



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/iCBR/home>

NAME	WHAT ARE THE PARAMETERS OF THE REQUEST
iCBRFOI2526/46	<i>Documents relating to a decision that contracting AECOM to prepare the EIS for Light Rail Stage 2B meets the requirements of the Scoping document issued 4 March 2024 which states that: "The Authority requires that the proponent engage a suitably qualified independent consultant to prepare an EIS, OR the proponent submits, with the draft EIS, an independent review of the draft EIS undertaken by a suitably qualified consultant.</i>

Section Ref No	Pages	Description	Date	Status	Reason for non-release or deferral	Open Access release status
1.	00.	Release Schedule	31/03/2026	-	-	Yes
2.	0.	Decision Letter	31/03/2026	-	-	Yes
3.	1 – 22	Request For Tender: Project Design & Technical Advisory Consultant Light Rail City to Woden	25/01/2021 – 23/02/2021	Partial	<i>Schedule 2.2(a)(xi)</i>	Yes
Total						
3						



Our Ref: iCBRFOI2526/46

schedule 2.2(a)(ii)

Dear schedule 2.2(a)(ii)

FREEDOM OF INFORMATION REQUEST

I refer to your application under section 30 of the *Freedom of Information Act 2016* (the Act), transferred from Chief Minister, Treasury and Economic Development Directorate to Infrastructure Canberra (iCBR) on 13 February 2026.

In your information access request, you sought access to:

"Documents relating to a decision that contracting AECOM to prepare the EIS for Light Rail Stage 2B meets the requirements of the Scoping document issued 4 March 2024 which states that: "The Authority requires that the proponent engage a suitably qualified independent consultant to prepare an EIS, OR the proponent submits, with the draft EIS, an independent review of the draft EIS undertaken by a suitably qualified consultant."

In your submission you provided the following additional context to your scope:

"The proponent in this case is Major Projects Canberra. AECOM is not an independent consultant, being in receipt of a large contract to support the development of this project. No independent review has been undertaken."

Authority

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

In accordance with section 40 of the Act, iCBR is required to provide a decision on your access application within 30 days. Therefore, a decision is due by 31 March 2026.

Decision on access

Searches were completed for information applicable to the scope of your request, and it was identified some material is also held by another directorate.

The request was partially transferred accordingly, and this Release Pack documentation pertains solely to Infrastructure Canberra.

The records identified as relevant to your application are listed in the schedule enclosed. This provides a description of each document that falls within the scope of your request and the access decision for each of those documents.

My decision in relation to the documents relevant to your request summarised as follows:

- Partial access



My decision is detailed further in the following Statement of Reasons.

Statement of Reasons

In making my decision on disclosing government information, I must identify all relevant factors in Schedule 2 of the Act and determine, on balance, where the public interest lies.

Out of scope information has been removed from the relevant records prior to weighting factors. All remaining information considered in scope of the access application has been weighted against the public interest test. In reaching my access decision, I have taken the following into account:

Factors favouring disclosure in the public interest (Schedule 2, Section 2.1)

- *Section 2.1(a)(i) – promote open discussion of public affairs and enhance the governments accountability,*
- *Section 2.1(a)(ii) – contribute to positive and informed debate on important issues or matters of public interest, and*
- *Section 2.1(a)(viii) – reveal the reason for a government decision and any background or contextual information that informed the decision.*

I am satisfied that these are relevant considerations favouring disclosure in this case, and in the interests of enhancing open discussion, I afford them moderate weight.

Factors favouring non-disclosure in the public interest (Schedule 2, Section 2.2)

- *Section 2.2(a)(xi) – prejudice trade secrets, business affairs or research.*

I do not consider the release of pages redacted under section 2.2(a)(xi) to provide further contextual relevance in this instance. I do consider the release of these pages could reasonably be expected to reveal trade secrets and limit the operational effectiveness of the project delivery. I afford this factor significant weight.

Charges

I have decided to waive any charges in relation to this Freedom of Information application.

Online Publishing – Disclosure Log

Under section 28 of the Act, iCBR 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 on the iCBR Disclosure Log within three to ten working days after the date of the decision.

Your personal details will not be published.

