

Raising London Circuit

Appendix H: Socioeconomic impact assessment

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Glossary

Term	Definition
ACT	Australian Capital Territory
Human capital	The knowledge, skills and attributes an individual or community possesses and regards as a resource or asset, encompassing education, training, and creativity, along with other attributes linked to productivity. It is noted that for the purposes of this assessment report, a relatively narrower interpretation of human capital has been applied, based on Census data on communities' level of educational attainment, income, and employment.
Mitigation	Actions or measures to reduce adverse socioeconomic impacts of a State significant project. Mitigations may be performance based (achieve an appropriate social outcome without specifying how the outcome will be achieved) or prescriptive (actions or measures that must be taken, such as a known best-practice technology, design or management approach).
People	Individuals, households, groups, communities, organisations and the general public.
Project, the	The Raising London Circuit project
SEIA, this	Socioeconomic Impact Assessment, or this Technical Paper
Social capital	The networks, connections and relationships in a society that enable its members to trust each other and work together. High levels of social capital are characteristic of a well-functioning, socially sustainable society.
Social cohesion	A core feature of an inclusive, socially sustainable society indicated by positive relationships and strong bonds among its members, measured through levels of generalised trust, reciprocity, and sense of belonging.
Socioeconomic impact	The net effect of an activity on a community and the wellbeing of its members.
Socioeconomic impact assessment	The process of identifying, predicting, evaluating and developing responses to the socioeconomic impacts of a proposed project, as part of the overall environmental impact assessment of that project. (NSW DPIE Guideline, 2017). The processes of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of planned interventions (policies, programs, plans and projects) and any social change processes affected by those interventions (City of Sydney, 2018).
Social infrastructure	Infrastructure assets that deliver social services and other community uses, including schools, hospitals, childcare centres, libraries and sport and recreation facilities. The term can also be used to broadly encompass the networks of facilities, places, spaces, programs, projects, and services that sustain a communities' quality of life and wellbeing.
Social area of influence	The term 'area of social influence' is similar to 'social locality' that is commonly used in social impact assessment practice. The social area of influence should be construed for each project, depending on its nature and its impacts.
Social sustainability	A core aspect of sustainability (along with environmental, economic and governance aspects) that encompasses the social conditions of life and societies' potential to meet the needs of current generations without compromising those of future generations. A socially sustainable city or society is one that sustains individual and community wellbeing and resilience, providing people with equitable opportunities to thrive. It describes a range of factors that impact wellbeing, quality of life and people's ability to realise their potential, including universal and equitable access to quality housing, education and employment opportunities, health services

Term	Definition
	and other social infrastructure, human rights and good governance, opportunities for civic participation, levels of social inclusion and connectedness, trust, and a sense of belonging.
TCCS	Transport Canberra and City Services Directorate
Wellbeing	A positive state of being for individuals or communities, taking account of a range of social, environmental, economic, and psychological or perception-based factors that impact quality of life, social progress, and resilience. Wellbeing may be measured through 'community wellbeing indicators' – a broad suite of factors typically including financial security, employment and education, health, social connectedness, perceptions of safety and belonging, and perceptions of access to opportunities to prosper and flourish.

Executive summary

The Australian Capital Territory (ACT) Government is investing in improved connectivity for the southern end of the City Hill precinct by raising London Circuit to form a level intersection with Commonwealth Avenue. The City Renewal Authority proposed this important change to the city centre's movement network because it will create significant long-term benefits to the people of Canberra.

The current split-level configuration of the intersection and associated cloverleaves, inhibit pedestrian activity and retain an inferior urban design outcome. In its grade-separated configuration, London Circuit bridge has created a disconnected public environment and is a barrier to connecting the lake and the city centre.

To turn the current split-level, overpass-underpass configuration into a more pedestrian and cyclist-friendly intersection, the road level will be raised on either side of Commonwealth Avenue. The result will be a signalised at-grade intersection with Commonwealth Avenue that improves safety and connectivity for pedestrians, cyclists, and cars, allowing people to move in all directions more easily. It will also enable future light rail integration.

Socioeconomic impact assessment is the process of understanding and managing the social impact of projects and programs on people. As investment in infrastructure grows, and contestation over 'who decides' and 'who benefits' becomes ever more marked, the need to fully assess, manage and monitor the impacts of decisions is becoming more prominent. It is important to note, that impacts can be positive (benefits) as well as negative (disbenefits), and impacts need to be managed through either mitigation or enhancements measures. A thorough socioeconomic impact assessment process is therefore invaluable for demonstrating the return to communities, reducing disbenefits, as well as strengthening and realising benefits.

This socioeconomic impact assessment has considered this by understanding who may be impacted and what kind of communities they live in, what kind of socioeconomic impacts are likely to be experienced by those people, and how those impacts can best be managed and monitored throughout the lifecycle of the Raising London Circuit project. This socioeconomic impact assessment has also utilised a participatory approach to both understand the demographic of the people likely to be affected as well as what their values and aspirations are for the Raising London Circuit project.

This socioeconomic impact assessment utilises a best-practice approach and has employed a variety of guidelines and frameworks to achieve this:

- The International Association for Impact Assessment's *Social Impact Assessment: Guidance for assessing and managing the social impacts of projects* (2015)
- NSW Department of Planning, Industry and Environment's *Social Impact Assessment Guideline* (July 2021)
- The ACT Wellbeing Framework (2020).

This socioeconomic impact assessment has been undertaken at an early design phase (preliminary sketch plan phase) in order to understand the kinds of socioeconomic impacts, both positive (benefits) and negative (disbenefits), that the Project may generate, and to proactively plan how to manage and monitor them. It is recognised that projects typically develop their design alongside the environmental assessment process. This provides an opportunity for design refinements to reflect key findings from the environmental assessment process. It can therefore be expected that the design of the Raising London Circuit project will be advanced to take into consideration recommendations from this socioeconomic impact assessment, as well as other findings from the environmental assessment process.

A key finding of this socioeconomic impact assessment is that there is a rift between the perceived impacts as identified by the community, and the benefits that would be realised from the construction and operation of the Raising London Circuit project. It will therefore be critical that as the design develops and the Raising London Circuit project approaches construction, that the benefits are well communicated through effective and proactive engagement with the surrounding community and stakeholders. Mitigation measures and performance outcomes specifically outlined in this socioeconomic impact assessment have been designed to manage this rift and should be carefully monitored to understand their effectiveness.

1 Introduction

1.1 Background

The National Capital Plan is the strategy and blueprint giving effect to the Commonwealth Government's interests and intentions for planning, designing and developing Canberra and the Australian Capital Territory. It is prepared and delivered by the National Capital Authority under the *Australian Capital Territory (Planning and Land Management) Act 1988* (Cwlth) and is focused on planning and development matters of national significance.

One of the key matters of national significance that underpins the National Capital Plan is respect for the key elements of Walter Burley Griffin's formally adopted plan for Canberra. This plan centred around the National Triangle, formed by Commonwealth Avenue, Constitution Avenue and Kings Avenue, with Parliament House, the Defence Headquarters at Russell and City Hill in Canberra City at the three corners of the triangle. Among other matters of national significance covered by the National Capital Plan, the National Triangle and its three corners are subject to careful planning and management under the National Capital Plan. Canberra City is centred on City Hill at one corner of the National Triangle, and the National Capital Plan presents a strategic planning and development vision for the city that reflects its national significance.

Several major projects in and around Canberra City are currently in various stages of planning and delivery to give effect to the strategic planning and development vision presented in the National Capital Plan. Some of the key major projects include:

- Extension of the Canberra Light Rail network from its current terminus on Northbourne Avenue at Alinga Street, via London Circuit and Commonwealth Avenue and southward to Woden
- Development of Section 63 (bounded by Edinburgh Avenue, London Circuit, Commonwealth Avenue and Vernon Circle) for land uses permitted under the National Capital Plan
- Development of Section 100 (bounded London Circuit, Edinburgh Avenue, Vernon Circle and Knowles Place) for land uses permitted under the National Capital Plan
- Development of the Acton Waterfront (generally to the southwest of Parkes Way and Commonwealth Avenue) as part of the West Basin precinct, including the potential future West Road connection between London Circuit and the new development
- Upgrade of Parkes Way to improve accessibility and connectivity, and safety for all road users
- Upgrade of the Commonwealth Avenue bridges over Lake Burley Griffin to extend their life and provide improved amenity for pedestrians and cyclists
- The recently completed extension of Edinburgh Avenue from London Circuit through to Vernon Circle
- Upgrades to the stormwater network across the West Basin precinct to support the Acton Waterfront development and upgrade of Parkes Way.

Planning and delivery of these and other projects is being coordinated in a holistic way to ensure the timely, orderly and economic development of land consistent with the strategic planning and development vision presented in the National Capital Plan. An important aspect of this coordination is integration of land use and transport planning, so that transport infrastructure, including roads, public transport and active transport infrastructure, is delivered at the right time to meet current needs and to accommodate future growth and development across Canberra.

Raising London Circuit (the Project) is proposed as an important transport project within the mix of major projects being progressed to give effect to strategic outcomes identified in the National Capital Plan. As part of a coordinated and holistic approach to planning and development of Canberra City and surrounds, the Project would:

- Directly facilitate other major projects (such as the extension of the Canberra Light Rail network and development of Section 63), and indirectly facilitate others through improved transport network capacity and efficiency
- Contribute to future proofing the transport network of Canberra City by providing infrastructure that responds to current needs and also provides strategic capacity for future growth development continues
- Be well-timed and coordinated with the delivery of other major projects, to allow orderly, economic and efficient development of land in Canberra City
- Provide for improved urban design and amenity outcomes, supporting the National Capital Plan vision for Canberra City.

Further details of the Project and the National Capital Plan and other strategic planning documents are provided in Part A of the Project’s Environmental Assessment.

1.2 Raising London Circuit

Raising London Circuit (the Project) would involve raising London Circuit between Edinburgh Avenue and Constitution Avenue on a gradual filled embankment to meet the current height of Commonwealth Avenue, and provision of a new signalised intersection between London Circuit and Commonwealth Avenue.

The completed Project, including its main features and elements, is shown in Figure 1-1 and Figure 1-3. The area’s current state is reflected in

Figure 1-2. Key elements of the Project are summarised in Table 1-1 with further details of the Project provided in Chapter 3.0 of the Environmental Assessment.

Table 1-1 Project description

Key element	Description
Main embankment	A main embankment with associated retaining walls and batters between Edinburgh Avenue in the west and Constitution Avenue in the east, rising in the centre to around the current height of Commonwealth Avenue. The main embankment-would have a slope of up to 3 per cent, tapering off to around 2 per cent towards the new London Circuit-Commonwealth Avenue intersection.
London Circuit West	A modified and reconstructed London Circuit West between Edinburgh Avenue and Commonwealth Avenue: <ul style="list-style-type: none"> • London Circuit West would be generally one travel lane in each direction, widening to two lanes between the potential future intersection with the proposed West Road and the new Commonwealth Avenue intersection.
London Circuit East	A modified and reconstructed London Circuit East between Commonwealth Avenue and Constitution Avenue: <ul style="list-style-type: none"> • London Circuit East would be two travel lanes in each direction
New and modified intersections	New and modified intersections would be delivered at Edinburgh Avenue (modified) and Commonwealth Avenue (new), as well as making provision for a future potential intersection to tie into the potential future West Road (which would run south from London Circuit West to the future New Acton Waterfront Precinct, but which does not form part of this Project). <p>Modified London Circuit-Edinburgh Avenue intersection</p> <p>The modified London Circuit-Edinburgh Avenue intersection would include tie-in works with London Circuit to the west of the intersection. No changes to Edinburgh Avenue outside the intersection are proposed.</p> <p>The intersection would retain three travel lanes in each direction on Edinburgh Avenue and one travel lane in each direction on London Circuit.</p> <p>New London Circuit-Commonwealth Avenue intersection</p> <p>The new London Circuit-Commonwealth Avenue intersection would be signalised and would include tie-in works on Commonwealth Avenue to the north and south of the</p>

Key element	Description
	<p>intersection. The intersection would be designed to integrate into the local landscape and to minimise intrusion into the significant vista along the Commonwealth Avenue corridor between City Hill and Capital Hill.</p> <p>On Commonwealth Avenue, the southern approach would provide one left turn lane, two through lanes and a right turn lane into London Circuit East. On London Circuit there would be two travel lanes in each direction on both the eastern and western approaches. This intersection configuration would be integrated through tie-in works to the existing configuration of Commonwealth Avenue north and south of this intersection.</p> <p>The new intersection would allow full vehicle movements in all directions between London Circuit and Commonwealth Avenue, except for:</p> <ul style="list-style-type: none"> • No right turn from London Circuit westbound into Commonwealth Avenue northbound • No right turn from Commonwealth Avenue southbound into London Circuit westbound • No right turn from London Circuit eastbound into Commonwealth Avenue southbound.
Modification and removal of existing cloverleaf ramps	<p>Modification and removal of existing cloverleaf ramp connections between Commonwealth Avenue, London Circuit and Parkes Way:</p> <ul style="list-style-type: none"> • The cloverleaf ramp connections to the northwest and to the southwest of the existing London Circuit-Commonwealth Avenue interchange would be removed, with affected land stabilised and rehabilitated. • The cloverleaf ramp connection to the southeast of the existing London-Circuit-Commonwealth Avenue interchange would be modified. This would remove the connection from London Circuit (westbound) on to Commonwealth Avenue (southbound) but would retain the connection between Parkes Way (eastbound) and Commonwealth Avenue (southbound).
Bicycle infrastructure	<p>Provision of bicycle facilities:</p> <ul style="list-style-type: none"> • Dedicated, separated off-road bicycle paths would be provided on the verge on both sides of London Circuit West and London Circuit East, which would operate as one-way pairs in each direction • Dedicated, separated off-road bicycle paths bicycle paths would be provided along both sides of the tie-in works on Commonwealth Avenue to the north and to the south of the new London Circuit- Commonwealth Avenue intersection.
Pedestrian infrastructure	<p>Provision of pedestrian facilities:</p> <ul style="list-style-type: none"> • Dedicated, separated pedestrian paths would be provided on both sides of London Circuit West and London Circuit East, and along both sides of the tie-in works on Commonwealth Avenue around the new London Circuit-Commonwealth Avenue intersection.
Ancillary infrastructure	<p>Ancillary infrastructure and works, including utility connections, lighting, street furniture, landscaping and drainage are included in the project.</p>

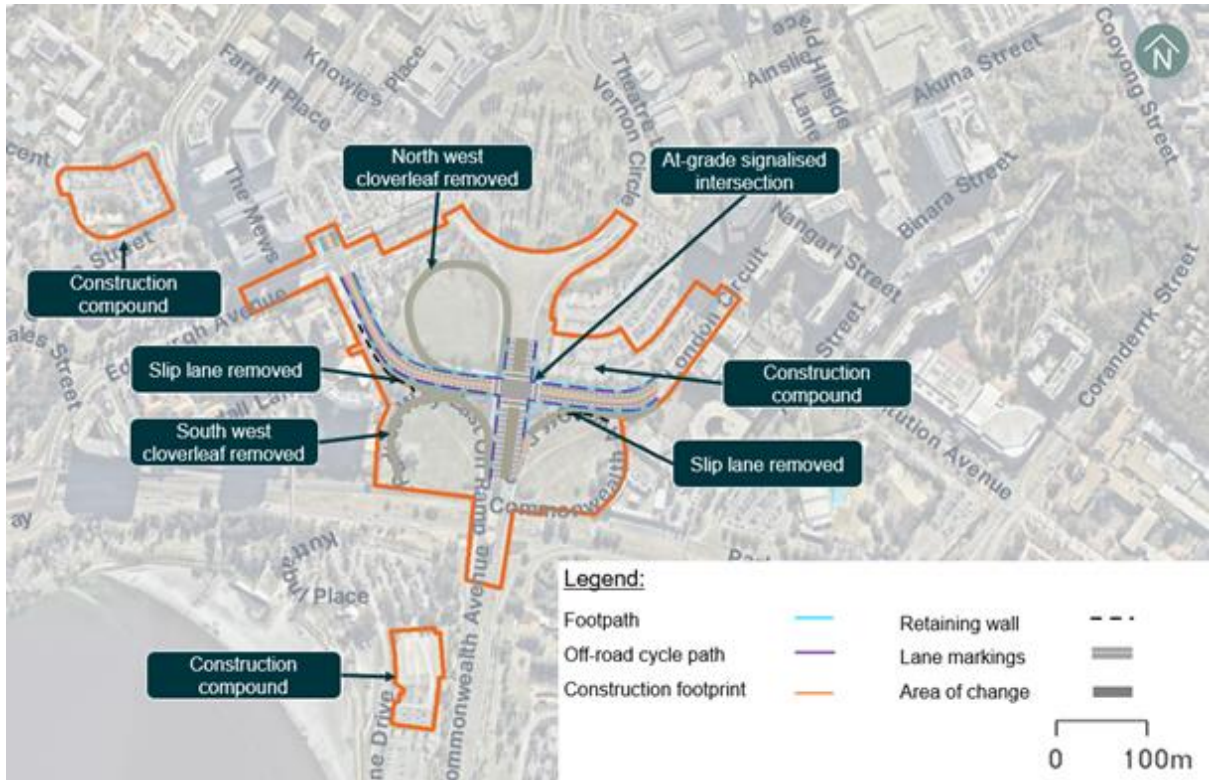


Figure 1-1 Raising London Circuit project overview

Subject to securing and complying with the conditions of environmental and planning approvals, construction of the Project would commence around April 2022 and would take approximately two years to complete.

Construction of the Project would be preceded by a series of early works required to allow construction works to commence around April 2022. These early works are subject to separate assessment and approvals, and would include:

- Relocation of utilities currently located within the Project construction footprint
- Translocation of Golden Sun Moth (*Synemon plana*) larvae from areas affected by utility relocations
- Traffic management works at the London Circuit-Edinburgh Avenue intersection to allow closure of London Circuit during construction of the Project
- Traffic management works at the Commonwealth Avenue-Vernon Circle intersection, including signalisation, and at the London Circuit-Constitution Avenue intersection to allow closure of London Circuit and traffic management along Commonwealth Avenue during construction of the Project.

Further details of early works are provided in Chapter 4.0 of the Environmental Assessment.

Key construction activities for the Project are summarised in Table 1-2. Further details of the construction of the Project are provided in Chapter 4.0 of the Environmental Assessment.

Table 1-2 Key construction activities

Key construction activity	Description
Site establishment and preparation	Site establishment and preparatory works would involve: <ul style="list-style-type: none"> • Mobilisation and establishment of construction compound sites. Construction compounds approved for use as part of the utility relocation early works would continue to be used for construction of the Project • Translocation of Golden Sun Moth (<i>Synemon plana</i>) larvae from within the Project construction footprint

Key construction activity	Description
	<ul style="list-style-type: none"> • Implementation of temporary surface water and drainage management infrastructure, including temporary grass swales, along around areas of London Circuit to be filled and raised with bulk earthworks • Decommissioning and removal of utilities from within the Project construction footprint. Some decommissioning and removal works may also be carried out as part of construction works along London Circuit and around the new London Circuit-Commonwealth Avenue intersection • Implementation of traffic management measures, including reliance on early works carried out at the London Circuit-Edinburgh Avenue, Commonwealth Avenue-Vernon Circle and London Circuit-Constitution Avenue intersections, and closure of London Circuit to traffic between Edinburgh Avenue and Constitution Avenue.
Closure and raising of London Circuit	<p>Closure and raising of London Circuit would involve:</p> <ul style="list-style-type: none"> • Removal of existing street furniture, road pavement and vegetation along London Circuit and within the Project construction footprint • Removal of existing street furniture and road pavement along the northwest and southwest cloverleaf ramp connections between Commonwealth Avenue, London Circuit and Parkes Way, and stabilisation and rehabilitation of land in those areas • Removal of existing street furniture and road pavement for the connection between London Circuit East and the southeast clover leaf ramp connection between London Circuit, Commonwealth Avenue and Parkes Way. Only the connection with London Circuit would be affected, with the remainder of the ramp connection retained with potential minor modification to accommodate the embankment batter for London Circuit East. Land affected by removal of the London Circuit connection would be stabilised and rehabilitated • Construction of retaining walls and batters, and staged filling of the London Circuit road corridor between Edinburgh Avenue and Constitution Avenue. The infilling along London Avenue would continue concurrently and in coordination with demolition and infilling beneath the Commonwealth Avenue northbound and southbound bridges (refer below).
Demolition and infilling of Commonwealth Avenue bridges	<p>Demolition and infilling of the Commonwealth Avenue bridges would be carried out in stages to allow continued passage of traffic during the works. Indicative staging would be as follows:</p> <ul style="list-style-type: none"> • A temporary sidetrack would be constructed to the east of the existing Commonwealth Avenue southbound bridge and associated temporary pavement of the existing Commonwealth Avenue median to allow traffic diversion around the Commonwealth Avenue bridges during demolition works. The sidetrack would provide two traffic lanes • Implementation of traffic management measures, including reliance on early works carried out at the Commonwealth Avenue-Vernon Circle intersection, to divert traffic on Commonwealth Avenue so that: <ul style="list-style-type: none"> - Southbound traffic travels via the temporary sidetrack - Northbound traffic crosses onto the existing southbound carriageway - The Commonwealth Avenue northbound bridge is free of traffic. • Demolition of the Commonwealth Avenue northbound bridge • Infilling and stabilisation of the area beneath the demolished Commonwealth Avenue northbound bridge as part of the staged program to infill along London Circuit • Construction of the western part of the new London Circuit-Commonwealth Avenue intersection, including a new northbound carriageway • Implementation of traffic management measures following completion of the demolition and infilling of the Commonwealth Avenue northbound bridge so that: <ul style="list-style-type: none"> - Southbound traffic continues to travel via the temporary sidetrack

Key construction activity	Description
	<ul style="list-style-type: none"> - Northbound traffic travels via the new northbound traffic lanes and western part of the London Circuit-Commonwealth Avenue intersection - The Commonwealth Avenue southbound bridge is free of traffic. • Demolition of the Commonwealth Avenue southbound bridge • Infilling and stabilisation of the area beneath the demolished Commonwealth Avenue southbound bridge as part of the staged program to infill along London Circuit • Construction of the eastern part of the new London Circuit-Commonwealth Avenue intersection, including a new southbound carriageway • Implementation of traffic management measures to return southbound traffic on Commonwealth Avenue to the new southbound traffic lanes and eastern part of the London Circuit-Commonwealth Avenue intersection • Demolition of the temporary sidetrack and infilling the area beneath it as part of the staged program to infill along London Circuit.
Permanent road works	<p>Permanent road pavement, median works and kerb and guttering would be constructed in coordination with the completion of infilling London Circuit to provide the permanent reconstructed London Circuit. Road works would include intersection works at Edinburgh Avenue and Commonwealth Avenue, and tie-in works at Constitution Avenue and around the modified and new intersections with Edinburgh and Commonwealth Avenues.</p>
Ancillary infrastructure and finishing works	<p>Ancillary infrastructure and finishing works would be completed prior to commissioning and opening London Circuit to traffic, including:</p> <ul style="list-style-type: none"> • Construction of active transport infrastructure, permanent drainage and utilities works • Installation of lighting and street furniture, and road line marking • Landscaping • Demobilisation, and stabilisation and rehabilitation of disturbed areas, including construction compound sites.



Figure 1-2 Artist impression of London Circuit and Commonwealth Avenue in current state



Figure 1-3 Artist impression of London Circuit and Commonwealth Avenue in final state

1.3 Project vision and objectives

A vision and objectives have been developed for the Project, taking into account the Project's role in responding to the planning and development vision in the National Capital Plan, and the other strategies and plans discussed in Section 2.2 of the Environmental Assessment.

The vision for the Project reflects the ACT Government's ambitions for Canberra:

"To improve connectivity and support city planning by integrating strategic transport and land use initiatives to shape future development and create attractive, design-led, people focused places."

In pursuit of this vision, the design, development and delivery of the Project would be guided by the five objectives reflected in Figure 1-4 below.

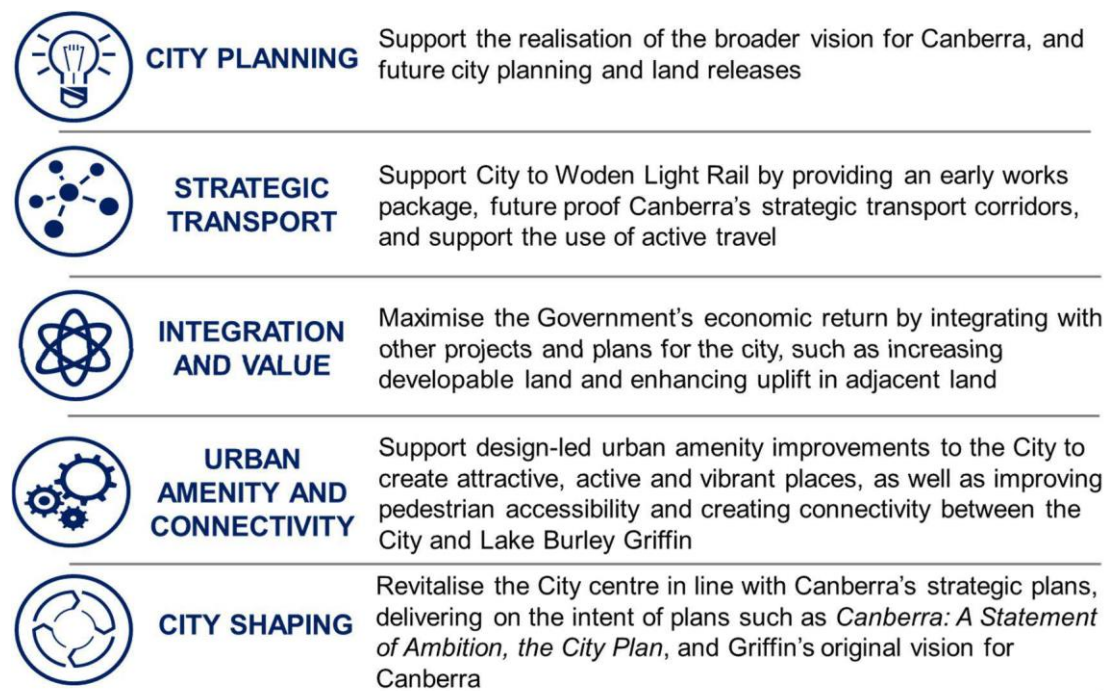


Figure 1-4 Guiding objectives for the Project

1.4 Purpose of this socioeconomic impact assessment

This technical paper, Appendix H: Socioeconomic Impact Assessment, (hereafter referred to as this SEIA) is one of several technical papers that form part of the Environmental Assessment for this Project.

A best practice approach has been adopted for this SEIA that considers the International Association for Impact Assessment's *Social Impact Assessment: Guidance for assessing and managing the social impacts of projects* (2015) (the IAIA Guidance document (2015)) and other industry leading frameworks, including the NSW Department of Planning, Industry and Environment's *Social Impact Assessment Guideline* (July 2021) (the DPIE Guideline (2021)).

Socioeconomic impact assessment is the process of understanding and managing the social impact of projects and programs on people. 'Socioeconomic impacts' generally refer to the consequences that people experience when a new project brings change. For the purposes of social impact assessment, 'people' are classed as individuals, households, groups, communities, or organisations.

This SEIA will provide a framework to identify, predict, and evaluate likely socioeconomic impacts to people and propose responses them. The objectives adopted for this SEIA include:

- Providing a clear, consistent, and rigorous framework for identifying, predicting, evaluating, and responding to the socioeconomic impacts of major infrastructure, as part of the environmental assessment process

- Facilitating improved project planning and design through earlier identification of potential socioeconomic impacts
- Promoting better development outcomes through a focus on enhancing positive socioeconomic impacts and minimising negative socioeconomic impacts
- Supporting informed decision-making by strengthening the quality and relevance of information and analysis provided to the consent authority
- Facilitating meaningful, respectful, and effective community and stakeholder engagement on socioeconomic impacts across each environmental assessment phase, from scoping to post-approval
- Ensuring that potential socioeconomic impacts are managed in a transparent and accountable way over the project life cycle through monitoring and reporting requirements.

This socioeconomic impact assessment has been undertaken at an early design phase (preliminary sketch plan phase) in order to understand the kinds of socioeconomic impacts, both positive (benefits) and negative (disbenefits), that the Project may generate, and to proactively plan how to manage and monitor them. It is recognised that projects typically develop their design alongside the environmental assessment process. This provides an opportunity for design refinements to reflect key findings from the environmental assessment process. It can therefore be expected that the design of the Raising London Circuit project will be advanced to take into consideration recommendations from this socioeconomic impact assessment, as well as other findings from the environmental assessment process.

Assumptions applied to this SEIA include:

- The key findings of the background studies and technical reports provided to the author at the time of writing are accurate
- Socioeconomic data available that has been utilised to inform the social baseline accurately reflects the community demographic profile
- Outcomes of the community consultation and engagement undertaken to date accurately reflect community views.

1.5 The Proponent

The Proponent for the Project is Major Projects Canberra. Major Projects Canberra was formed as a directorate of the ACT Government in July 2019 to lead the procurement and delivery of infrastructure projects in the ACT. Its main responsibilities are:

- Procurement and delivery of infrastructure projects designed by the ACT Government as major projects
- Delivery of other whole-of-Government infrastructure projects in partnership with other directorates.

1.6 Structure

Table 1-3 Structure of this SEIA

Chapter	Description
Chapter 1	A description of the Project, and the purpose of this SEIA (this chapter)
Chapter 2	Establishes the relevant strategic and policy context of the assessment
Chapter 3	Defines the social area of influence
Chapter 4	Describes the methodology for this assessment
Chapter 5	Establishes the social baseline

Chapter	Description
Chapter 6	Describes and assesses the expected and perceived socioeconomic impacts of this Project during construction and operation, including cumulative impacts
Chapter 7	Monitoring impacts moving forward

2 Strategic context

2.1 Legislative context

The Project will require or rely on the following statutory environmental and planning approvals:

- Various 'works approvals' from the National Capital Authority under the Australian Capital Territory (Planning and Land Management) Act 1988 (Cwlth) to carry out certain works in a Designated Area under the National Capital Plan. A works approval for the Project has yet to be sought and obtained and will be supported by information presented in the Environmental Assessment. Notwithstanding, works approvals have been obtained for several early works activities required to allow construction of the Project to commence around April 2022
- Approval from the Commonwealth Minister for the Environment under the Environment Protection and Biodiversity Conservation Act 1999 (Cwlth) to carry out an action as part of a larger action (the Canberra Light Rail Stage 2 Extension) that will have a significant impact on a matter of national environmental significance. This approval has already been sought and obtained in relation to the Canberra Light Rail Stage 2 Extension.

The Environmental Assessment (which incorporates this SEIA) is not a statutory requirement but was adopted as the Project approach primarily provided the community and stakeholders with a single document to support genuine engagement with the Project as a whole.

A full description of the statutory environmental and planning approvals context for the Project is provided in Chapter 6.0 of the Project's Environmental Assessment.

2.2 Strategies and policies

The Project includes consideration of a number of key strategic planning and transport infrastructure strategies and policies that are relevant to this SEIA. These various strategies and policies, as they relate to this SEIA, are listed in Table 2-1 and their relevance to this SEIA is discussed in Appendix A. All strategies relevant to this Project are contained in Chapter 2.0 of this Project's Environmental Assessment.

Table 2-1 Planning and transport strategies and policies relevant to this Project

Plan / strategy	Date
The Territory Plan	2008
The City Plan	2014
Australian Infrastructure Plan	2016
Kings and Commonwealth Avenues Design Strategy	2017
ACT Planning Strategy	2018
ACT Climate Change Strategy	2019
ACT Transport Strategy	2020
ACT Wellbeing Framework	2020

Strategic plans are usually prepared on the basis of extensive community engagement, so provide insights into issues important to communities around the Project. Given that Canberra has no councils or city government, there are no council community strategic plans to consider.

A review of the plans and strategies listed in Appendix A has been carried out to identify community values and aspirations. Key community issues identified from these documents include:

- A greater number of flexible transport options are needed as lifestyles change; the ACT should embrace and support alternative options for connectivity such as bikes and should support transport choice and adopt a whole of journey approach
- Shared pathways for pedestrians and cyclists need to be more effective in locations such as Commonwealth Avenue
- Increased urban density needs to be balanced with green integration of city and environment, green spaces and trees
- Plans need to be made for climate change impacts and grow the urban forest required
- Plans for the city need to balance a growing population with high quality of living
- The ACT Government should actively pursue the creation of accessible community spaces that connect people and promote an active and healthy community
- The public should continue to be engaged in order to build on the ACT Governments' commitment to community involvement, co-design, and participative future visioning.

