

Schedule 2.2(a)(ii)

via email: Schedule 2.2(a)(ii)

Dear Schedule 2.2(a)(ii),

## FREEDOM OF INFORMATION REQUEST

I refer to your application under section 30 of the *Freedom of Information Act 2016* (the Act), received by Major Projects Canberra (MPC) on 6 March 2021, in which you sought access to:

1. *Final briefs only prepared for Minister(s) and other witnesses, whether or not they appeared or were used, for the ACT Legislative Assembly Standing Committee Inquiries into Annual and Financial Reports 2019–2020 and Estimates 2020–2021. (Duplicate documents may be excluded)*

### Authority

I am an Information Officer appointed by the Chief Projects Officer under section 18 of the Act to deal with access application made under Part 5 of the Act. This decision is made pursuant to section 36 of the Act.

### Decision on access

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

- full release of twenty-four (24) documents

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

The documents released to you are provided at Attachment B to this letter.

### Online Publishing – Disclosure Log

Under section 28 of the Act, MPC maintains an official online record of access applications called a disclosure log. Your original access application and my decision will be published in the MPC disclosure log between three (3) and ten (10) days after the date of the decision. You may view the MPC disclosure log at <https://www.act.gov.au/majorprojectscanberra>.

### Ombudsman Review

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

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

The ACT Ombudsman  
GPO Box 442  
CANBERRA ACT 2601

Via email: [actfoi@ombudsman.gov.au](mailto:actfoi@ombudsman.gov.au)

ACT Civil and Administrative Tribunal (ACAT) Review

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

ACT Civil and Administrative Tribunal  
Level 4, 1 Moore Street  
GPO Box 370  
CANBERRA CITY ACT 2601

Telephone: (02) 6207 1740  
<http://www.acat.act.gov.au>

Should you have any queries in relation to your request, please contact me by telephone on (02) 6205 5466 or email [MPCFOI@act.gov.au](mailto:MPCFOI@act.gov.au).

Yours sincerely

**Schedule 2.2(a)(ii)**

Nikki Pulford  
Information Officer  
Major Project Canberra

08 April 2021

## FREEDOM OF INFORMATION REQUEST SCHEDULE

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

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

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

FOI Reference Number		Request Details			
MPCFOI2021/02		1. Final briefs only prepared for Minister(s) and other witnesses, whether or not they appeared or were used, for the ACT Legislative Assembly Standing Committee Inquiries into Annual and Financial Reports 2019–2020 and Estimates 2020–2021. (Duplicate documents may be excluded)			
Ref No.	No. of Folios	Description	Date	Status	Reason for non-release or partial release
1.	1-3	QTB – Canberra Hospital Expansion Project Update	10 February 2021	Full	
2.	4-6	QTB - Canberra Hospital Expansion (CHE) Project - Stakeholder Engagement Activities	10 February 2021	Full	
3.	7-9	QTB - Canberra Hospital Expansion (CHE) Project – Traffic Modelling	15 February 2021	Full	
4.	10-11	QTB - Canberra Theatre Redevelopment Project	16 February 2021	Full	
5.	12-16	Canberra Hospital Expansion Project	12 February 2021	Full	
6.	17-18	CIT Woden Campus Project – Facts & Figures	Undated	Full	

<b>7.</b>	<b>19-20</b>	QTB - CIT Campus – Community Consultation - Bus Interchange and CIT Woden	12 February 2021	Full	
<b>8.</b>	<b>21-22</b>	QTB - CIT Campus – Woden Progress Update	12 February 2021	Full	
<b>9.</b>	<b>23-24</b>	QTB - CIT Campus - Woden – Site Selection including Lovett Tower and Borrowdale House	12 February 2021	Full	
<b>10.</b>	<b>25-26</b>	QTB - WODEN PUBLIC TRANSPORT INTERCHANGE – Progress Update	12 February 2021	Full	
<b>11.</b>	<b>27-29</b>	QTB - Cladding Rectification	18 February 2021	Full	
<b>12.</b>	<b>30-32</b>	Financial Info	Undated	Full	
<b>13.</b>	<b>33</b>	IDP Projects	Undated	Full	
<b>14.</b>	<b>34-35</b>	QTB - Raising London Circuit	12 February 2021	Full	
<b>15.</b>	<b>36-37</b>	QTB - LIGHT RAIL – SANDFORD STREET STOP (Previously referenced as Mitchell Stop)	12 February 2021	Full	
<b>16.</b>	<b>38-40</b>	QTB - Light Rail City to Woden – EPBC Referral	12 February 2021	Full	
<b>17.</b>	<b>41</b>	QTB - Light Rail City to Woden – Facts & Figures	12 February 2021	Full	
<b>18.</b>	<b>42-44</b>	QTB - Light Rail City to Woden – Progress Update	24 February 2021	Full	
<b>19.</b>	<b>45</b>	QTB - Light Rail Stage 2 – 2020-21 Budget business cases	12 February 2021	Full	

20.	46	QTB - Light Rail Stage 2 – Slovenian Club	12 February 2021	Full	
21.	47-48	QTB - Light Rail Stage 2 Delays	12 February 2021	Full	
22.	49-58	LR – Stage 1	Undated	Full	
23.	59-60	LR – Stage 2	Undated	Full	
24.	61-62	QTB - MPC Chief Projects Officer Racing Club Association	16 February 2021	Full	
<b>Total Number of Documents</b>					
24					

**Portfolio:** Health

**ISSUE: Canberra Hospital Expansion Project Update**

**Talking points:**

**Main Works Update**

- On 11 August the Chief Minister and I announced that Multiplex was selected as the successful Early Contractor Involvement (ECI) phase partner for the new emergency, surgical and critical healthcare building, or the Canberra Hospital Expansion Project.
- Since commencing the ECI phase, Multiplex have completed initial design discussions with consumers, local residents and have also completed Round 1 (of 2) of the Clinical User Group consultations with more than 120 clinicians across the Hospital, with Round 2 underway.
- Multiplex and their design team have also completed three presentations to the National Capital Design Review Panel, with the most taking place on 10 February, with ACT Health Directorate in attendance to assist with any Campus Master Planning discussion. Under the supervision of the ACT Government Architect and the National Capital Authority's Chief Planner, the National Capital Design Review Panel was formed to provide planning advice to decision makers, developers and their design teams.
- Multiplex remain on track for submission of the main facility Development Application in mid-March and to submit the design and construct offer in May this year.

**Enabling Works Update**

- We have continued to make excellent progress in the series of works required to enable the demolition of Buildings 5 and 24. Demolition of these buildings is required to facilitate the construction of the new Critical Services Building.
- So far, we have delivered a new Building 28, a refurbished Building 4 and 3 that will support the hospital's key administrative functions including key tertiary teaching and training spaces and important community health services like the Child At Risk Health Unit.
- The Territory has also awarded the contract for the detailed design and construction for the new Building 8 to SHAPE Australia. The new Building 8 will provide upgraded facilities for the Canberra Sexual Health Centre and other key tertiary teaching and training facilities on the campus.
- The contract for the minor refurbishment of Building 9 has been awarded to Projex Building Group. These works will provide a much needed facelift to the campus accommodation.
- The refurbishment of Building 4 has been completed, with the Territory partnering with Projex to deliver the relocated ANU Medical School and University of Canberra clinical training facilities and to modify the CHS Library.
- The Design and Construction contract for the fitout of the Child At Risk Health Unit (or CARHU) is being delivered by SHAPE Australia, with works for this important community health service to be completed ahead of schedule in early February 2021.

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Contact Officer name: Martin Little Ext: 79322  
Lead Directorate: Major Projects Canberra

- The contract for the design and construction of the temporary carpark on the former Woden CIT site was awarded to Dale & Hitchcock in September last year. Bulk earthworks have been completed with levelling and trimming of the site now underway, with all stages of the temporary carpark scheduled for completion in August 2021.
- Relocation of in-ground utilities along Hospital Road have now been completed. Multiplex are continuing their investigative works, including locating existing inground services, as part of the Early Works package for the Critical Services Building. . All hospital staff, patients and visitors continue to be kept informed on the timing of works in and around Hospital Road and I thank the public for their patience as we complete these critical services works.

## Program of Delivery

- The delivery of this state of the art emergency, surgical and critical care building remains on track for 2024.
- Key milestones for the project include:
  - Commencement of a ten-week Pre-Development Application consultation period for the Main Works Development Application began on 18 December 2020 and will run to 24 February 2021, focussing on the detailed designs for the Critical Services Building and associated public realm. Submission of the Main Works Development Application will then follow in March 2021, including the 20 day statutory notification period.
  - Commencement of construction of the Critical Services Building is dependent upon the completion of the new Building 8, making Building 8 critical to the overall CHE Project, which is forecast to be completed early May 2021, ready for occupation.
  - Demolition of existing Building 5 and 24 is required to facilitate the construction of the new Critical Services Building. Multiplex have begun due diligence activities towards these demolition works including hydrovac'ing for in-ground site services in and around the footprint of the CSB, confirming utilities capacities and meeting with utility services providers (Icon Water and Evo-Energy) to determine future usage demands.
  - Multiplex lodged a Development Application for the design and construction of a Prototype Shed in December last year.
    - The purpose of the Prototype Shed is to provide scale mock-ups of core spaces and repeatable rooms (e.g. same design and layout used multiple times in the Critical Service Building such as surgical theatres) to enable users and stakeholders to visualise, test and familiarise themselves with spaces.
    - The uniformity of design and construction of various rooms is vital to the ability to consistently achieve the consistent delivery of key clinical services across the Critical Services Building in a safe and timely manner.
  - In partnership with the ACT Government, Multiplex is preparing to formally open its "Connectivity Centre" in Phillip Canberra.. The Connectivity Centre will act as a shopfront for the Canberra Hospital Expansion Project and a place for upskilling the local workforce to work on the Project.

- Multiplex successfully utilised a Connectivity Centre for its delivery of the comparable, and recently constructed, Westmead Hospital in Western Sydney.
- The Connectivity Centre is a key element of Multiplex's plans to achieve the ambitious social procurement targets that include 10% of the value of sub-contracted works from Aboriginal and Torres Strait Islander accredited bodies and 30% of its onsite tradespersons from traineeships, apprenticeships and similar programs. This includes apprentices who have been unable to complete their previous apprenticeship from displacement as a result of the COVID-19 health pandemic.



**Portfolio/s:** Health**ISSUE: Canberra Hospital Expansion (CHE) Project - Stakeholder Engagement Activities****Talking points:****Stakeholder Engagement**

- In 2019, the project established 10 specialised user groups to inform the early planning and design for the new facility. The user groups consist of approximately 120 clinicians, support staff, and consumer representatives that provide advice and input into the key aspects of the project's planning.
- Over 200 separate user group workshops with clinicians have already been completed since Major Projects Canberra took carriage for the delivery of the Project in July 2019.
- A review of the Models of Care and functional briefs was completed in July 2020. These updated functional briefs are now informing the design development of the Canberra Hospital Expansion.
- 'Repeatable room' user group consultation has commenced. This includes reviewing and critiquing test-fits of the proposed functional areas for the new Critical Services Building, as part of optimising the design for functionality and service delivery.
- Concurrent with this user group consultation, is the review of the operational stream of the Critical Services Building. This includes catering, cleaning, pathology, linen and laundry, waste services and pharmacy to cross check that adequate spaces have been allocated to these functions either within the Critical Services Building or for servicing it.
- Round 1 of the Clinical User group consultations was completed in December (with the exception of the Emergency Department (ED), Perioperative (Periop) and Central Sterilising Services Department (CSSD))
- Consumer Focus Workshop number 7 was held on 20 January to provide an update on the outputs of Round 1 the Clinical User Groups and earlier Consumer Focus Groups held in November. This allowed for conversations about "what we heard" and how this is assisting the design evolve.
- Round 2 of the Clinical User group consultations have commenced, and include the postponed Round 1 sessions for the Emergency Department, Perioperative and the Central Sterilising Services Department.
- Consumer Focus Workshop number 8 will occur in late February, following completion of Round 2 of the Clinical User Groups.
- A number of pop-up public consultation sessions occurred in December 2020. These were held in various locations around Canberra including Manuka, Dickson and Woden. Pop-Ups completed in January include Erindale, Jamison and Kaleen. Pop-Ups scheduled for February include Chisholm, Lanyon, Gungahlin Marketplace, Kippax and Garran.