You may view the iCBR Disclosure Log at: [Disclosure log - Infrastructure Canberra \(act.gov.au\)](https://www.act.gov.au/infrastructure-canberra/disclosure-log).



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 on the iCBR 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(2) 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 me via email iCBR.FOI@act.gov.au.

Please ensure you quote your reference number: **iCBRFOI2526/46**

Yours sincerely,

schedule 2.2(a)(ii)

Lorcan Murphy
Information Officer
Infrastructure Canberra
27/03/2026

PROJECT DESIGN & TECHNICAL ADVISORY CONSULTANT

LIGHT RAIL CITY TO WODEN

REQUEST FOR TENDER
ATTACHMENT 1

PROJECT BRIEF



ACT
Government

25 JANUARY 2021



REQUEST FOR TENDER

NO. 58205.RFT.001

PROJECT DESIGN & TECHNICAL ADVISORY CONSULTANT LIGHT RAIL CITY TO WODEN

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ISSUE DATE: 25 January 2021

CLOSING DATE: 23 February 2021

CLOSING TIME: 14:00

IMPORTANT NOTICE: RESPONSES MUST BE LODGED
ELECTRONICALLY THROUGH TENDERS ACT

1. PURPOSE OF THE PROJECT BRIEF

The Project Brief (this document) describes the detailed services, deliverables and administrative requirements (Scope of Services), to be provided by the Project Reference Design and Technical Advisory (TA) Consultant (Consultant), for:

- > The preparation of Reference Designs and Output Specifications
- > The provision of TA Services associated with the procurement of Delivery contracts for the design, construction and delivery,

of the Raising of London Circuit (RLC), Light Rail Stage 2¹, and the light rail Depot Expansion (collectively, 'Project').

The Consultant will be required to identify, engage and project manage a group of specialised personnel and Sub-Consultants, to undertake the role of Consultant for:

out of scope

- > In parallel with the development of the Reference Design, the preparation of environment and planning documentation to facilitate both Territory and Commonwealth statutory environmental and planning approvals. This will include the development of standalone Technical and Summary Reports to support the social and Environmental Impact Assessment (EIA) needs of the Project.

out of scope

¹ Made up of both City to Commonwealth Park (Stage 2A) and Commonwealth Park to Woden (Stage 2B) projects.

2.4. Policy Context for the Project

The project will assist the ACT Government to deliver on several priorities for transportation and infrastructure in the ACT, discussed below. Appendix D – Policy Context for The Project provides an outline of the key ACT Government policy and strategy documents that are relevant to the Project.

ACT Climate Change Strategy 2019-2025

The *ACT Climate Change Strategy 2019-2025* outlines actions to meet the interim 2025 emissions reduction target and establish a pathway for net zero emissions by 2045. Given the Territory is supplied with 100% renewable electricity, transport is now the largest source of ACT greenhouse gas emissions at about 60% of the total. Transport plays a key role in the strategy. The strategy identifies actions in this area to support emissions reductions, including encouraging development along transport corridors, prioritising public transport investment and modal integration, and making our roads more efficient as well as encouraging individual users to switch from driving cars by planning for and prioritising public transport and active travel.

The Project will deliver on these actions, providing a key piece of transport infrastructure as a part of a larger planning process. The Project will be an important chance to increase road use efficiency and integration with other modes along the alignment. It will also provide an opportunity to deliver on other actions in the strategy for a climate-wise built environment, investing the social cost of carbon, and industry innovation in net zero and negative emissions solutions.

ACT Planning Strategy 2018

The *ACT Planning Strategy 2018* provides a plan to achieve a compact and efficient city, with 70% of new urban development delivered as infill. The strategy calls for integration of land use and infrastructure planning, specifically calling out the light rail extension to Woden as an opportunity for coordinated planning. It identifies the Movement and Place Framework and high-quality urban design to increase accessibility in Canberra.

The Project will contribute to the compact city model as a key piece of infrastructure to guide urban intensification, and good integration with the surrounding area as well as high quality public realm are critical to realising this outcome.

ACT Transport Strategy 2020

The *ACT Transport Strategy 2020* identifies three priorities to guide development of transport in the Territory which are manage congestion, reduce emissions, and support a compact and efficient city. It lays out a network hierarchy with different types of transport links strategically designated to support appropriate transport modes for the type of area. The strategy will meet growing transport demand for all Canberrans using a whole system and whole journey approach, delivering an integrated network which considers the user at all stages of their journey.

