2008 (Territory Plan), which is administered by the ACT PLA under provisions of the P&D Act. The object of the Territory Plan is “to ensure, in a manner not inconsistent with the national capital plan, the planning and development of the Territory, to provide ... people ... with an attractive, safe and efficient environment in which to live and work and have their recreation”.

The Territory Plan is the statutory instrument used to implement the strategic land use, environmental, transport, built form and social policies established by the ACT PLA for the ACT. Development tables within the Territory Plan are used to determine whether development is ‘exempt’, ‘prohibited’ or ‘assessable’. Assessable development is assessed via a specific process termed ‘a track’. The ‘assessment track’ that is adopted for a Project depends on its consistency with the Territory Plan development codes and land use zoning objectives, the suitability of the land for development, and the scale of the environmental and social impact. Responsibility for the assessment and determination of a Development Application lies with ACT PLA or with the Minister if called in under Section 158 of the P&D Act. In relation to the Project, the proposal is to prepare an environmental impact statement (**EIS**) to support an ‘impact track’ Development Application.

Major Projects Canberra has started discussions with ACT PLA regarding the Project and identified areas that potentially require a Territory Plan Variation (**TPV**) for the Project to be consistent. These relate to the Project alignment in Woden.

The current Inter-Town Public Transport Route, as shown in the Territory Plan generally follows the

proposed alignment. The TPV process is likely to involve further detailed assessments, community consultation and exhibition of proposed variations ahead of formal statutory determination.

In relation to the Project, a Development Application would be required for some minor portions of the southern end of the Project that are not Designated Areas. The Development Application is also likely to be subject to public exhibition; during which time members of the public and relevant ACT Government entities can submit questions and queries about the Project (termed a representation).

All commitments made as part of an EIS, and any relevant conditions placed on the Project through an EIS approval process, would be implemented during the detailed design, construction and operation phases for those areas subject to the P&D Act.

Works Approval

Those parts of the Project footprint located within **Designated Areas** will need **Works Approval** from the NCA in accordance with the **PALM Act**.

The NCP is the overarching strategic plan for the ACT that provides a framework for land use and development throughout the Territory. The object of the NCP is “to ensure that Canberra and the Territory are planned and developed in accordance with their national significance”. The NCP, approved by the Australian Parliament, represents the guiding principle for the planning, design and development of Designated Areas; defined as areas with the “special characteristic areas of the National Capital including that they are recognised for their cultural landscape, realm and amenity values in representing the Griffin Plan”. This can include both Territory and National land.

Designated Areas are divided into a series of precincts. Codes provide objectives and planning and design controls for aspects of development or types of development in each precinct, as discussed in the Parliamentary Zone context.

Works Approval is needed for all works in a Designated Area. The NCA will make its assessment against the NCP including relevant precinct codes and other policies such as those relating to outdoor lighting.

The ACT Government and the NCA have been successful in establishing a solid working relationship throughout the design and delivery of the City to Gungahlin light rail. This included, for example, effective coordination between ACT PLA and the NCA in agreeing consistent conditions of approval, as far as possible having regard to the different regulatory regimes that applied. This relationship would be beneficial in seeking Works Approval for this Project. The ACT Government started engagement with the NCA on the proposal to extend the Canberra light rail network from the City to Woden in December 2016. This included discussing design concepts, route alignments and approvals processes, and it has fundamentally shaped the Project as described in this referral.

In general, if EPBC Act approval is required for a project, the NCA would grant a Works Approval for that Project after the EPBC Act approval (if any) had been granted. Accordingly, design work for the Project will be progressed earlier than usual in an EPBC Act process so that the NCA has enough information when considering the Project to give it confidence in the Project and to ensure that any design adjustments are incorporated into the Works Approval process.

Under this approach, an environmental assessment undertaken for the EPBC Act would provide the context of the Project and address its implications in detail. The Works Approval application would seek to confirm key aspects of the Project as detailed in the EIS; including the detailed alignment, the location of stops; landscaping and materials and finishes; and key roadworks activities during construction.

EPBC Act Approval

Commonwealth Approval is needed under the EPBC Act where an ‘action’ (which includes a development project) has, will have or is likely to have a significant impact on one of nine NES matters or Commonwealth land values.

In this case, consideration has been given as to whether the Project is likely to have a significant impact on the NES matters and Commonwealth Land values under the EPBC Act.

This referral focusses on identifying if the Project's impacts are predicted to be significant. Guidelines have been developed to help assess if the Project is likely to have a significant impact. Upon carrying out an assessment under these guidelines, Major Projects Canberra has decided to refer the Project to Commonwealth Minister for the Environment for her opinion whether it is a 'controlled action'.

Parliamentary approval

Works and development that take place in the Parliamentary Zone needs approval from both the lower and upper Houses. The proposal is 'laid before' each House and it must be approved by resolution of each House in accordance with Section 5 of the *Parliamentary Act 1974*.

Integrated process

As noted above, all levels of government have collaborated to streamline the approvals process to ensure consistency in assessment requirements, the approvals process and the conditions of approval given the different governance covering the Project footprint. Section 3 of **Appendix B** illustrates the agreed process and the governance relationship. Key is that this referral will trigger a Scoping Request from **ACT PLA**; the first step in the Territory Development Application process. The proposal is to prepare a single EIS to respond to both Commonwealth and Territory requirements. The Parliamentary and Works Approvals would be sought and granted after Controlled Action and Development Approval is secured, as each requires more specific detailed information.

1.13 Describe any public consultation that has been, is being or would be undertaken, including with Indigenous stakeholders.

This section described the consultation carried out in relation to the Project to date.

Preliminary Consultation

Consultation has been an important part of the development of the underpinning strategies for the extension of the light rail network. Previous reports, such as Transport for Canberra (2012), the ACT Planning Strategy (2018) and Moving Canberra 2019-2045 (Integrated Transport Strategy) have informed the development of consultation planning for the route of the Project. MPC has undertaken formal and informal consultation which will continue appropriate to the expansion of the light rail network.

In addition to circulation of regular information updates to the public, the following organisations and special interest groups have been identified as parties requiring targeted consultation concerning the expansion of the light rail network:

- Community Councils, including Gungahlin, North Canberra, South Canberra, Woden, Tuggeranong and West Creek.
- Government bodies including the Climate Change Council, Heritage Council and the NCA (which has planning approval role in the Project).
- Landowners and businesses along the route that would be directly affected by construction and the new Project infrastructure.
- Business, industry groups that have a keen interest in how the Project is delivered and associated development opportunities.
- Special interest groups that have a keen interest in how the light rail network is built and the social, environmental and economic opportunities created by the Project.

Expert advice, community and stakeholder feedback, insights, assistance with planning work and the experience of construction and operations on the City to Gungahlin light rail project, are helping to shape the delivery of the expansion of the light rail network and the Project.

All stakeholders have thus far had the opportunity to comment on aspects of the Project through either formal consultations or informally via publicly available Project information updates over the past 24 months.

In 2017, stakeholder and community views were sought on the potential routes for the light rail to travel from the City to Woden Town Centre, with four key themes explored:

1. Options for the route between the City and Woden
2. Alignment of the tracks
3. Proposed locations for the stops
4. Identification of items of community or environmental interest.

The consultation was extensive and high-profile, attracting media interest and significant stakeholder commentary.

Consultation undertaken

Principles contained in the ACT Government's *Engaging Canberrans: a guide to community engagement*^[1] were used to guide the engagement and consultation process used by Major Projects Canberra. A full communications and engagement strategy was developed for the Project and approved by the ACT Government. All engagement activity is guided by the approach set out in the overarching strategy. For each underpinning activity a communications plan has been developed.

Engagement activities are part of an ongoing conversation as the Canberra light rail network is delivered over the next 20 years. While the Canberra light rail network has been discussed for decades, the ACT Government has been engaging directly on the Canberra light rail network with the community and stakeholders' conversations, as documented in the Canberra Light Rail 'What we heard' Report (June 2019).^[2]

Ongoing Engagement and Consultation

The route of the Project will pass through some of Canberra's established suburban areas and a town centre in the process of revitalisation. Major Projects Canberra also notes the presence of a significant part of the diplomatic community within close proximity to the route of the Project, and the importance of this community within a national context.

Major Projects Canberra is committed to an ongoing consultation process with the community, local businesses, educational institutions and other key stakeholders throughout the expansion of the light rail network. These stakeholder consultations are planned via various engagements including community pop-ups and workshops, website and social media channels and formal meetings and working groups.

^[1] ACT Government, *Engaging Canberrans: a guide to community engagement* (2011).

^[2] Canberra Light Rail "What we heard" Report (June 2019)

Major Projects Canberra intends to engage with employers, interest groups, peak advocacy groups, community councils, residents, commuters, businesses, educational institutions (early learning, schools, universities), major cultural institutions, event spaces, hotels, places of worship and embassies. Engagement will also include indigenous groups such as the ACT Aboriginal and Torres Strait Islander Elected Body, Registered Aboriginal Organisations, United Ngunnawal Elders Council and representatives from the Aboriginal Tent Embassy.

Finally, as described elsewhere in this Referral, a number of the Commonwealth and Territory environmental approval and planning approval processes involve public consultation and further provide interested stakeholders with an opportunity to comment on the Project.

1.14 Describe any environmental impact assessments that have been or would be carried out under Commonwealth, State or Territory legislation including relevant impacts of the project.

Current Environmental Assessment

This section describes the environmental impact assessments that have, or would be, carried out under Territory, National and Commonwealth legislation and policy.

Major Projects Canberra has carried out a preliminary environmental assessment (refer to **Appendix B**), a biodiversity assessment (refer to **Appendix C**) and two heritage assessments (refer to **Appendix D** and **Appendix E**) to help develop the Project, define and assess options, help with community consultation and engagement, and understand the potential significance of the Project's environmental impact. This has helped avoid and minimise impacts through making effective design decisions, while confirming the approvals that are needed to build and operate the Project. Importantly, the preliminary assessment provides chance to assess and refine the design to further minimise its impacts consistent with the objectives of the **EPBC Act**.

The work outlined above has identified that the Project is predicted to have a significant impact under the **EPBC Act** relating to the values of the critically endangered golden sun moth, heritage listed matters, National heritage listed places, Commonwealth heritage listed and nominated places, and on Commonwealth land values (refer to Section 2). It is on this basis that Major Projects Canberra has referred the Project to the Minister for the Environment believing it to be a 'controlled action' that can be assessed by preparing an EIS.