## Consumer Reference Group

- The Consumer Reference Group (CRG) is Chaired by a representative of the Health Care Consumers Association and also includes representatives from the following organisations:
  - Canberra Health Services' Patient Experience Team Senior Manager
  - Consumer, Carer and Community representatives
  - People with Disabilities ACT Inc
  - COTA ACT (Council on the Ageing)
  - Aboriginal and Torres Strait Islander Elected Body
  - Multicultural Advisory Council ACT
  - Mental Health Consumers' Network
  - Carers ACT
  - Council of the Ageing
  - Health Care Consumers Association
  - ACT Disability Reference Group
  - CHS Aboriginal and Torres Strait Islander Reference Group
- The CRG's key role in the design development process acknowledges that a fundamental component of patient centred care is recognising and understanding the consumer perspective of the health service. Targeted design focus workshops have been completed with the CRG and their members in November 2020 and January 2021, with a further workshop scheduled for 24th February.

## CHS Aboriginal and Torres Strait Islander Reference Group

- Following feedback on elements of indigenously sensitive design for welcoming and healing spaces in and around the Critical Services Building, in late October 2020 the Project formalised communication with the CHS' Aboriginal and Torres Strait Islander Consumer Reference Group.
- Chaired by Diane Collins, the Reference Group is made up of representatives from the Aboriginal Liaison Service and Aboriginal & Torres Strait Islander Elected Body. Targeted design focus workshops have been completed with the Group in November and December, with a further workshop currently being scheduled for this month.

## Local Community Reference Group

- Established in early 2020, the Local Community Reference Group's (LCRG) primary focus is to ensure the local community has their voice heard throughout the planning and development of the project. The LCRG meets monthly.
- The latest meeting of the LCRG was held on the evening of 27 January with a question and answer forum focussed on the pre-Development Application information package. Public comment on the pre-Development Application remains open until 24 February through the Hospital Expansion YourSay page. Submission of the Main Works Development Application will then follow in March 2021, including the 20 day statutory notification period.

- Other recent topics have included:
  - A briefing on the early analysis and preferred location of the helicopter landing sites and supporting flight paths including associated acoustic modelling; and
  - An examination of the external spaces and main entry points of the building. This included the proposed separation of ambulance and service vehicle access points from Gilmore Crescent and Palmer Street as part of the design development to optimise vehicular access points (a key risk mitigation measure for enhanced amenity and safety).
  - Presentation of the concept of the built form of the Critical Services Building including 'the podium', 'relief' and 'the village', which was well received, with the LCRG noting that the privacy that will be afforded to Palmer Street was an excellent outcome.
- Key themes to be explored further by the group include urban design and the public realm, parking and local traffic, school access, pedestrian connections through the Canberra Hospital campus to surrounding neighbourhoods, and delivery arrangements around the project site.

#### **Recent Engagement Activities/Events**

- As COVID-19 restrictions ease, the Territory will continue various direct engagements with the local community, including a series of public consultation sessions over the coming months including with the Woden Community Council. The LCRG and CRG will continue to meet on a monthly basis.
- The project team will continue to maintain project messaging via the project website available at [www.act.gov.au/canberahospitalexpansion](http://www.act.gov.au/canberahospitalexpansion).

**Portfolio/s:** Health

## **ISSUE: Canberra Hospital Expansion (CHE) Project – Traffic Modelling**

### **Talking points:**

- As part of ongoing consultation with local residents, the Canberra Hospital Expansion Project Team continue to develop positive design solutions to address potential traffic concerns relating to the Project.
- Traffic flows will continue to be assessed and modelled as the design CHE progresses. On 23 October 2020 the Territory's delivery partner, Multiplex had their Traffic Consultant, GTA Consultants complete a traffic observation of the pick-up and set-down at Garran Primary School to identify possible improvements to mitigate traffic issues and improve safety around Garran Primary and the surrounding area. These results were presented to the Garran Primary P & C and the local Community Reference Group in November.
- GTA Consultants will now prepare a Transport Impact Assessment for the Canberra Hospital Expansion Project which will include traffic modelling of the intersections surrounding the project. This will confirm the traffic changes and design solutions associated with the project and the closure of Hospital Road.

### **Traffic Study Data**

- Canberra Hospital currently is responsible for nearly 25% of the traffic on Gilmore Crescent.
- Following the completion of the Canberra Hospital Expansion Project, traffic on Gilmore Crescent will reduce due to the removal of the north-eastern on-grade carparks (behind the National Capital Hospital and Building 24).
- Palmer Street traffic will not be significantly changed, with the only impact being ambulance movements which is a small factor in the overall traffic volume on Palmer Street.
- GTA's traffic observations on 23 October 2020 were completed on an ordinary school day, with clear and sunny weather, the volume of set-down and pick-up traffic was assumed to be typical and suitable for observation. GTA's observations included the following:
  - There were no excessive queues for parents dropping off children during the morning between 8:15am – 9:00am, which was expected given the dispersed arrival pattern common to most schools (i.e. parents/carers dropping off children at the time generally most appropriate for them).

- Excessive queues were observed during the afternoon for a 25-minute period between 2:50pm – 3:15pm. This spanned the entire length of the school access road and consistently extended onto Gilmore Crescent (it is noted that right turns into the school are prohibited during this period and no queuing was observed on the westbound lane). The maximum queue length extended past the exit access for the Gilmore Crescent bus loops although the School Principal advised that larger queues can occur during inclement weather.
- It was observed that the turnover of pick-up activity inside the school was particularly slow during the afternoon and is attributed to the design of the turning head.
- While there was also significant demand for the on-street set-down and pick-up spaces on Gilmore Crescent, turnover was generally efficient, with eastbound queues on Gilmore Crescent not conflicting with the queuing at the school access road.
- As part of analysing the external spaces and main entry points of the building, a proposal to separate the ambulance and services vehicle access points from Gilmore Crescent and Palmer Street is underway. These dedicated additional entry points for ambulance, logistics, staff and visitor traffic are a key risk mitigation measure, providing enhanced amenity and safety for all users.

### **Helicopter Landing Site**

#### **Talking points:**

- As part of ongoing consultation with local residents, the CHE Project Team continues to develop positive design solutions for the provision of new helicopter medical retrieval services for the new Critical Services Building.
- In developing the design for the new Helicopter Landing Site, the Territory's partner for the new Critical Services Building, Multiplex, has engaged a specialist aviation advisor, Avi-Pro, to inform the design.

### **Helicopter Landing Site**

- in Australia there is currently no legislation specifically related to the design, construction or placement of hospital-based Helicopter Landing Sites. However, Guideline H of the National Airports Safeguard Framework – Protecting Strategically Important Helicopter Sites (May 2018) was developed in consultation with the Civil Aviation Safety Authority to address this issue.
- The purpose of the National Airports Safeguard Framework Guideline is to manage intrusions and activities in the flight paths of strategically important Helicopter Landing Sites, predominantly those associated with hospitals like the Canberra Hospital (that serves as the major trauma centre for the south-east region) and to ensure any new strategic Helicopter Landing Sites are appropriately located.

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Lead Directorate: Major Projects Canberra

- Multiplex is working within this guideline as well as to NSW Health's Helicopter Landing Sites in NSW to ensure the Helicopter Landing Site for the new Critical Services Building incorporates international experience and best practice in the establishment of an Helicopter Landing Site.
- The NSW Health Guidelines note that typically, elevated/roof top hospital-based Helicopter Landing Sites provide a reduced noise profile for hospital residents and staff and nearby residents. The Guidelines go on to add that an elevated Helicopter Landing Site (HLS) is more secure than an on-ground HLS and that elevated Helicopter Landing Sites generally provide better obstacle clearance, both present and future, particularly in urban areas.
- The design development of the CHE Project is balancing the concerns of Garran residents with the optimum solution to service the Canberra Hospital well into the future.
- The design development of the Helicopter Landing Site for the Critical Services Building will also continue to be progressed in consultation with the ACT's Helicopter Retrieval Services and a group of expert clinicians involved in the management and operation of emergency retrieval services at the Canberra Hospital. This group continues to assess emergency medical retrieval requirements for the site and other clinical and situational factors that will impact on the provision of safe clinical care.

**Portfolio/s:** Arts

## **Canberra Theatre Redevelopment Project**

### **Talking points:**

- The Government has committed to continuing the Canberra Theatre Centre expansion and redevelopment project in the Parliamentary Agreement for this term of Government.
- The ACT Infrastructure Plan released by the ACT Government in October 2019 also identifies the Canberra Theatre Centre redevelopment as a government priority.
- The current Canberra Theatre was built in 1965, meaning it predates the Sydney Opera House. Designed for a city of 88,000 people, it has a current seating capacity of approximately 1,200.
- Because of the era in which it was built, the theatre lacks the space, facilities and equipment to accommodate the requirements of modern touring shows.
- Canberra's population today makes our city an attractive market for touring shows and artists. However, the capacity and technical constraints of the Canberra Theatre means some larger touring shows bypass the ACT.
- The ACT Government has commenced design and scoping for a new theatre centre that has the seating capacity and facilities to support large scale national and international concerts, musicals, theatre and dance.
- The new facility is intended to see the existing theatre repurposed with a flexible flat floor and a new theatre constructed to accommodate approximately 2,000 people, while retaining The Playhouse Theatre which was built in 1998. The new facility will also include additional, and more flexible, spaces for live music, experimental and local performances.
- The new theatre centre will be delivered as part of the City Renewal Authority's broader plan for an Arts and Cultural Precinct.
- The precinct will link together the Canberra Museum and Gallery, the Legislative Assembly building and Civic Square with hotel, retail and commercial facilities. The precinct will become a renewed hub for Canberra's artistic and cultural life, while providing a new attraction for visitors to Canberra.
- The Civic Square Precinct including the Canberra Theatre Centre was heritage listed on 22 September 2020. Detail design of the facility will support the heritage values of the precinct. Procurement is underway to prepare a Conservation Management Plan for the Civic Square Precinct, including the exterior of the Canberra Theatre Centre.

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Lead Directorate: Major Projects Canberra  
TRIM Ref:

## Key Information

- The Canberra Theatre site comprises Blocks 18, 20 and 23 Section 19 City. All are identified as Designated Areas and fall under the jurisdiction of the National Capital Authority and require Works Approval for redevelopment.
- On 24 October 2019, the Canberra Theatre Centre Redevelopment was announced as a designated project, determining that the project will be delivered by Major Projects Canberra subject to business case approval.
- Under the August 2020 Supply Bill, \$400,000 ex GST is allocated to progress planning for the project.
- A cross agency steering committee oversees the redevelopment project with representatives from the Canberra Theatre Centre, Cultural Facilities Corporation, artsACT, the City Renewal Authority, Treasury and Major Projects Canberra.



