PRELIMINARY DOCUMENTATION (EPBC 2023/09520) FOR EPBC ACT ASSESSMENT

PRELIMINARY DRAFT MAJOR DEVELOPMENT PLAN
3 WELLINGTON PLACE, MAJURA PARK CANBERRA AIRPORT

Project	Preliminary Draft Major Development Plan
Site	3 Wellington Place, Majura Park, Canberra Airport ACT
Applicant	Canberra Airport
Date	15 August 2023
Revision	03

Document history and status

Revision	Date	Description	Author	Reviewed	Approved
01	04/08/2023	Issue 01	A Connor	-	-
02	07/08/2023	Issue 01	A Connor	-	-
03	16/08/2023	Issue 02	A Connor	Z Danilov	Z Danilov

Contents

Definitions

Reference	Definition
ABC	Airport Building Controller
AEO	Airport Environment Officer
ALC	Airport Lessee Company
ASA	Airservices Australia
ATC	Air Traffic Controller
BRA	Building Restricted Area
CASA	Civil Aviation Safety Authority
CEMP	Construction Environmental Management Plan
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DITRDCA	Department of Infrastructure, Transport, Regional Development, Communications and the Arts
DSI	Detailed Site Investigation
EMS	Environmental Management System
EPBC	Environment Protection and Biodiversity Conservation Act 1999
LDSI	Limited Detailed Site Investigation
MDP	Major Development Plan
MNES	Matters of National Environmental Significance
NTG	Natural Temperate Grassland
PCA	Potentially Contaminating Activity
PDR	Preliminary Documentation Report
PFAS	Per- and poly-fluoroalkyl substances
PSI	Preliminary Site Investigation

Preamble

This Preliminary Documentation Report has been prepared in response to the "Preliminary Documentation" determination (EPBC Reference: 2023/09520) by the Delegate on 11 May 2023 and subsequent Preliminary Documentation additional information request for exposure draft Major Development Plan for 3 Wellington Place, Majura Park, Canberra Airport. Section 3 Commonwealth Land (s26) of the Preliminary Documentation additional information outlines the basis of the decision and states:

> *"The environment is described in section 528 of the EPBC Act. Based on the information available in the referral, the proposed action was determined to likely have significant impact on the following aspects of the environment due to the potential contamination from soil and groundwater:*
> - *Soil and water resources*
> - *Flora and fauna*
> - *People and communities*
> - *Heritage values of the Commonwealth Listed Lake Burley Griffin and Adjacent Lands (Australian Heritage Database ID: 105230).*
>
> *If in completing the assessment, impacts to aspects of the environment other than those listed are identified, Canberra Airport must contact the department to discuss whether these other matters need to be included in the preliminary documentation.*
>
> *As specified in this document, further information is required to assess direct and indirect impacts, including proposed mitigation, management and monitoring measures."*

The table below provides a cross-reference between the Preliminary Documentation information request with the corresponding section of the Preliminary Documentation Report (**PDR**).

Summary of information requirements and corresponding document section

Preliminary Documentation Additional Information Request (EPBC 2023/09520)	Corresponding section of PDR
1 Overview	
Your preliminary documentation must include all the information provided in your referral documentation (updated or corrected as necessary), as well as the additional information requested in this document. It may be useful to include the original edMDP or pdMDP as an appendix to the main document.	Appendix A.
Your preliminary documentation should enable the Minister (or delegate) and any other interested stakeholders to understand the impacts of the proposed action on relevant protected matters. The preliminary documentation must be able to be read as a stand-alone document.	All PDR.
Any assumptions made in the assessment must be clearly explained and justified. The extent to which the limitations, if any, of available information may influence the conclusions of the environmental assessment should be clearly stated. • Names, roles, and qualifications (where relevant) of persons involved in preparing the preliminary documentation must be provided. • If it is necessary to rely on any confidential material, you should consult the department on the handling of that material before submitting your preliminary documentation for publication.	Section 1.3 PRD.
1.1 Relevant policies	
The preliminary documentation must refer to all relevant standards, policies and other guidance material published by the department. Any instances where published guidance is not followed must be justified. Where no Commonwealth standards exist, state government and/or industry standards may be useful. • EPBC Act policy statements are located at http://www.environment.gov.au/epbc/policy-statements.	All PDR.

Preliminary Documentation Additional Information Request (EPBC 2023/09520)	Corresponding section of PDR
• Other EPBC Act publications and resources that may be relevant to your assessment are located at http://www.environment.gov.au/epbc/publications. The *Actions on, or impacting upon, Commonwealth land, and actions by Commonwealth agencies - Significant Impact Guidelines 1.2* (Significant Impact Guidelines 1.2) (Department of the Environment 2012) contains details on the significant impact criteria for each aspect of the environment discussed in this document. It is recommended to refer to these criteria when assessing the impacts of the proposed action.	All PDR.
2 Format and style	
The preliminary documentation must be published and made available for comment. It is therefore important to the integrity of the assessment process that your preliminary documentation is presented in a way that is intelligible to the general public, who may not be familiar with the history of your proposed action or with the technical aspects of its assessment. Table 1 provides a checklist for appropriate formatting and style.	All PDR.
Table 1 Formatting and style checklist	
Present in a standard format – the documents will be published in hardcopy (e.g., A4 / A3 hardcopies) and electronic formats (e.g., PDF or MS Word files)	All PDR.
Include all key claims, findings, proposals, and undertakings in the main document	All PDR.
Include key supporting documents (e.g., referral, survey data, reports) as appendices	See Appendices.
Explain or avoid technical jargon and acronyms	All PDR.
Use maps and/or diagrams where appropriate, at an appropriate size and scale	All PDR.
Reference all supporting documentation (including websites) clearly and consistently	All PDR.
Supporting documents (e.g., academic studies, standards), if not attached, must be publicly accessible with electronic links provided where possible.	All PDR.
3 Commonwealth Land (s26)	
The environment is described in section 528 of the EPBC Act. Based on the information available in the referral, the proposed action was determined to likely have a significant impact on the following aspects of the environment due to potential contamination from soil and groundwater: • Soil and water resources • Flora and fauna • People and communities • Heritage values of the Commonwealth Heritage Listed Lake Burley Griffin and Adjacent Lands (Australian Heritage Database ID: 105230). If in completing the assessment, impacts to aspects of the environment other than those listed are identified, Canberra Airport must contact the department to discuss whether these other matters need to be included in the preliminary documentation. As specified in this document, further information is required to assess direct and indirect impacts, including proposed mitigation, management and monitoring measures.	All PDR.
3.1 Information required	
3.1.1 Occurrence and extent of contaminants	
Provide information about the potential for petroleum hydrocarbons and other contaminants to be present in the groundwater and soil at the proposed action site. <u>Petroleum Hydrocarbons and other contaminants of concern – Groundwater and soil</u> The preliminary documentation must provide information, with supporting evidence, to determine the presence and concentrations of: • petroleum hydrocarbons and other contaminants of concern in the groundwater • hydrocarbons and vapour in soil to determine if levels are of risk to human health. • Please provide either desktop information or site-specific information (or both):	Sections 3.2, 3.3 & 3.4 of PDR.
Desktop information: • Groundwater depth and groundwater flow direction. • Groundwater monitoring data from all nearby fuel storage locations including: ▪ • the two fuel service stations located approximately 300 and 500 m away • the airport refuelling depot and • supporting infrastructure associated with the above.	Section 3.2, 3.3 & 3.4 of PDR.

Preliminary Documentation Additional Information Request (EPBC 2023/09520)	Corresponding section of PDR
• Other relevant contamination investigations undertaken on nearby properties (reports to be provided in full) for example the 25-27 Catalina Drive, Meinhardt assessment report (2019). Recent data is preferred because some types of contaminants can move through soil and groundwater over time. • Relevant airport groundwater monitoring results and associated quality assurance / quality control information. And/Or Site-specific information: Drilled well(s) screened to groundwater, and associated testing for petroleum hydrocarbons and other known contaminants of concern. Photo-ionisation device (PID) testing for Volatile Organic Compounds (VOCs) in the overlying soil intersected by drilling. Contamination Investigation Guidelines for the investigation of groundwater and soil vapour are included at Appendix B.	Section 3.2, 3.3 & 3.4 of PDR. Section 3.2, 3.3 & 3.4 of PDR.
3.2.1 Impact assessment	
The preliminary documentation must include an assessment of all potential impacts (including direct, indirect, facilitated, and cumulative impacts) that may occur on the whole of environment as a result of all project phases and elements of the proposed action. You must also consider the potential of the proposed action to impact on adjacent and down-gradient areas. The department has identified the following impacts as being particularly relevant to the proposed action which must be considered when preparing the preliminary documentation: • Impacts of petroleum hydrocarbon contamination on human health via direct exposure and/or soil vapour. • If groundwater is contaminated and is intersected during construction, mobilisation of contaminants may result in new exposure pathways that impact flora, fauna, and people. • Mobilisation of contaminants during removal, storage or transport of any contaminated soil and/or construction water (eg, pooled rainwater on site) that may impact flora, fauna, water and the heritage values of Lake Burley Griffin if not managed appropriately.	Sections 3.2, 3.3, 3.4, 3.5 & 3.6 of PDR.
Table 2 Impact assessment checklist	
Identify the nature and extent of the likely short-term and long-term impacts from the activities, elements, or stages of the proposed action. When identifying impacts, refer to the significant impact criteria for the affected aspects of environment in the *Significant Impact Guidelines 1.2.*	Sections 3.1-3.7 of PDR.
Provide details on whether any impacts are likely to be unknown, unpredictable or irreversible and what confidence is placed on the predictions or relevant impacts.	Sections 3.1-3.7 of PDR.
Provide justification for any conclusions regarding potential impacts in relation to specific needs and characteristics of each aspect of the environment, including references to contamination guidance materials, other technical data or information.	Sections 3.1-3.7 of PDR.
3.1.3 Mitigation, management and monitoring measures	
The department notes that a site-specific CEMP will be prepared for the proposed action. The preliminary documentation must provide commitments on the specific measures proposed to avoid, mitigate and manage each identified impact from the proposed action. The measures must address all project phases (**pre-construction, construction and operation**) of the proposed action (see Table 3 checklist).	Sections 3.1-3.7 of PDR. Appendix C
<u>PFAS Management</u> Based on the information in the edMDP, the department notes that PFAS is known to be present at detectable concentrations at the proposed action site. The preliminary documentation must include commitments regarding the procedures for assessing and managing PFAS in soil, construction waters (eg, pooled rainwater on site), and contamination of groundwater (if intersected during construction works). Any mitigation and management measures provided in relation to PFAS should be consistent with national guidelines and the guidance materials provided in Appendix A. To mitigate, manage and monitor PFAS contamination, any commitments should address the following: • Excavation and storage of PFAS-contaminated spoil, including anticipated duration of storage. • Transport of PFAS-contaminated spoil, waste soil, and water. • Beneficial re-use and/or disposal of PFAS-contaminated waste spoil and water. • It may be useful to provide specific management and mitigation measures in the form of an attachment that can be included in or attached to the CEMP.	Sections 3.1-3.7 of PDR. Appendix C

