

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 22 July 2022, in which you sought access to:

*A copy of the Ministerial Briefs with the titles outlined below:*

*I would like my request to include the selected question times briefs. Duplicate documents as well as attachments to the ministerial briefs may be excluded.*

*Capitalisation Policy update*

*CHE Project: High Voltage (HV) supply*

*RLC Works Approval Amendment Update*

*LRS2A Australian Government Funding Status*

*Light Rail Construction works - May 2022*

*Government Cladding Rectification 2021-22 Program Expenditure*

*Major Projects Canberra Treasurer's Advance Request*

*Arrangements brief - OCN Forum*

*Heritage Listing*

*QTB 3-5 MAY 2022*

*Light Rail City to Woden –overall facts and figures*

*Upcoming construction activity*

*Raising London Circuit*

*Early Works – utilities relocation*

*Light Rail City to Woden – EPBC Referral*

*LRS2 Design Contract*

*Mawson Viability*

*Community Consultation*

*ACT Auditor-General's Report - Canberra Light Rail Stage 2A: Economic Analysis*

*Construction Logistics and Community Safety (CLOCS)(NEW)*

*CIT Woden Project – overall facts and figures*

*Bus Layover and Ancillary Roadworks (Package 1)*

*Woden Public Transport Interchange (Package 2)*

*Trees outside the Smith Family*

*Woden CIT campus main works (Package 3)*

*Block Zoning around CIT Woden and Interchange*

*Cladding Remediation Q+A*

*Cladding Remediation*  
*Canberra Theatre Centre Project*  
*Canberra Hospital Expansion - Key Facts and Figures*

## **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.

## **Decision on access**

Searches were completed for relevant documents and twenty nine (29) documents were identified that fall within the scope of your request.

I have included as **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.

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

- full release of twenty three (23) documents;
- partial access to three (3) documents;
- withhold access to three (3) documents

My decision is detailed further in the following statement of reasons.

## **Statement of Reasons**

In making my decision on disclosing government information, I must identify all relevant factors in schedules 1 and 2 of the FOI Act and determine, on balance, where the public interest lies. In reaching my access decision, I have taken the following into account:

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

- Section 2.1(a)(i) promote open discussion of public affairs and enhance the government's accountability; and
- Section 2.1(a)(ii) contribute to positive and informed debate on important issues or matters of public interest.

The release of this information may possibly help to create positive and informed discussions. I consider that disclosing the contents of the information sought could reasonably contribute to discussion of public affairs. I am satisfied that these are relevant considerations favouring disclosure in this case, and in the interests of enhancing open discussion, I afford them significant weight.

### **Factors favouring non-disclosure (Schedule 1 Information disclosure of which is taken to be contrary to the public interest)**

- Section 1.6 Cabinet information;

Two documents have been identified as being within the scope of your request, however, these documents contain information that is considered to be contrary to the public interest under section 1.6 of Schedule 1 of the Act. This information is Cabinet information, which is exempt from release. The purpose of Cabinet information being exempt from release is to maintain the confidentiality of the Cabinet process and to uphold the principle of collective ministerial responsibility. This

exemption was discussed in *The Commonwealth v Northern Land Council* [1993] HCA 24; (1993) 176 CLR 604 (21 April 1993). Paragraph 6 of the decision, states that:

... it has never been doubted that it is in the public interest that the deliberations of Cabinet should remain confidential in order that the members of Cabinet may exchange differing views and at the same time maintain the principle of collective responsibility for any decision which may be made. “

In reviewing these documents, I note the requirements of schedule 1 section 1.6(2) of the Act which states that the exemption for Cabinet Information does not apply to 'purely factual information' unless the disclosure of the information would involve the disclosure of a deliberation or decision of Cabinet and the fact of the deliberation or decision has not been officially published. In the case of *Parnell & Dreyfus and Attorney-General's Department* [2014] AICmr 71, the Australian Information Commissioner stated that the term 'purely factual material' does not extend to factual material that is an integral part of the deliberative content and purpose of a document or is embedded in or intertwined with the deliberative content in such a manner that it is impractical to separate it from the other content.

Having reviewed the documents, I consider that the purely factual information within document 7 is an integral part of the deliberative content and as stated by the Commissioner, the analysis and views in the documents would be robbed of their essential meaning without incorporation of this material. I am satisfied that disclosure of this purely factual information would involve the disclosure of future deliberations and decisions of Cabinet. I have therefore decided to withhold document 7.

You will note information which is not Cabinet Information has been provided to you in Document 6.

The information in these documents that you have requested falls within section 1.6 of the Act as it is information which has been commissioned to inform Cabinet to guide its decision making and assist in its deliberations. It is therefore exempt from release under the Act.

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

- Section 2.2(a) (ii) prejudice the protection of an individual's right to privacy or any other right under the Human Rights Act 2004, and

I consider that the protection of an individual's right to privacy, especially in the course of dealings with the ACT Government is a significant factor as the parties involved have provided their personal contact information for the purposes of working with the ACT Government. I have considered this information and in my opinion the protection of individuals' personal details outweighs the benefit which may be derived from releasing them. I consider that individuals are entitled to expect that the personal information they have supplied as part of this process to the ACT Government will be dealt with in a manner that protects their privacy. Considering the type of information to be withheld from release, I am satisfied that the factors in favour of release can still be met while protecting the personal information of the individuals

- Section 2.2 (a)(x) prejudice intergovernmental relations;

The delivery of the Light Rail Stage 2A project and further planned extension of the Light Rail network requires ongoing discussions and negotiations with Federal Government Departments and Agencies. I have considered the ongoing nature of these discussions and have decided on balance that revealing details of the discussions at this time would reasonably be considered to adversely affect ongoing intergovernmental negotiations. I give this factor significant weight and consider the

release of information in relation to these discussions at this time to be contrary to the Public Interest.

- Section 2.2(a)(xi) prejudice trade secrets, business affairs or research of an agency or person, and
- Section 2.2 (a)(xiii) prejudice the competitive commercial activities of an agency,

I have also considered the impact of disclosing information which relates to business affairs. In the case of *Re Mangan and The Treasury* [2005] AATA 898 the term 'business affairs' was interpreted as meaning 'the totality of the money-making affairs of an organisation or undertaking as distinct from its private or internal affairs'. Schedule 2 section 2.2(a)(xi) allows for government information to be withheld from release if disclosure of the information could reasonably be expected to prejudice the trade secrets, business affairs or research of an agency or person.

Documents identified as relevant to your request contain sensitive commercial information with third-parties. I am satisfied that release of this information would have significant impact on the business affairs of the entities identified as this information is not publicly available. Accordingly, I have decided this information is not in the public interest to release.

Further to the above, I have considered the competitive commercial activities of MPC. MPC as the ACT Governments infrastructure delivery agency engages with commercial service providers to deliver vital infrastructure projects. Revealing the commercial negotiations and other dealings with our commercial partners in relation to MPC's ongoing projects would reasonably be considered to prejudice MPC's ability to engage competitive commercial activities.

Given the necessity for MPC to engage in these competitive commercial activities and engage with commercial third parties to negotiate best value for money infrastructure development on MPC's projects I give these factors significant weight. The release of this information could reasonably diminish the MPC's bargaining power and ability to negotiate competitive commercial terms it is contrary to the public interest to release this information at this stage.

### **Charges**

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

### **Online Publishing – Disclosure Log**

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

### **Ombudsman Review**

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

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

The ACT Ombudsman  
GPO Box 442  
CANBERRA ACT 2601  
Via email: [actfoi@ombudsman.gov.au](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 5288 or email [MPCFOI@act.gov.au](mailto:MPCFOI@act.gov.au).

Yours sincerely,

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

Kylie Bailey  
Information Officer  
**Major Project Canberra**  
19 August 2022

## 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
<b>MPCFOI2022/13</b>	<p><i>I write to request under the Freedom of Information Act 2016 a copy of the Ministerial Briefs with the titles outlined below:</i></p> <p><i>I would like my request to include the selected question times briefs. Duplicate documents as well as attachments to the ministerial briefs may be excluded.</i></p> <p><i>Capitalisation Policy update</i>  <i>CHE Project: High Voltage (HV) supply</i>  <i>RLC Works Approval Amendment Update</i>  <i>LRS2A Australian Government Funding Status</i>  <i>Light Rail Construction works - May 2022</i>  <i>Government Cladding Rectification 2021-22 Program Expenditure</i>  <i>Major Projects Canberra Treasurer's Advance Request</i>  <i>Arrangements brief - OCN Forum</i>  <i>Heritage Listing</i></p> <p><i>QTB 3-5 MAY 2022</i></p> <p><i>Light Rail City to Woden –overall facts and figures</i>  <i>Upcoming construction activity</i>  <i>Raising London Circuit</i>  <i>Early Works – utilities relocation</i>  <i>Light Rail City to Woden – EPBC Referral</i>  <i>LRS2 Design Contract</i></p>

<p><i>Mawson Viability</i>  <i>Community Consultation</i>  <i>ACT Auditor-General's Report - Canberra Light Rail Stage 2A: Economic Analysis</i>  <i>Construction Logistics and Community Safety (CLOCS)(NEW)</i>  <i>CIT Woden Project – overall facts and figures</i>  <i>Bus Layover and Ancillary Roadworks (Package 1)</i>  <i>Woden Public Transport Interchange (Package 2)</i>  <i>Trees outside the Smith Family</i>  <i>Woden CIT campus main works (Package 3)</i>  <i>Block Zoning around CIT Woden and Interchange</i>  <i>Cladding Remediation Q+A</i>  <i>Cladding Remediation</i>  <i>Canberra Theatre Centre Project</i>  <i>Canberra Hospital Expansion - Key Facts and Figures</i></p>						
Ref No.	No. of Folios	Description	Date	Status	Reason for non-release or partial release	Open Access release status
1.	1-2	Capitalisation Policy update	12 April 2022	Full	-	Yes
2.	-	CHE Project: High Voltage (HV) supply	21 April 2022	Withheld	Schedule 2.2(a)(xi) Business Affairs & Schedule 2.2(a)(xiii) Competitive Commercial activities of an Agency	No
3.	3-7	RLC Works Approval Amendment Update	27 April 2022	Partial	Schedule 2.2(a)(x) prejudice intergovernmental relations; & Schedule 2.2(a)(xiii) commercial activities of an agency	Yes
4.	-	LRS2A Australian Government Funding Status	27 April 2022	Withheld	Schedule 2.2(a)(x) prejudice intergovernmental relations	No

5.	8-10	Light Rail Construction works - May 2022	20 April 2022	Full		Yes
6.	11-13	Government Cladding Rectification 2021-22 Program Expenditure	10 May 2022	Partial	Schedule 1.6 Cabinet Business;	Yes
7.	-	Major Projects Canberra Treasurer's Advance Request	9 May 2022	Withheld	Schedule 1.6 Cabinet Business	No
8.	14-29	Arrangements brief - OCN Forum	9 May 2022	Partial	Schedule 2.2(a)(ii) personal privacy	Yes
9.	30-31	Heritage Listing	10 May 2022	Full		Yes
10.	32-35	Light Rail City to Woden –overall facts and figures	28 March 2022	Full		Yes
11.	36-37	Upcoming construction activity	28 April 2022	Full		Yes
12.	38-39	Raising London Circuit	21 April 2022	Full		Yes
13.	40-41	Early Works – utilities relocation	31 March 2022	Full		Yes
14.	42-43	Light Rail City to Woden – EPBC Referral	15 March 2022	Full		Yes
15.	44-45	LRS2 Design Contract	6 May 2022	Full		Yes
16.	46	Mawson Viability	23 September 2022	Full		Yes
17.	47-49	Community Consultation	22 April 2022	Full		Yes
18.	50-52	ACT Auditor-General's Report - Canberra Light Rail Stage 2A: Economic Analysis	11 April 2022	Full		Yes
19.	53	Construction Logistics and Community Safety (CLOCS)(NEW)	3 May 2022	Full		Yes
20.	54-58	CIT Woden Project – overall facts and	14 April 2022	Full		Yes



		figures				
21.	59	Bus Layover and Ancillary Roadworks (Package 1)	12 April 2022	Full		Yes
22.	60-61	Woden Public Transport Interchange (Package 2)	12 April 2022	Full		Yes
23.	62-63	Trees outside the Smith Family	12 April 2022	Full		Yes
24.	64	Woden CIT campus main works (Package 3)	13 April 2022	Full		Yes
25.	65-66	Block Zoning around CIT Woden and Interchange	13 April 2022	Full		Yes
26.	67-75	Cladding Remediation Q+A	24 March 2022	Full		Yes
27.	76-79	Cladding Remediation	10 March 2022	Full		Yes
28.	80-82	Canberra Theatre Centre Project	14 April 2022	Full		Yes
29.	83	Canberra Hospital Expansion - Key Facts and Figures	19 April 2022	Full		Yes
<b>Total Number of Documents</b>						
29						

## Advisory Note

Objective Reference: 22/26311

**To:** Chief Minister

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**Through:** Chief Projects Officer  
Executive Group Manager, Project Development and Support

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**From:** Chief Finance Officer, Major Projects Canberra

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**Subject:** MPC Capitalisation Policy

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- In 2021 MPC engaged KPMG to prepare a capitalisation policy for designated project costs.
- KPMG prepared a draft policy in accordance with relevant Australian Accounting Standards and having reference to ACT Treasury's *Accounting Policy on Capital Works* (2006).
- The policy was reviewed by ACT Treasury and the ACT Audit Office and feedback was included in the final document of August 2021 (copy at **Attachment A**).
- This policy forms the basis for the MPC's accounting assessment and treatment of project costs including those reflected in MPC's 2020-21 financial statements.
- In accordance with the MPC Capitalisation Policy, Finance is currently capitalising project costs that are directly attributable to the project and can be reliably measured once the project enters the forward design phase. These costs typically include:
  - project team employee expenses;
  - consultants and contractors;
  - board members and secretariat;
  - development application fees; and
  - early works including site preparation, relocation and construction of temporary facilities.

## Advisory Note

- Finance is expensing project costs which fits in at least one of the following categories:
  - project costs within the concept development and feasibility study phases;
  - indirect costs to the projects such MPC corporate allocation, or
  - other costs that are either administrative in nature or can't be reliably measured.