# CANBERRA HOSPITAL EXPANSION PROJECT

## Facts & Figures

- In relation to the Canberra Hospital Expansion (CHE) Project and **inpatient beds**:
  - 148 inpatient beds are planned to be constructed as part of the CHE Project;
  - 148 inpatient beds were planned to be constructed as part of the CHE scope (i.e. the ACT Government approved scope);
  - current inpatient bed numbers at TCH are in the order of 678; and
  - the net change in inpatient beds will dependent upon future decisions to be taken regarding existing facilities at TCH.
- In relation to **inpatient beds (shelled)**:
  - the procurement process included pricing for an option to construct shell space to accommodate future inpatient facilities. This option will be reviewed during the design stage with the Early Contractor Involvement Partner (ECI Partner);
  - no shelled inpatient beds were planned to be constructed/shelled as part of the original CHE scope (i.e. the ACT Government approved scope);
  - there are currently no shelled inpatient beds at TCH; and
  - the net change in shelled inpatient beds (shelled) will not be known until determination of the matter outlined at item (a) is made during the design stage for the CHE Project.
- In relation to adult **intensive care unit (ICU) beds**:
  - 56 adult ICU beds are planned to be constructed as part of the CHE Project,
  - there were 56 ICU beds planned to be constructed as part of the original CHE scope (i.e. the ACT Government approved scope);
  - there are currently 31 ICU beds at TCH with an additional 8 to be delivered under a separate project; and
  - the net change in adult ICU beds will be dependent upon future decisions to be taken regarding existing facilities at TCH.
- In relation to **paediatric intensive care unit (PICU) beds**:
  - Four PICU beds are planned to be constructed as part of the CHE Project;
  - there were four PICU beds planned to be constructed as part of the original CHE scope (i.e. the ACT Government approved scope);

- there are currently no PICU beds at TCH; and
- this represents a net change of plus four PICU beds at TCH once CHE is completed.
- In relation to **coronary care units**:
  - 24 Acute Cardiac Care Unit (ACCU) beds are currently planned to be constructed as part of the CHE Project;
  - there were 24 ACCU beds planned to be constructed as part of the original CHE scope (i.e. the ACT Government approved scope);
  - there are currently 18 ACCU beds at TCH; and
  - the net change in ACCU beds at TCH once CHE is completed will be dependent upon future decisions to be taken regarding existing facilities at TCH.
- In relation to **cardiac catheterisation laboratories (CCLs)**:
  - Two CCLs are planned to be constructed as part of the CHE Project;
  - the ACT Government approved scope included for two CCLs with a further space to be constructed as a shell expansion area;
  - there is currently one CCL at TCH; and
  - the net change in CCLs at TCH once CHE is completed will be dependent upon future decisions to be taken regarding existing facilities at TCH.
- In relation to **electrophysiology laboratories (EPLs)**:
  - One EPL is planned to be constructed as part of the CHE Project;
  - there was one EPL planned to be constructed as part of the original CHE scope (i.e. the Cabinet approved scope);
  - there is currently one EPL at TCH (NB: this facility is also used for cardiac catheterisations); and
  - the net change in EPLs at TCH once CHE is completed will be dependent upon future decisions to be taken regarding existing facilities at TCH.
- In relation to **interventional radiology suites (IR Suites)**:
  - Four IR Suites are currently planned to be constructed with the Operating Theatres as part of the CHE Project, subject to ongoing clinical engagement;
  - there were four IR Suites planned to be constructed as part of the original CHE scope (i.e. the ACT Government approved scope);
  - there are currently two IR Suites at TCH; and

- the net change in IR Suites at TCH once CHE is completed will be dependent upon future decisions to be taken regarding existing facilities at TCH, noting it is not currently planned to decommission the two existing IR Suites in Building 12 when the new facility is opened.
- In relation to **procedure rooms**:
- Several types of space can be referred to as procedure rooms. There are many procedures performed at The Canberra Hospital and more specific information would be required to be able to provide appropriate figures.
- In relation to **emergency department beds (treatment spaces)**:
  - 114 ED treatment spaces are planned to be constructed as part of the CHE Project;
  - there were 114 treatment spaces planned to be constructed as part of the original CHE scope (i.e. the ACT Government approved scope);
  - there are currently 79 ED treatment spaces at TCH; and
  - this represents a net change of plus 35 in emergency department spaces at TCH once CHE is completed.
  - The Emergency Department departmental layout has recently been re-planned to deliver a further-improved layout for these areas. This design work has now been agreed by the Canberra Health Services Executive along with the clinical champions and will inform the next stage of design development for these Departments.
  - Related imaging equipment includes:

<i>Room Name</i>	<i>Room Count</i>
CT Imaging Room	3
General X-Ray Room	3
General X-Ray Room - OPG	1
Ultrasound	2
Ultrasound - Procedure	1
MRI Scanning Room	1

- In relation to **standard operating theatres (OTs)**:

- 16 standard OTs are planned to be constructed as part of the CHE Project (out of 22 total theatres);
  - none are planned to be shelled;
  - 16 standard OTs were planned to be constructed as part of the original CHE scope (i.e. the ACT Government approved scope);
  - no standard OTs were planned to be shelled under the ACT Government approved scope;
  - there are currently 13 standard OTs at TCH including one intraoperative MRI neuro theatre; and
  - the net change in standard OTs at TCH once CHE is completed will be dependent upon future decisions to be taken regarding existing facilities at TCH.
- In relation to **hybrid operating theatres (OTs)**:
    - Current plans are for 2 hybrid OTs to be constructed as part of the CHE Project (including provision for one intraoperative hybrid MRI suite);
    - no hybrid OTs are planned to be shelled under the approved scope;
    - two hybrid OTs were planned to be constructed as part of the original CHE scope (i.e. the ACT Government approved scope);
    - no hybrid OTs were planned to be shelled;
    - there are currently no hybrid OTs at TCH; and
    - this represent a net change of plus two in hybrid OTs at TCH once CHE is completed.
  - In relation to **day surgical beds**:
    - 55 day surgical beds are planned to be constructed as part of the CHE Project;
    - 55 were planned to be constructed as part of the original CHE scope (i.e. the ACT Government approved scope);
    - there are currently 14 day surgical beds at TCH; and
    - the net change in day surgical beds at TCH once CHE is completed will be dependent upon future decisions to be taken regarding existing facilities at TCH.
  - In relation to **ambulance bays**:
    - 12 ambulance bays are planned to be constructed as part of the CHE Project. Recent design development of the ambulance bays has a

configuration of nine patient drop-off/operational bays, seven ambulance parking/waiting bays and one emergency vehicle parking space as the preferred option. The design team are also investigating the provision of a second ambulance bay entry.

- there were 12 ambulance bays planned to be constructed as part of the original CHE scope (i.e. the ACT Government approved scope);
- there currently 8 ambulance bays at TCH;
- this will represent a net change of plus four in ambulance bays at TCH once CHE is completed; and
- the CHE Project are investigating the re-purposing of the current ambulance bay location at the TCH main entry point in Building 2.

## CIT Woden Campus Project - Facts and Figures

- Smart Campus 22,500m<sup>2</sup>
- 20 bed, Youth Foyer
- Passenger friendly transport interchange
  - 18 bus stops
  - 24 Bus layover spaces Launceston Street
- Future-proofed Woden Light Stop Enabled
- 520 jobs will be created during construction
- 6500 students per year, approx. 1500 per day
- 400 staff on campus
- All electric building
- Zero emissions
- Improved urban realm and green space – over 23% of footprint urban realm
- Ancillary road works and interaction upgrades – there will be upgrades to 7 local road intersections
- Work towards reaching 30% urban tree canopy and net increase in tree canopy cover
- Achieving minimum 90% recycling of construction and demolition waste
- Integrated East-West pedestrian Boulevard and public space.
- Enhanced bike paths and bike facilities including end of trip facilities and secure bike storage
- 5 Star Green Star Design and As built, aspirational 6 star
- WELLS rating – human health and wellbeing rating

## Timelines

- Package 1: Bus Layovers and Ancillary Roadworks construction commencing early in the 2<sup>nd</sup> quarter, for completion end of 3<sup>rd</sup> quarter 2021
- Package 2: Construction of the Transport Interchange along Callam Street commencing 3<sup>rd</sup> quarter 2021, for completion 1<sup>st</sup> quarter 2020.
- Package 3: The CIT Campus – Woden Project. The campus will be located on the site of the existing Woden Bus interchange, with new students welcomed onto the campus at the beginning of 2025. Construction of the CIT facility will begin mid-2022.
- Package 4: Yurauna Centre at CIT Bruce Campus.

**Portfolio/s:** Skills/Transport

## **ISSUE: CIT Campus – Community Consultation - Bus Interchange and CIT Woden**

### **Talking points:**

- In February 2021, the Development Application (DA) was submitted for the for the new Woden public transport interchange.
- The DA documentation is on display until 22 March 2021 and I would encourage everybody who is interested in having a say to visit the Planning ACT website, where you can view and comment on the designs for:
  - The new Woden public transport interchange on Callam Street;
  - New bus layovers on Launceston and Easty Street; and
  - Upgrades and improvements to local roads and intersections.
- Upgrades to bike paths, footpaths and other active travel routes are also a component of these works, reflecting the ACT Government’s commitment to connecting people to our local and regional centres and continuing to grow Canberra as a truly sustainable city.
- In December 2020, MPC completed formal Pre-DA public consultation for the new Woden public transport interchange with community members, local business, future users of the site (such as bus drivers, CIT trainers, assessors and students) and other key stakeholders.
  - More than 650 members of the public were consulted, 21 detailed stakeholder briefings and 11 community information pop-ups were held, and 183 responses to our online survey were recieved. There were also 1236 visits to the CIT virtual consultation room.
  - Feedback from the community online comments, surveys responses and conversations fell into five overarching themes:
    1. Protection from the elements – the public want shading for hot summer days and spaces to stay warm in winter while waiting for public transport.
    2. Green space and landscaping – the community value green space, including grassed areas, garden spaces and large trees for shade.
    3. Accessibility (distance from Westfield, disability, elderly) – the community were concerned that the new public transport interchange on Callam Street will increase the walking distance to Westfield.
    4. Safety and Lighting – the community want to feel safe when you are using public transport.



5. Closure of Callam Street – the community were concerned that the closure of Callam Street to private vehicles will place traffic pressure on nearby roads.
- We will continue to seek feedback from the local community and key stakeholders as we move into the planning approvals process for the new CIT campus later in 2021.
  - This public consultation period supports the Development Applications for the new Public Transport Interchange, Bus Layovers and associated works, which were submitted in mid-January 2021.

### *Previous Community Consultation*

- Earlier in 2020, the project launched the “CIT Woden Campus: Design and Values” Survey which included topics such as building heights and layout, green space ratios, connectivity to local facilities, public transport integration and sustainable design features.
- More than 400 community members responded to the survey, with findings highlighting a preference for well-integrated buildings of up to 12 storeys, featuring activated common areas and green spaces.
- Of those surveyed, more than 85 per cent of responders were supportive of the CIT Campus - Woden Project.
- The results of the Design and Values survey were released on 29 July and can be viewed online at [yoursay.act.gov.au](https://yoursay.act.gov.au).
- In addition to ongoing stakeholder feedback, trends in the qualitative and quantitative data assists planners, engineers and designers to prioritise various aspects of the project, helping shape future concept designs for the new campus.