The Project is the largest transport project in the Territory. It will be central to realising the core objectives of the strategy. Successful delivery of the Project will be integrated with the urban realm and other transport modes along the alignment, encouraging Canberrans to choose public transport over driving.

Other Key Policies

The Project will also balance other priorities outlined in strategic and statutory documents for the Territory. The *Territory Plan* and *NCP* are the central statutory instruments which guide development in the ACT. It outlines both general and precinct-based requirements which must be delivered on to receive planning approvals. *Canberra: A Statement of Ambition* outlines the future vision for Canberra, presenting overarching directions which should guide and inform decision-making for all initiatives and projects in the ACT.

There are several location or topic-oriented policies which need to be considered in supporting the strategic directions of the above documents. The *ACT Infrastructure Plan 2019* identifies large infrastructure projects in the Woden Town Centre which must be integrated with the project. *Woden Town Centre Master Plan 2015* presents the strategic function and plan for the Woden Valley including key projects like the transport interchange in the town centre. *Building an Integrated Transport Network- Active Travel* (the Active Travel Framework) presents a context and set of actions for improving active travel in the Territory. This involves delivering quality paths, intersections and end of trip facilities in conjunction with other projects as well as improving connections with public transport. There are additional necessary considerations in other policy documents, presented in Appendix D – Policy Context for The Project.

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.

MPC is committed to an ongoing consultation process with the community, local businesses, educational institutions and other key stakeholders throughout the planning and delivery of the Project. 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.

MPC 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, 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.

3. STATEMENT OF REQUIREMENTS

3.1. Introduction

The Territory is intending to progress the Project in three distinct work packages, being:

out of scope

> Package 2 – Light Rail Stage 2 (LRS2)

out of scope

For each Package of works, the Consultant will be required to identify, engage and project manage a group of specialists and Sub-Consultants, to perform the tasks required of this Project Brief.

These tasks can be broadly categorised as:

- > The completion of Feasibility Studies and Reference Designs, ISCA Documentation and Specifications to inform the Delivery tenders/contracts;
- > The preparation of environment and planning documentation, including investigations, assessments and technical reports to facilitate statutory approvals (Territory and Commonwealth) and fulfil social and environmental responsibilities;

out of scope

Schedule 2.2(a)(xi)

. Ultimately, and for all of the three Packages, the Territory seeks to ensure that the Project has undergone the Feasibility, Concept and Design phases of development with associated design assurance traceability evidenced; the attainment of required approvals at Government and Federal levels; completion of EIS; and incorporation of stakeholder input through the process.

Schedule 2.2(a)(xi)

out of scope

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out of scope

out of scope

Regulatory approvals have been noted as a fundamental Project requirement. Over and above the approvals requirements experienced for Light Rail Stage 1, there are additional planning approval requirements as a result of the *Parliament Act 1974* (Cth) (Package 2) and the *EPBC Act* (potentially all Packages).

The Territory is unlikely to enter into a delivery contract for any of the packages until EPBC Act, WA and Parliamentary Approval has been granted as may be relevant to each of the three work packages.

This is because of the potential for changes arising out of these approval processes to impact the economic, financial or operational viability of the Project. Accordingly, the Territory seeks to ensure that “approvability” is front and centre of all design activities.

For Package 2 in particular, and consistent with the NCP, the Project will need to be designed to symbolise the Capital and through it the nation. Commonwealth Avenue Precinct, and the Parliamentary Zone Precinct are key areas for the Project, crucial to the long-term character of the National Capital. In order to gain approval, the Detailed Design will need to demonstrate a fully resolved scheme that can be delivered with confidence.

The Consultant is also to ensure that sustainability will be incorporated into the design for all Packages and documented in an Infrastructure Sustainability (IS) Management Plan, in accordance with the ISCA Technical Manual. A 'Leading' ISCA score is a key Project objective as are the aspirations set out in associated policies. MPC will take responsibility for registering the Project with ISCA and engaging ISCA for advice on the strategic approach and specific credits that will be targeted.