**Noted/Please Discuss**



**Andrew Barr MLA  
Chief Minister**

15./7./22

**Major Projects Canberra**

**To:** Minister for Transport

Tracking No.: 22/50863

**Date:** 27/04/2022

**Through** Deputy Chief Projects Officer, Major Projects Canberra

**From:** Chief Projects Officer, Major Projects Canberra

**Subject:** Raising London Circuit – Works Approval Amendment Update

**Critical Date:** In the ordinary course of business

**Critical Reason:** Schedule 2.2(a)(x)

**Recommendations**

That you:

- 1. Note the information contained in this brief; and

*[Signature]*  
**Noted / Please Discuss**

- 2. Schedule 2.2(a)(x)

*[Signature]*  
**Agreed / Not Agreed / Please Discuss**

Chris Steel MLA ..... *[Signature]* ..... 28./4./22

Minister's Office Feedback

[Empty box for Minister's Office Feedback]

**Background**

1. The Works Approval (WA) application pack for the raising London Circuit (RLC) Main Works (including the Environmental Assessment (EA) and Appendices, Planning Report, and all relevant Preliminary Sketch Plans (PSP)) were lodged with the National Capital Authority (NCA) on 13 October 2021.
2. As part of the public exhibition process, submissions opened on 20 November 2021 and closed on 24 December 2021. Major Projects Canberra (MPC) has been advised by the NCA that there were 126 submissions. MPC supported the NCA in developing responses to key themes raised through the exhibition process.
3. Following the NCA Board meeting of 15 February 2022, the NCA formally requested additional information from the Territory relating to strategic transport matters, specifically the Parkes Way Corridor Study being undertaken by Transport Canberra and City Services (TCCS), so the NCA Board could better place the Project in context. MPC provided the Territory response to the NCA request for information on 24 February 2022.
4. On 29 March 2022, the NCA issued the WA and associated conditions for the RLC Project and published their Consultation Report. **Schedule 2.2(a)(x)**  
[Redacted]  
[Redacted]  
[Redacted]
5. Design activities continued to progress throughout this period, with the Final Sketch Plan (FSP) for RLC received from the Technical Advisor, AECOM on 18 March 2022. The FSP received stakeholder endorsement on 13 April 2022 and Light Rail Project Board endorsement at the 27 April 2022 Meeting.

**Issues**

6. **Schedule 2.2(a)(x)**  
[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]
7. **Schedule 2.2(a)(x)**  
[Redacted]  
[Redacted]  
[Redacted]
8. **Schedule 2.2(a)(x)**  
[Redacted]  
[Redacted]  
[Redacted]  
[Redacted]

Schedule 2.2(a)(x)

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Schedule 2.2(a)(x)

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Schedule 2.2(a)(x)

[Redacted]

Schedule 2.2(a)(x)

[Redacted]

Financial Implications

Schedule 2.2(a)(x) & Schedule 2.2(ii)(xiii)

Consultation

Internal and Cross Directorate

18. RLC FSP reviews have been undertaken in accordance with the Project Board endorsed Design Review and Approval Framework with representatives from Technical Working Groups (TWGs), TCCS technical leads and representatives from City Renewal Authority (CRA), Environment, Planning and Sustainable Development Directorate (EPSDD) and Treasury.

19. Schedule 2.2(a)(x)

External

20. Schedule 2.2(a)(x)

Work Health and Safety

21. Nil.

Benefits/Sensitivities

22. Schedule 2.2(a)(x)

**Communications, media and engagement implications**

23. **Schedule 2.2(a)(x)** [Redacted]

Signatory Name: Duncan Edghill Phone: 53842  
Contact Name: Ashley Cahif Phone: 51212  
Action Officer: Marcus Sainsbury Phone: 72060

**Attachments:**

Attachment	Title
Attachment A	<b>Schedule 2.2(a)(x)</b> [Redacted]



Objective Reference:22/51876

**To:** Minister for Transport and City Services

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**Through:** Deputy Chief Projects Officer, Major Projects Canberra  
Project Director, Light Rail  
Executive Branch Manager, Governance and Ministerial Services

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**From:** Chief Projects Officer, Major Projects Canberra

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**Subject:** Light Rail Construction Works May 2022

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- For your information, light rail planned construction works for May 2022 is outlined in **Table 1** of this Advisory Note. These dates may be subject to weather and the successful completion of preceding works.

**Noted/Please Discuss**

- For your approval, the light rail construction lookahead for May 2022 is provided at **Attachment A**.
- Any significant unexpected works not included in the monthly look-ahead will still be notified to impacted stakeholders through the normal works notification process. Once approved, the look ahead will be published on the light rail website, letterbox dropped to nearby residents and neighbours, and emailed to the subscriber list.

**Approved / Approved with edits /Please Discuss**

  
**Chris Steel MLA**  
**Minister for Transport and City Services**

3./5./22

**Table 1**

Contractor	Works	From	To	Description of works
<b>Cord Civil</b>	Car Park Entry – Corner of London Circuit and Constitution Avenue.	Saturday 30 April 2022 (TBC)	Sunday, 1 May 2022 (TBC)	Partial closure of London Circuit – Constitution Avenue Carpark entry. Traffic control and pedestrian management will be in place.  (Asphalt)  Nil night works.
<b>Landmark (for AECOM)</b>	LRS2A route (along Northbourne Avenue between Alinga Street and London Circuit, along London Circuit between Northbourne Avenue and Commonwealth Avenue, and along Commonwealth Avenue between Vernon Circle and Lake Burley Griffin.  May also include Parkes Way.	Throughout May 2022	May 2022	Utilities potholing investigations and surveying will be undertaken. These investigations will involve minor excavation works, survey pickup and surface reinstatement. Traffic control and pedestrian management will be in place.  Will include night works.
<b>D&amp;N Geotechnical (for AECOM)</b>	Northern verge of the eastbound carriageway of Parkes Way, to the east of Parkes Way pedestrian footbridge into Acton Park.	Throughout May 2022	May 2022	The investigations for water bore will involve drilling to investigate and confirm the underground conditions and if this is suitable to be utilised for the future irrigation for the landscaping on Commonwealth Avenue. Traffic control and pedestrian management will be in place.  Nil night works.
<b>ADE (for AECOM)</b>	Along London Circuit between University Avenue and Edinburgh Avenue	Throughout May 2022	May 2022	Geotechnical investigations and condition assessment of the existing watermain along London Circuit.  Will include night works.
<b>Downer Pipetech (for AECOM)</b>	Northbourne Avenue, London Circuit, Parkes Way, Commonwealth and Barrine Drive	Throughout May 2022	May 2022	Works include sewer pipe and pits investigations and CCTV camera.  Will include night works.
	Commonwealth Avenue median (north of Parkes	Throughout May 2022	May 2022	Translocation of Golden Sun Moth (GSM) from the clearance areas at the Commonwealth Avenue median

<b>MPC (Contractor TBC)</b>	Way), North-west clover leaf, South-west clover leaf and South-east clover leaf.			(north of Parkes Way), the North-west clover leaf and the South-west clover leaf; and translocated into the South-east clover leaf.  Nil night works.
<b>Telstra</b>	London Circuit (south), Vernon Circle (south), Edinburgh Avenue and Constitution Avenue.	Throughout May 2022	May 2022	Works include testing, commissioning and cutover of new telecommunication services.
<b>TPG</b>	Along London Circuit between Farrell Place and Edinburgh Avenue.	Throughout May 2022	May 2022	TPG will be continuing trenching works along London Circuit from Farrell place. Excavation, conduits and pits installation reinstatement of verge and road pavements.  Nil night works.
<b>ICON Water</b>	London Circuit (south), Vernon Circle (south), Edinburgh Avenue and Constitution Avenue.	Throughout May 2022	May 2022	Works include testing, commissioning and cutover of new watermain.
<b>ICON Fibre</b>	Along London Circuit between Farrell Place and Edinburgh Avenue.	Throughout May 2022	May 2022	Works include minor remediation works to existing assets.  Nil night works.
<b>Optus</b>	Edinburgh Ave Verge and along Marcus Clarke Street to Parkes Way	Throughout May 2022 (TBC)	May 2022 (TBC)	Works include conduits installation in the verge on Edinburgh Avenue, along Marcus Clarke St to Parkes Way. Will be undertaken via directional drilling where possible to minimise disruption and disturbance of the areas.  Nil night works

## Major Projects Canberra

<b>To:</b>	Minister for Sustainable Building and Construction	Tracking No.: 22/58805
<b>Date:</b>	10/05/2022	
<b>From:</b>	Chief Projects Officer, Major Projects Canberra	
<b>Subject:</b>	Government Cladding Rectification 2021-22 Program Expenditure	
<b>Critical Date:</b>	18/05/2022	
<b>Critical Reason:</b>	To align with Treasury timeframes for 2021-22 Treasurer's Advance request	

### Recommendations

That you:

1. Note the information contained in this brief; and

**Noted / Please Discuss**

2. Agree to Major Projects Canberra (MPC) submitting a request through the Under Treasurer for a Treasurer's Advance to bring forward 2022-23 funding for the acceleration of expenses related to the Government Cladding Program.

**Agreed / Not Agreed / Please Discuss**

Rebecca Vassarotti MLA



9/5/2022

Minister's Office Feedback

**Background**

1. The 2021-22 Budget provided MPC with appropriation for recurrent expenditures associated with the ‘Cladding Rectification’ works across two financial years as per the below table.

<b>Initiative</b>	<b>2021-22 \$'000</b>	<b>2022-23 \$'000</b>
Rectifying Flammable Cladding of Government-Owned Buildings	7,053	7,483
Cladding Rectification – Non-Government Building Scheme Phase 1	1,244	1,826
<b>TOTAL</b>	<b>8,297</b>	<b>9,309</b>

2. **Schedule 1.6** [Redacted]

**Issues**

3. Cladding rectification works on ACT Government owned building have progressed in advance of the budget allocation for the financial year.
4. This represents a timing issue, with the program still expected to be delivered within the total appropriation.

5. **Schedule 1.6** [Redacted]

6. **Schedule 1.6** [Redacted]

<b>Schedule 1.6</b> [Redacted]	[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]	[Redacted]

## Financial Implications

7. **Schedule 1.6** [Redacted]  
[Redacted]  
[Redacted]
8. **Schedule 1.6** [Redacted]  
[Redacted]  
[Redacted]  
[Redacted]
9. As MPC is appropriated primarily through designated *capital* projects, and as the cladding works are *recurrent* expenditures, no cash reserves are anticipated to be available within MPC to address this temporary recurrent expenditure cash pressure. In order to ensure timely payments to suppliers it is proposed to draw forward funding through a Treasurer's Advance in 2021-22.

## Consultation

### Internal

10. The Cladding program team have been consulted in the preparation of this brief.

### Cross Directorate

11. MPC Finance have discussed this matter with a Treasury analyst who advised that a request for a Treasurer's Advance would be appropriate if all other MPC funding sources were exhausted.

### External

12. Nil.

## Work Health and Safety

13. Nil.

## Benefits/Sensitivities

14. Nil.

## Communications, media and engagement implications

15. Nil.

Signatory Name: Duncan Edghill

Action Officer: Erica Wark

## ARRANGEMENTS BRIEF

<b>FUNCTION:</b>	Owners Corporation Network Forum
<b>VENUE:</b>	Corrina Room 1, Canberra Southern Cross Club Woden, 92-96 Corinna St, Phillip ACT 2606
<b>HOST:</b>	Name: Gary Petherbridge Mobile: Schedule 2.2(a)(ii)
<b>DAY:</b>	Tuesday
<b>DATE:</b>	17 May, 2022
<b>TIME:</b>	6pm
<b>TIME COMMITMENT:</b>	2.5 hours
<b>CATERING:</b>	Light refreshments
<b>DRESS CODE:</b>	Business
<b>YOUR ROLE:</b>	10 minute speech, participation in Forum panel <i>Available equipment TBC</i>
<b>WHERE TO PARK:</b>	Parking available on site
<b>WHO WILL MEET YOU:</b>	N/A
<b>ADVISOR ATTENDING:</b>	TBC
<b>AUDIENCE:</b>	Owners Corporation Network (OCN) and Strata Communities Australia (SCA) are co-hosting the public forum and have invited: - OCN members

	<ul style="list-style-type: none"> <li>- SCA members</li> <li>- Strata insurance suppliers</li> <li>- Strata loan providers</li> <li>- Owners corporation representatives</li> <li>- Strata management agencies</li> </ul> <p>So far, approximately 130 people have RSVPed, with room capacity of 220.</p>
<b>VIPs:</b>	<p>Panel Chair: Susan Proctor, Proctor Legal</p> <p>Panel members: Minister Vassarotti Elizabeth Lee MLA Claire Farmer, Underwriting Manager, CHU Underwriting Agencies Gary Petherbridge, OCN President Michael Hopkins, CEO, Master Builders ACT Neil Le Quesne, EC Chairperson of affected building (Space 2) Shelley Mulherin, President, SCA (ACT)</p> <p>Additional VIPs: Mark Parton MLA</p>
<b>PAST INVOLVEMENT:</b>	Yes
<b>SENSITIVITIES:</b>	<ul style="list-style-type: none"> <li>• The length of time it has taken the Government to implement the Scheme.</li> <li>• The concessional loan is still in development and loan provider not yet selected.</li> <li>• Recent media coverage criticising the Scheme including commentary from United Firefighters Union ACT branch.</li> <li>• The tender for the preferred loan services provider closed on 26 April 2022 and submission/s are currently being assessed.</li> <li>• The Government's refusal to refund regulatory fees such as building approval fees to Owner Corporations' for cladding remediation work,</li> </ul>
<b>ORDER OF CEREMONIES</b>	<p><b>6:00pm:</b> Short Welcome to Forum by OCN President, Gary Petherbridge, acknowledgment of Country and introduce Minister Vassarotti;</p> <p><b>6.10pm:</b> Minister Vassarotti to speak on the ACT Government's current plans to support the strata community impacted by or potentially impacted by Combustible Cladding (max 10 minutes)</p> <p><b>6.20pm:</b> Panel Commences Q and A</p> <p><b>6.50pm:</b> Opposition Elizabeth Lee to provide response and answer audience questions</p>



	<b>7.00pm:</b> Refreshment break <b>7.15pm:</b> Watt BLOCK Presentation <b>7.30pm:</b> Launch of Good Governance Guide Series and Workshops <b>7.40pm:</b> Further time to peruse trade show/close of event.
<b>MEDIA:</b>	No
<b>SOCIAL MEDIA ACCOUNTS</b>	TBC
<b>OUTSTANDING REGULATORY ISSUES</b>	N/A

## ATTACHMENT A: SPEAKING NOTES

### *Acknowledgements*

- **Traditional owners:** I acknowledge the traditional custodians of the land we are meeting on, the Ngunnawal people. I acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.
- **VIPs to acknowledge:**
  - Event host: Gary Petherbridge, OCN President
  - Elizabeth Lee MLA
  - Mark Parton MLA
  - Panel members:
    - Panel Chair: Susan Proctor, Proctor Legal
    - Claire Farmer, Underwriting Manager, CHU Underwriting Agencies
    - Michael Hopkins, CEO, Master Builders ACT
    - Neil Le Quesne, EC Chairperson of affected building (Space 2)
    - Shelley Mulherin, President, SCA (ACT)
- It is a pleasure to be here and I'd like to thank the Owners Corporation Network and Strata Communities Australia for their effort in organising this event.
- I wish to thank everyone in attendance tonight. It's fantastic to see the many different groups that are working together to resolve combustible cladding issues.
- The OCN and SCA have contributed greatly to our combustible cladding scheme and have been especially engaged from the start of the Scheme. I'd like to thank Gary, Shelly and their committees for their assistance and effort in helping get their members involved in the Scheme and connecting us with their networks.
- Tonight's event is a fantastic example of the collaboration and coordination it takes to tackle combustible cladding.