2.3 Sustainable social development context

2.3.1 Infrastructure Sustainability Council of Australia

The ACT Climate Change Strategy outlines the ACT government's commitment to achieving a sustainable, modern and climate-wise Territory. Major Projects Canberra are therefore implementing measures to enhance social, economic, and environmental outcomes for the community through all stages of the Project. The Project is undertaking an Infrastructure Sustainability Rating through the Infrastructure Sustainability Council (ISC) as this provides the framework for achieving these outcomes. This socioeconomic impact assessment has been prepared with consideration of the Infrastructure Sustainability Rating guidelines, and Appendix B includes a table which identifies where the assessment aligns with relevant credits that comprise the rating.

2.3.2 The ACT Wellbeing Framework

The ACT Wellbeing Framework (the Framework) addresses quality of life for Canberrans across a range of measures which look at people's lives holistically. This Framework acknowledges that economic performance is not the only measure of community wellbeing and seeks to utilise its unique understanding of Canberrans to ensure that what the community cares about is centred in the ACT Government's decision making.

Extensive stakeholder (including community) feedback informed the Framework, with over eight months of engagement providing guidance on what is important to Canberran's quality of life. More information on the engagement outcomes can be found [here](#).

The Framework itself comprises of twelve domains of wellbeing, which reflect key factors that impact on the quality of life of Canberrans. Indicators (the way in which progress is measured) are grouped under each of these domains, providing oversight over whether wellbeing is advancing or diminishing. The Framework's domains are provided below as Figure 2-1.

This SEIA considers the relationship between the Framework and the impact of the Project on people. It considers both the extensive stakeholder consultation process that informed the Framework and the alignment with several of the IAIA Guidance document (2015) social impact categories. Where applicable, the Framework has also been explored as a potential avenue for monitoring predicted socioeconomic impacts for this Project.



Figure 2-1 The ACT Government's Wellbeing Framework domains

3 Defining the social area of influence

3.1 Overview

Within typical environmental impact assessments, the primary area of influence can be defined geographically. For example, noise and vibration during construction is quantifiable and therefore does not generally extend far from its source. Socioeconomic impact assessments cannot follow the same methodology, as the location of affected people does not always align with the zone of impact or primary area of influence as defined for other issues typically addressed in an environmental impact assessment.

The way in which socioeconomic impact assessment defines the social area of influence takes into consideration those who are not within the immediate geography, offering room for those who are connected via a vast array of networks. This is premised upon the idea that socioeconomic impacts may be experienced by people who are not necessarily located close to the project.

3.2 Stakeholder analysis and social mapping

A stakeholder is a group, individual or organisation that is interested in, affected by, or has the capacity to influence a project (Brereton, 2005). Given that the task of 'defining a social area of influence' does not relate to the articulation of geographic boundaries per se, the identification of stakeholders becomes an important component of defining the social area of influence. Indeed, without sufficient awareness of all the relevant stakeholders, some of the socioeconomic impacts may not be properly considered or identified.

Stakeholders relevant to this SEIA have been identified by cross referencing those identified by Major Projects Canberra in relevant documentation such as the Light Rail City to Woden Communications and Stakeholder Engagement Strategy. A desktop review of this documentation was also undertaken against up-to-date mapping tools to investigate the presence of any additional or new stakeholders. A comprehensive list of stakeholders mapped for the purposes of this SEIA are provided in Appendix C.

3.3 The social area of influence

The Project has a relatively focused social area of influence due to the nature of the Project. For the purposes of this SEIA, the primary social area of influence has been determined based on the consideration of:

- The nature and scale of the Project and its associated activities
- The characteristics of surrounding communities and how positive and negative impacts may be reasonably perceived or experienced by different people, including those who may be vulnerable or marginalised
- The potentially affected built or natural features located near the Project that have social value or importance
- Cumulative impacts that may impact affected communities as a result of other projects or operations near the Project
- Any relevant socioeconomic, cultural, demographic trends or social change processes occurring now or in the past near the Project.

Based on the above, this assessment has considered the social areas of influence as:

- **The 'locality area'**: This term is applied to the catchment around the construction site and the operational area. This is identified as the area in which people are most likely to experience both construction and operational socioeconomic impacts from the Project, or a level of direct impact. These people could for example be businesses, developers, workers, residents, or visitors to the area. These people could also be transient, most notably commuters.

- **‘Suburb’**: This term is applied through this SEIA where the spatial extent of socioeconomic impacts on people is generally broader than the proximal area. In this SEIA, ‘suburb’ refers to a conceptual geography not necessarily aligned to actual suburb boundaries. To provide statistical analysis, the primary areas of interest for the purpose of this assessment and as defined by the ABS (2016) are shown below.
- **‘Region’**: In some instances, the social area of influence is extended to a ‘region’ to reflect broader potential socioeconomic impacts, compared to ‘proximal area’ or ‘suburb’. This geography is applied where a Project is within or proximate to a social area of influence frequented by regional populations, for example a key employment centre, or a locality in which there is regional or national infrastructure or services (i.e., Canberra CBD).

For the purpose of this report, Statistical Areas Level 2 (SA2) and Statistical Areas Level 3 (SA3) from the ABS have been identified as the relevant geographic scale for defining the social area of influence. The ABS defines SA2s and SA3s as:

“Statistical Areas Level 2 (SA2s) are medium-sized general-purpose areas built to represent communities that interact together socially and economically. Most SA2s have a population range of 3,000 to 25,000 people. Statistical Areas Level 3 (SA3s) are designed for the output of regional data and most have populations between 30,000 and 130,000 people.”

To provide statistical analysis, the primary areas of interest for the purpose of this assessment and as defined by the ABS (2016) are:

- **The locality area**: Civic Statistical Area 2 (SA2) (801051053)
- **Suburb**: North Canberra Statistical Area 3 (SA3) (80105)
- **Region**: The study uses the ACT as a level of statistical analysis to assist with the assessment of the broader social impacts. It has also been used for comparative purposes.

The social area of influence as defined above for the Project is illustrated in Figure 3-1.

It should also be noted, that when looking at health data, Population Health Areas (PHAs) have been used. These PHAs are based on the Statistical Areas Level 2 (SA2). These have been developed by the Social Health Atlas of Australia (PHIDU) and comprise of individual (larger) SA2s, or aggregations of (smaller) SA2s. For the purpose of this assessment, the relevant PHA is Inner North Canberra – South.

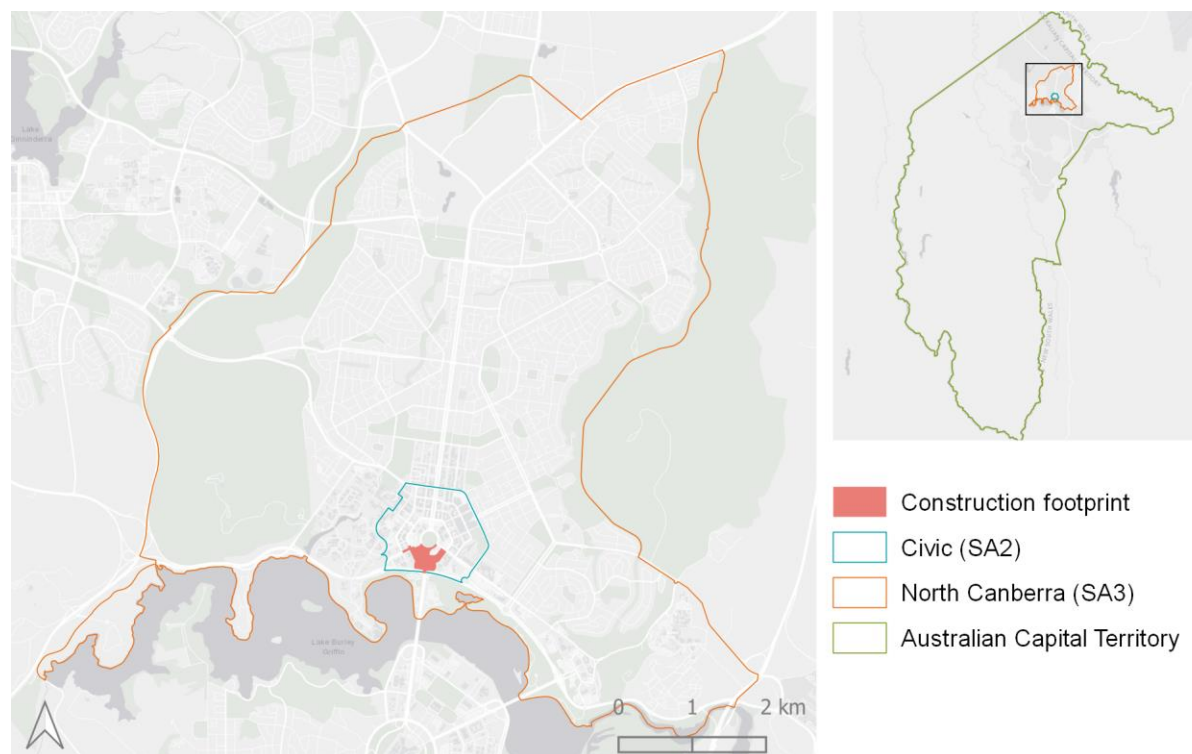


Figure 3-1 Indicative social area of influence

4 Socioeconomic assessment approach

4.1 Overview

A socioeconomic impact assessment is a way to predict and assess likely outcomes of a proposed project. It provides an approach that analyses these outcomes through a social lens and provides a foundation from which to develop methods to mitigate and enhance social outcomes. The different phases of this socioeconomic impact assessment are detailed in Table 4-1.

Table 4-1 The phases of a socioeconomic impact assessment

Phase	Purpose (IAIA Guidance document)	Where addressed
Phase 1: Understand the issues	Understand the proposed project	Chapter 1 and Chapter 2
	Establish the social area of influence	Chapter 3
	Undertake community profiling	Appendix F
	Undertake participatory processes	Chapter 4 and Appendix E
	Scope preliminary issues	Chapter 4
	Assemble baseline data	Chapter 5
Phase 2: Predict, analyse and assess the likely impact pathways	Map social changes and impacts	Chapter 6
	Understand indirect impacts	Chapter 6
	Understand cumulative impacts	Chapter 6
	Understand affected party responses	Chapter 6
	Understand significance of changes	Chapter 6
Phase 3: Develop and implement strategies	Address negative impacts	Chapter 6 and Chapter 7
	Enhance benefits and opportunities	Chapter 6 and Chapter 7
	Support communities with change	Chapter 7
	Develop a framework to monitor socioeconomic impacts	Chapter 7

4.2 Assessment indicators and frameworks

Social impacts are defined in the IAIA Guidance document (2015) as “*anything that affects people*” and have been broadly defined as eight overarching categories. The methods described in this chapter have enabled the collection of data to address these eight social impact categories which are defined below in Table 4-2.

There are many frameworks by which socioeconomic impacts can be evaluated. For the purpose of this SEIA a qualitative assessment of community resilience or adaptive capacity has been used to review and analyse

relevant indicators and other primary and secondary data sources. This has been achieved by using the sustainable livelihoods approach (Department for International Development (DFID), United Kingdom, 1999) to provide a comprehensive understanding of the relevant communities in proximity to the Project and to evaluate their resilience and sensitivity to change.

The DFID approach draws on broad categories of community capital as a fundamental basis to identify and further enhance community capacity and resilience. It also involves profiling communities according to the five 'community capitals'. The five community capitals are defined in Figure 4-1. This approach is harmonious with the international standard for socioeconomic impact assessment as established through the IAIA Guidance document (2015).

This approach also provides an opportunity to ensure that this SEIA is tailored to the ACT by considering the relationship between the community capitals and the ACT Wellbeing Framework (refer to section 2.3.2), an accepted framework which the ACT community has shaped.

Table 4-2 Social impact categories

Social impact Category	Definition from the IAIA Guidance document (2015)
Way of life	How people live, work, play and interact with one another on a day-to-day basis.
Culture	People's shared beliefs, customs, values and language or dialect.
Community	Its cohesion, stability, character, services and facilities.
Political systems	The extent to which people are able to participate in decisions that affect their lives, the level of democratisation that is taking place, and the resources provided for this purpose.
Environment	The quality of the air and water people use; the availability and quality of the food they eat; the level of hazard or risk, dust and noise they are exposed to; the adequacy of sanitation, their physical safety, and their access to and control over resources.
Health and wellbeing	Health is a state of complete physical, mental, social and spiritual wellbeing and not merely the absence of disease or infirmity.
Personal and property rights	Whether people are economically affected or experience personal disadvantage which may include a violation of their civil liberties.
Fears and aspirations	People's perceptions about their safety, their fears about the future of their community, and their aspirations for their future and the future of their children.



Figure 4-1 Community capitals

4.3 Determining the social baseline

4.3.1 Data sources to inform the social baseline

A key component in the development of the social baseline for this SEIA was the collation and analysis of demographic data as relevant to the social area of influence. An analysis was undertaken relating to:

- Indicator identification and selection to afford appropriate assessment of socioeconomic impacts relating to the Project
- Comparative analysis of different communities relevant to the Project
- Longitudinal/time-series analysis of population data.

For the purpose of this assessment, the unit of analysis considered most reflective of the study area includes:

- Analysis of ABS Census data (2016) to prepare community profiles for the social areas of influence, based on data for ABS Census Statistical Area level 2 (SA2s). SA2s have been chosen as the closest approximation of each of the social area of influence with construction and operational impacts of the Project
- The regional context is the Australian Capital Territory (Greater Capital City Statistical Area), and this has been used, where possible, for comparative purposes. A map illustrating selected geographies for community profiles is provided as Figure 3-1.

A wide range of social indicators were considered prior to conducting the statistical analysis and developing the existing social baseline to provide confidence that the social indicators represented the health and wellbeing values, and interests of the communities (Vanclay, 2015) surrounding the Project area. This included considering the domains and indicators that the ACT Wellbeing Framework presents.

Table 4-3 outlines the indicators sourced to establish the social baseline by considering the relationship between each community capital, each IAIA social impact category, and the associated ACT Wellbeing Framework category.

Following the consideration of social indicators, a desktop-based review was undertaken of a range of documents and data sources to inform the context and understanding of the study area characteristics, including community character, values, and concerns, including a review of social infrastructure.

Finally, the baseline was also informed by analysis of information obtained directly from potentially affected community stakeholders to further understand community values and concerns. This was carried out through a review of outcomes of engagement to date, engagement with Major Projects Canberra, as well as the engagement undertaken specifically for this SEIA. An overview of this engagement is provided in Section 4.6.

Table 4-3 Alignment of community capitals approach with the ACT Wellbeing Framework

Community capital	IAIA category	Wellbeing Framework	Indicator considered in the social baseline
Human capital	Health and wellbeing Fears and aspirations	Health	<ul style="list-style-type: none"> Population Age profile (median age and age groupings) Educational attainment Aboriginal and/or Torres Strait Islander Gender Disability Children developmentally at risk
Social capital	Political systems Health and wellbeing Culture Way of life Community Fears and aspirations	Governance and institutions Identity and belonging Social connection Time Safety	<ul style="list-style-type: none"> Languages spoken at home Country of birth and ancestry Household composition Household mobility Homelessness Disability Volunteerism Crime
Economic capital	Personal and property rights Community Fears and aspirations	Economy Housing and home Living standards	<ul style="list-style-type: none"> Median household income Median person income Housing cost (median monthly mortgage repayments and median weekly rent) Labour force particate rate Unemployment rate Industry of employment Occupation SEIFA (IRSD)
Physical capital	Health and wellbeing Way of life Fears and aspirations	Access and connectivity Education and life-long learning Housing and home	<ul style="list-style-type: none"> Private dwellings Dwelling structure / type Tenure type Method of travel to work Number of registered motor vehicles per household Internet access to dwelling Social infrastructure
Natural capital	Environment Fears and aspirations	Environment and climate	<ul style="list-style-type: none"> Key natural features

4.4 Preliminary scoping of impacts and research methodology

4.4.1 Scoping of potential impacts

To assess the socioeconomic impacts of a project, it is important to understand the project and all its various dimensions. Projects generally involve multiple ancillary activities and different components that evolve over time. Impacts are usually created by each of the component activities of the project as well as the project as a whole. Therefore, all of the impacts created by each of the activities that make up the overall project need to be carefully considered (IAIA Guidance document, 2015).

To understand the potential socioeconomic impacts of the Project, a review was undertaken of the technical information that informed the Environmental Assessment for this Project. This included a review of the following technical areas in the form of reports or synthesised chapters:

- Traffic and transport
- Greenhouse gases and air quality
- Noise and vibration
- Climate change
- Cumulative impacts
- Contamination and soil
- Landscape and visual realm.

The potential impacts were also determined based on an extensive background review of documentation and engagement with Major Projects Canberra to obtain additional insights. Project engagement is further discussed later in this chapter.

4.4.2 Research methods

A range of research methods were selected for this SEIA. These included:

- **Desktop analysis based on specialist studies**

For the purpose of this SEIA, several socioeconomic impacts, including cumulative impacts have been mostly assessed in other technical studies in the Environmental Assessment, and a desktop analysis has been carried out to cross-reference and integrate those studies into this SEIA. This methodology is then further complemented by methodologies outlined previously such as qualitative assessment and research methodology to provide additional supporting evidence.

- **Exploratory research**

For the purpose of this assessment, exploratory research has included the examination of engagement outcomes, interviews with nearby neighbours and wider community, and from comparative analysis of similar operations. This research assists with scoping out the nature and extent of the problem and serving as a useful precursor to more in-depth research, if required.

- **Online surveys**

Conducting surveys of the communities surrounding a project is an effective way to collect qualitative and quantitative data on individual attitudes and experiences from a large cohort of people. It provides an opportunity to hear directly from affected persons on their perceptions of a project, and it also provides an opportunity to undertake demographical analysis based on their feedback.

- **Utilising existing data and assessments**

To provide currency to the data in this SEIA, a desktop-based gap analysis was carried out of previously gathered data sets (ARUP Group Limited, 2020). Additionally, a review of all stakeholder and community engagement undertaken by Major Projects Canberra to date was carried out in order to highlight any issues relevant to the assessment scope of this Project and identify stakeholders.

4.5 Assessment of potential impacts

The SEIA includes the assessment of potential positive and negative social impacts and the evaluation of residual impacts following the implementation of available mitigation and management responses.

This assessment process for this SEIA followed two key steps:

1. Determining the consequence and likelihood of impacts

The risk approach adopted for this SEIA requires the determination of the worst-case (but reasonable) consequence of an aspect of the Project. For some impacts it may be a negative consequence, while for others it may be a positive consequence.

For the purpose of this SEIA's approach to risk, the risk, consequence and likelihood definitions have been adopted from the DPIE Guideline (2021). These are considered industry leading and provide a clear framework for identifying risk. The tables used to evaluate the likelihood of both positive and negative social impacts and inform the magnitude of each impact before and after mitigation or enhancement are provided in Appendix D.

2. Assessing the residual impacts

This occurs following the application of both socioeconomic and broader environmental mitigation measures which then provides a basis to assess the residual impacts.

As part of this SEIA, consideration was given to:

- The likely population to be affected, separately for each component of the Project
- The timing of the potential impact
- The impact characteristics that were assessed during the scoping phase (extent, duration, scale, sensitivity)
- The potential level of significance of the potential social impact, considering the likelihood and magnitude of the potential social impact.

The risk assessment process undertaken for this SEIA, including details on the magnitude level, likelihood level, and the overall risk matrix are provided in Appendix D. This risk assessment process applied to this SEIA is reflective of industry leading practice as it adopts the framework set out in the DPIE Guideline (2021). The way in which the SEIA risk process applies to the risk process contained in the broader Environmental Assessment is also provided in Appendix D.

4.6 Stakeholder engagement

4.6.1 Engagement to date

This SEIA has been prepared on the basis of an extensive background review of documentation and engagement with Major Projects Canberra to obtain additional insights. This included reviewing the themes and outcomes that have arisen from engagements that Major Projects Canberra has carried out prior to this assessment. Key engagement and reports that have informed this SEIA include but are not limited to:

- Results from a survey of 161 London Circuit (east) businesses - 2019
- Results from StollzNow qualitative and quantitative research undertaken by Major Projects Canberra – 2021
- Minutes from three Community Reference Group meetings – 2020 - 2021
- Feedback gathered from Information sessions, including business specific sessions – 2019 - 2021.

Stakeholder engagement has been carried by Major Projects Canberra through a variety of tools. These tools included but were not limited to:

- Establishment of an electronic mailing list (approximately 5000 stakeholders)
- Information sessions, both in person and online
- Letterbox drops
- Project updates

- Surveys
- Key stakeholder briefings
- Face to face meetings
- Door knocking
- Website and other digital channels
- Phone calls.

A full discussion of all engagement undertaken for this Project is provided in Chapter 7.0 of the Project's Environmental Assessment. A summary of the Project's stakeholders is provided in Appendix C.

4.6.2 Engagement for this socioeconomic impact assessment

Between Friday, 30 July 2021 and Friday, 20 August 2021, qualitative and quantitative research was carried out to help inform this SEIA. This research was in the form of an online survey which included a series of open-ended and choice questions. This survey was distributed to more than 5000 people, predominantly via the Major Projects Canberra electronic mailing list.

The survey received a total of 228 responses, with a full completion rate of 44.3 per cent (101 complete responses). Stakeholders were able to access the survey via a QR code and/or a survey link and were able to complete the survey on their smart phone, tablet, or computer.

It must be noted that the survey outcomes are not representative of the broader Canberra population. Firstly, survey respondents were primarily aged 65 years and older who do not commute to work. Secondly, the survey was primarily distributed via the Canberra light rail community networks, which comprises people who have signed up to receive updates most likely because they believe they will be impacted or because they are highly interested in the Project and Canberra Light Rail Stage 2A. Whilst this survey captures perceptions of a portion of the nearby communities, it is by no means conclusive of the attitudes of the wider Canberra population towards this Project and future major infrastructure projects such as the Canberra Light Rail Stage 2A.

The survey focused on five key areas. These included:

- Respondent profile
- Community strengths
- Transport and access
- Project impacts and benefits
- Recommendations, including mitigation and enhancements.

The three themes that arose from this engagement were community values, travel and transport, and Project perceptions. These themes are summarised below. A full summary of the engagement undertaken specifically for this SEIA is captured in Appendix E as an Engagement Outcomes Report.

Community values

Green places and recreation spaces are highly valued by community members and were identified as desirable community characteristics. Places which facilitate a sense of community, lifestyle and access to local services are also highly valued by community members. Particularly, places which facilitate positive wellbeing and lifestyle outcomes, including community facilities, services, open space and good urban design.

Many community members discussed the importance of community cohesion and social relations over and/in conjunction with the importance of the built environment. Community members commented that people and how they interact with each other are key community strengths when those interactions are positive and well-intended.

Travel and transport

Community members rely on private motor vehicles and road infrastructure to get to work. While active transport is a popular way to get to work, it only represents a small proportion of community members who commute.

Community members access a diverse range of local services with varying distances to their homes. Consequently, people use a range of transport methods to best meet their needs. Active transport and private motor vehicles are the most common modes of transport for reaching local services, reflecting a diversity of transport options, the physical ability of community members, and the distance travelled.

Project perceptions

Very few community members believe they will experience positive benefits from raising London Circuit. A large proportion of community members believe the positive benefits of raising London Circuit do not outweigh the negative impacts, with the majority of these community members expressing strong opinions on the matter. However, a notable proportion of community members did believe the positive benefits of the project outweighed the negative impacts.

5 Social baseline: existing social context

5.1 Overview

This chapter presents the social baseline for this Project and describes the social context without the Project. Specifically, it:

- Documents the existing social environment relevant to this Project and defines characteristics of the communities within the Project's social area of influence, including any vulnerable groups
- Considers any built or natural features on or near the Project area that could be affected and also the intangible values that people may associate with these features
- Considers community values and aspirations, based on a review of community strategic plans and outcomes of community engagement
- Outlines other projects that may be occurring within the social area of influence that could have the potential to contribute to impacts in a cumulative sense.

The social baseline provides a point of comparison; it can be used as reference against which to measure the impacts of the Project as it develops, and/or to determine the adequacy or otherwise of existing facilities (Vanclay, 2015). All data used in the baseline is mostly derived from the 2016 Australian Census of Population and Housing (Australian Bureau of Statistics, 2021) and the Social Health Atlas of Australia (PHIDU), unless an alternate source is cited. Additionally, data that has informed the ACT Wellbeing Framework has been utilised as applicable for the purposes of the social profile.

At the time of writing, this assessment includes the most current census data. While the ABS Census 2021 was undertaken in August 2021, the results are only released from June 2022, and are therefore not yet applicable. Where available, data has been referenced to reflect potential post-COVID-19 projections.

A high-level summary of the community profile is provided in the sections below. A full summary of the community profile is provided in Appendix F. A map illustrating the selected geographies for the community profile is provided in Figure 3-1.

5.2 Human capital

Understanding key population characteristics and trends is an important consideration of human capital. This section considers key human capital indicators including the impact of COVID-19 on current population trends.

A summary of human capital is presented in Figure 5-1. Overall, it indicates that the locality has a young resident population, who either study and/or work. The area has relatively high levels of tertiary educational attainment and a low proportion of residents who have a profound or severe disability. Collectively this indicates that the locality has strong human capital, with a very low proportion of vulnerable residents.

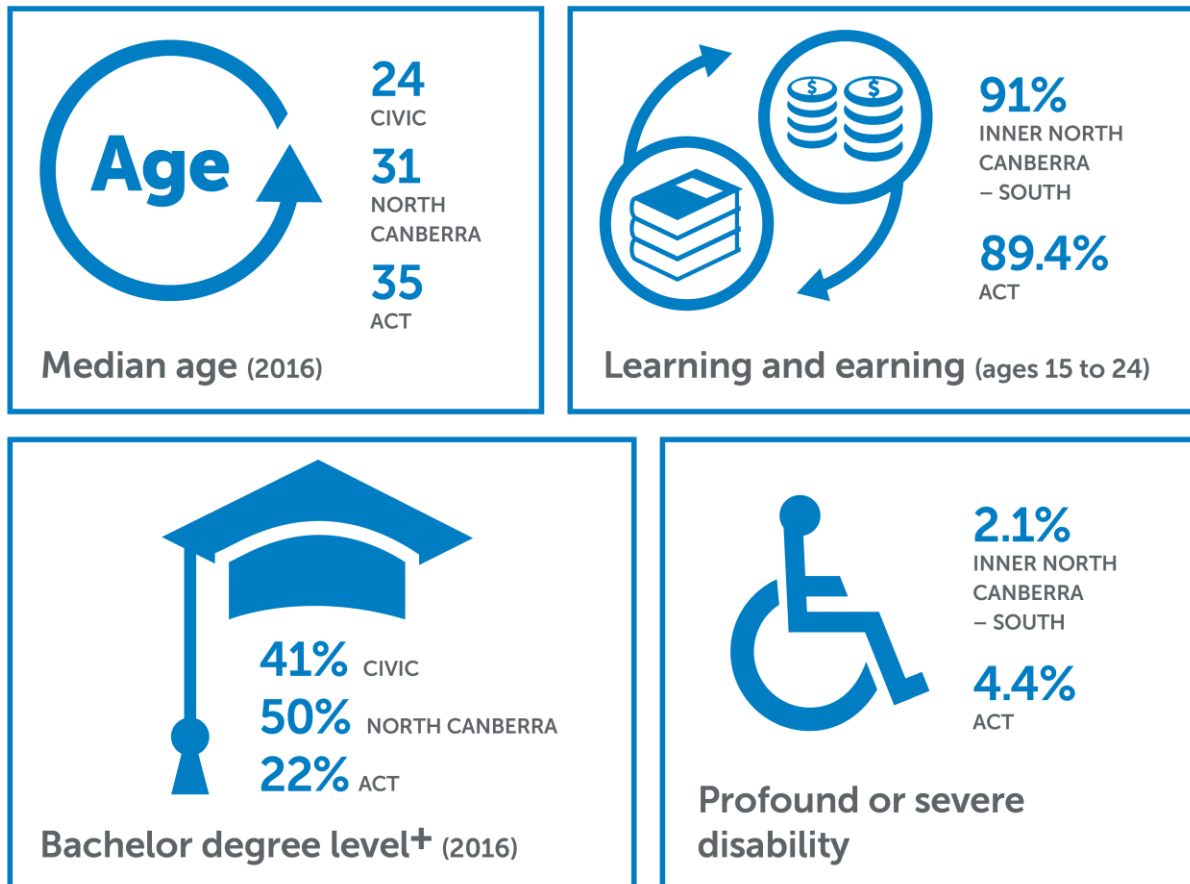


Figure 5-1 Human capital – key statistics

5.3 Social capital

Social capital relates to how individuals, groups, organisations, and institutions within a community interact and cooperate; it can be broadly defined as the dynamics and strength of relationships and/or interactions within a given community; this includes the degree of social cohesion and interconnectedness between community members. The figure below provides a summary of the key social capital indicators for the study communities relevant to this Project. This data is compared to the ACT region, and North Canberra SA3 as applicable.

A summary of social capital is shown in Figure 5-2. Overall, the locality is notably more culturally diverse than the suburb in which it is located and the ACT with a significantly higher proportion of households speaking a language other than English at home. Based on the top languages spoken at home and country of birth, the locality has a large Chinese community. The locality also has low proportions of households with children, reflecting the areas young adult demographic profile.

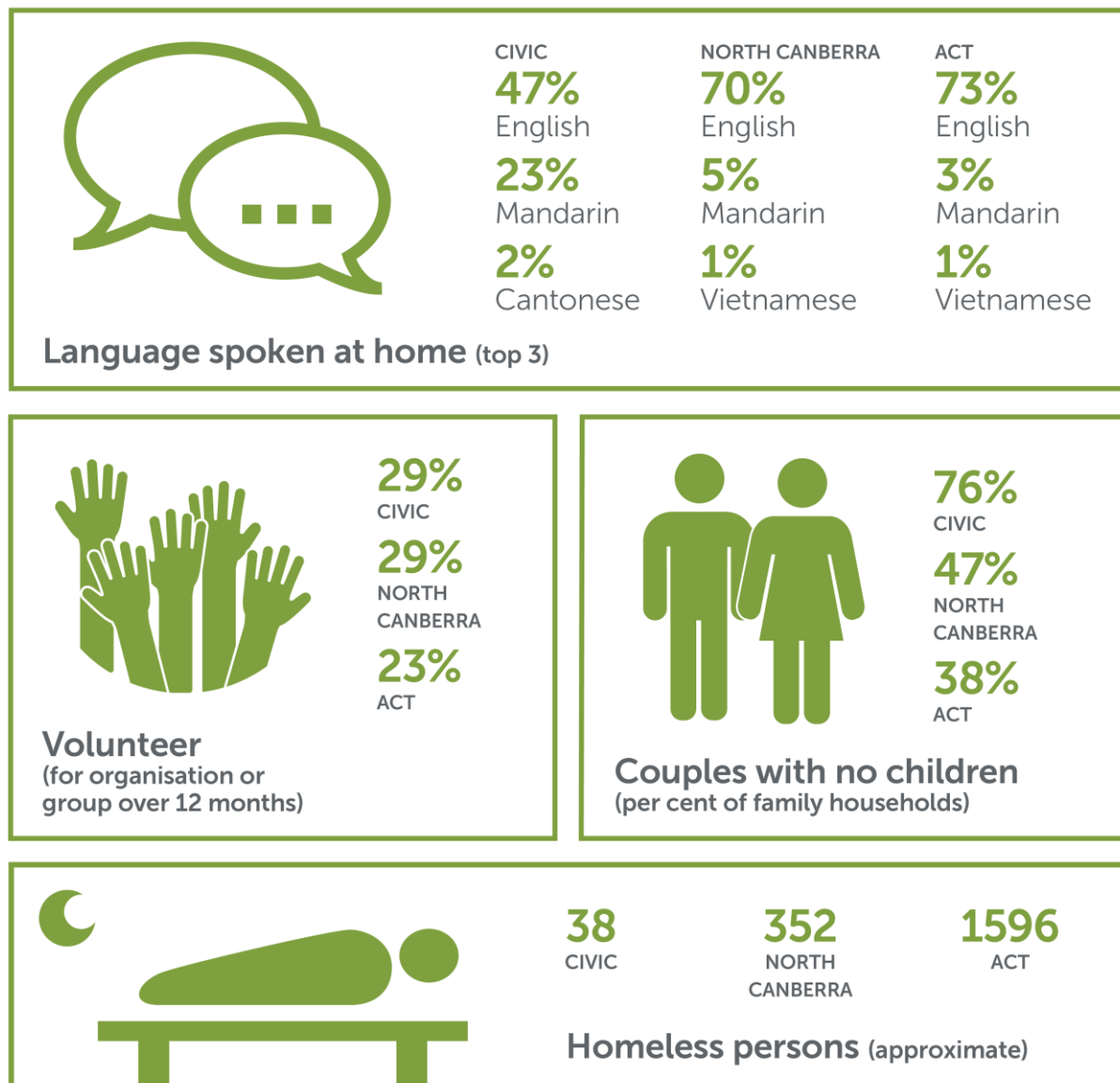


Figure 5-2 Social capital – key statistics

5.4 Economic capital

Economic capital is defined as the extent of financial or economic resources within a town or community, including access to credit. For instance, a town lacking in economic capital, but predominantly reliant on a specific industry sector, is likely to be more vulnerable to change and consequently more likely to experience greater difficulties in adapting to change given this dependence, particularly once an industry declines or as a result of industry closure.