Preliminary Documentation Additional Information Request (EPBC 2023/09520)	Corresponding section of PDR
Petroleum hydrocarbons and other contaminants of concern If impacts from hydrocarbons and other contaminants of concern are identified, the preliminary documentation must detail the measures proposed to detect, assess and manage contamination, and provide a discussion of how the measures limit impacts on the environment. Where soil and/or water is to be transported offsite, the preliminary documentation must include commitments regarding management processes for: Accurately assessing and classifying the contaminated materials; Hazardous waste transport and handling; Waste acceptance information from an appropriately licenced hazardous waste facility; and A contingency plan/s if the proposed waste facility and/or location for beneficial re-use is unable to accept the waste materials from the proposed action site.	Sections 3.1-3.7 of PDR. Appendix C
Table 3 Avoidance, mitigation, and management checklist	
A consolidated list of all avoidance/mitigation measures proposed to be undertaken to prevent, minimise or compensate for the relevant impacts of the action.	Sections 3.1-3.7 of PDR. Appendix C
Detail any relevant measures that detect, assess, and manage any unexpected contaminants and unexpected interaction with groundwater, including steps to be taken if contaminants are detected at levels above what is recommended in guidance material.	Sections 3.1-3.7 of PDR. Appendix C
For each of the mitigation measures proposed: • Discuss the likely cost effectiveness of proposed measures • Provide an assessment of the predictive effectiveness for each aspect of the environment impacted • Discuss any statutory or policy basis for the measures • Discuss the relationship, if any, with measures proposed by state and/or local governments relevant to minimising the impacts of the action on the environment • Identify the roles and responsibilities associated with implementation	Sections 3.1-3.7 of PDR. Appendix C
Conclusions about the likely residual significant impacts to each affected aspect of the environment after proposed avoidance and/or mitigation measures are considered	Sections 3.1-3.7 of PDR.
Clearly state and discuss and variables or assumptions made in the assessment	Sections 3.1-3.7 of PDR.
Discuss the extent to which limited availability of relevant information has the potential to influence the conclusions of the assessment.	Sections 3.1-3.7 of PDR.
Appendix A – PFAS Management	
1. The PFAS management section in the CEMP once developed should:	
a. be consistent with the *PFAS National Environmental Management Plan 2.0* (HEPA 2020), including its guideline values, as amended from time to time.	All PDR. Appendices B & C
b. be consistent with the *National Water Quality Management Strategy*, including the *Australian and New Zealand Guidelines for fresh and marine water quality*.	All PDR. Appendices B & C
c. be consistent with the *National Environment Protection (Assessment of Site Contamination) Measure 1999* (ASC NEPM 2013).	All PDR. Appendices B & C
d. set out: i. project scope and boundaries, with maps identifying construction areas ii. roles and responsibilities, iii. the site conceptual model – including maps and any monitoring data – identifying the extent and concentrations of possible contamination within the project footprint and nearby, iv. possible exposure pathways and ecological receptors - both directly within the project area and also from the project area to any nearby receptors, v. the site-specific risk assessment that identifies possible risks tailored to the reported or expected PFAS concentrations, exposure pathways, and potential receptors on and off the project area, vi. procedures for the management or remediation of PFAS contamination within the project area,	All PDR. Appendices B & C

Preliminary Documentation Additional Information Request (EPBC 2023/09520)	Corresponding section of PDR
vii. strategies to reduce runoff and migration of contamination within and off the proposed project area, viii. operational procedures for managing earthworks and the stockpiling or storage of contaminated water / soil / rock / concrete / tarmac / etc, including in relation to encapsulation, bunding, leachate control and disposal, ix. if necessary, a contingency action plan for unexpected PFAS contaminant discoveries, x. any one-off or ongoing soil, water, and / or biota monitoring requirements and testing procedures, and their relevant QA/QC procedures1.	
e. impose the following requirements: i. any PFAS contaminated material must be handled appropriately and disposed of in an environmentally sound manner to limit the spread of PFAS into the environment. ii. On-site stockpiling, storage and containment of PFAS-contaminated material is to be undertaken in accordance with the PFAS NEMP 2.0 (as amended from time to time, Section 10). iii. Transport of PFAS-contaminated material is to be undertaken in accordance with the PFAS NEMP 2.0 (as amended from time to time, Section 11). iv. Reuse of PFAS-contaminated material is to be undertaken in accordance with the PFAS NEMP 2.0 (as amended from time to time, Section 12). v. Treatment and remediation of PFAS-contaminated material is to be undertaken in accordance with the PFAS NEMP 2.0 (as amended from time to time, Section 13). vi. Disposal to landfill of PFAS-contaminated material is to be undertaken in accordance with the PFAS NEMP 2.0 (as amended from time to time, Section 14).	All PDR. Appendices B & C
Appendix B – Contamination Investigation Guidelines	
The investigation of groundwater and soil vapour should be undertaken in accordance with Commonwealth endorsed guidelines including: • ASC NEPM 2013. *National Environment Protection (Assessment of Site Contamination) Measure 1999*. • National Water Quality Management Strategy. • HEPA 2020. *PFAS National Environmental Management Plan*, version 2.0 (as amended from time to time).	All PDR. Appendices B & C

1. Introduction

1.1 Project Background

The background associated with the Preliminary Documentation determination for the Major Development Plan (**MDP**) at 3 Wellington Place, Majura Park, Canberra Airport is summerised below:

- Exposure Draft MDP for 3 Wellington Place, Majura Park submitted by Canberra Airport to the Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts (**DITRDCA**) on 31 March 2023. Canberra Airport requested feedback on the Exposure Draft MDP by 21 April 2023.
- On 3 May 2023 the Preliminary Draft MDP for 3 Wellington Place, Majura Park was placed on public exhibition until 31 July 2023.
- On 11 May 2023 the delegate for the Minister of DCCEEW decided under section 87 of the EPBC Act that the proposed action for the Exposure Draft MDP for 3 Wellington Place, Majura Park will be assessed by Preliminary Information (EPBC ref: 2023/09520).
- On 10 July 2023 a Preliminary Documentation additional information request for Canberra Airport – Exposure Draft MDP (EPBC 2023/09520) was issued to Canberra Airport.
- On 17 July 2023 a meeting on the Preliminary Documentation additional information request was held between representatives of DCCEEW and Canberra Airport. This meeting has informed the responses provided in the Preliminary Documentation Report.

1.2 Legislative Context

The *Environmental Protection and Biodiversity Conservation Act 1999* (**EPBC Act**) is the Australian Government's primary piece of environmental legislation. The EPBC Act provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities, and heritage places as defined under the Act as matters of national environmental significance (**MNES**). There are nine MNES currently protected under the EPBC Act these are:

- World Heritage properties.
- National Heritage properties.
- Wetlands of international importance.
- Internationally threatened species and communities.
- Migratory species.
- Commonwealth marine areas.
- The Great Barrier Reef Marine Park.
- Nuclear actions.
- A water resource, in relation to coal seam gas development and large coal mining development.

The EPBC Act also protects the environment where actions are on or will affect Commonwealth land and regulates those actions of Commonwealth departments and agencies that may have a significant impact on the environment. As Canberra Airport is located on Commonwealth land, it is subject to the provisions of the EPBC Act.

Under the EPBC Act, if an action will have or is likely to have a significant impact on MNES or is deemed to require approval under Section 26 or 28 of the EPBC Act by nature of potentially significant impact on Commonwealth land or by a Commonwealth agency, a referral should be made to the Minister for

the Environment. The Minister would decide if the impacts were significant and whether an approval is required. The Minister's response to the referral would determine the level and nature of environmental assessment required for final approval by the Minister for DITRDCA.

The PDR is prepared in accordance with and addresses all relevant provisions of the EPBC Act.

1.3 Purpose of the Preliminary Documentation Report

This PDR has been prepared in direct response to additional information requested by the DCCEEW as part of the Preliminary Documentation determination for the MDP at 3 Wellington Place, Majura Park Canberra Airport made on 11 May 2023 (EPBC Reference: 2023/09520). Information provided within this report is in response to an information request from DCCEEW received on 10 July 2023.

This PDR has been developed in accordance with Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) Significant Impact Guidelines 1.1 and 1.2.

1.4 Preliminary Documentation Report Submission

The PDR submission includes the following supporting reports and studies which are either included for public exhibition or marked as confidential and not to be publicly exhibited.

Public exhibition supporting reports, documents and studies:

- Preliminary Draft Major Development Plan for 3 Wellington Place, Majura Park Canberra Airport, prepared by Canberra Airport (refer to **Appendix A**).
- Limited Detailed Site Investigation (**LDSI**) Report for 3 Wellington Place, Majura Park Canberra Airport, dated 10 August 2023, prepared by Agon Environmental (refer to **Appendix B**).
- Construction Environmental Management Plan (**CEMP**) for multistorey commercial building development at 3 Wellington Place, Majura Park Canberra Airport (refer to **Appendix C**)

Confidential (not for public exhibition) supporting reports, documents, and studies:

- Follow-up Ground Water Monitoring Event EG Services Station 5 Mustang Avenue, Majura Park Canberra Airport, dated 15 May 2023 and prepared by Trace Environmental.
- Costco Fuel Biannual Ground Water Monitoring Report Majura Park Canberra Airport, dated 7 December 2022 and prepared by GHD Pty Ltd.
- Ground Water Monitoring Event Caltex Aviation Fuel Depot Airside, Canberra Airport, dated 16 August 2023 prepared by Agon Environmental.
- Detailed Site Investigation (**DSI**) Report for 25-27 Catalina Drive, Majura Park Canberra Airport, dated November 2019 and prepared by Meinhardt Infrastructure and Environment.