In addition to the foregoing, the Consultant will be required to apply its knowledge and capability in light rail operations to the designs for the Project, such as will realise an operationally efficient and fully integrated end-to-end system from Gungahlin to Woden.

out of scope

out of scope

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out of scope

LRS2A - Non-Statutory Environmental Impact Assessment

Over the course of the approximate 1.7km extent of LRS2A, the planning jurisdiction changes multiple times between NCA WA and DA under the *Planning and Development Act 2007* (ACT). To simplify the process from a community and stakeholder perspective, MPC is seeking to prepare an overarching EIA (prepared to a similar level of rigour and detail as the Stage 2B EIS), that covers the entirety of the Stage 2A Project. It is intended that this EIA will support a coordinated exhibition of both the DA and WA(s) required to secure planning approval for the Stage 2A project. The EIA, having no formal statutory basis, is being prepared to support the Project's social licence to operate, and will address key issues expected to result during both construction and operation of the Stage 2A project.

LRS2B - Combined ACT and Commonwealth Environmental Impact Statement

Noting the complex legislative interactions between Commonwealth and Territory environmental approval 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 EIS is expected to be based on a PSP Design, and will necessitate the preparation of numerous supporting documents.

In 2019 MPC Referred the Commonwealth Park to Woden project to the DAWE (Reference: EPBC 2019/8491). The project was determined to be a controlled action, and therefore required approval under the EPBC Act before it could proceed. An EIS was determined as the assessment approach. The requirements for the Commonwealth EIS are included in Appendix B –EXISTING DOCUMENTATION.

In addition to EPBC Act Considerations, the Project is likely to require an EIS under the *Planning and Development Act 2007* (ACT) on account of expected impacts, particularly to the critically endangered Golden Sun Moth. MPC has prepared a draft application for Scoping document, but is yet to lodge, awaiting results of summer 2020/21 ecological surveys. It is intended that a single draft EIS would be prepared to address the requirements of the EPBC Act and the *Planning and Development Act 2007* (ACT), noting that an existing Bilateral Assessment Agreement between the ACT and the Commonwealth cannot apply to the Project. Conceptual arrangements for the single EIS are presented in Figure 6.

The objectives for the delivery of the EIS services support the overall project objectives and include:

- > Preparation of a final EIS which addresses all potential environmental impacts and responds to issues raised by community and other stakeholders;
- > Delivered within agreed project timeframes;
- > Documentation that supports multiple approval processes;
- > Integrated with the project design so the project is accurately described in the EIS and related documents;
- > Clearly identifies all mitigation and management measures committed to by MPC;
- > Provides the basis for communicating project information with stakeholders; and
- > Demonstrates how the project minimises environmental impacts while enhancing design and sustainability outcomes.

2.2(a)(xi)

The EIS is required to describe the process through which feasible alternatives have been considered and discounted. A thorough and equivalent description of the impacts of each feasible alternative, including sufficient detail to make clear why any alternative is preferable to another must be prepared. There is a range of existing information available to support the justification of the emerging preferred project corridor. The Consultant will be required to review this information and re-validate all assumptions to ensure they are current and resilient to scrutiny. It is expected that the description around the feasible alternatives and the preferred would be documented in a Comparative Analysis Report of the corridor options that could be appended to the EIS and also used to support the non-statutory EA of the City to Commonwealth Park project (for further detail see).

The EIS will need to investigate and detail the project's impacts, including, for example, adjustments to traffic arrangements, heritage and visual considerations, ecological impacts and the urban renewal and development implications. A fundamental part of the EIS process is engagement with regulatory stakeholders, the community and others with administrative responsibilities relating to the Project. This engagement would assist MPC in adjusting the Project's design and developing strategies to avoid or 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.

Once prepared, the draft EIS would be placed on public exhibition during which time representations would be received. 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.