- I recognise that this issue has been a challenging one for apartment owners. The ACT Government, along with governments across the country, has responded to this issue in a manner that ensures potential risks are dealt with and has looked at ways we can support private owners who have been impacted by this issue.
- I am often asked ‘why isn’t the Government paying for all the remediation like they did for Mr Fluffy?’ I would like to address this issue with you directly.
- In the ACT, we operate under a system of private building certification, where licensed certifiers are responsible for issuing building approvals, conducting certification inspections during the construction process, providing copies of plans to the ACT Government and issuing the certification of completion once the building work has been satisfactorily completed. This includes checking that work has been completed in accordance with the building approval, and the requirements of the relevant legislation, including the National Construction Code, have been met at the time the building is constructed.
- For most new building work, a certification of occupancy or use is required before the building can be used or occupied. Certificates of occupancy are issued, by the ACT Government upon application from the building owner, after the relevant building work is complete. For work that requires a building certifier, the certifier has issued a certificate of completion.
- So my first point is that the system of checking and certification in the ACT operated as it is designed to do, and Government issued Certificates of Occupancy on this basis. Government had no basis to withhold issuing these certificates – every advice to Government is that the buildings comply with the National Construction Code and with the building approval.
- It is the case that over time, requirements can change, and issues such as updated safety requirements or materials allowed to be used can change, but a building’s compliance remains linked to the requirements current at time of construction.
- In the case of combustible cladding, the lessons learned from several disasters led to an amendment to the National Construction Code Australia-wide in 2018, after we

learned that combustible cladding can pose a serious fire safety risk. This amendment clarified the appropriate use of cladding materials on the external façade of certain classes of buildings, including apartment buildings.

- There are some subtle but important differences in comparing combustible cladding with Mr Fluffy. Firstly, loose fill asbestos is an immediate risk just by its very presence – it gets into the air, it is hard to detect and is unsafe in even the smallest amounts.
- Combustible cladding can be managed safely in certain circumstances and it is for this reason that the accepted way of addressing this issue is by an expert fire engineering risk assessment. Combustible cladding does not spontaneously combust, so its very presence is not of itself an immediate threat to safety.
- While the amended National Construction Code has removed any doubt on future approvals of combustible cladding in high risk buildings, professional risk assessments identify current buildings with cladding that pose an unacceptable risk to building owners, residents and their visitors and to provide a mix of cladding remediation and ongoing management steps to provide a low risk environment where we can live safely and enjoyably.
- While the safety of residents and visitors is the responsibility of an Owners Corporation, the ACT Government recognises the challenges faced by apartment building owners to address combustible cladding without assistance.
- Each jurisdiction is tackling this issue in a way relevant to its circumstance. The ACT has been able to learn from the approaches of other jurisdictions and I believe we have landed in a balanced position adopting a voluntary scheme from the outset, taking into account the height and risk profile of our apartment buildings. This is respectful of the ACT community's sensible approach to tackling such issues without the need to unnecessarily utilise mandates and orders, and provides funding assistance to help building owners to assess the risk and make necessary decisions while maintaining control over the outcomes on their homes and building assets.

- Since July last year, we have offered a rebate scheme for testing and assessment of potentially combustible cladding on eligible apartment buildings.
- So far, we have assisted 25 Owners Corporations with the testing and assessment of their cladding and expect more to apply before applications close.
- In undertaking this work, we have facilitated the delivery of expert professional advice so that owners have a realistic understanding of the risk posed by the cladding on their building. This means owners have been able to make informed decisions about how best to mitigate the risk. We have also made sure that owners are aware of the steps they can take to reduce fire safety risk by working with ACT Fire and Rescue, who have provided practical tips and advice.
- For Owners Corporations who now know that they have combustible cladding that needs remediation, the ACT Government is progressing the delivery of a concessional loan scheme to support the removal and replacement of combustible cladding on their buildings.
- The Territory will provide Owners Corporations with a low cost and reliable loan so they can get on with the good work of remediating their cladding.
- We're looking forward to opening the loan in the coming months.
- This will mean we are providing assistance for the entirety of remediation process.
- Similar to the testing and assessment rebate, the concessional loan is entirely voluntary. Unlike other jurisdictions, the ACT Government has elected not to mandate how Owners Corporations should remediate their cladding, or how they fund these works. It remains their choice to find the funding option that is right for them, which could be a levy or upfront payment from each owner. The Government's loan scheme is there for those that would prefer a loan option.
- At the moment, the key framework of the concessional loan includes:
  - \$50 million initially allocated to the scheme.
  - Fixed interest rate at the Government cost of borrowing, which is currently in the band of 2.5 per cent to 3 per cent.
  - Loan terms of 10 years.

- No application or other loan fees.
- Individual loans generally up to \$15 million per owners' corporation.
- No penalties for repaying the loan early.
- The Government has worked hard to offer significantly more favourable terms than those currently available in the market.
- And we are confident that the selected loan provider will offer an excellent strata loan product to Owners Corporations in Canberra.
- We understand cladding remediation and loan administration will be a significant undertaking for Owners Corporations and Executive Committees. Under the loan, Owners Corporations will have access to an extra \$10,000 on their loan to fund administration costs such as administration support services, tools or additional strata management services related to loan administration.
- We will also allow the first \$100,000 of the loan to be released early for Owners Corporations to engage a range of project management, architectural and fire engineering services to design your remediation works and go out to tender.
- The loan will assist with all remediation works and any associated costs including the costs of building professionals, strata managers, legal and regulatory fees.
- The Major Projects Canberra Cladding team is currently working on engaging a loan provider to administer the concessional loan. The loan provider will work closely with the Cladding Team to provide quality service and support to Owners Corporations throughout the entire remediation process.
- I would again like to thank the Owners Corporation Network and Strata Communities Australia for their consultation on the development of the loan. The feedback received during these sessions has been critical in helping us develop a loan that both meets the practical needs of Owners Corporations but also ultimately reduces the risk level posed by combustible cladding across the ACT.
- We are getting closer to announcing full details of the loan and I look forward to continuing the conversation with you all.

ENDS



## ATTACHMENT B: Q&As

### Phase 1 Testing and Assessment rebate questions

#### How many Owners Corporations has the Scheme assisted?

As of 17 May 2022, the scheme has received 33 applications. Of these, 25 have been approved, six deemed ineligible and two withdrawn.

#### How many of the 90 buildings identified by ACT Fire and Rescue are involved in the Scheme?

- The original kerbside survey undertaken by ACT Fire and Rescue indicated that around 90 private buildings might need to undertake remediation work on their buildings. Subsequent investigation identified that some of these buildings were commercial buildings, not apartment buildings, while some did not have cladding, 54 Owners Corporations, some of which own complexes made up of multiple buildings (up to 7 buildings), were identified as eligible and potentially requiring remediation. We have corresponded with all the Owners Corporations involved.
- Of the 54 eligible Owners Corporations:
  - 20 have applied
  - 4 are still considering whether to apply
  - 4 have given no indication on whether they are going to apply
- 21 Owners Corporations have already undertaken testing and assessment or do not think that their building has combustible cladding.
- The Cladding Team is in contact with the remaining 5 Owners Corporations.
- We have also received applications from 13 Owners Corporations for buildings not included in the original 90 buildings.

#### Is ACT Fire and Rescue aware of apartment buildings with combustible cladding?

Yes, ACT Fire and Rescue has undertaken a kerbside identification of buildings that may have cladding material in the most likely suburbs of Canberra – around town centres, transit corridors and areas of apartment development.

All testing and assessment reports funded through the ACT Scheme are provided to ACT Fire and Rescue for fire safety planning purposes.

### Concessional loan questions

#### What feedback did the Government receive as part of the Request for Information (RFI) process and how did it inform the current tender process?

The Government received feedback on a number of issues, including the role of the loan provider and timeframes for service provision. The financial services industry members who responded to the RFI were very generous with their valuable advice and has greatly assisted Government. The Government also consulted with Owners Corporation representatives, who are participating in the testing and assessment phase, representatives from Strata Communities Australia and members of



the Owners Corporation Network on their requirements from the concessional loan provider. Feedback and questions were incorporated into the tender process.

**What are the eligibility criteria for the concessional loan and/or when will that detail be announced?**

The Government is currently finalising the eligibility criteria for the concessional loan. However, it is expected that a comprehensive testing and assessment report will be required. This report should confirm that the building has combustible cladding, identify the risk posed by the cladding, recommend remediation solutions and provide a cost estimate for remediation. Owners Corporations interested in the concessional loan scheme are encouraged to apply for the testing and assessment scheme to receive a rebate of 50% (up to \$20,000 ex GST) of the testing and assessment of their building's cladding.

**When will the loan be made available?**

It is expected that Owners Corporations will be able to apply for the concessional loan scheme mid this year.

**What costs can be covered under the loan?**

The construction costs related to cladding remediation will be covered under the loan. As part of this, Owners Corporations can include the cost of professionals such as engineers, architects and project managers. Regulatory fees, such as building approvals may also be included on the loan. Owners' corporations can also use \$10,000 of loan funds to cover administrative costs.

**Can Owners Corporations who have taken out a commercial loan transfer the balance of their loan to the concessional loan?**

The ACT Government is committed to assisting all eligible building owners to remediate their cladding. Financial assistance will be available to Owners Corporations who have taken out a commercial loan to remediate their cladding prior to the concessional loan being available.

In recognition of the fact that Owners Corporations have been proactive in remediating their cladding, and to ensure these Owners Corporations are not worse off, the ACT Government will offer transitional assistance in the form of a one-off grant. The grant will pay an amount of 4.25% of interest difference backdated to 21 July 2021 or the date a commercial loan commenced.

For example:

If you took out a Commercial Loan before 21 July 2021, your 4.25% grant will be backdated to 21 July 2021.

**What about individual apartment owners who cannot afford repayments on a strata loan?**

The Government is developing hardship options for owner occupiers of apartments who have genuine long-term financial hardship.

**Why is the loan only allowed for 10 years? Some Owners Corporations have indicated they would prefer a 15-year term.**

The 10-year term corresponds to the commercial arrangements the ACT Government has entered into to fund the loan. A 10-year loan term is a standard term in the strata loan sector.

**Why a cap of \$15 million? What if the rectification cost is above \$15 million?**

The ACT Government was conscious that there are limited funds, and there needed to be an upper limit to ensure a reasonable distribution of support across a number of projects. The ACT Government has the ability to extend the program to projects above \$15 million at its discretion.

**How many buildings are expected to take advantage of the scheme?**

Although demand is hard to predict, given interest in the Phase 1 program, Government anticipates up to 50 Owners Corporations may apply.

**It will be expensive and onerous for Owners Corporations to undertake this work. How is Government going to assist Owners Corporations?**

Owners Corporations can include up to \$10,000 in their concessional loan to support their administrative costs. Owners Corporations can also incorporate the costs of professional services such as dedicated Project Managers to lead the delivery of the project. Any costs incurred by the Project Manager can be included in the concessional loan amount. Owners Corporations can also include their statutory costs for remediation works in the loan.

**Will the Scheme offer reimbursement or support to include Development/Building fees paid to the Planning Directorate?**

The concessional loan can include the cost of remediation including regulatory fees. Reimbursement is not available to Owners Corporations who have self-funded these fees.

**Has an audit of all ACT buildings taken place?**

ACT Fire and Rescue undertook a kerbside identification of buildings with cladding material in the most likely suburbs of Canberra – around town centres, transit corridors and areas of apartment development.

ACT Fire and Rescue's analysis helped in the development of the Private Buildings Cladding Scheme which is based on the presumption that individual Owners Corporations are responsible for the safety of residents in apartment buildings. The Scheme assists owners to find out if their building has combustible cladding, understand the risk that the cladding poses and obtain professional advice on how to mitigate the risk.

**Is any support available for Owners Corporations who have not taken out a commercial loan or do not wish to take part in the concessional loan?**

The concessional loan is unlikely to include any subsidy or refund of remediation costs to owners who have paid levies to fund remediation.

**Will Owners Corporations need a secondary source of funds for latent conditions?**

Evidence from other jurisdictions indicate that latent conditions will be found during remediation works. Some of these conditions will need to be fixed before the building can be certified. We are currently working through the most effective way to assist Owners Corporations with this.

### **NSW concessional loan is interest free. Why isn't the ACT Government's loan interest free?**

Each state and territory has designed a scheme that is within their means to provide. NSW is the only state that is offering zero interest. South Australia, Western Australia and Queensland are not offering any funding assistance to owners at this stage and have regulatory requirements that mandate Owners Corporations must remediate at their full expense.

The interest rate that will be paid by owners corporations is the equivalent of the prevailing 10-year ACT Government borrowing rate at the start of the loan scheme. This is currently at around 2-3 per cent.

### **How will the combustible cladding removed from apartment buildings be disposed of?**

Owners corporations remediating cladding under the concessional loan will be required to recycle their cladding panels. This is the same approach taken by the ACT Government in remediation of Government owned buildings. Through this approach, the ACT Government has the resources to provide assistance to Owners Corporations to recycle their cladding panels.