**Portfolio/s: Skills****ISSUE: CIT Campus – Woden Progress Update****Talking points:**

- On 28 November 2019, the ACT Government announced that a new CIT campus will be built in the Woden Town Centre. This new, modern CIT campus will be a dedicated teaching and learning campus and complement a new passenger-friendly public transport interchange to be situated on Callam Street.
- On 24 August 2020, the Chief Minister and I announced that the ACT Government had formally approved the CIT Campus – Woden Business Case, which marks a significant milestone and major step-forward for the project.
- CIT Woden Campus will be a VET technology and service skills learning precinct, delivering courses to prepare students for roles in industries such as business, cyber security, IT, creative industries, hospitality and tourism.
- 6500 students will attend the CIT Woden Campus each year, which will benefit local business and industry whilst providing students with a contemporary and dynamic educational environment.
- Investing \$223 million in the new CIT Campus and youth foyer and a further \$58 million on a new public transport interchange and associated works for Woden.
- More than 520 jobs are expected to be created during construction alone, in addition to the teaching and learning jobs that will be offered once the facility is operational.
- CIT Campus -Woden Project comprises of four packages of development works:
  - Package 1 - Woden Bus Layovers and ancillary roadworks;
  - Package 2 - Woden Transport Interchange including capacity for future Light Rail;
  - Package 3 - CIT Campus-Woden including a Youth Foyer and urban realm development; and
  - Package 4 - Yurauna Centre at CIT Bruce Campus.
- Upgrades and improvements planned for local roads and intersections will improve bus, car and active travel movement, while supporting the new Woden public transport interchange. Improvements will include new traffic signals at nearby intersections, improvements to intersections and the addition of pedestrian crossings to promote more active travel movements in the area.
- To support the operations of the new Woden Public Transport Interchange, two new bus layover areas will be constructed on Launceston and Easty Streets.

## Procurement

- As part of the next design development stage, interest was sought from architecture and engineering firms through an open tender process to work closely with and provide advice to the ACT Government.
- Over 15 submissions were received from consortia of architectural and engineering firms, with the tender being awarded to the Arup/Hayball consortia on 12 November 2020.

## *Upcoming Procurements*

- An expression of interest will be advertised in late March 2021 for responses from pre-qualified Contractors for the design and construction (D&C) of the new CIT Campus at Woden which will include a 20 bed Youth Foyer on the site. Respondents will be shortlisted to Tender for the D&C works in late July 2021.

## Planning Approvals Process

- An Estate Development Plan (EDP) for the new CIT Campus-Woden to be developed on the current Woden Bus Interchange site was submitted for Agency Review in mid-January 2021. An EDP DA is forecast to be submitted in June 2021 with a decision due by August 2021.
- A Development Application (DA) was submitted to the Environment, Planning and Sustainable Development Directorate (EPSDD) on 26 February 2021 for:
  - The new Woden public transport interchange on Callam Street;
  - New bus layovers on Launceston and Easty Streets; and
  - Upgrades and improvements to local roads and intersections.
- The DA documentation is on display on the Planning ACT Website until 22 March 2021.
- A DA for the CIT Campus-Woden building development is planned for submission by the D&C Contractor following contract award, which will be in approximately May 2022.

**Portfolio/s:** Skills

## **ISSUE: CIT Campus - Woden – Site Selection including Lovett Tower and Borrowdale House**

### **Talking points:**

#### Site Location

- The preferred location for the new state-of-the art CIT Campus is the site of the existing Woden Bus Interchange and the former Woden Police Station at Callam Street.
- An assessment of ten possible sites was undertaken and the current site was chosen for its ability to deliver an activated urban renewal precinct, proximity to the new transport interchange, the opportunity to improve existing pedestrian links from Callam Street to the Woden Town Centre and the proximity to local businesses and community facilities.
- Replacing the existing ageing bus interchange site with a modern, new facility will also help revitalise the eastern side of Woden Town Centre without contributing to urban sprawl, supporting Woden in becoming a great place to live, work and study.
- The former CIT Woden Campus and associated buildings on Ainsworth Street and Hindmarsh Drive have passed their useful life and no longer meet the needs of a contemporary VET institution. This site has been designated as a future University site to be occupied by UNSW.
- Major Projects Canberra is working with CIT, TCCS and EPSDD to progress the design and procurement activities for the new CIT Campus and public transport interchange.
- This cross-Government approach will work to deliver the new campus and integrated public transport interchange to ensure they meet the needs of our growing community, now and into the future.

#### Lovett Tower and Borrowdale House

- Lovett Tower and Borrowdale House were not considered to be suitable locations for the new CIT facility as adaptive re-use of ageing office infrastructure does not provide the same opportunity to deliver a customised smart-learning environment which supports world-leading educational outcomes.
- Major constraints for the adaptive re-use of these facilities include small floor plates, low ceiling to floor heights, limited connectivity between floors beyond lifts, and a small land area limiting the opportunity to produce a campus feel. The combined site area of Lovett Tower and Borrowdale House is only 3,200m<sup>2</sup>, compared to over 11,000m<sup>2</sup> for the preferred site option.

- These facilities also have insufficient parking available which would result in further parking pressures in the Woden Town Centre.
- Re-purposing facilities from office to educational infrastructure would still require significant investment, and may be costly, whilst still not providing a fit for purpose facility. Major refurbishment in adaptive re-use facilities can be more expensive than building new.
- Due to the age of these buildings, it is also likely that there may potentially be hazardous materials present.
- Lovett Tower and Borrowdale House are not owned by ACT Government and would require considerable investment to purchase if the owners were willing to sell. It is estimated that purchasing these buildings could be in the order of over \$50 million, even before any upgrade works commence.
- Borrowdale House and Lovett Tower owner Cromwell Property Group recently sold both buildings.
- The new owners of Borrowdale House, Canberra based developer Keggins, announced to the market on 14 November 2020 that it has plans for a \$75 million 24-storey, 222 apartments in a commercial and residential building on the 2229 square metre site.

**Portfolio/s:** Transport

## **ISSUE: WODEN PUBLIC TRANSPORT INTERCHANGE – Progress Update**

### **Talking points:**

- The ACT Government is investing in our public transport network and working with Canberrans to make practical improvements to the public transport services they rely on every day.
- As part of this commitment, the ACT Government allocated \$3.5 million for the design of a new, passenger friendly, Woden Public Transport Interchange. This will prepare the Woden Public Transport Interchange (new transport interchange) for its transformation into an integrated transport hub for both Light Rail Stage 2 and the bus network.
- The new transport interchange will feature more comfortable shelters, modern passenger information displays and ticketing machines, accessible footpaths and cycle facilities, security systems and safer transiting between the future light rail terminus and the rapid and local bus network.
- The new transport interchange will also complement the new CIT Campus being developed in the Woden Town Centre.
- On 24 August the Chief Minister and I announced that the ACT Government has formally approved the CIT Campus – Woden Business Case, which includes the new public transport interchange, marking a significant milestone and major step-forward for the project.
- Replacing the existing ageing bus interchange site with a modern, new facility will also help revitalise the eastern side of Woden Town Centre without contributing to urban sprawl, supporting Woden in becoming a great place to live, work and study.
- Major Projects Canberra is working closely with TCCS and CIT to progress the next design development activities for the public transport interchange, integrated into a broader new Woden CIT Campus.
- In December 2020, MPC engaged a Reference Design and Technical Advisor multi-discipline consultant consortium with architectural and engineering professionals following an open tender process. This consultant is working with the ACT Government to finalise the development and refinement of the transport interchange design, incorporating feedback gathered during public consultation undertaken in mid and late 2020.

## Procurement

- As part of the next design development stage, interest was sought from architecture and engineering firms through an open tender process to work closely with and provide advice to the ACT Government.
- Over 15 submissions were received from consortia of architectural and engineering firms, with the tender being awarded to the Arup/Hayball consortia on 12 November 2020.

## *Upcoming Procurements*

- The new Bus Layover and Ancillary Roadworks package of work – Package 1 has proceeded to public tender by pre-qualified tenderers at the end of January 2021. Tenders will close in mid-March 2021 with construction planned to commence in mid-April 2021. Planned completion of these works is due by the end of September 2021.
- The new Transport Interchange package of work – Package 2 has proceeded to select tender in mid- February 2021 with construction planned to commence in late August 2021. This component of the project is planned for completion by the end of March 2022.

## *Planning Approvals*

- The Development Application (DA) for the Bus Layover and Ancillary Roadworks was lodged in mid-January 2021 and is expected to be concluded by mid April 2021.
- The DA for the Transport Interchange was lodged in mid-January 2021 and is forecast to be concluded by mid-April 2021.

## Portfolio/s: Sustainable Building and Construction

### Cladding Rectification

#### Talking points:

- The safety of our community is of the utmost importance and has guided our approach to the handling of potentially combustible cladding on buildings in Canberra.
- In 2017, the Government formed the inter-agency Building Cladding Review Group to determine whether combustible materials had been used in Territory buildings in a way that poses a risk to building occupants.
- In December 2019, a Cladding Audit Response Team was established to progress the important work in addressing issues identified with ACT Government buildings through further detailed assessments and identification of remediation options. The Response Team also undertook a desktop analysis of certain privately owned buildings.
- The government assessed the Cladding Audit Response Team's recommendations and approved the rectification of cladding across ACT Government sites.
- The Cladding Rectification Scheme consists of two elements:
  - an ACT Government Program to rectify combustible cladding on ACT Government owned facilities; and
  - a Private Sector Program to support the rectification of combustible cladding on certain private sector buildings.

#### ACT Government Program

- A review of ACT Government owned buildings has been completed, and the sites of potential risks have been identified. This has involved a multi-stage process that identified, reviewed and assessed all buildings with potentially combustible cladding.
- The audit identified 23 sites requiring cladding rectification works.
- Of these, 21 sites are being progressed through Major Projects Canberra, with two sites within the Education portfolio being progressed directly by the Education Directorate.
- Based on preliminary cost estimates, \$19 million of funding was provisioned for the rectification works.
- If required, the remediation options may range from full replacement of all cladding to removal of certain elements of cladding to achieve a low risk ranking. The recommended level of remediation varies by building and cladding elements based on risk assessment criteria.
- It is important to note that fire safety measures have been applied as part of managing cladding that remains on Government buildings, either on an ongoing basis or as an interim measure until the cladding is replaced.



- The engineering consulting firm, GHD, has developed final designs and more accurate cost estimates for the 21 ACT Government sites. Site inspections have taken place, as required.
- The first round of rectification works will commence shortly and are aimed to be completed by 30 June 2021. The main program of works will occur in the financial year 2021-22.

### Private Sector Program

- The ACT Government is creating a program to support the replacement of combustible cladding across eligible private sector buildings.
- The scheme is proposed to involve a concessional loan arrangement and is designed to encourage and assist in the replacement of higher-risk potentially combustible cladding on private buildings where their multi-owner nature may otherwise present a practical impediment to the replacement of such cladding.
- Further information on the scheme will be available in the first half of 2021.
- Engagement with industry associations/representatives has occurred and will continue to enable industry input to the development of the scheme.

### Q+A

- *Why are you letting people continue to occupy the building if the combustible cladding makes it a higher risk? How can you guarantee it's safe?*

All ACT Government owned buildings have been assessed by fire engineers and have undergone a risk assessment, taking into account the use of the building. The risk assessments recommended that implementing a series of interim actions would maintain and improve the level of fire safety whilst rectifications works are planned. These risk assessments were also reviewed by ACT Fire and Rescue who concurred with this assessment.

Owners of private buildings are responsible for ensuring the ongoing safety of their buildings.

- *Will the ACT Government sites with potentially combustible cladding be identified to the public?*

Out of an abundance of caution, we do not propose releasing a public list of the sites at this stage where there is any risk of it prompting untoward behaviours in respect of those buildings. Information on the identity of the buildings will be made to those who need to know as inspection and repair activities continue.