A summary of economic capital is provided in Figure 5-3. Overall, the locality has strong economic capital, but it also possesses an economically diverse resident community made up of young workers and students with differing earning capabilities, which is reflected in personal income.

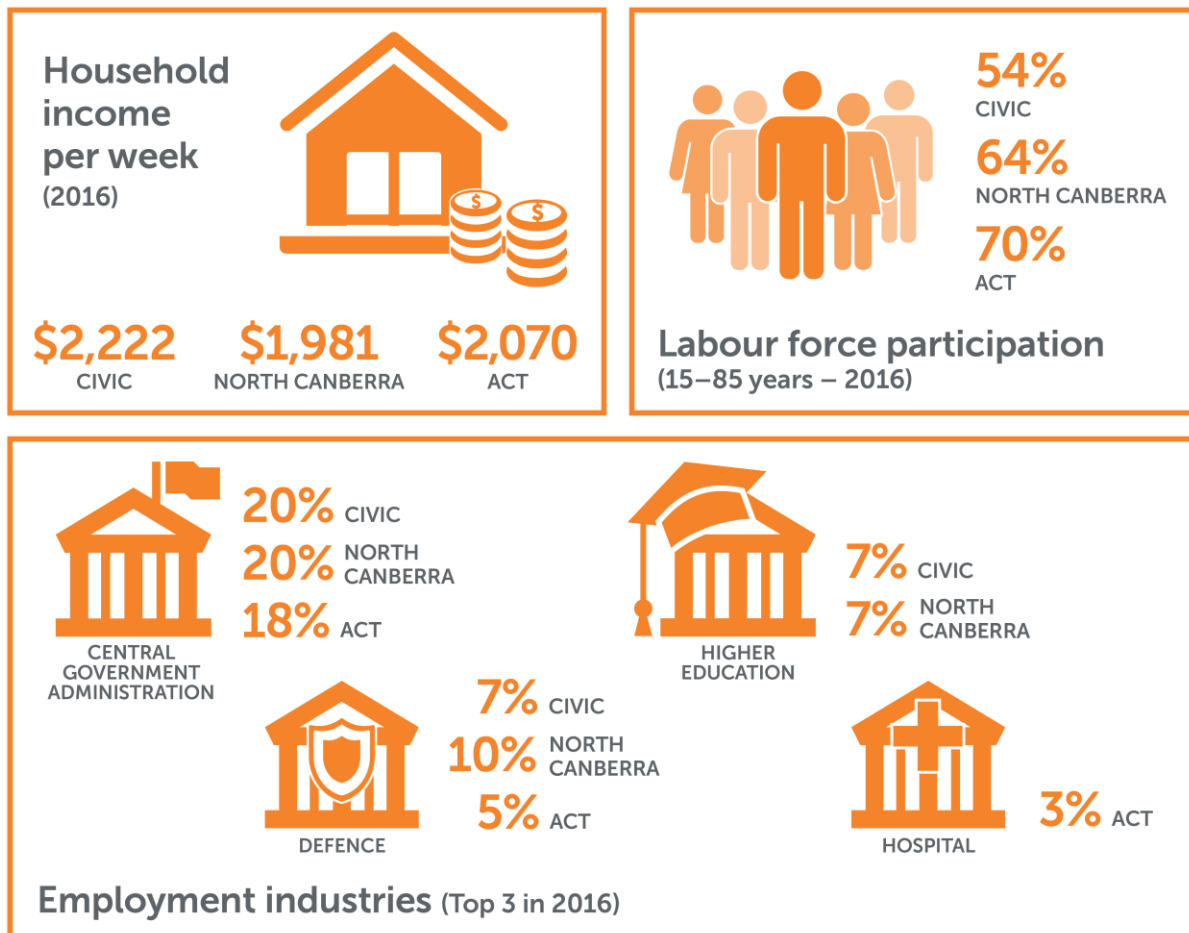


Figure 5-3 Economic capital – key statistics

5.5 Physical Capital

Physical Capital is broadly defined as a town or community's built infrastructure and services, including hospitals, schools as well as social service provision e.g., health care, aged care, child care. This section provides an overview of key physical capital attributes for the area.

A summary of physical capital is shown in Figure 5-4. Overall, the locality is a high-density community predominantly made up of renters rather than homeowners. Residents tend to live in smaller dwellings. Households tend to be small and have a small number of cars and use public transport for commuting. The locality is well serviced by social infrastructure, being located in close proximity to major regional facilities which serve the whole of the ACT, as well as local facilities and spaces designed for the community. Overall, the locality is well connected to public transport, however, it has limited housing choices.

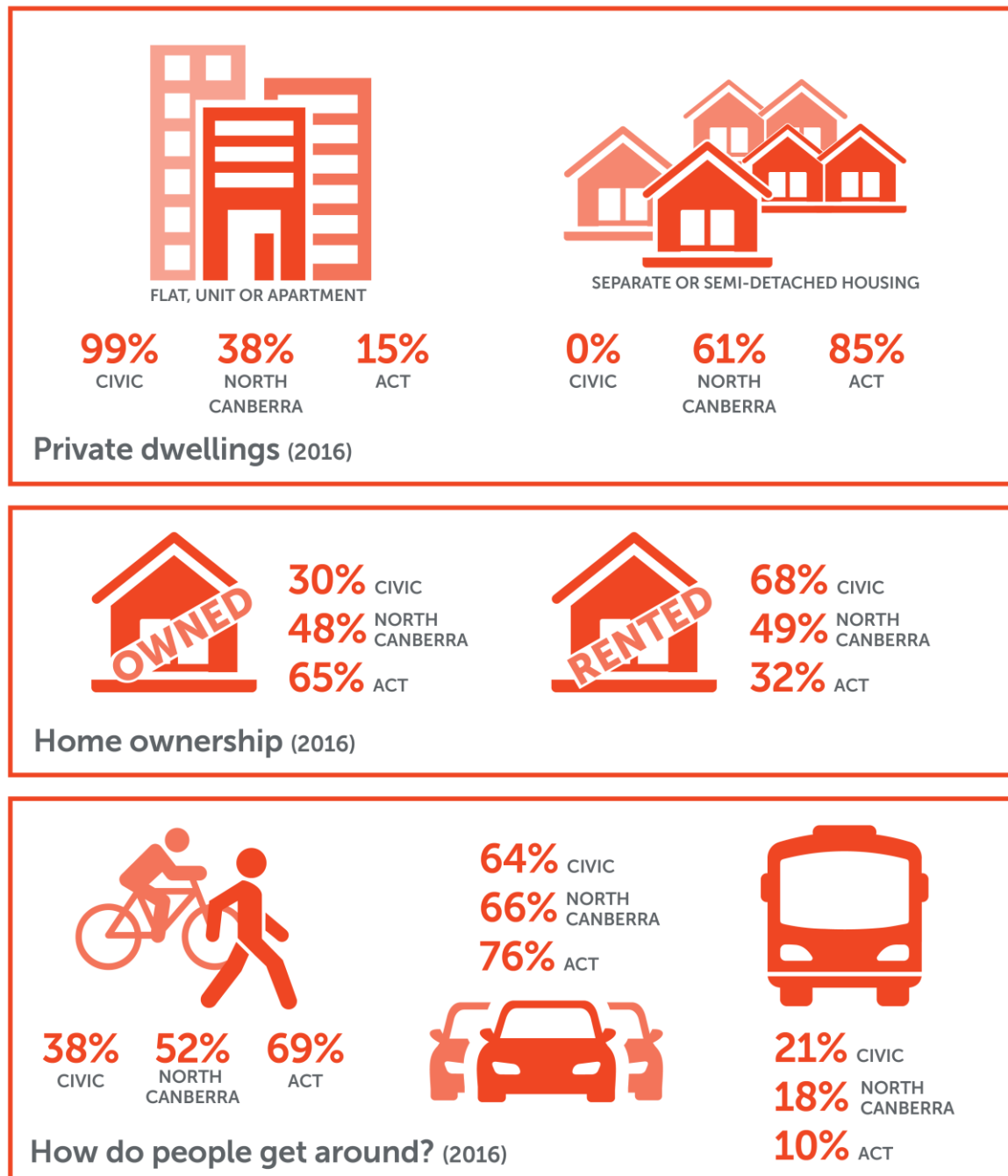


Figure 5-4 Physical capital – key statistics

5.6 Natural capital

Natural capital refers to the natural assets and resources that contribute to community strength and sustainability. Natural capital can include resources which provide commercial and practical benefit to the community or other environmental assets that generate tourism or provide other social, cultural, and recreational value, such as waterways or lakes.

The social area of influence, and the ACT more broadly, have strong natural capital. Key examples of strong natural capital around the social area of influence includes:

- Lake Burley Griffin and foreshores
- Black Mountain Nature Reserve
- Molonglo River.

Collectively these spaces provide a range of experiences and opportunities for people. The ACT is well positioned for short trips either south-west to the Kosciuszko National Park or east to the South Coast Region.

A comprehensive list of examples of natural capital around the social area of influence and the ACT is provided in Appendix G.

5.7 Cumulative impacts

As per the NSW Department of Planning Industry and Environment (DPIE) Guideline (2021) - *Cumulative Impact Assessment Guidelines for State Significant Project – July 2021* (DPIE CIA Guideline), cumulative socioeconomic impacts are defined as successive, incremental, and combined impacts that can arise from project activities (such as dust and noise), or multiple projects needing similar resources.

Table 1-1 below reflects other projects (both current and proposed) in proximity to the social area of influence at the time of authoring this SEIA. Impacts from these other projects are considered further in the Environmental Assessment.

Table 5-1 Projects in proximity to the social area of influence

Cumulative projects	Timeframe
Section 100 Mixed-use development	Construction has commenced and is anticipated to continue during Project construction
City Hill Footpath	For the purposes of this assessment, construction is anticipated to occur in 2022, and assume to overlap with Project construction
Acton Waterfront Renewal Land Release - West Basin Precinct	Construction activities have commenced, and, for the purposes of this assessment, are anticipated to continue until 2026
Commonwealth Avenue – Bridge Strengthening	For the purposes of this assessment, construction is anticipated to commence in 2022
Parkes Way Upgrade - Coranderrk Signalisation	For the purposes of this assessment, construction is anticipated to commence in early 2022.
HTI Hotel Development (13 London Cct)	For the purposes of this assessment, construction is anticipated to commence in 2022, for approximately 18 months
7 London Circuit, Knight Frank	For the purposes of this assessment, construction is anticipated to commence in 2021
Geocon Development (70 Allara St)	For the purposes of this assessment, construction is anticipated to commence in 2021

Cumulative projects	Timeframe
Light rail Stage 2A (\$265 million)	For the purposes of this assessment, construction is anticipated to occur from 2024, following completion of the Project
Section 63 Block 20 mixed-use development	The land required for this development will be facilitated by the Project, with no construction anticipated in the foreseeable future
Theatre	For the purposes of this assessment, construction is anticipated to commence in 2024, with early works, and is not anticipated to substantially overlap with the Project
UNSW Development (Stage 1/2)	For the purposes of this assessment, construction is not anticipated to commence until after the Project is operational
Section 19 Development	For the purposes of this assessment, construction is anticipated to commence in 2024, with early works, and is not anticipated to substantially overlap with the Project
Block 40 Development	No construction anticipated in the foreseeable future

6 Socioeconomic impact assessment

6.1 Overview

This chapter provides an overview of the socioeconomic impacts of constructing and operating the Project. Projects can impact people in many ways, both in a positive (benefit) and negative (disbenefit) sense. The SEIA process assesses a project from the perspective of people. This means that a development is more likely to be socially sustainable if the expected and perceived impacts on people are understood, managed and monitored appropriately.

Specifically, this chapter:

- Highlights the expected and perceived impacts
- Includes responses to identified impacts, including mitigation measures for potentially negative impacts as well as actions to enhance benefits and realise potential opportunities
- Evaluates and describes the expected residual impact after mitigation measures have been applied.

Assumptions applied to complete this chapter include:

- The key findings of the background studies and technical reports provided to the author at the time of writing are accurate
- Socioeconomic data available that has been utilised to inform the social baseline accurately reflects the community demographic profile
- Outcomes of the community consultation and engagement undertaken to date accurately reflect community views.

6.2 Summary of expected and perceived impacts

Assessment of the expected and perceived socioeconomic impacts of the Project, both positive and negative, was informed by:

- Feedback from the community
- Research and analysis of the areas surrounding the Project, including consideration of existing data for comparable projects
- Findings from early engagement from similar recent projects such as Canberra Light Rail Stage 1 and Stage 2, outcomes from various Community Reference Group meetings, as well as issues of importance to the community
- Consultation with technical specialists undertaking various assessments.

Table 6-1 provides a summary of the potential socioeconomic impacts as a result of the Project and identifies where such impacts would fall within each of the social impact categories (including the relationship to the ACT Wellbeing Framework).

The impacts listed in Table 6-1 are grouped by the themes that arose from community engagement as well as extensive research. These themes were:

1. Changes to the road network
2. Access to and use of social infrastructure and services
3. Active and public transport
4. Health and wellbeing
5. Amenity and visual landscape
6. Economic contributions, employment and partnerships
7. Cumulative impacts.

As noted in the table, the socioeconomic impacts identified are relevant to more than one social impact category, which is unsurprising given that socioeconomic impacts are not mutually exclusive and are often highly interrelated. For this Project, the social impact categories include way of life, environment, health and wellbeing, community, personal and property rights, and political systems.

Table 6-1 Summary of expected and perceived impacts (unmitigated)

Socioeconomic impact theme	ID	Impact to people (unmitigated)	Project aspect	Extent	Social impact category	Wellbeing Framework domain	Impact nature
Changes to the road network	SO-1	Temporary impact to road users on existing road network during construction due to increased traffic congestion and temporary traffic changes	Construction	Road users	Way of Life	Access and connectivity Time	Negative
	SO-2	Improved public safety resulting from permanent changes to the existing road network	Operation	Road users	Surroundings	Safety	Positive
Access to and use of social infrastructure and services	SO-3A	Decline in accessibility to services and business due to of parking (temporary)	Construction	Businesses Customers	Way of Life Environment	Access and connectivity	Negative
	SO-3B	Decline in accessibility to services and business due to of parking (permanent)	Operations	Businesses Customers	Way of Life Environment	Access and connectivity	Positive
Active and public transport	SO-4	Improved accessibility and connectivity for cyclists and pedestrians throughout the city, from the south to the north	Operations	Suburb, cyclists and pedestrians	Community	Environment and climate Access and connectivity Time	Positive
	SO-5	Decline in safety for pedestrians and commuters during construction	Construction	Locality – pedestrian and commuters	Health and wellbeing Community	Health Environment and climate Safety	Negative
	SO-6	Enabling future public transport infrastructure, such as Canberra Light Rail Stage 2	Operation	Regional	Way of life Community	Access and connectivity	Positive

Socioeconomic impact theme	ID	Impact to people (unmitigated)	Project aspect	Extent	Social impact category	Wellbeing Framework domain	Impact nature
	SO-7	Delays and changes to accessibility for users of public transport	Construction	Commuters (public transport)	Way of Life	Access and connectivity Time	Negative
Health and wellbeing	SO-8	Decline in health and wellbeing as a result of construction activities, particularly on those with a disability or chronic illness	Construction	Locality -community including both workers and residents	Health and wellbeing	Safety	Negative
Amenity and visual landscape	SO-9	Changes to the aesthetic value of the existing surroundings during construction	Construction	Locality -community	Personal and property rights	Economy Identity and belonging	Negative
	SO-10	Improvements to the aesthetic value of the area by creating an attractive and active public space for people to experience	Operations	Locality -community	Personal and property rights	Economy Identity and belonging	Positive
	SO-11	Decline in social amenity or way of life for nearby businesses, residents, and accommodation providers due to construction impacts	Construction	Locality - residents, businesses and accommodation providers	Health and wellbeing	Health Identity and belonging	Negative
Economic contributions, employment and partnerships	SO-12	Employment and training opportunities	Construction	Regional	Way of life Personal and property rights	Economy Access and connectivity	Positive
	SO-13	Lack of trust in decision making, including the perceived lack of positive benefit / need	Construction Operation	Regional	Political systems	Governance and institutions	Negative
Cumulative impacts	SO-14	Construction and consultation fatigue caused by the cumulative impact of	Cumulative	Locality -workers, residents and visitors	Way of Life Community	Access and connectivity	Negative`

Socioeconomic impact theme	ID	Impact to people (unmitigated)	Project aspect	Extent	Social impact category	Wellbeing Framework domain	Impact nature
		ongoing development and construction in the locality				Time Health	
	SO-15	Cumulative construction impacts associated with Raising London Circuit and upcoming projects.	Construction Cumulative	Locality - community, pedestrians, cyclist, commuters (public transport), road users local businesses, locality workers	Way of Life	Access and connectivity	Negative

6.3 Assessment of mitigated impacts

This section further assesses the socioeconomic impacts associated with the Project as outlined in Table 6-3 by providing a mitigated impact significance ranking according to a number of key characteristics. A full explanation of the methodology applied in undertaking this assessment is provided in section 4.3.1.

Specifically, this section:

- Describes the potential impact to people
- Considers technical assessment outcomes, social research and measures to mitigate impacts
- Evaluates and describes the expected residual impact after impact mitigation.

At the conclusion of this section there are two tables: Firstly, Table 6-2 provides a summary of the mitigation and management measures; secondly, Table 6-3 summarises the predicted mitigated socioeconomic impacts in relation to the Project. It also considers enhancement and mitigation measures as well the corresponding residual rating of impacts.

6.3.1 Changes to the road network

Temporary impact to users on existing road network due to increased traffic congestion during construction (SO-1)

Socioeconomic impact

Construction of the Project would result in temporary impacts to the existing road network in the local area. A number of traffic changes would be implemented including temporary road closures (e.g., London Circuit and the north-west and south-west clover leaf ramps for the duration of construction), the reduction of speed limits, changes to signage, as well as traffic detours. Some of these changes are likely to be experienced more significantly following traffic switches where new signage and a new alignment will be presented.

It is also likely that traffic congestion would be caused by increased construction traffic including the increased presence of large construction vehicles (e.g., street sweepers, truck and dogs, bogies, flatbed trucks, etc.) and the increased presence of light vehicles (e.g., personal cars and small trucks).

Increased traffic congestion during construction was one of the most frequently commented impacts raised by community members during engagement activities. Respondents to the online survey expressed concern that the Project would further decrease the ability to move freely within the Canberra CBD, impacting on their commute to work and services such as education. It is likely that this would impact road users ability to access the area and potentially lead to an increase in travel times.

Mitigation and enhancement measures

The Traffic and Transport Impact Assessment recommends a number of management measures to mitigate these impacts including minimising construction traffic movements during the weekday AM and PM peak hours and the dispersion of construction vehicles across multiple routes. In addition, the Traffic and Transport Impact Assessment recommends that the appointed contractor develop a Worker Parking Strategy which primarily focuses on reducing the number of light vehicles travelling to site each day.

The Project would also require a robust Community Engagement Strategy that supports and educates the community including residents, local services, and businesses of all changes to traffic. The Community Engagement Strategy would identify communication methods that are complementary to more traditional measures such as signage (including variable message signs), that typically help road users to get to their destinations efficiently.

Residual risk rating

On the basis of the adoption of recommended mitigation strategies in the Traffic and Transport Impact Assessment, the Project would have a moderate negative consequence for road users, resulting in a medium negative socioeconomic impact (possible occurrence with moderate consequence).

Improved public safety resulting from permanent changes to the existing road network (SO-2)

Socioeconomic impact

Once complete, the Project is expected to increase public safety for a number of stakeholder groups. For example, removing the ramps will minimise the number of crashes related to ramp merges leading to improved safety for motorists and road users.

The provision of a lower speed environment along Commonwealth Avenue is likely to bring about a reduction in average travel speed and have a positive impact on both the number of accidents and accident outcome severity. The relationship between vehicle speed, accident risk and accident outcome severity are well established in traffic safety literature. Research conducted by Monash University shows that many traffic accidents occur in the urban environment, where there is a more complex traffic environment and a higher predominance of road users that are more susceptible to injury and fatality in the event of an accident, and reducing speed limits is an effective mitigation measure.

Safety for pedestrians and cyclists will be further improved through the provision of separated off-road cycleways and separated pedestrian and cycle paths.

The Traffic and Transport Impact Assessment indicates that the proposed signalised intersection of London Circuit and Commonwealth Avenue could create new intersection related conflicts, however these could be managed through safe system design considerations (i.e., through the implementation of appropriate design standards during design).

Mitigation and enhancement measures

In this instance, the Project's design itself is the applicable management measure. The creation of new intersection conflicts (negative impact) can be mitigated through implementing appropriate design standards. In the same way, the benefits of the Project as discussed above in relation to increasing public safety, can be realised through the implementation of appropriate design standards.

Residual risk rating

Considering the Project benefits and mitigation of negative impacts, and assuming that the Project's design will conform to appropriate standards, overall, the enhanced socioeconomic benefit has been ranked as a high positive (will likely occur but of moderate benefit).

6.3.2 Access to and use of social infrastructure and services

Decline in accessibility to services and business due to loss of parking (temporary and permanent) - SO-3

Socioeconomic impact

The locality is positioned within the service and business hub of Canberra, with many Government departments, legal services, community and wellbeing services clustered in a small area. Disruptions to parking and traffic may impact people's ability to access these businesses and services.

Community engagement activities found that access to services is highly valued by community members and concerns were raised by a number of respondents to the online survey regarding the loss of access to important social infrastructure such as the Canberra Theatre and Llewellyn Hall during both construction and operation.

Equally, respondents were also concerned about the Project's impact on access to businesses and professional services due to a loss of parking during construction, and the consequential impact that a loss of customers would potentially have on those businesses.

For the purpose of SO-3, the construction and operation stages have been considered separately in order to capture the predominantly temporal nature of parking impacts as a result of the Project.

Construction – SO-3A

The Traffic and Transport Impact Assessment identifies the temporary loss of 640 parking spaces during construction as a result of site compounds as well as earthworks around London Circuit. The Traffic and Transport Impact Assessment also notes that it is expected that there would be increased demand for parking due to the presence of construction workers in the area. Consequently, the local area is expected to experience a

temporary decrease in the number of parking spaces and temporary increase in demand for parking during the construction phase.

Based on parking count data from 2019 and provided by TCCS, many of the car parks within the study area contained in the Traffic and Transport Impact Assessment typically reach capacity on weekdays. Some spare capacity is typically experienced on a weekday in the Section 116 car park, the Allara Street car park and the Acton Park south car park. Based on aerial imagery, it also appears that the nearby Commonwealth Park car parks typically have some spare capacity on a weekday. The Section 116 car park is also frequently used by visitors to the adjacent Canberra Theatre, typically on weekends and weekday evenings.

If left un-mitigated, access to existing services and businesses in the locality could be reduced. This could theoretically temporarily impact residents, service providers, businesses, and people who have travelled from outside of the area. It could also lead to:

- Reduced trade for services and businesses and potential challenges for deliveries and trade
- People disconnecting with community and service providers as regular visitation may become too difficult and additional stress caused by construction activities for individuals or businesses who are already experiencing hardship.

Operation – SO-3B

The Traffic and Transport Impact Assessment identifies the permanent loss of 50 long stay parking spaces from Section 116 long-stay car park on London Circuit East. While the potential socioeconomic impact associated with the loss of permanent parking spaces are similar to the impacts identified for the temporary loss of parking, the impact is expected to be notably less. This is primarily due to the fact that the expected number of loss parking spots is significantly less, overall having a less significant impact despite longer duration. Additionally, the Traffic and Transport Impact Assessment notes that the car park identified as losing these long stay parking spaces does not typically reach capacity, and that other car parks to the south having existing capacity, concluding that the existing local car park network has the capacity to absorb the demand generated by the permanent loss of parking on London Circuit east.

Mitigation and enhancement measures

Construction – SO-3A

The Traffic and Transport Impact Assessment proposes the following parking mitigation measures relevant to the construction period:

- Ensure that accessible parking provisions are not impacted from construction
- Minimise the impacts to parking facilities from the construction workforce
- Develop Construction Transport Management Plan (CTMP) to manage the impacts of the construction activities on local parking
- Provide site workers parking at appropriate construction compounds to minimise the use of on-street parking.
- A travel demand management strategy should be developed, to reduce the private vehicle trip generation, particularly during weekday AM and PM peak hours, generated by local residents and employees of the broader CBD area, as well as parking demand within the CBD.

These measures would ensure community members with limited mobility would not be impacted, protecting the most vulnerable parking stakeholders, and reducing the total demand for parking spaces in the local area during the construction period. In addition to these mitigation measures, this SEIA recommends that the following measures be implemented during the construction period:

- A robust and supportive Community Engagement Strategy that assists in providing clear and accessible information about alternative transport methods (such as routes, timetables, maps, etc.)
- Wayfinding signage should be implemented to assist customers in identifying parking opportunities to help them get to their destinations efficiently
- A Business Impact Action Plan should be developed as part of the Community Engagement Strategy that ensures:

- Construction activities undertaken in close proximity to businesses would maintain visibility of the business' frontage, associated signage, and access points, unless by written agreement with the relevant business owners or managers. Temporary signage could be provided in the vicinity of a business if construction works must obstruct views to the business
- Access to properties including businesses would be maintained throughout the Project, unless by written agreement with the relevant business owners or managers. Temporary measures such as traffic control and wayfinding signage may need to be implemented to enable this to occur.

The recommendations proposed in this SEIA reflect outcomes from community engagement activities which concluded that community members appreciate and respond well to regular and clear communications.

Operation – SO-3B

The Traffic and Transport Impact Assessment proposes that accessible parking provisions are not impacted from operation. In addition to this mitigation measure, this SEIA recommends that the following measures be implemented prior to and during operation:

- A robust and supportive Community Engagement Strategy that assists in providing clear and accessible information about alternative transport methods (such as routes, timetables, maps, etc.)
- Wayfinding signage should be implemented to assist customers in identifying parking opportunities to help them get to their destinations efficiently
- A travel demand management strategy should be developed, to reduce the private vehicle trip generation, particularly during weekday AM and PM peak hours, generated by local residents and employees of the broader CBD area, as well as parking demand within the CBD.

The recommendations proposed in this SEIA reflect outcomes from community engagement activities which concluded that community members appreciate and respond well to regular and clear communications.

Residual risk rating

Construction – SO-3A

Assuming the implementation of the proposed mitigation measures to reduce the impact on access to services and businesses during construction activities, the mitigated socioeconomic impact has been ranked as a negative medium (will almost certainly occur but of minor consequence). This ranking acknowledges both the relatively short temporal nature of construction impact, the proposed mitigation measures and the notable number of parking spacing temporarily loss.

Operation – SO-3B

In terms of operation, the mitigation measures proposed in this SEIA and the Traffic and Transport Impact Assessment focus on promoting and supporting alternative transport methods with the intent to overall reduce demand for parking within the immediate area. If these mitigation measures are successful, there is an opportunity to transform a negative impact (permanent loss of 50 parking spaces) into a positive impact (potential for reduced car dependency and increase in sustainable transport behaviours).

This notwithstanding, given the uncertainty of this outcome due to a lack of information regarding the existing behaviours of people who use the car parking spaces (where they are commuting from, what their access to existing alternative transport is, and therefore how likely they would be to reduce their car dependency) and how few spaces would be removed in the context of wider parking available nearby, the mitigated socioeconomic impact has been ranked as a positive low (unlikely to occur and of minor benefit).

Should light rail be connected to this area in the future, it is recommended that any socioeconomic impact assessment for that project consider the opportunity to investigate reducing car dependency.

6.3.3 Active and public transport

Permanent improvements to accessibility and connectivity for cyclists and pedestrians throughout the city - SO4

Socioeconomic impact

Once completed, the Project is expected to provide infrastructure supporting pedestrian and cycle connectivity in the locality. These benefits were reflected in the responses received to the online survey. Respondents indicated

that the removal of the clover leaves and the raising of London Circuit would provide an opportunity to create a better pedestrian and cyclist friendly environment.

There were also several respondents to the online survey who were concerned that the Project would have a negative impact on accessibility and connectivity for cyclists and pedestrians, due to the potential for additional traffic conflicts and the perceived steep gradient to cross Commonwealth Avenue.

These perceptions indicate that further education in the form of strong community engagement is required. This community engagement should aim to provide comprehensive details on the proposed design and how it will enhance pedestrian and cycle connectivity.

On review of the current proposed design, it is understood that the Project would provide supporting infrastructure for pedestrians and cyclists including:

- 2.5m wide footpaths along Commonwealth Avenue
- Continuous 3-3.5m footpaths along both sides of London Circuit between Edinburgh Avenue and near Constitution Avenue
- Separate off-road cycling facilities along Commonwealth Avenue and London Circuit
- On-road cycle lanes at the London Circuit and Commonwealth Avenue intersection
- Full cycle connectivity between London Circuit and Commonwealth Avenue in all directions.

The Traffic and Transport Impact Assessment concludes that the Project would reduce the dominance of cars through London Circuit east by allocating more space to walking, cycling and the future public transport. It would also provide safer and more direct pedestrian and cyclist crossing opportunities, servicing the desire lines and improving pedestrian and cyclist Level of Service. It is however, unclear what the longitudinal slope of the pedestrian and cycling links would be, including the comfort level for cyclists and accessibility for disabled persons.

The Traffic and Transport Impact Assessment also notes that these benefits would generally align with the National Capital Authority and Territory's strategic plans for Commonwealth Avenue, London Circuit and the CBD area, specifically:

- London Circuit is to transition into a central link prioritising public transport and walking and cycling
- Commonwealth Avenue and Vernon Circle would be considered a key north-south central link and a local link. Its role needs to be balanced between connecting walkable places and accommodating efficient public transport routes, such as light rail
- The city centre is to be walkable and pedestrian friendly that is connected to urban areas and surrounds.

Mitigation and enhancement measures

Active transport connectivity benefits can be further enhanced through communication of improved connections, including maps and information on improved pedestrian and cycle links. This information should be provided to the community during the detailed design phase so that user groups can have a level of input on the design of these improved connections. Additionally, during construction, an education campaign should be implemented to inform pedestrian and cyclists on how they will access the area once the Project is complete.

Assuming the outcomes of the Traffic and Transport Impact Assessment are accurate, it is highly likely the Project would support active transport through the delivery of infrastructure which promotes safety. Connectivity improvements associated with the Project are also likely to contribute to the city-wide active transport network, further strengthening connections within the city and between the city and other key destinations. This is likely to benefit residents in the locality as well as commuters who use active transport methods to get to work.

Residual risk rating

It is evident through community engagement that there is a relatively low level of public understanding about the Project's design and how it will enhance pedestrian and cycle connectivity. This can be addressed through robust community engagement to communicate benefits of the Project. This notwithstanding, assuming mitigation and enhancement measures will be implemented, this impact has been assessed as a high positive socioeconomic benefit (will almost certainly occur with noticeable improvements).

Decline in safety for pedestrians and commuters during construction - SO5

Socioeconomic impact

Pedestrian and commuter safety during construction is a key consideration, particularly given that almost 40 per cent of the locality use active transport such as walking or cycling to get to work.

The draft National Road Safety Strategy for 2021-30 (Office of Road Safety, 2021) acknowledges that pedestrians and cyclists are among the most vulnerable road users, as they have little or no protection in the event of a collision. Certain groups of pedestrians are particularly vulnerable, such as the elderly or infirm, the young and those who are impaired (e.g., by alcohol or drugs).

Construction impacts such as noise, reduced lines of sight, increased vehicle movements, dust, poor wayfinding, and the introduction of temporary uneven surfaces (e.g., using hot mix to create temporary footpaths) could increase the safety risks to these vulnerable road users and impact on the way they access both the built and natural environment in proximity to the Project.

Mitigation and enhancement measures

The Traffic and Transport Impact Assessment recommends the development of detailed traffic management measures and other measures to minimise road safety risks should be established and documented in a Construction Transport Management Plan. This would be developed by the appointed contractor in consultation with Transport Canberra. There should also be a specific focus on improving pedestrian and cyclist safety in the Construction Transport Management Plan, in line with the specific action set out in the draft National Road Safety Strategy for 2021-30. Namely to “[p]rotect all road users from conflicts with construction vehicles through state/territory government construction contract requirements such as requiring inclusion of safety technologies” (Office of Road Safety, 2021).

In addition, clear signage and communication regarding pedestrian and cycle routes would reduce confusion around active transport network changes. This could include the use of innovative and accessible engagement materials, temporary signage and/or wayfinding lines. Finally, ensuring that Principles of Crime Prevention through Environmental Design (CPTED) are strongly adhered to during temporary works, will assist greatly in managing any impacts.

Residual risk rating

Given the limited duration of the impact and assuming that adequate construction transport management measures are applied to mitigate the impacts effectively and that the community is well educated in terms of the changes well in advance, the mitigated socioeconomic impact has been ranked as a negative low (unlikely to occur but of minor consequence).