Further Environmental Assessment

Noting the complex legislative interactions between Commonwealth and Territory environmental assessment processes, the Territory is seeking to prepare a single draft EIS which meets the legislative requirements of both processes and enables open stakeholder input. The proposed informal coordinated process is outlined in Section 3 of **Appendix B**.

The proposed EIS process

The proposed draft EIS would investigate the detail of the Project's impacts outlined in this referral, including, for example, the urban renewal and development implications, adjustments to traffic arrangements, and heritage and visual considerations. A fundamental part of the EIS process is engagement with regulatory stakeholders, the community and others with administrative responsibilities relating to the Project (refer to Section 1.13). This engagement would assist Major Projects Canberra in adjusting the Project's design and developing strategies to reduce its impacts.

The draft EIS would be supported by a suite of specialist studies considering matters such as heritage, landscape and urban character, visual amenity, traffic and access, noise and vibration, and biodiversity. As discussed above, the intention is that a single draft EIS would be prepared to address the requirements of the EPBC Act.

Once prepared by Major Projects Canberra, the draft EIS would be placed on public exhibition during which time the government would receive representations. A final EIS would then be prepared accounting for any representations, clearly outlining any revisions in the Project scope and design and, importantly, committing to a comprehensive suite of environmental management measures to guide the Project throughout further design, construction and operation.

1.15 Is this action part of a staged development (or a component of a larger project)?

No.

1.16 Is the proposed action related to other actions or proposals in the region?

Yes

1.16.1 Identify the nature/scope and location of the related action (Including under the relevant legislation).

Major Projects Canberra does not believe that the Project is part of a staged development or split referral, accounting for the *EPBC Act Policy Statement - Staged Developments - Split referrals: Section 74A of the EPBC Act*⁶.

Although the Project will provide opportunity for the expansion of the light rail network, the Project is independent and separate from other parts of the Canberra light rail network, including the proposed City to Commonwealth Park project, which will facilitate access to (and use of the area between) the City, employment and education hubs in City West, emerging developments in West Bason, and the north shore of Lake Burley Griffin.

In contrast, this Project relates to the extension of Canberra's light rail network south of Lake Burley Griffin, past the Parliamentary Zone and to Woden. Unique features of the Project's urban and environmental context and setting include:

- Crossing of Lake Burley Griffin via a new bridge built between the existing Commonwealth Avenue road bridges.
- A route on or near part of the Parliamentary Zone.
- Proximity to National heritage places.

Engaging with these features results in various additional design, construction and planning requirements that do not arise for other parts of Canberra's light rail network. For example, given the proximity of the Project to the Parliamentary Zone, Major Projects Canberra will have to engage in a specific planning approval process when developing the Project (refer to section 1.13).

The Project's environmental impacts can also be considered as 'stand-alone' given the areas affected by the other projects across the broader Canberra light rail network would be geographically discrete from this Project.

The Project is part of the ACT Government's long-term intention to develop a light rail network in Canberra. The following design and programming factors mean the Project is a stand-alone action under the EPBC Act:

- Timing: Major Projects Canberra acknowledges that the area south of Lake Burley Griffin is important culturally. In this respect, extending the light rail network from the Commonwealth Park to Woden enables public transport infrastructure to be embedded within the area's unique urban design principles at an early stage. This compares to the City to Commonwealth Park light rail where the area is currently subject to increasing public and private development meaning that

⁶ Commonwealth Department of the Environment and Energy, *EPBC Act Policy Statement - Staged Developments - Split referrals: Section 74A of the EPBC Act BIO277.0613*.

there is a need to prioritise delivering a light rail as part of developing the urban environmental.

- Independent destinations: the Project will provide Canberrans with enhanced public transport access to the Parliamentary Zone and south to Woden. This will benefit people who wish to travel to and from Canberra's core cultural and government precincts including the likes of Old Parliament House, Parliamentary House, the Royal Australian Mint, Questacon, the National Science and Technology Centre, and the National Library of Australia.
- Integration: ensuring the Project is integrated into the urban design of the Parliamentary Zone and consistent with the NCP precinct codes is the priority as it will help form a cohesive response to integrating Canberra's future public transport network within the cultural legacy set by the Griffins'.
- Route: the Project footprint is in a culturally sensitive area where the heritage impacts are expected to be notable. Also, there is still some uncertainty over the design solution for the new bridge to be built between the existing Commonwealth Avenue road bridges over the lake. This will require complex and ongoing consultation with key stakeholders. This compares to the City to Commonwealth Park light rail where the route is well-understood and unlikely to be subject to change.
- Planning: the Project uniquely requires approval under the *Parliamentary Act 1974* due to it being the only part of the envisioned network to pass through the Parliamentary Zone. The route and design require further detailed work before a final option is identified.
- Impacts: the Project is likely to have several significant environmental impacts on Commonwealth and Territory matters and values. The result is to carry out a detailed environmental assessment to understand and manage the Project's environmental impacts appropriately. This compares to other sections of the network, including the City to Commonwealth Park light rail, where the impacts are relatively discrete, well known and they can be effectively avoided or mitigated through proven effective measures.

Consequently, although a separate EPBC Act referral for light rail from the City to Commonwealth Park light rail is being lodged at the same time, this is being progressed and delivered as an independent action to this Project for the above reasons.

Section 2 - Matters of National Environmental Significance

Describe the affected area and the likely impacts of the proposal, emphasizing the relevant matters protected by the EPBC Act. Refer to relevant maps as appropriate. The interactive map tool can help determine whether matters of national environmental significance or other matters protected by the EPBC Act are likely to occur in your area of interest. Consideration of likely impacts should include both direct and indirect impacts.

2.1 Is the proposed action likely to have ANY direct or indirect impact on the values of any World Heritage properties?

No

2.2 Is the proposed action likely to have ANY direct or indirect impact on the values of any National Heritage places?

Yes

2.2.1 Impact table

Table 5 lists those listed Commonwealth and National listed places that are expected to be potentially impacted by the Project. The table refers to the definitions in Table 2 to describe the location of each listed place. Major Projects Canberra realises the social heritage value that nominated heritage places also bring. These will be considered in detail and context of the Works Approval, wider impacts on Commonwealth land value and EIS. Figure 6.2 in **Appendix B** shows the location of each item below in relation to the study area as described in Table 2.

Table 5: heritage impact table.

Place	Impact
Parliament House Vista CHL 105466 Within the project footprint extending north of State Circle (east) and east of Commonwealth Avenue, refer to Figure 6.2 in Appendix B .	<ul style="list-style-type: none"> • Potential impacts to the Griffin's original design and Weston Afforestation locations. • Potential indirect/visual impacts may be significant. Parliament House's design and siting on the land axis creates a strong visual relationship with other listed items and its pre-eminent location on Capital Hill is the focus of the Griffin's plan for Canberra and the Parliamentary Triangle. • The Parliament House Vista is the central designed landscape of Canberra that expresses the core of the Griffin's design vision. It is highly significant for its symbolic representation of the democratic interchange between the people and their elected representatives and its use of the natural landforms to generate a strong planning geometry.
Parliament House and Surrounds CHL 105737 and NHL 105740 Next to the State Circle (east), refer to Figure 6.2 in Appendix B .	<ul style="list-style-type: none"> • Potential impacts to the curtilage and significant elements of Parliament House and Surrounds. • Potential impacts to the curtilage and significant elements of Parliament House Vista given the proximity of the Project and relative scale of the development local to its core values. Key would be the introduction of light rail within the immediacy of the base of the Vista next to Parliament House/Old Parliament House. • The Central National Area comprises significant spaces, structures, memorials, plantings, roads and parks. There is a strong focus on symmetry based on the land axis.

Place	Impact
West Block and the Dugout CHL 105428 Within the Project footprint along Commonwealth Avenue, refer to Figure 6.2 in Appendix B .	<ul style="list-style-type: none"> • Potential impacts to the curtilage of this heritage item. It is assumed that the light rail alignment would be designed to avoid impacts to the fabric of the West Block and the Dugout. • The West Block and the Dugout are a significant component of the Parliament House Secretariat group, located at the southern end of Parliamentary Triangle. The group is an essential and important axial planning element within the Parliamentary Triangle. The planning principles of the group are as established by the Griffins, and the architectural resolution of the group is as established within the office of John Smith Murdoch, Director of Works.
State Circle Cutting CHL 105733 Next to/within the Project footprint along State Circle (east), refer to Figure 6.2 in Appendix B .	<ul style="list-style-type: none"> • Potential impacts to the curtilage of this heritage item. • It is assumed that the light rail alignment would be designed to avoid impacts to the fabric of the State Circle Cutting. • The State Circle Cutting is a significant geological feature, along with the nearby Capital Hill, which provides keys to the interpretation of the ancient geological landscape in the Canberra Region. It is only one of two sites in the ACT listed by the Geological Society of Australia as being of international significance.
York Tree Plantation CHL 105242 Next to the Project footprint along State Circle (east), refer to Figure 6.2 in Appendix B .	<ul style="list-style-type: none"> • Potential direct impacts to a Charles Weston Afforestation site. • Potential impacts to features intrinsic to the heritage significance of the place (e.g. the English Oak plantation containing 75 live trees and the English oak at the north west corner of the plantation). • Potential impacts to elements of the Griffins' original design.
The Lodge CHL 105452 Next to/within the Project footprint along Adelaide Avenue, refer to Figure 6.2 in Appendix B .	<ul style="list-style-type: none"> • Potential impacts to the curtilage of this heritage item. • It is assumed that the light rail alignment would be designed to avoid impacts to the grounds and fabric of The Lodge. • The Lodge was constructed in 1925 -1927 to house the Prime Minister of Australia and family. It is significant for its architecture, location off one of Griffins' radiating arteries centred on Capital Hill, close association with the lives of each of Australia's Prime Ministers and their families, and historical research value.
Old Parliament House and Curtilage CHL 105318 NHL 105774 Next to the Project footprint east of Commonwealth Avenue and north of State Circle (east), refer to Figure 6.2 in Appendix B .	<ul style="list-style-type: none"> • Potential impacts to Griffin's original design and Weston Afforestation locations. • Potential indirect/visual impacts may be significant, particularly with regard impacts to the Griffin's design values. Old Parliament House and its curtilage are a crucial element in the Griffins' landscape/land axis between Mount Ainslie and Capital Hill and are central to Canberra's Parliamentary Zone, which is designated for parliamentary and national capital uses.