- *How will the Government Rectification Program ensure that the replacement cladding products used on the Government buildings are safe and suitable?*

All replacement cladding products must comply with the new (2019) National Construction Code, which addresses the combustible cladding issue.

Cleared as complete and accurate:	18/02/2021	
Cleared for public release by:	Executive Group Manager	Ext:55466
Contact Officer name:	Adrian Piani	Ext: 54326
Lead Directorate:	Major Projects Canberra	

- *What products will be installed and how do we ensure that the new products actually rectify the problem?*

The specification for the replacement cladding on ACT Government buildings is:

- proprietary panels comprising prefinished skins continuously laminated over a non-combustible core or solid aluminium panels; and
- NATA tested to comply with AS1530.1 (Methods for fire tests on building materials, components and structures – Combustibility test for materials) and the National Construction Code.

Cladding products are available in the market that meet this high standard as building owners across the world seek to rectify their buildings.

- *How can the Government ensure that only skilled, insured professionals and companies with experience in cladding are undertaking work under this Scheme?*

The Government is investigating the development of a pre-qualification register specifically for companies and construction professionals wanting to undertake work under this Scheme. This will not only include the usual quality checks such as those required under the existing ACT Construction Pre-Qualification Scheme, but specifically assess their direct experience in cladding work and their insurance coverage for cladding rectification work.

## **Overdraft Bank Account**

Balance Transferred: \$37.211M (Annual Report pg. 85)

End of Year Balance: \$8.986M (Annual Report pg. 84)

Budget: \$8.986M (2020-21 Budget Statement pg. 11)

The bank overdraft facility was established in 2007. The purpose of the facility was to enable C & W to have access to adequate working capital to allow C & W to make "up-front" third party payments to external suppliers on behalf of Directorates to ensure compliance with a supplier's payment terms relating to capital works projects managed by C&W. Then subsequently, an invoice would be raised by C & W to the relevant Directorate to seek recovery of funds for delivering the capital project. The lead time between the payment to the supplier and the recovery of funds by C & W could take several weeks.

As a result of C&W delivering a program averaging \$350m per annum, the bank account was regularly in a temporary overdraft position pending the recovery of funds from Directorates. Delays in the reimbursement of funds in arrears from Directorates were a regular occurrence, impacted by the added complexity in processing relatively large capital payments in the banking system, and the timing of the draw down of the capital appropriation was a contributing factor.

## **2019-20 Operating Result**

2019-20 Operating Result: \$6.7M (Annual Report pg.68)

Components Contributing to Loss:

- Depreciation \$1.5 million
- Expensing of Northbourne Verges works (eg landscaping) \$0.6m
- Leave balances transferring in with new staff \$1.8m
- Services relocation expenses for CHE \$0.3m
- Corporate Project Support Costs funded through capital which do not meet capitalisation criteria \$2.1m

## **Capital Underspend**

Refer bottom of page 73 of Annual Report for items that represent the capital underspend.

- Canberra Hospital Expansion \$50.872 million
- Light Rail City to Woden and Raising London Circuit \$21.082 million
- Delivering Stage 2 of Light Rail to Woden \$2.028 million
- Commencing Light Rail Stage 1 Operations and Delivering a Light Rail Stop at Mitchell \$3.036 million

## **Corporate Costs**

What is the nature of Corporate Costs funded through the projects:

- MPC Executive oversight

- Accommodation for the Project Team
- Whole of Government Costs associated with the project teams, Shared Services ICT, Finance and HR
- Workers Compensation Premium charges associated with the project team
- Functions necessary for the delivery of projects in a Government environment
  - o FOI
  - o Ministerial/Cabinet and Assembly Liaison
  - o Governance
  - o Audit
  - o Communication

These costs are largely non-capital in nature which varies from the funding source which MPC Is primarily appropriated.

What was the total project corporate costs incurred in 2019-20 - \$4.1 million?

How was this funded in 2019-20:

- \$2.3 million Light Rail – funded through recurrent appropriation
- \$1.8 million Canberra Hospital Expansion – funded through Capital appropriation
- \$70k CIT Woden – Capital appropriation

## Budget Estimates 2020-21

Capital	2019-20 Actual \$'m	2019-20 Budget \$'m	2020-21 YTD Actual <sup>1</sup> \$'m	2020-21 Budget \$'m	Reprofiling \$'m	2021-22 Estimate \$'m	2022-23 Estimate \$'m	2023-24 Estimate \$'m
Light Rail Stage 1	26.865	29.901	0.992	1.536	-	-	-	-
Light Rail Stage 2	29.198	52.308	9.932	27.260	-1.798	1.798	-	-
Light Rail Stage 2 (Provisioned)	-	-	-	-	-	75.397	66.500	168.300
Sandford Street (Mitchell) Stop	-	-	4.501	10.486	-1.514	1.514	-	-
Design and Raising London Circuit (New Business Initiative)	-	-	-	1.472	-	-	-	-
Light Rail Sub-Total	56.063	82.209	15.425	40.754	-3.312	3.312	-	-
Canberra Hospital Expansion	14.742	65.524	21.477	40.782	-	-	-	-
Canberra Hospital Expansion (Provisioned)	-	-	-	-	-	149.200	189.000	229.600
CIT Woden Campus	-	-	1.719	11.260	-4.040	53.040	84.000	92.000
CIT Woden Campus (Provisioned)	-	-	-	-	-	-	1.000	1.000
Total (excluding provision)	70.805	147.733	38.621	92.796	-7.352	56.352	84.000	92.000

1. The year-to-date actual represents the total expenses from July to December of the 2020-21.

Recurrent	2019-20 Actual \$'m	2019-20 Budget \$'m	2020-21 YTD Actual <sup>1</sup> \$'m	2020-21 Budget \$'m	Reprofiling \$'m	2021-22 Estimate \$'m	2022-23 Estimate \$'m	2023-24 Estimate \$'m
Light Rail Stage 1	0.088	0.088	-	-	-	-	-	-
Light Rail Stage 2	6.412	7.418	1.000	2.000	-	-	-	-
Sandford Street (Mitchell) Stop	-	0.150	0.075	0.150	-	-	0.120	0.240
Assessment of Mawson Viability (New Business Initiative)	-	-	-	1.269	-	-	-	-
Design and Raising London Circuit (New Business Initiative)	-	-	-	0.631	-	-	-	-
Light Rail Sub-Total	6.500	7.656	1.075	4.050	-	-	0.120	0.240
Canberra Hospital Expansion	-	-	-	-	-	-	-	-
CIT Woden Campus	-	-	0.450	0.900	-	1.000	1.000	1.000
Cladding	-	-	0.428	2.700	-	-	-	-
Treasurer's Advance	4.700	-	-	-	-	-	-	-
Total	11.200	7.656	1.953	7.650	-	1.000	1.120	1.240

1. The year-to-date actual represents the total expenses from July to December of the 2020-21.

## Woden Community Centre

### MPC role:

- MPC procured and contract managed the tender awarded to Cox Architecture to develop a design for the Woden Community Centre. Design to a DA ready stage
- This also included the design for a new building to house the Early Learning Centre (ELC) which is proposed to be built on the former preschool site in Lyons (as a variation to the original design)
- Steven Gaunt from the Commercial team was our Contract Manager
- Our client was Rod Baxter from EPSDD
- EPSDD provided the scope and functional requirements for the project(s)
- MPC has not part of the decision making or discussions with the developer

### Further background:

- A new community centre was proposed by EPSD to improve the availability of space for events, the arts, meetings and other community activities.
- A new front of house for Woden Community Service (WCS), which is currently spread across four locations within Woden. WCS has expanded its range of services over recent years and provides much-needed support for children, families and vulnerable people in Woden and the region. WCS will manage the building on behalf of the Territory and will provide affordable access to community facilities.
- Accommodate the delivery of Community Services Directorate (CSD) child and family services focussing on children aged 0 to 8 years.
- The project scope includes integration with the Woden Town Park and Arabanoo Park to create an accessible and functional public space linked to the community centre and which together create a natural public meeting place in the heart of Woden Town Centre. The proposal also undertook studies on carparking facilities.
- The site selected interacts with the heritage listed Callam Offices. Under this brief, the initial planning studies explored the overall development of the precinct and in consultation with the ACT's Design Review Panel and the ACT Heritage Council, establish an agreed set of design principles for the precinct which can then be applied to the design development of the community centre.
- WCS was also to provide a childcare centre of up to 100 places that will replace the existing Lollipop Childcare. After consideration it was not considered appropriate to locate the ELC at this site and subsequently an alternative site at was identified at Lyons and a design option was developed at this site.
- MPC IDP involvement was to project manage the procurement and delivery of the design option studies. Steven Gaunt attended most design meetings but had minimal input into design resolution beyond general observations on the design options submitted for review. Cox Architecture won the tender and developed both designs.
- Initial budget for design was \$480,000 ex gst.
- This budget was expanded as a procurement variation by an additional \$118,000 ex gst to develop the ELC design at the Lyons site.
- Cox Architecture were engaged October 2019. Belinda Barnes was the project architect.
- The final design and report including the ELC submission was delivered January 2021

## Portfolio/s: Transport and City Services

### Raising London Circuit

#### Talking points:

- Raising London Circuit is a major road project that provides an important foundation for extending light rail to Woden. It underpins light rail design work, ensures there is seamless integration of light rail infrastructure and provides a level and more accessible intersection for light rail and its passengers.
- Raising London Circuit will also provide better pedestrian connectivity between the City and the Acton Waterfront. It will complement City Renewal Authority activities in the City.
- Raising London Circuit involves changing the current split-level, overpass-underpass configuration into a more pedestrian and cyclist-friendly intersection, by raising the road level on either side of Commonwealth Avenue.
- Raising London Circuit is a key enabling works project for Light Rail Stage 2A, providing the means for the Light Rail to transition from London Circuit to Commonwealth Avenue.
- Broadly, the scope of this project includes:
  - The raising of the London Circuit roadway on the east and west side of Commonwealth Avenue to create an at-grade intersection with Commonwealth Avenue thereby replacing the grade separation that is currently in place;
  - Road pavements, kerbs, footways, street lighting and urban landscaping elements, including tying in to side-streets and existing frontage developments and undeveloped sites;
  - Relocation and protection of utilities and services that traverse the extents of London Circuit between Edinburgh Avenue on the west side of Commonwealth Avenue and Constitution Avenue on the east side. This will include diversion of certain utility and watermain infrastructure around Vernon Circle;
  - Stormwater and drainage infrastructure including attenuation infrastructure on London Circuit; and
  - Light rail infrastructure (other than road-base material), will not be included in the scope of this works package. However, it is required that space-proofing for light rail infrastructure is assured and that its subsequent implementation will be with the minimal amount of disruption to the built infrastructure as is necessary.

- The construction period for raising London Circuit is intended to take approximately 24 months with initial works expected to commence in late 2021, subject to NCA planning approvals.
- Through the 2020-21 budget, the government will invest \$2.1 million this financial year to further progress the design of raising London Circuit as part of Light Rail Stage 2A early works.
- Funding has been fully provisioned to deliver this project, however the funding profile has not been released at this stage to ensure the Territory receives a value for money outcome in the future procurement process.

### Key Information

- Raising London Circuit is a major investment in the urban realm and mobility for our city centre providing improved level access for pedestrians and a wider range of transport modes between the CBD, City West, Acton and the Acton Waterfront.
- The light rail expansion will support more than 4 million people visiting events and national attractions.