Enabling future transport infrastructure, such as Canberra Light Rail - SO6

Socioeconomic impact

Public transport is a strategic priority for the ACT Government. Strategies, such as the ACT Transport Recovery Plan 2021, identify a vision where *Canberrans can move around easily and sustainably without needing to rely on their cars*. Both raising London Circuit and Canberra Light Rail Stage 2 are identified in the Strategy as key future projects, central to delivering the ACT Transport Recovery Plan 2021.

Engagement activities found there are varying levels of Project understanding within the community. Some community members are highly aware of the interface between the Project and the Canberra Light Rail Stage 2, while others did not understand the purpose of the Project or its future public transport integration.

Anticipated beneficial Project outcomes identified by community members focused on enabling future transport infrastructure, such as the Canberra Light Rail Stage 2. Increased north-south connectivity within the city was also perceived by some respondents as a key outcome. In contrast, many community members commented that the design was too complex, and the Project was not needed.

In addition to enabling a future light rail connection, this Project also facilitates other developments (Section 63 and Section 100).

Mitigation and enhancement measures

Opportunities to enhance the benefit of enabling future public transport and development investment include clear communication and engagement materials which articulate the reasoning for public transport investment in

the locality. Communication and engagement materials need to draw strong connections between the outcomes of the Project and how they will support Canberra Light Rail Stage 2.

There is also an opportunity to form community focus groups around key issues relating to the Project. Input from these groups would potentially help inform future transport projects, such as Canberra Light Rail Stage 2.

Residual risk rating

Considering the potential opportunity for integration of this Project with a future Canberra Light Rail Stage 2 connection, the enhanced socioeconomic benefit has been ranked as positive high (possible to occur and of major benefit).

Temporary delays and changes to accessibility for users of public transport - SO7

Socioeconomic impact

Disruptions to bus services resulting from the construction of the Project could reduce the community's ability to access other areas and travel times and potentially increase traffic-related stress.

Public transport users accessing social and community services, specifically support and legal services within the locality are most vulnerable to these disruptions. Respondents to the online survey expressed concern that the construction of the Project would impact their commute to work and educational services.

The Project would have a temporary impact on existing public transport routes in the area during construction. Transport Canberra bus services travelling to/from the south generally use Commonwealth Avenue (10 routes) or Constitution Avenue (4 routes) and London Circuit east to access the City Interchange. The Traffic and Transport Impact Assessment indicates that Commonwealth Avenue bus routes would be rerouted to use Vernon Circle. This is likely to impact:

- Total bus route times (delays between 1 and 7 minutes depending on the route)
- Access to bus stops along Commonwealth Avenue and Constitution Avenue
- Other routes and the broader road network due to road closures and increased traffic flow in adjacent areas, specifically increased bus traffic which tends to be slower and frequently stopping compared to other road users.

Mitigation and enhancement measures

The Traffic and Transport Impact Assessment recommends the provision of bus priority measures to reduce the impact of construction activities on bus routes during AM and PM peak hour. To mitigate public transport impacts and impacts associated with bus priority measures, the assessment recommends a Travel Demand Management Strategy that aims to reduce private vehicle trip generation be implemented alongside bus priority measures.

In addition, changes to transport routes should be widely advertised across ACT Government media sources and direct communication undertaken with residents and local businesses. This would assist in reducing confusion and stress associated with changes to local bus systems.

Residual risk rating

Considering the impacts to public transport for residents and commuters within the locality, the mitigated socioeconomic impact has been ranked as a negative medium (almost certain to occur but of minimal consequence).

6.3.4 Health and wellbeing

Health and wellbeing impacts associated with construction activities - SO8

Socioeconomic impact

The Living Well in the ACT Region Survey (University of Canberra 2020) provides a measurement of the overall indication of the satisfaction of Canberrans with their standard of living, health, what they are achieving in life, relationships, safety, community-connectedness, and future security. In May 2020, around 7 in 10 (71.7 per cent) of Canberrans rated their personal wellbeing as either typical or high (reflecting response scores of 60 or above out of a possible 99 within the index). This compares with around 8 in 10 (79.3 per cent) of Canberrans rating their personal wellbeing as either typical or high when surveyed in December 2019.

The outcomes of the survey acknowledge that the extent of this shift within a relatively short time period suggests that the events affecting Canberra in this period – including smoke coverage, bushfires, hailstorm and COVID-19 – had a significant negative impact on the wellbeing of many Canberrans. This shows the impacts that ‘out of the norm’ events can have on the wellbeing of a community and can be used as an effectively baseline consideration. Similar surveys within Australia in the pre-COVID-19 period suggest that Canberrans typically have higher levels of wellbeing than Australia as a whole. This higher ‘starting point’ for wellbeing of many Canberrans may have helped to buffer against the impacts of COVID-19.

In reviewing the outcomes of engagement there was a perception that the health and wellbeing of the community could be impacted by congestion and traffic delays that could affect day-to-day commutes, as well as impacts from construction noise. Health and wellbeing is considered to be a long term, sustained impact by this SEIA and impacts have considered in the context. This means that impacts have been considered over the duration of construction, and not necessarily as one-off, isolated incidents.

Air quality

Mitigated air quality impacts, according to the Air Quality Impact Assessment, have been rated on this Project as low. This is primarily due to the fairly isolated nature of the works in respect to any nearby sensitive receivers and the extensive suite of mitigation measures that will be put in place as a preventative course of action. Despite the low risk of air quality impacts occurring as a result of the Project, dust and other pollutants can tend to be a perceived issue, especially in the context of health and wellbeing. It is therefore expected that the issue of air quality could cause the local community, especially those who are walking or cycling past the construction compounds, a degree of anxiety or concern.

Contamination

The Soil and Contamination Impact Assessment highlights that there is a low risk of unexpected contaminated materials being exposed during construction. Despite there being little to no actual risk to human health, this SEIA acknowledges that asbestos is a legacy issue in the ACT, with extensive media coverage for past projects and a high level of awareness in the surrounding communities. Based on the expectation that there are high levels of community awareness surrounding the issue, the local community could feel anxious or concerned about asbestos management.

Noise and vibration

The Noise and Vibration Impact Assessment undertaken for the Project’s Environmental Assessment anticipates that impacts from construction noise could be highly intrusive at the nearest receivers for activities such as demolition, bulk earthworks, utilities, structural work, pavement work, and finishing work. It also rates the risk level as high in this context. This is however assuming that all activities would be occurring concurrently, with all high impact plant and equipment operating at the same time. This would constitute a worst-case scenario and is very unlikely to happen.

Vibration impacts above the human comfort level could occur where certain plant and equipment such as vibratory rollers, vibratory pile drivers, and hydraulic hammers are working within the minimum working distances, as stipulated in the Noise and Vibration Impact Assessment. Vibration levels experienced above the human comfort level can impact on receivers’ quality of life or working ability. Vibration impacts at the nearest sensitive receiver have been assessed as low in the Noise and Vibration Impact Assessment.

Mitigation and enhancement measures

Air quality

Air quality will be managed in multiple ways, primarily by planning site layouts so that dust generating activities are located as far away from sensitive receivers as possible, and by planning daily activities in accordance with the anticipated weather conditions. Dust would also be visually monitored to ensure that levels are kept low, and a suite of on-site and targeted mitigation measures would be implemented in accordance with the Construction Environment Management Plan (e.g., use of street sweepers, controlling exposed stockpiles, restricting vehicles to stabilised areas, etc.). Direct greenhouse gas emissions would be managed by prioritising mains power over diesel or petrol generators and keeping vehicles and construction equipment operating on site turned off when not operating.

In addition to these mitigation measures, this SEIA recommends that relevant processes and procedures related to air quality which would be articulated in the Project’s Construction Environment Management Plan would also be included in communication materials where appropriate, including developing fact sheet. Contact details for

the community to ask questions in relation to air quality should also be provided on communication materials. This will assist in addressing community fears and perceptions and will demonstrate the successful management of air quality by the Project.

Contamination

In addition to the mitigation measures outlined in the Environmental Assessment, this SEIA proposes the following measure: Relevant processes and procedures related to contaminated materials which would be articulated in the Project's Construction Environment Management Plan would also be included in communication materials where appropriate, including developing fact sheet. Contact details for the community to ask questions in relation to contamination should also be provided on communication materials. While communication activities will not impact on the actual health risks associated with any contaminated materials, it will assist in addressing community fears and perceptions, and will demonstrate the successful management of contaminants by the Project.

Noise and vibration

The Noise and Vibration Impact Assessment states that anticipated noise and vibration impacts can be managed through mitigation measures such as:

- Implementing controls on construction equipment and activities in accordance with Australian standards and manufacturer specifications
- Providing residents with contact name and number for noise complaints and/or questions and developing procedures for maintaining contact and responding to all noise complaints within 24 hours
- Undertaking condition surveys on buildings and structures prior to commencement of demolition and heavy earthworks activities
- Ensuring that construction activities only occur 7:00am - 6:00pm Monday to Friday and 7:00am - 1:00pm Saturdays with no work on Sunday and Public holidays, unless otherwise approved
- Ensuring that construction work proposed to take place outside of proposed construction hours would require individual assessment and approval on a case-by-case basis
- Developing a Noise and Vibration Management Plan which documents management and mitigation measures.

This SEIA is based on information available at the time of authoring and it is acknowledged that the way in which impacts from the Project will be managed throughout construction and operation will be further resolved as construction details are progressed. For example, it is known that a Construction Noise and Vibration Management Plan will be developed by the main contractor responsible for delivering the Project after the procurement process is complete, and prior to the commencement of main works.

Secondly, it is also known that during the planning of work activities, anticipated noise levels that would be generated from plant and equipment will be used to identify specific mitigation and management measures for high impact noise and vibration generating activities.

Thirdly, it is understood that the Construction Noise and Vibration Management Plan will only permit construction activities to occur during standard working hours, thereby limiting potential out of hours noise impacts to those occasions where sufficient justification can be provided that the works can only be completed outside of normal hours. This justification will be assessed and approved by the ACT Government, having regard to a general environmental duty outlined within the Environment Protection Act 1997.

Finally, it is known that the Project has committed to implementing mitigation measures that will seek to proactively address work practices and thereby avoid noise and vibration complaints. This will be ensured through effective management and monitoring of environmental issues as part of an overall objective to implement a continuous improvement culture to the management of potential socioeconomic impacts.

Residual risk rating

Air quality

Assuming the implementation of the proposed mitigation measures to reduce negative health and wellbeing impacts, the mitigated socioeconomic impact for air quality (perceived and actual impact) has been ranked as a negative low (unlikely to occur and of minor consequence).

Contamination

Assuming the implementation of the proposed mitigation measures to reduce negative health and wellbeing impacts, the mitigated socioeconomic impact for contamination (perceived and actual impact) has been ranked as a negative low (possible occurrence and of minimal consequence).

Noise and vibration

Assuming that not all plant and equipment is operating concurrently, and that adequate mitigation would be applied to those directly affected in order to significantly reduce negative health and wellbeing impacts, the mitigated socioeconomic impact for noise and vibration has been ranked as a negative medium (likely to occur and of minor consequence). It is possible that there could be a high impact should appropriate mitigation measures not be applied.

Overall residual rating

An overall risk rating has been defined, balancing the above socioeconomic impacts. Assuming the implementation of the proposed mitigation measures to reduce negative health and wellbeing impacts, the overall mitigated socioeconomic impact has been ranked as a negative medium (possible occurrence and of moderate consequence).

6.3.5 Amenity and local character

Changes to the aesthetic value of the existing surroundings during construction - S09

Socioeconomic impact

During engagement activities, community members commented on the importance of character in their local area. Strengths and assets in their local area included open space, tree canopy and 'blue' spaces associated with Lake Burley Griffin and surrounds.

Construction activities and the construction footprint of the Project are likely to temporarily change the aesthetic value of the existing surroundings. This is due to the visual intrusion on the landscape including associated plant, equipment and ancillary facilities, removal of existing street furniture and vegetation, as well as the installation of temporary environmental treatments such as un-landscaped batters, silt socks, and sandbags.

The Project is located in Civic, a central section of the Canberra CBD. The area is characterised by commercial and high-density residential buildings. The character of the immediate visual environment is strongly influenced by existing road infrastructure, commercial and government buildings, as well as hotels and accommodation services.

As part of the Project, a Landscape and Visual Impact Assessment was undertaken to consider the impacts of construction on the visual amenity and landscape character of the locality. The landscape character assessment found that there would be no long-term adverse impacts on the local landscape. However, it does note that the construction works are anticipated to have a temporary adverse impact of the landscape of the area. However, due to other construction currently occurring within the area and the temporary nature of construction, the impacts are considered to be low.

Mitigation and enhancement measures

The Landscape and Visual Impact Assessment concludes that during construction there would be some temporary negative impacts at five viewpoints, and it recommends that hoarding be erected around construction sites to reduce visual prominence of the works.

From a SEIA perspective, given the extensive number of cultural and creative facilities within the locality, there is an opportunity for the Project to investigate opportunities to improve the community's sense of place and connection. This could be achieved through temporary placemaking activation such as public art. The Project could engage local artists for example, in the designing of construction hoarding or developing temporary art to assist with mitigating some of the temporary visual impacts. Considering the significant impact COVID-19 has had on the arts sector in Canberra¹, engaging local artists would generate positive economic outcomes while contributing to the local character of the area.

¹ https://www.cmtedd.act.gov.au/open_government/inform/act_government_media_releases/gordon-ramsay-mla-media-releases/2020/funding-boost-for-the-canberra-arts-community-during-covid

Residual risk rating

By adopting the positive amenity and placemaking outcomes associated with the proposed mitigation measures, the enhanced socioeconomic benefit would occur over during the construction period, resulting in a positive medium (likely to occur and of minor consequence).

Improvements to the aesthetic value of the area by creating an attractive and active public space for people to experience - S10

Socioeconomic impact

Changes to the visual landscape were raised by a small number of respondents during engagement in terms of the removal of existing landscaping.

Green and recreation spaces are highly valued by communities and identified as desirable community characteristics. During engagement activities, green and recreational spaces and parks, were identified as the most important community characteristics to respondents.

While areas of the construction footprint would be re-landscaped upon completion, there would be a temporary amenity impact from when landscaping is removed until the new landscaping is mature and well established. The Landscape and Visual Impact Assessment indicates that increased tree screening and landscaping would provide an overall net positive benefit in the long term.

The Landscape and Visual Impact Assessment notes that improved landscaping and the Project's design both align with the strategic vision for the area. The proposed increase in vegetation and tree plantings is expected to soften the view of the Project. The Landscape and Visual Impact Assessment also notes that the Project has been flagged in strategic documents, making the visual changes part of the future vision for the area, and consequently part of the character of the local area.

These longer-term operational benefits would strongly align with community values. Open spaces and green places were considered one of the strongest community assets during engagement activities. Once landscaping and planted trees have matured, landscaping benefits will contribute strongly to the local character and amenity of the local area.

Mitigation and enhancement measures

It is recommended that mitigation measures include the planting of mature trees and landscaping. While landscaping is typically left to the end of a project, any opportunities for progressive landscaping that incorporates natural landform and design principles should be explored. This would reduce the amount of time required for planted landscapes to grow and flourish prior to operation.

The mitigation measures outlined in S9 also apply to this socioeconomic impact. The Project could engage local artists to develop temporary art to assist with mitigating some of the construction impacts until the permanent landscaping takes hold.

Residual risk rating

The adoption of the proposed mitigation measures would result in a positive low (almost certain to occur but of minimal consequence).

Decline in social amenity and/or way of life for nearby residents and accommodation providers due to construction impacts - SO11

The range of impacts outlined in SO-8 and SO-10 has the potential to negatively impact social amenity for nearby residents and accommodation providers (local stakeholders). Any construction impacts associated with noise, odour, light pollution, vibration, air quality, landscape character and visual amenity are likely to impact on the quality of life of local people. There is the potential for one or more of these impacts to occur simultaneously, cumulatively impacting the socioeconomic amenity in the locality. It is also important to note that it is unlikely that different people will experience all of the impacts associated with reduced socioeconomic amenity.

As noted in SO-8, this SEIA is based on information available at the time of authoring and it is acknowledged that the way in which impacts from the Project will be managed throughout construction and operation will be further resolved as construction details are progressed.

Residents – SO-11A

Socioeconomic impact assessment

As discussed in SO-8, there are a range of potential wellbeing impacts for residents associated with decreases in socioeconomic amenity. Socioeconomic amenity impacts may go beyond health, impacting how residents interact, move and live in the locality, overall impacting their way of life. Examples could include:

- Residents may stop having friends and family over to their home due to noise and air quality impacts, restricting their ability to socialise
- Residents may stop exercising locally due to dust, access or visual amenity impacts, impacting both their health and appreciation for their local community
- Residents may find it difficult to sleep properly due to works that are required to be undertaken at night, impacting on both their health and appreciation for their local community
- Residents may find it harder to work or study from home due to increased noise, impacting their quality of work and restricting when/where they work.

There are not many residents that live within close proximity of the Project. This indicates that the residents located close to the Project could experience minor short-term noise impacts which will likely fluctuate over the course of the construction period. As discussed in SO-8, the Project's Air Quality Impact Assessment concludes that there will be low impacts from dust.

Management measures

Considering the young age of the resident profile in the locality and the high proportion of residents who work and/or study, it is likely that work and study can be undertaken in other spaces (such as workspaces and universities) other than the home. This may reduce the exposure of any residents to day-time construction activities, depending on how COVID-19 impacts future work and study arrangements. Providing clear information on construction timelines, construction hours, respite times, scheduled night works, and how these activities may occur and may impact people will assist in setting expectations within the affected community. Having clear, accessible and transparent information provides residents with the opportunity to prepare and plan for the scheduled works.

It is also recommended that appropriate monitoring in response to complaints be undertaken. Complaints could arise from perceived impacts from light spill, dust, noise and/or vibration.

Accommodation providers – SO-11B

Socioeconomic impact

Within the locality there are a range of accommodation providers including the QT Canberra and the BreakFree Capital Towers. Reduced social amenity may impact customer experience and in turn reflect poorly on accommodation providers. Negative customer experiences could impact accommodation providers in the medium and long term through a combination of complaints and repeated negative reviews on sites such as Google, TripAdvisor and Hotels.com. This could: reduce repeat business and/or deter future customers.

It has been assumed that social amenity in relation to temporary accommodation is mostly centred around sleep disturbance and would therefore not be generally affected by daytime construction activities.

The Noise and Vibration Impact Assessment undertaken for the Project's Environmental Assessment anticipates that impacts from construction noise will have a high residual impact on the closest receivers. It must be noted however, that this risk rating assumes that all plant and equipment and construction activities are being undertaken concurrently. As discussed, in SO-8, this is rarely expected to be the case. Additionally, many accommodation providers have noise insulated windows to guard against the existing background noise levels generated from their positioning close to major roads.

Light spill could also present as an issue, if left unmitigated, and could impact temporary residents with windows facing the construction compounds or any out of hours works.

Mitigation and enhancement measures

The Noise and Vibration Impact Assessment states that these anticipated noise and vibrations impacts can be managed through the mitigation measures noted in SO-8. It is also recommended that frequent and meaningful engagement be carried out with affected accommodation providers during the construction period, particularly in the lead up to undertaking any works in close proximity (e.g., utilities, footpath or pavement works, etc.). This would provide the Project Team with an understanding of which impacts would be experienced most adversely. It

would also provide opportunity for the Project Team and accommodation providers to resolve potential impacts together.

Potential light spill impacts would be managed through the implementation of a Construction Environmental Management Plan. This plan would be developed by the main contractor for the Project after contract award and prior to works commencing.

Lastly, it is recommended that appropriate monitoring in response to complaints be undertaken. Complaints could arise from perceived impacts from light spill, noise and/or vibration.

Residual risk rating

Residents - SO-11A

Assuming the implementation of the proposed mitigation measures to reduce negative social amenity and/or way of life impacts, and that all plant and equipment is not operating concurrently, the mitigated socioeconomic impact has been ranked as a negative medium (possible and of minor consequence).

Accommodation providers - SO-11B

Assuming the implementation of the proposed mitigation measures to reduce negative social amenity and/or way of life impacts, and that all plant and equipment is not operating concurrently, the mitigated socioeconomic impact has been ranked as a negative medium (possible to occur and of moderate consequence).

Overall residual rating

An overall risk rating has been defined, balancing the above socioeconomic impacts. Assuming the implementation of the proposed mitigation measures to reduce negative social amenity and/or way of life impacts, and that all plant and equipment is not operating concurrently, the mitigated socioeconomic impact has been ranked as a negative medium (possible to occur and of minor consequence).

6.3.6 Economic contributions, employment and partnerships

Increased employment and training opportunities and regional expenditure - SO12

Socioeconomic impact

It is likely that the Project would provide new employment and training opportunities for workers, contractors and developers. It is anticipated that these economic benefits would most likely be at a regional scale as residents within the locality are more likely to be primarily engaged in professional services rather than the construction industry.

Construction operations specifically make a significant economic contribution to local communities through:

- Employment (direct impact)
- Business expenditure (direct impact)
- Employee household expenditure (indirect impact).

An employee's expenditure on goods and services occurs largely within their local communities. Research undertaken in 2015 found that almost one in three Australians purchased food and/or beverages during their workday/commute at least once a week, whilst almost a quarter of Australians (22 per cent) said they purchased food and beverages every day².

Considering that the unemployment rate across the ACT is currently relatively high, generating local employment opportunities would contribute to post-COVID-19 economic recovery. This would positively contribute to regional economic activity as well as positive social outcomes associated with greater employment opportunities.

The positive opportunities associated with the Project were raised by stakeholders during engagement. In this regard, it was suggested that economic activity associated with the Project should have maximum benefit for locals, with as much employment and commercial opportunity as possible retained within Canberra.

Mitigation and enhancement measures

² https://2qean3b1j1d1s87812ool5ji-wpengine.netdna-ssl.com/wp-content/uploads/images/McCrimbleResearch_Whatwepaytoworkin2015.pdf

Economic benefits should be enhanced by the adoption of a Local Procurement Policy by the Proponent. A Local Procurement Policy which focuses on utilising trade and materials from within Canberra, and more broadly, the ACT, would ensure Project spend is captured in the region.

Residual risk rating

The implementation of such enhancement measures would result in a high positive socioeconomic impact (likely to occur and have a moderate magnitude).

Lack of trust in decision making, including the perceived lack of positive benefit / need - SO13

Socioeconomic impact

Research carried out by the ACT Government (ACT Transport Recovery Plan 2021) found that around a third of Canberra Light Rail passengers said they had never used public transport before using Canberra Light Rail Stage 1. This demonstrates that light rail can act as a catalyst for people opting to use public transport, and why it is an integral part of the ACT Government's forward transport agenda³.

The Project would provide the future opportunity to co-locate light rail tracks within the London Circuit corridor and would be an important component in supporting the delivery of light rail services between the Canberra CBD and Woden. The Project would also provide opportunities for both urban renewal and future developments in the surrounding area.

Notwithstanding the above, a theme that emerged from engagement activities undertaken for this SEIA was the perception that the Project was not worth the financial investment. Some members of the community commented that the Project budget would be better spent on other infrastructure in Canberra, such as schools or hospitals. Other members of the community did not think the Project was needed at all.

The perception that people have not been heard or consulted about major projects can impact individuals by:

- Causing additional stress, fear and/or anxiety about an anticipated project and associated changes
- Fostering negative emotions about a project, intensifying the experience of negative impacts caused by the project
- Generating a sense of disempowerment and disconnect within the community.

Mitigation and enhancement measures

Historically, incidences of mistrust are evident in similar development projects where local communities may feel disempowered by major projects that may be proposed and approved. It is evident through engagement that there is a low level of public understanding about the proposed design of the Project. It is therefore important that an active program of engagement is implemented that has the objective of bridging the gap between the perception of the Project and the Project's purpose and benefits. The Community Engagement Strategy for the Project should be authored with this point in mind and should include opportunities for the public to be included in decision-making and design development where possible (i.e., negotiable aspects).

It is acknowledged that COVID-19 has placed significant restrictions on planned engagement activities for this Project. It is therefore possible that if planned engagement activities were permitted to go ahead, the public's understanding of the Project's purpose and benefits could be higher.

Residual risk rating

Consequently, whilst the perceived inequity and lack of trust in decision making and engagement processes is assessed as a negative socioeconomic impact, there is a significant opportunity to mitigate this impact through education of the Project need and justification. This would ultimately lessen the residual impact to a negative medium (possible with minor impact).

3 https://www.transport.act.gov.au/__data/assets/pdf_file/0004/1749199/Transport-Recovery-Plan-Combined-30-Apr.pdf

6.3.7 Cumulative impacts

Construction and consultation fatigue caused by the cumulative impact of ongoing development and construction in the locality - SO14

Socioeconomic impact

The assessment of cumulative impacts considers the number of projects occurring within similar time periods in the same area. Cumulative impacts (such as noise, light pollution, vibration, traffic and transport, and air quality) can have impacts on an individual's health. While projects may be determined their specific impacts as a low risk, the cumulative impact across multiple projects may be high.

The Cumulative Impact Assessment undertaken as part of the Environmental Assessment indicates that the Project is not expected to significantly contribute to cumulative impacts. However, it is acknowledged that residents and community members may get frustrated with continuous and extended construction works regardless of the significance. For this Project, the Cumulative Impact Assessment found that:

- Cumulative noise and vibration impacts will likely be low due to short construction periods, limited overlap between construction periods, and mostly daytime construction hours
- Cumulative air quality impacts will likely be low due to industry management practices.

Mitigation and enhancement measures

Key mitigation measures to manage these impacts would include:

- Targeted and incentivised engagement activities such as focus groups, recognising the value of respondent's time
- Engagement materials which are short, succinct, accessible and transparent
- Awareness the management of complaints that the Project sits within a local context of urban renewal.

Residual risk rating

Considering the proposed mitigation measures, the mitigated socioeconomic impact has been ranked as a negative medium (possible occurrence with moderate consequence).

Cumulative construction impacts associated with Raising London Circuit and Canberra Light Rail - SO15

Socioeconomic impact

Community members raised concerns about cumulative construction impacts associated with the overall program of Raising London Circuit and potentially Canberra Light Rail Stage 2. It was commented that if construction works for Canberra Light Rail Stage 2 commence shortly after the completion of Raising London Circuit, the duration of construction impacts will be significantly increased. Community members were concerned specifically about extended impacts on traffic and parking.

Mitigation and enhancement measures

Mitigation measures to reduce these impacts would include:

- A review of the construction timeline to explore opportunities to reduce the construction periods of both the Project and Canberra Light Rail Stage 2
- Clear communication with the community and residents about the extent and duration of construction periods
- A robust grievances mechanism to ensure that
 - Impacted stakeholders receive meaningful and prompt responses to their concerns
 - There is a clear system for how grievances are managed, ensuring equal and proportionate responses for all impacted parties

- There is an effective assessment of grievances received, and that a review of Project practices is available should there be frequent and recurring concerns raised.

Residual risk rating

Considering the proposed mitigation measures, the mitigated socioeconomic impact has been ranked as a negative medium (possible occurrence with moderate consequence).

6.4 Management measures

The management of other predicted environmental impacts that interrelate with socioeconomic impacts (such as noise and vibration, traffic, etc.) will contribute to the management of socioeconomic impacts.

Mitigation and management measures identified in other technical papers and chapters of the Environmental Assessment of relevance to the mitigation of socioeconomic impacts include:

- Traffic and transport
- Contamination and soil
- Noise and vibration
- Greenhouse gases and air quality
- Landscape and visual realm
- Cumulative impacts
- Climate change

A comprehensive, master list of all management measures are provided in the Project’s Environmental Assessment. This list is considered to be final, regardless of any discrepancies with other technical papers.

This section includes a number of management measures which would mitigate or enhance socioeconomic impacts of the Project (Table 6-2). For ease of reference, each management measure in the table has been assigned to the socioeconomic impact theme as identified in the preceding section. These management measures comprise of socioeconomic impact management measures only, and do not include other mitigation measures (e.g., those identified in the Noise and Vibration Impact Assessment) that have been highlighted in the previous section.

Table 6-2 Summary of recommended mitigation and enhancement measures

Mitigation no.	Recommended socioeconomic management measures	Impact to people by theme	Project aspect
SEIA-1	The construction program must be reviewed quarterly and opportunities to consolidate and shorten the duration of negatively impactful work must be explored in consultation with the Proponent.	Health and wellbeing	Construction
SEIA-2	<p>a) A robust and supportive Community Engagement Strategy must be prepared to facilitate communication between the Proponent, and the community (including relevant councils, government authorities, adjoining affected landowners and businesses), and others directly impacted by the Project. This engagement strategy should consider all phases of the project, from detailed design to operation and include objectives such as:</p> <ol style="list-style-type: none"> Informing the community of the Project need and benefits – increasing project awareness and understanding Assisting the community to identify how to get to their destinations efficiently during construction Educating the community on how the Project will be accessed by pedestrian and cyclists once complete 	All	Construction

Mitigation no.	Recommended socioeconomic management measures	Impact to people by theme	Project aspect
	<p>iv. Involving the community through focus groups and other opportunities in Project aspects that have a direct impact on people.</p> <p>The Community Engagement Strategy must include a list of all known stakeholders (including the community), with consideration given to any vulnerable or sensitive receivers.</p> <p>b) The Community Engagement Strategy must include a summary of known negotiable and non-negotiable issues. This summary must be compiled through stakeholder participation in accordance with the IAP2 Spectrum. The community must also be informed of the non-negotiable issues identified. Of the known negotiable issues, the affected community should be involved in key decision-making opportunities, as well as any opportunities to assist in design development.</p> <p>c) The Community Engagement Strategy must be reviewed at least every 6 months in consultation with the Proponent and the Contractor to ensure adequacy and relevancy.</p>		
SEIA-3	<p>A Business Impact Action Plan be developed as part of the Community Engagement Strategy that ensures:</p> <p>i. Construction activities undertaken in proximity to businesses would maintain visibility of business frontage, associated signage, and access points, where possible. Temporary signage could be provided in the vicinity of a business if construction works obstruct views to the business</p> <p>ii. Access to properties including businesses would be maintained throughout the Project. Temporary measures such as traffic control and wayfinding would need to be implemented to enable this to occur</p> <p>iii. During construction, wayfinding signage be implemented to assist customers in identifying parking opportunities to help them get to their destinations efficiently</p> <p>iv. A customer education campaign enacted in the lead up to operation to inform the community of the permanent changes to parking and access.</p>	<p>Access to and use of social infrastructure and services</p> <p>Economic opportunity</p> <p>Changes to the road network</p> <p>Project perceptions and cumulative impact</p>	Construction
SEIA-4	<p>a) The Project must undertake proactive and effective engagement with the affected community and stakeholders through communication materials (e.g., works notifications, quarterly newsletters, monthly E-News) throughout construction.</p> <p>b) Where engagement materials relate to construction or operational activities that are expected to cause an environmental impact (e.g., activities that generate noise above the background noise level or vibration above the human comfort level), those materials must be distributed to the affected receivers at least 5 days prior to the commencement of that activity.</p> <p>c) This engagement must support genuine participation, be meaningful and relevant.</p>	<p>Changes to the road network</p> <p>Access to and use of social infrastructure and services</p> <p>Active and public transport</p> <p>Health and wellbeing</p> <p>Project perceptions and cumulative impact</p>	Construction

Mitigation no.	Recommended socioeconomic management measures	Impact to people by theme	Project aspect
SEIA-5	Communication materials must be made available on the Project website and must be made accessible to all stakeholders identified in the Communication Engagement Strategy, including any CALD communities.	All	Construction
SEIA-6	The following must be available prior to the commencement of works likely to impact on the community and appropriately broadcast to manage community enquiries and complaints: <ul style="list-style-type: none"> i. A 24-hour toll-free telephone number for the registration of complaints and enquiries about the Project (when Project works are occurring) ii. A postal address to which written complaints and enquires may be sent iii. An email address to which electronic complaints and enquiries may be transmitted iv. A mechanism for community members to make enquiries in common community languages of the area. 	Changes to the road network Access to and use of social infrastructure and services Active and public transport Health and wellbeing Project perceptions and cumulative impact	Construction
SEIA-7	A grievance process for the community to raise comments, questions and complaints must be established prior to construction commencing. The grievance process must be made publicly available and must include a feedback process through which the complainant is provided with information relating to how their concern has been assessed, considered, and addressed.	Changes to the road network Access to and use of social infrastructure and services Active and public transport Health and wellbeing Cumulative impact	Construction
SEIA-8	Light pollution, noise, vibration, and air quality monitoring must be undertaken promptly in response to reasonable complaints, where feasible. The outcomes of this monitoring should inform the processing of the complaint, as well as ongoing environmental practices.	Health and wellbeing	Construction
SEIA-9	a) The Project will investigate opportunities to augment the community's sense of place and connection through elements associated with temporary placemaking activation through public art. b) The Project will investigate opportunities to engage local artists in designing: <ul style="list-style-type: none"> i. Construction hoarding ii. Temporary art to assist with mitigating some of the construction impacts until permanent and mature landscaping takes hold Temporary and permanent wayfinding signage.	Amenity and local character	Construction

Mitigation no.	Recommended socioeconomic management measures	Impact to people by theme	Project aspect
SEIA-10	Clear pedestrian and cyclist signage and wayfinding mechanisms must be in place prior to works commencing that would seek to change a route.	Active and public transport Project perceptions and cumulative impact	Construction
SEIA-11	The Proponent must investigate a Local Procurement Policy which focuses on utilising trade and materials from within Canberra, and more broadly, the ACT.	Economic opportunity	Construction
SEIA-12	The Proponent must investigate landscaping options which utilise as mature trees and plants as possible.	Amenity and local character	Operation
SEIA-13	a) The Proponent must investigate opportunities to further the assessment of noise and vibration impact to people in the form of noise modelling and the identification of specific mitigation measures for certain noise and vibration thresholds will be considered prior to high impact noise and vibration activities commencing.	Health and wellbeing	Construction
	b) It is recommended that the Project work with focus groups comprising affected community members, with the aim of co-designing appropriate noise and vibration mitigation measures.		
SEIA-14	The Project's design (both temporary and permanent) must be compliant with the Principles of Crime Prevention through Environmental Design (CPTED) and any relevant design standards.	Health and wellbeing	Construction

These mitigation measures have taken into account feedback from community engagement. Specific community recommendations are included in the Engagement Outcomes Report in Appendix E.