2.2.2 Do you consider this impact to be significant?

Yes

2.3 Is the proposed action likely to have ANY direct or indirect impact on the ecological character of a Ramsar wetland?

No

2.4 Is the proposed action likely to have ANY direct or indirect impact on the members of any listed species or any threatened ecological community, or their habitat?

Yes

2.4.1 Impact table

Table 6 lists those threatened species and ecological communities that maybe impacted by the Project. The table refers to the definitions in Table 2 to describe the location of each listed place.

Table 6: Listed threatened species and ecological communities

Species	Impact
Natural temperate grassland	<ul style="list-style-type: none"> No endangered ecological communities occur within the study area; although 0.88 hectares of natural temperate grassland (an threatened ecological community) is located about 50 metres away on Guilfoyle Street in the north and Adelaide Avenue in the south (refer to Figure 3.2 in Appendix C). Where possible, the boundary of this community would be marked clearly as a no-go zone to avoid any impacts during construction. Further details on approach to avoiding and mitigating potential impacts are discussed in Section 4.1 of this referral with additional information provided in Appendix C. The conclusion is that the community is sufficiently removed from the Project or construction footprints to be directly impacted. Providing the measures described in Section 4.1 are implemented, then this is expected to manage and avoid any indirect impacts.
Golden sun moth	<ul style="list-style-type: none"> The golden sun moth is critically endangered. Five populations were recorded in the study area: <ul style="list-style-type: none"> Brisbane Avenue, between National Circuit and John McEwin Crescent. Sydney Avenue, between the National Circuit and State Circle. Canberra Avenue, including its intersection with State Circle. Yarra Glen, between Dudley Road and Cotter Road. Potentially within State Circle. The total footprint of confirmed habitat that could be lost to the Project is 3.02 hectares, with the potential loss of a further 1.2 hectares of potential habitat. In preparing this referral, it has been necessary to assess a worst-case scenario based on the current design, which assumes a loss of 4.22 hectares of habitat. This is consistent with the ecologically sustainable development principle of taking precaution where there is uncertainty. It therefore allows the opportunity for the design to be refined and its impacts minimised as the Project progresses. There are also inherent risks associated with any construction work relating to spills, accidents, edge effects and other key threatening processes indirectly impacting on the values of the adjacent golden sun moth habitat. These risks can be effectively managed through the adoption of standard management measures that are proven effective in avoiding and/or minimising risks, as discussed in the Section 4 of this referral. The Project's operation has the potential to disrupt the golden sun moth habitat continuity in the medium-to-long term to the extent that each of the existing populations would be reduced; noting however that the existing populations are already heavily fragmented. There are no additional or ongoing operational

Species	Impact
	<p>ecological impacts expected.</p> <ul style="list-style-type: none"> Despite this, in accordance with Australian Government significant impact assessment guidelines for the critically endangered golden sun moth <i>Synemon plana</i> (DEWHA, 2009) consider any “loss, disturbance or fragmentation of small or fragmented areas of habitat as being potentially significant”. This forms the basis of concluding that the Project would likely have a significant impact on this matter of national environmental significance in accordance with the assessment of the Project impact’s against significant criteria in the above guidelines and those defined under Significant impact guidelines 1.1: Matters of National Environmental Significance (MNES, DEWHA, 2009) presented in Table 8 of Appendix C.

2.4.2 Do you consider this impact to be significant?

Yes

2.5 Is the proposed action likely to have ANY direct or indirect impact on the members of any listed migratory species, or their habitat?

No

2.6 Is the proposed action to be undertaken in a marine environment (outside Commonwealth marine areas)?

No

2.7 Is the proposed action to be taken on or near Commonwealth land?

Yes

2.7.1 Is the proposed action likely to have ANY direct or indirect impact on the Commonwealth land?

Yes

2.7.2 Describe the nature and extent of the likely impact on the whole of the environment.

The Project would involve works that would impact on Commonwealth land identified in **Appendix A**. This commences (from north to south) at transitions to Commonwealth Avenue, to where the alignment merges onto Adelaide Avenue.

Potential impacts on Commonwealth land include the following:

- Construction and operation of the traction power substation.
- Connection of a combined services route to the traction power substations, noting that these would be most likely under-bored and/or trenched and reinstated (e.g. it would have no permanent surface impact other than at the entry and exit points).
- Construction and operation of the light rail on or near Commonwealth land.
- Adjustments to the intersection and mid-block arrangements.
- Utility relocations and traffic management control.
- The operation of the light rail in terms of amenity and noise generated from passing LRVs.

Impacts on landscapes and soils

The Project is not likely to substantially: alter natural landscape features; cause subsidence, instability or substantial erosion; or involve large scale soil or mineral excavations on Commonwealth Land as described in Section 3.3. The Project would involve locally excavating the modified landscape (including the removal of mature and significant trees along the Commonwealth Avenue and State Circle), however this would be restored through landscaping, tree-planting, and public realm enhancements as further developed through the **Works Approval** processes and **Development Application**. Where the Project footprint crosses turfed areas, a grass track slab treatment is mainly proposed. Also, the traction power substations could be located to avoid tree removal, trimming and pruning where feasible.

The context, potential impacts and mitigation measures on landscapes and soils are captured in Sections 6.6, 7.3 and 7.6 of **Appendix B**. Specific impacts would be determined through the Project EIS.

Impacts on coastal landscapes and processes

No Impacts on coastal landscapes and processes

Impacts on ocean forms, ocean processes and ocean life

No impacts to ocean forms, ocean processes and ocean life.

Impacts on water resources

The Project is unlikely to have significant impacts on water resources. The proposed alignment is located within the Lake Burley Griffin/Molongolo River catchment on Commonwealth Land. The Project would include the construction of a new bridge over Lake Burley Griffin at Commonwealth Avenue. This can be controlled and managed during construction through proven and effective measures to prevent sediment or pollutant discharge. Temporary impacts on the local stormwater and drainage regime would be negligible in the context of the size of the overall catchment.

Operationally, the works would see a minor increase in runoff volumes and rates, while stormwater infrastructure would be designed to accommodate any increase. The Project would also be designed to minimise its susceptibility to flooding without any material change to the flood risk or potential to surrounding land and property.

Based on the ability to effectively manage construction works under industry-standard controls and the design including provisions to manage the increase in stormwater discharge and minimise any increased flood risk, it is concluded that there would be no material or significant impact on the availability or quality of surface waters in the area, including Lake Burley Griffin.

Pollutants, chemicals, and toxic substances

The Project's construction and operation is unlikely to generate large quantities of smoke, fumes, chemicals, nutrients, or other pollutants that would substantially reduce local air or water quality.

The Project's construction may have short-term impacts on the local air quality from clearing activities, stockpiling, managing topsoil, and other construction-related activities leading to the creation of dust, which can be effectively managed using industry-standard controls. Conversely, extension of the light rail network would increase public transport use, helping reduce car dependency. This would have the potential to improve local air quality through an overall reduction in vehicle emissions.

Potential contamination, soil and geology impacts associated with the Project include:

- Potential (re)mobilisation of existing contaminants.
- Physical and chemical changes to the soil and geological characteristics.

- Erosion and sedimentation caused by excavation and vegetation removal leading to a secondary and indirect reduction in surface and groundwater quality.
- Introduction of new pollutants and contaminants into the receiving environment and their potential to impact on sensitive receivers.

The potential for the above impacts to occur can be managed and minimised through effective and proven management controls. This will be further considered as part of the EIS process.

A search of the Australian Soil Resource Information System indicates that the acid sulfate soil potential along the proposed alignment is extremely to very-low (Class C4). As such, this is not considered a risk to the building or operating the Project.

Impacts on plants

The Project would occur predominantly within the existing road reserve on Commonwealth Land but would involve some impacts on planted vegetation, including within the median of Commonwealth Avenue and around State Circle (east). Potential impacts to plants in the context of landscape values are discussed separately in relation to heritage impacts (refer to the section above).

No threatened plant species were recorded within the study area on Commonwealth Land during any of the completed field surveys.

Given the results of the completed desktop assessment and field surveys, it is considered highly unlikely that any threatened flora species occur in the study area on Commonwealth Land. **Appendix C** details the investigation that informed this position. This will be further considered as part of the EIS process.

Impact on animals

The Project has the potential to significantly impact a threatened fauna species, the critically endangered golden sun moth on Commonwealth land. No listed migratory species were recorded or are considered to occur in the study area. The biodiversity site survey provides detail on the investigation that informed this position (refer to **Appendix C**). This will be further considered as part of the EIS process. The only impact to animal species on Commonwealth Land would be those low-mobility smaller species that are non-threatened and endemic to the area. This would result from any vegetation and tree clearance along the route. Impacts can be effectively minimised through an ecological management plan.

Impacts on people and communities

During construction, temporary changes to traffic arrangements, and localised short term impacts to amenity maybe experienced by people and communities that live, work within or travel through the Project impact area on Commonwealth Land. Notwithstanding, once complete, the Project would provide a dedicated Inter-Town Public Transport System that would connect key employment, residential and cultural centres on the south of Lake Burley Griffin.

The Project responds to the growth projected for Canberra without diminishing livability that communities enjoy. The Project would enhance the cultural identity of the Parliamentary Zone, including the national and cultural attractions, and improve connectivity of individuals and communities. This will be further considered as part of the EIS process.

Impacts on heritage

Places within or adjacent to the study area that are listed on the National heritage list or Commonwealth heritage list are described in Section 6 of **Appendix B**, Section 2 of **Appendix D** and **Appendix E**. The Project will likely have indirect impacts on multiple heritage listed places as described in Table 5. The likely indirect impacts relate to the 'large scale' and extent of the Project and the community perception about future 'changes' to the heritage environment; especially in the context of values and attributes described Section 4.2.3 of **Appendix E**. The impacts on the heritage values relate to the physical construction including:

- Civil works associated with existing roads, primarily on Commonwealth Avenue and State Circle (east).
- Civil and landscape works associated with the creation of new rail corridors through green space/undeveloped areas; such as across the landscape to join the route from State Circle (east) to Adelaide Avenue.
- The construction of a new bridge at Adelaide Avenue (over State Circle).
- Potential physical impacts to the heritage-listed State Circle Cutting and West Block Dugout during construction (refer to Table 5).
- Removal of established mature and historically/culturally significant trees, individual trees or avenues of trees (planted following the Griffins' plan).