**Portfolio/s:** Transport

**ISSUE: LIGHT RAIL – SANDFORD STREET STOP (Previously referenced as Mitchell Stop)**

**Talking points:**

- The ACT Government is progressing plans to bring the benefits of light rail to Mitchell. Funding is secured and construction has commenced on a new light rail stop to better service the area's growing business district.
- Last financial year the ACT Government committed \$150,000 to design a light rail stop for Mitchell. Further to the funding already earmarked by the ACT Government for this project, additional stimulus funding announced by the Australian Government allowed us to progress from design to construction.
- Commonwealth funding represented approximately half of the cost to deliver the stop and enabled the Territory to finalise project arrangements, including final costs. The Territory matched the Commonwealth funding to deliver the project.
- The light rail stop in Mitchell is now under construction immediately south of the Sandford Street intersection with Flemington Road. It will be similar in design to other island stops along the light rail alignment.
- First works were commenced by Canberra Metro on 6 December 2020 with the new stop expected to become operational in the second half of 2021.
- Engagement commenced early with the local traders in Mitchell to support them during the project's construction phase. Local knowledge and lessons learnt during Stage 1 were used to enhance communications strategies and advise construction schedules and plans.

**Background:**

- Light Rail Stage 1 has 13 stops from Gungahlin to City, including two stops in the Mitchell area on Flemington Road, being:
  - 'Well Station Drive'; and
  - 'EPIC and Racecourse'.
- In planning for locations of light rail stops for Stage 1, the Government analysed current and projected demand along the route, together with a technical assessment focused on defining stop locations. Criteria such as access to stops and connectivity with the local population were taken into account as part of this process.
- The Government recognised that Mitchell is a growing area and will be positively impacted by the growth of Gungahlin as a whole. With this in mind, the Project Agreement for Light Rail Stage 1 required Canberra Metro to design and construct light rail with a provision for an additional stop immediately south of the Sandford Street-Morriset Road intersection, with Flemington Road to be constructed in the future.

Cleared as complete and accurate: 12/02/2021  
Cleared for public release by: Executive Group Manager  
Contact Officer name: Ashley Cahif Ext: 51212  
Lead Directorate: Major Projects Canberra

- Given the strong patronage on the light rail system and responding to community feedback, the Government made the commitment to deliver the Mitchell stop as early as possible.
- In the 2019-20 Budget the Government provided funding to deliver a light rail stop at Mitchell. Capital funding was provided across the 2019-20 and 2020-21 financial years. This followed funding in the 2018-19 Budget to support contract review and detailed design of the stop at Mitchell.
- Transport Canberra and City Services Directorate are separately delivering a shared path along Flemington Road, providing better and safer access between Franklin and Mitchell, particularly to and from the Mitchell commercial precinct and the light rail stops.

**Portfolio:** Transport**ISSUE: Light Rail City to Woden – EPBC Referral****Talking points:**

- Major Projects Canberra submitted referrals for the project under the Commonwealth's *Environment Protection and Biodiversity Conservation Act* (EPBC Act) – City to Commonwealth Park (2A) and Commonwealth Park to Woden (2B).
- The EPBC Act is administered by the Australian Government Department of Agriculture, Water and the Environment. Prior to 1 February 2020, administration of the EPBC Act was by the Department of the Environment and Energy (DoEE).
- On 13 January 2020, the ACT Government received notice from DoEE that Stage 2A was a controlled action with the process to be assessed on preliminary documentation.
- On 16 January 2020, the ACT Government received a notice from DoEE that Stage 2B was a controlled action with the process to be assessed by environmental impact statement.
- EPBC preliminary documentation was lodged with the Department of Agriculture, Water and the Environment on 6 May 2020. MPC received a response from the Department and lodged a response on 27 July 2020 to address the comments provided.
- The preliminary documentation considers the socio-economic impacts and benefits of the project, along with areas of Commonwealth environmental significance. The preliminary documentation was available for public consultation for an extended 20 business days between 14 August and 14 September 2020.
- All comments received were managed by Major Projects Canberra and a response was lodged on the 13 November 2020, with the Commonwealth Department of Agriculture, Water and the Environment, along with the preliminary documentation, to make a final determination on the project. The Submissions Report was placed on public exhibition for information.
- The ACT Government received approval with conditions from the Department of Agriculture, Water and the Environment on 2 February 2021.
- The conditions relate primarily to the acquisition of biodiversity offsets for the loss of Golden Sun Moth habitat, and the development of a Golden Sun Moth Construction Environmental Management and Rehabilitation Plan (GSM Plan). The approval of the GSM Plan by the Commonwealth Environment Minister and the purchasing of biodiversity offsets are both pre-conditions to the commencement of main works for the Project.
- Prior to the commencement of the main works, the approval specifically allows for the completion of preliminary investigations and other works.
- We will continue consultation with all stakeholders as the project develops, ensuring that we provide the best outcomes for our community now and well into the future.

## **Background Information**

### Stage 2A Referral Decision

- Major Projects Canberra received notice of a referral decision from DoEE that confirms:
  - The Stage 2A project is a ‘controlled action’;
  - The project will require assessment and approval under the EPBC Act before it can proceed; and
  - The assessment will be assessed by “Preliminary Documentation”.
- The Preliminary Documentation was prepared by MPC and submitted to the Department and then subsequently publicly exhibited. A number of submissions were received in relation to the exhibition of the Preliminary Documentation. MPC prepared a response to the submissions which was also publicly exhibited by the Department. Approval with Conditions was received from the Department on 2 February 2021.

### Stage 2B Referral Decision

- Major Projects Canberra received notice of a referral decision from DoEE that confirms:
  - The Stage 2B project is a ‘controlled action’;
  - The project will require assessment and approval under the EPBC Act before it can proceed; and
  - The assessment will be assessed by “Environmental Impact Statement” (EIS).
- This is the expected outcome. The assessment process for Stage 2B is more extensive than Stage 2A, reflecting the complexity of issues to be considered.
- On 11 March 2020, the Department of Agriculture, Water and the Environment issued *Guidelines for the Content of a Draft Environmental Impact Statement for Commonwealth Park to Woden Light Rail Project*. This document sets out the required information and format for a Draft EIS.
- Major Projects Canberra will further develop project design and prepare the Draft EIS for submission to the department and public exhibition.
- The Department of Agriculture, Water and the Environment is liaising with the ACT Government’s Environment, Planning and Sustainable Development Directorate and the National Capital Authority to coordinate assessment processes as much as is practical.

### Public Notification

- DoEE opened the referrals for Stage 2A and Stage 2B for public comment in July 2019, for the statutory period of ten business days.

- The referral for Stage 2A was revised and resubmitted by Major Projects Canberra to reflect a wire-free power system and the concurrent project for raising London Circuit. DoEE opened the revised referral for public comment which closed on 20 December 2019.
- The Submissions Report was placed on public exhibition for information.

**ISSUE: Light Rail City to Woden – Facts & Figures****Talking points:**Light Rail 2A

- Approval for the light rail stage 2A business case was announced in September 2019 and is the first step in continuing the city light rail line to Woden.
- The ACT Government received approval on the EPBC for Stage 2A with conditions from the Department of Agriculture, Water and the Environment on 2 February 2021; an important milestone in progressing Stage 2 of light rail to Woden.
- The extension includes a 1.7km wireless track from Alinga Street to Commonwealth Park along London Circuit and Commonwealth Avenue.
- The extension proposes to add three new stops at Edinburgh Avenue, City South and Commonwealth Park and will utilise a new gateway to the city via a level intersection between Commonwealth Avenue and a raised London Circuit.
- The Edinburgh Avenue stop is expected to immediately be one of the most popular stops on the system.
- Early estimations suggest that daily patronage of Stage 2A would be an additional 2,500-3,000 passengers per day within the first operating year.
- The estimated journey time from Alinga Street to Commonwealth Park, as noted in the redacted business case, is approximately six minutes.
- The estimated journey time for the full route from the City to Woden is approximately 25-30 minutes.
- A combined Gungahlin to Commonwealth Park service will have the same hours of operation and frequency as the existing City to Gungahlin service.

Power systems

- As part of Stage 2A the additional procured LRVs will be fitted with an on-board energy storage system to power them through the wire-free section of the network.
- This technology enables the system to store green energy from the renewably powered grid and regenerative braking from the LRVs, using this to manage energy consumption more efficiently.
- Wireless infrastructure and grassed tracks on the Stage 2A alignment allows us to maintain our beautiful and distinctive city centre views without visual clutter, while also offering an attractive commute option.

**ISSUE: Light Rail City to Woden – Progress Update****Talking points:**Light Rail 2A

- Approval for the light rail stage 2A business case was announced in September 2019 and is the first step in continuing the city light rail line to Woden.
- The ACT Government is committed to delivering light rail to Woden. The return of the government provides us with an opportunity to ensure we're progressing the entire project as efficiently and speedily as we can.
- On 24 February 2021 the Federal Government announced that they have committed funding of \$132.5 million towards Light Rail Stage 2A.
- The ACT Government received approval on the EPBC with conditions from the Department of Agriculture, Water and the Environment on 2 February 2021; an important milestone in progressing Stage 2 of light rail to Woden.
- The Commonwealth approval processes for both segments of the route to Woden are progressing, with EPBC approval granted on 2 February 2021.
- With the EPBC approval received, the next steps are to obtain the required planning approvals, including a Territory Development Approval and National Capital Authority (NCA) Works Approval, and then commence the procurement and construction of the project.
- The Request for Tender for Stage 2 Technical Advisor was released to market on the 12 January 2021 and remained open until 22 of January. Phase two of the Request for Tender commenced on 25 January 2021. Design and procurement planning activities are continuing, with focus being given to some of the more complex areas of the alignment such as the light rail transitions to and from State Circle.
- Under the Parliamentary Agreement, commitments were given to exploring the feasibility of peak express services and extension of the system to Mawson. Officials are now considering the most appropriate approach to addressing those commitments.
- The first major physical works to be undertaken will be the raising of London Circuit. The ACT Government is working towards construction contracts being signed for these works later in 2021, though this is dependent upon Commonwealth planning approval processes and procurement processes.
- We need to get this project right. We've seen what's happened in other jurisdictions where contracts have been rushed for major projects without all necessary due diligence having been completed. We don't want to find ourselves in the same position.

- Light Rail Stage 2 will be the most complex infrastructure project undertaken in the ACT. Before contracts are entered into we need to ensure approvals are in place, technical challenges have been resolved, contract terms are appropriate and stakeholders have been fully consulted.
- Project costs will not be released at this stage. This is common practice and will assist the ACT Government to achieve the best outcome possible in any potential commercial negotiations.
- The Federal Government has committed \$137 Million to upgrade the Commonwealth Ave Bridge. The NCA will be responsible for the project, when completed it is expected to increase the load-bearing capacity of the bridge so it can handle current traffic and future expected volumes.
- Close collaboration across these initiatives will be important in order to minimise the disruption to road users during the construction period and to ensure the design of both projects are complementary– and I look forward to the ACT Government and the NCA, working closely together to integrate planning, design and delivery activities for these important projects. Close cooperation on both projects is already underway.

## Communications and Stakeholder Engagement

- In late 2019 MPC undertook engagement within City West with businesses and residents to build project awareness and seek feedback. This feedback has already informed design development and will be considered when planning the construction program. We released these findings in 2020 to community and stakeholders in the area and is also available at YourSay.
  - This engagement included doorknocking almost 400 businesses a number of times, several pop up sessions and seeking feedback from the almost 3000 residents and key stakeholders in the area.
- Regular project updates and construction notifications have been distributed along the 2A route, whilst project information pop ups have occurred at the new Sandford Street Stop, in the City and around Woden.
- As we progress detailed design and go through the next stage of approvals for stage 2A (which includes applying for Works Approval and Development Applications), MPC will be seeking feedback from the community on various project aspects including
  - Construction programs;
  - Business support program initiatives;
  - Marketing/activation programs;
  - Respite periods ;
  - Local industry participation opportunities; and
  - Urban realm and landscaping



- Opportunities for feedback and when consultation will occur will be promoted through the ACT Government YourSay page, via our project updates/Electronic Digital Media and at face to face pop up consultation events.