The above detailed documents are marked as confidential as Canberra Airport did not commission nor does Canberra Airport have commercial the right to publish the documents. Canberra Airport does have permission to rely on the findings in the documents and can refence the documents noting the subject sites are situated on land forming part of the Canberra Airport.

1.5 Preliminary Documentation Report Preparation

The following persons were involved in preparing the Preliminary Documentation Report:

- Andrew Connor – Planning and Environment Manager Canberra Airport
- Michael Lee – Planning and Environment Officer Canberra Airport
- Zarko Danilov – Head of Projects Canberra Airport
- John O'Brien – Principal Environmental Consultant, ACT Manager Agon Environmental

All persons and agencies consulted during the preparation of this Preliminary Documentation Report have been cited throughout the report.

2. Description of the Action

2.1 Project Site Location and Description

The MDP for 3 Wellington Place, Majura Park (Project Site) is situated within Canberra Airport's Majura Park Precinct. Majura Park is a mixed-use precinct within the northwest part of the airport made up of retail, service and office tenants, together with supporting amenities and landscaped public spaces. Majura Park continues to activate the broader Majura Valley destination in attracting interstate visitors to retail stores such as Costco, Woolworths and Aldi and professional services, including a medical centre, together with leisure experiences. The Project Site location within Canberra Airport is illustrated in the figure below.

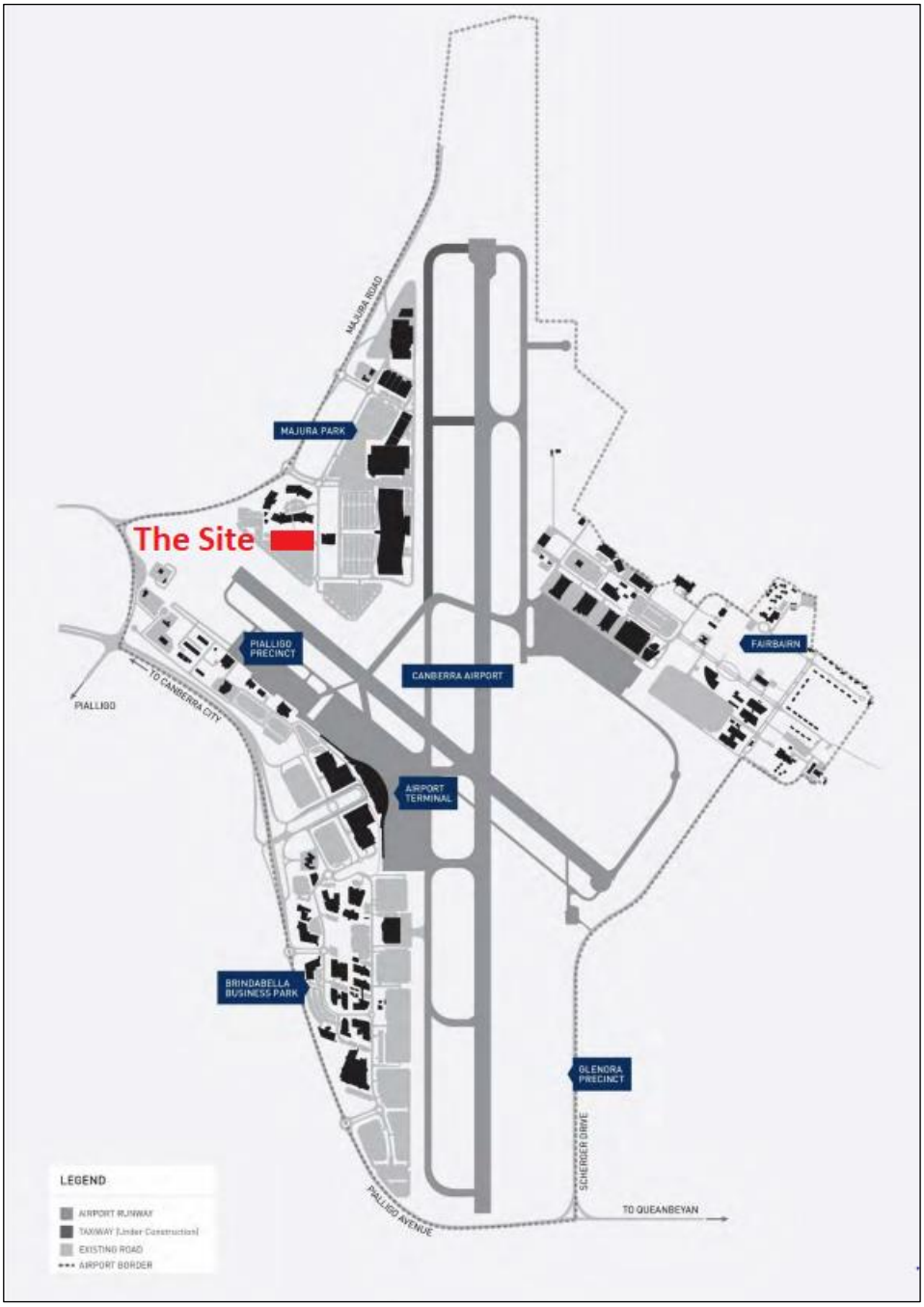

Figure 1: Indicative location of 3 Wellington Place (The site) within Canberra Airport Majura Park Precincts.
*(**Source:** Figure 8.1 Current Infrastructure Canberra Airport 2020 Master Plan)*

The Project Site is currently occupied by an on-grade bitumen sealed car park with associated landscape and pedestrian areas (see figure below). For a detailed history of development on the Project Site refer to **Appendix B**. The Project Site has an approximate area of 8,500m².

Figure 2: The Project Site boundary and location (3 Wellington Place, Majura Park, Canberra Airport.
*(**Source:** Figure 2 Site Plan from LDSI by Agon Environmental and ACTMapi 2023)*

The proposed action is to construct a multistorey commercial office building without basement levels at the Project Site. The proposed commercial office building will an approximate Net Lettable Area of 16,500m².

The proposed development of the existing-grade bitumen sealed car park and associated landscape areas is consistent with the Canberra Airport Master Plan 2020 and illustrative montages of the proposed building on the Project Site and in future context are provided in the figures below.

Figure 3: Proposed building location overlayed on aerial imagery.
*(**Source:** Figure 2 Proposed building Footprint Preliminary Draft MDP)*

Figure 4: Indicative perspective of multistorey development as viewed from the south.
*(**Source:** Figure 3 Preliminary Draft MDP)*

Figure 5: Indicative perspective of development viewed from northwest adjacent to 1 Wellington Place.
*(**Source:** Figure 5 Preliminary Draft MDP)*

For further details regarding the proposed development and description of the action refer to **Appendix A**.

2.2 Construction and Ancillary Activities

The proposed construction works are anticipated to commence in the first quarter of 2024, with the overall construction program for the Project expected to be 18 months to 2 years.

Construction Sequencing

The general construction sequence is anticipated to include the following:

- Site establishment and survey set out;
- Establish temporary traffic management for construction vehicles;
- Temporary erosion and sediment controls;
- Early works clearing on-grade bitumen carpark areas and associated vegetation;
- Earth drainage lines and preparation of existing ground surface;
- Bulk earthworks generally to 1m in depth for general footings with some areas such as lift pits to an approximate depth of 2 metres for footings;
- Construction of all areas of building as set out in detailed construction drawings; and
- Site establishment and finalisation of construction defects.

It is anticipated standard construction equipment will be used during construction.

During construction temporary traffic management plans are to be enacted to construction and vehicle movements to and around the site.

Temporary site offices, stockpiles and laydown areas will generally be located within the Project Area or other adjacent on-grade surface bitumen carparking areas subject to approval by the Airport Building Controller and Airport Environmental Officer.

Access to the existing commercial office buildings and retail buildings within the Majura Park Precinct will be maintained with minimal disturbance.

2.3 Operational Phase Activities

The Project is expected to be operation approximately 2 years following the commencement of construction in the first quarter of 2024. Once operation the building will be maintained in accordance with all standard building maintenance regimes.

2.4 Project Delivery

The Project will be delivered by Canberra Airport and its engaged contractor. Commencement of works are expected in the first quarter of 2024.

4.5 Total Size of the Action

The total size of the action is approximately 8,500m².

3. Environmental Assessment

3.1 Canberra Airport Context and Surrounding Characteristics

Airport Context

Canberra Airport is located in the Majura Valley approximately 8 kilometres east of Canberra's Central Business District and 4 kilometres north-west of Queanbeyan. Canberra Airport and the Project Site are located approximately 2.5 kilometres east of Lake Burley Griffin (refer to figure below).

Figure 6: Locality aerial imagery including Canberra Airport and the Site location (approximate only). *(**Source:** ACTMapi, accessed August 2023)*

Surrounding locality and environment

The land north and south of the airport is used for broadacre purposes as it is overflown by aircraft or because as it is used in association with Department of Defence activities. Woolshed Creek is situated approximately 350 metres northeast of the airport across Majura Drive.

Situated south and west of the airport across Pialligo Avenue is the suburb of Pialligo which contains a variety of light industry uses such as landscape supply businesses, nurseries and animal care facilities (vet and kennels). A number of small-scale agricultural crops are located along the banks of the Molonglo River which are situated approximately 300-1,000 metres southeast of the airport boundary.

Canberra's premier industrial precinct, Fyshwick, is situated approximately 750 metres south of the airport separated by the Molonglo River. Fyshwick contains a variety of industrial and employment generating uses such as industrial trades, general industry, hazardous industry, bulky good retailers, transport depots, storage facilities, and offensive industry. Located between the Fyshwick industrial suburb and the banks of the Molonglo River is CanTurf lawn cultivators and suppliers, a scrap metal facility, and the Canberra Sand and Gravel facility. The figure below identifies the airport's location relative surrounding land uses and surrounding environmental areas.