6.5 Summary of mitigated impacts

The following table provides a summary of the predicted socioeconomic impacts in relation to the Project. It considers the outcomes of the assessment including enhancement, mitigation, and residual impacts at a holistic level.

Table 6-3 Socioeconomic impact summary

Social impact theme	Impact ID	Impact category	Affected parties	Project aspect	Socioeconomic mitigation measures	Residual impact significance rating
Changes to road network	SO-1 Temporary impact to users on existing road network due to increased traffic congestion during construction	Way of life	Road users	Construction	SEIA-1, SEIA-2, SEIA-4, SEIA-5, SEIA-6, SEIA-7, SEIA-10	Moderate / Possible = Medium (C3) (Negative)
	SO-2 Improved public safety resulting from permanent changes to the existing road network	Surroundings	Road users Pedestrians Cyclists	Operation	SEIA-5, SEIA-14	Moderate / Likely = High (B3) (Positive)
Access to and use of social infrastructure and services	SO-3A Decline in accessibility to services and business due to loss of parking (temporary)	Way of life Environment	Businesses Services Customers	Construction	SEIA-2, SEIA-3, SEIA-4, SEIA-5	Minor / Almost certain = Medium (A2) (Negative)
	SO-3B Decline in accessibility to services and business due to loss of parking (permanent)	Way of life Environment	Businesses Services Customers	Operation	SEIA-2, SEIA-3, SEIA-4, SEIA-5	Unlikely / Minor = Low (D2) (Positive)
Active and public transport	SO-4 Improved accessibility and connectivity for cyclists and pedestrians through the city	Community	Locality - pedestrians and cyclists	Operation	SEIA-2, SEIA-4, SEIA-5	Moderate / Almost certain = High (A3) (Positive)
	SO-5 Decline in safety for pedestrians and commuters during construction	Health and wellbeing Community	Locality - pedestrians and cyclists	Construction	SEIA-2, SEIA-4, SEIA-5	Minor / Unlikely = Low (D2) (Negative)
	SO-6 Enabling future transport infrastructure, such as Canberra Light Rail	Way of life Community	Regional	Operation	SEIA-2 (in particular, iv.), SEIA-4, SEIA-5	Major / Possible = High (C4) (Positive)
	SO-7 Delays and changes to accessibility for users of public transport	Way of life	Commuters (public transport)	Construction	SEIA-2, SEIA-4, SEIA-5	Minimal / Almost certain = Low (A1) (Negative)
Health and wellbeing	SO-8 Health and wellbeing impacts associated with construction activities	Health and wellbeing	Locality - residents and workers	Construction	SEIA-2, SEIA-5	Moderate / Possible = Medium (C3) (negative)

Social impact theme	Impact ID	Impact category	Affected parties	Project aspect	Socioeconomic mitigation measures	Residual impact significance rating
Amenity and visual landscape	SO-9 Changes to the aesthetic value of the existing surroundings during construction	Personal and property rights	Locality - community	Construction	SEIA-9, SEIA-5	Minor / Likely = Medium (B2) (Positive)
	SO-10 Improvements to the aesthetic value of the area by creating an attractive and active public space for people to experience	Personal and property rights	Locality - community	Operation	SEIA-12, SEIA-5	Minimal / Almost certain = Low (A1) (Positive)
	SO-11A Decline in social amenity and-or way of life for nearby residents due to construction impacts	Health and wellbeing	Locality – residents	Construction	SEIA-2	Minor / Possible - Moderate (C2) (Negative)
	SO-11B Decline in social amenity and-or way of life for nearby accommodation providers due to construction impacts	Health and wellbeing	Locality – accommodation providers	Construction	SEIA-2	Moderate / Possible - Moderate (C3) (Negative)
Economic contribution, employment and partnerships	SO-12 Increased employment and training opportunities and regional expenditure	Way of life Personal and property rights	Regional	Construction	SEIA-11, SEIA-3	Moderate / Likely = High (B3) (Positive)
	SO-13 Lack of trust in decision making, including the perceived lack of positive benefit / need	Political systems	Regional	Construction	SEIA-2	Minor / Possible = Medium (B2) (Negative)
Cumulative impacts	SO-14 Construction and consultation fatigue caused by the cumulative impact of ongoing development and construction in the locality	Way of life Community	Locality - residents and workers Visitors	Construction	SEIA-2	Moderate / Possible = Medium (C3) (Negative)
	SO-15 Cumulative construction impacts associated with RLC and CLR	Way of life	Local community, pedestrians, cyclist, commuters (public transport), road users, local businesses, locality workers	Construction	SEIA-2	Moderate / Possible = Medium (C3) (Negative)

7 Monitoring

7.1 Summary

A key aspect of any socioeconomic impact assessment is the development of a framework to monitor a project or program's impact over time. This is to ensure that any commitments and assumptions made in the SEIA can be monitored throughout the lifecycle of the Project.

A detailed Social Impact Management Plan (SIMP) will be developed prior to construction of the Project. The SIMP will build upon the information presented in this SEIA and will seek to provide greater consideration of aspects such as monitoring methodology, performance outcomes, as well as responsible parties.

The SIMP would provide a monitoring framework that would detail how social change and socioeconomic impacts related to the Project would be continually assessed during construction and operation. The monitoring framework would identify key actions, indicators, desired performance outcomes, as well as appropriate frequencies for implementation.

The collation of this information would provide the basis for assessing whether the mitigation and enhancement measures specified in this SEIA have been successful. This process ensures mismanagement can be identified and rectified during the Project lifecycle.

A. Strategic policy review

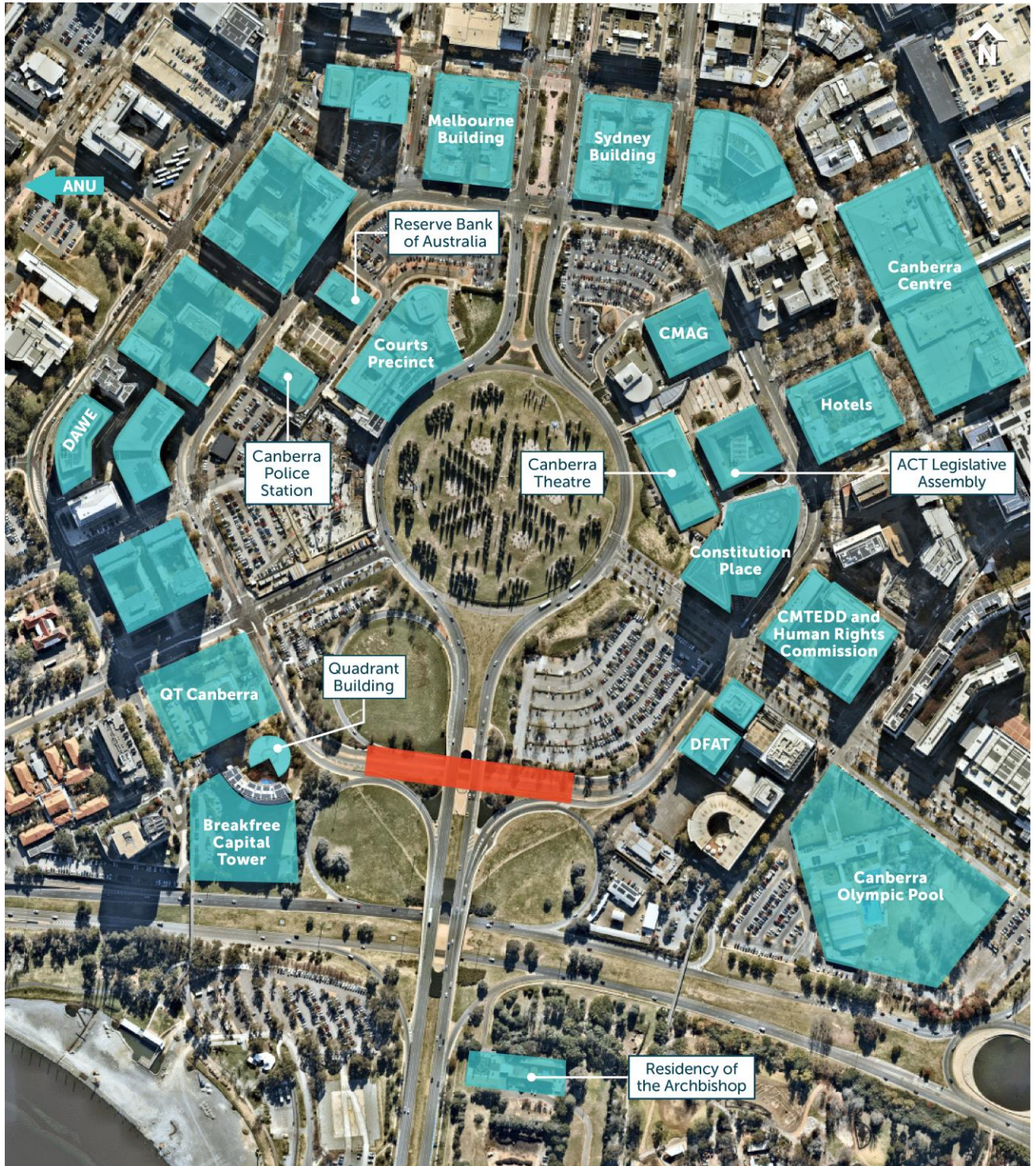
Plan	Date	Relevance to this SEIA
The Territory Plan	2008	<ul style="list-style-type: none"> London Circuit should operate as the main public transport circuit for Canberra City Promote pedestrian and cyclist amenity, safety and access Activated laneways are to be introduced to improve permeability Replace existing surface car parks and public car parking with new developments that include basement car parking Changes to the traffic network are dependent on implementation of bypass routes and removal of the cloverleaves Traffic demand for Vernon Circle via alternative routes should be considered to improve pedestrian access to City Hill London Circuit is to transition traffic from Avenues to the Cities urban network Access to the inner-City Hill Precinct should predominantly be local traffic.
The City Plan	2014	<ul style="list-style-type: none"> Within the City Hill precinct, through traffic is to be redirected away from Vernon Circle – the project provides an urban intersection with greater public transport and active transport consideration and reduced priority for vehicles The City Centre is to be walkable and pedestrian friendly that is connected to urban areas and surrounds – the project aims to improve pedestrian connectivity between the City West precinct and the waterfront and surrounds.
Australian Infrastructure Plan	2016	<ul style="list-style-type: none"> Provides a positive reform and investment roadmap for Australia and sets out the infrastructure challenges and opportunities that Australia would face over the next 15 years. Recognises the strategic importance of moving people and goods more efficiently. Recognises the importance of investment in efficient and effective public transport to improve a community's connectivity, productivity and quality of life.
ACT Planning Strategy	2018	<ul style="list-style-type: none"> Sets out the ACT's vision and directions particularly for housing, transport and climate change. Movement and place is a fundamental concept that underpins the future directions of an integrated transport and land use network and the directions for Canberra. The concept supports a 30-minute city by helping to create liveable and walkable places for mixed communities with amenities close by. The concept balances the dual function of streets, which is moving people and goods and enhancing the places they connect and pass through.
ACT Climate Change Strategy	2019	<ul style="list-style-type: none"> Outlines the next stage of the ACT Government's climate change response and identifies actions to meet the stated targets and prepare for climate change. Achieving these targets is driving innovation in transport industries, helping businesses and households save energy costs, improving government productivity and introducing new technologies and practices to the community. This strategy is aligned with the ACT Planning Strategy 2018, the ACT Housing Strategy (2018) and the draft Moving Canberra: Integrated Transport Strategy.
ACT Transport Strategy	2020	<ul style="list-style-type: none"> Supports the efficient movement of people and goods, priorities modes that reduce carbon emissions and drive a compact urban form and considers ways to achieve more from the available road space and safe and attractive places for walking and cycling. London Circuit is to transition into a central link prioritising public transport and walking and cycling.

Plan	Date	Relevance to this SEIA
Kings and Commonwealth Avenues Design Strategy	2017	<ul style="list-style-type: none"> • Recognises the historical, current, and future role of the Commonwealth Avenue corridor as part of the National Triangle. The Triangle links City Hill, Capital Hill, and the Russell Defence Precinct via Commonwealth Avenue, Kings Avenue and Constitution Avenue. • Amongst other aspects, it seeks to provide strong pedestrian and cyclist connections between public transport and adjacent land uses.

B. Infrastructure Sustainability Council of Australia credits

Credit	Title	Description	Where addressed
Res-1	Resilience Plan	Vulnerable local communities considered in the resilience exercise and community consultation undertaken with key stakeholders to test and refine draft Resilience Plan.	Chapter 5
Hea-1	Community, Health and Wellbeing	Three measures to positively contribute to community health and wellbeing for priority issues (during construction and operations) have been identified and implemented. A monitoring strategy for these initiatives is developed (and indicates improvement of relevant indicators).	Chapter 6 Chapter 7
Env-2	Noise	Process developed to ensure monitoring is responsive to complaints during construction.	Chapter 7
Env-3	Vibration	Process developed to ensure monitoring is responsive to complaints during construction.	Chapter 7
Env-4	Air Quality	Process developed to ensure monitoring is responsive to complaints during construction.	Chapter 7
Env-5	Light Pollution	Process developed to ensure monitoring is responsive to complaints during construction.	Chapter 7
Sta-2	Level of Engagement	Negotiable issues are identified and the level of participation on these issues is planned according to IAP2 (at least 'collaborate'). Stakeholders are informed of non-negotiable issues.	Chapter 7
Sta-3	Effective Communication	Community must be provided with information that is timely, supports participation, meaningful/relevant and accessible. Verified by an independent review/audit.	Chapter 7
Sta-4	Addressing Community Concerns	Community must believe their concerns have been considered and addressed. Verified by an independent review/audit.	Chapter 7

C. Stakeholder mapping



Key
Project area Key stakeholders

Stakeholder(s)	Location	Impacts	Interests
Directly impacted residential accommodation, hotels, and short stay accommodation providers			
Mayfair Apartments	45 W Row, Canberra	<ul style="list-style-type: none"> Noise, dust, vibration and air quality Accessibility Traffic management, including diversions and potential delays Temporary changes to public transport stop locations and timetables Temporary changes to active transport and pedestrian conditions Permanent planned changes to local road, active transport, public transport and pedestrian conditions. 	<ul style="list-style-type: none"> Construction impacts Temporary changes to traffic conditions (construction) Changed accessibility impacting infrastructure (i.e., entrances to school grounds) Future traffic conditions, including public transport stop locations and timetables Future public transport connectivity Education opportunities.
Novotel	65 Northbourne Avenue, Canberra		
Quest Canberra	28 West Row, Canberra		
Quest City Walk	240 City Walk, Canberra		
Ovolo Nishi	25 Edinburgh Avenue, Canberra		
Peppers Gallery	15 Edinburgh Avenue, Acton		
The Capitol Apartments	39 London Circuit, Canberra		
QT Canberra	1 London Circuit, Canberra		
BreakFree Capital Apartments and BreakFree (shared)	2 Marcus Clarke Street, Canberra		
The Sebel Canberra Civic	197 London Circuit, Canberra (EAST)		
The Forum Apartments	66 Allara Street		
City Plaza Apartments	222 City Walk		
Crown Plaza	Binara Street		
A by Adina	1 Constitution Avenue		
Canberra City YHA	Akuna Street		
Directly impacted key businesses and services			
Australian National University	The Australian National University, Canberra	<ul style="list-style-type: none"> Noise, dust, vibration and air quality Accessibility Traffic management, including diversions and potential delays Temporary changes to public transport stop locations and timetables Temporary changes to active transport and pedestrian conditions Permanent planned changes to local 	<ul style="list-style-type: none"> Construction impacts Temporary changes to traffic conditions (construction) Changed accessibility impacting infrastructure (i.e. entrances to school grounds) Future traffic conditions, including public transport stop locations and timetables Future public transport connectivity
ACT Corrective Services	249 London Circuit, Canberra		
ACT Law Courts Building	4 Knowles Place, Canberra		
Canberra Theatre Centre	Civic Square, London Circuit, Canberra		
Werriwa Defence Building	London Circuit/Parkes Way		
Canberra Centre (Shopping Centre)	148 Bunda Street, Canberra		

Stakeholder(s)	Location	Impacts	Interests
City Renewal Authority	Nara Centre, 3 Constitution Avenue, Canberra	road, active transport, public transport and pedestrian conditions	<ul style="list-style-type: none"> Education opportunities
Federal Reserve Bank Building	20-22 London Circuit, Canberra		
Canberra Museum and Gallery	176 London Circuit, Canberra		
Australia Post	53 Alinga Street, Canberra		
Canberra Innovation Network	5/1 Moore Street, Canberra		
National Convention Centre	31 Constitution Avenue, Canberra		
National Film and Sound Archive of Australia	McCoy Circuit, Acton		
Canberra Casino	Binara Street		
Canberra City Uniting Church	69 Northbourne Avenue, Canberra		
Divergent Church Canberra City	Sydney Building, 101-103 London Circuit, Canberra		
Hope Christian Church	Griffin Centre, 20 Genge Street, Canberra		
Canberra City Musallah	Level 2 Theo Notaras Multicultural Centre, 180 London Circuit, Canberra ACT 2601		
Canberra Olympic Pool	36 Constitution Avenue, Canberra		
Directly impacted businesses and lessees (western and eastern side of London Circuit)			
Wilson Parking	London Circuit, Canberra	<ul style="list-style-type: none"> Noise, dust, vibration and air quality Accessibility Traffic management, including diversions and potential delays Temporary changes to public transport stop locations and timetables Temporary changes to active transport and pedestrian conditions 	<ul style="list-style-type: none"> Construction impacts Temporary changes to traffic conditions (construction) Changed accessibility impacting infrastructure (i.e. entrances to school grounds) Future traffic conditions, including public transport stop locations and timetables
Secure Parking – City West	1 Allsop Street, Canberra		
371 businesses (various)	London Circuit (various locations), Canberra		
60 businesses (various)	Melbourne Building, 59-81 London Circuit, Canberra		
65 businesses (various)	Sydney Building, 101-103 London Circuit, Canberra		

Stakeholder(s)	Location	Impacts	Interests
39 businesses (various)	AMP Building, 1 Hobart Place, Canberra	<ul style="list-style-type: none"> Permanent planned changes to local road, active transport, public transport and pedestrian conditions 	<ul style="list-style-type: none"> Future public transport connectivity Education opportunities
24 businesses (various)	New Acton (various locations)		
21 businesses (various)	28 University Avenue, Canberra		
60 businesses (various)	Hobart Place Laneway, Canberra		
19 businesses (various)	University Avenue Building		
76 businesses (various)	Other		
22 businesses (various)	London Circuit East		
19 businesses and agencies (various)	Nara Centre, Constitution Av		
26 business and agencies (various)	Constitution Avenue		
40 businesses (various)	London Circuit		
8 businesses (various)	Ethos House		
13 business and agencies (various)	City Walk		
18 business and agencies (various)	Ainslie Place		
Road users			
Cars and motorcycles	N/A	<ul style="list-style-type: none"> Traffic management, including diversions and potential delays Permanent changes to traffic conditions Future planned road, active transport, public transport and pedestrian conditions 	<ul style="list-style-type: none"> Temporary changes to traffic conditions (construction) Future traffic conditions
Trucks and heavy vehicles (including freight and delivery companies)	N/A	<ul style="list-style-type: none"> Traffic management, including diversions and potential delays Permanent changes to traffic conditions Future planned road, active transport, public transport and pedestrian conditions 	
Access Canberra (regulator)	N/A		
Cyclists and active travel users	N/A		
School commuters	N/A		

Stakeholder(s)	Location	Impacts	Interests
Public transport users			
Various	Various	<ul style="list-style-type: none"> Traffic management, including diversions and potential delays Temporary changes to active transport and pedestrian conditions Permanent planned changes to local road, active transport, public transport and pedestrian conditions 	<ul style="list-style-type: none"> Temporary changes to traffic conditions (construction) Future traffic conditions
Transport providers			
Uber	No local address	<ul style="list-style-type: none"> Traffic management, including diversions and potential delays Temporary changes to active transport and pedestrian conditions Permanent planned changes to local road, active transport, public transport and pedestrian conditions 	<ul style="list-style-type: none"> Temporary changes to traffic conditions (construction) Future traffic conditions
Ola	No local address		
Didi	No local address		
Beam Mobility Australia (E-Scooters)	No local address		
Neuron Mobility (E-Scooters)	No local address		
ACT Cabs	5B-6B, 52 Wollongong Street, Fyshwick		
Canberra Elite Taxis	24 Kembla St, Fyshwick		
Canberra Taxi Proprietors Association	N/A		
Transport Canberra bus service	Twelve (12) inner-city stops/interchanges and citywide bus network		
Canberra Metro	9 Sandford Street, Mitchell		
Murrays	Jolimont Centre, 65/67 Northbourne Ave, Canberra		
Keir's Coaches	25 Badham St, Dickson		
Qcity Transit	11 Bass St, Queanbeyan East		
Public Transport Association of Canberra	N/A		

Stakeholder(s)	Location	Impacts	Interests
Emergency services			
Canberra City Police Station	16-18 London Circuit, Canberra	<ul style="list-style-type: none"> Traffic management, including diversions and potential delays Temporary changes to active transport and pedestrian conditions Permanent planned changes to local road, active transport, public transport and pedestrian conditions 	<ul style="list-style-type: none"> Temporary changes to traffic conditions (construction) Future traffic conditions
Ambulance	9 Morphett Street, Dickson (closest to 2A)	<ul style="list-style-type: none"> Traffic management, including diversions and potential delays Temporary changes to active transport and pedestrian conditions Permanent planned changes to local road, active transport, public transport and pedestrian conditions 	<ul style="list-style-type: none"> Temporary changes to traffic conditions (construction) Future traffic conditions
Fire and Rescue	34 Wakefield Avenue, Ainslie (closest to 2A)		
SES	Holtze Close, Hackett		
Australian Federal Police	47 Kings Avenue, Barton		
Developers			
HTI Group	GPO Box 1685, Canberra	<ul style="list-style-type: none"> Permanent planned changes to local road, active transport, public transport and pedestrian conditions 	<ul style="list-style-type: none"> Construction impacts may affect the delivery schedule of planned projects Future traffic conditions Future public transport connectivity
Geocon	Level 4/16-18 Mort Street, Canberra	<ul style="list-style-type: none"> Permanent planned changes to local road, active transport, public transport and pedestrian conditions 	<ul style="list-style-type: none"> Construction impacts may affect the delivery schedule of planned projects Future traffic conditions Future public transport connectivity
Molonglo Group	Building 7/1 Dairy Rd, Fyshwick		
Morris Property Group	50 Blackall Street, Barton		
Suburban Land Agency	480 Northbourne Avenue, Dickson		
Hindmarsh Group	65 Constitution Avenue, Campbell		

Stakeholder(s)	Location	Impacts	Interests
Peak bodies and representative groups			
Canberra Light Rail Community Reference Group	N/A	• xx	• xx
Canberra Light Rail Business Reference Group	N/A		
Canberra City Residents Association	N/A		
Canberra Business Chamber	Level 3/243 Northbourne Avenue, Lyneham		
Canberra Women in Business	Captain Cook Crescent, Manuka		
Australian Hotels Association (AHA)	27 Murray Crescent, Griffith		
Public Transport Association of Canberra	N/A		
Pedal Power	Griffin Centre, Genge St, Canberra		
Canberra Cycling Club	N/A		
Living Streets Canberra	N/A		
ACT Veterans Cycling Club	N/A		
ACT Heritage Council	N/A		
The Youth Coalition of the ACT	46 Clianthus St, O' Connor		
ACT Council of Social Services	ACT Council of Social Service, Weston Community Hub, 1/6 Gritten Street, Weston		
Canberra Region Tourism Leaders Forum	N/A		
Walter Burley Griffin Society Incorporated	N/A		
Lake Burley Griffin Guardians	N/A		
Traditional owners and Indigenous groups			
Buru Ngunnawal Aboriginal Corporation	PO Box 255 Kippax	• Environment and heritage impacts to culturally significant landmarks, flora and fauna.	• Environment and heritage protection initiatives
National Aboriginal Community Controlled Health Organisation	Level 5 East, 2 Constitution Ave, Canberra		

Stakeholder(s)	Location	Impacts	Interests
Thunderstone Aboriginal Cultural and Land Management Services	PO Box 6900, Charnwood		<ul style="list-style-type: none"> Construction opportunities and impacts.
United Ngunnawal Elders Council	Ground floor, UC Lodge, Telita Street, University of Canberra, Bruce		
Ngambri Group: Little Gudgenby River Tribal Council	N/A		
Ngunnawal Group: King Brown Tribal Group	N/A		
Ngarigu Group: Ngarigu Currawong Clan	N/A		
ACT Multicultural Advisory Council	N/A		
CALD communities			
CALD communities	Various		<ul style="list-style-type: none"> Translated traditional and digital communication materials CALD media outlets, including radio (such as Canberra Multicultural Service radio) and community council meetings.
Unions			
CMFEU	8 Cape St, Dickson	<ul style="list-style-type: none"> Workers' rights, safety and conditions during construction. 	<ul style="list-style-type: none"> Impact of construction program, schedule and delivery on participating workers.
Transport Workers Union	3/289 Canberra Ave, Fyshwick		
Australian Manufacturers Workers' Union	189 Flemington Rd, Mitchell		
Unions ACT	11a/40 Brisbane Ave, Barton		
Community and Public Sector Union	1/40 Brisbane Ave, Barton	<ul style="list-style-type: none"> Accessibility including access to workplaces and businesses in the project construction area Traffic management, including diversions and potential delays Temporary changes to public transport 	<ul style="list-style-type: none"> All impacts to community, businesses and road users. Local participation Engagement opportunities Construction methodology Design (stop locations, access and so on)

Stakeholder(s)	Location	Impacts	Interests
		<ul style="list-style-type: none"> stop locations and timetables Temporary changes to active transport and pedestrian conditions Permanent planned changes to local road, active transport, public transport and pedestrian conditions 	<ul style="list-style-type: none"> Traffic impacts Changes to cycleways and footpaths Integration with wider transport network Environmental impacts Environmental Approvals process Safety
Disability services			
ACT Disability Reference Centre	N/A	<ul style="list-style-type: none"> Accessibility Traffic management, including diversions and potential delays Temporary changes to public transport stop locations and timetables Temporary changes to active transport and pedestrian conditions Permanent planned changes to local road, active transport, public transport and pedestrian conditions 	<ul style="list-style-type: none"> Steps taken to ensure ongoing accessibility throughout construction period Construction impacts Temporary changes to traffic conditions (construction) Future traffic conditions, including public transport stop locations and timetables Future public transport connectivity Improved accessibility in future state
Community Services Directorate Community Reference Group	N/A		
ACT Disability, Aged and Carer Advocacy Service	Unit 14/6 Gritten St, Weston		
People with Disabilities ACT	PO Box 717, Mawson ACT		
Council on the Ageing ACT	Hughes Community Centre, Wisdom St, Hughes		
Government directorates and institutions			
ACT Legislative Assembly	196 London Circuit	<ul style="list-style-type: none"> Accessibility Traffic management, including diversions and potential delays Temporary changes to public transport stop locations and timetables Temporary changes to active transport and pedestrian conditions Permanent planned changes to local road, active transport, public transport and pedestrian conditions. 	<ul style="list-style-type: none"> Disruption – information, mitigation and behaviour change Engagement opportunities Construction methodology Design (stop locations, access and so on) Traffic impacts Changes to cycleways and footpaths Integration with wider transport network Environmental impacts
ACT Government City Office block	London Circuit		
City Renewal Authority	Nara Centre, 3 Constitution Avenue, Canberra		
Construction Industry Training Committee	N/A		
Skills Canberra	1/99 London Circuit, Canberra		
Justice and Community Safety Directorate	12 Moore St		
City Community Health Centre	1 Moore St		
Visit Canberra	1 Constitution Ave		

Stakeholder(s)	Location	Impacts	Interests
ACT Multicultural Advisory Council	N/A		<ul style="list-style-type: none"> Environmental Approvals process Safety.
Australian Taxation Office	Narellan St		
DFAT	London Circuit EAST		
Department of Industry & Innovation	Binara Street		
Australian Human Rights Commission	Constitution Avenue		
Department of Agriculture, Water and the Environment (Federal)	18 Marcus Clarke Street, Canberra		
Department of Infrastructure, Transport, Regional Development and Communications (Federal)	111 Alinga St, Canberra		
Department of Education, Skills and Employment	Alinga St/Marcus Clarke St		
Digital Transformation Agency	Marcus Clarke St		
Australian Competition and Consumer Commission	New Acton		
Elected representatives (MLA) – ACT Government			
Andrew Barr (Chief Minister, Treasurer, Minister for Climate Action, Minister for Economic Development, Minister for Tourism, Member for Kurrajong)	N/A	<ul style="list-style-type: none"> Commercial impacts, including land access, acquisition and required rectifications, to local impacted businesses and residents Noise, dust, vibration and air quality Accessibility Traffic management, including diversions and potential delays Temporary changes to public transport stop locations and timetables Temporary changes to active transport and pedestrian conditions Permanent planned changes to local road, active transport, public 	<ul style="list-style-type: none"> Construction impacts Land access and rectification impacts Local participation Jobs Links to government strategies and other projects Project timings and approvals Business growth/support opportunities Engagement opportunities Construction innovation and methodology Potential opportunities and issues (post-construction) Environment and heritage protection initiatives
Yvette Berry (Deputy Chief Minister)	N/A		
Mick Gentleman (Minister for Planning and Land Management, Minister for Industrial Relations and Workplace Safety)	N/A		
Chris Steel (Minister for Transport and City Services, Minister for Skills)	N/A		
Rebecca Vassarotti (Minister for Environment, Minister for Heritage, Minister for Sustainable Building and Construction, Member for Kurrajong)	N/A		

Stakeholder(s)	Location	Impacts	Interests		
Rachel Stephen-Smith (Member for Kurrajong)	N/A	transport and pedestrian conditions			
Elizabeth Lee (Member for Kurrajong)	N/A				
Shane Rattenbury (Member for Kurrajong)	N/A				
Emma Davidson (Member for Murrumbidgee)	N/A	<ul style="list-style-type: none"> Commercial impacts, including land access, acquisition and required rectifications, to local impacted businesses and residents Noise, dust, vibration and air quality Accessibility Traffic management, including diversions and potential delays Temporary changes to public transport stop locations and timetables Temporary changes to active transport and pedestrian conditions Permanent planned changes to local road, active transport, public transport and pedestrian conditions 	<ul style="list-style-type: none"> Construction impacts Land access and rectification impacts Local participation Jobs Links to government strategies and other projects Project timings and approvals Business growth/support opportunities Engagement opportunities Construction innovation and methodology Potential opportunities and issues (post-construction) Environment and heritage protection initiatives 		
Jeremy Hanson (Member for Murrumbidgee)	N/A				
Giulia Jones Davidson (Member for Murrumbidgee)	N/A				
Marisa Paterson Davidson (Member for Murrumbidgee)	N/A				
Chris Steel Davidson (Member for Murrumbidgee)	N/A				
Elected representatives – Australian Government					
Alicia Payne, Member for Canberra	221 London Circuit, Canberra			<ul style="list-style-type: none"> Commercial impacts, including land access, acquisition and required rectifications, to local impacted businesses and residents Noise, dust, vibration and air quality Accessibility Traffic management, including diversions and potential delays Temporary changes to public transport 	<ul style="list-style-type: none"> Construction impacts Land access and rectification impacts Local participation Jobs Links to government strategies and other projects Project timings and approvals Business growth/support opportunities Engagement opportunities
Barnaby Joyce, Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development	N/A				
Susan Ley, Minister for Agriculture, Water and the Environment	N/A				
Nola Marino, Assistant Minister for Regional Development and Territories	N/A				