## **Government buildings**

### **What is the latest update on the Government Scheme?**

The Government has now remediated combustible cladding on a total of 16 Government buildings. These are:

- ACT Magistrates Court
- Arawang Primary School
- Canberra High School
- Civic Youth Centre
- Erindale College
- Gungahlin Oval grandstand
- Howard Florey House
- Lyneham Primary School
- Melrose High School
- National Convention Centre
- Palmerston Primary School
- Building 4 The Canberra Hospital
- Tuggeranong Child And Family Centre
- Two Housing ACT sites
- Yarralumla Primary School

## **General questions**

### **Why has it taken the Government so long to implement a Scheme?**

Each state and territory has tackled this issue in a way relevant to its circumstance. Considered and careful planning went into developing the right scheme for Canberra.

The ACT has been able to learn from the approaches of other jurisdictions and their approaches to ensuring that cladding remediation works are carried out on the highest risk privately owned residential buildings.

### **Why isn't the ACT following the Victorian or NSW model to resolve the cladding issue?**

Each state and territory has chosen an approach according to its own circumstances. The ACT has closely monitored the approaches of other jurisdictions, but designed a scheme that suits ACT's needs: a comparatively small number of affected properties, much smaller in height and therefore cost per building and a voluntary scheme which recognises the positive approach of the ACT population towards fixing issues such as this.

While Victoria has offered a support package to rectify higher risk private apartment buildings, NSW is offering a concessional loan scheme to assist owners with rectification. In Queensland, Western Australia and South Australia, property owners are required to fund their own professional advice and remediation works which have been mandated through regulatory measures.

Key features of the Victorian Scheme are:

- Regulatory approach
- Class 2 apartment buildings, three storeys or higher, with a high or extreme fire risk are eligible
- The Victorian Government pays for and undertakes the works on those private properties, including providing a project manager, in a three way contractual arrangement with the Government, builder and Owners Corporation
- Remediation is to a low risk level, not always a complete removal of all cladding
- This is paid for via a new levy imposed on the property industry
- Required works to fix latent conditions are paid for by the Owners Corporation.

Key features of the NSW scheme are:

- Regulatory approach
- Class 2 apartment building, three storeys or higher, with a high or extreme fire risk are eligible
- The NSW Government is making available a concessional loan to assist Owners Corporations to fund these works
- The Government has appointed a head contractor and project manager to provide assurance of remediation works.

**Should the Government have approved these buildings and materials in the first place? As the ACT Government certified buildings with affected cladding, shouldn't the Government have responsibility to rectify them?**

In the ACT, building surveyors called certifiers are responsible for ensuring that building work is carried out in accordance with the approved plans, and meets the requirements of the relevant legislation, including the National Construction Code (NCC) at the time they are constructed. The building certifier's functions include advising the Government about the completeness of building work and compliance with the National Construction Code (NCC).

All buildings in the ACT are certified through a private certification scheme to comply with the National Construction Code valid at the time they are given building approval.

The Government is required to issue a certificate of occupancy if satisfied that the work has been completed in accordance with the prescribed requirements and is fit for occupation and use as a building of the class stated in the approved plans. The building certifier's functions include advising the Government about the completeness of building work and compliance with the National Construction Code.

The Government recognises the difficulties that some Owners Corporations may face in addressing this issue, and has designed the Private Buildings Cladding Scheme with reference to legal advice to provide practical and financial assistance to those Owners Corporations.

### **Why is the Scheme only supporting owners of apartment blocks?**

Maintaining the safety of a building is the responsibility of the building owner. However, the Government recognises that Owners Corporations have many more practical impediments in dealing with this issue than other private building owners. These include:

- The need of voluntary executive committees and owners to understand a very technical issue and assemble quality advice from professionals;
- The need to gain agreement of all owners to the issue and agree on the action that will be taken;
- The need to raise special funds to pay for the testing, assessment and works from owners of varying financial capacities;
- The need to ensure that this issue is resolved as quickly as possible for the benefit of the building's residents.

### **Why is assistance not being provided to assist owners of buildings such as aged care, private hospitals or university student accommodation?**

Organisations who operate buildings such as aged care, private hospitals and university accommodation are professional, commercial operations with management structures and ownership structures used to dealing with issues such as this.

### **Why are only apartment buildings which are at least three storeys allowed into the Scheme?**

This is a consistent approach almost all jurisdictions in Australia and recognises that buildings that are two storeys or less represent a low risk level because they have less vertical cladding than higher buildings, easier egress to the ground in case of fire and are readily able to have fires extinguished from the ground.

**Are residents safe in their apartments tonight?**

Building owners are responsible for ensuring that buildings continue to be safe to occupy. By being aware of the risks of their building and by practising strong fire safety, building owners and residents together can best manage the safety of their building until any remediation works that may be required can be carried out.

**Why isn't the ACT banning products or making this compulsory for owners to take action by a deadline?**

The ACT is following a national approach to the National Construction Code and any further amendments that may be necessary to that code. The ACT Government has found local building owners to be positive towards this issue and the need to take action, and believes a voluntary approach is sensible in this instance. We will monitor action under this voluntary scheme as assess whether any further measures need to be put in place in the future.

**Is the use of these sorts of materials allowed in the ACT? If not, when were they specifically banned?**

The NCC does not single out or ban these particular products, but rather requires that certain building elements, such as claddings, avoid the spread of fire in relevant circumstances.

There are some aluminium cladding products that meet combustibility limitations and others that do not.

In certain circumstances where they don't pose a high risk to the safe evacuation of a building or to the building occupants.

It is the ultimately the licensed builder's responsibility to ensure that materials and building work meet the requirements of the building approval. The building certifier also has responsibilities for confirming compliance, noting the limitations of visual inspections.

## ADVISORY NOTE

Minister for Transport and City Services

<b>Subject</b>	Heritage listing of Lake Burley Griffin and the Commonwealth Avenue Bridges
<b>Critical Date</b>	Usual course of business
<b>Chief Projects Officer</b>	.....Duncan Edghill..... 10/05/2022

1. On 9 May 2022, it was announced that the Commonwealth Environment Minister had listed Lake Burley Griffin and areas adjacent lands including the Commonwealth Avenue Bridge as heritage sites.
2. MPC and other directorates are reviewing the heritage listing and its potential implications.
3. In relation to major projects directly managed by Major Projects Canberra within your portfolio:

### Light Rail Stage 2A

- a) Light Rail Stage 2A (between the city and Commonwealth Park) is not currently expected to be impacted by the new addition to the National Heritage List as the project has already received all the Federal *Environment Protection and Biodiversity Conservation* (EPBC) 1999 approvals that are required.

### Light Rail Stage 2B

- b) Given the existing significant planning approvals process for Light Rail Stage 2B and already identified heritage attributes of the Commonwealth Avenue Bridge, the heritage listing is not expected to materially add to the ACT Government's planning approvals requirements for Light Rail Stage 2B. However, further liaison is underway with EPSDD in this respect.
- c) As part of the early investigations and scoping work for Light Rail City to Woden, the ACT Government undertook initial analysis in conjunction with the National Capital Authority to identify some of the key heritage characteristics of Commonwealth Avenue bridge.
- d) Light Rail Stage 2B (between Commonwealth Park and Woden) had already been determined by the Commonwealth Environment Minister to require consideration of a number of National Heritage List items. As such, It was already known that the Light Rail Stage 2B project will be subject to a Commonwealth Environmental Impact Statement (EIS) process.

4. The previous analysis undertaken by MPC and the NCA, using heritage consultants GML Heritage, concluded that the Commonwealth Avenue Bridge meets the heritage values of:
  - a. Historic process
  - b. Rarity
  - c. Research potential
  - d. Characteristic
  - e. Aesthetic
  - f. Creative or technical achievement
  - g. Social
  - h. Significant people.
5. The ACT Government will continue to liaise with the Commonwealth Government, including the Department of Agriculture, Water and Environment, the NCA and EPSDD, as we prepare the (EIS) for Stage 2B between Commonwealth Park and Woden.

  
  
**Noted / Please Discuss**

**Chris Steel MLA**  
**Minister for Transport and City Services**

11/5/22  
.../.../...



## ISSUE: Light Rail City to Woden – Facts and figures

### Talking points: Progress Update

#### Expected Project Timelines

- We are working hard to complete early works including raising London Circuit, so that breaking ground for Light Rail Stage 2A (Stage 2A) can commence in 2024.
- Major enabling works for Stage 2A and the raising London Circuit project commenced with utility relocations in September 2021.
- The final delivery timeline will be subject to receiving Works Approval from the National Capital Authority (NCA) and signing a contract with our delivery partner.

#### Environmental Protection and Biodiversity Conservation

- On 17 November 2021, Major Projects Canberra (MPC) lodged a variation for potential impacted areas outside the approved Environment Protection and Biodiversity Conservation (EPBC) footprint for consideration by the Department of Agriculture, Water and the Environment. Approval was received on 23 December 2021.

#### Works Approval and Environmental Assessment

- Light rail to Woden has reached an important milestone with the NCA granting the Works Approval for the raising of London Circuit on 29 March 2022.

#### Raising London Circuit

- The Enabling Works (Utilities) for raising London Circuit contract was executed on 30 July 2021 with the successful tenderer Cord Civil Pty Ltd commencing works on 13 September 2021.
- The raising London Circuit project Expressions of Interest (EOI) tender was released to market on 16 September 2021 and closed on 14 October 2021.
- The Request for Tender (RfT) documents were released to the three (3) shortlisted EOI tenderers on 7 December 2021 and closed on 16 March 2022.
- The Tender Evaluation Team commenced their evaluation of the RfT submissions on 16 March 2022.

### Talking points: Facts

#### Light rail from the City to Commonwealth Park (Stage 2A)

- Stage 2 of light rail (City to Woden) is being constructed in two stages for a faster project delivery. The first stage will extend the line from the City to Commonwealth Park, while the second stage will take light rail all the way to Woden.

- The first section of light rail to Woden will deliver a convenient new transport option from Alinga Street to Commonwealth Park to provide a better connection between the city and the lake.
- Three new stops will extend the light rail network by 1.7 kilometres, while London Circuit will be raised to enhance the amenity and connectivity of the city.
- The Edinburgh Avenue stop is expected to be one of the most popular stops on the system.
- Early estimations suggest that daily patronage of light rail between Alinga Street and Commonwealth Park 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 with the estimated journey time for the full route from the City to Woden 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 extending light rail to Commonwealth Park, the additional procured light rail vehicles 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 light rail vehicles, using this to manage energy consumption more efficiently.
- Wireless infrastructure and grassed tracks on parts of the alignment between Alinga Street and Commonwealth Park allows us to maintain our beautiful and distinctive city centre views, while also offering an attractive commute option.

#### COVID-19

- 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 of being impacted by COVID-19 based on the current environment and have the potential to be exacerbated if the global COVID-19 situation worsens.
- The ACT Government is carefully considering how to proceed with construction to ensure a steady pipeline of work in this current climate.

## TALKING POINTS: Figures

- The Government has established significant funding provisions to deliver Stage 2 of light rail to Woden. This includes both capital construction funding and agency resourcing to undertake the design and management of the project.
- The value of those provisions has not been published in the budget papers because we will be entering into various commercial negotiations for the project's delivery. We want to ensure we are in a position to get the best possible deal from the market for the Canberra community.
- All key contracts associated with light rail will be made public through the ACT Contracts Register as these are signed. We also provide direct public communications about significant contracts. For example, when we appointed AECOM as the project's technical advisers in April this year, I provided extensive media interviews on that topic and the government was upfront about the significant size of that contract.
- We will continue to be upfront and transparent with the Canberra community and this Assembly about the cost of delivering light rail to Woden, as we are able to.
- The majority of the funding for Stage 2A is currently captured in the central capital provision (ref p.281 of the Budget Outlook). This provisioned funding will be appropriated in future once we have confirmed delivery costs and signed commercial contracts; it will appear in budget initiatives at that time.
- There are some items set out in the budget papers - including the funding that was appropriated in 2021-22 for early works and RLC, the Woden light rail stop, and the disruption planning works incl. Coranderrk St roundabout.

### Light Rail Stage 1 Operating Costs

- Annual payments to Canberra Metro comprise two components: a construction repayment component associated with the capital value of light rail as an asset, and an operations and maintenance component for direct delivery of services to the Canberra community.
- This model is a useful form of financing for major infrastructure because it spreads the cost of purchasing long-term community assets over many years, along with the benefits.
  - Combined payments to Canberra Metro Operations for light rail were \$53,854,902.33 in 2019-2020 (GST exclusive); and
  - \$54,096,441.68 in 2020-21 (GST Exclusive).

\* Figure is based on payment made to Canberra Metro for the period within the Financial Year.

- In Reference to Transport Canberra and City Services (TCCS) 21-22 budget paper H page 59 and 60, Payment to Canberra Metro can be recognised under the following breakdown:

- \$18.710m borrowing cost;
- \$25.550m operating cost recognised under supplies and services;
- \$9.836m loan repayment recognised under Interest-Bearing liabilities.

**ISSUE: Light Rail - Upcoming Construction Activity****Talking points:**

- Upcoming construction activity planned works for May 2022 are outlined below:

Contractor	Works	From	To	Description of works
<b>Cord Civil</b>	Car Park Entry – Corner of London Circuit and Constitution Avenue.	Saturday 30 April 2022 (TBC)	Sunday, 1 May 2022 (TBC)	Partial closure of London Circuit – Constitution Avenue Carpark entry. Traffic control and pedestrian management will be in place.  (Asphalt)  Nil night works.
<b>Landmark (for AECOM)</b>	LRS2A route (along Northbourne Avenue between Alinga Street and London Circuit, along London Circuit between Northbourne Avenue and Commonwealth Avenue, and along Commonwealth Avenue between Vernon Circle and Lake Burley Griffin.  May also include Parkes Way.	Throughout May 2022	May 2022	Utilities potholing investigations and surveying will be undertaken. These investigations will involve minor excavation works, survey pickup and surface reinstatement. Traffic control and pedestrian management will be in place.  Will include night works.
<b>D&amp;N Geotechnical (for AECOM)</b>	Northern verge of the eastbound carriageway of Parkes Way, to the east of Parkes Way pedestrian footbridge into Acton Park.	Throughout May 2022	May 2022	The investigations for water bore will involve drilling to investigate and confirm the underground conditions and if this is suitable to be utilised for the future irrigation for the landscaping on Commonwealth Avenue. Traffic control and pedestrian management will be in place.  Nil night works.
<b>ADE (for AECOM)</b>	Along London Circuit between University Avenue and Edinburgh Avenue	Throughout May 2022	May 2022	Geotechnical investigations and condition assessment of the existing watermain along London Circuit.  Will include night works.
<b>Downer Pipetech (for AECOM)</b>	Northbourne Avenue, London Circuit, Parkes Way, Commonwealth and Barrine Drive	Throughout May 2022	May 2022	Works include sewer pipe and pits investigations and CCTV camera.  Will include night works.