Cumulative/Temporary/Permanent

The Project would introduce new infrastructure within an important area of cultural and social value in the Parliamentary Zone. While the Project is being built within an existing transport corridor, it would still change the amenity and character of the Parliamentary Zone. Additional temporary impacts may also be introduced during construction mainly from vegetation clearance and potential tree removal.

The cumulative impacts of the Project are not fully understood at this stage; however, it is expected that the Project would impact on multiple heritage values in the Parliamentary Zone resulting in an additive cumulative impact overall. The detail of additive cumulative impacts would be confirmed in the Project EIS.

The degree and scale of potential heritage impacts would be variable depending upon the location and proximity to the heritage places. Some impacts will be permanent while others would be temporary, only lasting for the construction period.

Reversible/Irreversible

The light rail infrastructure would irreversibly alter the setting and relationship of the road network through the areas of Commonwealth Land impacted by the Project. The vegetation and tree removal would cause an irreversible impact on the Commonwealth Land values created under the Griffin's design, however this could be partially mitigated through effective urban treatments and landscape planting. The construction works would result in short-term reversible impacts on the area's values. The construction footprint could be largely reinstated once the Project is built.

Cultural/Social/Symbolic

Cultural, social and symbolic impacts are associated with all heritage values in the Central National Area and therefore the areas of Commonwealth Land. Further consultation undertaken during the EIS would assist in establishing the community held values, and support in understanding and mitigating the extent and nature of any impacts.

Visual/Physical

As noted above, physical impacts will arise from civil works associated with the introduction of the Project and removal of the existing established/historic avenue trees and significant tree species (for their cultural and natural heritage values). These impacts would be partially mitigated through effective urban treatments and landscape planting.

Other issues to be considered through the EIS

- Analysis of the 'positive impacts' (benefits) that introducing light rail would bring to the heritage values, including environmentally sustainable tree species, increased public transport, reduction of cars.

- Holistic understanding of the heritage values, species and condition of historic trees in the study area, including consistently mapped and collated data on trees.
- Further investigation and examination of the multiple Conservation Management Plans and Heritage Management Plans for each of the listed and nominated places to better understand the detail and management policies.
- Improving knowledge as not all heritage places have management plans in place, therefore specific management policies would need to be based on best heritage practice (following the Burra Charter).
- Improving knowledge as not all places or areas within the study area have been assessed for their potential heritage value (including the landscape and cultural plantings).
- Definition and public communication, which explains the duration and extent of the temporary construction period.
- Detailed documentation for the construction of the Project.
- The 'Central National Area' is not a formally listed item, however, it is a significant heritage place within the study area and would be assessed as though it is listed.
- Further developing the Project's design features to fully comprehend the nature and extent of physical changes to the area.

The Project passes through the Central National Area of Canberra, an extensive cultural landscape comprising buildings, roads, parks, tree plantings and a lake. This area encompasses Commonwealth Heritage Places such as the Parliament House Vista; the significance of which is in part the aesthetic value, the sweeping views along each direction of the designated axis, and the symmetries and scale arising from features within these views; including the symmetrical characteristics of the road network.

In this sense, the replacement of trees and repurposing of road space within this vista may alter the setting of a heritage place, however this is not believed to be in a manner which is inconsistent with the heritage values of the place. The Project would not substantially diminish the value of a heritage place for a community or group.

The Project is not believed to:

- Involve extension, renovation, or substantial alteration of a heritage place in a manner which is inconsistent with the heritage values of the place.
- Involve the erection of buildings or other structures adjacent to, or within important sight lines of, a heritage place which are inconsistent with the heritage values of the place.
- Substantially restrict or inhibit the existing use of a heritage place as a cultural or ceremonial site.

2.7.3 Do you consider this impact to be significant?

Yes

2.8 Is the proposed action taking place in the Great Barrier Reef Marine Park?

No

2.9 Is the proposed action likely to have ANY direct or indirect impact on a water resource related to coal/gas/mining?

No

2.10 Is the proposed action a nuclear action?

No

2.11 Is the proposed action to be taken by the Commonwealth agency?

No

2.12 Is the proposed action to be undertaken in a Commonwealth Heritage Place Overseas?

No

2.13 Is the proposed action likely to have ANY direct or indirect impact on any part of the environment in the Commonwealth marine area?

No

Section 3 - Description of the project area

Provide a description of the project area and the affected area, including information about the following features (where relevant to the project area and/or affected area, and to the extent not otherwise addressed in Section 2).

3.1 Describe the flora and fauna relevant to the project area.

The city of Canberra is in the Southern Tablelands. The area host flora and fauna including remnant eucalyptus forest on the hills surrounding Canberra consistent with the ecology of the Southern Tableland. The lower lying areas and lake shores contain remnant grasslands and riparian river frontages that provide habitat for native trees and grasses, birds, insects, reptiles and mammals.

Several potential threatened fauna and fauna species were identified in the preliminary environmental assessment. Biodiversity field surveys were completed across the study area to identify potential impacts to threatened species, populations and ecological communities. These included vegetation and threatened flora and fauna surveys completed between 7 December 2017 and 16 January 2018 (refer to **Appendix C**).

No endangered ecological communities found in the study area. The nearest was 0.88-hectares of **natural temperate grassland** (a threatened ecological community), located about 50 metres from the study area on Guilfoyle Street in the north and Adelaide Avenue in the south (refer to Figure 3.2 in **Appendix C**). No threatened plant species found to occur within the study area.

The only threatened fauna species found in the study area, which is also likely to be significantly impacted by the Project, is the critically endangered golden sun moth. This was found in the five described in Table 6.

Appendix C details the method and outcomes of the ecological assessment prepared to support the referral. Flora and fauna impacts will be further confirmed impacts through an EIS for the Project.

3.2 Describe the hydrology relevant to the project area (including water flows).

The Project falls into two sub-catchments:

- Lake Burley Griffin/Molonglo River catchment, which covers the Kent Street overpass on Yarra Glen/Adelaide Avenue. This area drains directly to Lake Burley Griffin.
- Yarralumla Creek catchment, which covers the remaining section of the alignment west of the Kent Street overpass to the end of the alignment at Woden. This area discharges into Yarralumla Creek, which eventually enters Molonglo River downstream of Scrivener Dam.

A review of existing flood mapping data on ACTMapi has indicated that the Lake Burley Griffin/Molonglo River 1-in-100-year flood level is not located within the study area. Previous studies including the City Area Infrastructure Capacity and Catchment Study⁷ (Cardno, 2006), Coranderrk Street GPT Short-term Upgrade Options Assessment⁸ (AECOM, 2012) and Urban Strategy, Linking City Centre to the Lake⁹ (Hill Thalys, JILA and SMEC, 2013) identified the potential for flooding issues at the low point on the northern side of the Coranderrk Pond. These reports also identified deficiencies in the local drainage network draining to and from the Coranderrk Pond.

The main flooding constraint identified for the Project is around Woden. Findings from the Yarralumla Creek and Long Gully Flood Study¹⁰ (Jacobs, 2015) indicated that in the 500-year ARI flood event, there

⁷ Cardno 2006, *City Area Infrastructure Capacity and Catchment Study*.

⁸ AECOM 2012

⁹ Hill Thalys, JILA and SMEC, 2013

¹⁰ Jacobs 2015

would be nuisance flooding along Callam Street, Launceston Street and the car parks near the Woden Town Centre.

3.3 Describe the soil and vegetation characteristics relevant to the project area.

Geology

The ACT is located within the Southern Central Highlands Fold Belt geological province. This province has a complex geological history with many periods of folding, faulting and volcanic activity. The rock types present in this sequence indicate the area was previously dominated by a marine environment, with periodic volcanism. A review of the existing geological maps indicates that the ground conditions underlying the alignment comprise:

- Quaternary and Tertiary Alluvium.
- Early Late Silurian Deakin Volcanics and Yarralumla Formation.
- Late Middle Silurian Canberra Formation.
- Late Early Silurian Black Mountain Sandstone and State Circle Shale.
- Late and Middle Ordovician Pittman Formation.

The area from Commonwealth Park to Hobart Avenue is predominantly underlain by the Canberra Formation; a conglomerate (mix) of mudstone, siltstone, minor sandstone, limestone, hornfels (a type of metamorphic rock), dacitic ignimbrite (a type of igneous rock made of hardened volcanic ash called tuff) and volcanoclastic sediments. Within the remainder of the alignment the subsurface geology is dominated by mudstone and siltstone with minor limestone, hornfels and sandstone of the Yarralumla Formation.

Soils

The overlaying soils are characteristic of the underlying geology of the study area and are mainly dominated by soils of the Williamsdale Group, the Alluvial Landscape Pialligo Group, the Residual Anembo Group, the Alluvial Ginninderra Creek Group and the Transferral Landscape Burra Group. The characteristics of these groups are outlined below:

- The Williamsdale group are transferal soils that occur on gently undulating rises and valley flats.
- They are generally deep deposits and consist mostly of transported products of erosional processes.
- The Pialligo group occurs as alluvial soils along rivers, streams and bodies of water. Pialligo soils occur on floodplains of current water and historical rivers and streams.
- The Anembo group are residual soils that occur on undulating rises and flats on granitic material and are generally shallow to moderately deep deposits
- The Ginninderra Creek group are alluvial soils that occur on gently undulating floodplains in the Canberra Lowlands and are generally deep deposits.
- The Burra Group are transferal soils that occur on undulating to rolling low hills and alluvial fans. They are generally shallow to moderately deep deposits and have a complex soil distribution.

Acid Sulfate Soils

There is an extremely low to low probability for acid sulfate soils (Class 4) across the study area identified in the Australian Soil Resource Information System (CSIRO, 2011) ¹¹.

¹¹ Fitzpatrick, R., Powell, B. and Marvanek, S. 2011, *Atlas of Australian Acid Sulphate Soils v.2*. Australia: CSIRO.

Vegetation

There is a mix of introduced formal tree plantings located either within median or road verges, and more informal native bushland plantings; particularly around Parliament House. Common tree species planted throughout the study area included:

- Yellow Box *Eucalyptus melliodora*
- Blakely's Red Gum *Eucalyptus blakelyi*
- Argyle Apple *Eucalyptus cinerea*
- Brittle Gum *E.manniferra*
- Siilvertop Ash *Eucalyptus sieberi*
- Ribbon Gum *E.viminalis*
- Apple Box *E.brigesiana*
- Red Ironbark *E.sideroxylon*.

Appendix B and **Appendix C** provide additional information regarding the soil and vegetation characteristics and planted trees in and local to the study area.