A number of waterways and Lake Burley Griffin are located in the broader locality of Canberra Airport, this includes:

- Woolshed Creek located northwest of the airport across Majura Road and approximately 380 metres from the Project Site.
- Molonglo River located approximately 1 kilometre west of the Project Site separated by Pialligo Avenue and the suburb of Pialligo.
- Commonwealth Listed Lake Burley Griffin and Adjacent Lands (Australian Heritage Database ID: 105230) located approximately 2.5 kilometres west of Canberra Airport and 3.2 kilometres from the Project Site.

It is also noted that Canberra Airport and the Project Site are not affected by the 1 in 100 year flood model extent (1% AEP) for flooding associated with the Woolshed Creek, Molonglo River or Lake Burley Griffin (refer to figures below).

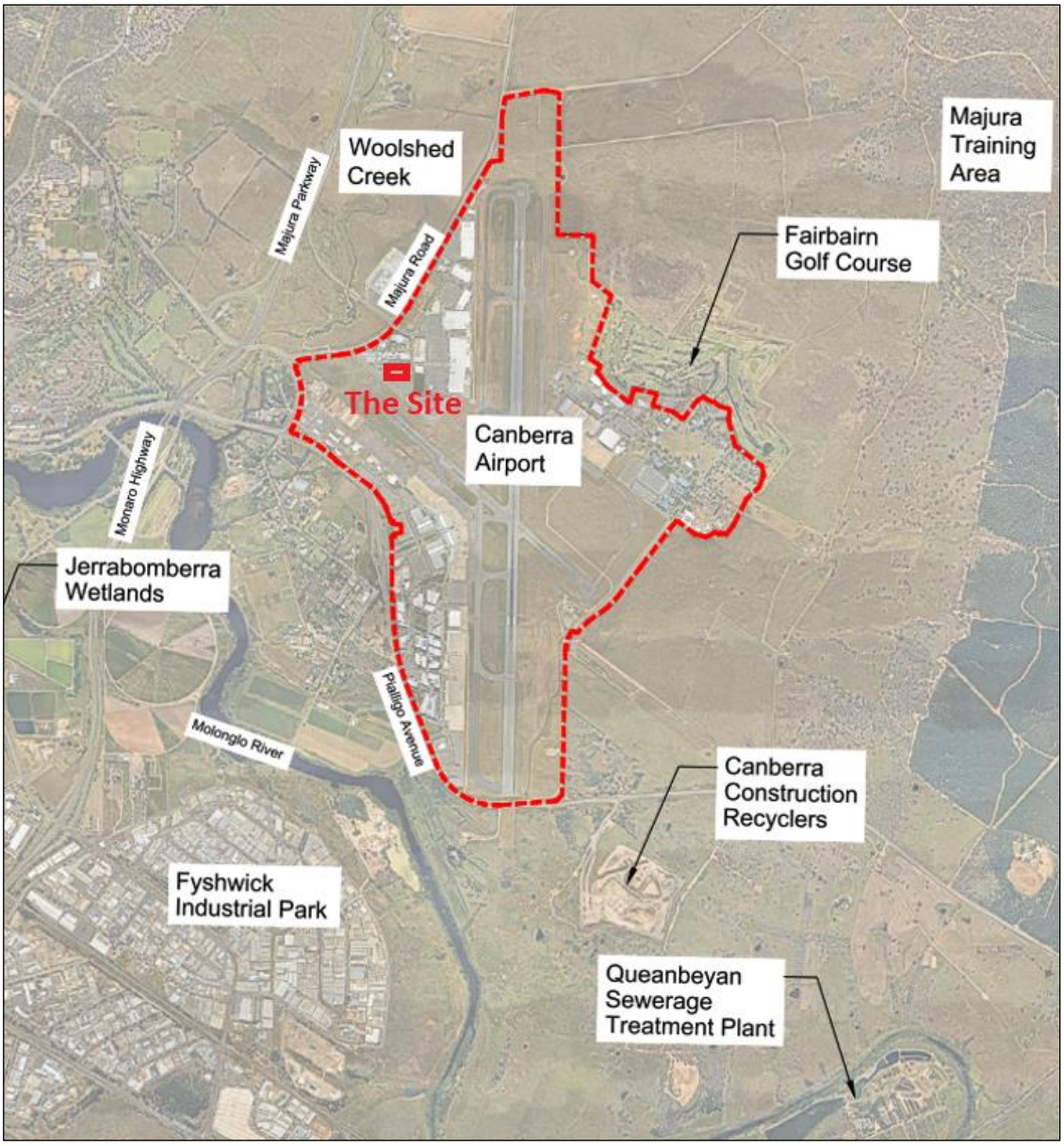

Figure 7: Canberra Airport relationship to surrounding locality and environment.
*(**Source:** Canberra Airport using Google Earth 2023)*

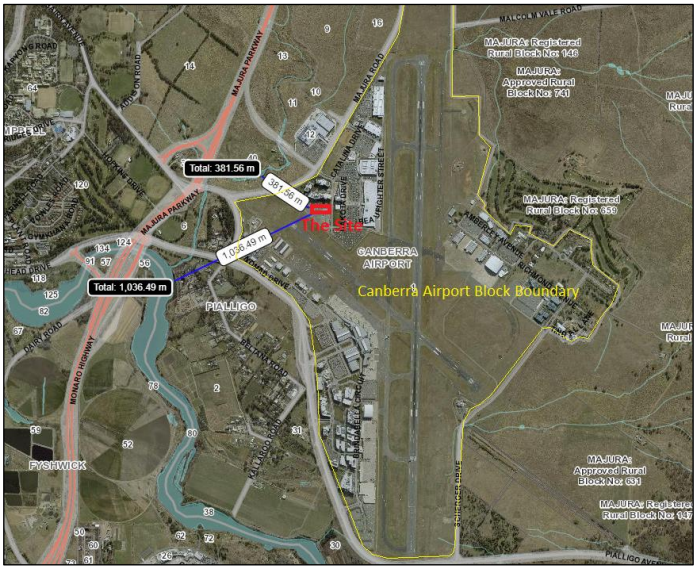

Figure 8: Canberra Airport Block Boundary and Project Site distance to Woolshed Creek and Molonglo River. *(**Source:** ACTMapi, 2023)*

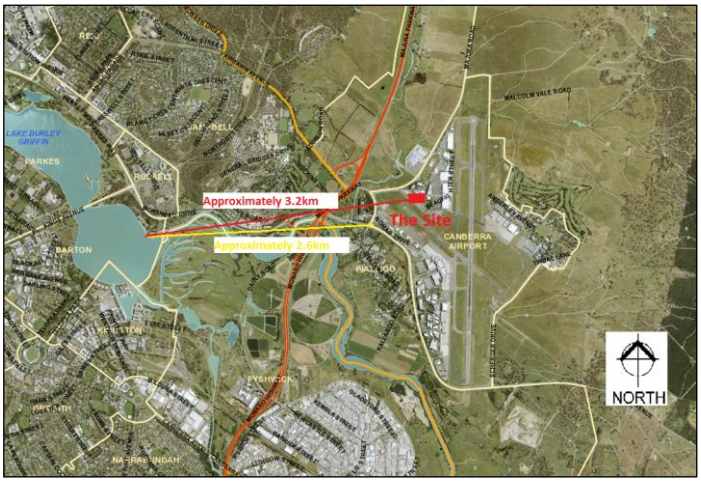

Figure 9: Canberra Airport Block Boundary and Project Site distance to Woolshed Creek and Molonglo River. *(**Source:** ACTMapi, 2023)*

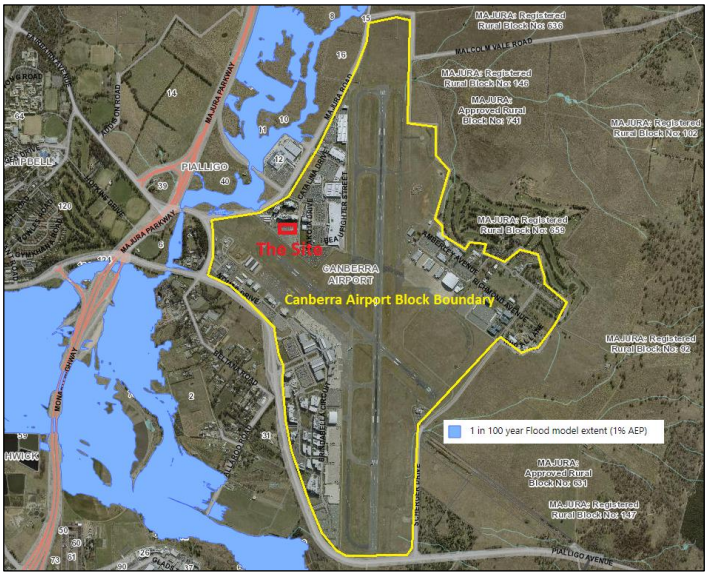

Figure 10: Canberra Airport Block Boundary and Project Site relationship with 1 in 100-year flood model. *(**Source:** ACTMapi, 2023)*

3.2 Project site proximity to environmentally significant areas and potential contaminants

Flora and Fauna

Canberra Airport contains a number of areas of NEMS. The areas NEMS are limited to Canberra Airports airside lands and contain the following flora and fauna:

- Natural Temperate Grassland (**NTG**);
- Grassland Earless Dragon (**GED**) habitat; and
- Golden Sun Moth (**GSM**) habitat.

The NTG, GED and GSM habitats are managed in accordance with the Threatened Species Management Plan for Canberra Airport and condition in EPBC Act approvals. Canberra Airport commissions ecologists to undertake regular field surveys of NGT, GED and GSM areas for further details on the surveys and EPBC Act approvals refer to the link below.

https://www.canberraairport.com.au/corporate/about/development

Indigenous and European Heritage

Canberra Airport contains areas of significance relating to Indigenous and European heritage which are reference in the Canberra Airport Master Plan 2020. An Indigenous heritage site has been investigated and may be in the southeast corner of the Glenora Precinct towards Schreger Drive. While the former RAAF Base Fairbairn located in the northeast part of the airport has been mapped for a site of European heritage significance (refer to the figure below). Neither Indigenous or European heritage significant sites at Canberra Airport is located proximate to the Majura Park Precinct or the Project Site.