<b>MPC (Contractor TBC)</b>	Commonwealth Avenue median (north of Parkes Way), North-west clover leaf, South-west clover leaf and South-east clover leaf.	Throughout May 2022	May 2022	Translocation of Golden Sun Moth (GSM) from the clearance areas at the Commonwealth Avenue median (north of Parkes Way), the North-west clover leaf and the South-west clover leaf; and translocated into the South-east clover leaf.  Nil night works.
<b>Telstra</b>	London Circuit (south), Vernon Circle (south), Edinburgh Avenue and Constitution Avenue.	Throughout May 2022	May 2022	Works include testing, commissioning and cutover of new telecommunication services.
<b>TPG</b>	Along London Circuit between Farrell Place and Edinburgh Avenue.	Throughout May 2022	May 2022	TPG will be continuing trenching works along London Circuit from Farrell place. Excavation, conduits and pits installation reinstatement of verge and road pavements.  Nil night works.
<b>ICON Water</b>	London Circuit (south), Vernon Circle (south), Edinburgh Avenue and Constitution Avenue.	Throughout May 2022	May 2022	Works include testing, commissioning and cutover of new watermain.
<b>ICON Fibre</b>	Along London Circuit between Farrell Place and Edinburgh Avenue.	Throughout May 2022	May 2022	Works include minor remediation works to existing assets.  Nil night works.
<b>Optus</b>	Edinburgh Ave Verge and along Marcus Clarke Street to Parkes Way	Throughout May 2022 (TBC)	May 2022 (TBC)	Works include conduits installation in the verge on Edinburgh Avenue, along Marcus Clarke St to Parkes Way. Will be undertaken via directional drilling where possible to minimise disruption and disturbance of the areas.  Nil night works

## 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 City to Commonwealth Park, 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 by about six metres 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.

### Works Approvals

- Light rail to Woden has reached important milestones with the National Capital Authority (NCA) issuing the Works Approvals for the raising London Circuit Project and the Vernon Circle North Signalisation.
- The NCA included ten (10) conditions on the raising London Circuit Project, these conditions relate to various aspects of design and further actions that need to be completed prior to the commencement of construction.
- As part of the Vernon Circle North Signalisation Works Approval three (3) conditions were placed on the signalisation works, including a timeframe for the approval that expires on 30 June 2024 (the notional completion of raising London Circuit construction activities), and the need to seek a Works Approval for the decommissioning works and reinstatement of the current conditions.

### Raising London Circuit Main Works Procurement

- The raising London Circuit Project Expressions of Interest (EOI) tender was released to market on 16 September 2021 and closed on 14 October 2021. Request for Tender documents were released to the three (3) successful EOI tenderers on 7 December 2021 and closed 16 March 2022.
- The Tender Evaluation Team commenced their evaluation of the Request for Tender submissions on 16 March 2022.
- The construction period for raising London Circuit is intended to take approximately 24 months with initial works expected to commence in early to mid-2022.

### **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 four million people visiting events and national attractions.



## ISSUE: Early Works Utilities

### Talking points:

- The construction of light rail to Woden is part of the ACT government's \$14 billion Infrastructure Plan that will support thousands of local jobs and our city's economic recovery.
- The first stage of light rail to Woden is extending the light rail network by 1.7 kilometres from the city to Commonwealth Park and adding three new stops at Edinburgh Avenue, City South and Commonwealth Park.
- To enable the future light rail construction, early works will be undertaken until mid-2022. While early works take place, the ACT Government is continuing to develop the light rail to Woden project design and prepare the project approval documentation.
- Early works includes the Golden Sun Moth (GSM) translocation, setting up construction site compounds and utility relocation works.
- ACT Government is committed to minimising impacts on local residents, businesses and communities during these important work.

### What early works are happening:

- Utility relocation works involve moving critical water and communication utility assets from their current position along the southern section of London Circuit, to a new alignment via Edinburgh Avenue, Vernon Circle and Constitution Avenue Circle.
- The construction of the site compound at south-east end of Constitution Avenue commenced in September 2021. A site compound was established at Marcus Clarke and Gordon Street on 26 October 2021. Site compounds will be used for site offices, storage, construction parking and utility installation during construction.
- Following the GSM translocation work, the south east cloverleaf of Commonwealth Avenue required an exclusion zone to protect GSM habitat/rehabilitation.

### Community Impacts:

- The establishment of site compounds will result in reduced public parking, short delays and traffic changes to local roads. Construction site compounds and utility relocation work commenced in September 2021 and are expected to be ongoing until mid-2022.
- Night works will occur for critical utility relocations and works. The community will be notified in advance of night works via letterbox notifications and phone calls.
- Additionally, any construction notifications and updates can be located on the Light Rail to Woden website.

### Recent engagement to support these activities

- Calls have been made to businesses within construction zone advising of upcoming works activities and several one on one meetings have occurred.

- Several project notifications including a Construction Look Ahead have been issued to nearby residents and businesses to inform them of early works and traffic disruptions (hard-copy, electronic direct mail and website versions).

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

- Major Projects Canberra (MPC) submitted two 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 (DAWE). Prior to 1 February 2020, administration of the EPBC Act was by the Department of the Environment and Energy (DoEE).
- On 17 November 2021, MPC lodged a variation for potential impacted areas outside the approved EPBC footprint for consideration by DAWE, approval was received on 23 December 2021.
- MPC has finalised the first Golden Sun Moth (GSM) Plan for the raising London Circuit Utilities Works and procured the Biodiversity offsets. The initial GSM Translocation works were finalised on 30 July 2021. Fencing of the south east cloverleaf will remain in place to protect GSM habitat and rehabilitation.
- MPC are progressing the GSM 2.0 Plan for the raising of London Circuit Main Works which is expected to be lodged with DAWE early in 2022.
- 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

- MPC received a 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.
- 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.

### Stage 2B Referral Decision

- MPC 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 the 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, DAWE 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.
- DAWE 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.

## ISSUE: LRS2 Design Contract

### Talking points:

- The previous Technical Advisor contract for Light Rail Stage 2 was signed in 2017. Since that time there have been changes to the project and the Australian infrastructure market. Given this, a competitive tender process was undertaken to ensure that that Territory has the best support the current market has to offer as we progress the next stage of light rail.
- The Request for Tender for the Light Rail Stage 2 Technical Advisor was released to market on the 12 January 2021. Four tenders were received including from the Design consultant that has worked on previous phases of the Light Rail Project, Arup.
- The decision to appoint AECOM followed a rigorous and transparent evaluation process and the Territory thanks its former advisor (Arup) for its valuable work to get us to this point in the project.
- This is a significant milestone for the Project as the Technical Advisor is key to developing design, obtaining approvals, providing project assurance and safety assurance for the project.
- AECOM and its locally based partners, COX and Canberra Town Planning, will lead the project design process for Canberra Light Rail Stage 2A and Stage 2B.
- AECOM will also provide ongoing independent technical advice throughout construction to ensure all work meets the highest standards.
- AECOM, COX and Canberra Town Planning collectively bring 168 locally based resources to support the project. These resources will be utilised as required across the full lifecycle of the project.
- The contract was executed on 13 April 2021 and was lodged on the ACT Notifiable Contracts Register on 28 April 2021. The contract runs until June 2025 with options for further extension.

### Costs:

- It is expected that the value of the work to undertake the design of Light Rail Stage 2A and 2B could be up to \$93 million over the contract term of five years.
- The value of the contract recognises the significant amount of design and approvals work that must be undertaken on the projects.
- The procurement of specialist design consultants will ensure the final project design meets world class standards. It is standard industry practice for projects of this size to be designed by experts in the field. Major Projects Canberra (MPC) undertook an open market procurement to attract Australia's leading light rail designers who can draw on the best mix of international and local experience.

- In the coming months, MPC will be working closely with AECOM to develop the project designs (incorporating the engineering and approvals requirements) for early utilities work, raising London Circuit and Light Rail Stage 2A.

**Portfolio/s:** Transport**ISSUE: Mawson Viability****Talking points:**Mawson Viability

- The ACT Government (through Major Projects Canberra) is conducting 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 will be considered by the ACT 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.

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 'Raising 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 National Capital Authority (NCA) Works Approval applications to be submitted. Once final planning approvals are obtained, procurement and construction works can start. Subject to those planning approvals being obtained, the ACT Government anticipates early utility relocations to commence late 2021.
- The bulk of the London Circuit works are currently expected to occur during 2022-23. 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.

## ISSUE: Light Rail Stage 2 - Community Consultation

### Talking points:

- Engagement activities for the light rail stage 2 project in recent months have focused on informing stakeholders about:
  - early utility relocation works;
  - upcoming works and project approvals; and
  - traffic disruption.
- Recent engagement to support these activities has included:
  - door knocking, calls and follow up emails distributed to more than 90 stakeholders directly impacted within a 100 metre radius of project foot print, provide information about the raising of London Circuit and disruption impacts; and
  - several project notifications issued to nearby residents and businesses to inform them of early works and traffic disruptions.
- Nearby residents and businesses on and around London Circuit will receive construction notifications including a new monthly Construction Look-ahead issued each month.
- Methods and channels to inform and engage with Canberrans virtually and remotely are also in place. This is being done with email and letterbox updates, a project website, a virtual engagement room, and through online stakeholder briefings.
- Crucial to effectively delivering a responsive community engagement program, Major Projects Canberra (MPC) is in the process of finalising a Community Liaison Management Procedure to manage feedback, questions, compliments and complaints – this includes the light rail email inbox and 1800 project hotline.

### Light Rail Stage 2A Engagement

- As the raising of London Circuit gets underway, City to Commonwealth Park will proceed through an Environmental Assessment (EA) to assess its benefits, examine expected impacts and identify appropriate management measures.
- Ahead of this exercise, the project will undertake a proactive engagement plan to raise awareness and seek community feedback.
- The information gathered will inform relevant chapters of the EA and ultimately be made available for public comment via the National Capital Authority's (NCA) Works Approval (WA) and Territory's Development Application (DA) process.



- Some initial in-person activities were held in early March 2022, with a full program of in-person and digital activities due to commence in mid-2022 and run through to the completion of the Project Approvals process, expected to be late 2022.
- Engagement will include opportunities for the community to provide input on project disruptions and mitigations, project negotiables and on placemaking around the three new stops. The team will also use engagement opportunities to inform the community on the raising London Circuit Project.

#### Raising London Circuit Works Approval Public Display

- MPC successfully lodged the WA application with the NCA for the raising London Circuit Project on 13 October 2021;
- Public display of the submission ran to 24 December 2021; and
- The NCA has published its consultation report and gave its approval for the Project on 29 March 2022.

#### Raising London Circuit Engagement and Business Partnership Plan

- MPC will undertake engagement with businesses and residents within a 100m radius of London Circuit in mid-2022 in the lead up to construction commencing on raising London Circuit main works (anticipated late 2022).
- Engagement will include in-person information sessions, door-knocking and the preparation of digital content to provide information on the upcoming construction.
- A Business Partnership Plan is being finalised which outlines a range of supports to be available to businesses impacted throughout construction. Once finalised, the plan will be made available to businesses in the area and will guide ongoing engagement opportunities.

#### Light Rail Community Reference Group

- The Light Rail Project has a Community Reference Group (CRG) in place which met virtually on 3 March 2022. The CRG was established to provide a voice for Canberrans during the delivery process and will meet regularly to give the ACT Government important insights into the community's needs and priorities for the project.
- The group includes Canberrans from a diverse range of ages, backgrounds and communities, to ensure the ACT Government hears from a range of perspectives. Participants include representatives from Pedal Power, Living Streets Canberra, ANU and Council of the Ageing, alongside other Canberrans advocating for different stakeholder groups and communities.
- The CRG's purpose, membership and terms of reference are currently being reviewed to ensure the group is representative of Canberra's population and is provided with ongoing opportunities to engage with the project.

### Disruption Taskforce

- Building light rail to Woden will have an impact on traffic flows, public transport and active travel routes to and from the City. The project team is working closely with the Government's newly formed Disruption Taskforce to ensure light rail engagement activity and stakeholder management is contributing to and supporting the objectives, measures and initiatives of the Disruption Taskforce.

**Portfolio/s: Transport****ISSUE: ACT Auditor-General's Report - Canberra Light Rail Stage 2A: Economic Analysis****Talking points:**Process

- A performance audit of the economic appraisal conducted in 2019 for Light Rail Stage 2A (Stage 2A) has been undertaken by the Auditor-General with a report presented to the Speaker of the Legislative Assembly on 24 September 2021.
- The audit was limited in scope to the project's economic appraisal and did not review the merit of the government's decisions relating to Light Rail or the procurement processes.
- The ACT Government tabled a response to the Report on 2 December 2021 addressing the three recommendations.
- The Standing Committee on Public Accounts has resolved to inquire further into the Auditor-General's Report with hearings scheduled for mid-May 2022.

Project cost

- The ACT Government is building light rail to Woden. Stage 2A is an important first step in that process, but it is only the first step.
- The benefits of Stage 2 are best assessed by looking at what the whole alignment will deliver. Light rail will make Canberra a more connected, sustainable and vibrant city.
- Stage 2 to Woden will provide more convenient and reliable transport options for people on the southside, help prevent future traffic gridlock and cut transport emissions for a cleaner environment.
- The old financial estimates prepared as part of the 2019 business case do not take into account a range of components for this complex project:
  - They do not include wire-free running, which will be important to satisfy the National Capital Authority's approval requirements and protect the heritage values of the Parliamentary Zone.
  - They do not include raising London Circuit by six metres to deliver an at-grade intersection with London Circuit, improving the functioning of this corridor for light rail while improving the connectivity between the city and the lake.
  - They do not include procuring five new wire-free enabled light rail vehicles to service the route, retro-fitting the existing fleet to wire-free, or modifying the Mitchell Depot for wire-free operations.
- With these essential components factored in, we expect that the cost of Stage 2A will be higher than the base delivery costs presented in the 2019 business case. We

will be transparent with the Canberra community about the cost of this project once we have concluded commercial negotiations for its delivery.

- The cost estimate in the 2019 business case excluded disruption costs though the construction period. The approach adopted for the cost benefit analysis (i.e. not including disruption costs within the quantified BCR) is consistent with accepted economic appraisal methodology and the approach used for Stage 1. Under Infrastructure Australia guidance subsequently released in July 2021, where disruption and other externalities such as noise and neighbourhood disturbances are expected to be a significant factor, these 'could be considered' for inclusion in the BCR calculations. It is not expected the inclusion of any such costs would have a material bearing on the economic analysis in this case.