Approval Requirements

The Stage 2 project has a number of external interfaces with approval authorities, other government agencies and community and stakeholder groups. The approval pathway for Stage 2 is still being finalised but is likely to include approval from multiple authorities including:

- > NCA WA under the PALM Act for proposed works within Designated Areas and National Land (the majority of the route);
- > Parliament approval under the *Parliament Act 1974* (Cth), for the portion of Stage 2 that passes through the Parliamentary Zone;
- > Commonwealth Minister for Environment approval for impacts on Matters of National Environmental Significance (MNES) and impacts on Commonwealth Land under the *EPBC Act 1999*;
- > ACTPLA approval under the *Planning and Development Act 2007* (ACT) for portions of Stage 2 that do not pass through Designated Areas and National Land;
- > The EPA under the *Environmental Protection Act 1997* (ACT) and the *Water Resources Act 2007* (ACT); and
- > The Conservator of Flora and Fauna under the *Nature Conservation Act 2014* (ACT).

Scope of EIS Requirements

The Consultant is responsible for preparing:

- > An application for a Scoping Document in accordance with the *Planning and Development Act 2007* (ACT);
- > A Draft EIS;
- > A Final EIS incorporating comments received on the Draft EIS.

Tenderers should propose a methodology for the delivery of the EIS services addressing the scope of services described and any other issues considered relevant. The following assumptions should be used to inform the methodology for certain aspects of the scope of services:

- > MPC is responsible for engagement activities with approval authorities, other government agencies and community and other stakeholders, including the arrangement of meetings and documentation of outcomes;
- > The Consultant Team is responsible for supporting engagement activities with appropriate team members, including specialist study teams, and for incorporating the outcomes of engagement in the EIS;
- > MPC is responsible for preparing engagement material (e.g. newsletters, story boards etc) to support its engagement activities; and
- > The Consultant Team is responsible for providing information from the Draft and Final EIS to MPC to input to engagement materials.

Design development during the EIS

The Consultant Team will be required to identify and integrate potential environmental impacts associated with the project design and to address impacts, demonstrating (and documenting) how the project has been developed to 'avoid, minimise, mitigate, offset' environmental impacts. This could, for example, include integration of noise avoidance and mitigation into the design, incorporation of heritage interpretation into light rail stops, and biodiversity input to the landscape and urban design. Key options that have been considered and discounted will need to be incorporated into the draft and final EIS, along with reasoning for the selection of the preferred and final design. This may result in multiple iterations of assessments, with any agreed mitigation measures incorporated in the project design clearly documented in the EIS.

Document drafting and production

The Draft and Final EIS and related documents, including Appendices, should be produced to a high standard with multiple audiences in mind:

- > Draft and Final EIS and related documents should be written in plain English and professionally edited prior to presentation to MPC for review;
- > Documents should be supported by appropriate graphics including photographs, sketches, plans and maps to effectively and clearly present information in the EIS; and
- > The Draft and Final EIS and specialist studies should:
 - be internally consistent, consistent with each other and free of ambiguity. Each document shall be professionally written with consistent language and style; and
 - clearly define the project scope (both construction and operation) and be clear on the mitigation measures MPC is committing to.

As the EIS is assessing multiple precincts, with different types of issues and impacts, Tenderers should use their proposed methodology to suggest ways in which the EIS document can be organised to clearly distinguish between the precincts, their impacts and mitigation measures. In this regard, the Tenders should consider a structure that is transferrable to both a print and digital EIS. **out of scope**



out of scope

In developing the EIS methodology, Tenderers should consider the ability for MPC to allocate responsibility for mitigation measures to enable flexibility in the delivery of the project through multiple construction packages.

Specialist Technical Studies

The EIS will need to be supported by a range of technical studies to be produced by the Consultant, expected to include as a minimum:

Comparative Options Analysis (see also Appendix A – Design Specific Requirements)

> Technical Studies expected to include:

- Ecology
- Social and Economic Impact Assessment
- Air Quality
- Greenhouse Gas
- Climate change risk assessment
- Noise and Vibration
- Groundwater and Hydrology
- Soil and Geotechnical
- Landscape and Visual Impact Assessment
- Traffic Impact Assessment
- Access and Mobility
- Bushfire

LRS2A – NCA WA and DA Documentation (North)

As noted above, MPC is seeking to document and exhibit a single Environmental Impact Assessment (EIA) for the Stage 2A project. It is intended that the Stage 2A EIA will support a coordinated exhibition of both the DA and WA documentation required for the Stage 2A project. Accordingly, the Consultant will need to prepare all DA and WA documentation required in addition to the Stage 2A EIA (including for example, Planning Report, Statement Against Relevant Criteria) to enable the DA and WA. MPC expects that a single set of relevant designs, based on the FSP (WA) level of detail, will be required for the Stage 2A project DA and WA application process.