Stakeholder(s)	Location	Impacts	Interests
Katy Gallagher, Senator for ACT Manager of Opposition Business in the Senate	N/A	<p>stop locations and timetables</p> <ul style="list-style-type: none"> • Temporary changes to active transport and pedestrian conditions • Permanent planned changes to local road, active transport, public transport and pedestrian conditions. 	<ul style="list-style-type: none"> • Construction innovation and methodology • Potential opportunities and issues (post-construction) • Environment and heritage protection initiatives.
Dr Andrew Leigh, Member for Fenner	N/A		
Zed Seselja, Senator for ACT Minister for International Development and the Pacific	N/A		
David Smith, Member for Bean	N/A		

D. Environmental risk assessment

Defining magnitude levels for socioeconomic impacts

Magnitude level	Meaning
Transformational	Substantial change experienced in community wellbeing, livelihood, amenity, infrastructure, services, health, and/or heritage values; permanent displacement or addition of at least 20% of a community
Major	Substantial deterioration/improvement to something that people value highly, either lasting for an indefinite time, or affecting many people in a widespread area
Moderate	Noticeable deterioration/improvement to something that people value highly, either lasting for an extensive time, or affecting a group of people
Minor	Mild deterioration/improvement, for a reasonably short time, for a small number of people who are generally adaptable and not vulnerable
Minimal	No noticeable change experienced by people in the area of influence

Defining likelihood levels of socioeconomic impacts

Likelihood level	Meaning
Almost certain	Definite or almost definitely expected
Likely	High probability
Possible	Medium probability
Unlikely	Low probability
Very unlikely	Improbable or remote probability

Social impact significance risk matrix

Likelihood	Magnitude level				
	Minimal (1)	Minor (2)	Moderate (3)	Major (4)	Transformational (5)
Almost certain (A)	Low	Medium	High	Very High	Very High
Likely (B)	Low	Medium	High	High	Very High
Possible (C)	Low	Medium	Medium	High	High
Unlikely (D)	Low	Low	Medium	Medium	High
Very unlikely (E)	Low	Low	Low	Medium	Medium

Environmental risk translation matrix

Impact ID	DPIE Magnitude Level	DPIE Likelihood Level	Residual Impact Significance Rating	Environmental Assessment Rating
SO-1 Temporary impact to users on existing road network due to increased traffic congestion during construction	Moderate	Possible	Moderate / Possible = Medium (C3) (Negative)	Medium
SO-2 Improved public safety resulting from permanent changes to the existing road network	Moderate	Likely	Moderate / Likely = High (B3) (Positive)	Beneficial
SO-3A Decline in accessibility to services and business due to loss of parking	Minor	Almost Certain	Minor / Almost certain = Medium (A2) (Negative)	High
SO-3B Decline in accessibility to services and business due to loss of parking	Unlikely	Minor	Unlikely / Minor = Low (D2) (Positive)	Beneficial
SO-4 Improved accessibility and connectivity for cyclists and pedestrians through the city, from north to south	Moderate	Almost Certain	Moderate / Almost certain = High (A3) (Positive)	Beneficial
SO-5 Decline in safety for pedestrians and commuters during construction	Minor	Unlikely	Minor / Unlikely = Low (D2) (Negative)	Very Low

Impact ID	DPIE Magnitude Level	DPIE Likelihood Level	Residual Impact Significance Rating	Environmental Assessment Rating
SO-6 Enabling future transport infrastructure, such as Canberra Light Rail	Major	Possible	Major / Possible = High (C4) (Positive)	Beneficial
SO-7 Delays and changes to accessibility for users of public transport	Minimal	Almost Certain	Minimal / Almost certain = Low (A1) (Negative)	Medium
SO-8 Health and wellbeing impacts associated with construction activities	Moderate	Possible	Moderate / Possible = High (B3) (Negative)	Medium
SO-9 Changes to the aesthetic value of the existing surroundings during construction	Minor	Likely	Minor / Likely = Medium (B2) (Positive)	Beneficial
SO-10 Improvements to the aesthetic value of the area by creating an attractive and active public space for people to experience	Minimal	Almost Certain	Minimal / Almost certain = Low (A1) (Positive)	Beneficial
SO-11A Decline in social amenity and-or way of life for nearby residents due to construction impacts	Minor	Possible	Minor / Possible - Moderate (C2) (Negative)	Low
SO-11B Decline in social amenity and-or way of life for nearby accommodation providers due to construction impacts	Moderate	Possible	Moderate / Possible - Moderate (C3) (Negative)	Medium
SO-12 Increased employment and training opportunities and regional expenditure	Moderate	Likely	Moderate / Likely = High (B3) (Positive)	Beneficial
SO-13 Lack of trust in decision making, including the perceived lack of positive benefit / need	Minor	Possible	Minor / Possible = Medium (C2) (Negative)	Low
SO-14 Construction and consultation fatigue caused by the cumulative impact of ongoing development and construction in the locality	Moderate	Possible	Moderate / Possible = Medium (C3) (Negative)	Medium

E. Engagement outcomes report

Overview

Approach

Between Friday, 30 July 2021 and Friday, 20 August 2021, qualitative and quantitative research was undertaken to help inform this SEIA. This research was undertaken in the form of an online survey which included a series of open-ended and choice questions. The survey received a total of 228 responses, with a full completion rate of 44.3 per cent (101 complete responses). Stakeholders were able to access the survey via a QR code and/or a survey link and were able to complete the survey on their smart phone, tablet, or computer.

A summary of the survey's distribution and reach is provided in the table below.

Survey distribution and reach summary

Channel	Reach	Date sent
E-news	5153 subscribers	30/07/2021
Our Canberra business EDM	1490 subscribers	5/08/2021
Emailed to the Griffith Narrabundah Community Association (GNCA)	Unknown	16/08/2021
Emailed to CRG members	15 members	10/08/2021
TCCS social media	N/A	N/A

The survey focused on five key areas. These included:

- Respondent profile
- Community strengths
- Transport and access
- Project impacts and benefits
- Recommendations, including mitigation and enhancements.

Findings

Respondent profile

The respondent profile describes who the sample size represents. Understanding the respondent profile is important as personal characteristics such as age, gender and cultural diversity, influence how individuals experience changes to their local environment and community. Key characteristics relevant to the respondent profile are:

- **Location** – where do the respondents reside
- **Age** – how old are the respondents
- **Gender** – how do respondents identify
- **Aboriginal and/or Torres Strait Islander** – are respondents First Nations Australian
- **Resident mobility** – how long have respondents lived in their home, community, and local area.

Location

Key takeaway: The majority of respondents live within the ACT, meaning the project has notable relevance to most people engaged in the survey.

The majority of respondents (87.9 per cent) were from the Australian Capital Territory (ACT), shown in the figure below. However, a total of 12.1 per cent of respondents were from outside the ACT. Victoria (VIC) and Queensland (QLD) had the largest representation of respondents from outside the ACT (4.1 per cent and 2.4 per cent respectively).

Respondents by region



n=165, ACT = Australian Capital Territory, NSW = New South Wales, VIC = Victoria, QLD = Queensland, WA = Western Australia, SA = South Australia, NT = Northern Territory, Other = responses which did not align with states/territories in Australia

Age profile

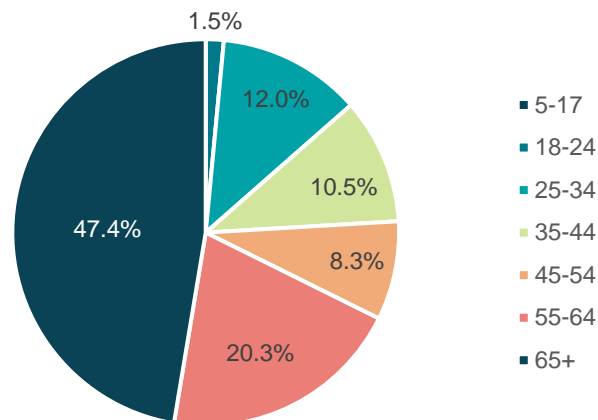
Key takeaway: Older respondents represent the majority of those who engaged in the survey. A limitation of this survey is the potential under-representation of other age groups, specifically young people.

The respondent age profile reflects a higher proportion of older respondents than other age groups, shown in the figure below. Respondents aged 65 years or older represented nearly half of all respondents (47.4 per cent). Respondents aged 55-64 years of age represented the second large age group, 20.3 per cent. Collectively, respondents aged 55 years or older represented 67.7 per cent of all respondents. When considering the age profile of the ACT, residents aged 55 years or older represent 22.9 per cent of the population⁴, noting that there is an under-representation of younger respondents in the survey. Other key notes include:

- No respondents were aged 5-17
- Young adults (18-24) had the lowest representation in the survey (1.5 per cent)
- Young workers (25-34) had moderate representation in the survey (12.0 per cent)
- Respondents aged 35-44 had a low-to-moderate representation in the survey (10.5 per cent)
- Respondents aged 45-54 had lower representation in the survey than other age groups (8.3 per cent).

⁴ Australian Bureau of Statistics, QuickStats, Australian Capital Territory, 2016

Age of respondents



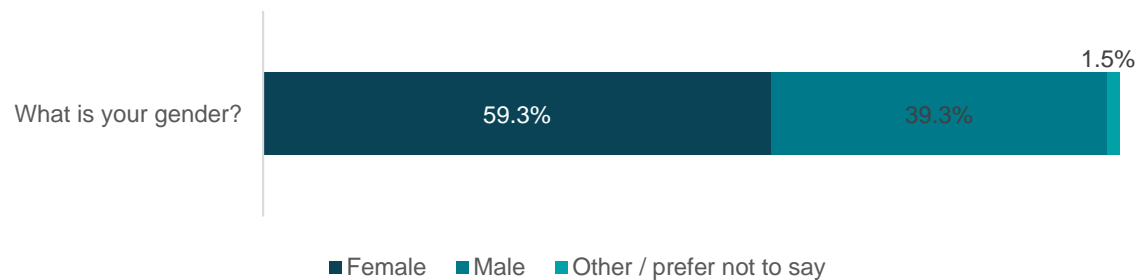
Source: Question 3: What age group do you belong to? n=133

Gender

Key takeaway: Respondents who identified as female had a higher engagement rate than those who identified as male. This suggests that either female-identifying respondents were more interested in the project than male-identifying respondents, or that they were more willing to engage in the survey than their male-identifying counterparts.

More than half of all respondents identified as female (59.3 per cent), while 39.3 per cent of respondents identified as male, shown in the below figure. Very few respondents (1.5 per cent) did not want to disclose their gender identity or did not identify with the options provided.

Gender of respondents



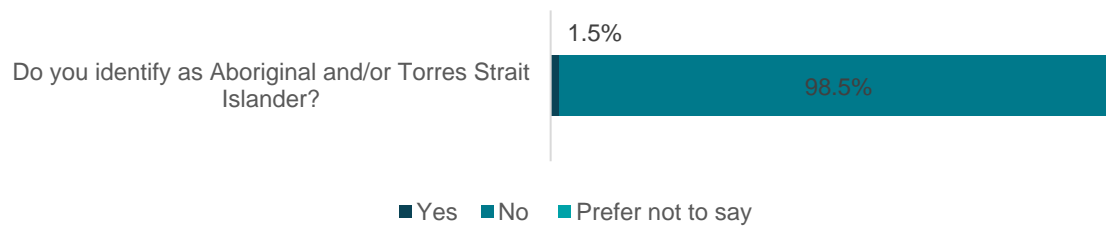
Source: Question 2: What is your gender? n=135

Aboriginal and/or Torres Strait Islander

Key takeaway: This survey seemingly had limited representation of opinions and views from Aboriginal and/or Torres Strait Islander peoples. However, considering that only 1.6 per cent of the ACT population identifies as Aboriginal and/or Torres Strait Islander, this is more reflective of the cultural makeup within the wider population.

Very few respondents identified as Aboriginal and/or Torres Strait Islander (1.5 per cent), shown in the figure below. The majority of respondents did not identify as Aboriginal and/or Torres Strait Islander (98.5 per cent).

Aboriginal and/or Torres Strait Islander respondents



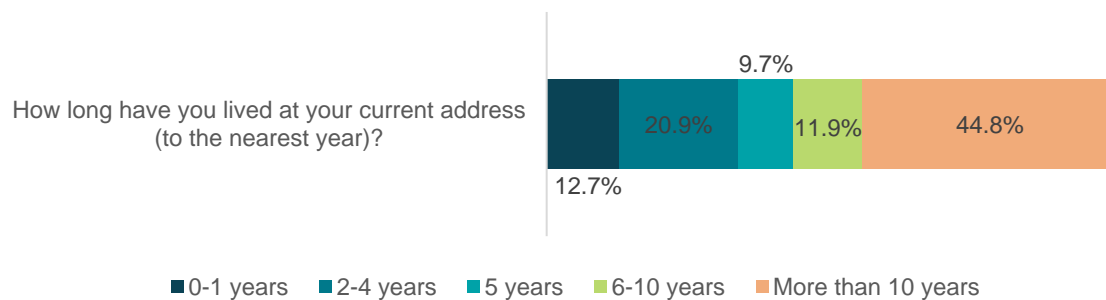
Source: Question 4: Do you identify as Aboriginal and/or Torres Strait Islander?? n=134

Resident mobility

Key takeaway: Many respondents have lived in their local area for an extensive period, indicating a high level of connection to place and community investment.

The figure below shows that nearly half of all respondents had lived in their current address for more than 10 years (44.8 per cent). Approximately 1 in 5 respondents (20.9 per cent) had lived in their current address for 2 to 4 years, making it the second most common response. A moderate representation of respondents (12.7 per cent) had lived at their current address for less than a year. This was the third most common response.

Length of residency



Source: Question 6: How long have you lived at your current address (to the nearest year)? n=134

Community strengths

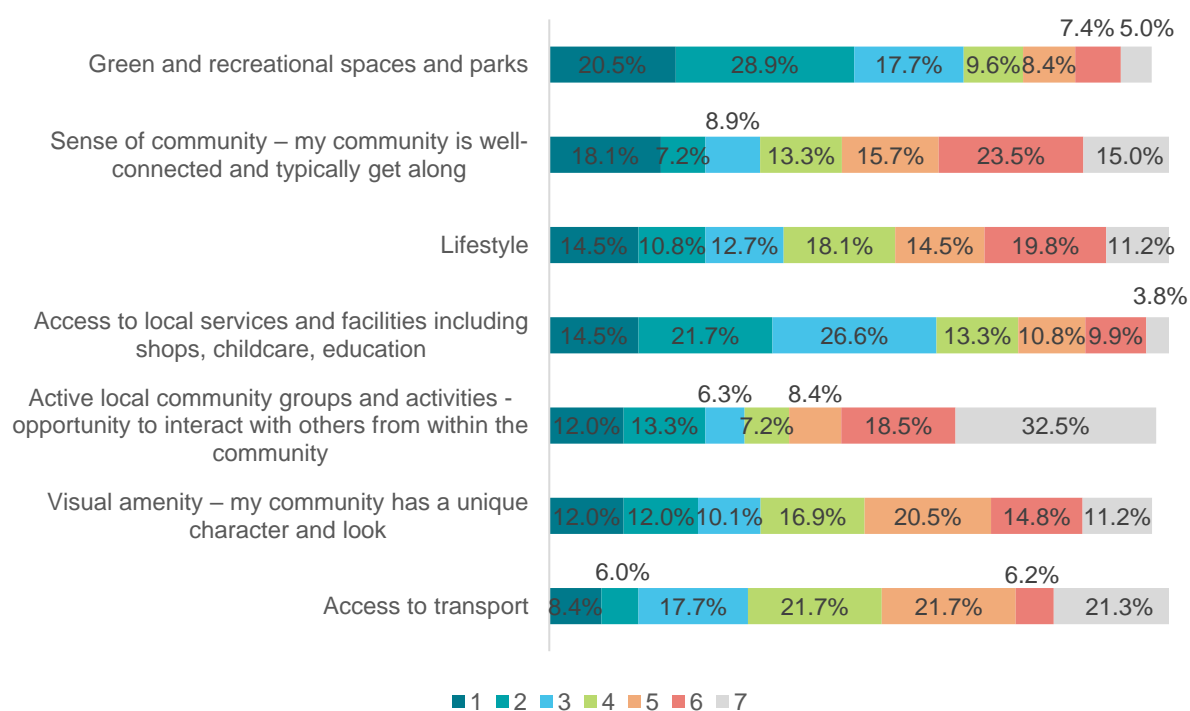
Understanding what respondents value about their local communities provides insights into the key strengths and characteristics of these local communities. These insights can guide the socio-economic impact assessment process, highlighting aspects that contribute to resilient local communities.

Community characteristics

Key takeaways: Green and recreation spaces are highly valued by communities and identified as desirable community characteristics. Places that facilitate a sense of community, lifestyle and access to local services are also highly valued by respondents.

Respondents were asked to rank a series of community characteristics from 1 to 7, where one was the most important and seven the least important. Green and recreational spaces and parks, as shown below in the figure below, were identified as the most important community characteristics to respondents, receiving the largest proportion of first rankings (20.5 per cent). Sense of community received the second-largest amount of first rankings (18.1 per cent). Lifestyle and access to local services and facilities both received 14.5 per cent of first-place rankings.

Ranking of community characteristics



Source: Question 17: Which characteristics of your local community are the most important to you and your enjoyment of the community? Please rank (1-7) the following in order of interest; n=83

Community strengths – respondent perspectives

When asked what respondents perceived as key strengths of their community, responses included the following 3 themes:

1. Physical environment and built infrastructure
2. Community dynamic
3. Resident characteristics.

Physical environment and built infrastructure

Key takeaway: Places that facilitated positive wellbeing and lifestyle outcomes are highly valued by respondents. This includes access to community facilities, services, open space and good urban design.

Many respondents commented that the physical environment and built infrastructure is a key strength of their community. Respondents commented on:

- Access to public and open space, including local parks, Lake Burley Griffin, recreational areas, tree canopy and the natural environment
- Access to social infrastructure, including high-quality education, Australian National University, comprehensive medical systems, local shops, community infrastructure, pedestrian and cycle paths, and hospitals
- Components of placemaking such as good street design, walkability, urban greening, tree canopy, biodiversity, and heritage.

Community dynamic

Key takeaway: People and how they interact with each other are key community strengths when those interactions are positive and well-intended. Many respondents discussed the importance of community cohesion and social relations over and/in conjunction with the importance of the built environment.

Many respondents commented that people and how they interact with each other are their local area's key strength. Respondents used the following terms to describe their communities:

- Supportive
- Inclusive
- Respectful
- Progressive
- Multicultural
- Diverse
- Harmonious
- Safe
- Connected
- Helpful
- Caring
- Tolerant
- Shared values
- Friendly
- Low crime

Resident characteristics

Very few respondents (2) commented that specific resident characteristics are the key strength of their community.

Transport and access

Transport and access focuses on how participants travel to work and local services. It reflects travel behaviours, ease of access to public transport infrastructure and population mobility.

Working

Key takeaway: Over half of the respondents rely on private motor vehicles and road infrastructure to get to work. While active transport only represents a small proportion of respondents who commute to work.

The figure below shows that travelling to work by car, as the driver, was the most common method of travel to work for respondents (52.4 per cent). The second most common method of travel to work was other (22.2 per cent). Disaggregated other responses are included below in the second figure. Other responses included:

- Mixed active transport (4.8 per cent of other responses)
- Train (4.8 per cent of other responses)
- Work from home (23.8 per cent of other responses)
- Retired and do not travel to work (66.7 per cent of other responses).

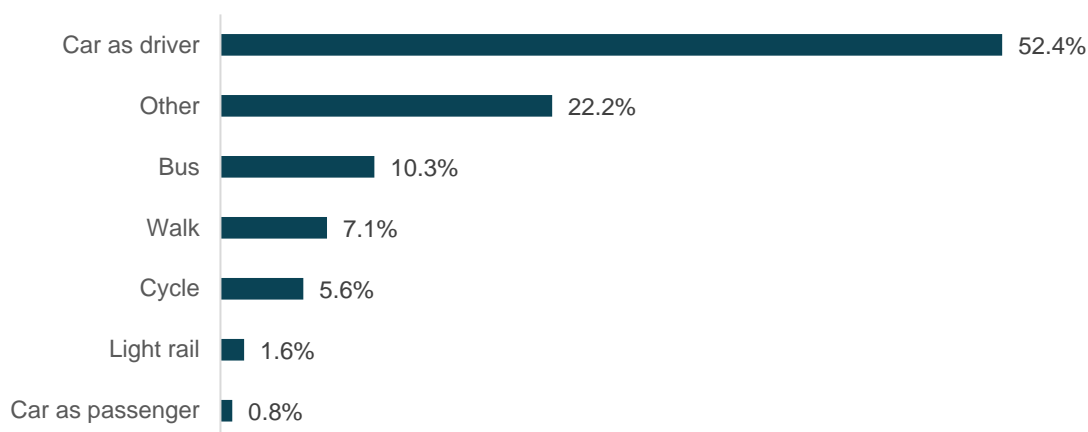
A total of 11.1 per cent of respondents are retired and do not travel to work⁵.

In summary, respondents travel to work behaviours can be described as:

- 53.2 per cent use private motor vehicles (driver or passenger)
- 13.5 per cent via active transport (walking, cycling or mixed active transport methods)
- 12.9 per cent use public transport (bus, light rail or train)
- 3.9 per cent work from home.

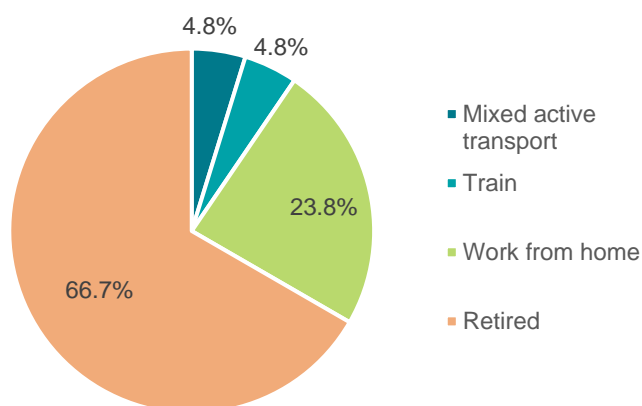
⁵ This is a representation of responses, not just other responses e.g. the number of respondents who stated that they were retired in Question 7/Figure X (16) divided by the total sample size in Question 7 (126)

Method of travel to work



Source: Question 7: What is your primary method of travel to work? n=126

Method of travel to work – other responses



Source: Question 7: What is your primary method of travel to work? – Other option. Open-ended question. n=21

Local services

Key takeaways: Respondents access a diverse range of local services with varying distances to their homes. Consequently, people use a range of transport methods to best meet their needs. Active transport and private motor vehicles are the most common modes of transport for reaching local services, reflecting a diversity of transport options, the physical ability of respondents, and the distance travelled.

When asked how respondents reach local services, many commented that their transport behaviour/method of travel was influenced by the proximity of the service they were trying to reach. While the question did specify local services, the term ‘local’ evidently changes with the type and offering of different services. Consequently, the meaning of local service is relative to the service type. Other respondents noted that they generally have multiple methods of transport.

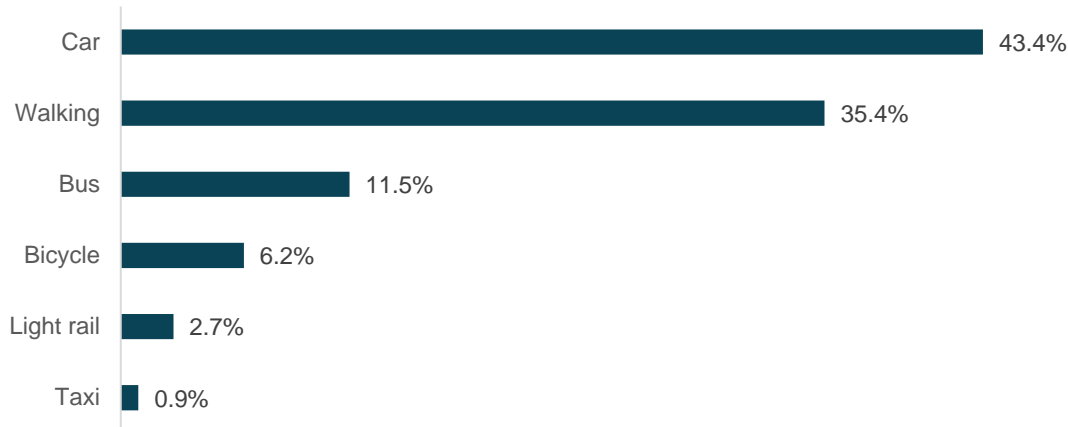
While there are nuances regarding how respondents reach local services, the most common method of travel to local services was by car (43.4 per cent), as shown in the figure below. Walking was the second most common method of travel to local services, representing more than a third of responses (35.4 per cent).

In summary, respondents method of travel to local services can be described as:

- 43.4 per cent by private motor vehicle

- 41.6 per cent by active transport (walking and/or cycling)
- 14.2 per cent by public transport (bus and/or light rail).

Method of travel to local services



Source: Question 19: Thinking of how you access local services, what is your main mode of transport to reach it? Open-ended questions, multiple responses allowed n=113

Project impacts

Across 5 questions, respondents were asked a series of questions regarding the benefits and disbenefits of the Project. These questions included:

- Identifying benefits and/or disbenefits associated with the Project in an open-ended question
- Exploring perceptions of how/whether participation would be impacted by the Project in a series of choice questions.

Perceived project impacts

The survey provided respondents with the opportunity to identify Project-specific benefits and disbenefits in an open-ended question. This allowed respondents the opportunity to identify key benefits and disbenefits from the community's perspective. It also provided respondents agency to express concerns and aspirations in their own words. This is an essential component of best practice social impact assessment as identified in the NSW Department of Planning, Industry and Environment (DPIE) *Social Assessment Guideline (2021)*, as well as in the International Association of Impact Assessment (IAIA) *Social Assessment: Guidance for assessing and managing the socioeconomic impacts of projects (2015)*.

Respondents identified a range of benefits and disbenefits associated with the Project.

Identified benefits included:

- Enabling and investing in new public transport infrastructure, specifically the Canberra light rail
- Improved traffic flow within Civic and better traffic management
- Improved pedestrian and cycle links, including connectivity between the Canberra CBD and Lake Burley Griffin
- New economic opportunities for workers, contractors and developers.

Identified disbenefits included:

- Distribution of traffic during construction works
- Extended construction period and construction impacts (specifically traffic and reduced parking) due to the start of Canberra Light Rail works post the Project
- Increased traffic caused by reduced traffic flow once operational due to the installation of traffic lights/traffic signals

- Project expense
- Loss of Vernon Hill
- Negative impacts to Civic businesses due to a loss of parking and increased traffic delays during the construction period
- Amenity and traffic disruptions to local residents.

Overall, respondents had a range of views on the benefits and disbenefits of the Projects. Common narratives included:

- Temporary/short term traffic impacts are necessary to deliver Canberra Light Rail, which will be a benefit once completed
- The Project is not necessary, and the financial value of the Project should be invested in other types of infrastructure (such as health care, education)
- The proposed design will cause significant impacts on traffic during construction and operation. An alternative option should be investigated.

Impacts identified by respondents have been categorised by the impact categories outlined in the IAIA Guideline and the Wellbeing Framework adopted by the ACT Government in the table below. The table shows the relationship between the qualitative research process and incorporation into this socioeconomic impact assessment.

Relationship between benefits/disbenefits identified in engagement and the SEIA process

Impact identified by respondents	Nature	IAIA impact category	ACT Government Wellbeing Framework domain
Raising London Circuit enables public transport infrastructure, such as Canberra Light Rail	Positive	Way of life Community	Access and connectivity
Improved flow and management of traffic in Civic once completed	Positive	Way of life	Access and connectivity
Improved pedestrian and cycle connectivity that supports active transport links between the Canberra CBD and Lake Burley Griffin	Positive	Way of life Community	Access and connectivity
New economic opportunities for workers, contractors, and developers to engage with Raising London Circuit	Positive	Way of life Personal and property rights	Economy
Disruption of traffic during construction phase	Negative	Way of life	Access and connectivity
Extended construction period and construction impacts (specifically traffic and reduced parking) due to the start of Canberra Light Rail works post Raising London Circuit	Negative	Way of life	Access and connectivity
Project expense	Negative	Political systems	Governance and institutions
Loss of Vernon Hill	Negative	Environment	Environment and climate

Impact identified by respondents	Nature	IAIA impact category	ACT Government Wellbeing Framework domain
Potential loss of trade for Civic businesses due to reduced parking and increased traffic delays during construction period	Negative	Way of life Personal and property rights	Economy
Amenity and traffic disruptions to residents	Negative	Way of life	Health

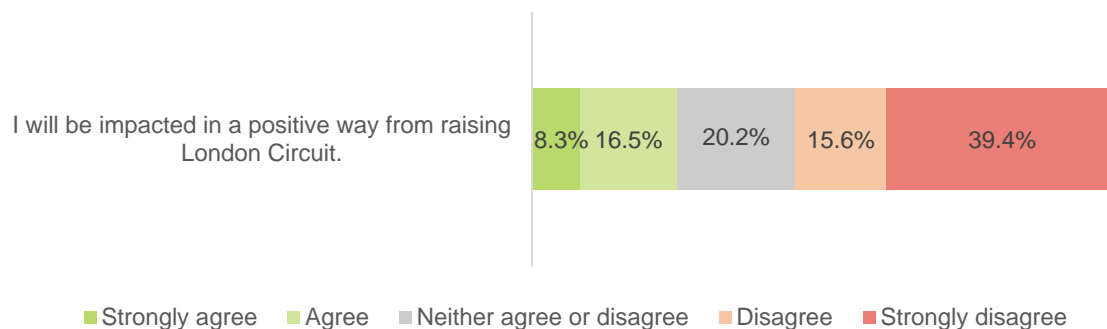
Respondent perception - benefit

Key takeaway: Very few respondents believe they will experience positive benefits from Raising London Circuit. In fact, many respondents strongly believe that they will not experience benefits from the project.

When asked if respondents would benefit from the Project, 1 in 5 respondents (24.8 per cent) either agreed or strongly agreed with the statement. However, slightly over half of respondents (55.0 per cent) did not think they would experience benefits from the Project, with the majority of these respondents strongly disagreeing with the statement, as evidenced below.

Overall, respondents who strongly agreed with the statement represented the lowest proportion of responses (8.3 per cent). Respondents who strongly disagreed with the statement represented the largest proportion of responses (39.4 per cent). Similar proportions of respondents either agreed or disagreed with the statement (16.5 per cent and 15.6 per cent respectively). 20.2 per cent neither agreed nor disagreed.

Perceptions of project impacts – benefit



Source: Question 11: Thinking about the impacts of Raising London Circuit, please provide a response to the following questions: I will be impacted in a positive way from Raising London Circuit. n=109

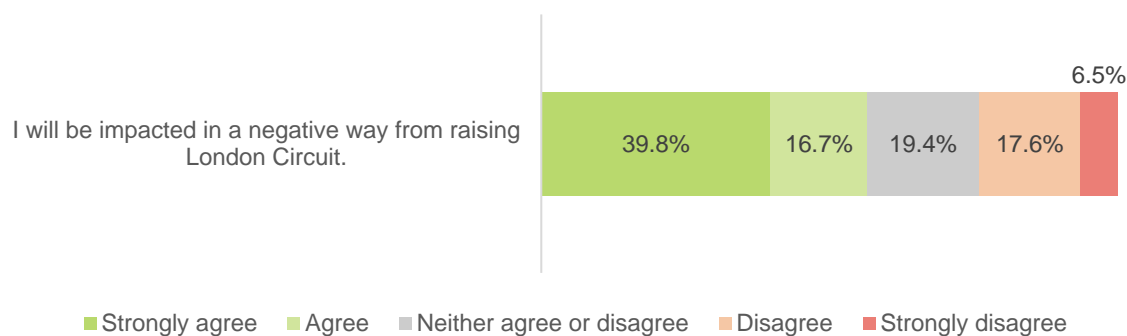
Respondent perception - disbenefit

Key takeaway: Many respondents believe they will experience negative impacts associated with the Project. The majority of these respondents strongly believe that the project will negatively impact them. Only a limited number of respondents do not believe the project will impact them.

When asked if respondents thought they would be negatively impacted by the Project, more than half of respondents believed they would (56.5 per cent). 24.1 per cent did not think they would be negatively impacted.

As shown in the figure below, respondents who strongly agreed with the statement represented the largest number of responses (39.8 per cent). Respondents who strongly disagreed with the statement represented the lowest number of responses (6.5 per cent). Similar proportions of respondents either agreed or disagreed with the statement (16.7 per cent and 17.6 per cent respectively). 20.2 per cent neither agreed nor disagreed.