### Economic Analysis and Project Benefits

- Light rail is a city-shaping project and is not driven by a single benefit-cost ratio. As Stage 1 has demonstrated in real life, it delivers an attractive form of transport, it helps promote urban rejuvenation, and it creates jobs.
- Stage 1 of light rail has been hugely successful, with patronage reaching levels projected for the mid-2020s within a year of its operation. Now, we want to extend the same benefits to people on Canberra's southside.
- It's not just the ACT Government that recognises the benefits of building light rail. The Commonwealth Government also committed \$132.5m to the project earlier in the year.
- Building light rail to Woden is estimated to support over 6,000 jobs, with around 1,000 associated with Stage 2A alone. This is a great boost that our economy needs in the wake of COVID-19.
- The ACT Government has been very transparent on economic analysis conducted in 2019 into the Stage 2A project. The benefit cost ratio for Stage 2A – which of course only includes the first three stops to Commonwealth Park - was published in the 2019 business case.
- This analysis demonstrated a benefit cost ratio of 0.6. It's worth recognising the BCR is calculated using a discount rate of 7% per annum which significantly reduces project benefits which are derived across the medium and longer term compared with upfront investment costs.
- The benefits of Stage 2A are weighted toward city shaping (land use) and wider economic benefits. This is unsurprising given the relatively short 1.7km extension to Commonwealth Park, but with three light rail stops adjacent to City Hill, the Acton Waterfront and West Basin.
- The approach taken by the ACT Government's economic advisers to quantify the 'city shaping' benefits within the Stage 2A business case included an assumption that development of the Acton Waterfront would be accelerated (by two years) compared to a 'base case' without the impetus of Stage 2A.

- Light rail projects are a proven catalyst for urban renewal and development across the globe. This includes the corridor from Gungahlin to the City for Stage 1.

#### Other Notes

- Stage 2A is difficult. It goes through the heart of our city. But it is essential we build Stage 2A as it is a necessary step to building light rail to Woden and indeed a necessary step in building our whole light rail network.
- We are getting on with the job and delivering stage 2A now, while continuing to progress the Commonwealth approvals process for the remainder of the route to Woden.

#### Performance Audit Recommendations

- The Performance Audit Report was provided to the Speaker on 24 September 2021 for tabling in the Assembly and contained three separate recommendations:
  1. MPC should review and update the economic analysis associated with LRS2A and make publicly available the revised and updated economic analysis in an updated Stage 2A Business Case.
  2. As part of the revised and updated and publicly available economic analysis for LRS2A, MPC should explicitly identify the nature of the development costs and benefits associated with the project.
  3. Chief Minister, Treasury and Economic Development Directorate (Treasury), in cooperation with MPC and Transport Canberra and City Services, should develop a Benefits Realisation Plan for LRS2A.

## Construction Logistics and Community Safety

### Talking points:

- The Light Rail Project is aware of the Construction Logistics and Community Safety (CLOCS) good practice approach which has been implemented on projects interstate.
- Major Projects Canberra is committed to safety in the delivery of all of its Projects and considers best practice in construction methodology through consideration of best practice standards and systems, including the CLOCS guidelines, when evaluating and delivering its Projects.
- The ACT does not currently mandate the use of CLOCS as a standard and the construction traffic methodology and management is the responsibility of the Delivery Contractor who is required to ensure that the proposed traffic management arrangements meet the safety requirements of RoadsACT.
- It is not likely that the Raising London Circuit Delivery Contractor will implement CLOCS as it was not proposed by the tenderers; however, construction traffic will be managed through an approved Construction Transport Management Plan and all temporary traffic management proposals during construction are subject to a review and approval process which must meet RoadsACT requirements for Vehicle Movement Plans. The review and approval process considers the proposed construction traffic movements in the context of:
  - Bus movements, and bus priority measures;
  - Key pedestrian movements and activity areas;
  - Other construction projects in the locality;
  - Local traffic movement requirements and peak traffic volumes, including long weekends and holiday periods;
  - Crime prevention through environmental design principles; and
  - Special events.
- The Light Rail Project is committed to ensuring pedestrians and cyclists are notified in advance of any changes to access and movement arrangements. Clear and safe pedestrian and cyclist signage and wayfinding mechanisms would be in place prior to works commencing that would change access and movement arrangements through the broader Project construction area.

### Key Information

- The Environment Assessment prepared for the raising of London Circuit Project included commitments about how temporary traffic arrangements would be developed. While it is unlikely that the Raising London Circuit Delivery Contractor will implement CLOCS, it will be required to get the endorsement and approval of proposed traffic management arrangements through the Traffic and Transport Liaison Group (TTLG). The TTLG reviews traffic and multimodal implications of proposed construction activities, prior to implementation.

**Portfolio/s: Treasurer****Skills****ISSUE: CIT Campus – Facts and Figures****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 marked a significant milestone and major step-forward for the project.
- CIT Campus Woden 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.
- As well as delivering a state-of-the-art teaching and learning facility, the project will create a whole new activated precinct for Woden. Parts of the Campus will be open to the public and shared spaces will showcase the courses and outcomes of a CIT education. Areas for relaxing, eating, meeting will be created as well a safer and easier connection from Woden's parks to public transport through to the shopping and services of the Town Centre.
- A pedestrian spine will run from the Callam Street public transport interchange, through the Campus and on towards to the Woden Town Square.
- The precinct is about improving the wellbeing of all users of the space; CIT staff, students, local residents, commuters, people working in Woden and those visiting. The community have identified, through a number of online surveys and in public information sessions and pop-ups that their priorities for this precinct are; greenery, safety, lighting and protection from the weather.
- Over 6500 students will attend the CIT Campus Woden each year, which will benefit local business and industry whilst providing students with a contemporary and dynamic educational environment.
- The government is investing in the order of \$250 million to \$300 million in the new CIT Campus, Youth Foyer and new public transport interchange and associated roadworks 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 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 CampusWoden 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**

### **Package 1**

- The Construction Contract for Package 1 – Bus Layovers and Ancillary Road Works was awarded in May 2021 to Canberra Contractors.
- Works at the Launceston Street Carpark (future Bus Layover and Drivers Amenity Building) are progressing, with critical service relocation works ongoing with construction of the Launceston Drivers Facility well underway. Site preparation for the layover pavement is also well underway.
- Easty Street works for the electrical service relocations, storm water and water relocations and pavement installation is now complete and is reopened for public use while verge works progress.
- Easty Street re-opened to the public on 31 March 2022.
- The section of Launceston Street between Bowes and Easty Streets will be temporarily closed to private vehicles from mid May 2022 until around July 2022. During this period this area will only be available to buses and emergency vehicles. There will be traffic management mechanisms in place between Furzer and Bowes Streets to reduce traffic to a single lane for any vehicles seeking to turn right into Bowes Street.

### **Package 2**

- Callam Street between Bradley and Matilda Streets was closed to private vehicles in December 2021 and early works for utilities and services are ongoing.



- Sections of Callam Street will close to all traffic from April 2022 until the Public Transport Interchange is fully operational. This has been implemented to progress the main works associated with building the new Public Transport Interchange, during this time buses will be accessing Launceston and Bowes Street to service the interchange.
- Roadworks will continue to take place around the Woden Town Centre to support the new interchange, the community will continue to be updated on the changes.

### Package 3

- As part of the 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. Arup/Hayball Technical Advisors consortia were appointed on 12 November 2020.
- The design process is continuing with the Functional Design Brief finalised in June 2021 and issued as part of the Request for Tender (RFT) process.
- Expressions of Interest were received and two successful tenderers were provided the RFT documents on 16 July 2021.
- The RFT procurement and contract negotiation process is current underway, with announcements expected to be made shortly.

### Planning Approvals Process

- An Estate Development Plan (EDP) was submitted for agency circulation in June 2021. The EDP was submitted for review to the Environment, Planning and Sustainable Development Directorate (EPSDD) in mid-February 2022. After internal approvals, the final EDP design was formally lodged for assessment on 8 April 2022, with a public notification period commencing 19 April 2022, and entity referral as part of the standard Development Application (DA) process. The DA Notice of Decision (NOD) is targeted for Quarter 2 2022.
- DAs have been approved for the project Package 1 and Package 2.
- A DA for the demolition of the existing Woden Bus Interchange is forecast to be lodged in mid-2022 by the Package 3 Design and Construct (D&C) Contractor.
- A DA for the CIT Campus Building will be prepared and lodged for assessment by the Package 3 D&C Contractor following contract award. Lodgement of the DA is currently forecast for late 2022.

### Impact of COVID

- As of 18 August 2021, the Territory wide lockdown due to COVID-19 meant that work on construction sites halted. While works recommenced in a COVID safe way on 3 September 2021, MPC are identifying and managing the ongoing impact this will have on the CIT Campus Woden Project program.

## **Engagement and Consultation: November 2021 – March 2022**

### *Public Consultation Survey*

- A community survey on the public places and green spaces in the Woden Town Centre, as part of the new CIT precinct was launched on 18 November 2021. The online survey via YourSay focusses on wellbeing, active travel, safety, wayfinding and the interface between the public transport interchange and the campus precinct.
- The online survey is now closed and a consultation report outlining the survey results and community feedback will be provided to the successful contractor to inform the design.
- Previous consultation has also been done on the Bowes Bradley connection, the new public transport interchange and associated works and CIT Campus design values. These reports are available on the CIT Campus Woden website.

### *Stakeholder meetings*

- January and February 2022 saw an increase in one-on-one stakeholder meetings, meetings continue to be held to inform near neighbours of the impacts and road changes.
- Tailored maps continue to be updated and circulated to nearby stakeholders such as the Hellenic Club, Woden Youth Centre, Grand Central Towers and Canberra College, that reflect the changing traffic conditions in the area.
- MPC is meeting regularly with CIT, Community Services Directorate (CSD) and Transport Canberra and City Services (TCCS) to ensure CIT staff and students, bus drivers and the travelling community have multiple opportunities to better engage with the CIT Campus Woden Project and the campus vision for the future.

### *Future engagement activity*

- MPC is currently planning a proposed engagement schedule of events and activities to engage the Woden community and build understanding and support for the project throughout the next phase of design and development.
- The Woden community will be also engaged through the pre-DA phase of the project currently anticipated to take place in mid-2022 prior to DA lodgement.
- Ngunnawal community input is being sought on how best to reflect and respect local Aboriginal culture in the CIT Campus Woden project. The outcomes of this will be led by Traditional Owners and knowledge holders, and could be realised in planting, wayfinding, artwork, and incorporation of stories into design. Best practice engagement methods are being used.

### *Woden Renewal Information session*

- MPC led the organisation of the first Whole of ACT Government 'Woden Renewal Information Session' on 7 December 2021. The event was run as an 'in-person' community information session and was also livestreamed on the ACT Government Facebook page.
- Approximately 50 people attended in person with a further 80 participating via Facebook.
- Woden community members received presentations by Minister Chris Steel and Government representatives from several directorates on key Woden initiatives such as the CIT Campus Woden, the Canberra Hospital Expansion and the Light Rail to Woden projects.
- More Woden Renewal Information Sessions may be held in 2022.

#### *Woden Renewal and Skills Hub*

- To support communications and consultation activities on MPC and other Government projects and activities in the Woden area, MPC led the fitout and opening of a new ACT Government Woden Renewal Hub in the Woden Town Square.
- This Hub will showcase MPC Woden projects including CIT Campus Woden, and other key government initiatives in the area. It will also offer a useful engagement space that can be used across Government.
- The space is positioned alongside a new ACT Government Construction Employment Hub. This will be used by project contractors to attract and train new workers to MPC's designated projects including the CIT Campus Woden. Multiplex will be the first contractor using the space to attract trainees, apprentices, school leavers and jobseekers to work on the Canberra Hospital Expansion through its Connectivity Centre program.
- Minister Steel opened both spaces on 29 March 2022, following a smoking ceremony conducted by Ngunnawal elder Warren Daley.

**Portfolio/s: Transport****ISSUE: Woden Public Transport Interchange – Bus Layover & Ancillary Roadworks Package 1****Talking points:**Procurement

- The Construction Contract for Package 1 – Bus Layovers and Ancillary Road Works was awarded in May 2021 to Canberra Contractors.
- Works at the Launceston Street Carpark (future Bus Layover and Drivers Amenity Building) are progressing, with critical service relocation works ongoing with construction of the Launceston Drivers Facility well underway. Site preparation for the layover pavement is also well underway.
- Easty Street works for the electrical service relocations, storm water, water relocations and pavement installation is now complete and is reopened for public use while verge works progress.
- Easty Street re-opened to the public on 31 March 2022.
- The section of Launceston Street between Bowes and Easty Streets will be temporarily closed to private vehicles from mid May 2022 until around July 2022. During this period this area will only be available to buses and emergency vehicles. There will be traffic management mechanisms in place between Furzer and Bowes Streets to reduce traffic to a single lane for any vehicles seeking to turn right into Bowes Street.

Planning Approvals

- The Development Application (DA) for the Bus Layover and Ancillary Roadworks was lodged in the first quarter of 2021.
- The public notification period concluded in April 2021.
- The DAs for the Bus Layover and Ancillary Roadwork were approved in May and June 2021.

Construction

- Construction activities commenced in June 2021.
- Construction completion is expected in mid to late 2022.

Impact of COVID

- As of 18 August 2021, the Territory wide lockdown due to COVID-19 meant that work on the construction sites halted.

Works recommenced gradually as of 3 September 2021 accompanied by new COVIDSafe requirements under the Public Health Direction. Work is progressing along the Easty Street and the Launceston Layover plot.

**Portfolio/s:** Transport**ISSUE: Woden Public Transport Interchange and DA****Talking points:**Procurement

- Callam Street between Bradley and Maltilda Streets was closed to private vehicles in December 2021 and early works for utilities and services are ongoing.
- Sections of Callam Street will close to all traffic from April 2022 until the Public Transport Interchange is fully operational. This has been implemented to progress the main works associated with building the new Public Transport Interchange, during this time buses will be accessing Launceston and Bowes Street to service the interchange.
- Roadworks will continue to take place around the Woden Town Centre to support the new interchange, the community will continue to be updated on the changes.