3.4 Describe any outstanding natural features and/or any other important or unique values relevant to the project area.

The light rail passes through the Central National Area, which is a combination of the NCP precincts crossed by the Project footprint. The Central National Area is a location of national significance as identified in the NCP. Most of the Project is also in a Designated Area, which are those locations in the Australian Capital Territory provisioned under the NCP that have the special characteristics that are recognised for their cultural landscape, realm and amenity values in representing the Griffin Plan.

The geometric design of the Parliamentary Triangle creates views across the lake to the city, war memorial and to the hills north of the lake. Extensive landscaping and planting frames the views and enhances the vistas. Significant heritage and cultural values are woven into the landscape and not just the buildings in this zone. Extensive consultation with the NCA has resulted in careful design considerations for the treatment of the Project to ensure that these values are maintained and enhanced.

The Parliamentary Zone is also an important employment centre for Canberra and includes major Australian Government offices, Parliament House and accommodation. It also includes major tourist attractions such as the National Library, Questacon, Museum of Australian Democracy, National Gallery and the National Portrait Gallery.

3.5 Describe the status of native vegetation relevant to the project area.

The Project is mainly within an existing road corridor within central Canberra. While most of the study areas consists of cleared areas and introduced vegetation, there are small and isolated patches of native vegetation close to the study and Project footprint (refer to Figure 3.1 to Figure 3.5 in **Appendix C**).

There is no remnant native vegetation in the study area. The nearest native vegetation is a patch of natural temperate grassland 50 metres from the study area, which is unlikely to be impacted by the Project (refer to Table 6).

Planted native vegetation communities are not considered 'native vegetation communities' as defined under the EPBC Act.

Appendix C provides further details on vegetation within the study area.

3.6 Describe the gradient (or depth range if action is to be taken in a marine area) relevant to the project area.

Appendix F shows the gradient of the study area as being generally level to gently undulating. The topography would need to be modified locally as the light rail can only operate on a shallow gradient. Other minor changes would be needed for the light rail to navigate existing bridges and traffic ramps within existing road reserves.

3.7 Describe the current condition of the environment relevant to the project area.

The Project footprint crosses various landscape and urban character precincts. The existing visual environment of the Project corridor is generally characterised by: open public areas of Commonwealth Park; campus-style government and commercial developments within Commonwealth Avenue; the Parliamentary Zone and State Circle; low-density residential areas and embassies within Deakin, Curtin and Hughes; and multistory commercial, residential and retail developments in the Woden Town Centre.

Each precinct represents a different character zone that would require differing treatments and strategies for integrating the Project within its context. There are also mature trees and other landscaping elements along the Project that have substantial value within the streetscape; specifically, along Commonwealth Avenue.

3.8 Describe any Commonwealth Heritage Places or other places recognised as having heritage values relevant to the project area.

Places in, or next to, the Project footprint and study area that are on the Commonwealth heritage list and other places recognised as having heritage values to the project area are identified in Section 6 of **Appendix B**, Section 2 of **Appendix D** and **Appendix E**. and Table 5.

The Project is located in and next to several National and Commonwealth significant vistas and conservation areas. It is partly located within the Parliamentary Triangle, Lake Burley Griffin, and Main Avenues. The areas are important in terms of the Griffin's original design for Canberra and their visual relationships between nationally significant landmarks.

Consideration will be given for those heritage items located outside of the study area that may have unobstructed views towards the proposed alignment. This will include items nominated but currently not listed.

The non-Aboriginal archaeological potential of the Project study area is largely unknown. There is potential for archaeological remnants associated with former pastoral land uses; for example, homesteads that used to be located within the study area. However, detailed historical research, including the analysis of archival information, plans and maps, would be needed to assess the archaeological potential of the study area. This detailed assessment would consider the archaeological potential associated with listed items such as Woden Cemetery (refer to **Appendix D**). The potential impacts to non-Aboriginal archaeological would be assessed in detail as part of an EIS. Ancillary impacts associated with construction impacts and noise and vibration have not yet been considered in detail and will be assessed during the EIS.

3.9 Describe any Indigenous heritage values relevant to the project area.

Section 6.1 of **Appendix B** and Section 3 of **Appendix D** details of any Aboriginal and indigenous heritage values relevant to the project area. Based on the consideration of available literature and environmental data the following is noted:

- There are four known Aboriginal heritage sites located near the Project submerged on the bed of Lake Burley Griffin. This includes two Aboriginal artefact sites and two Aboriginal ceremonial sites that were recorded in association with the Molongo River prior to the construction of Lake Burley Griffin. The exact location of these items is unknown.
- Submerged cultural landscapes in Lake Burley Griffin that may be impacted from installing a temporary construction platform midway across the lake under the existing bridges to support construction (refer to section 1.2). This will be further assessed as part of the EIS.

- Scar trees have been identified outside of the study area. Due to extensive clearing of native vegetation, these site types would only occur within the study area if remnant old growth trees suitable for cultural modification exist. No such remnant old growth trees have been identified.

The ACT Government also notes the location of the Aboriginal Tent Embassy.

3.10 Describe the tenure of the action area (e.g. freehold, leasehold) relevant to the project area.

Most of the Project would be contained within the existing road reserves. It consists of either unleased Territory land or unleased National land.

3.11 Describe any existing or any proposed uses relevant to the project area.

The Project footprint is existing Territory or National road reserve and it is currently used to provide access into and out of the city. The land uses next to the road reserve in the study area include mixed uses. Key adjacent land uses include high-density commercial development within Woden and to low-to-medium residential development either side of the Adelaide Avenue/Yarra Glen corridor. Recreation, tourism and education-related land uses are located in the Parliamentary Zone.

Sensitive land uses located next to the Project footprint include residential dwellings, commercial premises (e.g. cafes, restaurants and commercial buildings), educational facilities, places of worship, and recreational facilities. Various parts of the Project alignment also present a sensitive land use from a ceremonial perspective associated with Canberra's status as the Nation's Capital. Future land uses around the Project will be guided by the ACT Government's Planning Strategy, and in Designated Areas through the NCP managed by the NCA.

Section 4 - Measures to avoid or reduce impacts

Provide a description of measures that would be implemented to avoid, reduce, manage or offset any relevant impacts of the action. Include, if appropriate, any relevant reports or technical advice relating to the feasibility and effectiveness of the proposed measures.

Examples of relevant measures to avoid or reduce impacts may include the timing of works, avoidance of important habitat, specific design measures, or adoption of specific work practices.

4.1 Describe the measures you would undertake to avoid or reduce impact from your proposed action.

This Project follows the general principles of 'avoid, minimise and mitigate' to manage impacts to the environment, and endeavors to, in order of consideration:

- Avoid impacts on environment, through the planning process.
- Minimise impacts on environment, through the planning process.
- Mitigate impacts on environment, through the use of a range of mitigation measures during the Project's planning, construction and operation.

On the basis that the Project is expected to result in potentially significant impacts, further assessment is expected to finalise the impacts and define specific mitigation measures. The main measure to be used would be refining the construction footprint to minimise habitat loss.

To date, avoidance of impacts has been mainly achieved through the planning and design process. This involved examining several possible route options and their potential impacts on the environment and other factors such as, operational performance, constructability, economic and social considerations. Those potential route that best fitted these considerations was taken forward through the proposal to develop the Project via State Circle (east), refer to Section 8 of this Referral.

While the preferred option avoids key impacts, the Project footprint passes near high value heritage places (including Parliament House and its surrounds) and is likely to impact on threatened ecological values. The Project has reduced the loss of habitat or significant species as far as practicable and is attempting to avoid direct heritage impacts. Through detailed surveys and visual inspections, it should be possible to refine the Project and construction footprints to reduce vegetation and habitat loss and heritage, cultural and amenity-related impacts.

While the referral is based on a broad study area to provide design flexibility at this early stage, it also provides the opportunity to reduce impacts through design iteration and refinement. To further address the Project's potential impacts, various concept mitigation measures have been developed for implementation. These are outlined in the following sections and would be further defined and refined during the Project EIS.

Biodiversity

For the Commonwealth Park to Woden light rail, impacts were reduced through options development and selection of a preferred option (refer to Section 8 of this Referral) and informed through detailed survey. While the reported impacts in this referral are based on a worst case precautionous approach, the assumption is that their scale and extent can be reduced. That said, for the Project to be feasible given its linear nature, it would be impossible to fully avoid impacts. For that reason, the following mitigation measure would be introduced as the Project progresses through its design and delivery phases.

- Undertake detailed design and route optimisation considering the golden sun moth habitat within the study area.
- Limit the construction footprint within and local to the golden sun moth habitat and other vegetated areas to reduce direct and indirect impacts.
- Supplement this by creating, maintaining and monitoring no-go zones for the construction footprint next to the golden sun moth habitat and native temperate grassland community to

ensure vehicles, machinery and heavy foot traffic does not impact on these areas where possible.

- Define specific requirements under a construction environmental management plan to restrict or limit certain activities from taking place in or near the golden sun moth habitat and native temperate grassland community and other vegetated areas.
- Develop a tree replacement, reuse and planting strategies throughout the study area in collaboration with experienced arborists, the NCA, and appropriate Commonwealth and Territory Government stakeholders.
- Have an appropriately trained and qualified arborist carry out the required tree felling.
- Avoid branch trimming where feasible and reasonable. Otherwise any trimming, lopping or pruning would be carried out by accredited and experienced arborists using cleaned and sterilised equipment to prevent the transmission of plant pathogens.
- Mulch and appropriately dispose of all green waste created from vegetation removal.
- Establish tree protection zones, root protection zones and canopy protection zones around all retained trees in accordance with Australian Standard (AS4970-2009) *Protection of Trees on Development Sites*. Fence off and sign these protection zones as being part of the environmental exclusion zones.
- Offset the removal of trees and shrubs by replanting appropriate replacement species.
- Induct construction staff to an appropriate level and make them aware of the location and extent of key ecologically sensitive areas and exclusion zones.
- Locate all construction compounds and laydown areas to avoid or otherwise minimise vegetation removal. Note: the removal of native or mature canopy species for compound purposes would be avoided.
- Prevent the dispersal of weed seed or soil-borne pathogens through the implementation of vegetation hygiene protocols for footwear, vehicles, heavy plant and machinery as multiple plants are declared pest species in the ACT under the *Pest Plants and Animals (Pest Plants) Declaration 2005* (No 1).
- Design, install and maintain appropriate sediment and erosion controls during excavation works to prevent any potential sediment runoff entering nearby stormwater drains.
- Engage an independent environmental auditor to assess the environmental management procedures and delivery of the project. The environmental auditor would ensure procedures are in place, managed, maintained and monitored. They would also provide a point of contact for stakeholder and community feedback on environmental performance.