Perceptions of project impacts – disbenefit



Source: Question 12: Thinking about the impacts of Raising London Circuit, please provide a response to the following questions: I will be impacted in a negative way from Raising London Circuit. n=108

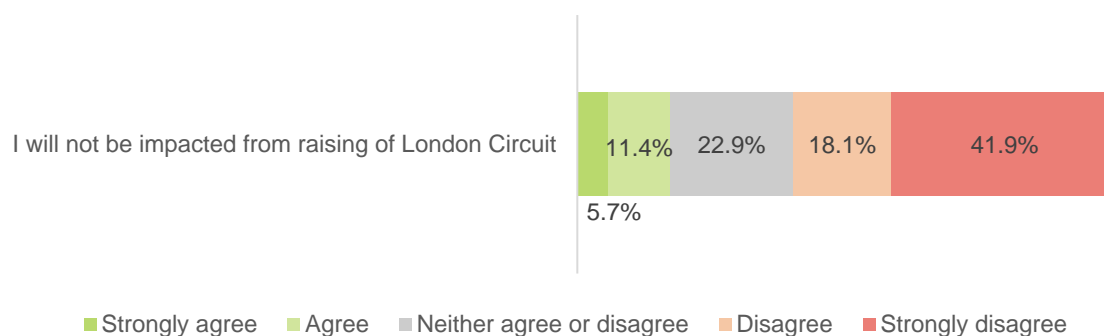
Respondent perception - neutral

Key takeaway: Many respondents believe that they will experience some form of impact (positive or negative) from the Project. Very few respondents believe they will not experience any changes caused by the Project.

When asked if respondents thought they would experience no impacts from the Project, the majority of respondents disagreed to some degree with the statement (60.0 per cent).

As shown in the figure below, respondents who strongly disagreed with the statement represented the largest number of responses (41.9 per cent). Respondents who strongly agreed with the statement represented the lowest number of responses (5.7 per cent). A higher proportion of respondents disagreed with the statement compared to the proportion who agreed (18.1 per cent compared to 11.4 per cent respectively). A total of 22.9 per cent neither agreed nor disagreed with the statement.

Perceptions of project impacts – neutral



Source: Question 13: Thinking about the impacts of Raising London Circuit, please provide a response to the following questions: I will not be impacted from raising of London Circuit. n=105

Evaluation of benefits and disbenefits – respondent perception

Key takeaway: A large proportion of respondents believe the benefits of Raising London Circuit do not outweigh the disbenefits, with the majority of these respondents expressing strong opinions on the matter. However, a notable proportion of respondents did believe the benefits outweighed the disbenefits.

When asked if the benefits of the Project would outweigh the disbenefits, half of respondents disagreed to some degree with the statement (50.0 per cent), shown in the figure below. A total of 40.0 per cent of respondents strongly disagreed with the statement, while only 10.0 per cent disagreed. A total of 40.0 per cent of respondents responded positively to the statement, with 25.5 per cent agreeing and 15.5 per cent strongly agreeing.

When comparing general positive and negative responses to the statement:

- A larger proportion of respondents strongly disagreed compared to the proportion who disagreed (40.0 per cent compared to 10.0 per cent respectively)
- A lower proportion of respondents strongly agreed compared to the proportion who agreed (15.5 per cent compared to 25.5 per cent respectively)
- A larger proportion of respondents strongly disagreed compared to the proportion who strongly agreed (40.0 per cent compared to 15.5 per cent)
- A larger proportion of respondents agreed compared to the proportion who disagree (25.5 per cent compared to 10 per cent).

Evaluation of project disbenefits and benefits



Source: Question 10: Thinking about the impacts of Raising London Circuit, please provide a response to the following questions: The positive impacts (benefits) from Raising London Circuit will outweigh the negative impacts. n=110

Recommendations - mitigation and enhancement measures

Respondents were asked to propose mitigation measures for disbenefits and enhancement measures for benefits. A total of 16 respondents provided recommendations.

Mitigation and enhancement measures have been grouped in 5 relevant themes:

1. Minimising traffic impacts
2. Communication and information sharing
3. Procurement
4. Active transport
5. Signage and wayfinding.

Minimising traffic impacts

Minimising traffic impacts during the construction period was identified by multiple respondents (7) as an important focus. Recommendations to mitigate traffic distributions included:

- Minimising day time and peak hour disruptions
- Undertaking construction activities that would significantly impact peak-hour and day-time traffic at night or on weekends
- Deliver the Project in a shorter time frame, overall reducing the duration of construction impacts on traffic
- Provide alternative route options or transport options during construction phases to reduce traffic, such as:
 - Incentives for ride sharing
 - Information on alternative routes
 - Information on active transport routes.

Communication and information sharing

Providing clear and timely information about the project was identified by some respondents (3) as an important mitigation measure. Respondents noted that communication materials should:

- Be distributed well in advance of impacts occurring
- Include detailed information on road closures and implications.

Procurement

One respondent commented that the Project should seek to engage local workers and contractors. This would seek to ensure economic benefits of the Project would be captured in the ACT region.

Active transport

A total of 4 respondents commented that improving active transport links as part of the Project would provide increased public benefit. Recommendations included:

- Inclusion of cycle connections in the design
- Better pedestrian and cycle access, generally
- Maintaining a safe underpass for pedestrians
- Improved lighting to support low-light and night cycling.

Signage and wayfinding

1 respondent commented that clear and accurate wayfinding would be important to ensure visitors to the area can easily navigate. This, in turn, would support stronger pedestrian accessibility and tourism.

F. Community profile overview

Human capital

Understanding key population characteristics and trends is an important consideration of human capital. This section considers key human capital indicators including the impact of COVID-19 on current population trends.

Population

The locality has an estimated resident population of 4,275 people, representing 8.1 per cent of the suburb population. Between 2011 and 2016, the population of the locality has more than doubled. When compared to the suburb and the ACT, the population growth in the locality is significant higher reflecting localised and intense population growth in Civic. 2011 and 2016 population figures for the locality, suburb and ACT are presented in the table below.

Indicator	Locality		% change	Suburb		% change	ACT		% change
	2011	2016		2011	2016		2011	2016	
Population	2,823	4,275	↑51%	48030	53002	↑10%	357,222	397,397	↑10%

According to the Centre for Population, established by the Commonwealth Government late in 2019, the impact of COVID-19 is expected to be long lasting, and Australia's population is expected to be smaller and older than projected prior to the onset of the pandemic.

Australia's population is estimated to be around 4 per cent smaller (1.1 million fewer people) by 30 June 2031 than it would have been in the absence of COVID-19. The population will also be older as a result of reduced net overseas migration and fewer births. Despite COVID-19, Australia's population is still growing and is expected to reach 28 million during 2028–29, three years later than estimated in the absence of COVID-19.

The international border closures along with a weaker Australian labour market affecting demand for skilled migrants, are driving an expected record low rate of population growth of ¼ per cent in 2020-21 and 2021-22 (ACT Treasury, 2021). Population growth is expected to steadily increase to around ¾ of a per cent in 2022-23 and to 1 per cent in 2023-24 which is below the ACT's historical average population growth rate of 1¼ per cent.

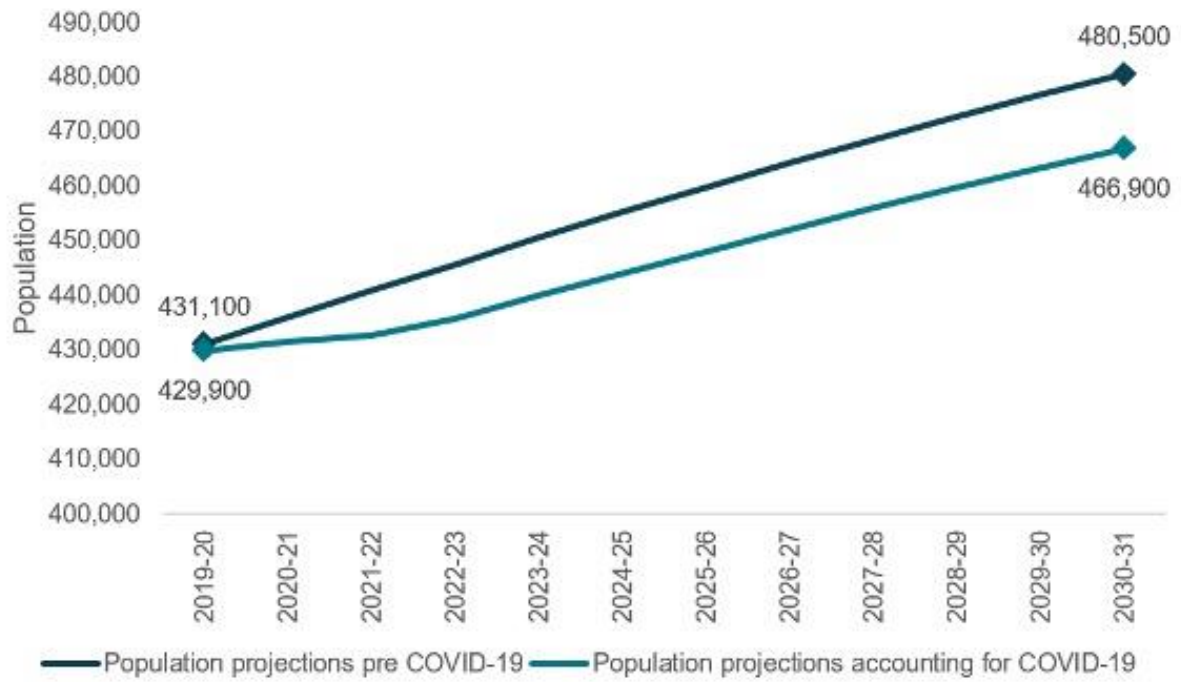
According to the ACT treasury, around 19,200 fewer people are expected to call Canberra home over the four years from 2020-21 to 2023-24 than was forecast prior to COVID-19. The population forecast is broken down in the following section, comparing pre and post COVID-19 projections.

There are two population forecasts for Canberra, one pre-COVID and one accounting for COVID-19 (the central scenario). These two forecasts highlight the impact of COVID-19 on the future population growth of Canberra. Based on the comparison of pre-COVID-19 projects and the central scenario project, COVID-19 is expected to impact population growth between 2020 and 2022-23, resulting in 13,600 fewer residents by 2030-31.

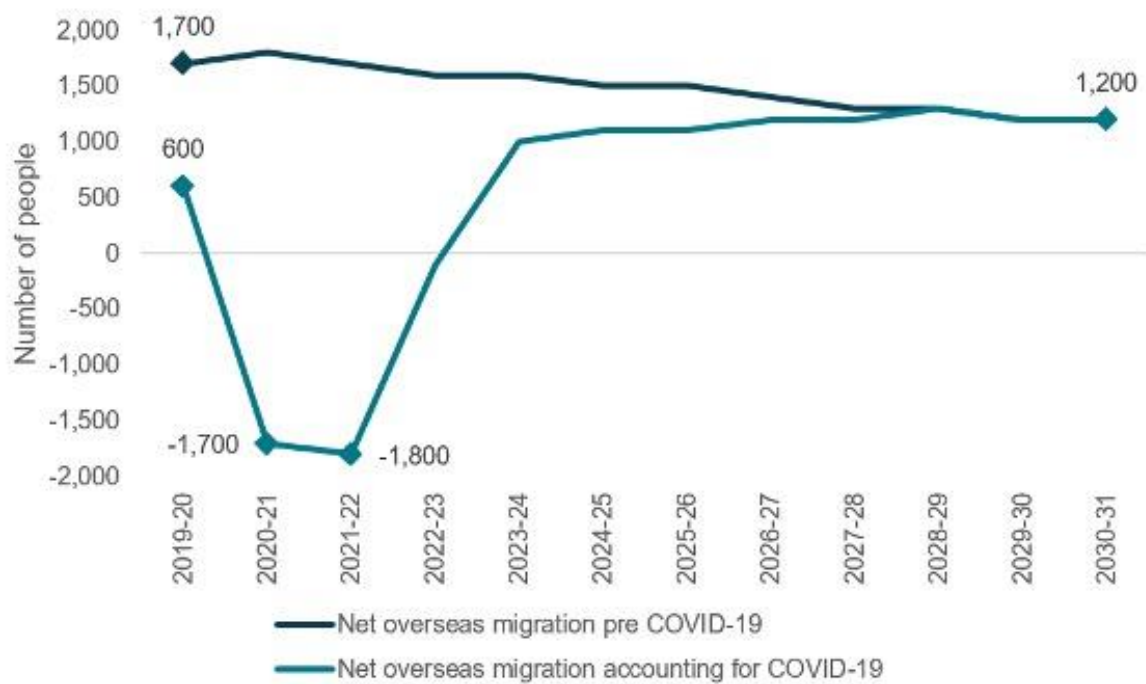
Natural population increase is expected to decrease between 2019-20 and 2030-31 regardless of the impacts of COVID-19, see figure below. However, COVID-19 is expected to intensify this, with natural increase decreasing notably below pre-COVID-19 projections.

Net overseas migration is the component of population growth which is expected to be most negatively impacted by COVID-19, overall reducing the population growth of Canberra. Net overseas migration is expected to be negative between 2020-21 and 2022-23. This indicates that the central scenario is anticipating.

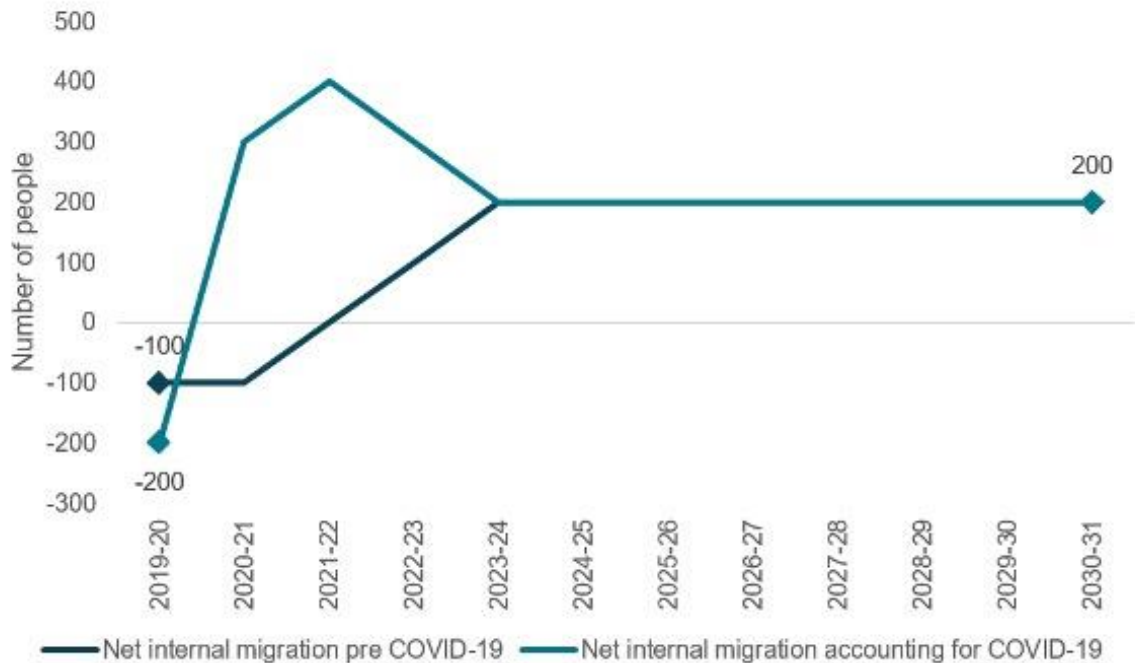
Unlike other components of population growth, net internal migration is expected to increase as a product of COVID-19. This means more people will move to Canberra from other parts of Australia than otherwise anticipated. Much of this growth is expected between 2020-21 and 2022-23 with more overseas departures than overseas arrivals for Canberra. When compared to the pre-COVID-19 projection, there is a significance difference.



Population increase projections with and without the impacts of COVID-19 for the Canberra



Net overseas migration projections with and without the impacts of COVID-19 for Canberra



Net internal migration projections with and without the impacts of COVID-19 for Canberra

Age profile and gender

The locality has a young age profile, reflected by a low median age of 24. This is significantly lower than the suburb (31) and ACT (34). The younger profile of the locality and suburb is likely due to their proximity to the Australian National University (ANU), as well as the city centre character of locality which typically attract younger residents than more suburban areas.

The majority of the population within the locality (93 per cent) are aged between 15 and 65 years, significantly higher than the ACT (69 per cent), reflecting a potentially large labour force.

In general, the ACT has a relatively high level of 15- to 24-year-old people who were engaged in school, work or further education/training, indicating there is only a very small percentage of the population at risk of school failure, unemployment, risky health behaviours and mental health problems, social exclusion, and economic and social disadvantage over the longer term.

There is a relatively even gender split within the social area of influence.

Aboriginal and/or Torres Strait Islander residents

There is a low proportion of Aboriginal, Torres Strait Islander people within the social area of influence.

Educational attainment

Within the locality, there is a higher-than-average tertiary educational attainment when compared to the ACT (41 per cent compared to 22 per cent). This is likely due to the economic cluster within the study area, the types of jobs requiring a higher pre-requisite of knowledge, and the proximity to the ANU. The suburb also has high rates of tertiary educational attainment, with more than half of residents having a university qualification (55 per cent).

Disability

Across the suburb there is a relatively low proportion of residents in the community living with a profound disability when compared to the broader ACT. This may also reflect the lower proportion of elder residents in the suburb compared to the ACT, supported by the difference in median age.

However, data also shows that the number of persons with a disability is increasing in the ACT. In 2016 19.4% of those in the Australian Capital Territory had disability, up from 16.2% in 2015. Of those with a disability, 60.3% have their needs fully met, compared to 39.2% who have their needs partially met.

Children developmentally at risk

In the ACT around one in four children were developmentally vulnerable in one or more domain(s), which is slightly higher when compared to the Social Area of Influence which was approximately one in five. Having just one developmentally vulnerable indicator puts children at greater risk of poorer educational and wellbeing outcomes.

In the ACT around one in four children were developmentally vulnerable in one or more domain(s), which is slightly higher when compared to the Social Area of Influence which was approximately one in five. Having just one developmentally vulnerable indicator puts children at greater risk of poorer educational and wellbeing outcomes.

Social capital

Social capital relates to how individuals, groups, organisations, and institutions within a community interact and cooperate; it can be broadly defined as the dynamics and strength of relationships and/or interactions within a given community; this includes the degree of social cohesion and interconnectedness between community members.

Cultural diversity

The locality has the greatest cultural diversity within the social area of influence. This is reflected by:

- A significantly lower proportion of Australian born residents compared to the suburb and ACT (41 per cent compared to 63 per cent and 68 per cent respectively)
- A significantly lower proportion of households where English is the language spoken at home compared to the suburb and ACT (47 per cent compared to 70 per cent and 73 per cent respectively).

Within the locality, the top countries of birth, other than Australia, are China (21.6 per cent) and Malaysia (2.5 per cent). The top two languages spoken at home other than English include Mandarin (23.1 per cent) and Cantonese (2.0 per cent). Together these two indicators reflect a large Chinese community within the locality which is not reflected across the suburb or broader ACT.

The cultural diversity and age of the area is potentially as a result of the close proximity of ANU to the locality and the enrolment rates of international students combined with city areas typically attracting a larger number of international residents.

Household composition

Approximately 76 per cent of households within the locality are couple families with no children. This is more than double the ACT average of 38 per cent. Similarly, only 46 per cent of households are family households, which is much lower than the ACT average of 70 per cent. The lone person household is also considerably higher in the locality when compared to ACT (41 per cent and 25 per cent respectively). This demonstrates a smaller number of families and children within proximity to the Project than is typical for the ACT.

Household mobility

The levels of household mobility over a one-year period greatly fluctuated amongst the study communities, with those closest to the Project falling below the ACT average of 75 per cent of the population who lived at the same address one year ago. Similarly, the ACT also had a much higher proportion of those living at the same address five years ago (49% compared to 8% and 35%). This indicates a more transient population, a typical feature of areas where tertiary institutions or options to facilitate more educational support.

Crime and safety

Across the ACT there has been a decrease in the total number of reported crime between January to July 2020 and January to July 2021, evident in the table below. However, the Inner North⁶ has experienced an increase of reported crime over the same (3.6 per cent). This suggests that the number of reported crimes are decreasing across the ACT for the January to July period, while crime incidents are increasing locally in the Inner North.

⁶ The Inner North is one of the ACT Federal Police districts which includes the locality

Locality	2020 (Jan-Jul)	2021 (Jan-Jul)
ACT	24,583	21,930
Inner North	5,002	5,182

When considering the top five most frequent crimes across the ACT and Inner North for January to July in 2021, the ACT and the Inner North have similar crime profiles. Key similarities and differences include:

- Theft was the most frequent crime in the Inner North and represented a larger proportion of reported crimes when compared to the ACT (27.6 per cent compared to 22.2 per cent respectively)
- The ACT and the Inner North share the same top five most frequent crimes
- While the order of the topmost frequent crimes varies between the ACT and the Inner North, the representation of common crimes is relatively even.

The increase in Theft between January to July 2020 and January to July 2021 in the Inner North is notable. This change in local crime profile is significant as it

- Demonstrates a significant increase in one crime type
- Theft impacts on a communities sense of safety
- Theft can lead to violent encounters.

Locality	2020 (Jan-Jul)	2021 (Jan-Jul)
ACT	Other offences (32.3%) Traffic infringement notices (25.3%) Theft (excluding motor vehicles) (16.9%) Property damage (8.6%) Assault (6.2%)	Other offences (26.9%) Theft (excluding motor vehicles) (22.2%) Traffic infringement notices (20.1%) Property damage (10.6%) Assault (7.6%)
Inner North	Other offences (30.0%) Traffic infringement notices (27.2%) Theft (excluding motor vehicles) (18.6%) Property damage (8.4%) Assault (6.3%)	Theft (excluding motor vehicles) (27.6%) Other offences (25.5%) Traffic infringement notices (18.5%) Property damage (9.2%) Assault (7.8%)

Social connections and community cohesion

Across all the communities in the study area, there are similar proportions of the population (15 years and above) who have undertaken 'voluntary work for a group or organisation in the last 12 months'. However, rates of volunteerism are highest in the locality (29 per cent) when compared to the ACT (23 per cent). This shows a strong proportion of the population with a willingness to support their community.

There are a number of active community groups around the Project that contribute to fostering social connections and relationships. Some of these groups include resident groups, environmental protection groups, activist/lobby groups, as well as chambers of commerce and cultural groups. Weekly, seasonal and annual events also contribute to connecting communities and contributing to a sense of place around the Project. These include markets, sporting events and major celebrations such as Australia Day.

Collectively, these groups contribute to community cohesion, community identity and a sense of belonging – overall supporting an active and socially connected community.

During community engagement, community members reflected the importance of community cohesion in their local area. When asked what that valued about their local, community members said:

“Feeling connected, safe and supported”

“Harmony, getting on together”

“Helpfulness and caring”

“Friendliness and helpfulness to strangers”

It is also useful to look at homelessness through a social capital lens as it explores subjective aspects such as feelings towards individuals in a social network, sense of belonging, and perceived emotional support (Harpham et al., 2002; Kawachi et al., 2008). Overall, Canberra has a relatively low level of homelessness, representing just 1 per cent of homelessness in Australia. Within the social locality, there is a high level of social capital in terms of social connections and community cohesions, with shows that there is a provision of emotional support available, contributing to the lower level of homelessness. However, more recently, the Anglicare Rental Affordability Snapshot has consistently found almost no private rental properties are affordable for people on low incomes and income support and a trending increase in levels of homelessness as a result (ACT Council of Social Services, 2020). These more structural aspects of are explored in section 0.

Economic capital

Economic capital is defined as the extent of financial or economic resources within a town or community, including access to credit. For instance, a town lacking in economic capital, but predominantly reliant on a specific industry sector, is likely to be more vulnerable to change and consequently more likely to experience greater difficulties in adapting to change given this dependence, particularly once an industry declines or as a result of industry closure.

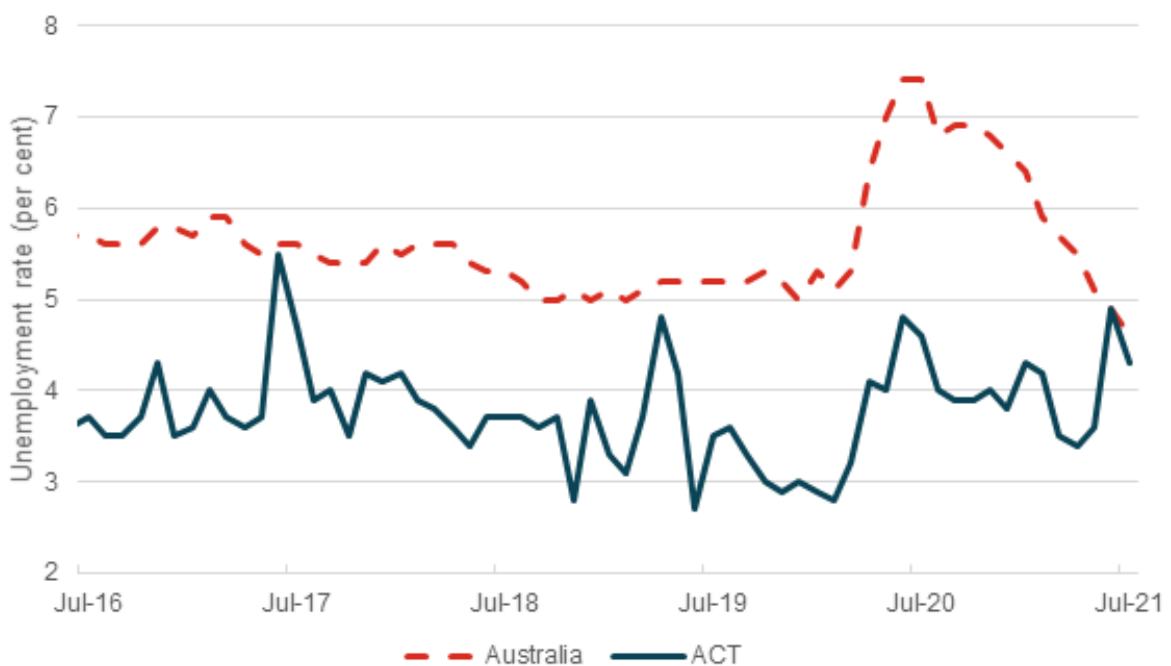
Unemployment in the ACT

The ABS releases a detailed monthly and quarterly Labour Force Survey data, including hours, regions, families, job search, job duration, casual, industry and occupation. The current data provides an insight into the current impacts of COVID-19 on the economy, which isn't accounted for in the 2016 Census data.

As of July 2021, the ACT's unemployment rate declined to 4.3 per cent, from 4.9 per cent in June 2021. Employment increased by 1,400 persons (0.6 per cent), in the month. The decline in the unemployment rate coupled with modest employment growth saw the participation rate fall by less than 0.1 of a percentage point to 70.8 per cent in July 2021 (ACT Government, August 2021).

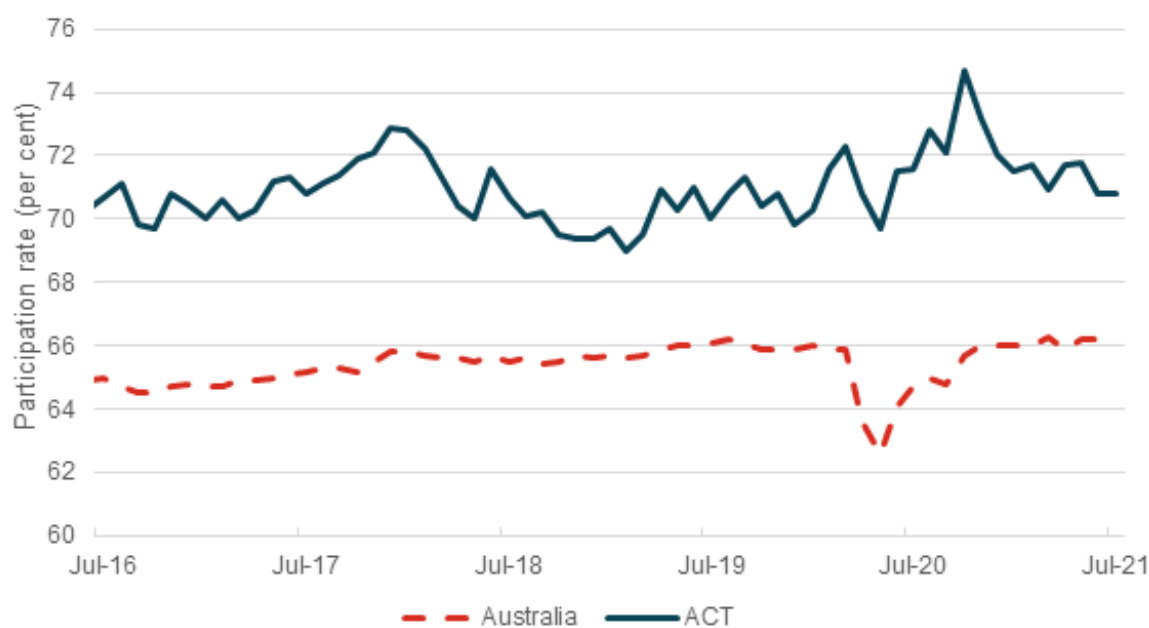
The ACT Government (August 2021) noted that the increase in ACT's employment in July 2021 was driven by an increase in part-time employment (up by 3,200 persons), partially offset by a decline in full-time employment (down by 1,800 persons). Female employment rose by 1,800 persons in July 2021 while male employment fell by 400 persons in the month.

Nationally, the unemployment rate fell by 0.3 per cent to 4.6 per cent in July 2021. Employment rose by 2,200 persons, reflecting increases in employment across Australia except in New South Wales and Queensland.



Seasonally adjusted unemployment rate for the ACT and Australia, 2016-2021

Source: ABS Labour Force, Australia



Seasonally adjusted participation rate for the ACT and Australia, 2016-2021

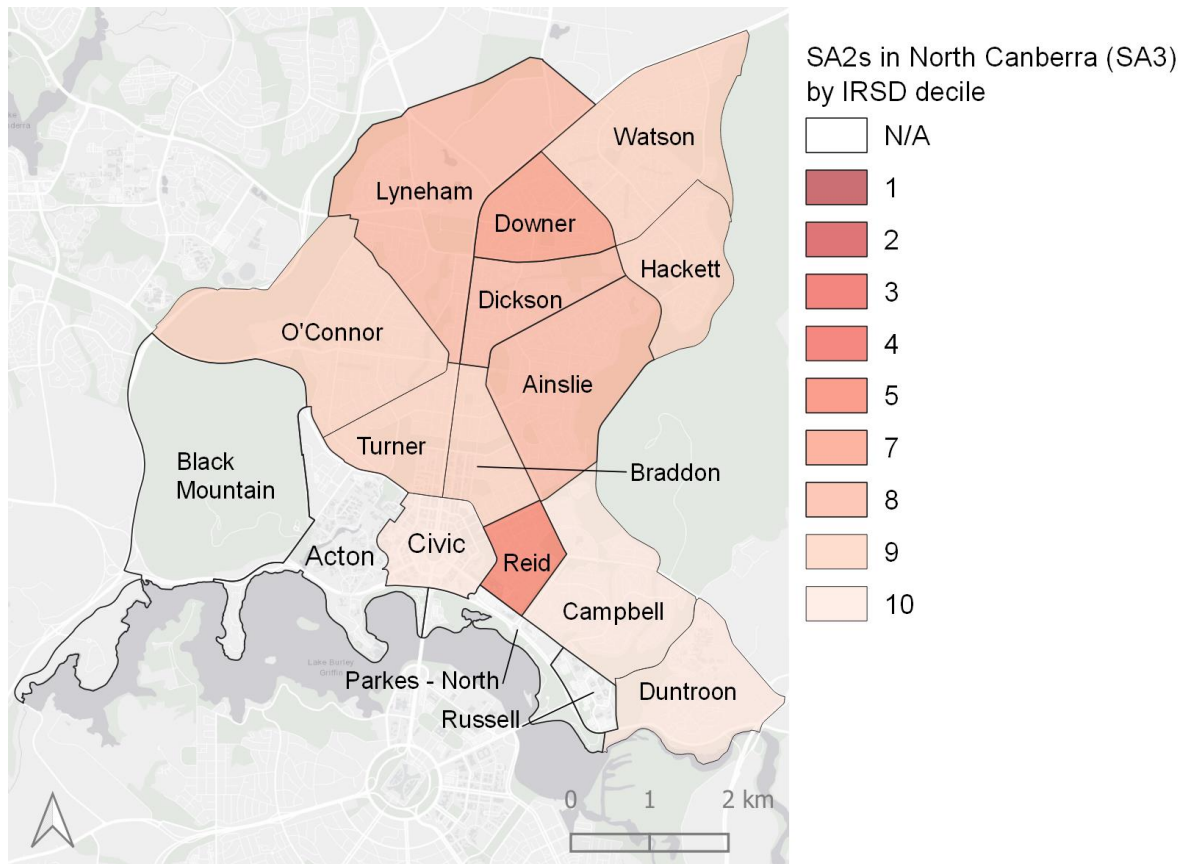
Source: ABS Labour Force, Australia

Socioeconomic indicator of advantage and disadvantage

The Socioeconomic Indexes for Areas (SEIFA) is an index provided by the ABS that summarises different aspects of the socioeconomic conditions of the people living in a given area based on a range of data from the census such as income, educational attainment, unemployment and dwellings without motor vehicles.