LRS2B – Development Approval Documentation (South)

Parts of the Commonwealth Park to Woden Project located outside **Designated** Areas will need DA from ACTPLA under the *Planning and Development Act 2007* (ACT). DA is therefore needed primarily for sections of the Project on Yarra Glen all the way into Woden. Documentation will need to be developed to the PSP level to enable the DA application process.

LRS2B - Parliamentary Approval and Works Approval Documentation

While the WA process under the PALM Act does provide for amendments to approvals (for example those which may be required because of design adjustments identified during detailed design activities), MPC is seeking to attain Parliamentary Approval only once for the entire Parliamentary Precinct, i.e. the design approved by Parliament must consider and manage the risk of change through further design development and construction activities.

As described by the NCA:

“The Parliamentary Zone - *the place of the people* is the physical manifestation of Australian democratic government and the home of the nation’s most important cultural and judicial institutions and symbols. Because of this significance, works proposed within the Parliamentary Zone require the approval of the NCA and also require the approval of both Houses of Federal Parliament. The parliamentary approval process is coordinated by the Authority, but is separate from, and in addition to, the Authority’s approval.”

The Consultant will be required to prepare all necessary documentation to support the Works Approval and Parliamentary Approval process, including any documentation that may be required to support appearance(s) before the Joint Standing Committee on the National Capital and External Territories, presentations to the NCA Board, and any other documentation, over and above the requirements for such applications published on the NCA website³.





³ https://www.nca.gov.au/sites/default/files/NCA_WAeL_Major%20Works_updated%20October%202020.pdf

Key Deliverable	Description
Package 2 – Light Rail Stage 2	
<p>out of scope</p>	<p>[Redacted content]</p>
Approvals Documentation	
<p>EIS (ACT and Commonwealth) and supporting Technical Studies</p>	<ul style="list-style-type: none"> > Application for Scoping Document (ACT) > Draft EIS and supporting Technical Studies > Final EIS and supporting Technical Studies
<p>Non-Statutory Impact (EIA)EA</p>	<ul style="list-style-type: none"> > Draft EIA and supporting Technical Studies > Final EIA and supporting Technical Studies
<p>NCA WA Planning Report and Drawings for WA (based on Final FSP (WA))</p>	<p>> Final documentation required to gain an NCA WA. Documentation will be supported by a holistic impact EA, including technical studies.</p>
<p>NCA WA Planning Report, Drawings and other documentation for WA and Parliamentary Approval (based on Final FSP (PA) Designs)</p>	<p>> Final documentation required to gain an NCA Works Approval and Parliamentary Approval. Over and above minimum NCA requirements, documentation requirements may include presentation material, (additional) technical reports, briefing material or other collateral as required by MPC.</p>

Key Deliverable	Description
Package 2 – Light Rail Stage 2	
FSP (WA) Designs	
Draft 80% FSP (WA) Designs	<p>The Draft 80% FSP (WA) Designs will all be due for completion within 12 weeks of completion of the Final PSP.</p> <p>The Territory will review and provide commentary upon this deliverable within 2 weeks of receipt.</p>
Draft 100% FSP Designs	<p>The Draft 100% FSP (WA) Designs will be due for completion within 8 weeks of Draft 80% comments being provided by the Territory.</p> <p>The Territory will review and provide commentary upon this deliverable within 2 weeks of receipt.</p>
Final 100% FSP Designs	<p>The Final 100% FSP Designs will be due for completion within 8 weeks of Draft 100% comments being provided by the Territory.</p>
FSP (PA) Designs	
Draft 80% FSP (PA) Designs	<p>The Draft 80% FSP (WA) Designs will all be due for completion within 12 weeks of completion of the Final PSP.</p> <p>The Territory will review and provide commentary upon this deliverable within 2 weeks of receipt.</p>
Draft 100% FSP (PA) Designs	<p>The Draft 100% FSP (WA) Designs will be due for completion within 8 weeks of Draft 80% comments being provided by the Territory.</p> <p>The Territory will review and provide commentary upon this deliverable within 2 weeks of receipt.</p>
Final 100% FSP (PA) Designs	<p>The Final 100% FSP Designs will be due for completion within 8 weeks of Draft 100% comments being provided by the Territory.</p>
Design Reporting	
Design Report(s)	<p>For each Design stage (PSP, FSP (WA), FSP (PA)) the Consultant will be required to prepare an accompanying Design Report that includes, amongst other things:</p> <ul style="list-style-type: none"> > Environment and Approvals matters > Sustainability > Accessibility and Mobility > Urban Design and Landscape > Engineering Design > Constructability > Other supporting documentation including Safety in Design, CPTED and any other items that may be required.