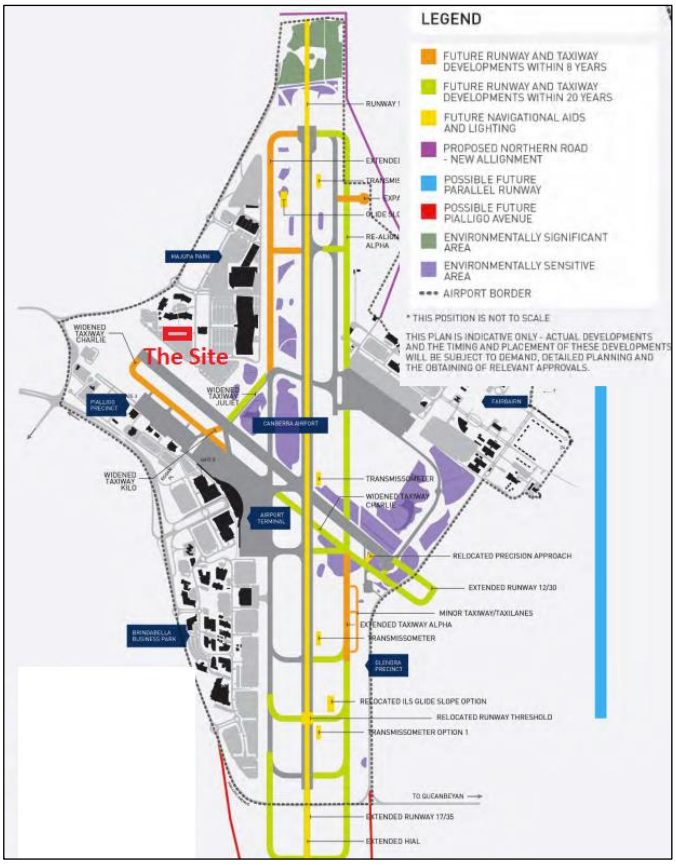

Figure 11: Canberra Airport Environmentally significant and sensitive areas relative to the Project Site (the Site).
*(**Source:** Figure 1.2 Canberra Airport Environmental Strategy)*

Project Site potential contaminants

The Preliminary Documentation additional information request focuses on the Project Sites potential exposure to soil and ground water contaminants including petroleum hydrocarbons and PFAS. As indicated in section 2.1 and figure 2 of the PDR the Project Site is occupied by an on-grade bitumen carpark with associated landscaping and pedestrian areas which appear to have been constructed in circa 2006. A summary of the Project Site historical uses and development is provided in the figures below taken from **Appendix B** and table on the following page. A complete aerial history of the use and development of the Project Site is provided in the **Appendix B**.

Figure 12: Aerial imagery of to the Project Site 1951 (blue outline approximate location).
*(**Source:** LDSI by Agon Environmental)*

Figure 13: Aerial imagery of to the Project Site 1951 (blue outline approximate location).
*(**Source:** LDSI by Agon Environmental)*

Figure 14: Aerial imagery of to the Project Site 1987 (blue outline approximate location).

Figure 15: Aerial imagery of to the Project Site 2004 (blue outline approximate location).

Figure 16: Aerial imagery of to the Project Site 2006 (blue outline approximate location).

Figure 17: Aerial imagery of to the Project Site 2009 (blue outline approximate location).

Year	Description
1951	**Site:** The site area is undeveloped land adjoining the runway. **Surrounds:** Initial stages of the airport evident.
1961	**Site:** No changes. **Surrounds:** No significant changes.
1972	**Site:** No changes. **Surrounds:** No significant changes.
1987	**Site**: No changes. **Surrounds:** Further development of the airport to the south
1998	**Site**: No changes. **Surrounds:** Further development of the airport to the south
2004	**Site**: No changes. **Surrounds:** Further development of the airport to the south
2006	**Site**: It appears the site and surrounding area have received fill which is being spread presumably to level the area in preparation of development. **Surrounds:** Further development of the airport to the south and initial stages in the development of the Majura Park Precinct to the northeast.
2009	**Site**: The site has been developed into a carpark to the extent observed today. **Surrounds:** Substantial development of the Majura Park Precinct to the north and northwest
2015	**Site**: No significant changes. **Surrounds:** Further development of the Majura precinct to the east.
2022	**Site**: No significant changes. **Surrounds:** Further development of the Majura precinct to the east.

The table above demonstrates that there is no evidence the Project Site was ever used in association with potentially contaminating uses. Furthermore, Canberra Airport has commissioned a LDSI report by Agon Environmental to test the site for contaminated materials (refer to **Appendix 2**). In addition, a broader analysis has been completed having regard to the Project Site proximity to contaminants including petroleum hydrocarbons and PFAS. A summary of this work is provided below.

Petroleum hydrocarbons

Canberra Airport contains a number of facilities which store and manage petroleum hydrocarbons. Three airport facilities that store/manage petroleum hydrocarbons have been reference in the Preliminary Documentation additional information request and are therefore plotted on the figure below having regard to the location of the Project Site, these are:

- EG Service Station (Mustang Avenue, Canberra Airport) located approximately 590 metres north of the Project Site.
- Costco Fuel (39-41 Mustang Avenue, Canberra Airport) located approximately 530 metres north of the Project Site.
- Caltex Aviation Fuel Farm (airside Canberra Airport) located approximately 440 metres south of the Project Site.

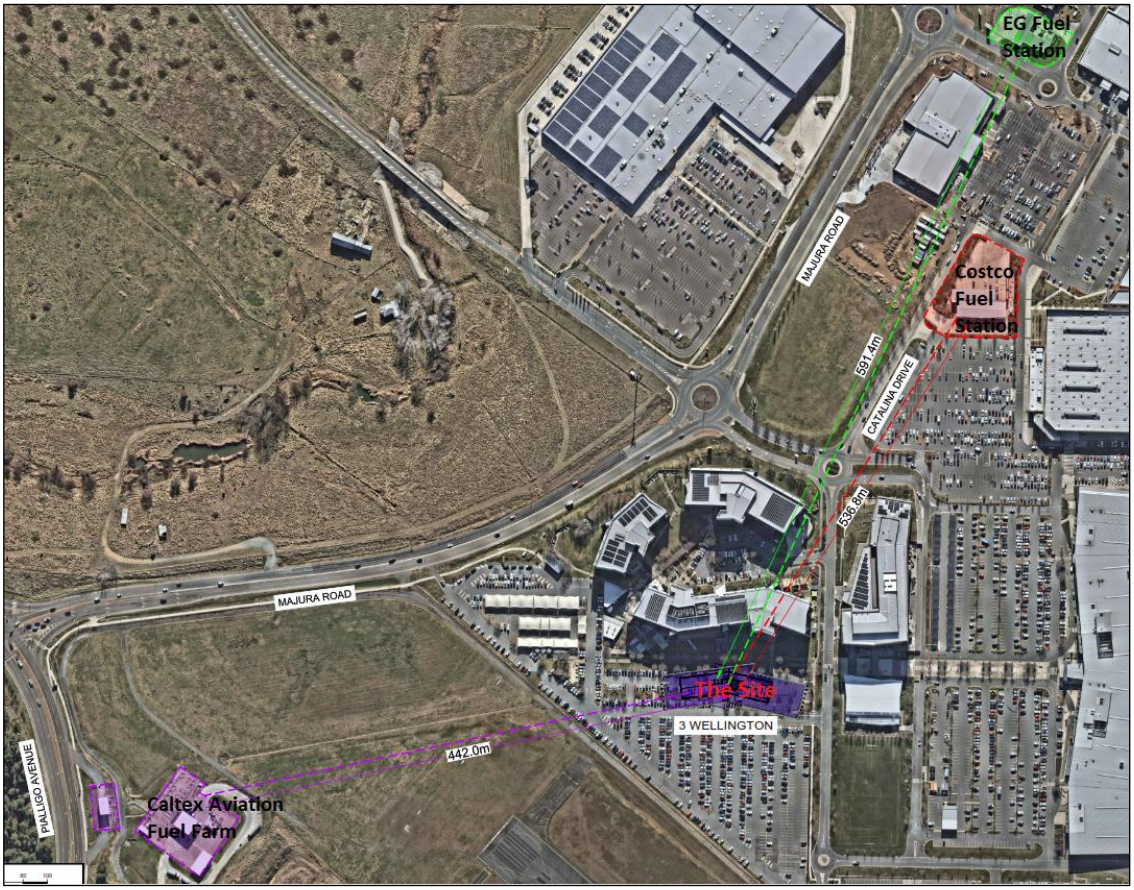

Figure 18: Petroleum hydrocarbon facilities and proximity to the Project Site (The Site).
*(**source:** Google Earth, accessed August 2023)*

EG Service Station is situated at the corner of Mustang Avenue and Catalina Drive while Costco Fuel is situated at 39-41 Mustang Avenue, Majura Park Canberra Airport. Both facilities are located a substantial distance north of the Project Site and provide for the retail sale of petrol and diesel to public road users. The service station facilities are subject to ongoing biannual Groundwater Monitoring Events (**GME**) completed by specialist environmental consultants. The most recent GME and reports are summerised below.

- Follow-up Ground Water Monitoring Event EG Services Station 5 Mustang Avenue, Majura Park Canberra Airport, dated 15 May 2023 and prepared by Trace Environmental.
- Costco Fuel Biannual Ground Water Monitoring Report Majura Park Canberra Airport, dated 7 December 2022 and prepared by GHD Pty Ltd.

The above detailed GME reports and results have been thoroughly analsyed by Agon Environmental and summarises of the GME results and reports can be found in **Appendix 2**. The GME reports and results confirm that no Contaminants of Potential Concern (**COPCs**) were reported at concentrations exceeding applicable guideline criteria. Furthermore, no petroleum hydrocarbon impacts have been identified at either site that are considered to pose a risk to human and/or ecological receptors at the site and surrounding site area (this includes the Project Site).

The AMPOL Aviation Fuel Depot is situated within the airside perimeter at Canberra Airport, located approximately 440 metres southwest of the Proposed Project Site. A GME was undertaken by Agon Environmental in July 2023 with results and reporting confirming that no COPCs were reported at concentrations exceeding applicable guideline criteria. Furthermore, no petroleum hydrocarbon

impacts have been identified at the site that are considered to pose a risk to human and/or ecological receptors at the site and surrounding site area (which includes the Project Site). Accordingly, the ongoing GME monitoring, reports and results confirm that neither Project Site, broader parts of Canberra Airport or the surrounding environment is not at risk of petroleum hydrocarbon contamination as result of the ongoing operation of the facilities.