The Index of Relative Socioeconomic Disadvantage (IRSD) is a general socioeconomic index that summarises a range of information about the economic and social conditions of people and households. This index includes only measures of relative disadvantage; a low IRSD decile indicates relatively greater disadvantage in general. For example, an area could have a low score if there are (among other things) many households with low income, many people with no qualifications, or many people in low skill occupations. Conversely, a high SEIFA score indicates a relative lack of disadvantage in general. The IRSD for the 2016 ABS Census has been used for this indicator in this SEIA.

The IRSD deciles show that areas within the suburb there are relatively low levels of disadvantage. This is reflected by the high number of SA2s which scored an IRSD decile of eight or higher, making them part of the top 30 per cent of SA2s in Australia with the least disadvantage. SA2s which scored the highest deciles (10) within the Suburb include the project locality – Civic, and Duntroon. The only areas within the Suburb which had greater levels of disadvantage were Reid and Downer SA2s. This would reflect lower household incomes, unemployment rates, and larger proportion of public housing in these areas. This also indicates that the communities within these areas would be most vulnerable to change and any adverse impacts as a result of those changes provides the overall socioeconomic status and level of disadvantage within each community while the figure below shows IRSD distributions across North Canberra. It should be noted that IRSD is only available at SA1, SA2, Local Government Area (LGA), Postal Area (POA), and State Suburb (SSC). Consequently, the Suburb (North Canberra SA3) has been represented by the SA2s which constitute this SA3, as SA3s are conglomerations of SA2 data.



SA2s in North Canberra (SA3) by IRSD decile

SEIFA scores for the social area of influence relevant to this Project

Social area of influence	IRSD Decile
Locality (Civic SA2)	10
Suburb (North Canberra (SA3))	Acton (N/A), Ainslie (8), Braddon (9), Civic (10) Dickson (8), Downer (7), Hackett (9), Lyneham (8), O'Connor (9), Turner (9), Watson (9), Black Mountain (N/A), Campbell (10), Duntroon (10), Parkes (N/A), Reid (5), Russell (N/A)

Income

Median weekly household income in the locality is \$2,222 per week. This is substantially higher than the suburb (\$1,920) and the ACT (\$2,070). Only eight per cent of households in the locality reported a weekly income fewer than \$650; termed a 'low income'. This is significantly lower than the ACT average of 33 per cent. Between 2011 and 2016, the locality experienced a 3.1 per cent increase in median weekly household income, the lowest increase across the social area of influence, shown below in the table below. This demonstrates an economically strong population within the locality while residents in the suburb and ACT are generally experiencing increasing economic capital reflected by increasing median household incomes.

While median household income is relatively high in the locality, median personal weekly income is significantly lower than the suburb and ACT (\$496 compared to \$925 and \$1,246 respectively). The locality also experienced the lowest increase in median personal income between 2011 and 2016 (3.8 per cent) when compared to the suburb and the ACT (8.4 per cent and 35.7 per cent respectively).

The locality has a significance difference between median personal and household income. This suggests there are a large proportion of households with strong economic capital and earning capabilities, while on an individual level there is a large representation of residents who have very low earning capabilities. A potential explanation for the difference in median household income and median personal income is a dynamic social mix of residents

who engaged in either study and/or work, potentially leading to household mixes where individual incomes vary significantly based on employment status and study commitments.

Median personal income and median household income

Indicator	Locality			Suburb			ACT		
	2011	2016	Change	2011	2016	Change	2011	2016	Change
Median total personal income per week	\$478	\$496	3.8%	\$853	\$925	8.4%	\$918	\$1,246	35.7%
Median total household income per week	\$2,155	\$2,222	3.1%	\$1819	\$1981	8.9%	\$1920	\$2,070	7.8 %

Housing costs

Median weekly rent is significantly higher in the locality (\$500 per week) compared to the suburb (\$390 per week) and the ACT (\$380 per week) while median mortgage repayments are moderately higher in the locality (\$2,200 per month) compared to the suburb (\$2,058 per month) and the ACT (\$2,058 per month). In general, median mortgage repayments have decreased between 2011 and 2016 across the social area of influence while median rent has remained stable in locality and ACT for the same period. Median rent decreased by \$10 per week in the suburb between 2011 and 2016.

Housing costs

Indicator	Locality			Suburb			ACT		
	2011	2016		2011	2016		2011	2016	
Median monthly mortgage repayments	\$2,606	\$2,200	↓	\$2,199	\$2,058	↓	\$2,167	\$2,058	↓
Median rent per week	\$500	\$500	→	\$400	\$390	↓	\$380	\$380	→

Industry of employment

The most represented industries of employment are consistent across the locality, suburb and ACT. These include:

- Central Government Administration
- Defence
- Higher Education
- Hospitals.

This suggests that government sector, education and health care are key employers within the social area of influence.

Occupation

The most represented occupations are also consistent across the locality, suburb and ACT. These included:

- Professionals
- Managers
- Clerical and Administrative workers.

This is likely influenced by the high concentration of government/public sector jobs within the city centre, and Canberra as a whole.

Physical capital

Physical Capital is broadly defined as a town or community's built infrastructure and services, including hospitals, schools as well as social service provision e.g., health care, aged care, child care. The following section provides an overview of key physical capital attributes for the area.

Private dwellings and occupancy rates

The locality has a total of 1,349 private dwellings with an occupancy rate of 83 per cent. Occupancy rates in the suburb and ACT are higher (90 per cent and 92 per cent respectively) reflecting greater housing availability within the locality.

A review of June 2021 housing vacancy rates by postcode indicates that community profiles close to the Project⁷ have vacancy rates of 5.1 per cent (approx. 70 vacancies) and 1.4 per cent (approx. 71 vacancies) respectively (SQM Research, 2021). This was significantly higher than Canberra which had a vacancy rate less than one percent.

Housing availability

Rental demands vary throughout the year with vacancy rates peaking around May / June with lower rates between these months (SQM Research, 2021). A search carried out on 2 August 2021 found there were 651 properties available for rent on realestate.com within the ACT (realestate.com, 2021). Of these, there were 275 rentals within the postcodes closest to the Project⁸, indicating roughly 42 per cent of the rental market is located in the community profiles near the Project. (realestate.com, 2021). This is likely a reflection of the impact of COVID-19 on slow population growth linked to international students and visitors.

Dwelling structure, average number of bedrooms and average household size

The majority of dwellings within the locality are high density (99 per cent). This is significantly higher when compared to the suburb and ACT (38 per cent and 15 per cent). Traditionally, high density dwellings have fewer bedrooms and lower average households. This is evident in the locality, with an average household size of 1.8 people per households and a low number of bedrooms per household (1.7).

Internet access

The majority of dwellings in the locality have internet access (93 per cent). This is the highest connectivity rate with the area of social influence.

Tenure type

More than two thirds of residents within the locality rent (68 per cent). This is notable higher than the suburb and more than double the rate of the ACT (49 per cent and 32 per cent respectively). Home ownership rates⁹ are highest across the ACT.

Public and active transport and travel to work

Across the social locality, residents utilise a range of transport methods for their commute. Within the locality, the top methods of travel to work include:

- Walking (35 per cent)
- Car, as driver (30 per cent)
- Public transport (11 per cent).

However, when comparing transport habits to the suburb and ACT:

- A higher proportion of residents walked to work in both the suburb and ACT
- A significantly higher proportion of residents drive to work (either as driver or passenger) in both the suburb and ACT, this is likely due to the employment opportunities being more centralised than the population

⁷ 2601 (suburbs of Acton and Canberra) and 2612 (suburbs of Campbell, Reid, Braddon, and Turner)

⁸ 2601 and 2612

⁹ Owned with a mortgage and owned outright

- A lower proportion of residents use public transport to get to work in both the suburb and ACT.

The higher levels of public transport use are closer to the Project (when compared to the ACT) reflecting the higher level of public transport service provision in the inner-city areas. While this has previously been in the form of bus services, the completion of the Stage1 light rail in April 2019 provided an alternative mode of transport between Gungahlin and the City, with more than one million passenger trips in the first three months.

Number of register motor vehicles

The locality has the lowest motor vehicle reliance within the social area of influence. This is reflected by:

- The high proportion of households with no motor vehicle when compared to the suburb and ACT (20 per cent compared to 12 per cent and 6 per cent respectively)
- The low proportion of with only one motor vehicle when compared to the suburb and ACT (57 per cent compared to 47 per cent and 37 per cent respectively).

Based on the number of register motor vehicles per household in the locality, suburb and ACT, the further away from the Project the more likely a household is to have two or more vehicles. This is likely connected to:

- The transient nature of accessing employment
- A household's access to public transport
- The changing household composition from couple with no children closer to the city centre, to more families as you move away from the city centre
- The competing needs to access services.

Social infrastructure

The Project is located in a central location within Canberra City, and therefore contains a wide range of community services and facilities which serve a broad catchment. These community assets include:

- A diverse range of law and justice facilities: Canberra City Police Station, the Supreme Court, Family Court Australia, and the Magistrates Court
- Extensive tertiary education facilities associated with ANU, University of NSW (Canberra), Canberra Institute of Technology, Australian Institute of Management, and Australian Capital College
- Local public and private schools such as: Ainslie School (primary), Turner School (primary), and Merici College (Non-government secondary)
- Community services such as: Multicultural Youth Services ACT, Multicultural employment service, Multicultural Women's Advocacy, YWCA Canberra, Catholic Social Services Australia, and Uniting High Risk Families ACT
- A range of public and private health services including Sexual Health and Family Planning ACT, City Family Practice, Canberra City Health Network, The Junction Youth Health Care, and various specialist private health facilities (physiotherapy, dental, skin, psychology)
 - Regional and local cultural facilities including the National Convention Centre Canberra, the National Capital Exhibition, the National Film and Sound Archive, Llewellyn Hall, Shine Dome, Civic Square arts and cultural precinct (inclusive of the Canberra Museum and Gallery, Civic Library and Canberra Theatre), the Street Theatre, and Ainslie and Gorman Arts Centres
 - Extensive passive and active recreation spaces including facilities associated with ANU, regional active recreation facilities such as the Canberra Olympic Pool, a range of local facilities (including playgrounds, aquatic facilities, and sport facilities), a key natural features such as Lake Burley Griffin foreshore and City Hill.
- A range of childcare and early learning facilities
- Multiple places of worship, reflecting both diverse religious and cultural groups.

Overall, the social area of influence and locality have access to a range of local and regional community facilities and assets. This is partly due to the locality's proximity to the Canberra CBD, ANU and clustering of major facilities within the heart of Canberra.

Social housing

Social Housing incorporates Public Housing, Community Housing and Affordable Housing, offering low-cost housing for people on low and moderate incomes, and/or for groups whose housing needs are not adequately met in other forms of housing. The ACT has the lowest proportion of community housing stock nationally, with fewer than one in 10 of the ACTs. Most Community Housing properties are owned by the ACT Government but managed by not-for-profit organisations under head-lease arrangements while some properties are owned by the organisations themselves. These organisations vary in size. They also have different objectives or target different groups with particular needs (through circumstances such as age or disability).

There were 11,921 social housing properties in the ACT in June 2020. Of those, 10,985 were public housing and 936 were community housing. But only 11,361 had tenants. According to Australian Institute of Health and Welfare, 8378 properties met standards for occupancy, but 1860 properties were underutilised and 482 were considered to be overcrowded (AIWH, 2021)

As referred to in section 0, research into access to social housing in the ACT has found almost no private rental properties are affordable for people on low incomes and income support. This has a direct impact on homelessness.

Natural capital

Natural capital refers to the natural assets and resources that contribute to community strength and sustainability. Natural capital can include resources which provide commercial and practical benefit to the community or other environmental assets that generate tourism or provide other social, cultural, and recreational value, such as waterways or lakes.

Canberra and the ACT more broadly have a notable amount of natural capital, with lakes, rivers, and bushland located near to Canberra's city centre and in the broader region. The ACT is strategically positioned within driving distance to both the Kosciuszko National Park and South Coast Region. This provides residents with a range of week-end activities including skiing in the Snowy Mountains in winter, mountain bike riding and hiking in the Kosciuszko National Park in summer, and coastal getaways. The proximity of the ACT to Nationally recognised natural assets provide a lifestyle benefit to residents.

Within the social area of influence, the following spaces and places are key natural assets which contribute to community identity, tourism, and positive liveability outcomes:

- Lake Burley Griffin and foreshores
- Black Mountain Nature Reserve
- Molonglo River.

Lake Burley Griffin and foreshores

Lake Burley Griffin is the natural centre piece of Canberra CBD. There is a total of 40km of foreshore, providing a range of public spaces for the community and facilitates a range of community and recreational activities including¹⁰:

- Parks, gardens and picnic areas
- Recreational swimming at three designated beaches
- Rowing, sailing, dragon boating and stand-up paddle boarding
- Running and cycling tracks around the Lake
- Elite training (triathlon training, national rowing and sailing).

Black Mountain Nature Reserve

The Black Mountain Nature Reserves covers a total of 434 hectares. Black Mountain Nature Reserve is known for its nature trails, vistas and wildflowers in the spring and summer¹¹.

Molonglo River

¹⁰ <https://www.nca.gov.au/attractions-and-memorials/lake-burley-griffin>

¹¹ <https://visitcanberra.com.au/attractions/56b23b1f266140594567de34/black-mountain>

Molonglo River is a tributary to Lake Burley Griffin. Molonglo River provide a range of recreational opportunities including picnic spaces, open space, and trails. There is a 31.7km trail loop which connects Molonglo River and Lake Burley Griffin which is popular among trail runners and walkers alike.

Engagement outcomes

Green places and recreation spaces were identified as key community strengths during engagement activities for the Project. Community members described the area’s connection to nature and green space as:

“A well settled inner city living area with wonderful garden city attributes”

“Easy access to nature strips, nature parks and wildlife”

“Easy access to green space, the Lake, plus the benefits of inner city living”

“A pleasant environment in which to live, green spaces, plenty of opportunity to walk, recognising the value of heritage and preserving the original plan and landscaping of the area”

Social baseline data tables

Indicator	Civic (SA2)	North Canberra (SA3)	ACT
Human Capital			
Population	4,275	53,002	397,397
Population by gender (female)	50.0%	50.1%	51.0%
Population by gender (male)	50.0%	49.9%	49.0%
Age profile:			
Median age	24	31	35
0-4 years	2%	4%	7%
5-9 years	0%	4%	6%
10-14 years	0%	4%	6%
15-19 years	14%	7%	6%
20-24 years	33%	15%	8%
25-29 years	17%	12%	8%
30-34 years	10%	10%	8%
35-39 years	5%	7%	8%
40-44 years	3%	6%	7%

Indicator	Civic (SA2)	North Canberra (SA3)	ACT
45-49 years	3%	6%	7%
50-54 years	3%	5%	6%
55-59 years	3%	5%	6%
60-64 years	2%	4%	5%
65-69 years	2%	3%	4%
70-74 years	1%	2%	3%
75-79 years	0%	2%	2%
80-84 years	0%	2%	1%
85 years and older	1%	2%	2%
Highest level of educational attainment:			
Completed year 12 or equivalent	38.7%	21.4%	17.9%
Completed year 11 or equivalent	0.7%	1.5%	2.8%
Completed year 10 or equivalent	0.8%	3.7%	7.0%
Did not go to school	0.1%	0.3%	0.4%
Bachelor degree level and above	40.5%	47.3%	37.1%
Advanced diploma/diploma	4.5%	5.9%	9.2%
Health:			
People with a profound or severe disability and living in the community – all ages	2.0%	-	-
People with a profound or severe disability (includes people in long-	2.1%	-	-

Indicator	Civic (SA2)	North Canberra (SA3)	ACT
term accommodation) - all ages			
Learning or earning	91.0%	-	-
Children developmentally vulnerable in one or more domains	21.2%	-	-
Social Capital			
Ancestry:			
Chinese	24.8%	5.9%	4.1%
English	15.6%	23.2%	23.8%
Australian	12.7%	20.1%	23.0%
Irish	7.1%	10.2%	9.3%
Scottish	5.9%	7.7%	7.3%
Country of birth:	Australia (41.0)	Australia (62.8%)	Australia (68.0%)
	China (21.6)	China (4.8%)	England (3.2%)
	Malaysia (2.5%)	England (3.4%)	China (2.9%)
	England / India (2.3%)	India (1.6%)	India (2.6%)
Languages spoken at home:	English (47.0%)	English (59.9%)	English (73.0%)
	Mandarin (23.1%)	Mandarin (5.2%)	Mandarin (3.1%)
	Cantonese (2.0%)	Cantonese (1.1%)	Vietnamese (1.1%)
	Korean (2.0%)	Spanish / Korean (0.8%)	Arabic / Hindi (1.0%)
Family composition:			
Couple family with no children	75.9%	47.3%	37.7%
Couple family with children	15.1%	38.4%	47.1%

Indicator	Civic (SA2)	North Canberra (SA3)	ACT
One parent family	6.9%	12.3%	13.8%
Other family	2.1%	2.0%	1.4%
Household types:			
Lone person household	40.6%	33.4%	24.8%
Group household	13.0%	11.0%	4.9%
Family household	46.5%	55.6%	70.3%
Housing mobility:			
Proportion living in same usual address 1 year ago	47%	54%	75%
Proportion living in same usual address 5 years ago	8%	35%	49%
Volunteering:			
Volunteered through an organisation or group (last 12 months)	28.7%	29.1%	23.3%
Need for assistance:			
Persons with profound or severe core activity limitations (2018)	2.1%	-	12.4%
Persons living in households with disability (2018)	10.3%	-	19.4%
All persons living in households extent to which needs are met – fully (2018)	-	-	60.3%
All persons living in households extent to which needs are met – partially (2018)	-	-	39.2%
Homelessness:			

Indicator	Civic (SA2)	North Canberra (SA3)	ACT
Number of homeless people	38	589	1,596
Economic Capital			
Income:			
Median total personal income (\$/week)	\$496	\$925	\$1,246
Median total household income (\$/week)	\$2,222	\$1,981	\$2,070
Housing costs:			
Median mortgage repayments (\$/month)	\$2,200	\$2,167	\$2,058
Median rent (\$/week)	\$500	\$390	\$380
Employment			
Labour force participation (15-85 years)	53.9%	64.2%	69.9%
Unemployment	12.5%	6.3%	4.7%
Housing stress and low-income households:			
Low-income households under financial stress from mortgage or rent	-	4.5%	7.5%
Workforce:			
Top three industries of employment	Central Government Administration (20.4%)	Central Government Administration (19.8%)	Central Government Administration (18.4%)
	Higher Education (7.1%)	Defence (9.7%)	Defence (5.2%)
	Defence (7.0%)	Higher education (6.5%)	Hospitals (3.2%)
Top three occupations	Professionals (41.1%)	Professionals (38.1%)	Professionals (30.5%)
	Managers (15.3%)	Managers (19.1%)	Managers (15.9%)

Indicator	Civic (SA2)	North Canberra (SA3)	ACT
	Clerical and administrative workers (12.8%)	Clerical and administrative workers (13.0%)	Clerical and administrative workers (16.9%)
Physical Capital			
Homeownership:			
Owned outright	11%	23%	27%
Owned with a mortgage	19%	25%	38%
Rented	68%	49%	32%
Other tenure type, not stated, not applicable	3%	4%	3%
Dwelling structure:			
Total private dwellings	1,349	23,335	155,263
Occupied private dwellings	83.0%	89.6%	91.9%
Unoccupied private dwellings	17.0%	10.4%	8.1%
Occupied – separate house	0.0%	44.8%	67.0%
Occupied – semi detached	0.0%	16.6%	17.7%
Occupied – flat, unit or apartment	99.3%	38.0%	15.0%
Average number of people per household	1.8	2.2	2.5
Average number of bedrooms	1.7	2.6	3.1
Internet access from dwelling	92.9%	87.8%	89.9%
Method of travel to work			

Indicator	Civic (SA2)	North Canberra (SA3)	ACT
Walked only	34.5%	44.6%	63.6%
Car, as driver	30.0%	15.5%	4.5%
Bus	9.8%	9.0%	2.6%
Bicycle	3.9%	7.5%	5.9%
Worked at home	2.8%	4.9%	-
Public transport	10.8%	8.7%	7.1%
Travelled to work by car as driver or passenger	33.6%	50.9%	71.2%
Number of registered motor vehicles:			
None	19.9%	11.9%	6.0%
1	57.4%	46.9%	37.0%
2	19.3%	28.8%	39.0%
3 or more	1.8%	9.3%	16.0%
Not stated	1.8%	3.0%	3.0%

G. Community assets

Consideration of social infrastructure

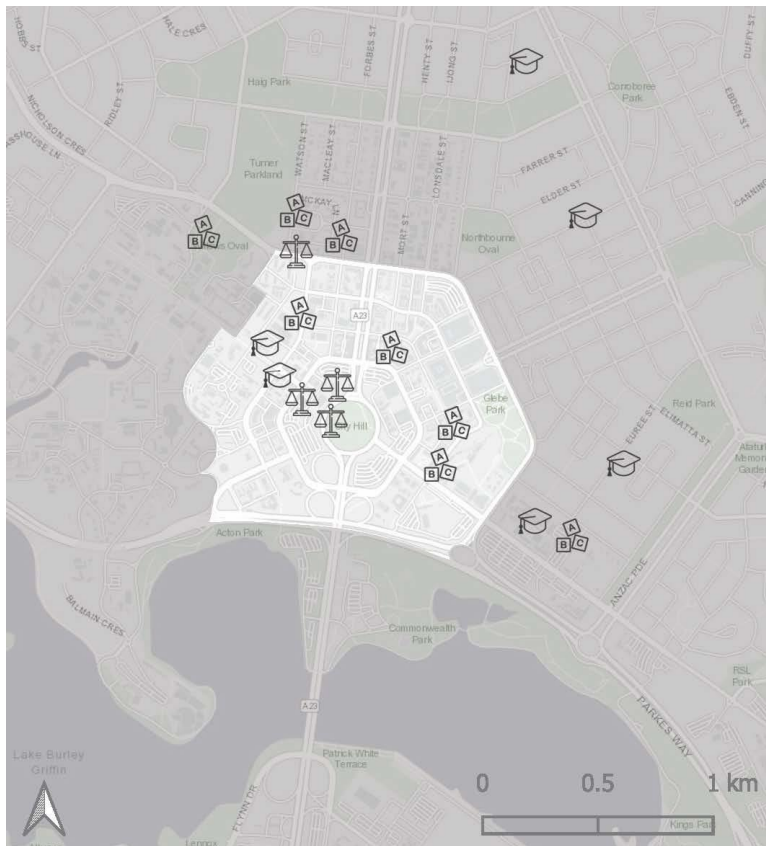
Social infrastructure refers to facilities and services that enhance the social capacity of communities and may include infrastructure related to health, housing, youth, aged care, leisure, community safety facilities and road safety (Franks, 2012). Social infrastructure also includes examples of natural capital such as parks, rivers, lakes, beaches, and walking trails.

The social infrastructure identified in areas surrounding the Project provide a reference point against which socioeconomic impacts may be measured if the Project proceeds. Such impacts can take the form of a decrease in the quantity, diversity, capacity, or accessibility of the existing social infrastructure, courtesy of demand from an expanded workforce and their relatives relocating to an area. Conversely, an influx of staff and their families, or changes to the footprint of a project may stimulate new social attributes of the communities, bolster organisational capacities, and contribute to the supply of services.




Considering the nature of the Project, the following social infrastructure types have been identified as relevant to this SEIA, and have been mapped for each area of influence:

- **Local community facilities:** This includes facilities that are targeted for localised community use and provide spaces for programming by diverse sectors of the community, such as community groups and service providers. Local community facilities provide spaces and uses to meet community demands, e.g., access to support services, information and referral, and spaces for lifelong learning, active living, places of worship, arts and creative programs. Local community facilities may include libraries, community centres, senior citizens centres, etc.
- **Education facilities:** This category includes primary, secondary and combined schools, tertiary education facilities (e.g., TAFEs, university campuses) and other vocational education providers (e.g., colleges).
- **Health services:** This category includes hospitals and primary health services (e.g., general practices, community health centres). It does not include pharmacists, allied health professionals and other individual health care professionals, although where there is a concentration of these services within an area of influence it is acknowledged.
- **Heritage and cultural facilities:** This category includes a range of creative and cultural facilities such as maker spaces accessible to the public, space for professional artistic development (e.g., rehearsal rooms, artist studios, etc.) and spaces for performance/audiences (e.g., theatres, cinemas, exhibition space, etc.). It also includes heritage facilities that provide spaces for community participation in cultural and heritage activities (e.g., workshops, talks, education spaces, etc.).
- **Open space and recreation:** This category includes open space (land that has been reserved for the purpose of recreation and sport, preservation of natural environments, and provision of green space, e.g., parks, sportsgrounds, reserves) and facilities that enable participation in sport and recreation (e.g., dedicated recreation centres, outdoor sports courts).
- **Childcare centres:** These facilities are purpose-built or fitted out for the provision of early childhood education and care. The majority of provision is via the private and not-for-profit sector.
- **Hotels:** This category includes establishment providing accommodation, meals, and other services for travellers and tourists. Although not traditionally considered “social infrastructure” hotels provide an important service which supports the visitor economy.
- **Civic facilities:** This category includes facilities that serves the general public by supporting participation in civic or democratic life, including Parliament, law courts and consulates.
- **Public space:** This category includes outdoor public gathering spaces that are not otherwise classified as open spaces, such as plazas and squares.

- **Other:** This category includes significant historical monuments or other points of interest as relevant to the social impact assessment which are not included in the above categories.



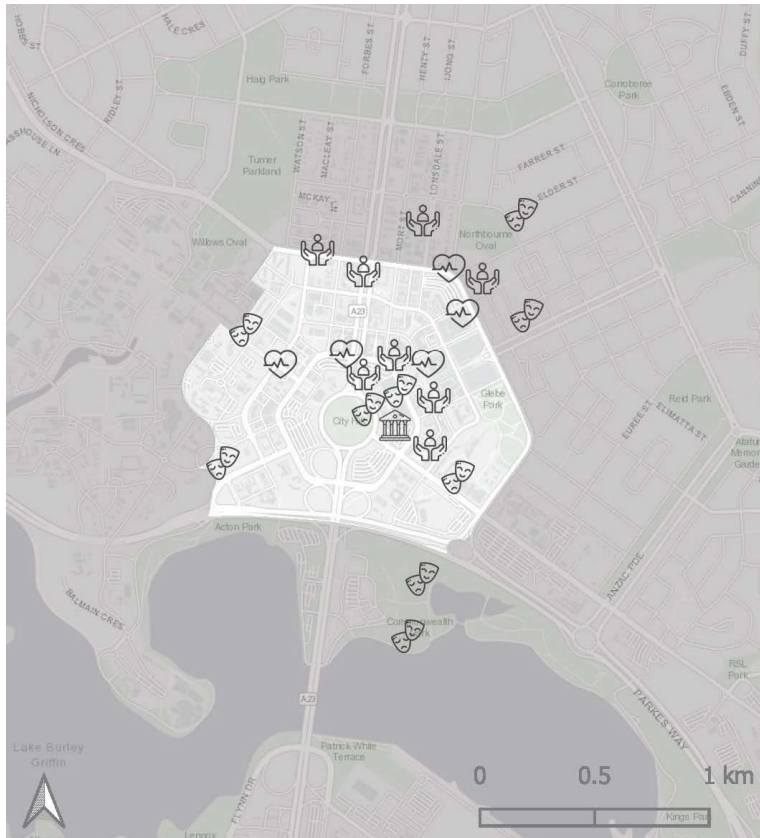
Education, childcare and justice

-  Childcare
-  Education
-  Law and justice







Open space, recreation and place or worship

-  Active recreation
-  Aquatic
-  Open space
-  Place of worship
-  Public space



Health and wellbeing, social and community services, arts and culture, and community facilities

-  Arts and culture
-  Community and support services
-  Community facility
-  Health and wellbeing

Examples of natural capital

Social area of influence	Examples of natural capital
Acton	<ul style="list-style-type: none"> • Lake Burley Griffin and foreshores • Black Mountain Nature Reserve • Molonglo River
ACT region	<ul style="list-style-type: none"> • Namadgi National Park • Mount Ainslie • Mount Majura • Jerrabomberra Wetlands • Mulligans Flat Nature Reserve • Lake Burley Griffin and foreshores • Lake Ginninderra • Lake Tuggeranong • Googong Reservoir • Molonglo River • Murrumbidgee River • Cotter River • Paddy's River • Orroral River

Social area of influence	Examples of natural capital
	<ul style="list-style-type: none"> • Gudgenby River • Queanbeyan River • Tidbinbilla River • Naas River

List of community assets

Name of asset
Law and justice
Canberra City Police Station
Supreme Court
Magistrates Court
Education
Australian National University (ANU)
Australian Capital College
Canberra Institute of Technology
Australian Institute of Management
Ainslie School (Primary)
Turner School (Primary)
Merici College (Non-government secondary school)
Community support services
Multicultural Youth Services ACT – provides services to young people of migrant and refugee backgrounds
Multicultural employment service
Multicultural Women's Advocacy – provides services to improve the status of multicultural women in the ACT
YWCA Canberra
Catholic Social Services Australia
Uniting High Risk Families ACT
Health and wellbeing services
Sexual Health and Family Planning ACT (not-for-profit, non-government service)
City Family Practice (private facility)
Canberra City Health Network (private facility)
The Junction Youth Health Care
Various specialist private health facilities (physiotherapy, dental, skin, psychology)

Name of asset

Recreation and open space

City Hill (public facility)

Various civic squares of varying scales along London Circuit (including Civic Square, Heather and Arthur Shakespeare Square (public facilities)

Lake Burley Griffin foreshore - including Acton Park, Commonwealth Park, and Henry Rolland Park and walk and cycle paths, memorials and sculptures (public facilities)

Glebe Park Central Community Playground (public facility)

ANU Willows Oval (university facility)

ANU Sports Centre (university facility)

ANU Fellows Oval (university facility)

ANU South Oval (university facility)

ANU Tennis Courts (university facility) – including South Oval Tennis Courts ANU and Crawford Tennis Court ANU

Braddon Tennis Club (club or privately managed)

Braddon Rugby League Park – Northbourne Oval (club or privately managed)

Reid Tennis Club (club or privately managed)

Reid Oval (public facility)

Canberra Olympic Pool (public facility)

Nerang Pool (public facility)

Cultural

National Convention Centre Canberra (including the Royal Theatre)

National Capital Exhibition

Civic Square arts and cultural precinct (including the Canberra Museum and Gallery, Civic Library, and Canberra Theatre)

The Street Theatre

Ainslie and Gorman Arts Centres

Childcare / Early education

Montessori Childcare (planned facility as part of Constitution Place development)

Civic Early Childhood Centre

Binara Early Childhood Centre

KU Canberra City AMEP Child Care Centre

Goodstart Early Learning, Turner

Goodstart Early Learning, ANU

Sage Education and Childcare

Name of asset

Creative Koalas

Guardian Childcare and Education Allara Street

Reid Early Childhood Centre

Ainslie School, Preschool Unit

Yurauna Centre Aboriginal Education

Religious

Divergent Church Canberra City

Church of Scientology

St Patrick's Catholic Church

Canberra City Uniting Church

Hope Christian Church Canberra

Lutheran Church

Canberra Korean Uniting Church

The Salvation Army Church Braddon

Canberra City Corps

Saint Columba's Uniting Church

St John's Anglican Church, Reid

St John the Evangelist's Chapel

Finnish Lutheran Church

Ukrainian Autocephalous Orthodox Church

Canberra National Seventh Day Adventist Church

Canberra Christian Fellowship Methodist

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I. Certification page

I, Angela Peace, certify that this socioeconomic impact assessment contains all information relevant to the socioeconomic impact assessment for the Project, and that the information is not false or misleading.

My qualifications and experiences are listed below.

Qualifications and Professional Memberships:

- Bachelor of Arts (Communications)
- Social Impact Assessment Certificate, University of Strathclyde and Community Insights Group (2020)
- Member, International Association of Impact Assessment (membership no.10499330)
- Member, International Association of Public Participation
- Member, Social Impact Measurement Network Australia.

Experience:

Angela is a Social Impact and Community Engagement Specialist and has managed SEIAs for extractive industries, waste recovery, transport infrastructure, and energy projects in NSW and the ACT, including State Significant Projects.

Date: 6 October 2021

Signature: *A Peace*