Planning Approvals

- The Development Approval (DA) for the Transport Interchange was lodged in mid-January 2021 and documentation was on display on the Planning ACT Website until mid-April 2021. Public representations were made to the Environment, Planning and Sustainable Development Directorate.
- DA Notice of Decision was received on 2 July 2021 and is a significant milestone for the CIT Campus Woden Project.
- The addition of public toilets and bicycle storage will be included as part of Package 3 works. The location of these facilities are currently under investigation by the Project design team and stakeholder and community input will be considered during this phase.

Pedestrian movements

- The new Bowes and Bradley Streets local access shared zone connection, along with the East/ West boulevard that links the Woden Public Transport Interchange with the town centre, will increase ease of movement for pedestrians through the Woden Town Centre. Innovation in design will be utilised to ensure that safety, ease of access and placemaking for students, teachers and the community will be key features of the area.

Benefits of the project

- The ACT Government will build a leading edge vocational education campus that encompasses best practice in 21st century teaching and learning, while striving to achieve architectural excellence and enhancing the Woden Town Centre.

- CIT Campus Woden 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.
- Over 6500 students will attend the CIT Campus Woden each year, which will benefit local business and industry whilst providing students with a contemporary and dynamic educational environment.
- The government is investing in the order of \$250 million to \$300 million in the new CIT Campus, Youth Foyer and new public transport interchange and associated roadworks 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.
- Integrating the Woden CIT Project with the Light Rail to Woden will provide improved connectivity between employment, education, residential and business precincts.

#### Impact of COVID

- As of 18 August 2021, the Territory wide lockdown due to COVID-19 has meant that work on construction sites halted. While works have now recommenced in a COVID safe way, Major Projects Canberra are still determining the impact that this will have on the CIT Campus Woden Project program.

**Portfolio/s: Skills****ISSUE: Trees outside the Smith Family****Talking points:**

- As part of the CIT Campus Woden Project, a new smaller bus layover will be built on Easty Street. To progress with this part of the process, a number of trees have been removed around the Woden Town Centre, with a few additional trees to be removed in the future.
- Decisions to remove trees are not taken lightly by the ACT Government and Major Projects Canberra (MPC) has worked with the Transport Canberra City Services (TCCS) Urban Treescape unit in considering all options prior to determining where tree removal was required.
- The trees that have been, or will be, taken down were included in the Development Application which was approved on 28 May 2021, and supported by the Transport Canberra and City Services, Urban Treescapes Unit. These trees were removed to support safe traffic and pedestrian movements in the area and to allow the installation of necessary underground infrastructure.
- MPC have engaged with the local community at multiple points prior to the removal of the trees. Including community stakeholder meetings, where issues such as parking, road works, temporary fencing near the Smith Family, access to carparks, tree removal and the temporary closure of Easty Street were raised and addressed by the project team.
- MPC will continue to look for planting opportunities as they progress with the project over the coming years, and again through consultation with TCCS urban Treescapes, has identified some opportunities for additional trees to be planted, particularly on the Easty Street/ Launceston Street intersection where an opportunity for a further 12 trees has been identified and endorsed since the Development Application (DA) proposal.
- The additional plantings will significantly increase the tree canopy coverage in this area and increase the living infrastructure in what is currently a reasonably barren part of the Woden Town Centre.
- In the area around the Smith Family facility, on the Launceston Street/ Easty Street intersection, the approved DA identified;
  - 18 removals.
  - 14 new plantings.

- During design development, a the project team has identified a further;
  - 4 removals (required for underground traffic light infrastructure).
  - 12 new plantings (3 of which were changes from the original proposal).
- The total change in trees in these area due to the project went from a deficit of 4 trees to a positive impact of 1.



**Portfolio/s: Treasurer****Skills****ISSUE: CIT Campus Woden – Package 3 Update****Talking points:**

- The CIT Campus Woden Project comprises four (4) development works packages. Package 3 – CIT Campus Woden includes a Youth Foyer and urban realm development.
- As part of the 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. Arup/Hayball Technical Advisors consortia was appointed on 12 November 2020.
- The design process has progressed with a Functional Design Brief and Reference Design that were finalised in June 2021 and issued as part of the Request for Tender (RFT) process for the design and construction (D&C) Contractor to the CIT Campus in Woden.
- A two stage procurement process was implemented with a Request for Expressions of Interest (REOI) followed by an RFT with two shortlisted tenderers selected from the REOI process. RFT documents were issued to shortlisted tenderers on 16 July 2021.
- The RFT procurement and contract negotiation process is current underway, with announcements expected to be made shortly.
- An Estate Development Plan (EDP) was submitted for review to the Environment, Planning and Sustainable Development Directorate (EPSDD) in mid-February 2022. After internal approvals, the final EDP design was formally lodged for assessment on 8 April 2022, with a public notification period commencing 19 April 2022, and entity referral as part of the standard Development Application (DA) process. The DA Notice of Decision is targeted for Quarter 2 2022. This will define the new CIT Campus Woden site for development of the new Campus public realm and facilities following award of a D&C Contractor for Package 3.

## Portfolio/s: Skills

### ISSUE: Block Zoning around Interchange

#### Talking points:

- The planning and land authority consider the bus layover spaces meet the Territory Plan definition of 'ancillary use'. Ancillary use is a permitted use as listed in the PRZ1 zone development table.
- The operation of the bus layover spaces will not commence until a detailed operational noise assessment has been undertaken, and if required, noise mitigation measures are implemented. The noise assessment will be available on the public register in accordance with Part 3.6 of the *Planning and Development Act 2007*.
- This assessment will identify further mitigation measures (if required), these measures will then be issued to the planning and land authority or the Environment Protection Authority for endorsement. As it is a detailed operational noise assessment, at this time it is yet to be completed, mitigation measures (if any) are not confirmed.

Possible mitigation measures may include:

- Speed limit reductions, and /or
- Road surface treatments, and / or
- Additional plantings, and /or
- Noise barriers.

#### Key information

- The definition of road reserve is not defined in the Territory Plan. However 'road' is defined and means:  
*any way or street (so called), whether in existence or under reserve, open to the public which is provided and maintained for the passage of vehicles, persons and animals and which may include footpaths, community paths, bus lay-bys, light rail tracks, turning areas, or traffic controls.*
- The road reserve is typically the area between front boundaries on both sides of the road and is made up of the road carriageway and a verge area either side of the road.
- Transport Canberra and City Services (TCCS) through Roads ACT, as custodians of 'road related areas' will endorse/approve any works on road reserve that will hold the bus layovers.

- The term 'road infrastructure', as used on the TCCS website, describes the assets that make up the road network system which provides for the safe and efficient movement of people, goods and services. Road infrastructure includes public transport infrastructure. Road infrastructure is designed and constructed to facilitate the safe and efficient operation of public transport.
- Bus layovers are public transport facilities. The Territory Plan states that a public transport facility means:

*the use of land for the assembly, transport or dispersal of passengers travelling by any form of public transport, whether or not such public transport is provided by a public or private agency, and include facilities for the manoeuvring and temporary layover of public transport vehicles and driver amenities.*

Bus layover is listed as a common term against the definition of public transport facility in the Territory Plan.

## Portfolio/s: Sustainable Building and Construction

### Cladding Remediation

#### Q+A

##### Government-Owned Buildings

- *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 remediation works are planned. These risk assessments were also reviewed by ACT Fire and Rescue who concurred with this assessment.

- *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 before remediation work has been completed, 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 remediation activities continue.

Following successful completion of remediation works on twelve (12) Government buildings, those buildings are: Yarralumla Primary School, Melrose High School, Arawang Primary School, Erindale College, Lyneham Primary School, National Convention Centre, Gungahlin Oval, Tuggeranong Child and Family Centre, Howard Florey House, ACT Magistrates Court and two ACT Housing properties.

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

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

- *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
- 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 remediate their buildings.

### **Private Buildings Cladding Scheme**

- *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?*

It is important to remember that the presence of combustible cladding on the façade of a building does not necessarily mean that it is unsafe. Many buildings have this cladding in limited amounts or only on certain aspects of the façade.

Owners of private buildings are responsible for ensuring the ongoing safety of their buildings, including through the installation and maintenance of fire safety systems, such as fire alarms, sprinklers and fire doors.

By being aware of the risks of their building and by practising strong fire safety, building owners and residents together can best manage the safety of their building until any remediation works that may be required can be carried out.

- *Why isn't the ACT banning cladding products or making this compulsory for owners to take action by a deadline?*

The ACT is following a national approach to the National Construction Code and any further amendments that may be necessary to that code. The ACT Government has found local building owners to be positive towards this issue and the need to take action, and believes a voluntary approach is sensible in this instance. We will monitor action under this voluntary scheme and assess whether any further measures need to be put in place in the future.

- *Should the Government have approved these buildings and materials in the first place? As the ACT Government certified buildings with affected cladding, shouldn't the Government have responsibility to rectify them?*

All buildings in the ACT are certified through a private certification scheme to comply with the National Construction Code valid at the time they are given building approval.

The Government is required to issue a certificate of occupancy if satisfied that the work has been completed in accordance with the prescribed requirements and is fit for occupation and use as a building of the class stated in the approved plans. The building certifier's functions include advising the Government about the completeness of building work and compliance with the National Construction Code.

The Government recognises the difficulties that some Owners Corporations may face in addressing this issue, and has designed the Private Buildings Cladding Scheme with reference to legal advice to provide practical and financial assistance to those Owners Corporations.

- *Has the National Construction Code actually changed the requirements for cladding?*

The National Construction Code was amended between the 2016 edition and the 2019 edition to provide absolute clarity that in Type A or B construction (apartments over three storeys are Type A), the external walls and common walls including the façade covering, the framing and the insulation must be non-combustible. Previously, the NCC did not specifically mention these elements of the façade with regards to non-combustibility, which led to the general interpretation across Australia that the requirements for non-combustibility did not apply to cladding. This amendment came into effect in the ACT in March 2018.

- *Why has it taken the Government so long to implement a Scheme?*

Each state and territory has tackled this issue in a way relevant to its circumstance. Considered and careful planning has gone into developing the right scheme for Canberra.

The ACT has been able to learn from the approaches of other jurisdictions and their approaches to ensuring that cladding remediation works are carried out on the highest risk privately-owned residential buildings.

- *Is this the next Mr Fluffy-type issue for the ACT?*

Comparing combustible cladding to Mr Fluffy is not accurate for many reasons. A planned and considered approach to remediation by private Owners Corporations is what is required to deal with this issue. Cladding does not spontaneously combust, and having it is not necessarily an indicator of risk to a building or its occupants. By practicing good fire safety and taking some very reasonable measures such as reducing clutter on balconies and moving BBQs away from walls, residents can continue to occupy their homes and are not required to move out. Cladding is reasonably obvious to identify on the outside of buildings, and with some expert testing and assessment, owners and residents will know whether they have combustible cladding, what risk level it represents on their building, and interim fire safety measures they can take to manage the risk while they undertake remediation works. Unlike Mr Fluffy, it can then be removed if required in a safe manner, without needing to demolish the whole building or evacuate the premises.

- *Why isn't the ACT following the Victorian or NSW model to resolve the cladding issue?*

Each state and territory has chosen an approach according to its own circumstances. The ACT has closely monitored the approaches of other jurisdictions, but designed a scheme that suits ACT's needs: a comparatively small number of affected properties, much smaller in height and therefore cost per building and a voluntary scheme which recognises the positive approach of the ACT population towards fixing issues such as this.

While Victoria has offered a support package to rectify higher risk private apartment buildings, NSW is offering a concessional loan scheme to assist owners with rectification. In Queensland, Western Australia and South Australia, property owners are required to fund their own professional advice and remediation works.

Key features of the Victorian Scheme are:

- Regulatory approach
- Class 2 apartment buildings, three storeys or higher, with a high or extreme fire risk are eligible
- The Victorian Government pays for and undertakes the works on those private properties, including providing a project manager, in a three way contractual arrangement with the Government, builder and Owners Corporation
- Remediation is to a low risk level, not always a complete removal of all cladding
- This is paid for via a new levy imposed on the property industry
- Required works to fix latent conditions are paid for by the Owners Corporation.

Key features of the NSW scheme are:

- Regulatory approach
  - Class 2 apartment building, three storeys or higher, with a high or extreme fire risk are eligible
  - The NSW Government is making available a concessional loan to assist Owners Corporations to fund these works
  - The Government has appointed a head contractor and project manager to provide assurance of remediation works.
- *Why is assistance not being provided to owners of buildings such as aged care, private hospitals or university student accommodation?*

Organisations that operate buildings such as aged care, private hospitals and university accommodation are professional, commercial operations with management structures and ownership structures used to dealing with risk issues such as this.

- *Will the Government step in to ensure that no building is left without building insurance coverage?*

There is a competitive national market for building insurance and combustible cladding is a well-known issue. The Insurance Council of Australia has advised the Government that they support a risk-based approach to cladding insurance, rather than a blanket 'no coverage'. However, individual insurance companies will offer their own products and settings. Therefore, Owners Corporations may need to consider sourcing a new insurer who will give them the coverage they need in the knowledge that the Owners Corporation is aware of and actively addressing the cladding risk. A comprehensive testing and assessment report as an outcome of the first phase of this Scheme should assist Owners Corporations to have well-informed discussions with insurance companies.

There could be multiple issues beyond cladding that impact insurance premiums for private apartment buildings, and it is the responsibility of Owners Corporations to address these.

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

To assist building owners, the ACT Government has established a Register of Potential Suppliers who have qualifications, experience, licences and insurance to provide assistance to owners of private buildings in the ACT. Potential suppliers can test and assess whether the cladding on buildings may be combustible and advise the building owners on next steps.

The Register is accessible to building owners on the MPC website and remains open for new applications from potential suppliers.

- *What can tenants do about cladding?*

Tenants can talk to their property owner or the managing agent for the property, who can alert the owners corporation to the issue. The Owners Corporation can investigate whether the cladding is combustible and take steps to improve fire safety and/or remediate the cladding.

Tenants should also be aware of the fire safety plan for their building and practice good fire safety including following any direction of the Owners Corporation or Strata Manager regarding fire safety practices required in the building.

Fact-sheets are available on the Major Projects Canberra website for owners, occupants, strata managers and managing agents.

- *Can an Owners Corporation apply for the Scheme if testing and assessment has already been undertaken on their building?*

Owners Corporations may seek consideration for access to the Scheme if they undertook testing and assessment of their cladding between 27 August 2020 and the date the Scheme opened, 21 July 2021. The ACT Government will decide applications for retrospective access to the Scheme.

- *Is ACT Fire and Rescue aware of apartment buildings with combustible cladding?*

Yes, ACT Fire and Rescue has undertaken a kerbside identification of buildings that may have cladding material in the most likely suburbs of Canberra – around town centres, transit corridors and areas of apartment development.