APPENDIX D – POLICY CONTEXT FOR THE PROJECT POLICY

The following table provides an outline of the key ACT Government policy and strategy documents that are relevant to the Project.

Policy / Priority	Relevance to the Project
<p>ACT Government Infrastructure Plan 2019</p> 	<p>The ACT Government Infrastructure Plan 2019 outlines the Government’s blueprint for a \$14 billion infrastructure spend to invest in the growing needs of the Canberra community. The Plan includes a number of flagship infrastructure projects to enhance the Government’s delivery of services, including:</p> <ul style="list-style-type: none"> > Options to develop a new CIT campus in the Woden Town Centre; and > Integrating the upgraded the existing bus interchange with planned light rail to Woden.
<p>Woden Town Centre Master Plan 2015</p> 	<p>Woden Town Centre is a major community and commercial hub for the Woden Valley and wider Canberra region, and is a place for people where people and the community live, work, and socialise. In 2015, an updated master plan for the town centre was developed, which outlines the long-term desired structure of the town centre and how it can be further developed as a vibrant and sustainable centre that continues to serve the Woden and wider Canberra communities</p> <p>The Masterplan, developed in 2015, provides a strategic overlay and rationale for establishing a CIT campus in the Woden Town Centre that is co-located with a new transport interchange (bus and light rail).</p>
<p>ACT Planning Strategy 2018</p> 	<p>The ACT Planning Strategy 2018 is the central document which guides planning for the Territory. It provides a vision for a more compact and efficient city and a strategic direction that future urban growth will be supported by delivering up to 70% of new homes within Canberra’s existing urban footprint. To achieve this, new development will be concentrated in areas located close to the city centre, town and group centres and along key transit corridors.</p> <p>The strategy calls for integrated land use and infrastructure planning, specifically calling out the light rail connection from the City to Woden as an opportunity for coordinated planning. It highlights quality urban realm and the Movement and Place Framework as key measures to promote accessibility, public transport and active travel.</p> <p>The project will support a larger process of coordinated planning activities. It provides an opportunity for improved urban amenity along the alignment to support better transport outcomes which work with the adjacent land uses.</p>
<p>ACT Transport Strategy 2020</p> 	<p>ACT Transport Strategy 2020 is the ACT Government’s integrated transport strategy which provides the strategic direction for all activities required to meet Canberra’s transport needs and expectations into the future. The strategy identifies three priorities to guide development of transport in the Territory which are manage congestion, reduce emissions, and support a compact and efficient city. It commits to developing three central frameworks to implement the strategy:</p> <ul style="list-style-type: none"> > Movement and Place Framework > Investment Framework > Safe Systems Framework <p>The strategy presents a network hierarchy, comprised of different types of links. Each link category applies to different kinds of urban environments and encourages appropriate mode choices. Central links connect centres and urban intensification areas and rapid public transport is a key transport mode. The strategy takes a whole of system and whole of journey approach to provide for the transport needs of all Canberrans through a multi-modal, integrated network.</p> <p>The Project will invest in important public transport infrastructure to strengthen Canberra’s transport network, improving network capability in the south of Canberra and integration to the City.</p>

Policy / Priority Relevance to the Project

Canberra: A Statement of Ambition (2016)



The Canberra: A Statement of Ambition from 2016 summarises the ACT Government’s overall future vision for Canberra.

“Canberra: City of Choice, City of Talent, City of Ambition: Open to All”

Four key pillars have been identified to achieve the ambition, which are:

1. Attracting and retaining talented people;
2. Continuing to open and diversify the local economy;
3. Delivering better metropolitan infrastructure; and
4. Embracing the digital mindset.