### Light Rail 2B:

- Extending the current Gungahlin to City route to Commonwealth Park demonstrates the ACT Government's commitment to delivering light rail in the City to Woden corridor.
- The ACT Government will continue to work on a business case for 2B while progressing the Commonwealth planning process.
  - The route to Woden is complex and is going to take some time to get through Commonwealth planning processes. Rather than simply wait, we're getting on with delivering what we can immediately.
  - Getting on with the project allows us to maintain momentum, resources and expertise from the successful delivery of Stage 1.
- The ACT Government will continue to progress the Commonwealth approvals process for the remainder of the corridor in parallel.
- The ACT Government is undertaking work to obtain the ACT Environmental Impact Statement (EIS) requirements. The first draft of the application for the ACT EIS Scoping document is well underway.
- Planning processes for Stage 2B are also ongoing. The project will continue to undertake detailed investigations along the corridor including assessment of infrastructure in the vicinity of Commonwealth Bridge and Lake Burley Griffin.
- The ACT Government will continue to work collaboratively with the NCA to ensure that disruptions during construction will be kept to a minimum.

**Portfolio/s:** Transport

**ISSUE:** Light Rail Stage 2 – 2020-21 Budget business cases

## Talking points:

### Raising London Circuit

- The ACT Government brought forward funding of \$2.1 million to 2020-21 which was previously provisioned in the Territory Budget for expenditure in 2021-22 and 2022-23.
- The funds will be used to progress design of the 'Raised London Circuit' component of the Light Rail Stage 2A project. This will provide enhanced pedestrian connectivity between the City and the Acton Waterfront, as well as facilitate the delivery of light rail to Woden.
- EPBC Approval of Light Rail Stage 2A, including the 'Raised London Circuit' component of that project, was received on 2 February 2021.
- Undertaking further design in relation to the raising of London Circuit will enable final NCA Works Approval applications to be submitted. Once final planning approvals are obtained, procurement and construction of the works can start. Subject to those planning approvals being obtained, the ACT Government currently expects early utility relocations to start in late 2021.
- The bulk of the London Circuit works are currently expected to occur in 2022 and 2023. A detailed construction timetable will be subject to:
  - Proposals put forward during the procurement process in relation to construction methodology; and
  - Coordination with the NCA.
- The ACT Government is very mindful that construction can cause disruption for commuters and businesses in the vicinity of the works. This will be taken into account in the detailed design and planning works that this budget funding will facilitate.

### Mawson Viability

- The ACT Government (through Major Projects Canberra) will undertake a study of the viability, benefits and disadvantages of extending light rail to Mawson ahead of the 2021-22 budget process with the view to determining whether it may be feasible and desirable for Light Rail to extend to Mawson as part of Stage 2, or instead as part of a future stage of light rail.
- Through the 2020-21 budget, the government will invest \$1.269 million this financial year to undertake the study of viability, benefits and disadvantages of the project.
- The preliminary feasibility report is currently anticipated to be delivered by the middle of the year for consideration by Government.
- If an extension of Light Rail Stage 2 to Mawson appears feasible and potentially attractive, it will then be included in a future Stage 2B Business Case for consideration by the ACT Government.

**Portfolio/s:** Transport

**ISSUE:** Light Rail Stage 2 – Slovenian Club

**Talking points:**

- The Slovenian Club is located at 19 Irving St, Phillip, adjacent to the proposed Light Rail Stage 2B corridor, and the Inter Town Public Transport Route.
- The Church of Pentecost Australia building, also located on the site, is hard against the boundary adjacent to the proposed Stage 2B rail corridor. It is a constrained area with respect to drainage, utilities and potential future pedestrian/active travel conflicts.
- Around May 2018, the light rail team, then part of Transport Canberra, became aware that an application had been made to renew the lease of the site.
- Given the potential conflicts with the rail corridor and potential need for a construction compound in the area, in July 2018 the light rail team had recommended that the lease not be renewed.
- Since this time, there has been further consideration of this matter, noting that design of the light rail system at this location is at a very early stage. Although the site is constrained, Major Projects Canberra has determined that it may be possible to construct the light rail system without encroaching upon the site.
- This matter will not be able to be determined with certainty until further technical investigations are undertaken as part of more detailed design for Light Rail Stage 2B.
- Major Projects Canberra has contacted the Slovenian Club to arrange a stakeholder meeting on this matter and is currently awaiting a response.
- EPSDD advised in a letter to the Slovenian Club dated 22 July 2020:

As a result of these comments, in deciding your application it may be relevant to consider the inclusion of a 12 month withdrawal clause in any subsequent lease.

However, before I decide your application, I would like to give you an opportunity to provide any information or comments about the information set out above and the application of section 254.

Please provide any information or comments that you would like me to consider in making my decision in relation to your application by 6 August 2020.

- The Slovenian Club has requested further time to respond to the letter from EPSDD.

**Portfolio/s:** Transport

**ISSUE: Light Rail Stage 2 Delays**

**Talking points:**

- COVID-19 has created uncertainty in the infrastructure sector internationally.
- As the project will include international partners and supply chains, understanding and managing the risk associated with this global uncertainty is essential to ensuring Canberrans get value for money in a future contract.
- Due to the global uncertainty, the Territory would be required to accept any cost or delay risk associated with any impact on the delivery of the Project as a result of COVID-19. There are several key elements of the Project that are high risk to be impacted by COVID-19 based on the current environment and have the potential to be exacerbated if the global COVID-19 situation worsens.
- A PPP arrangement has many benefits, but may not be optimal in a situation where there are many project uncertainties. As a PPP involves private finance, there would be additional financial risks should COVID-19 cause unexpected delays.
- These are some examples of significant COVID-19 risks to the Project.
  - COVID-19 has had a significant impact on the global credit markets resulting in:
    - A noticeable decrease in participation of banks and the value of funding that they would commit to;
    - A significant increase in pricing from pre COVID levels; and
    - A significant reduction in commitment periods that financiers will hold pricing levels. This has resulted in increased costs and decreased certainty compared to pre COVID-19 circumstances, along with a significant risk that any worsening of the COVID-19 environment would result in further costs.
  - The Light Rail Vehicles used for Stage 1 are manufactured by CAF, a Spanish based manufacturer. During the initial stages of the COVID-19 pandemic in Spain, the CAF factory was temporarily shut down. As Light Rail Vehicles are “long lead” items and are on the Project’s “critical path”, any delay in manufacture or delivery would result in delays to the completion of the Project potentially exposing the Territory to delay costs.
  - Key supplies from international suppliers, for example rail from Austria, will be required to ship their product to Australia. COVID-19 has had a significant impact on shipping and air freight capacity and delays, which are generally not covered by insurance policies. Any delay, risks impacting the delivery of the Project and increasing the costs to the Territory.
  - The supply chain for each of the thousands of products and materials that are incorporated within the Light Rail system is at risk of material disruption potentially exposing the Territory to delay costs.

Cleared as complete and accurate:	12/02/2021	
Cleared for public release by:	Executive Group Manager	Ext: 55466
Contact Officer name:	Ashley Cahif	Ext: 51212
Lead Directorate:	Major Projects Canberra	

- The ACT Government is being transparent with the community that there have been delays in procuring the project in the way we originally envisaged.
- The ACT Government is actively working through alternative procurement approaches.
- The ACT Government is carefully considering how to proceed with construction so as to ensure a steady pipeline of work in this current climate.

## **Key Information**

- The Government has released the redacted business case for LRS2A and provided indicative cost guidance for Stage 2.
- Investment in Light Rail is a long-term investment. It is about planning for the future of our city. The first stage contract is a 20 year partnership. The project should be considered in this context. The project will still deliver its expected benefits as well as aid in our economic recovery from the pandemic.
- The ACT Government continues to progress work to deliver Light Rail to Woden however final control over approval timeframes lies with the Commonwealth.

## Stage 1

### Key facts

- 12 km
- 5 min peak service
- 13 stops
- Provisioned Sandford Street Stop
- 14 LRVs
- 24 min journey time
- DDA compliant
- Bikes permitted on Board
- Local artwork on LRVs and Stops
- Depot and OCC
- Tree regeneration and median strip landscaping
- Opened 20 April 2019
- 20 year concession term (approx. 17.5 years left)

### Delivery

- Capital cost \$675m (Business Case \$783m)
- BCR 1.3 (Business Case 1.2)

## Stage 2A

### Key facts

- 1.7 km
- 3 Stops
- 6 – 7 min travel time
- Wire free
- 2,500 daily patronage (2026)
- BCR 0.6 (incl WEBs and base on wired solution)

### Planning approvals

- EPBC (Preliminary docs) – obtained 2 February 2021
- Works Approval
- DA

### History

- JSC – 2018
  - JSC report – October 2018
  - Cth Gov response -March 2019
- ACT split (2A and 2B) – July 2019
- Commence negotiation with Canberra Metro July 2019
  - March IAP
  - May IAP
- EPBC Approval of Stage 2A – 2 February 2021

## Stage 2 – City to Woden

### Key facts

- 11.2 km
- 13,900 daily patronage (2026)
- 12 stops (plus Alinga)
- 16 LRVs
- Wire-free component
- New Bridge between existing Cth Ave Bridges
- 25-30 min travel time

### Planning approvals

- EPBC
  - Stage 2A Preliminary docs – obtained 2 February 2021
  - Stage 2B EIS – approx. 18 months
- Works Approval
- Parliamentary Approval
- DA