All testing and assessment reports funded through the ACT Scheme are provided to ACT Fire and Rescue for fire safety planning purposes.



- *What if buildings are ready to undertake their remediation works now?*

The Government is developing a concessional loan scheme to assist eligible owners with the costs of remediating the cladding on their building, where the testing and assessment process has demonstrated the need for this remediation. I will be releasing details of this as soon as they are available.

## Concessional Loan Scheme

- *When will the loan be made available?*

It is expected that owners' corporations will be able to apply for the concessional loan scheme mid this year.

- *What costs can be covered under the loan?*

The construction costs related to cladding remediation will be covered under the loan. As part of this, Owners Corporations can include the cost of professionals such as engineers, architects and project managers on to the loan. Regulatory fees, such as building approvals may also be included on the loan. Owners' corporations can also use a certain amount of loan funds to cover administrative costs.

- *What if the cladding remediation uncovers other latent defects, which need to be fixed before works are approved?*

*Concessional loans will not cover any works which are not related to or result from the cladding remediation. All owners corporations seeking access to the concessional loan will need to have an additional source of funds to manage latent defects. These funds may be accessed through strata levies, existing funds, or as a result of an additional loan taken out by the owners corporation. It is expected that this source of funds would cover the cost of fixing all latent defects discovered as a result of the cladding remediation.*

- *Can owners' corporations who have taken out a commercial loan transfer the balance of their loan to the concessional loan?*

The ACT Government is committed to assisting all eligible building owners to remediate their cladding. Eligible owners' corporations who have taken out loans with commercial loan providers after 21 July 2021 for the purposes of remediating their cladding will be able to transfer the balance of their loan to the concessional loan. This is the date that the concessional loan scheme was announced.

- *What about individual apartment owners who cannot afford repayments on a strata loan?*

The Government will develop arrangements for owner occupiers of apartments who have genuine long-term financial hardship.

- *Why is the loan only allowed for 10 years? Some Owners Corporations have indicated they would prefer a 15-year term.*

The 10-year term corresponds to the commercial arrangements the ACT Government has entered into to fund the loan. A 10-year loan term is a standard term in the strata loan sector.

- *Why a cap of \$15 million? What if the rectification cost is above \$15 million?*

Government was conscious that there are limited funds, and there needed to be an upper limit to ensure a reasonable distribution of support across a number of projects. Government has the ability to extend the program to projects above \$15 million at its discretion.

- *How many buildings are expected to take advantage of the scheme?*

Although demand is hard to predict, given interest in the Phase 1 program, Government anticipates up to 50 owners corporations may apply.

- *It will be expensive and onerous for Owners Corporations to undertake this work. How is Government going to assist Owners Corporations?*

Owners Corporations can include up to \$10,000 in their concessional loan to support their administrative costs. Owners Corporations can also incorporate the costs of professional services such as dedicated Project Managers to lead the delivery of the project. Any costs incurred by the Project Manager can be included in the concessional loan amount. Owners Corporations can also include their statutory costs for remediation works in the loan.

- *Why is the RFP confidential?*

The RFP contains detailed information on the mechanisms and processes that could apply through the loan which will be finalised with the loan provider. This includes scheme governance and legal issues. These are expected to change and there is a significant risk of confusion if this was publicly available at this early stage.

## Background

Milestones	
1. Commencement of education campaign	July 2021
2. Opening of applications for the Scheme	21 July 2021
3. Reporting back on the levels of take-up of the Scheme	First half 2022
4. Closing of applications for the Scheme	21 July 2022 (12 months after commencement)
<b>Completion date of Phase 1 of the Scheme and receipt of all building reports (where there is sufficient take-up of the scheme):</b>	21 December 2022

## Portfolio/s: Sustainable Building and Construction

### Cladding Remediation

#### 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, including a kerbside identification of buildings with cladding material carried out by ACT Fire and Rescue in the most likely suburbs of Canberra – around town centres, transit corridors and areas of apartment development.
- The outcome of this kerbside identification process was around 90 apartment buildings of 3 storeys or higher potentially with combustible cladding.
- Inquiries into these 90 buildings indicate that some of the 90 buildings do not have combustible cladding, while others have already completed remediation works. Of those buildings, approximately 65 owners corporations are eligible for assistance under the Private Buildings Cladding Scheme.
- Equity Economics released a paper “The Cost of Building Defects” in August 2019 in which they estimated the ACT to have 11 extreme risk, 60 high risk, 57 medium risk and 29 low risk properties, totalling 157 combustible cladding affected properties. The authors have indicated that they have “relied on publicly available information, used conservative costings and, where data was limited, applied a range to reflect the high level of uncertainty”.
- Specifically in regards estimating the number of affected properties in the ACT, the authors have used the total apartment approvals between 2009 and 2018 as a proxy and applied the results that were found in an initial high level assessment of Victorian properties across all other jurisdictions. As the ACT Fire and Rescue kerbside identification process was completed more recently, utilising expert local knowledge of actual buildings as constructed, the figure of around 90 buildings is more likely to be accurate. Calculating the risk profile of ACT properties based on those found in Melbourne is likely to be very misleading.
- The government assessed the Cladding Audit Response Team’s recommendations and approved the remediation of cladding across ACT Government sites.
- The Cladding Remediation Scheme consists of two elements:

- an ACT Government Program to rectify combustible cladding on ACT Government owned facilities; and
- the Private Buildings Cladding Scheme to support the assessment and remediation of combustible cladding on eligible privately-owned buildings.

#### ACT Government Program

- A review of ACT Government owned buildings has identified 23 sites requiring cladding remediation works.
- Of these, 21 sites are being progressed through Major Projects Canberra (MPC), with two sites within the Education portfolio being progressed directly by the Education Directorate.
- Current cost estimates indicate a total of around \$17m will be required to complete all works.
- The remediation options 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 first round of remediation works were completed by the end of December 2021. The 14 completed projects are:
  - Canberra High School;
  - Melrose High School;
  - Arawang Primary School;
  - Yarralumla Primary School;
  - Erindale College
  - Lyneham Primary School
  - Howard Florey House;
  - Civic Youth Centre;
  - National Convention Centre;
  - Gungahlin Oval;
  - Tuggeranong Child and Family Centre;
  - Two Housing ACT properties; and
  - ACT Magistrates Court.
- Of the nine projects that comprise the remaining program of work:
  - All projects have contracts awarded;
  - Five sites commenced work in January 2022.
  - One site commenced work in March 2022.

### Private Buildings Cladding Scheme

- On 21 July 2021, the Government announced the Private Buildings Cladding Scheme which will provide grants to eligible Owners Corporations of apartment buildings to undertake testing and assessment of their building's cladding.
- The Government has made available \$1.8 million for grants under this Scheme, which has been developed in consultation with ACT Fire and Rescue and other ACT Government agencies responsible for building and construction oversight.
- The Scheme will assist owners of eligible apartment buildings by providing a rebate of 50% of the costs (up to a maximum of \$20,000 ex GST) for testing and assessing the cladding on their buildings.
- Testing and assessing cladding on apartment buildings will:
  - confirm whether the cladding on an apartment building is combustible cladding;
  - inform building owners of the level of fire safety risk to the residents by the presence of combustible cladding;
  - detail the scope of any remediation works which may be required to reduce the risk to an appropriate level including potential costs; and
  - detail any interim fire safety measures that should be implemented in the apartment building while remediation works are considered.
- An eligible building is one which:
  - is an apartment building with a rise of three storeys or more, or a cluster of residential buildings close to each other that represents a high fire risk;
  - the building or buildings must have residential apartments, or they can have a mix of uses such as residential apartments with ground floor shops or offices; and
  - the Owners Corporation for the building must have made a judgement based on reasonable grounds that the building has combustible cladding.
- Owners Corporations have until 21 July 2022 to apply for the grant and until 21 December 2022 to ensure that the testing and assessment work has been undertaken.
- All Testing and Assessment Reports partly funded by the grant will be provided to ACT Fire and Rescue for the purposes of fire safety planning.
- Owners Corporations may seek consideration for access to the Scheme if they undertook testing and assessment of their cladding between 27 August 2020 and the date the Scheme opened, 21 July 2021. The ACT Government will decide applications for retrospective access to the Scheme.
- If a building is assessed as requiring cladding remediation work, the Government will offer a concessional loan to Owners Corporations to assist with funding the remediation works. The details of the concessional loan are currently being developed and will be released when available.

- Engagement with industry associations/representatives has occurred and will continue, to enable industry input to the development of the scheme.
- Engagement with owners corporations, the Owners Corporation Network, and Strata Communities Australia (ACT) has enabled owners corporations and strata managers to feed into the development of the scheme and consider what they might need to do to prepare for the concessional loan scheme.
- The Request for Proposal(RFP) for the Concessional Loan Provider was released to market on 24 March 2022 and closes 26 April 2022.
- Online seminars on the Rebate Scheme have occurred with Strata Managers, Owners Corporations and industry, with the assistance of Strata Communities Australia and the Owners Corporation Network. Over 190 people have attended the seminars so far and these have been very well received, with calls and emails to the Cladding Program growing as a result. Direct engagement with Owners Corporations and individual strata managers is also ongoing.
- As at 23 March 2022, the application status is:

<b>Applications Submitted</b>	<b>30</b>
Applications fully complete and able to be assessed	28
Applications not complete and seeking more information	2
<b>Status of fully complete applications</b>	<b>(28)</b>
Applications approved	19
Applications declined or withdrawn	8
Applications under assessment	1
<b>Rebates</b>	
Rebates paid (number)	4
Rebates paid (dollars)	\$47,011

- Professional suppliers of services such as fire engineers, certifiers and project managers continue to be added to the Register of Potential Suppliers to grow the number of firms available to offer professional advice to building owners regarding cladding remediation.
- There are currently 24 companies on the Register: 14 local and 10 interstate.



**Portfolio/s: Arts****Canberra Theatre Centre Project****Talking points:**

- I announced my Statement of Ambition for the Arts in 2021 for Canberra to be recognised as Australia's Arts Capital.
- As part of that vision, a new Canberra Theatre, will be the centrepiece of the revitalisation of the area around Civic Square to create a vibrant Canberra Civic and Cultural District.
- The Canberra Civic and Cultural District will link together the Canberra Museum and Gallery, the Legislative Assembly building, the Civic Library building and Civic Square with hotel, retail and commercial facilities. The District will become a renewed hub for Canberra's artistic and cultural life, while providing a new attraction for visitors to Canberra.
- The ACT Government is committed to continuing the Canberra Theatre Centre expansion and redevelopment Project (the Project) in the Parliamentary Agreement for this term of government.
- The ACT Infrastructure Plan released by the ACT Government in October 2019 identifies the Project as a government five year priority.
- Government has invested \$1.6 million in early design, planning and commercial analysis to identify options for the delivery of the Project.
- In the 2021/22 budget handed down on 6 October 2021, government made available further funding of \$2.779 million to the Project, with \$1.053 million allocated for the 2021/22 and \$1.726 million for the 2022/23 financial year.
- Government is also investing a further \$1.442 million in essential upgrades at the Canberra Theatre Centre to enhance the safety of patrons, ensure a high level of Work Health and Safety standards for staff, enhance security infrastructure, and implement other essential works.
- Government is progressing with project scoping, master planning assessments, site investigations, early design development and commercial analysis for a new theatre centre that will have the seating capacity and facilities to support the widest possible artistic range of local, national and international touring shows.
- On 12 February 2021, the Chief Minister announced that the project could be built as part of a mixed-use development on the site of the London Circuit carpark opposite the Sydney Building and Bailey's corner.
- Under this arrangement, the land could be expected to be sold, with revenue from the sale to partially offset the cost of building the theatre.

- 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.
- Architectural heritage consultant, Phillip Leeson Architects were appointed to prepare a Conservation Management Plan for the Civic Square precinct, including the exterior of the Canberra Theatre Centre. A draft Conservation Management Plan was submitted to the ACT Heritage Council in late 2021 for its consideration.

### **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 Project was announced as a designated project, determining that the project will be delivered by Major Projects Canberra as listed in the Administrative Arrangements for government.
- In 2018-19 financial year, \$800,000 ex GST was allocated for preparation of a business case and a further \$400,000 ex GST was provided in 2019-2020 for the same purpose.
- Under the August 2020 appropriation, \$400,000 ex GST was 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.
- Major Projects Canberra, the Cultural Facilities Corporation and the City Renewal Authority are leading preparation of a submission to Infrastructure Australia, seeking to have the Canberra Civic and Culture District, including the Canberra Theatre Centre Project included on the Infrastructure Priority List. Early engagement with Infrastructure Australia has been encouraging and a Commercial Advisor consultant has been procured to prepare social and economic analysis to support the submission. The Consultancy commenced in November 2021 with a final submission target date of Q2 2022.

### **Background**

- The current Canberra Theatre was built in 1965, meaning it predates the Sydney Opera House. Designed for a city of 85,000 people, it has a current seating capacity of approximately 1,200.
- The Canberra Theatre Centre now services the ACT and surrounding catchment of just under 1,000,000 people.
- 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 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.

## Canberra Hospital Expansion - Key Facts and Figures

### Key features

- The new **Intensive Care Unit** provides for 60 beds (48 beds to be operationalised initially).
- 22 new **theatres including** state-of-the-art hybrid and interventional radiology theatres to allow the latest advances in medical technology to be used.
- A new **Acute Cardiac Care Unit** will include:
  - 32 acute cardiac care beds, including bariatric and isolation beds
  - Three Cardiac Catheterisation Laboratories, including one Large Cardiac Laboratory and one Electrophysiology Laboratory; and
  - Cardiac Day Unit to support the Cardiac Catheterisation Laboratories.
- The new **Emergency Department (ED)** will have 147 spaces. This includes 127 ED treatment spaces and 20 additional ancillary points of care.
- Additional **medical imaging facilities** with:
  - Four X-ray rooms;
  - Three CT Scanners;
  - Two Ultrasound rooms;
  - One Ultrasound Procedure room; and
  - Two MRIs (including one Intraoperative MRI).
- 12 **ambulance bays**, including nine patient drop-off/operational bays and three ambulance parking/waiting bays.
- Two additional wards in the Critical Services Building providing 64 **inpatient beds** and storage spaces for important healthcare equipment
- This is an overall total of 156 inpatient beds in the new building.
- The new Critical Services Building is being designed and constructed to achieve a **5 Star Green Star rating** and as an all electric facility.