Heritage

Strategies to avoid and minimise impacts on heritage listed items would likely include measures to:

- Avoid impacts on the attributes that give a place or item its heritage significance.
- Ensure sympathetic urban design through the development of urban design requirements with an independent panel of heritage and design specialists
- Develop and implement a dedicated tree replacement and landscape strategy for the medium-term enhancement of the existing landscape character; noting that many of the significant trees on Commonwealth Avenue south of Lake Burley Griffin, are reported as being in “fair” to “poor” health¹².
- Propagate a series of next-generation Himalayan cedars from the original trees on

¹² NCA, 2017. *Kings & Commonwealth avenues draft design strategy*

Commonwealth Avenue.

- Minimise the extent of overhead poles and wires by using wire-free running through the most sensitive Central National Areas, including Commonwealth Avenue, and the Parliamentary Zone, as far as practicable.

Many of the measures would be introduced under the construction environmental management plan. This plan would define the measures to be outcome-focused; specific, measurable, achievable, relevant and time-bound, consistent with the draft *Outcomes-based Conditions Policy 2015* and *Outcomes-based Conditions Guidance 2015* (DoE 2015).

4.2 For matters protected by the EPBC Act that may be affected by the proposed action, describe the proposed environmental outcomes to be achieved.

The Project would be sensitively and carefully designed to ensure the landscape character of the surrounding area would be enhanced and the associated listed, nominated and wider heritage, cultural and amenity values properties are conserved.

The Project's final design would seek to minimise impacts to the cultural landscape elements within the broader setting of the Central National Area. The Project also provides an opportunity to sensitively undertake renewal of some landscape areas identified as being in poor health. It would also seek to reduce its impact on known golden sun moth habitat through design development. Where impacts are unavoidable, Major Projects Canberra would work with key stakeholders to establish an appropriate treatment that may involve direct or indirect offsets.

The Project would address existing issues and support the Commonwealth's development and employment objectives for the Parliamentary Zone, enabling a better-connected precinct with improved accessibility and more appropriate traffic flows. Light rail would provide an attractive, reliable mass transit option to the area, improving connectivity and reliability for workers and visitors.

Section 5 – Conclusion on the likelihood of significant impacts

A checkbox tick identifies each of the matters of National Environmental Significance you identified in section 2 of this application as likely to be a significant impact.

Review the matters you have identified below. If a matter ticked below has been incorrectly identified you would need to return to Section 2 to edit.

5.1.1 World Heritage Properties

No

5.1.2 National Heritage Places

Yes

5.1.3 Wetlands of International Importance (declared Ramsar Wetlands)

No

5.1.4 Listed threatened species or any threatened ecological community

Yes: *listed threatened species*

5.1.5 Listed migratory species

No

5.1.6 Commonwealth marine environment

No

5.1.7 Protection of the environment from actions involving Commonwealth land

Yes: *protection of the environment from actions involving Commonwealth land*

5.1.8 Great Barrier Reef Marine Park

No

5.1.9 A water resource, in relation to coal/gas/mining

No

5.1.10 Protection of the environment from nuclear actions

No

5.1.11 Protection of the environment from Commonwealth actions

No

5.1.12 Commonwealth Heritage places overseas

No

5.2 If no significant matters are identified, provide the key reasons why you think the proposed action is not likely to have a significant impact on a matter protected under the EPBC Act and therefore not a controlled action.

Not Applicable

Section 6 – Environmental record of the person proposing to take the action

Provide details of any proceedings under Commonwealth, State or Territory law against the person proposing to take the action that pertain to the protection of the environment or the conservation and sustainable use of natural resources.

6.1 Does the person taking the action have a satisfactory record of responsible environmental management? Please explain in further detail.

Yes. Major Projects Canberra on behalf of the ACT Government is the proponent of the proposed action. The ACT Government takes a proactive and responsible approach to environmental management.

6.2 Provide details of any past or present proceedings under a Commonwealth, State or Territory law for the protection of the environment or the conservation and sustainable use of natural resources against either (a) the person proposing to take the action or, (b) if a permit has been applied for in relation to the action – the person making the application.

Not Applicable

6.3 If it is a corporation undertaking the action would the action be taken in accordance with the corporation's environmental policy and framework?

While Major Projects Canberra is undertaking the action, it will be in accordance with relevant ACT Government policies and guidelines.

6.3.1 If the person taking the action is a corporation, please provide details of the corporation's environmental policy and planning framework.

While Major Projects Canberra is undertaking the action, the Project would be undertaken in accordance with relevant Major Projects Canberra and ACT Government policies and guidelines, including the *ACT Planning Strategy 2018*, the *Moving Canberra 2019 – 2045 Integrated Transport Strategy* and the *ACT Climate Change Strategy 2019*.

6.4 Has the person taking the action previously referred an action under the EPBC Act, or been responsible for undertaking an action referred under the EPBC Act?

Yes

6.4.1 EPBC Act No and/or Name of Proposal.

The ACT Government has referred numerous proposed actions under the EPBC Act. Since 2014, these include the following:

- 2014/7327 ACT Economic Development Directorate/Residential development/Division of Symonston, ACT/ACT/Symonston Residential Estate Stage 2, Symonston, ACT.
- 2015/7483 ACT Shared Services Procurement/Transport - Land/Pialligo/Australian Capital Territory/Construction of a link road on Marjura Parkway, Pialligo, ACT.
- 2016/7742 ACT Procurement/Transport - Land/Mustang Avenue roundabout, Majura Road, Pialligo, ACT/Australian Capital Territory/Construction of the IKEA Canberra Northern Access Road, ACT.
- 2016/7781 Land Development Agency/Residential Development/north of Isabella Pond Weir, between Drakeford Dr and Lake Tuggeranong, ACT/Australian Capital Territory/Urban Development of part Block 5 Section 10 Greenway, ACT.
- 2017/8013 ENVIRONMENT, PLANNING AND SUSTAINABLE DEVELOPMENT

DIRECTORATE - DEPARTMENTAL/Residential Development/Block 29, Section 36, Mawson/Australian Capital Territory/Construction of public housing units within Block 29, Section 36, Mawson, ACT.

- 2017/8061 Chief Minister, Treasury and Economic Development Directorate ACT
Procurement/Transport - Water/Canberra, ACT/Australian Capital Territory/Molonglo 3 Water Supply Pipeline, ACT.

Section 7 – Information sources

You are required to provide the references used in preparing the referral including the reliability of the source.

7.1 List references used in preparing the referral (please provide the reference source reliability and any uncertainties of source).

Table 7: reference documentation

Reference Source	Reliability: (Currency, Expertise, Relevance, Consistency)	Uncertainty: (Currency, Expertise, Relevance, Consistency)
RPS, Preliminary Environmental Assessment, July 2019	Current and reliable: prepared to support this referral including a desk review of published records and field surveys by qualified specialists.	2019 and specifically collected for this Project
RPS, Heritage Assessment, July 2019	Current and reliable: prepared to support this referral including a desk review of published records and field surveys by qualified specialists.	2019 and specifically collected for this Project
Biosis, Ecological Assessment, July 2019	Current and reliable: prepared to support this referral including a desk review of published records and field surveys by qualified specialists.	2019 and specifically collected for this Project
GML, Preliminary Heritage Advice	Current and reliable: prepared to support this referral including a desk review of published records and field surveys by qualified specialists.	2019 and specifically collected for this Project
Infrastructure Australia Population Estimated and Projections, April 2015	Partially reliable – prepared by trusted Australian Government institution with experience in their specific areas of expertise. Data is not current, update from previous release of information from same source.	Recent data covering the study area
5220.0 - Australian National Accounts: State Accounts, 2016-17, Australian Bureau of Statistics	Partially reliable – prepared by trusted Australian Government institution with experience in their specific areas of expertise. Data is not current, update from previous release of information from same source.	Recent data covering the study area
5220.0 - Australian National Accounts: State Accounts, 2017-18, Australian Bureau of Statistics	Reliable - prepared by trusted Australian Government institution with experience in their specific areas of expertise. Data is most current, Specific to ACT, Update from previous release of information from same source.	No known uncertainties. The information utilised is current as of the preparation of this referral and suitable for use to support the preparation of this referral.
Australian Bureau of Statistics, Regional Population Growth, Australia 2016-2017, Released 24 April 2018.	Reliable - prepared by trusted Australian Government institution with experience in their specific areas of expertise. Data is most current, Specific to ACT, Update from previous release of information from same source.	Recent data covering the study area
Infrastructure Australia, Australian Infrastructure Audit Report, May 2015	Partially reliable – prepared by trusted Australian Government institution with experience in their specific areas of expertise. Data is not current, update from previous release of information from same source.	Recent data covering the study area
National Capital Plan Parliamentary Zone Precinct Code	Reliable - quoted from relevant statutory document	None
Planning & Development Act 2007 (P&D Act).	Reliable - quoted from relevant statutory document	None
National Capital Plan (NCP)	Reliable - quoted from relevant statutory document	None
Pest Plants and Animals (Pest	Reliable - quoted from relevant statutory	None

Reference Source	Reliability: (Currency, Expertise, Relevance, Consistency)	Uncertainty: (Currency, Expertise, Relevance, Consistency)
Plants) Deceleration 2015 (No 1)	document	
Biosis Commonwealth Park to Woden - Preliminary Environmental Assessment: Biodiversity	Reliable – quoted from a reliable consultancy specialising in Biodiversity assessments in the ACT	None

Section 8 – Proposed alternatives

You are required to complete this section if you have any feasible alternatives to taking the Project (including not taking the action) that were considered but not proposed.

8.1 Select the relevant alternatives related to your proposed action.

The ACT Government has considered and assessed several alternatives during the development of the Project thus far. It is the ACT Government's position that the Commonwealth Park to Woden light rail corridor and the **State Circle East Alignment** represents the best alternative for the Project.

The Commonwealth Park to Woden light rail corridor was selected by the ACT Government to create a north-south Canberra light rail network 'spine'. It made this decision after consideration of its overarching vision for Canberra and its Light Rail Master Plan.