PFAS

PFAS contamination at Canberra Airport is known to occur in areas where Aqueous Film Forming Foam (AFFF) which contained PFAS was used in association with Aviation Rescue and Firefighting (**ARFF**) across the airport. Airservices Australia commissioned a preliminary site investigation (**PSI**) report to identify areas that have been potentially impacted by PFAS at Canberra Airport. In recent times more detailed PFAS investigations are ongoing by Airservices Australia. Noting the potential contamination pathways for PFAS in soil and groundwater Canberra Airport routinely commissions specialist environmental consultant studies to test for all contaminants including PFAS.

The Proposed Action and Project Site is accompanied by LDSI report prepared by Agon Environmental and the results regarding PFAS and other land and water contaminants are summerised in the following sections of this PDR (to view the LDIS report in full refer to **Appendix B**). In addition, the DSI report prepared by Meinhardt for the previous development of 25-27 Catalina Drive, Majura Park Canberra Airport (situated approximately 20 metres northeast of the Project Site see figure below) is provided for consideration of the Proposed Action.

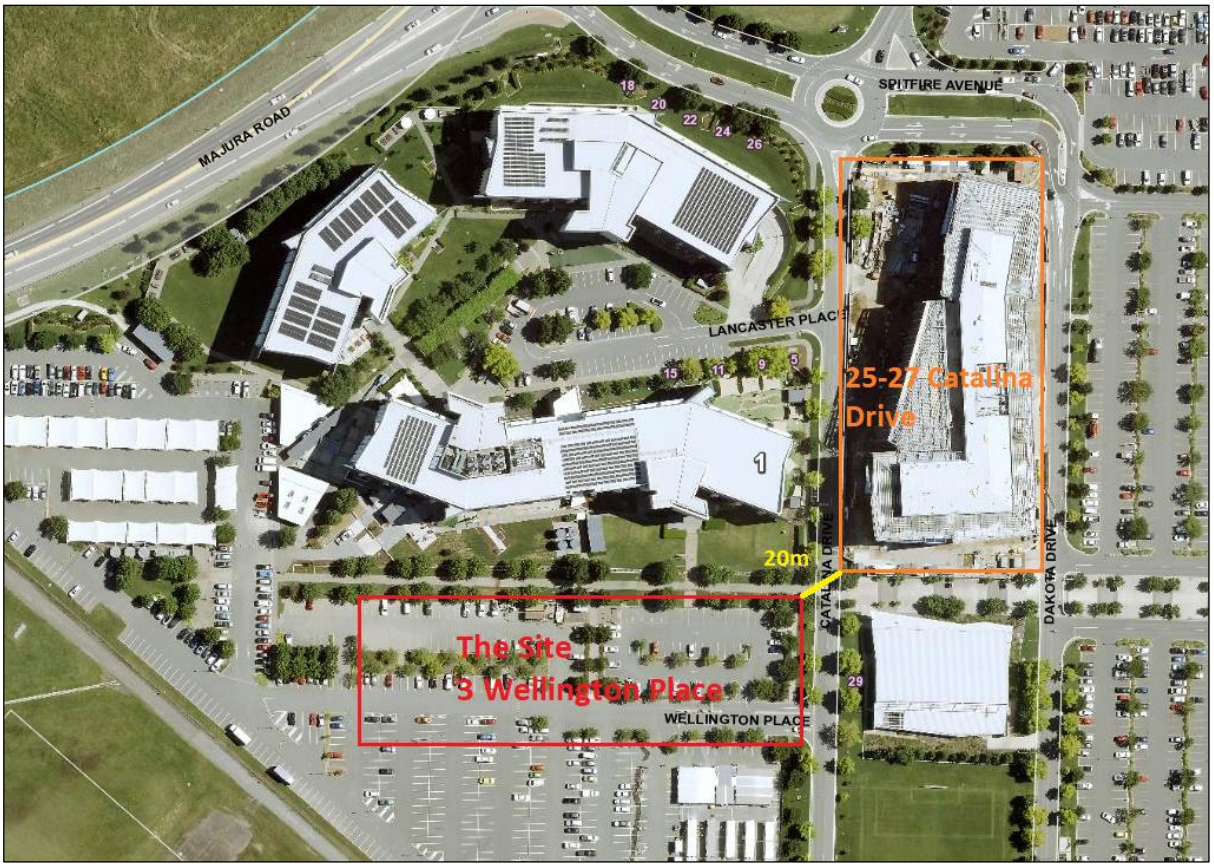

Figure 19: Proximity of the Project Site (The Site) to 25-27 Catalina Drive, Majura Park approximately 20 metres. *(**Source:** ACTMapi, 2023)*

3.3 Project site soils and land contamination

Baseline Conditions

Soils

The alluvial soils of the Majura and Molonglo Valley floodplains typically range from loams to sandy loams and silty loams to light and medium clays to a depth of 2 to 3 metres. Below that, they comprise mainly sands, gravely sands and sandy gravels, to a depth of approximately 4 metres. The soil conditions of the site are consistent with this description. For full details regarding Project Site soils and geology refer to **Appendix B**.

The Proposed Action associated with the construction of the multistorey commercial office building will excavate approximately 2 metres of soil from the Project Site.

Land Contamination

The Proposed Action and Project Site has been informed by the detailed desktop studies, field work and laboratory testing associated with the following specialist studies.

- LDSI Report for 3 Wellington Place, Majura Park Canberra Airport, dated 10 August 2023, prepared by Agon Environmental (refer to **Appendix B**).
- DSI Report for 25-27 Catalina Drive, Majura Park Canberra Airport, dated November 2019 and prepared by Meinhardt Infrastructure and Environment.

The LDSI Report included the following scope of works the Proposed Action includes excavation depths to approximately 2 metres with groundwater measured at a depth of 4 metres, not intercepted by the Proposed Action:

- Collection of soil samples from 20 boreholes (BH01-BH20) (see figure below for locations).
- Submission of select soil samples to a NATA accredited laboratory to evaluate concentrations of CoCs.
- Comparison of soil analysis data against the following adopted assessment criteria:
  - Airports (Environment Protection) Regulations 1997 (AEPR) provides Soil Pollution – Accepted Limits (General Airport Area) for TPH, BTEX, PAHs, PCBs, Phenols, pesticides and metals.
  - NEPM (2013) Health Investigation Levels (HIL) for direct contact with soils. Provides health investigation levels for pesticides, metals, hydrocarbons for a commercial/ industrial (HIL D) land use setting.
  - NEPM (2013) Health Screening Levels (HSL) for vapor intrusion risk. Provides screening values for petroleum hydrocarbons (Total Recoverable Hydrocarbons [TRH] and BTEXN) for a commercial/ industrial (HSL D) land use setting. Sand soil type, soil depth 0-<1 m.
  - NEPM (2013) Ecological Investigation Levels (EIL) for a commercial/industrial (HIL D) land use setting.
  - Ecological Screening Levels (ESL) for a commercial/industrial (HIL D) land use setting (fine soils).
  - PFAS NEMP V2 – HIL D land use criterion adopted on the basis the site will be used for commercial purposes.
  - PFAS NEMP V2 – Ecological soil guideline value of indirect exposure.

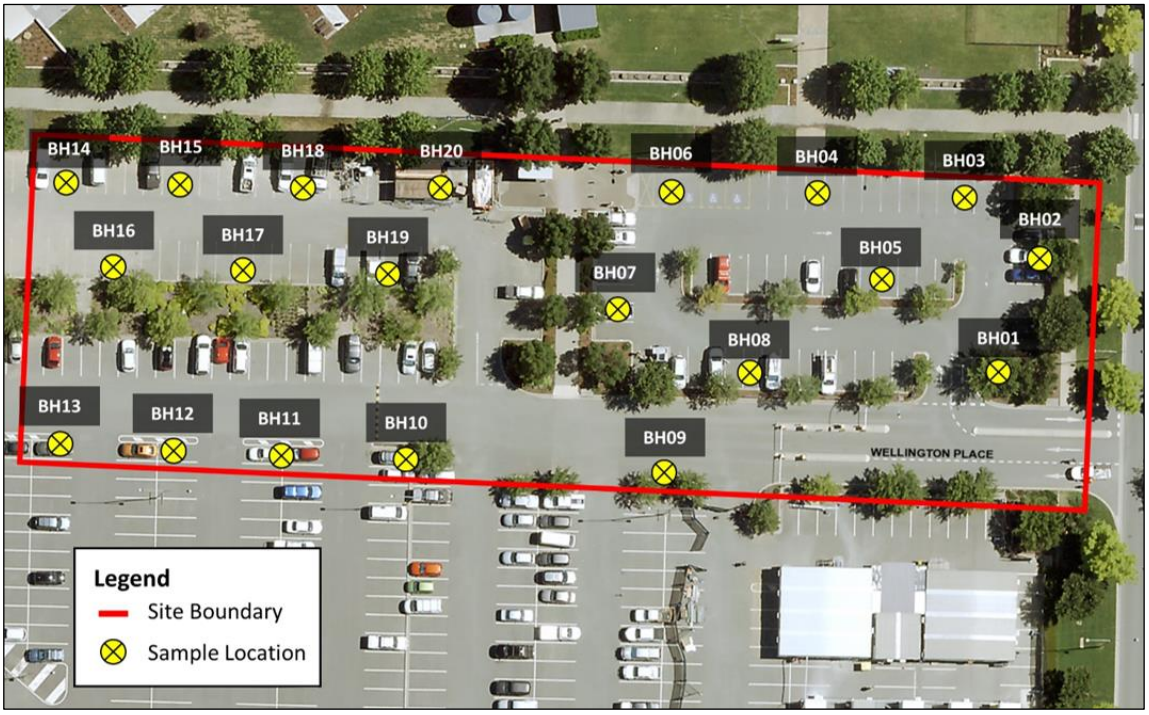

Figure 20: Borehole sample locations with the Project Site boundary overlayed in red.
*(**source:** LDIS Figure 3 by Agon Environmental)*

The tabulated soil analysis results from the boreholes completed as part of the LDSI (refer to **Appendix B**) indicate that trace decision of Sum (PFHxS + PFOAS) were noted in the following borehole sample locations:

- BH09 - 0.5 - Sum (PFHxS + PFOS) 0.0051 mg/kg marginally above the laboratory limit of reporting of 0.005 mg/kg.
- BH13 - 0.5 - Sum (PFHxS + PFOS) 0.0059 mg/kg marginally above the laboratory limit of reporting of 0.005 mg/kg.
- BH14 - 0.5 - Sum (PFHxS + PFOS) 0.0054 mg/kg marginally above the laboratory limit of reporting of 0.005 mg/kg.
- BH16 - 0.5 - Sum (PFHxS + PFOS) 0.0055 mg/kg marginally above the laboratory limit of reporting of 0.005 mg/kg.