### History

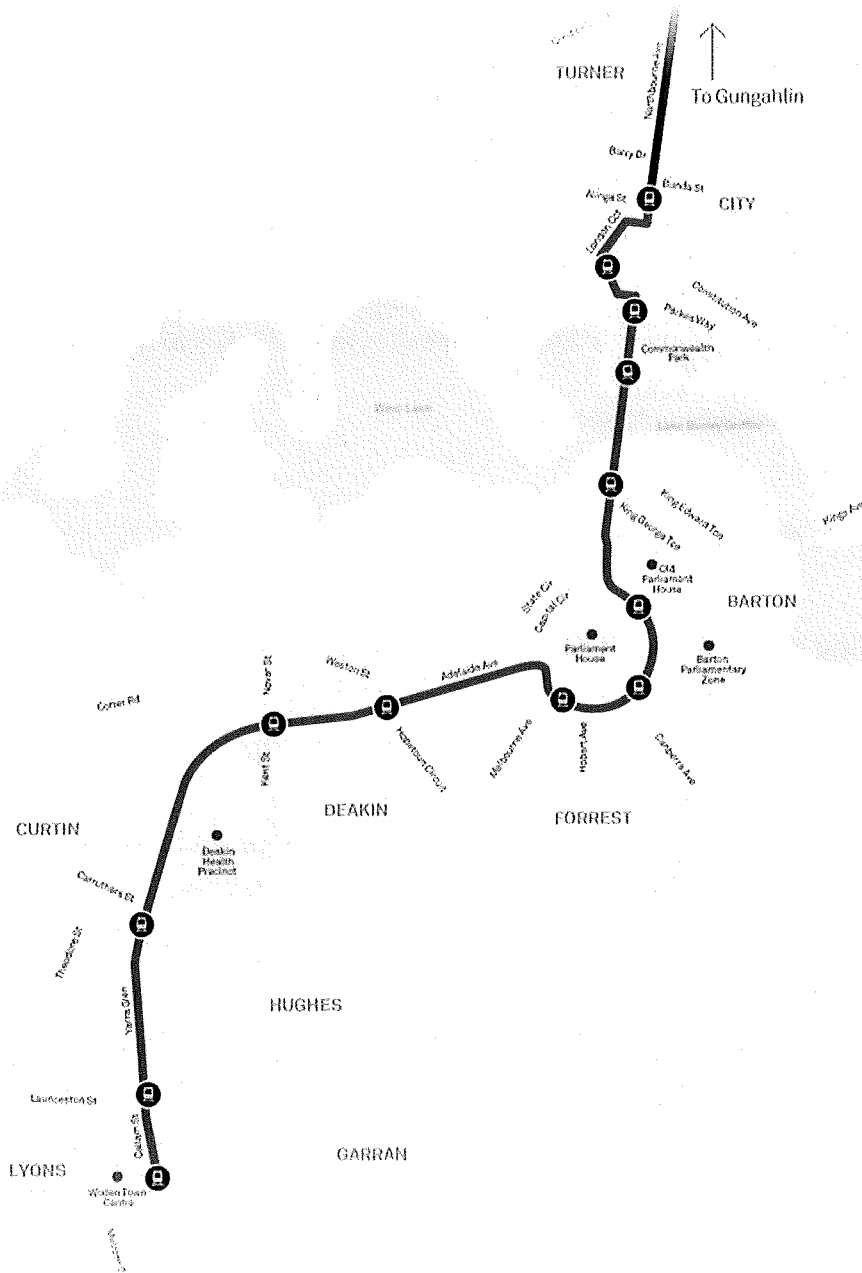
- JSC – 2018
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  - Cth Gov response -March 2019
- ACT split (2A and 2B) – July 2019
  - Change of route through Parliamentary Triangle
- EPBC Approval of Stage 2A – 2 February 2021



The indicative key milestones (subject to Cabinet approval of the strategy) are:

Milestone	Indicative timeframe
Procure Stage 2 and RLC Technical Advisor	Now - April 2021
Commence negotiations with Canberra Metro for the Depot works and LRV procurement	March 2021
Submit LRS2A / RLC Works Approval	September 2021
Commence preliminary negotiations with Canberra Metro on the ECI arrangements for the Stage 2A main works	October 2021
Raising London Circuit early works	End 2021 - 2022
Depot works and LRV procurement	End 2021 – early 2023
Receive Stage 2A and Raising London Circuit Works Approval	January 2022
Raising London Circuit main works	Early 2022 – early 2024
Stage 2A early works (including utility works)	End 2021 – mid 2022
Stage 2A main works	Early 2024 – early 2026

# Light Rail Network EPBC Referral Areas



City to Commonwealth Park  
 Commonwealth Park to Woden

Light Rail Stop  
 (indicative only)  
 Stops to be determined



12/2/18



## Sandford Street Stop

### Key Facts

- Light rail's 14th stop
- Completed second half of 2021
- Joint ACT Government and Commonwealth Government funding of \$12 million, the latter which was part of a recently announced \$35 million infrastructure stimulus package. This stimulus package will bring forward transport infrastructure projects to help boost the ACT economy.
- The new Sandford Street Stop will be located at the corner of Flemington Road and Sandford Street and will address the growing number of businesses and attractions at this location.
- Passengers will enjoy a journey time of 15 minutes from Mitchell to the City, and 9 minutes to Gungahlin.
- Additional journey time is 35 secs

### Why not built as part of Stage 1?

- Modelling at the time of Stage One light rail construction indicated that this location would not be a high-volume stop. Subsequent and future growth predictions means there is now a greater need and desire for a stop.
- The ACT Government has been listening to businesses and in anticipation of a possible stop, we future-proofed the location by creating adequate underground services and appropriate track spacing. This means that construction of Sandford Street stop will be quick and efficient with less traffic disruptions, getting customers and workers to Mitchell via light rail sooner.

## CIT Woden Campus Project - Facts and Figures

- Smart Campus 22,500m<sup>2</sup>
- Budget \$278 Million
- 20 bed, Youth Foyer
- Passenger friendly transport interchange
  - 18 bus stops
  - 24 Bus layover spaces Launceston Street
- Future-proofed Woden Light Stop Enabled
- 520 jobs will be created during construction
- 6500 students per year, approx. 1500 per day
- 400 staff on campus
- All electric building
- Zero emissions
- Improved urban realm and green space – over 23% of footprint urban realm
- Ancillary road works and interaction upgrades – there will be upgrades to 7 local road intersections
- Work towards reaching 30% urban tree canopy and net increase in tree canopy cover
- Achieving minimum 90% recycling of construction and demolition waste
- Integrated East-West pedestrian Boulevard and public space.
- Enhanced bike paths and bike facilities including end of trip facilities and secure bike storage
- 5 Star Green Star Design and As built, aspirational 6 star
- WELLS rating – human health and wellbeing rating

## Timelines

- Package 1: Bus Layovers and Ancillary Roadworks construction commencing early in the 2<sup>nd</sup> quarter, for completion end of 3<sup>rd</sup> quarter 2021
- Package 2: Construction of the Transport Interchange along Callam Street commencing 3<sup>rd</sup> quarter 2021, for completion 1<sup>st</sup> quarter 2020.
- Package 3: The CIT Campus – Woden Project. The campus will be located on the site of the existing Woden Bus interchange, with new students welcomed onto the campus at the beginning of 2025. Construction of the CIT facility will begin mid-2022.
- Package 4: Yurauna Centre at CIT Bruce Campus.

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- Package 4: Yurauna Centre at CIT Bruce Campus.

## **Stage 2A**

### **Q: Activities over next 12 months**

A: Work will continue over the next 12 months to progress 2A and 2B. Including:

- Submit 2A Works Approval with the NCA in the second half of 2021 (late Q3 / early Q4 2021)
- Procurement of early utility works – later in 2021
- Tender released for Raising London Circuit works – late 2021 / early 2022
- Engagement with Canberra Metro on light rail vehicles and depot works – this year (2021)
- Preparing for and progressing Commonwealth approvals for Stage 2B - ongoing
- Ongoing community and stakeholder engagement to raise project awareness, seek input on project design, impacts of early works such as raising London Circuit and feasibility of Mawson extension.

### **Q: When will you be seeking planning approvals for Stage 2A?**

A: In the second half of 2021 for Stage 2A (late Q3 / early Q4 2021)

### **Q: When will you be receiving planning approvals for Stage 2A?**

A: The timeframes for the planning approval are a matter for the NCA, it is expected that this may be in the first part of 2022.

### **Q: When will 2A construction begin?**

A: Construction work will likely happen in phases. Early utility relocations and associated works are expected to start late 2021/early 2022.

Subject to NCA approvals, works for 2A will begin in early 2022 with the first part being to raise London Circuit. The timing of track works are dependent on procurement outcomes.

### **Q: How long will construction take?**

A: The raising of London Circuit and associated utility works are expected to take up to 2 years.

The track and rail systems works are expected to take up to two years.

These timelines are subject to planning approvals and procurement processes and construction approaches.

### **Q: When will 2A light rail operations commence?**

A: We won't know the timeframe for the commencement of Light Rail Stage 2A operations until we know the outcomes of Commonwealth approvals, planning processes, procurement and construction approaches and timeframes.

### **Q: When will you sign contracts for 2A?**

A: Contracts for early LRV and depot works may be entered into this calendar year. Contracts to raise London Circuit would be entered into in the first part of 2022. Final contracts for rail systems would need to be in place before construction of other elements begin.

### **Q: What is the cost of 2A?**

A: The ACT Government does not propose to release costs ahead of the Stage 2A procurement process due to commercial sensitivities associated with the procurement.



**Q: When will you release the cost of 2A?**

A: When it is appropriate to do so after the procurement process is complete.

**Q: When will you undertake community consultation on 2A?**

A: General community consultation for the light rail network has been underway since 2008. Feedback has informed the planning and design of Light Rail to Woden on important considerations such as access, comfort, cost impact mitigation and route alignment and stop locations.

Consultation with the community and stakeholders will continue this year to raise light rail project awareness, seek input on project design, impacts of 2A early works such as raising London Circuit and on the feasibility of Mawson extension.

There will be also be opportunities for feedback through formal 2A works approval and development approval processes over the next 12 months.

**Q: How will traffic and businesses be disrupted for 2A?**

A: The works are complex. MPC will work closely with TCCS and its delivery partner to appropriately manage traffic disruptions.

**Q: Will you compensate business for disruptions during 2A?**

A: As was the case during Stage 1, we will work closely with and provide the necessary support to businesses during construction. Consistent with Stage 1 it is not the ACT Government's intention to provide compensation.

**Q: When will tender for raising London Circuit be released?**

A: Subject to planning approval, we expect to release the tender late 2021/early 2022.

## **Stage 2B**

**Q: When will you receive approval for 2B?**

A: The Government will continue to work on securing Commonwealth approvals for stage 2B. The outcome and timing of the approvals for 2B is in the hands of the Commonwealth. It is a process which will take years

**Q: When will operations for 2B begin? How much with Stage 2B cost?**

A: Stage 2B business case has not been finalised, and any operations commencement will be subject to Commonwealth approvals, planning processes, procurement and construction timelines.

[Note: PBU / Budget Papers refer to a \$1.5 – 1.9b Stage 2 estimate]

**Portfolio/s:** Treasurer

Transport and City Services

## MPC Chief Projects Officer Racing Club Association

### Talking points:

- I am aware of a recent media report regarding Major Projects Canberra's (MPC) Chief Projects Officer (CPO), Mr Duncan Edghill, and his voluntary role on the Committee of the Canberra Racing Club.
- Mr Edghill has formally disclosed his role on the Canberra Racing Club Committee to relevant parties within the ACT Government. Mr Edghill has made conflict of interest disclosures to the Head of Service in accordance with the requirements of the ACT Public Sector Management Act 1994 and the Public Sector Management Standards 2016.
- Mr Edghill has not represented the Racing Club in meetings or correspondence with ACT Government representatives. Mr Edghill is very much aware of his obligations in relation to maintaining the confidentiality of non-public ACT Government information.
- Development applications are assessed by the independent planning and land authority against the relevant provisions of the *Planning and Development Act 2007* and the Territory Plan. Mr Edghill is not employed in EPSDD. Nevertheless, Mr Edghill has also undertaken not to be involved in any planning or other ACT Government decisions in relation to the racing or potential development activities of the Canberra Racing Club.

### Key Information

- Any requests for rezoning or other changes to the Territory Plan are considered by the independent planning and land authority, the Minister for Planning and ultimately the Legislative Assembly, in accordance with the relevant provisions of the *Planning and Development Act 2007*.
- The Canberra Racing Club (via its advisory firm) requested from the planning and land authority (Environment Planning and Sustainable Development Directorate), and EPSDD has previously provided, the necessary scope for technical reports the Canberra Racing Club would need to produce to accompany an application for a potential change to the Territory Plan for Thoroughbred Park. The directorate has provided the proponent with a response outlining the matters that will need to be addressed before there could be any further consideration of a future proposal by the Club to amend the Territory Plan.

Cleared as complete and accurate: 16/02/2021  
Cleared for public release by: Executive Branch Manager Ext:  
Contact Officer name: Nikki Pulford Ext:  
Lead Directorate: Major Projects Canberra  
TRIM Ref:

## Background Information

- On 15 January 2021, the Canberra Times reported on the MPC CPO, Mr Edghill, and his membership on the Canberra Racing Club board.

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