Once the ACT Government's preferred corridor had been determined, details of the preferred route were more fully developed. The development of the Project considered the following key areas to establish the most appropriate route:

- Deakin to Woden
- Termination of in Woden Town Centre
- Central National Area

Deakin to Woden

Three options were considered for travelling to Woden: the more direct route via Adelaide Avenue/Yarra Glen, and two other routes through local centres via Denison Street and Kent Street.

The ACT Government has selected the more direct route via Adelaide Avenue/Yarra Glen for the Project. This route has the following advantages:

- It helps to improve travel times and ensure that Woden is within a 30-minute journey time to the City.
- The Project can be accommodated within the central median to retain traffic capacity on Adelaide Avenue.
- It is consistent with the inter-town public transport provisions of the NCP and Territory Plan.
- The catchment area for the route is similar to that for the Denison and Kent Street options.
- It has the potential to support urban renewal, including potential residential development.
- There is an opportunity to soften and enhance Adelaide Avenue's current landscape treatment and bring it into line with published NCA guidance for Canberra's Main Avenues.
- It provides an opportunity to improve the road layout at the Yamba Drive/Melrose Drive intersection at Phillip.

Terminating in Woden Town Centre

Early Project planning in 2017 contemplated the route potentially ending at Canberra Hospital in Woden. This is not being pursued as a feature of the Project, as further technical analysis revealed challenges in providing appropriate access to a stop and operational difficulties in extending the system further southwards from a Canberra Hospital terminus.

Woden is a major activity centre for southern Canberra, acting as a community and commercial

hub for the Woden Valley and the broader region. The Project would improve access to the Woden retail district and employment hubs, supporting investment and economic diversification. It would make Woden a more attractive place to live, work and visit, and support the realisation of the Woden Town Centre Master Plan.

Central National Area

Major Projects Canberra worked closely with the NCA to develop appropriate alignment options through the Central National Area. In May and June 2017, the Territory sought feedback from the community on two different route alignments:

- City to Woden via Capital Circle
- City to Woden via Parkes and Barton

As outlined at Section 1.12, the JSCNCET Inquiry Report highlighted several heritage issues with the Barton Alignment and reached the conclusion that the NCP would need to be amended to facilitate this alignment. The JSCNCET Inquiry Report noted that the State Circle East Alignment (from Commonwealth Avenue to Adelaide Avenue) would be consistent with the NCP, and already has “in principle” Commonwealth planning approval without the need for an amendment to the NCP.

The ACT Government jointly developed with the NCA a scope of works for an ‘Initial Heritage Assessment’ of the options to traverse National Land near or through the Parliamentary Zone (i.e. traversing from Commonwealth Avenue to Adelaide Avenue). The outcome of this indicates that there are no unacceptable or prohibitive heritage impacts that would require any of the alignment options being definitively rejected at this stage.

Having regard to the JSCNCET Inquiry Report and the additional analysis, the State Circle East Alignment was identified as the preferred alignment for the Project. The route would be located on the inside of the road alignment (i.e. Parliament House side of State Circle) to avoid direct impacts to listed heritage items (State Circle cutting, York Park and St Andrews Church), while still providing good connectivity and journey time with limited impacts on the environment.

The alignment on the inside of State Circle would have comparatively less impacts to traffic than an alignment on the outside or median that would directly impact key intersections of State Circle with Kings Avenue/Brisbane Avenue/Sydney Avenue.

A Barton Alignment would be considered the backup alternative should an insurmountable issue be encountered on the State Circle East Alignment.

Not taking the action

Not building the Project would effectively result in the continued development of the existing road network and bus system to Woden. This option was dismissed as it would not deliver the contemplated segregated Inter-Town Public Transport system as described in the NCP or the objectives that are set out in Section 1.1 of **Appendix B**. Section 3.1.4 of the NCP describes the Inter-Town Public Transport system that should link activity centres.

8.27 Do you have another alternative?

No

Section 9 – Contacts, signatures and declarations

Where applicable, you must provide the contact details of each of the following entities: Person Proposing the Action; Proposed Designated Proponent and; Person Preparing the Referral. You would also be required to provide signed declarations from each of the identified entities.

9.1 Is the person proposing to take the action an Organisation or an Individual?

Organisation

Job title

Project director

First name

Pam

Last name

Nelson

Email

Pam.Nelson@act.gov.au

Organisation's telephone number

(02) 6205 7191

Organisation's email

LightRailtoWoden@act.gov.au

ABN/ACN

66 676 633 401

Appendix A - Attachments

The following list of attachments should be read in conjunction with this Referral:

- Appendix A: Project Drawings
- Appendix B: Preliminary Environmental Assessment
- Appendix C: Biodiversity Survey Report
- Appendix D: Heritage Summary Report
- Appendix E: Preliminary Heritage Advice on Light Rail through the Central National Area
- Appendix F: Long Section Drawings

Project	Environmental Referral – Light Rail City to Woden Network Extension
Key date	Upon Lodgment of Project EPBC Referrals
Spokespeople	Duncan Edghill – A/g Chief Project Officer Ashley Cahif – A/g Project Director, Light Rail Stage 1 Pam Nelson – Project Director, City to Woden Light Rail
Materials	<ol style="list-style-type: none">1. Communication Context2. Draft Talking points3. Draft Q&A4. Draft media release (s)5. Draft YourSay page6. Draft social media posts7. Draft video script

1. Communication Context

Expected Timing	Milestone	Message
July 2019	EPBC Referral submitted to DoEE for: <ul style="list-style-type: none"> • Light Rail – City to Commonwealth Park • Light Rail – Commonwealth Park to Woden 	We are now undertaking the first step in seeking environmental approvals for the components that will form part of the extension of the Light Rail network from the City to Woden, through the referral of both City to Commonwealth Park component and Commonwealth Park to Woden component under the Commonwealth Environment Protection and Biodiversity Conservation Act (EPBC Act)
Date TBD 10 business days of public exhibition start after DoEE publishes the 2 referrals	Public exhibition of environmental referral	Canberrans are invited to share their views on the ACT Government proposed light rail projects that will extend the city's Light Rail Network from the City to Woden, including for the parts of the projects that go through national areas. We will receive clarity on the heritage considerations in the national area by seeking assessment of our routes under the Commonwealth's Environment Protection and Biodiversity Conservation Act (EPBC Act).
Date TBD Expected within 20 business days of lodgment	Outcome of the environmental referral assessment	Commonwealth process confirms the Territory's City to Commonwealth Park and Commonwealth Park to Woden light rail components are controlled actions and that environmental assessments will be required to demonstrate that these projects can be delivered sensitively. This will ensure the impacts of each project are appropriately assessed and considered.
Date TBD Note: the language to be confirmed once DoEE Minister's decision is confirmed	Next steps and preparation of environmental assessments	ACT Government welcomes community input into the draft: <ul style="list-style-type: none"> • City to Commonwealth Park preliminary environmental assessment; and • Commonwealth Park to Woden Environmental Impact Statement

2. Draft Talking Points

Two EPBC Referrals have been submitted:

- We are working to extend the light rail network, and to deliver light rail to Woden, as soon as possible
- We are now commencing the first step in the planning approval processes for the City to Woden light rail network extension under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act)
- We are currently progressing the planning approvals for light rail in the City to Woden corridor in two components – (1) City to Commonwealth Park and (2) Commonwealth Park to Woden.
- Doing so may enable us to progress the City to Commonwealth Park element more quickly whilst we continue to work through the infrastructure, design, environmental and planning challenges arising from the future network expansion from Commonwealth Park to Woden.
- The rationale for this is based on:
 - City to Commonwealth Park:
 - In its own right provides a valuable extension of the network to important destinations including City West and West Basin, and supports the urban development this component of the Territory's north-south transport corridor;
 - Will enable the integration of transport and land use in this area with the now operational City to Gungahlin light rail;
 - City West and West Basin are experiencing increasing public and private development. This is an important timing consideration for the City to Commonwealth Park Project to ensure that light rail is appropriately included at an early stage in this emerging urban environment; and
 - Is proximate to and will facilitate the wider development of the light rail network, including on the other side of the Lake from Commonwealth Park to Woden.
 - Commonwealth Park to Woden:
 - Involves complex planning, environmental and infrastructure design work, including in relation to crossing the Commonwealth Avenue Bridge and passing through national land along State Circle;
 - Requires particular consideration of sensitive heritage and planning approval matters, including given this passes through the Parliamentary Triangle, and
 - These considerations can be carefully addressed in partnership with the National Capital Authority and can be progressed whilst the City to Commonwealth Park works are underway.
- The ACT Government will shortly consider the business case for light rail between the City and Woden. As part of its deliberations, the ACT Government will consider the exact procurement approach and potential options for staging the delivery of light rail in the City to Woden corridor.

ATTACHMENT E – Communications and Engagement Plan

- The City to Gungahlin light rail route has proven tremendously popular. The ACT Government is keen to begin the southern expansion of the system as soon as possible.

Process:

- The ACT Government's environmental referrals under the EPBC Act are the first step in a three-step process:
 - firstly we will understand what individual actions and assessments we need to undertake in relation to each element of the corridor (City to Commonwealth Park and Commonwealth Park to Woden) to manage heritage and environmental impacts;
 - next we work with the community to develop the environmental assessments required for each project, with extensive consultation and engagement activities;
 - at the final step, we submit the required draft environmental assessment required for each project back to the Department of Environment and Energy for their formal approval;
- We can then confidently proceed with designs for each element of the corridor and the broader light rail network expansion to Woden, seek works approvals and sign contracts to build the each of these transport linkages.

Consultation:

- A short consultation period will be managed by the Commonwealth Department of Environment and Energy, in relation to each of the City to Commonwealth Park and Commonwealth Park to Woden elements of the corridor, and the Canberra community, people with an interest in the national capital and stakeholder organisations are invited to participate by visiting the *environment.gov.au* website or follow the link from *yoursay.act.gov.au*

Route through national land:

- In relation to the Commonwealth Park to Woden expansion of the light rail network, we have determined, following recommendations in the Commonwealth's Joint Standing Committee report and subsequent Australian Government response, that State Circle East is the best route through national land.
 - The State Circle East route has a forecast for strong passenger numbers, good connectivity to the network, manageable impacts on traffic, environment and heritage, and the least complex approval process.

Heritage:

- We will receive clarity on the heritage and environmental considerations we need to sensitively design or mitigate in relation to the Commonwealth Park to Woden expansion, which is obviously located in an important national area.
 - Throughout the world, light rail compliments significant heritage areas and we are confident that delivery of light rail through these important landscapes can be achieved with sensitivity.