The LDSI report and soil sampling also confirms that the Project Site does not contain contaminants such as petroleum hydrocarbons. The only contaminants at the Project Site are those detailed above and impacts of contaminants are addressed below.

Assessment of Impacts

As a consequence of the LDSI soil test results a Concept Site Model (**CSM**) was completed (refer to **Appendix B**). The CSM provides the framework for evaluating contaminant source-pathway-receptor linkages as a result of PCAs which may have occurred at the site. Any linkages may be present or incomplete thereby establishing a potential exposure pathway that may, depending on the nature of the proposed land use, warrant further assessment. The CSM contained in **Appendix B** details the source, receptor and pathway linkages and the summary of the CSM states:

- *A total of 68 samples have been analysed for a broad range of analytes including TRH, BTEXN, PAHs, PCBs, PAHs, Phenols, OCP and Metals. PFAS were also assessed in 41 samples*

preferentially targeting the fill profile (i.e. likely source of PFAS impacts) within the site area. Soil analysis data did not identify the presence of chemical contamination with the exception of trace concentrations of Sum (PFHxS + PFOS) at 4 of the 20 sample locations.

- *All soil analysis results were either less than the laboratory limit of reporting or the adopted assessment criteria.*

The CSM has considered both qualitative and quantitative data and has not identified any completed contaminant source-pathway-receptor linkages.

The CSM confirms no complete contaminant source-pathway-receptor linkages are possible. Accordingly, the Proposed Action and Project Site are suitable for the proposed commercial office land within a multistorey building. To address Project sites specific soil and land contamination results mitigation, management and monitoring measures are detailed below.

Mitigation, Management and Monitoring Measures

The LDSI report provides the following conclusion and recommendations for the development of the Project Site.

The LDSI data summarised in this report indicates that the site was vacant undeveloped land until 2006 when it was developed as carpark for the Majura Commercial Park.

*Two PCAs were identified, these were potential PFAS impacts (to soils) and potential fill of unknown origin. These PCAs have been qualitatively and quantitatively assessed through a CSM which did not identify any complete contaminant source-pathway-linkages. On this basis Agon conclude the site (as shown in **Figure 2**) to be suitable for the proposed development of a commercial complex.*

This conclusion is subject to the following requirements:

- *An Unexpected Finds Protocol (UFP) be developed for the site and is to be implemented during any future redevelopment works.*
- *Any other soils proposed to be removed from the site must be assessed in accordance with ACT EPA (2019) Information Sheet 4 'Requirements for the Reuse and Disposal of Contaminated Soil in the ACT' and the Canberra Airport PFAS Soil Management Framework (once finalised). If any soils are proposed for reuse within the Airport a reuse assessment must be completed in accordance with the PFAS NEMP Version 2 (or prevailing version at time of application) and is subject to review and approval by the Airport Environmental Officer (AEO) prior to reuse.*

The above detailed requirements are included in the specific CEMP refer to **Appendix C** for full details.

3.3 Proposed Action Impact on Groundwater and Surface Water

Baseline Conditions

Ground Water

The LDSI and DSI reports indicate that groundwater is located at a depth of 4 metres. As the Proposed Action includes excavation works to an approximate depth of 2 metres it is highly unlikely that the development will interact with groundwater. Despite this a the DSI report prepared for 25-27 Catalina Drive, Majura Park and by Meinhardt is provided for consideration with the Proposed Action. The DSI report included the following scope of works which are summerised inter alia below having regard to groundwater testing.

- To assess the current contamination status of soils and GW at the Site for site characterisation purposes with a specific focus on typical contaminants of concern at airports, including Per and Polyfluoroalkyl Substances (PFAS);
- To screen the results of soil and ground water against the relevant ecological and human health guidance; and
- To provide Canberra Airport with this DSI report detailing the works completed, results of all soil and groundwater analyses conducted at the Site and provision of conclusions and recommendations, as required.
- To provide CAG with sufficient information to understand the current contamination status of the Site and the potential risks posed by the soils and GW to ecological and human receptors.
- Installation and development of 3 groundwater monitoring wells and 3 of the soil bore investigation locations.
- Completion of a groundwater monitoring event at the site assess the presence and distribution of potential.

Based on the above detailed findings the Meinhardt made the following conclusions in the DSI report, these are summerised inter alia below having regard to baseline conditions of groundwater:

- Groundwater was encountered at approximately 4.0 metres below ground level and 3 soil bores were converted to monitoring wells to allow for assessment of impacts to groundwater.
- A total of three primary groundwater samples were collected from the 3 monitoring wells installed at the site. Each sample was analysed for a comprehensive suite of contaminants including PFAs.
- Based on groundwater level and survey data, groundwater beneath the site was inferred to flow in a south westerly direction towards the Molonglo River.
- Groundwater samples collected from the site were found to contain various contaminants/potential contaminants at concentrations exceeding the adopted ecological and/or human health screening criteria for PFAS, metals and inorganic compounds for applicable environmental values, summerised below:
    - Ecological 16 exceedance of the adopted ecological criteria for PFAS and metals in groundwater across the site.
    - Irrigation water supply 4 exceedances of adopted irrigation criteria for inorganics noted in groundwater across the site.
    - Water based recreation 3 exceedances of adopted irrigation criteria for inorganics noted in groundwater across the site.
    - Aesthetics 5 exceedances of the adopted aesthetic criteria for metals and inorganic compounds noted in groundwater across the site.

Based on the DSI report by Meinhardt for 25-27 Catalina Drive, Majura Park, its proximity to the Project Site (3 Wellington Drive, Majura Park) and assessed groundwater flows in a south westerly direction (see figure below). Impacts of the baselined groundwater conditions are discussed below.

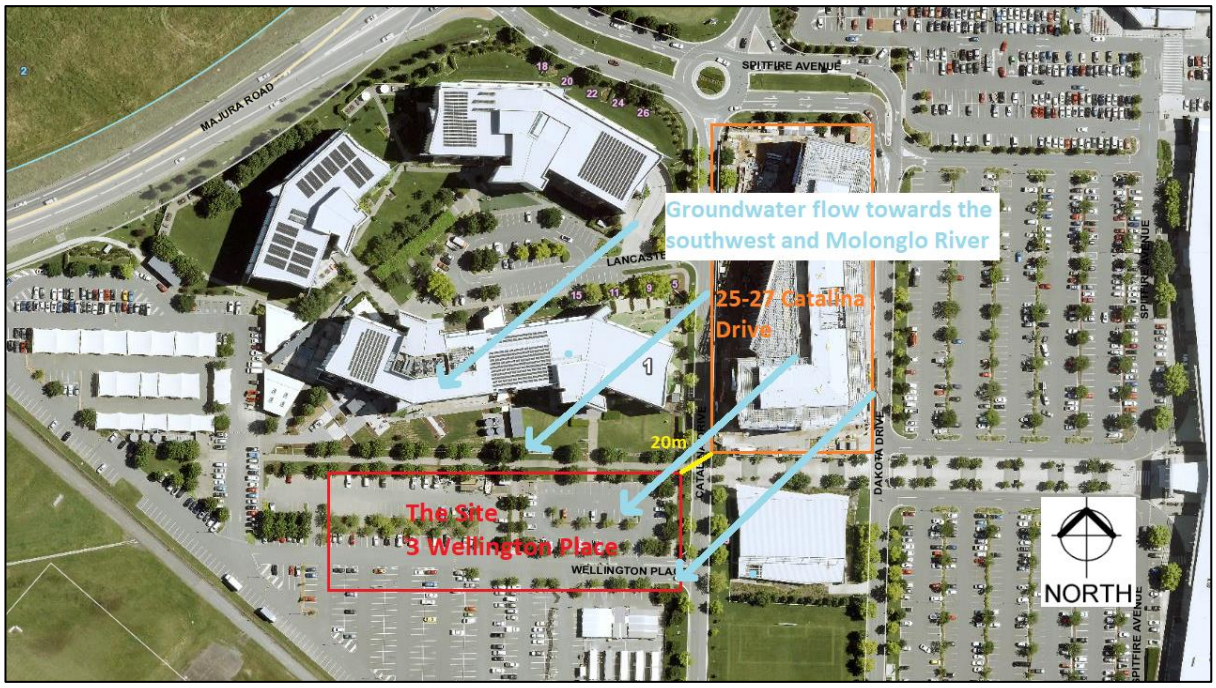

Figure 21: Groundwater flow and direction relative to 25-27 Catalina Drive and the Project Site (the Site).
*(**Source:** ACTMapi, 2023)*

Surface Water

Stormwater from the Project Site drains via a network of open and closed drains and water systems to the Woolshed Creek and ultimately the Molonglo River. The Molonglo River flows generally westwards to Lake Burley Griffin and ultimately to the Murrumbidgee River North-West of Canberra. All sewage and wastewater from the proposal will be conveyed directly to the existing ICON sewerage system servicing the Airport.

Assessment of Impacts

Ground Water

As outlined above the Proposed Action has been designed to specifically avoid interaction with groundwater. The LDSI and DSI reports indicate that groundwater is located at an approximate depth of 4 metres and excavation is limited to maximum approximate depth of 2 metres. Accordingly, it is highly unlikely that the development will interact with groundwater and direct impacts on the Proposed Action and Project Site are considered unlikely.