Territory Plan



The Territory Plan is the key statutory planning document in the ACT, providing the policy framework for the administration of planning.

The Territory Plan includes a statement of strategic directions, the Territory Plan Map which sets out zones and precincts in the ACT, objectives and development tables applying to each zone, and a series of general, development and precinct codes.

The Territory Plan also includes structure and concept plans for the development of future urban areas.

ACT Climate Change Strategy 2019-25



The ACT Climate Change Strategy 2019-25 outlines actions to meet the 2025 emissions reduction target of 50-60% and establish a pathway for net zero emissions by 2045. Transport is the largest source of ACT greenhouse gas emissions, at about 60% of the total, now that the Territory is supplied with 100% renewable electricity.

Over the next 30 years there will be major changes and technological improvements to support a shift to net zero emissions. The strategy identifies actions which will support this transition by refocussing systems to respond to and mitigate climate change and support individuals making choices to produce fewer emissions. Actions relevant to delivering this project include planning for development along transport corridors to support a compact city; improving public transport services and infrastructure; improving accessibility to rapid public transport services through connections to feeder services; encourage public transport and active travel uptake with innovative planning and development; prioritise public transport and active travel and reallocate streetspace to these modes to increase road efficiency; implement urban heat island mitigation and climate-wise urban design; identify and invest a dollar value social cost of carbon in the ACT; support industry innovation for net zero emissions and negative emissions initiatives.

The Project will support targets in the strategy by providing more sustainable public transportation options and supporting active travel. This will also encourage people to reduce private vehicle use and increase efficiency of our roads. It also provides an opportunity to design climate-wise built environments and promote innovative net zero and negative emissions solutions.

Building an Integrated Transport Network



The ACT Government’s Building an Integrated Transport Network – Active Travel (Active Travel Framework) outlines how active travel initiatives can better support walking and cycling as part of overall urban planning and the ACT’s transport, health, environment and education systems.

The framework identifies infrastructure, including quality paths and intersections as well as bicycle storage and end of trip facilities, as critical to supporting active travel, as well as integration with public transport and the establishment of programs to encourage higher active travel participation.

The project constitutes a significant opportunity to improve the cycle route along the alignment as well as improve connections and facilities for walking and cycling in connection with stops. The CIT Woden Campus will include modern end of trip facilities, and the new bus interchange will also be built with active travel infrastructure, to ensure seamless transition between transportation modes.

Policy / Priority Relevance to the Project

ACT Waste Management Strategy (2011)



Waste management is an integral part of a sustainable Canberra, and the ACT Government has a goal to achieve full recourse recovery and a carbon neutral waste sector. The ACT Waste Management Strategy outlines the ACT's approach to managing waste, with a focus on reducing raw material and greenhouse gas emissions and ensuring a safe and clean Canberra.

It identifies 29 individual strategies to achieve 4 key outcomes, including less waste generated; full resource recovery, a clean environment; and a carbon neutral waste sector

A focus of the Project is to “close the loop by minimising waste, improving resource efficiency and managing waste responsibly” during both the construction process and moving into the operational phase.

Living Infrastructure Plan



Climate-wise urban development is a strategic direction identified by the ACT Government. This involves increased tree canopy cover, water-sensitive urban design, and supporting microclimates in urban spaces. The Living Infrastructure Plan puts forward a combination of targets and programs to promote climate-wise urban development.

The large-scale urban realm redevelopment included in and catalysed by the project create opportunities to deliver on objectives identified in the Living Infrastructure Plan and realise broader sustainability goals for the territory.

Wellbeing Framework



The Wellbeing Framework creates a set of indicators for personal health and wellbeing which can be used to evaluate projects and initiatives against their potential to improve wellbeing for ACT residents. These align with principles of economic, environmental and social sustainability. This framework will be used in evaluating business cases for the annual Budget.

The framework is not fully developed, but it is important to consider the implications of including the indicators in projects as it will ensure the project is prepared when the framework becomes fully adopted. Transport plays a critical role in promoting wellbeing, and delivering sustainable project outcomes will contribute to a broader alignment with wellbeing indicators.