ATTACHMENT E – Communications and Engagement Plan

- Light rail is a sensitive way to remove everyday congestion from our iconic national areas and can make it easier for millions of visitors to experience our national heritage.

3. Draft Q&A

All

Q: Why have you submitted two referrals for the Environment Protection and Biodiversity Conservation Act? Isn't it the one project – City to Woden?

A: We are currently progressing the planning approvals for light rail in the City to Woden corridor in two components – (1) City to Commonwealth Park and (2) Commonwealth Park to Woden.

Doing so may enable us to progress the City to Commonwealth Park element more quickly whilst we continue to work through the infrastructure, design, environmental and planning challenges arising from the future network expansion from Commonwealth Park to Woden.

The ACT Government will shortly consider the business case for light rail between the City and Woden. As part of its deliberations, the ACT Government will consider the exact procurement approach and potential options for staging the delivery of light rail in the City to Woden corridor.

The City to Gungahlin light rail route has proven tremendously popular. The ACT Government is keen to begin the southern expansion of the system as soon as possible.

Q: What happens if the Commonwealth Government approves light rail to Commonwealth Park, but not the rest of the route to Woden?

A: The ACT Government is committed to delivering light rail to Woden and we will continue to work with the Commonwealth Government to ensure that happens.

In a worst-case situation, if light rail is extended in the first instance from the City to Commonwealth Park, this would be in itself an independent and viable public project which will be integrated with the now operational City to Gungahlin network. It will provide an important transport link to City West, West Basin and Commonwealth Park and support the urban development of these areas.

Of course, the City to Commonwealth Park Project will facilitate the future Commonwealth Park to Woden light rail expansion, to be resolved.

Q: Will the City to Commonwealth Park referral be subject to similar assessment as Commonwealth Park to Woden under the EPBC Act?

A: Both referrals will be assessed in accordance with the EPBC Act.

Major Projects Canberra considers that the City to Commonwealth Park alignment has potential impacts on a discrete population of Golden Sun Moths habitat near City Hill and so has been referred for a decision by the Commonwealth Department of Environment and

Energy as to whether it is a “controlled action” and, if so, what form of assessment is required.

The Commonwealth Park to Woden alignment has potential National Heritage and other relevant impacts – which will be addressed as a part of the specific referral provided to the Commonwealth Department of Environment and Energy under the EPBC Act.

Given separate referrals are being made for each component of the corridor, it may be that the Commonwealth Department of Environment and Energy considers different assessment mechanisms are applicable for each project.

Q: Has the ACT Government ever undertaken an assessment under the Environment Protection and Biodiversity Conservation Act before?

A: Yes. The ACT Government regularly undertakes assessments under the EBPC Act for its significant infrastructure projects and land development projects.

The ACT Government submitted a referral under the EBPC Act for City to Gungahlin light rail project in 2014, and that project was determined not to be a "controlled action" requiring further assessment under that Act.

[Nevertheless, a full Environmental Impact Statement was undertaken as part of the Territory *Planning and Development Act* impact track approval processes in 2015.]

Q: How much of the route can be wire free?

A: Wire-free charging technology is already in use in Australia and will be significantly more advanced when we begin operations on future expansions of the light rail network.

We continue to work closely with providers as they develop their wire free technology as this will minimise visual impacts in areas of national significance.

4. Draft Media Release

<Draft media release (1) – submission made>

Approval sought for light rail network extension

The ACT Government is now seeking formal Commonwealth approval for the next steps in the extension of the light rail network to Woden under the Environment Protection and Biodiversity Conservation Act (EPBC Act).

The ACT Government is progressing planning approvals for light rail in the City to Woden corridor in two components - City to Commonwealth Park and Commonwealth Park to Woden. This approach may enable the ACT Government to progress light rail development in the City to Commonwealth Park part of the route more quickly while the more complex environmental, heritage and engineering considerations within the Commonwealth Park to Woden corridor are resolved.

“The ACT Government believes progressing separate referrals is appropriate given the very different planning, heritage and environmental considerations in different parts of the corridor. It may allow for complexities arising from the Commonwealth Park to Woden alignment to be resolved without holding up development of light rail between the City and Commonwealth Park,” Minister for Transport Chris Steel said.

“The route passing through the Parliamentary Zone via State Circle East is included for assessment in the Commonwealth Park to Woden EPBC submission. It contains more complex considerations, such as the approach to Commonwealth Bridge and crossing the lake towards Parliament House. These matters will take longer to resolve with the Commonwealth.

“Light rail is a sensitive way to ease everyday congestion in our iconic national areas and can make it easier for millions of visitors to experience our national heritage and collections.

“The rigorous EPBC process, used throughout Australia for major infrastructure projects, will give the Canberra community clarity on the heritage and environmental considerations we need to sensitively design or mitigate any impacts of light rail through the Parliamentary area.

“In this first step of the assessment process a short consultation period, managed by the Commonwealth Department of Environment and Energy, will open soon and I encourage Canberrans and people with an interest in the national capital to participate and comment on both submissions,” said the Minister.

To stay informed visit yoursay.act.gov.au.

ATTACHMENT E – Communications and Engagement Plan

Statement ends

Media contact/s:

Alexandra Craig T (02) 6207 0881 Alexandra.Craig@act.gov.au

Further media releases will be developed in conjunction with your office according to circumstances as they arise.

5. Draft YourSay page

How to have your say:

Thank you for your participation in the conversations about Canberra's light rail to date.

Ongoing Consultation:

We are seeking to understand your awareness and information needs as we continue planning the light rail network expansion – it may be of particular interest to you if you live, work, study or play along the proposed route to Woden.

More information will be available at [light rail engagement events](#) throughout Canberra which we hope to see you at. You can see a list of upcoming events [here](#) [link to yoursay.gov.au](#).

Commenting on light rail's referrals:

The Commonwealth Department of Environment and Energy (DoEE) is currently seeking views on the environmental and heritage impacts of the expansion of the light rail network. Two planning approvals are being considered:

- City to Commonwealth Park - which will extend the existing City to Gungahlin light rail line with City West, West Basin and Commonwealth Park; and
- Commonwealth Park to Woden - which will further extend the light rail network over Lake Burley Griffin, through the Parliamentary Triangle and on to Woden.

Given this, there are two referrals that have been submitted, so you will need to comment on both separately if you have comments on both.

The EPBC Act provides for a public comment period of 10 business days (with no extensions). A decision on whether a proposed action requires further impact assessment and approval will be made within 20 business days. The outcome of the decision will be made publicly available on the DoEE web site.

You can share your views by sending a submission or comments to DoEE quoting the reference number and title of the referral to:

- Email to epbc.comments@environment.gov.au
- Post to:

Referrals Gateway
Assessment & Governance Branch
Department of the Environment and Energy
GPO Box 787
Canberra ACT 2601

For more information about the DoEE's public comment process, timeframes and guidelines please go to <http://epbcnotices.environment.gov.au/>

ATTACHMENT E – Communications and Engagement Plan

If you require further information contact the Referrals Gateway on 02 6274 2496 or email epbc.referrals@environment.gov.au.

We are looking at:

Major infrastructure projects like light rail undergo several assessment and approval processes before construction can begin.

Throughout 2019 and early 2020 we will look at the environmental and heritage impacts of the expansion of the light rail network to Woden. As a part of our assessment we will also undertake, with the Commonwealth, a multi-step process for initial assessment of environmental and heritage impacts:

1. An initial referral is to be submitted for each of two components (the City to Commonwealth Park and Commonwealth Park to Woden) and assessed by the Commonwealth Department of Environment and Energy - this assessment will follow the process under the *Environmental Protection and Biodiversity Conservation Act* (EPBC) and will determine what further impact assessments need to be undertaken before formal approval is sought. During the referral assessment there is a 10 business day consultation period during which we welcome your comments. You can read and provide comment on the referral documents [here](#).
2. Once the referrals have been assessed, the ACT Government can start working with the community on relevant environmental assessments (as required by the Commonwealth Minister for the Environment). We will let the community know when this occurs and how you can find the correct information and have a say.
3. After these extensive consultation and engagement processes, the ACT Government will then submit each environmental assessment to the Commonwealth Department of Environment and Energy for final approvals.
4. The preparation of environmental assessments, consultation and the seeking of final approvals are likely to progress separately for the City to Commonwealth Park and the Commonwealth Park to Woden components.

Heritage and environmental approvals under the EPBC Act then clear the way for final project design work, which is then subject to a Works Approval by the National Capital Authority and, in the Parliamentary Zone, approval by Federal Parliament.

Register your interest in the expansion of the light rail network to ensure we reach you with the right information and help you stay informed as the project progresses.

How will we use your comments or feedback?

Community and stakeholder input directly received or informing the assessment of regulators helps shape the planning, design and preparation of light rail.

Light rail is an ongoing conversation within the Canberra community that formally began in 2011. As we have planned, constructed and operated light rail you have kept us informed of your views and information needs through direct engagement, submissions, correspondence, social media comments and media interest.

As well as informing the Gungahlin to City alignment, you have helped the light rail expansion projects:

- Select potential routes
- Explore the best way through the complex approval process via a Commonwealth Inquiry
- Identify future information needs for the community and businesses during design and construction

We will continue to listen and provide information, engagement opportunities and facilitate your participation with the formal approval process and the associated consultation activities.

6. Draft social media posts

Assessments are challenging. Just ask one of the ### students who studies along the Gungahlin to Woden light rail route. The expansion of the light rail network, is undergoing the first assessment of how we will manage heritage and the environment. Find out more at yoursay.act.gov.au

Did you know? The expansion of the light rail network, has some of the most complex checks and balances for a major infrastructure project in Australia. Find out more about how we are managing heritage and environment: yoursay.act.gov.au

Did you know? We could take the light rail from Commonwealth Park to Woden via a State Circle East route. Check out the virtual tour to see your future State Circle stop:
yoursay.act.gov.au
<VIDEO - VIRTUAL REALITY >

7. Draft video script - animation

Frame 1	Major projects like light rail need lots of approvals
Frame 2	We experts to look at how we intend to manage heritage and the environment
Frame 3	We need planning regulators to look at our designs and how we will change the urban environment or the traffic flow
Frame 4	Where we are near national icons and important places, we need approval from the Australian Parliament
Frame 5	We then need to seek approval before we construct that we have agreement on how we will manage noise, where we will put our equipment and how we will keep everyone safe
Frame 6	You can join the light rail conversation and support the approvals with your views