Despite this the recommendations for managing any unforeseen interaction with groundwater as outlined in the Meinhardt DSI report prepared for 25-27 Catalina Drive, Majura Park and LDSI Report for the Project Site by Agon Environmental are incorporated into the site-specific CEMP (refer to **Appendix C**) see commentary below on mitigation, management and monitoring measures.

Surface Water

The Airport is located in a catchment which has been modified over time through the installation of contour banks to divert water around the main Airport Runway 17/35 and through the development of sediment control structures since the 1950s to minimise sediment reaching Lake Burley Griffin.

The majority of stormwater at the Airport is collected in a network of open and closed drains before being discharged to Woolshed Creek, Pialligo Brook and via off-site drains to the Molonglo River. All flows ultimately drain to Lake Burley Griffin. Construction projects might reasonably be expected to have short term impacts on stormwater flows. Such impacts will be dealt with and managed through project environment management plans. The 3 Wellington development site ultimately drains to the Molonglo River.

Stormwater flows may also change due to increased areas of impervious surfaces and due to the diversion of stormwater around and through developments. All developments, where such changes are regarded as likely, will be designed in accordance with the relevant Australian Standards.

Mitigation, Management and Monitoring Measures

The project specific CEMP details a range of mitigation, management and monitoring measures associated with the potential interaction with groundwater and management of surface water. Specifically, section 7.4.1 Surface and Groundwater Management, 7.4.2 Erosion and Sediment Control these requirements are stated below:

> *"if groundwater is intercepted the Airport is to be contacted to arrange for the water to be tested before the water is pumped out and before any chemical treatment is applied to settle turbidity. The Airport will notify the Airport Environment Officer and advise of mitigation measures to be taken. Groundwater testing is to occur in compliance with the Airports (Environment Protection) Regulations 1997 and NEMP 2.0 (as amended from time to time). It is noted that the interception of groundwater associated with excavation work for the commercial building is considered highly unlikely as excavation depths of approximately 2 metres are proposed and groundwater depth is measured at approximately 4 metres."*

More detailed requirements are contained in the site-specific CEMP Attachments E and F refer to at **Appendix C** for full details.

3.4 Proposed Action Impact on Flora and Fauna

Baseline Conditions

MNES Airside Canberra Airport

The proposal site is currently an on-grade car park bordered by existing buildings and roadways within the built environment of the Majura Park. No endangered flora and fauna are on site nor within the immediate vicinity of the Project Site.

The location of significant flora and fauna on airport relative to the location of the Project Site was illustrated in 3.2 and figure 7 of the PDR. A closer up aerial image analysis in the location of the Project Site relative to the MNES is provided in the figure below. This confirms that NTG is located approximately 290 metres west of the Project Site separated by the airside fence, surface carparking areas and the Majura Park shopping centre building (refer to the figure below).

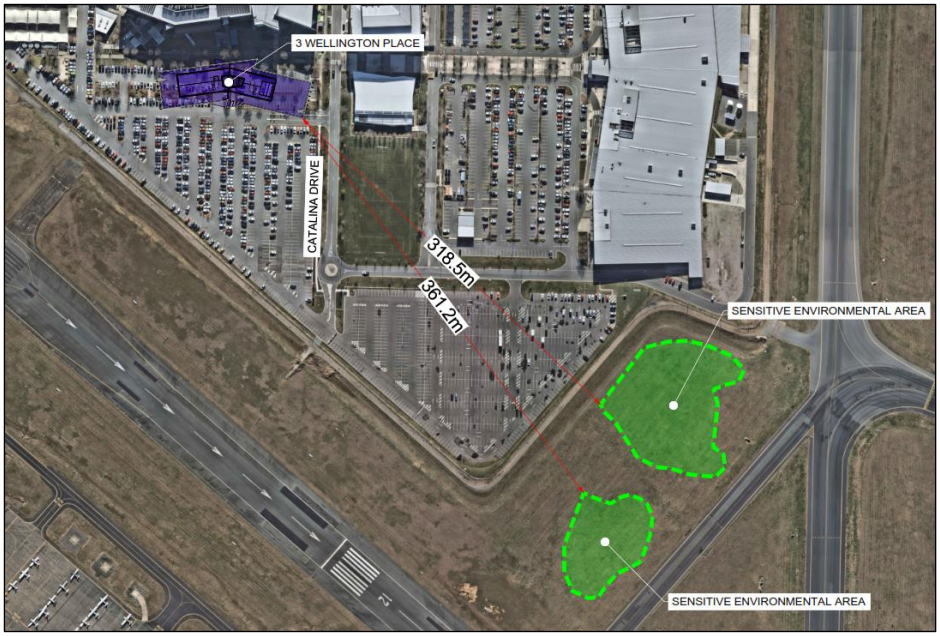

Figure 22: Aerial imagery of the Project Site (The Site) relative to airport environmentally sensitive land. *(**Source:** ACTMapi, accessed August 2023)*

The Proposed Action and Project Site will have no direct impacts on MNES. Despite this whilst completing construction of the Proposed Action a variety of indirect impacts could occur noting habitat containing MNES is situated approximately 290 southeast of the Project Site. The likelihood indirect impacts are considered very low, and mitigation and management measures can be incorporated to address these potential impacts.

Mitigation, Management and Monitoring Measures

The site-specific CEMP states "Natural Temperate Grassland (NTG) and habitat for the Grassland Earless Dragon (GED) and Golden Sun Moth (GSM) are located Airside. Contractors must not enter these areas. Trees are only to be removed as approved by Canberra Airport and verges are to be protected. Trees are to be fenced to protect them from damage from plant and equipment during project works." These requirements will appropriately mitigate and manage potential indirect impacts on NTG.

3.5 Proposed Action and Impact on Indigenous and European Heritage

Baseline Conditions

The Project Site does not contain any Indigenous or European heritage significance. As outlined in the previous sections of the PDR the Project Site is also located a considerable distance from areas of Indigenous or European heritage significance (both on airport and off airport), these areas are summerised below:

- Indigenous Heritage - An Indigenous heritage site has been investigated and may be in the southeast corner of the Glenora Precinct towards Schreger Drive. The Project Site is located on the opposite side of the airport separated by the airside land and fencing.
- European Heritage (on airport) - The former RAAF Base Fairbairn located in the northeast part of the airport has been mapped for a site of European heritage significance.
- Heritage Values of Commonwealth Heritage Listed Lake Burley Griffin and Adjacent Lands – The Project Site is located approximately 3.2 kilometres from Lake Burley Griffin and adjacent lands.

Assessment of impacts on Indigenous and European Heritage is provide below.

Assessment of Impacts

The Proposed Action and Project Site will have no direct impacts on Indigenous and European Heritage sites or items. Indirect impacts are also considered highly unlikely. Despite this mitigation and management measures are incorporated into the Proposed Action which are summerised below.

Mitigation, Management and Monitoring Measures

The site-specific CEMP incorporates an unexpected finds protocol should Indigenous or European Heritage items be discovered during construction works. For full details on the unexpected finds protocol refer to **Appendix C.**

4. Environmental Record of Person Proposing to Take the Action

The proponent of the Proposed Action is Canberra Airport Pty Limited who will have responsibility for delivering the proposed building and managing the key parts of the development with construction and associated contractors.

Canberra Airport Pty Limited takes a proactive and responsible approach to managing the environment. The Proposed Action will be delivered in accordance with approved conditions, reports and associated documentation. In addition, Canberra Airport Pty Limited maintains an extensive list of policies, guidelines and frameworks which will be used to appropriately manage delivery of the project.

There are no past or present proceedings under a Commonwealth, State or Territory law for the protection of environment or conservation and sustainable use of natural resources against the person proposing to take the action.

Relevant previous EPBC Act referrals for Canberra Airport Pty Limited are listed in the table below.

EPBC Referral No.	Action	Determination Date
2009/4748	Threatened Species Management Plan	March 2010
2009/4748	Master Plan Offset Strategy	February 2010
2008/4170	Taxiway Bravo Biodiversity Offset Strategy	February 2010
2009/4748	Conservation Agreement	Subject to land transfer
2009/4748	Northern Road Strategy (Construction and Operation)	Subject to land transfer
2008/4170 and 2009/4748	Standard Construction Environmental Management Plan	February 2010

5. References

ACT EPA, Information Sheet 4 – Requirements for the Reuse and Disposal of Contaminated Soil in the ACT.

ACT EPA, Information Sheet 11 – Environment Protection Authority Report Submission Requirements.

ACT Government, 2023. ACTmapi (online) http://www.actmapi.gov.au

Australian Government, Matters of National Environmental Significance – Significant impact guidelines 1.1 *Environmental Protection and Biodiversity Conservation Act 1999*, 2013.

Australian Government, Action on, or impacting upon, Commonwealth land, and action by Commonwealth agencies – Significant impact guidelines 1.2 *Environmental Protection and Biodiversity Conservation Act 1999*, 2013.

Evans, W, R. 1984. Hydrogeology of the Australian Capital Territory and Environs. Canberra: Bureau of Mineral Resources, Geology and Geophysics, 1984.

Evans, W R, et al. 2004. Sustainable Groundwater Yield Assessment: Weston Sub-Catchment, ACT. Canberra: Integrated Catchment, assessment and Management Centre (iACM) Australian National University, 2004.

Muller, R, et al.2016. Hydrological Landscape of the Australian Capital Territory. Wagga Wagga, NSW: Office of Environment and Heritage, 2016.

National Environmental Management (Assessment of Site Contamination) Measure 1999 (amended 2013) (the NEMP).

NSW EPA, Waste Classification Guidelines – Part 1: Classifying Waste and Addenda, 2014.

NSW EPA, The Excavated Natural Material Order, 2014.

NSW EPA, Contaminated Sites: Guidelines for Consultants Reporting on Contaminated Sites, 2020.

PFAS National Environmental Management Plan Version 2.0 (PFAS NEMP 2.0), prepared by National Chemicals Working Group of the Heads of EPAs Australia and New Zealand, January 2020.

Appendices

Appendix A – Preliminary Draft Major Development Plan 3 Wellington Place, Majura Park

Appendix B – Limited Detailed Site Investigation Report for 3 Wellington Place, Majura Park by Agon Environmental

Appendix C – Construction Environmental Management Plan for 3 Wellington Place, Majura Park by Canberra Airport